

Aircraft Circuits

Training flights often take place within the close proximity of the airport. This may involve the training of pilots who are becoming familiar with the approach and departure routes. When the aircraft is on 'visual circuits'. The aircraft will be noted on several occasions in the same area.

During busy periods, aircraft that are flying visually are not always able to make a straight in approach due to conflicting traffic. When this occurs, aircraft will be asked by ATC to join the visual circuit. Once in the visual circuit, aircraft may be asked to make 'orbits' and remain in the same area until a landing slot becomes available.



Night Flights and Engine Running

Exeter Airport does not operate 24 hours a day and the majority of flights operate between 0630 and 2200 (0030 in summer months). However, four flights are operated between 2300 and 0230 on 5 nights (Mon – Fri), on behalf of the Royal Mail and in some circumstances there may be late flights due to operational other reasons (e.g. Medical and compassionate flights) beyond the control of the airport.

Occasionally loud engine noises can be heard from the airfield. The noise is likely to be from engine ground running which is an essential part of aircraft maintenance and is generally undertaken by Flybe Aviation Services. Unless it is operationally essential, no engine ground runs are permitted between the hours of 2330 and 0630, 7 days a week. Please contact Flybe Aviation Services if this type of noise occurs outside of these times.

Frequently Asked Questions

I live quite a distance from the airport but there are quite often small aircraft low over my house. Can I stop them?
The general answer is no, but we will assist whenever possible. The airport has a control zone of 2.5 miles and outside this area there is no guarantee that Air Traffic Control (ATC) will have contact with the pilot of an aircraft. Many smaller aircraft types operate from other airfields such as Dunkerswell, Branscombe, Farway and Eaglescott.

Large aircraft turn over my house, are they using it as a guide?

No. Commercial aircraft have to be guided by ATC onto the Instrument Landing System (ILS). The majority of aircraft will join the ILS between 8 and 20 miles from the airport. Due to the amount of smaller airfields, especially in east Devon, aircraft sometimes have to be turned earlier or later than would normally be the case. This is likely to be more apparent during the summer months as there are more light aircraft operating from these airfields.

What geographic area do ATC at Exeter have responsibility for?

Controllers at Exeter have control of a 2.5 mile radius around the airport. They can talk to aircraft within approximately a 30 mile radius, but only if the aircraft calls them.

Who can I contact about police/ambulance and military aircraft?

Military, police and ambulance aircraft operate in the region, but Exeter Airport does not hold any jurisdiction over their movements. For police and ambulance aircraft issues telephone: 0845 277 7444 or to make a complaint regarding low flying military aircraft, write to the MoD: Ministry of Defence Directorate of Air Staff, Complaints and Enquires Unit, Level 5, Zone H, Main Building, Whitehall, LONDON, SW1A 2HB.

Who else can I contact?

Exeter Airport's Consultative Group has representatives from Local Parish, District and City Councils and works to DfT Guidelines for Airport Consultative Committees. It is hosted by an officer of East Devon District Council and items for consideration should be addressed to: The Exeter Airport Consultative Committee, EDDC Council Offices, Knowle, SIDMOUTH, EX10 8HL
ATC may be of assistance if the matter is urgent.
01392 354 915

General complaints about aviation environmental impact should be addressed to: Civil Aviation Authority, Directorate of Airspace Policy, K6, CAA House, 45-59 Kingsway, LONDON WC2B 6TE



Exeter International Airport Airfield Operations Managing the Impact of Aircraft Noise



Introduction

Exeter Airport (ICAO-EGTE, IATA-EXT) holds a CAA public use aerodrome licence (P759).

The airport, which is five miles from the city of Exeter, began operating in 1937. During the war it was an RAF sector station and it was used by the US Army Air Force and the Polish Air Force whose squadrons protect the city. From the 60s the airport developed charter holiday traffic but the greatest increase in scheduled services occurred when Flybe introduced new routes in 2004. Exeter has also hosted General Aviation (GA) aircraft throughout its history.

In 2007 Regional and City Airports Limited, a Balfour Beatty company, took over the airport from Devon County Council and the landmark figure of 1 million passengers in 12 months occurred shortly after.

Working in partnership with the airlines and airport users, it is the airport's aim to manage the impact of noise by identifying ways in which it can be minimised.



Runway

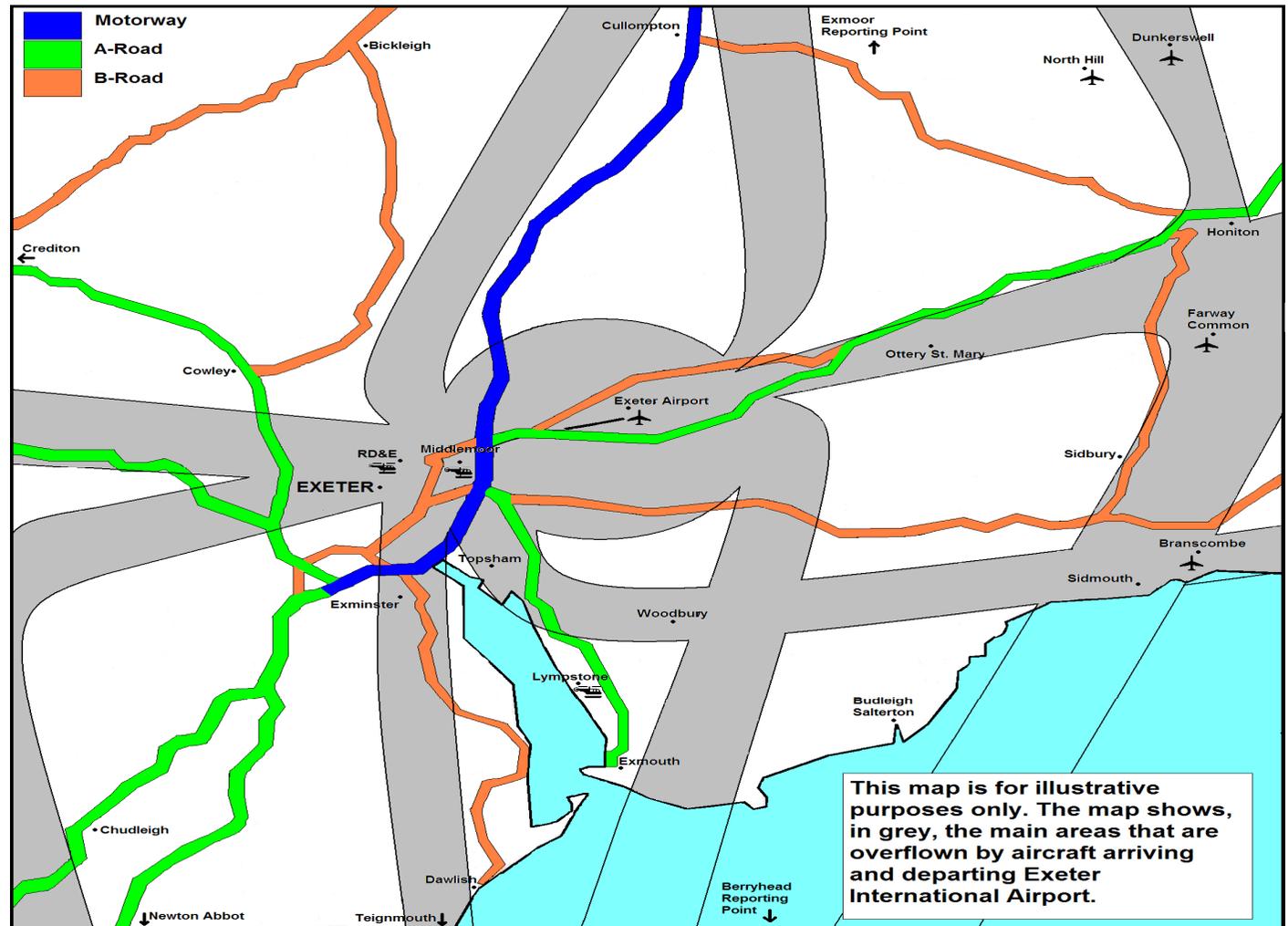
Exeter Airport operates with one runway and the direction in which aircraft land and depart depends on the wind direction at the time and the direction can change throughout a day.

Due to prevailing south-westerly winds, approximately 65% of aircraft arrivals are from the east and departures to the west. In aviation terms, if aircraft approach from the west, the airport is using Runway 26 (two six) but if aircraft approach over the city from the east, this is referred to as Runway 08 (zero eight). The runway numbers are clearly marked at both ends of the runway.

Approach Guidance Systems for Aircraft - ILS

The ILS (Instrument Landing System) emits 2 radio beams, which extend approximately 20 nautical miles to the east and west of the airport. One beam ensures the aircraft is aligned with the runway centreline. The other provides a glide-path for aircraft to descend towards the airfield. This is an important system, as it allows aircraft to land in low visibility, such as when there is low cloud cover, mist or fog. This is the main method of approaching the airport. Aircraft arriving at Exeter are directed by Exeter Air Traffic Control (ATC) and they advise the pilots on the course to steer, and height at which to fly, until the aircraft intercepts the ILS. There are also other instrument approaches following different paths which will occasionally be used.

When the weather is good an aircraft may make a visual approach. This is where the pilot takes responsibility for the routing, and visually lines up the aircraft with the runway. The advantage to this is that the aircraft will land sooner, using less fuel. However these approaches happen less frequently when ATC need to efficiently sequence the flow of aircraft arriving and departing.



Arrivals

- Aircraft arriving on runway 08 will join the standard approach, joining the ILS at no less than 8 nautical miles.
- Aircraft arriving on runway 26 will typically join the ILS at 8 nautical miles. However, due to the number of airfields to the east of the airport and the uncontrolled airspace, ATC may need to turn aircraft earlier or later than 8 miles.
- Aircraft flying visually should line up with the runway, traffic permitting, no less than 1.5 nautical miles away from the runway. If there is traffic congestion, aircraft should join the visual circuit until there is a slot to land. ATC will generally give landing priority to larger aircraft and hold smaller light aircraft in the circuit for the minimum time possible.

Departures

- Aircraft departing off runway 08 will climb straight ahead to 1500ft before turning to the next reporting point.
- Aircraft departing off runway 26 will climb to 1000ft before turning. At times where of conflicting traffic (i.e. air ambulance on a task) departing aircraft may be asked to make late or early turns.
- Aircraft flying visually will take off and either go into the visual circuit or in the direction that they are heading.
- Light aircraft should avoid overflying the villages of Clyst Honiton, Broadclyst, Whimble, West Hill and Farringdon whenever possible or as otherwise directed by ATC.