

EXETER VMATS PART 2

EGTE

REVISION 2023/03 - EFFECTIVE 23 MARCH 2023

DISTRIBUTION AND SCOPE

This manual is for controllers of Exeter Aerodrome and Approach positions, containing specific and local procedures relevant to these positions. Controllers must be familiar with controlling procedures in the UK; this manual should be read in conjunction with CAP 493 (MATS Part 1) and guidance on standard UK Radiotelephony phraseology, detailed in CAP 413.

EXCLUSION OF LIABILITY

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ACKNOWLEDGEMENTS

This document has been written and proofread by a huge wealth of people, without which the development of this document would not have been possible. On behalf of all VATSIM UK's members, this acts as an acknowledgement and thanks for their work.

DEFINITIONS

The key words "SHALL", "IS TO", "ARE TO", "MUST", "SHOULD", "MAY" are to be interpreted as described in MATS Part 1 (CAP 493).

MARKED CHANGES

Changes made since the last release are marked with a black bar, as indicated, in the left-hand margin. They are also described briefly in the table below.

AMENDMENT HISTORY

Revision	Effective Date	Notes
2023/03	23 March 2023	Updated MSL table for clarity (GEN 1.4); Addition of section on “Departure Warnings” (GEN 7.3); Updated departure clearances section and outbound routings (ADC 3.1 , ADC 3.2 , ADC 3.3); Updated local airspace details (APC 1.3) with new diagram; Expanded list of aerodromes in the vicinity (APC 1.3.1); Updated procedures for ATS route network departure (APC 5.3); Minor wording corrections throughout.
2021/03	25 March 2021	First publication

INTRODUCTION AND STRUCTURE

The Exeter virtual Manual of Air Traffic Services (vMATS) Part 2 is complementary to the MATS Part 1 (CAP493). Together, these two documents provide comprehensive instructions and information for Exeter ATS staff within VATSIM UK.

This vMATS has been divided into separate sections for ease of reference, each with its own three letter identification code.

This document is divided into sections as follows:

Page Abbreviation	Section
PRE	Preface
GEN	General Operating Procedures
ADC	Aerodrome Control
APC	Approach Control

TIME REFERENCES

All time references within this document are Coordinated Universal Time (UTC), or Zulu time, unless otherwise specified.

The UK observes daylight saving time in the summer months (British Summer Time, or BST), so the clocks shift forwards by one (1) hour. In summer therefore, UK local time is one hour ahead of UTC/Zulu time.

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GEN | GENERAL OPERATING INSTRUCTIONS

Part 1 Altimeter Setting Procedures

1.1 General

Aircraft operating within the vicinity of Exeter under the control of Exeter ATC at or below 3000ft above mean sea level (AMSL) shall operate on the Exeter QNH and this shall be provided by Exeter ATC prior to aircraft commencing an approach or departure.

Aerodrome and threshold elevations are to be made available when requested by the pilot.

1.2 QFE Threshold

When requested by the pilot, the appropriate threshold QFE (QNH – 3 hPa) shall be given.

1.3 Transition Altitude

The Transition Altitude is 3000 feet AMSL.

Note: From here on, unless otherwise specified, vertical references measured in feet (ft) are to be assumed as altitudes AMSL.

1.4 Transition Level and Minimum Flight Level

The Transition Level (TL) and minimum flight level separated from the transition altitude (referred to as the Minimum Stack Level (MSL)) shall be determined by Exeter APC at every QNH change by reference to the following table:

Exeter QNH (hPa)	Transition Level (TL)	Minimum Stack Level (MSL)
1050 – 1060	FL30	FL40 (see note)
1032 – 1049	FL35	FL40
1014 – 1031	FL40	FL40
995 – 1013	FL45	FL50
977 – 994	FL50	FL50
959 – 976	FL55	FL60
940 – 958	FL60	FL60

Note: To avoid confusion regarding pressure settings, then the Exeter QNH is 1050 hPa or greater the MSL shall remain at FL40.

1.5 Altimeter Setting Region (ASR)

For flights operating below the transition altitude away from Exeter, the most appropriate Regional Pressure Setting (RPS) is to be provided. Generally, for flights operating west of BHD, the Wessex RPS is used. For flights operating east of BHD, south towards the Channel Islands TMA or north toward the Severn/Cotswold TMA, the Portland RPS is used.

A chart of the ASRs can be found in eAIP ENR 6-18.

Part 2 Light Aircraft and Helicopter Procedures

2.1 Responsibilities

Aerodrome Control (ADC – Exeter Tower) is responsible for separating and integrating traffic within and in the vicinity of the Aerodrome Traffic Zone (ATZ).

Approach Control (APC – Exeter Radar) is responsible for providing an air traffic service outside of controlled airspace (the UK Flight Information Services as described in CAP 774) and traffic operating outside of the ATZ which places itself under the control of APC.

2.2 Entry and Exit Routes

APC will issue the most expeditious routing that will safely integrate arriving and departing aircraft with other aircraft operating in the vicinity of the ATZ, taking into account noise sensitive areas, Danger Area activity and adjacent aerodromes.

APC will advise ADC of inbound aircraft between 10-25 NM from Exeter.

2.3 Fan-stop Procedures, Glide Approaches, Flapless Approaches and Practice Forced Landings

Aircraft intending to execute any of the above training manoeuvres will obtain permission from ADC who will ensure that adequate separation is maintained throughout the training manoeuvre.

Single engine aircraft should be asked to report “*climbing away*” from a fan-stop.

