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| AIRFIELD NAME AND ICAO | EXETER | | EGTE | |
| CALLSIGN (RADIO) | Exeter Tower | | 119.800 | |
| CALLSIGN (ES/VATSIM) | EGTE_TWR | | APP. 119.050 | |
| LOCATION | Lat N050.44.04.000 | Long W003.24.50.000 | Elev.102 Ft | |
| LOCATION GEOGRAPHIC | 4nm E by N of Exeter | | Conspicuity ---- | |
| CHART SOURCE | NATS | | | |
| METAR AIRPORT | EGTE 119.320 | | My QFE= QNH(METAR) -3 HPscIs | |
| NAV AIDS (FSX / PLANG3) | NDB/ EX | 337 kHz, OM Runway 26 | ILS/ I-ET/XR | 109.900mHz |
| RUNWAYS | Headings | Dimension | Surface & notes | |
| | 08 / 26 | 2076m x 46m | Asphalt | |
| AIRSPACE/TRANS ALT QNH | CLASS G | Transition level 3000ft | Airspace above is Class A Base Alt 6500 Airway N864 | |
| CIRCUITS HEIGHT QFE / DIRS | 1000ft QFE | Left hand circuits, or as instructed. Preferred runway is 26. | | |
| NO FLY AREAS | AVOID OVERFLYING the villages of Clyst Honiton, Broadclyst, Whimble, West Hill and Farringdon, if possible or as instructed by ATC. | | | |
| LOCAL HAZARDS | Bird concentrations may be encountered within the ATZ. If marked taxiway is less than paved width, the unmarked area is unsuitable for A/C. | | | |
| HELICOPTER OPERATIONS | Helicopters parking on grass or paved aprons south of the runway must arrive / depart from the runway, with air taxiing as instructed by ATC. Helicopters are to avoid overflying airport buildings. | | | |
| SPECIAL RULES | <p>Parachuting operations within the ATZ prohibited without special clearance. Banner towing is prohibited.</p> <p>On first contact DEPARTING A/C should state Callsign and location. Pilots should request taxi and / or departure ONLY if ready to proceed. ON APPROACH. Join C/L NOT BELOW 1000ft, or as instructed. DO NOT fall below glide path (PAPI lights / ILS).</p> <p>ARRIVALS and OVERFLIGHTS. Make contact AT LEAST 10 minutes BEFORE 3DME. Advise ATC of service required on first contact, (Join or FIS). A/C may be required to follow heading and level changes to remain clear of local traffic, as instructed by ATC.</p> <p>DEPARTURES VFR A/C may be required to follow ATC routing to avoid conflict with other traffic. Such Instructions should be treated as mandatory, even if initially in the 'wrong direction' to planned route.</p> <p>LOCAL FLIGHTS. On first contact, inform Tower of planned routing (G GATC. Local flight to the North) – Tiverton.</p> <p>The following VRPs may be used by ATC for VFR traffic. Axminster. 16nm East. Crediton. 9.5nm WNW. Exmouth. 7nm South. Cullompton. 7.3nm North. Topsham. 4nm SE.</p> | | | |
| REMARKS | <p>Parachuting, Light and Micro-light A/C may operate from DUNKESWELL, less than 5nm to NE. These A/C may be uncontrolled, SEPARATION BY EXETER TWR CANNOT BE GARRUNTEED.</p> <p>EX NDB (26) and TOMPO (isec)(08) may be used as VFR holds.</p> <p>Emergency an SAR helicopters operate from the hangers north of F2. These A/C will arrive / depart over F2 and will have priority over ALL othe ground movements. E1 and F1 will be used to hold such movements.</p> | | | |

ALL PILOTS:

WHEN RECEIVING A SERVICE VIA CIX TEAMSPEAK PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME.