



ExeterAirport

Aircraft Movements and Noise

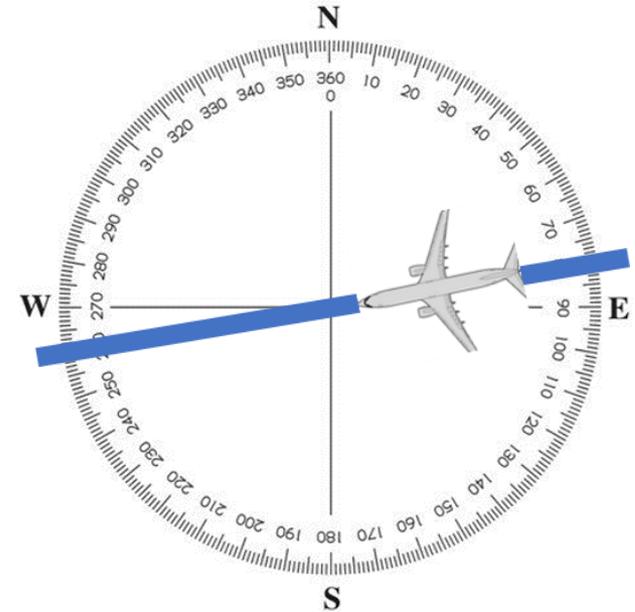
Introduction

The following slides are to help local residents and anyone considering moving to the local area understand the aircraft movements at Exeter Airport.

Frequently asked questions are covered and a link to the complaints form should you feel your question has not been answered within this presentation.

Exeter Airport Runways

Exeter Airport runway numbers are determined by the bearing on a compass. Exeter's runways are 260° and 80° on a compass and referred to as Runway 26 (Two Six) and Runway 08 (Zero Eight). For stability reasons aircraft take off and land into wind therefore the runway in use is dependant on the wind direction on the day/night.



Runway 26 is used for aircraft taking off and climbing out to the west towards the city. Aircraft approaching Runway 26, will pass directly over Ottery St. Mary Parish Church at 2000 feet. As the wind direction is predominantly south westerly for this area runway 26 is used the majority of the time and is the preferential runway.

Aircraft approaching Runway 08 will pass over Exeter Cathedral at 1000 feet, and may be more noticeable over the city. On take off, the aircraft will climb out towards Ottery St Mary.

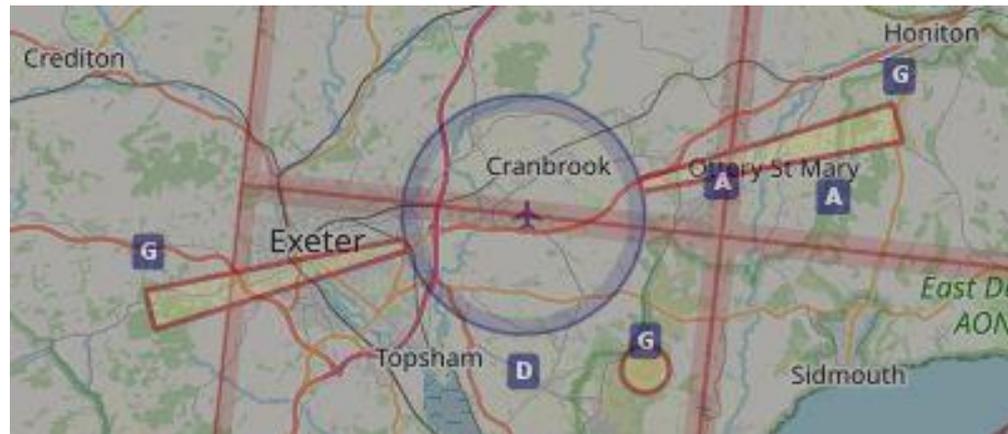
The Airspace around Exeter Airport

The airspace in the UK is divided into categories called Class A, C, D, E and G airspace.

Each category has their own set of rules that pilots must adhere to, for more information on airspace classification click on the link <https://www.caa.co.uk/consumers/guide-to-aviation/airspace/how-is-uk-airspace-structured/>

The airspace above Exeter is known as Class G airspace. This type of airspace is uncontrolled. Aircraft can fly where they like whenever they like as long as they comply with aviation law. Pilots flying in Class G airspace do not have to contact Air Traffic Control (ATC), but many do in order to advise on their presence and intentions. This enables air traffic controllers to provide information and advice to other airspace users in the area.