2.4 Emergency Services Flights – Police and Helimed Helicopters

Devon Air Ambulance Service (HLE71A – callsign “*Helimed*”) and National Police Air Service (UKP09 – callsign “*Police*”) helicopters are based at Exeter and operate out of a specially designed Helicopter Landing Site (HLS) on the northern side of the airfield.

In the event of an ‘on-task’ departure of either of these helicopters, ADC will pass the flights expected routing, along with their flight priority category (as detailed in MATS Part 1) to APC and coordinate any reduction in activity in the vicinity of the ATZ (for example, suspending procedural approaches or visual circuit training) as required.

Police and Air Ambulance helicopters arriving from the south may route directly towards the HLS providing they are in two-way communication with ADC. Due to noise sensitive farms and turbulence generated from the hangars on the north side of the airfield, any Police and Air Ambulance helicopter approaching from the north must make an approach to the active runway before air taxiing to the HLS.

2.5 Aerobatics and High Energy Manoeuvres

Aerobatics are not approved in the ATZ by either military or civilian operators. No aircraft shall be authorised to loop over the aerodrome.

2.7 Re-Join Procedures and Visual Reference Points

APC are responsible for issuing joining instructions to arriving aircraft. These instructions will include the runway in use, the QNH (QFE when requested) and a routing towards Exeter.

In the event of congestion within the ATZ, ADC may request APC to hold inbound aircraft in the vicinity of the Visual Reference Points (VRP) detailed below:

VRP	Approximate Position
Axminster	19 NM East
Crediton	11 NM Northwest
Cullompton	8 NM Northeast
Exmouth	8 NM South
Topsham	4 NM Southwest

Part 3 Noise Preferential Routings

3.1 Departing Aircraft

The following procedures are applicable to jet, turboprop and propeller driven aircraft with a maximum total authorised weight of greater than 5700 kg.

Runway 26

Climb on runway heading at the maximum rate compatible with safety to 1000ft above aerodrome level and then turn as soon as possible to avoid the City of Exeter.

Runway 08

Climb at the maximum rate compatible with safety to 1500ft above aerodrome level before turning.

3.2 Arriving Aircraft

Unless otherwise required in the appropriate instrument approach procedure or otherwise instructed by ATC, inbound aircraft shall maintain as high an altitude as practicable and shall maintain at least 1000ft above aerodrome level until commencing descent on final approach. An aircraft approaching without assistance from radar shall follow a descent path no lower than the normal approach path indicated by the PAPIs.

Additionally, jet aircraft conducting a visual approach or a visual circuit to Runway 26 shall not join the final approach at a height of less than 1500ft above aerodrome level.

Light aircraft should avoid overflying the villages of Clyst Honiton, Broadclyst, Whimble, West Hill, Aylesbeare and Farringdon whenever possible.

Part 4 All Weather Operations

4.1 Aerodrome Equipment

Exeter is not equipped for CAT II/III operations. However, in periods of reduced meteorological visibility and in order to safeguard CAT I operations, ATC will instigate Aerodrome Low Visibility Procedures.

4.2 Low Visibility Procedures (LVP)

4.2.1 Enforcement

The implementation of LVP will commence when the aerodrome weather conditions match **one** of the following criteria:

- The Meteorological Visibility is less than 1500m, **or**
- The Cloud Ceiling is 300ft or less.

When LVP are in force a general RT broadcast should be made on the frequency advising aircraft of the change in operation:

“Exeter Tower broadcast, low visibility procedures are in force, low visibility procedures are in force, Exeter Tower out.”

This broadcast should then be placed on the ATIS until the end of LVP.

4.2.2 Runway Safeguarding Procedures and ILS Critical Areas

The area around Holding Point F1 is deemed to be inside the ILS Critical Area for Runway 26 approaches, therefore during LVP this area is to be kept sterile when aircraft are on, or about to execute, an ILS approach.

The area around holding point A1 and the area immediately west of Taxiway A, up to its intersection with Taxiway B is deemed to be inside the ILS Critical Area for Runway 08 approaches. Therefore, during LVP this area is to be kept sterile when aircraft are on, or about to execute, an ILS approach. Departing aircraft must use Holding Point B1 or, if A1 is required for performance reasons, accept a delay.

4.2.3 Arrival Spacing

Landing aircraft must be established on the ILS at no less than 8 NM, with successive arrivals spaced by at least 10 NM. ADC should coordinate with APC if greater gaps are needed, for example, to depart an outbound aircraft.

4.3 Meteorological Information

An ATIS will be available on frequency 119.325 MHz. The ATIS shall be maintained by the aerodrome controller, though this can be delegated to another controller. Aircraft are expected to confirm the current ATIS information on first contact with an Exeter ATC station. When LVPs are in force then this should be included in the ATIS broadcast.

Part 5 Description of Airfield

5.1 Airfield Geographical Data

ICAO Code	EGTE
Aerodrome Reference Point (ARP)	504403N 003245W
Elevation	102ft AMSL
Magnetic Variation / Annual Change	0.53°W (2022) / 0.20°E
Transition Altitude	3000ft
Safety Altitude	3400ft

5.2 ATC Communication Facilities

Aerodrome Control (ADC)

Callsign	Logon Callsign	Abbreviation	Frequency (MHz)
Exeter Information	EGTE_ATIS	ATIS	119.325
Exeter Tower	EGTE_TWR	ADC	119.800

Approach Control (APC)

Callsign	Logon Callsign	Abbreviation	Frequency (MHz)
Exeter Radar	EGTE_N_APP	RAD N	128.975
Exeter Radar	EGTE_S_APP	RAD S	123.575

5.2.1 8.33 KHz Frequencies

Due to the limitations of simulators used on VATSIM, the 8.33 KHz frequencies for Exeter as found in the eAIP are unable to be used.

5.3 Radio Navigation and Landing Aids

Type	Identifier	Frequency	Remarks
ILS 08	I-ET	109.9 MHz	LLZ/DME. 3.0° GP
ILS 26	I-XR	109.9 MHz	LLZ/DME. 3.5° GP
NDB	EX	337.0 kHz	25 NM range

Part 6 Use of Runways

6.1 Preferential Runway

Determination of the runway in use will be in accordance with the factors published in MATS Part 1. When the tailwind component is less than 5 knots, Runway 26 is the preferred operational runway.

6.3 Runway Change Procedures

In case of a change to the active runway, ADC shall initiate co-ordination with APC to agree a last arrival and time for the runway change. ADC shall inform APC of the intended last departure before, and the first departure after, the runway change (callsign and routing). APC will inform ADC of the first arrival after the runway change.

Part 7 Coordination Procedures

7.1 Coordination between ADC and APC

ADC shall coordinate with APC the following:

- Runway in use
- Departing IFR and VFR flights when start clearance is issued
- Airborne times (to allow for identification)
- Arriving aircraft that make initial radio contact with the tower controller (unless they have been transferred from APC)
- Any aircraft flying a modified visual circuit (larger/higher circuits)
- Missed approaches including planned low approach and go-arounds.

Additionally, ADC shall notify APC when the visual circuit is active.

When APC is split into RAD N and RAD S, ADC will coordinate with RAD N for departures to the north and west, training IFR flights, missed approaches, and notifying VFR circuit traffic. ADC will coordinate with RAD S for departures to the south and east.

7.2 Coordination between APC and ADC

APC will coordinate with ADC the following:

- Arriving VFR flights
- IFR flights conducting anything other than an ILS approach with a 10 NM range check
- Aircraft which will route through or close to the ATZ (defined as within 5 NM of the aerodrome up to an altitude of 2500ft)
- Planned low approach and go-arounds with after departure instructions.

7.3 Departure Warnings to Area Control

Exeter APC shall provide a “*Departure Warning*” to AC West for all IFR departures joining the ATS route network via DAWLY, EXMOR and GIBSO. This is to be issued at start up/pushback which will be notified to APC by ADC.

Departure warnings may be issued either electronically via the UKCP pre-note function, via text or via voice and should include the departure aerodrome, callsign and departure route.

Example: “*Exeter departure warning, G-ABCD, joining via EXMOR.*”

ADC | AERODROME CONTROL

Part 1 Responsibilities

Aerodrome Control is responsible for issuing information and instructions to aircraft under its control to achieve a safe, orderly, and expeditious flow of air traffic and to assist pilots in preventing collisions between:

- Aircraft flying in and in the vicinity of the aerodrome traffic zone (ATZ)
- Aircraft taking off and landing
- Aircraft moving on the apron
- Aircraft, obstructions and other aircraft on the manoeuvring area.

Specific responsibilities of Aerodrome Control – “Exeter Tower” – 119.800 MHz

- Responsible for aircraft flying within and in the vicinity of the ATZ, including the visual circuit
- Control of aircraft taking off and landing
- Control of all other movements on the active runway
- Control of aircraft movements on the apron and taxiways
- Coordinating joining clearances for all IFR departures joining the ATS route network with APC
- Coordinating all non-standard IFR and VFR departures with APC
- Requesting releases from APC for all departures
- Maintaining the Aerodrome Terminal Information Service (ATIS)

Part 2 Manoeuvring Areas and Parking

2.1 General Procedures

Aircraft may move on the manoeuvring area and apron only with the permission of ATC. All stands on the main apron are designated as ‘push back’ only stands. Due to the short stand length of some stands, aircraft pushing back in certain situations will block the taxiway immediately behind the main apron.

In order to reduce delays in the pushback phase, ADC may, providing LVP are not in force:

- Give priority to aircraft departing over aircraft arriving
- Providing wingtip clearance can be assured, authorise a pushback in front of another aircraft that has already pushed, unless it is immediately ready to taxi
- Delay aircraft pushing back who have requested to depart from the non-active runway.

In order to reduce misunderstanding by pilots, controllers should not pass a clearance to taxi, together with a clearance to cross, backtrack, line up or take-off in the same transmission. Clearance to cross, backtrack, line up or take off should be issued as the aircraft approaches the holding point of the runway in use.

2.2 Taxiway Restrictions

Taxiways Alpha and Charlie are not suitable for use by aircraft whose wheelbase exceed 18m and whose wheelspan is greater than 9.1m (ie. available to types B757 and smaller). Aircraft

which exceed this size are to enter and exit the runway via Taxiway Bravo and backtrack for Runway 08/26. A turning circle is available at each runway end.

Taxiway Echo is suitable for aircraft whose wheelbase is less than 7.5m (B350 and other similar light twins) and wingspan is less than 18m.

Taxiway Foxtrot is suitable for aircraft with a wheelbase up to 7.5m, it is **not** available at night.

Taxiway Golf is suitable for use by Code C aircraft (B738, A320, E190) aircraft to access the engine run area and compass swing facility.

Hard standing 'overflow' parking is also available for Code C aircraft on the North Apron.

2.3 Pushback Procedures and Stand Allocation

Pilots should give full callsign, type, parking area/apron and/or stand number on first contact with ADC and these must be received prior to issuing start-up/pushback clearance.

Aircraft pushback from aprons must be conducted so that the aircraft is facing the intended direction of travel. To ensure aircraft face the correct direction on completion of pushback, the pilots will be told which direction to face in their pushback clearance.

