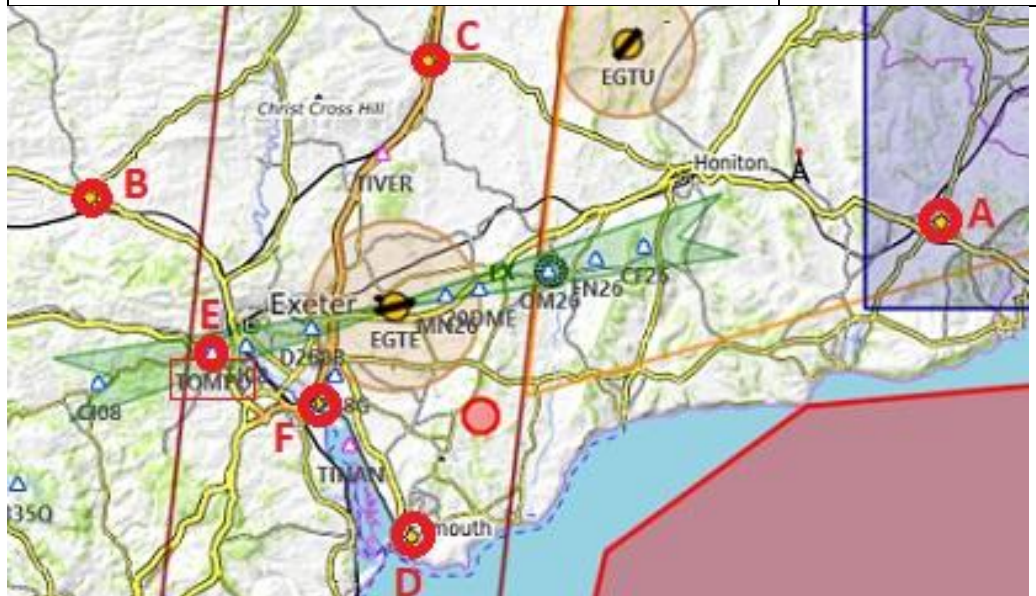
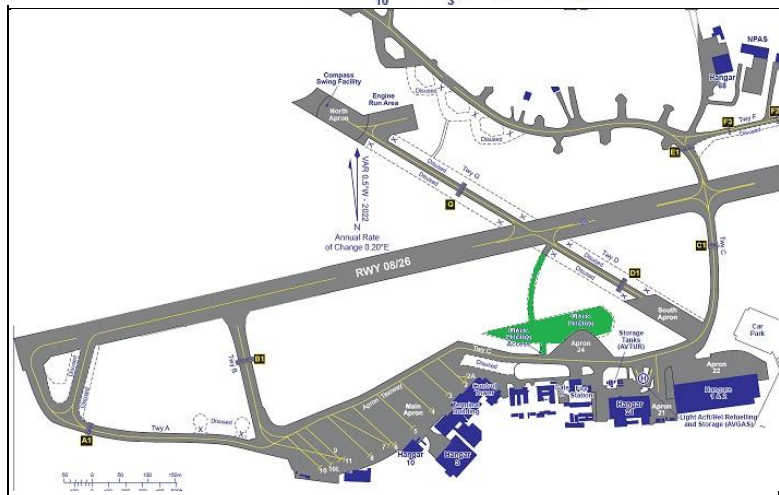
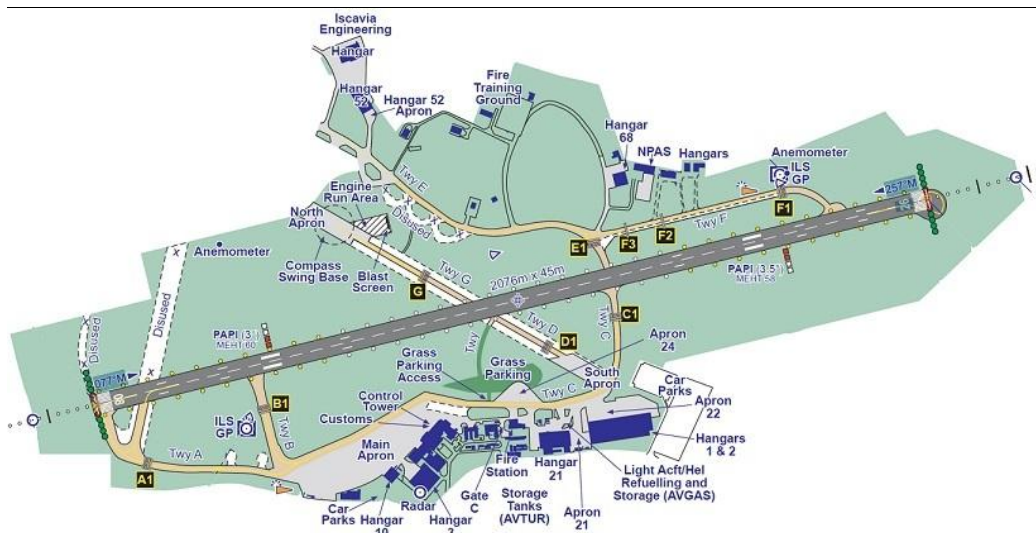