Exeter Airport has an Air Traffic Zone (ATZ). This is a controlled zone that extends in a circle 2.5 miles radius from the centre of the aerodrome from surface level up to 2000ft above ground level. Pilots must not enter this area without permission from ATC. ATC have control of aircraft in this area circled below.



Aircraft Movements

The majority of commercial aircraft landing at Exeter are guided by Air Traffic Control (ATC) onto the Instrument Landing System (ILS) at between 8 and 20 miles from the airport.

During landing, take off and when undertaking training or other manoeuvres, aircraft use the established routes for Approach, Departure and Circuits.

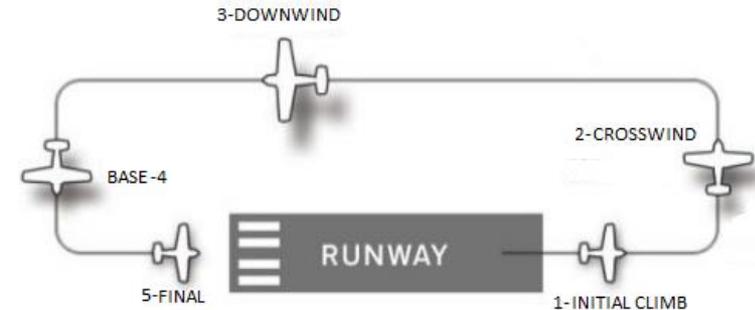
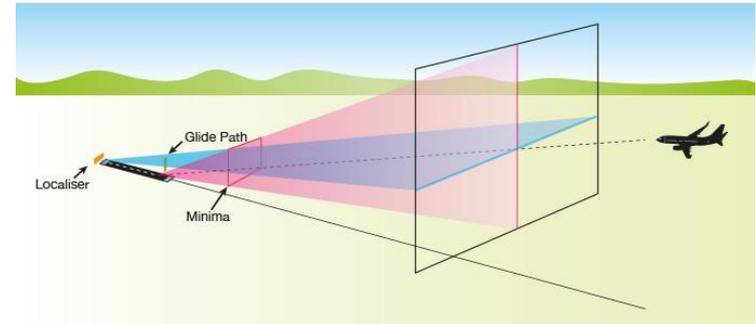
During busy periods aircraft may be asked to make 'orbits' until they are able to land. This will mean they will remain in the same area until a landing slot becomes available.

Training Flights

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.

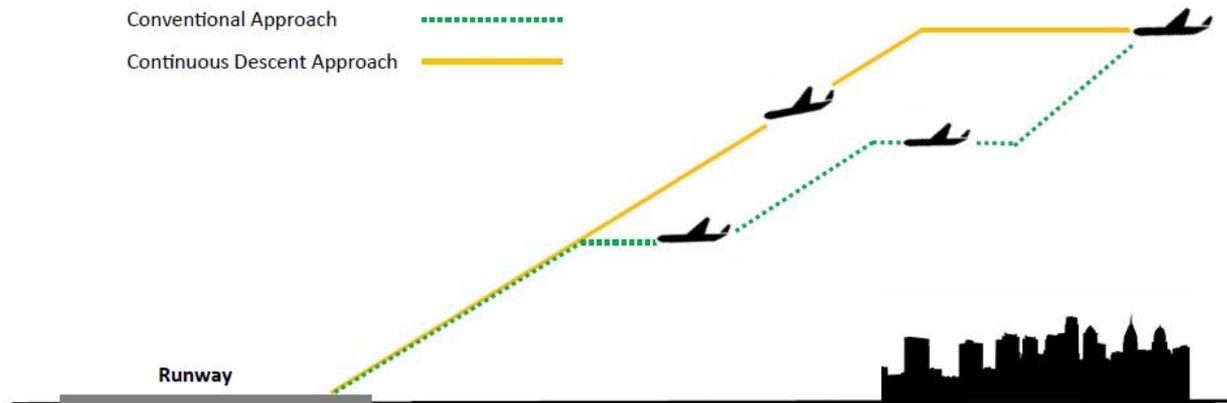
Some training will involve carrying out 'visual circuits'. The circuit height is 1000ft above aerodrome level and maybe higher for larger aircraft. A circuit pattern is shown on the right.



Aircraft Movements

Continuous Descent Approach (CDA)

Continuous descent approach is a method used as an aircraft is coming in to land. This is a smooth descent from the level an aircraft is cruising, to landing. This is a more efficient approach, the aircraft burn less fuel and produce fewer carbon emissions. A CDA can also reduce noise levels. The conventional approach for landing is a noisier less efficient approach. The aircraft descends to a permitted level and then asks permission from ATC for further descent, this burns more fuel and can cause higher noise levels. Exeter Airport encourage CDAs as much as possible and we monitor CDAs for review annually by the management team.