All Code D aircraft (B767, B777, A330) or larger parked on a numbered stand will be pushed back onto the apron taxiway to face west and shall use Taxiway B due to the size restriction for Taxiway A.

Stand allocation is based on aircraft size/type using the following table:

Stand Number	Max Wingspan (metres)	Maximum Aircraft Size	Remarks
2			
2A	28.4	DH8D	Blocks stand 3 during pushback
3			
4			
5	35.8	B738	
6			
7	60	A333	Blocks stands 6 & 8
8	35.8	B738	
9	28.4	DH8D	
10	35.8	B738	
11	64	B744	Blocks stands 9 & 10

Apron 24, the South Apron and the grass parking area are, subject to weather conditions, available for light aircraft with a maximum wingspan of 12m.

Aprons 21 and 22 are used by commercial aircraft conducting maintenance and training flights. They may be used as overflow parking as required.

2.4 Light Aircraft Grass Parking Area

The grass parking area immediately adjacent to Apron 24 is suitable for the parking of light aircraft only. There is a grass taxi link between Taxiway Charlie, the grass parking area and the western edge of Taxiway Delta. This may be used by aircraft parked at the grass parking to access the main runway.

Access to and from the grass apron is also available from Apron 24. However, the grass taxi link is not suitable for pilots to gain access to and from Apron 24. All aircraft parking on Apron 24 are to use Taxiway Charlie.

Part 3 Departure Clearances

3.1 Issuing IFR Clearances and SSR Codes

All IFR departures are to be given departure clearance before start up and/or push back.

At start up/pushback ADC shall pre-note APC and obtain either the UKCP general SSR code (for departures joining the ATS route network) or a local SSR code (for departures remaining outside controlled airspace) which shall be issued to the pilot during taxi.

3.2 Initial Cleared Level

All departures shall be issued an initial climb to FL60 to remain outside of controlled airspace.

When the requested level (RFL) is below FL60 the climb shall be to the RFL and APC notified when the aircraft starts.

3.3 IFR Departures Joining the ATS Route Network

IFR departures joining the ATS route network shall route via the following standard fixes to join controlled airspace.

To	Fix	Route	Next Sector
North	EXMOR	EXMOR DCT CARWI N864	Cardiff APC
East	GIBSO	GIBSO L620	
South	DAWLY	DAWLY N864 ABBEW N90, or DAWLY L149 (See Note), or DAWLY N864 (Non-RNAV1 only)	AC West
Southwest	LND	LND	
West	EXMOR	EXMOR DCT BCN P4	Cardiff APC

Note: DAWLY L149 is available only at weekends for traffic routing to the Channel Islands (Jersey – EGJJ, Guernsey – EGJB and Alderney – EGJA).

For aircraft joining the ATS route network clearance will be in the following standard format:

“London Control/Cardiff Radar clears (Callsign) to join controlled airspace via (reporting point), after departure turn left/right on track (reporting point), climb flight level 60.”

Whilst the aircraft is starting ADC shall prenote APC who will then obtain the full joining clearance from the next controller. In the absence of APC, ADC is responsible for this action. This full joining clearance will only need to be relayed to the pilot if there is any change to the standard routing.

3.4 IFR Departures Remaining Outside Controlled Airspace

IFR departures remaining outside controlled airspace shall be routed direct to the initial flight planned fix.

For aircraft not joining controlled airspace the clearance will be in the format:

“(Callsign) after departure turn left/right on track (reporting point), climb flight level 60 (or the RFL if lower).”

3.5 IFR Training Flights (IFR Circuits)

Aircraft conducting any form of IFR training will be coordinated between ADC and APC prior to start. APC will provide an initial after departure instruction and a local SSR code. This will be relayed to the pilot by ADC. Upon each approach APC will coordinate with ADC any modification to the after departure instructions, which will be relayed to the pilot by ADC if required.

3.6 VFR Circuits

The circuit direction is standard left hand for both Runway 26 and Runway 08. Aircraft departing into the visual circuit shall be issued start clearance and SSR code 7010. Prior to departure they shall be instructed *“after departure, left hand visual circuits.”*

ADC shall notify APC when the visual circuit is active.

3.7 VFR Departures

VFR outbound aircraft are not required to file a flight plan but should be encouraged to do so, especially if they plan to route via controlled airspace. If the pilot has not filed a flight plan the pilot will be required to pass the following information in their initial call to ADC:

- Aircraft Type
- Destination

Once this information has been established VFR aircraft should be issued start clearance and prenoted to APC who will allocate a local SSR code. This shall be passed to the pilot with the taxi clearance.

APC shall specify a turn-out direction and any altitude restrictions with the departure release. The initial turn may be in a direction opposite to the direction of flight to assist with deconflicting against instrument traffic. If the pilot is unable to accept this then the aircraft shall not be allowed to depart until further coordinated with APC.

Part 4 Departure Releases and Separation

All IFR and VFR departures (with the exception of VFR circuits) are subject to release from APC.

It is the responsibility of APC to provide releases for IFR traffic that ensure separation between departing aircraft (see [APC 5.2](#)). In the absence of a controller providing radar services aircraft may depart with a 2-minute departure interval, reduced to 1-minute when the initial route diverges by 45° or greater.

Wake turbulence separation is to be applied in accordance with MATS Part 1.

In all cases, ADC shall ensure that all departing aircraft are passed to APC as soon as safely possible so that aircraft are not required to unnecessarily level off during climb out.

ADC shall pass airborne times to APC to enable radar identification by the departing aircraft method.

Part 5 Circuit Procedures

At Exeter, the normal circuit altitude is 1000ft using the aerodrome QNH. The circuit altitude for larger aircraft, or those who have limited noise abatement capability, may vary and is to be agreed between ADC and the pilot. APC should also be informed as to when the visual circuit is modified in anyway.