AIRFIELD	September 25		EXETER			EGTE		
CALLSIGN	Exeter Tower					119.805		
CALLSIGN	EGTE_TWR					App.128.980		
LOCATION	Lat: N050.44.03000			Long: W003.24.50.000		Elev. 102 Ft.		
LOCATION	4NM East by North of Exeter					VFR Conspicuity		
CHART E	NATS	When Runway 08 is in use, Runway 26 will also be in use for IFR arrivals and IFR training. See special rules below.				App/Radar. 123.580		
METAR	EGTE 119.330						QFE=QNH -3HPsc	
NAV AIDS	ILS . IET. 109.900 MHz Restricted R.08			NDB. EX. 337kHz. OM. Runway. 26		NO NORDO Aircraft		
RUNWAY	Name	Size	Surface		All Pilots must request startup and state A/C location.			
	08 / 26	2076M x 45M	Grooved. Asphalt		Pilots are requested NOT to switch on beacons or strobes until startup has been approved.			
AIRSPACE	Class G	Class A A6499 + Airway N864 (N/S)						
CIRCUITS	1000ft QFE	Left hand Circuits, or as instructed by ATC. Preferred Runway is 26						
CAUTION	HELIMEDs operate in/out of the MD Hospital (NE Corner), UNDER Centre line Runway 08 @ 3.25nm							
LOCAL HAZARDS	ALL PILOTS: Runway lights and PAPIs are ELEVATED and expensive to replace – by you? Birds are a constant hazard, bird scaring takes place on the airfield frequently. Gliding, Parachuting, Light A/C and Microlights operate at Dunkeswell, 10nm NE. Possible conflicts Runway 26 final at 5nm, deconfliction messages NOT guaranteed. Late warnings should be expected.							
HELICOPTER OPERATIONS	Light helicopters requiring AVGAS 100LL will be permitted to land at the 'H' on the refuelling area, daylight hours only with ATC instructions. A/C must approach the facility from the NE and align on the 'H' facing WEST. If the facility is in use ATC will hold A/C AS INSTRUCTED. See chart below. Before refuelling commences, pilots must ensure that rotors STOPPED and rotor blades are aligned with the fuselage, or positioned as to not infringe taxiway C. Fuelling by Bowser is by special arrangement (and cost). Wheeled helicopters will always Ground taxi. Light helicopters may be advised to approach the A/F from the North and land on the North apron. Helicopters directed to park on aprons South of the runway or the Northern apron will use the main runway and taxi / hover taxi as advised by ATC.							
SPECIAL RULES	GA pilots may expect delays due to frequent IFR training. IFR training aircraft will use runway 26, EVEN WHEN runway 08 is designated for GA aircraft and other non IFR traffic. INBOUND A/C may expect to be held at TOMPO. Listen to ATC and try to anticipate your probable request from ATC. Due commercial operations. ALL pilots must a) REQUEST startup, stating location. b) Request TAXI ONLY when ready to move. c) REPORT ready for departure, at runway Hold, Only when ready to go. Request Backtrack if required. NOISE ABATEMENT – LANDING aircraft. a) Approach NOT BELOW 1000ft QFE until intercepting the PAPIs. DO NOT descend BELOW the PAPIs. b) Report vacated and taxiway IF requested to do so. Stop at taxi hold-point if not given taxi instructions. DEPARTING aircraft. a) Runway 26; Climb on runway heading at best safe climb-rate to A1000ft, THEN turn as soon as possible to avoid the City of Exeter. b) Runway 08; Climb on runway heading at best safe climb-rate to A1500ft before turning on course. c) A/C may be given a departure, regardless of flight plan to avoid other traffic, e.g. "Departure to the SE." MAINTAIN departure, until advised with ATC directions, to regain flight plan. VFR arrivals and overflights; ATC may issue LEVEL restriction of "Not below 1500ft", If pilot cannot comply and remain VMC – INFORM ATC at once. ATC may also give ROUTING/NO FLY instructions to avoid conflict with training Aircraft. LOCAL FLIGHTS: Specify cardinal track they wish to fly on startup. "GGAC- Local to North West". Flight plans direct to SAM may be routed via GIBSO.							
REMARKS	CAUTION helicopter activity in and out of the RD and E Hospital situated on the final approach to Runway 08 at 3.25 NM from touchdown. The grass areas adjacent to paved aprons are not to be used for aircraft manoeuvring or parking. The Grass Parking likely to be unavailable during winter or extreme wet weather. Groups should expect to use Apron 22 or South Apron or as advised by ATC.							
VRPs	A	AXMINSTER	B	CREDITON	C	CULLOMPTON		
	D	EXMOUTH	E	TOMPO	F	TOPSHAM		



VRPs	
A	AXMINSTER N050.46.54. W002.59.54.
B	CREDITON N050.47.26. W003.39.05.
C	CULLOMPTON N050.51.19. W003.23.26.
D	EXMOUTH N050.37.17. W003.24.85.
E	TOMPO N050.42.43. W003.33.19.
F	TOPSHAM N050.41.58. W003.28.41

Top left: Airfield layout.

Row 2 Left: Taxiways and Parking.

Row 3: Area chart and VRPs

Top Right: GA and Light Helicopter Fuel point.

Row2 Right: Main GA Parking, Apron 24, grass apron and taxiway to runway.

Bottom Left: Exeter Flying Club grass parking. Bottom Right:

PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME.

NOT TO BE USED FOR REAL WORLD OPERATIONS