Aircraft Noise

Exeter Airport operates within the published Noise Abatement Procedure as published in the UK Air Pilot.

Every operator of an aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport, including the City of Exeter.

Light aircraft should avoid overflying the villages of Clyst Honiton, Broadclyst, Whimble, West Hill, Aylesbeare and Farringdon whenever possible or as otherwise directed by ATC. This is not always possible subject to the amount of aircraft that may be arriving or departing.

When on Runway 26 departure aircraft are to climb to 1000ft and then turn to avoid the city.

For more details on Exeter Airports Noise Abatement Procedure click on the link -

<https://www.aurora.nats.co.uk/htmlAIP/Publications/2021-04-22-AIRAC/html/index-en-GB.html>

All noise complaints are raised at The Airports Consultative Committee.

What is the Airport Consultative Committee?

The Department for Transport requires every airport in the UK to establish and support an Airport Consultative Committee (ACC). They are structured forums that provide an opportunity for aerodromes and interested parties to exchange information and make recommendations to the aerodrome management. Any issues raised are discussed and resolved amicably. Exeter Airport ACC meets 5 times a year, and the minutes of these meetings are published on the airport website in our About Us section <https://www.exeter-airport.co.uk/about-us/>

Frequently Asked Questions

A light aircraft is continuously flying over my house, can you do something about it?

The aircraft might be carrying out an aerial survey, if ATC are in contact with the aircraft, they can ask it to move away from the area, but this is not always the case. If you live close to the airport you may notice an aircraft doing circuit training. Circuit training, is where a student pilot or pilot practice their Take-Offs and Landings and is booked in with ATC. Slots are booked for an hour at a time, so the aircraft won't be flying over all day, just for a pre-booked period.

Who can I contact to report a low flying military aircraft causing a disturbance?

For complaints about low flying military aircraft contact SWF-lowflying@mod.gov.uk or call 01780 417 558

Are aircraft allowed to fly at night?

There are no restriction on night flights at Exeter, but much of our night flights are Royal Mail. The mail flight operates Monday to Friday departing at approximately 2330 and normally returns between 0200 and 0230 to enable first-class postal deliveries the following day. Businesses and households rely on these flights for overnight mail delivery and the transfer of urgent parts and medical supplies. Depending on the runway in use, you may hear this flight.

Holiday Tour Operators fly to Mediterranean airports that are very busy day and night. Whilst preferable, it is not always possible to schedule overseas departures earlier in the evening so as to avoid arriving at Exeter before midnight. Some of our Tour Operators require inbound flights after midnight due to aircraft capacity constraints. This enables affordable holidays in peak summer months when there is a 30% increase in demand.

I have been woken up at night by a large aircraft flying over my house, what is it?

This could be our mail flight as previously mentioned or a military aircraft night training.

I was woken by an aircraft running its engines on the runway, why was this?

When an aircraft is lined up on the runway there are some checks carried out by the pilots, they may run the engines for a longer period if there is a technical issue. If this is resolved the aircraft will depart or if further checks are required, it will return to park back on the aircraft parking area.

I saw a helicopter and an aircraft get very close to each other; did they get too close?

We have the Police Helicopter and Air Ambulance based at Exeter; they are in contact with ATC when they lift from the airport. As they depart, they may appear close to other fixed wing aircraft, but they will be operating in accordance with air traffic control procedures and the Rules of the Air.

A light aircraft is flying over Aylesbeare, in your noise abatement procedures it states '*Light aircraft should avoid overflying the villages of Clyst Honiton, Broadclyst, Whimble, West Hill, Aylesbeare and Farringdon whenever possible or as directed by ATC*' why is this happening?

Light aircraft in the 'aerodrome circuit' will avoid overflying obvious clusters of buildings that make up the visual picture of a village or town.

Unfortunately, it is not possible to avoid individual houses in a rural setting. From the ground it will appear that an aircraft is over your house but from the air this can be a different view and the aircraft will be further away than it looks. ATC can ask the aircraft to avoid the area but cannot instruct it to leave the area. In some cases, it maybe aerial surveys or short training flights. **I've read your FAQs and I feel my complaint has not been answered.** Please complete our Questions and Complaints form if you feel we have not addressed your issues in our FAQs. [Aircraft - Unusual & Annoyance \(google.com\)](#)