The conspicuity code 7010 should be used when an aircraft is operating within the visual circuit. The purpose of this code is to facilitate collision avoidance software fitted to aircraft and allow APC to immediately recognise circuit traffic. The SSR code 7010 together with associated Mode C data must be considered unvalidated and unverified.

Although aircraft are responsible for their own separation, in the vicinity of the Exeter ATZ this responsibility is shared by the pilot and ADC. If either ADC or the pilot considers traffic information to be inadequate then more positive action must be taken by the controller to achieve a safe and orderly flow of traffic. If this action is likely to result in an aircraft leaving the vicinity of the ATZ the then APC must be alerted without delay.

If the workload in the vicinity of the ATZ is workload is too high, consideration must be given to limiting the number of aircraft operating within the ATZ. This may be achieved by:

- Refusing or limiting circuit training
- Instructing aircraft training in the circuit to leave the ATZ and await recall or land and return to the holding point
- Requesting APC to hold aircraft away from the ATZ, until workload has decreased.

It should be noted that aircraft making a missed approach might conflict with aircraft descending in the overhead. Controllers should be aware that aircraft making NDB approaches often diverge from the final approach track and may conflict with circuit traffic.

Part 6 Helicopter Movements

All arriving and departing helicopters (excluding Helimed/Police flights) will use the active runway. Helicopters with skids shall air taxi. As the main rotor creates downwash, controllers are to exercise caution when taxiing helicopters.

Helicopter training on grass areas is not permitted.

Part 7 Use of the Aerodrome Traffic Monitor

An Aerodrome Traffic Monitor (ATM) is available for basic use **only** and the information derived from the ATM may be used by ADC controllers to:

- Determine the landing order, spacing and distance from touchdown of arriving aircraft
- Assist in applying longitudinal separation for departing aircraft
- Enable controllers to confirm that the initial track of departing aircraft conforms with the clearance issued
- Provide information to aircraft on the position of other aircraft in the circuit or carrying out an instrument approach.

APC | APPROACH CONTROL

Part 1 Responsibilities and Sector Organisation

1.1 General

Exeter APC shall provide approach/approach radar control services to aircraft from the time and place at which:

- Aircraft approaching from controlled airspace are released by the relevant controller until control is transferred to ADC
- Aircraft approaching from outside controlled airspace are transferred from another agency or place themselves under the control of APC until control is transferred to ADC
- Overflying aircraft place themselves under the control of APC until they are transferred to another agency or their service is terminated
- Departing aircraft are transferred from ADC until:
 - Control is transferred to the relevant controller for flights joining controlled airspace, or
 - They are transferred to another appropriate agency or their service is terminated for flights remaining outside controlled airspace.

Exeter APC is a notified Lower Airspace Radar Service (LARS) provider and should, subject to controller workload, provide a service to any overflying traffic below FL100 and within 30 NM of Exeter which requests a service.

Detailed responsibilities for each APC position are outlined below.

1.2 APC Splits – North/South Positions

Although not normally required, when traffic levels warrant Exeter APC may be split into two radar positions:

Radar North (RAD N) – “Exeter Radar” – 128.975 MHz

Radar South (RAD S) – “Exeter Radar” – 123.575 MHz

RAD N is the master radar position and when the positions are not split, RAD N assumes all approach control responsibilities. Although each position has specific responsibilities outlined below the RAD N controller will control the split and may delegate or remove specific responsibilities to/from RAD S.

When APC is split, a 5 NM wide buffer zone will be established along the Runway 08/26 extended centreline, extending 2.5 NM either side of the centreline. Any traffic entering the buffer zone must be coordinated with the other controller prior to entering. When two or more aircraft are being vectored onto the ILS from both north and south sectors at the same time, a clear sequence must be agreed between the two positions and when an arrival sequence has been agreed between the controllers this is considered sufficient co-ordination to the enter the buffer subject to other traffic in the arrival sequence.

Aircraft holding at EX and aircraft carrying out procedural instrument approaches from EX will be under the control of RAD N who shall inform RAD S of the lowest available level for

inbounds from the south. Unless otherwise co-ordinated between RAD N and RAD S, when positions are split the lowest holding level at EX will be a flight level providing at least 1000ft separation above altitude 2600ft on the Exeter QNH. This allows flights to be routes under the stack at 2600ft (the SMAA level in the vicinity of EX).

Overflights which route north/south or vice-versa must be co-ordinated between both radar controllers. For VFR flights this should take place as soon as practicable. For IFR flights, co-ordination shall take place at least 15 NM before the buffer zone unless delayed RT contact precludes this. In this case, co-ordination shall take place as soon as possible.

1.2.1 RAD N Responsibilities

The RAD N controller shall be responsible for:

- Approach radar control of the area north of the Runway 08/26 centreline
- Integration of arrivals from the north into the final approach stream
- Execution of surveillance radar approaches to Runway 08/26
- Control of aircraft holding at EX
- Control of aircraft executing procedural instrument approaches from EX
- Allocation of inbound release levels from the north, northeast and west
- Co-ordination of outbound release levels to the north, northeast, and west

1.2.2 RAD S Responsibilities

The RAD S controller shall be responsible for:

- Approach radar control of the area south of the Runway 08/26 centreline
- Allocation of inbound release levels from the south and east
- Co-ordination of outbound release levels to the south and east

1.3 Local Airspace and Adjacent Sectors

Exeter is situated outside controlled airspace and has a 2.5 NM radius ATZ notified from the surface to 2000ft above aerodrome level. It is situated beneath the Class A Berry Head Control Areas (CTAs) which contain the L149/P16/N40/N862/N864/N92 ATS routes.

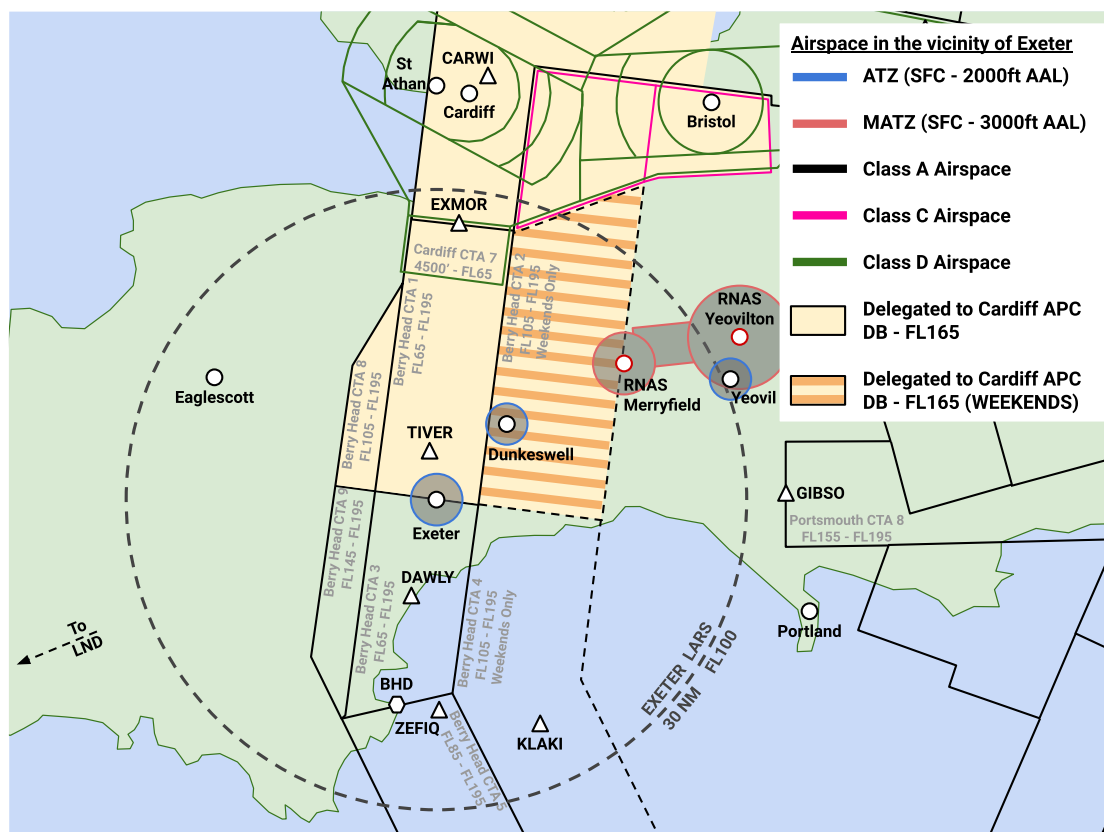
Berry Head CTA 1 and 3 (N864/N92) have a base of FL65 and Berry Head CTA 8 and 9 (P16) have a base of FL105 and FL145 respectively.

Berry Head CTA 2 and 4 (L149/N40/N862) have a base of FL105 and are only in effect between Friday 1600z (1500z summer) to Monday 0745z (0645z summer) but **not** Public Holidays. Outside of this period the airspace reverts to Class G.

The CTA complex north of Exeter is delegated to **Cardiff APC (“Cardiff Radar” – 125.850 MHz)** from the declared based to FL165. South of Exeter control is retained by **AC West (“London Control” – 126.075 MHz)**.

Figure 1 overleaf depicts the local airspace.

Figure 1 - Airspace in the vicinity of Exeter



1.3.1 Other Aerodromes in the Vicinity

Dunkeswell (EGTU) is a general aviation aerodrome located 10 NM northeast of Exeter. It attracts a mixture of traffic including skydiving aircraft and parachutists. Traffic under the control of Exeter APC, especially traffic under a Deconfliction Service, should not be routed in the vicinity to avoid pop-up or unobserved traffic. Dunkeswell has a 2 NM ATZ notified from the surface to 2000ft above aerodrome level.

RNAS Yeovilton (EGDY) is a naval airbase located 33 NM northeast of Exeter. The primary based units are the Fleet Air Arm Helicopter Forces. **RNAS Merryfield** (EGDI) (22 NM northeast of Exeter) is the relief airfield primarily used for exercises. Both stations are contained with a Combined MATZ which extends to 3000ft above aerodrome level.

Yeovil (EGHG) is a civil test and evaluation site for AgustaWestland Helicopters located 31 NM northeast of Exeter. Yeovil has a 2 NM ATZ notified from the surface to 2000ft above aerodrome level.

Eglescott (EGHU) is a grass general aviation aerodrome located 26 NM northwest of Exeter. It attracts a mixture of light GA traffic but is also the northern base for the Devon Air Ambulance.

Portland (EGDP) is a closed naval airbase now used for coastguard helicopter training.

Part 2 Radar Controller General Operational Procedures

2.1 Air Traffic Service Provision

Exeter APC has a designated operational coverage of within 40 NM of Exeter horizontally and from the surface to FL160 vertically. Within this region APC shall provide standard UK Flight Information Services (FIS) as described in CAP 774 to traffic operating outside controlled airspace.

Additionally, Exeter APC is authorised to provide a Radar Control Service to Exeter inbound/outbound IFR traffic within Berry Head CTAs 1, 2, 3, 4, 5, 8 and 9 (typically between EXMOR and BHD) which have either been transferred to Exeter APC in accordance with a standing agreement or have been cleared to enter controlled airspace to either join or transit the ATS route network by the either Cardiff APC or AC West.

Unless a pilot requests otherwise, Exeter APC shall provide a Deconfliction Service to IFR traffic outside controlled airspace and a Basic Service to VFR traffic outside controlled airspace.

Controllers are reminded that aircraft operating under a Deconfliction Service shall be passed instructions that attempt to meet the deconfliction minimum against all observed traffic including VFR traffic. Controllers may enter into agreement with VFR traffic to restrict their route and/or level to assist in achieving deconfliction. This can also include releasing departing VFR traffic initially in a direction opposite to the planned direction of flight.

2.1.1 Middle Airspace Radar Service

Exeter APC will normally provide a service to traffic outside of controlled airspace at and below FL100. Traffic operating outside controlled airspace between FL100 and FL195 should be coordinated and transferred to AC West.

Should AC West not have capacity to work this traffic then, during its hours of operation, traffic may be coordinated and transferred to Swanwick Mil.

Should neither AC West nor Swanwick Mil be able to work the traffic then Exeter APC may provide a Middle Airspace Radar Service up to a maximum of FL195 and within 40 NM of Exeter.

2.2 Identification and SSR Validation and Verification Procedures

All aircraft under the control of APC must be identified, the assigned SSR code validated, and Mode C return verified. When the passing of an airborne time from ADC to APC enables it, aircraft departing Exeter shall be identified by the departing aircraft method. Otherwise departing aircraft shall be instructed to IDENT. Aircraft transferred from another radar unit either by standing agreement or individual co-ordination are deemed to have been validated and the Mode C return verified.

2.2.1 SSR Code Allocation Procedures

Exeter APC is allocated the SSR code range 0401-0450. Traffic joining/leaving the ATS route network shall use the allocated UKCP general SSR code. All other traffic, including VFR traffic, under the control of Exeter APC shall be passed a unique Exeter local SSR code.

2.3 Radar Deconfliction Minima for Exeter APC

The standard horizontal radar deconfliction minimum is 5 NM.

Exeter APC may apply a reduced radar deconfliction minimum of 3 NM between aircraft provided that:

- Both aircraft are identified, and
- Both aircraft are within 30 NM of Exeter, and
- If greater than 3 NM, the appropriate wake turbulence separation is applied, and
- If applied against an aircraft under the control of another agency, direct voice communication is available between the controllers, and the other agency must also be approved to apply reduced radar separation.

Note: AC West is authorised to apply standard 5 NM radar separation/deconfliction, Cardiff APC is authorised to apply reduced 3 NM standard separation/deconfliction and outside the hours of operation AC West may apply 3 NM within the confines of the Cardiff delegated airspace.

2.4 Terrain and Obstacle Clearance

Within the Surveillance Minimum Altitude Area (SMAA) the lowest level that can be assigned is 2200ft except for the defined area around Dartmoor to the west where it is 2500ft and the defined area around Stockland Hill transmitting station to the east where it is 2600ft.

Aircraft within the Final Approach Vectoring Areas (FAVAs) for Exeter, which are either established on the approach track or are on an intercept of 40° or less and cleared to establish the final approach track, may be descended to 1600ft for Runway 26 and 1300ft for Runway 08.

The Minimum Sector Altitude (MSA) within 25 NM of Exeter is:

NW	NE	SW	SE
3100ft	2600ft	3400ft	2600ft

Exeter ATC SMAA chart: **eAIP AD 2.EGTE-5-1**.

Part 3 Inbound Procedures

3.1 Information to Arriving Aircraft

After an arriving aircraft has made its initial call to APC, the following information shall be passed as soon as practicable:

- Runway in use and the type of approach, if not already received from the ATIS
- Current ATIS code
- LVP if in operation, if not already received from the ATIS
- Any delay to be expected.

APC is to confirm the cleared level of an aircraft transferred from other controllers on first contact. If it is not volunteered by the pilot it is to be requested and verified by the receiving controller before giving any executive instruction. In addition, APC is to confirm aircraft type, including type variants. Any aircraft type which is not as filed must be changed as soon as

possible and advised to any controller who may be reliant on up-to-date information, say for the provision of wake vortex separation.

Aircraft that have received the information above must be kept informed of the following until they have landed:

- Significant changes in the meteorological and runway conditions
- Relevant reports from other pilots
- Implementation or cancellation of LVP.

3.2 Arrivals from the ATS Route Network

Aircraft arriving from the ATS route network will route in accordance with the following standard procedures. AC West/Cardiff APC shall, where possible, provide a 15-minute prenote on arrivals routing via the following procedures.

Exeter APC shall not descend or turn aircraft until they have reached the specified or coordinated release point. Where an aircraft remains within controlled airspace having passed the release point, Exeter APC may provide a “when ready” descent clearance and is not obliged to descend aircraft out of controlled airspace by any particular point (except that aircraft must not cross from Cardiff APC delegated airspace into AC West airspace or vice-versa) unless the release message specifies otherwise.

Aircraft which have left controlled airspace shall not re-enter controlled airspace unless a clearance has been obtained from the controlling authority.

If there is any doubt that an aircraft has been released (for example, no release message has been received or the aircraft has been transferred not in accordance with a specified silent transfer agreement) confirmation shall be sought from the transferring unit.

3.2.1 North Arrivals via EXMOR

A silent transfer agreement exists between Cardiff Radar and Exeter APC. Aircraft inbound to Exeter via EXMOR will be descended to FL80 and either routed direct to TIVER or placed on a heading to remain inside controlled airspace. Aircraft are only released for turns and descent once they have passed EXMOR.

3.2.2 East Arrivals via GIBSO

AC West must individually coordinate all GIBSO arrivals with Exeter APC who will provide an acceptance level. When the runway in use at Exeter is Runway 08, and to facilitate a continuous descent arrival, additional co-ordination may be required with AC West/Cardiff APC in order to cross the Berry Head CTA complex south/north of Exeter.

3.2.3 South Arrivals via BHD

A silent transfer agreement exists between AC West and Exeter APC. Aircraft inbound to Exeter via BHD will be descended to FL120 on track BHD. Aircraft are released for turns and descent upon transfer of communication to Exeter APC.

3.3 Arrivals from Outside Controlled Airspace

Aircraft arriving from outside controlled airspace, not under the control of another agency, will typically free-call APC 10-minutes flying time from Exeter. These aircraft shall

Aircraft receiving a service from AC West will be individually co-ordinated with APC and APC shall provide an acceptance level. Aircraft received from AC West may be retained on the allocated UKCP general SSR code. Aircraft which have been prenoted may then be transferred by a reduced radar handover specifying callsign, cleared level, UK FIS, and any heading/speed assigned.

Aircraft receiving a service from adjacent radar units will be subject to individual radar handover. Exeter APC shall provide a local SSR code during the radar handover.

Aircraft arriving from outside controlled airspace must not enter controlled airspace unless a clearance has been obtained from the controlling authority.

3.4 Holding Procedures

3.4.1 Holding Patterns

When Runway 08 is in use, aircraft requiring to hold shall do so at TOMPO. If aircraft are holding at TOMPO then aircraft are not permitted to execute an ILS approach to Runway 26 (as the ILS – which defines the TOMPO fix – is only radiating in a single-direction and so is unavailable for Runway 26). SRAs and RNP approaches to Runway 26 however, are permitted when aircraft are holding at TOMPO.

When Runway 26 is in use, aircraft requiring to hold shall do so at the EX NDB. If an aircraft requests to hold at an alternative facility, permission may be granted subject to other traffic using Runway 26, which will be afforded priority.

When APC is split all holding shall be conducted at the EX NDB in accordance with [APC 1.2](#).

3.4.2 Allocation of Levels at Holding Facilities

The lowest holding altitude available at the EX NDB is 2100ft QNH. The lowest holding altitude available at TOMPO is 2800ft QNH. All aircraft holding at either fix above the transition altitude (3000ft) will hold at a Flight Level. APC is responsible for the holding stacks up to FL60 and may use either hold at and below FL60 without co-ordination with Area Control.

Aircraft holding above FL65 will require co-ordination with AC West and Cardiff APC due to the base of controlled airspace being FL65. Exeter APC must ensure aircraft holding close to the base of the Berry Head CTA do not inadvertently infringe controlled airspace.

When aircraft are holding for weather improvement, they should hold at the highest level available in order to reduce the noise impact.

3.5 Expected Approach Times (EATs)

EATs are not normally passed if the expected delay is less than 20 minutes; instead, the anticipated hold delay shall be passed in 5-minute intervals, standard phrases for this are: “Less than 5 minutes”, “5 to 10 minutes”, “10 to 15 minutes” and “15 to 20 minutes.”

If the expected delay is greater than 20 minutes, then EATs shall be issued in 5-minute intervals for both radar vectored or procedural approaches.

APC shall only issue an EAT alongside a specific additional instruction to hold.

Part 4 Instrument Approach Procedures

4.1 General

Exeter is equipped to operate the following types of instrument approach:

- ILS/DME
- LOC/DME
- NDB/DME
- SRA
- RNAV

Detailed charts are available for each approach in eAIP EGTE AD 2.24.

The preferred instrument approach is the ILS/DME and aircraft are typically radar vectored regardless of the approach in use.

4.2 RNP Approaches

RNP approaches are available to Runway 08 and Runway 26 for suitably equipped aircraft. RNP approaches must be requested by the pilot and cannot be issued without first asking the pilot if they can accept an RNP approach.

All Exeter RNP approaches commence at an Initial Approach Fix (IAF). For Runway 08, the IAFs are:

- EBOBA
- OTBOT
- SISRI

For Runway 26, the IAFs are:

- LETSI
- BATSU
- NEXAN

Pilots shall normally be given a “*route direct*” to the IAF but radar vectors may be given to the IAF if sequencing or traffic avoidance requires this. If routing to the IAF is not possible, APC may vector aircraft to a point on the final approach that is before the Final Approach Fix (FAF). The FAF for Runway 08 is TE08F (6.5NM from TDZ) and the FAF for Runway 26 is TE26F (5.5NM from TDZ). Controllers shall not issue vectors to any point beyond the FAF.

When able controllers shall either instruct aircraft to resume own navigation or position them on an intercept heading prior to the FAF and instruct “*cleared RNP approach runway (designator), QNH (hPa).*”

Note: When instructed to resume own navigation, the aircraft’s current track must be within 45 degrees of the IAF.

Note: The Exeter QNH must be included in the RNP approach clearance.

When clearing an aircraft for an RNP approach, the instruction clears the aircraft on both the lateral and vertical profile of the procedure. As such, controllers may use the following phraseology to emphasise that an aircraft is not cleared on the vertical profile.

Example: "TOM12AB, route direct NEXAN, maintain altitude 4000ft" then later "TOM12AB, cleared RNP approach runway 26 QNH (hPa)"

4.2.1 Co-ordination of RNP Approaches

ADC must be informed whenever an aircraft is conducting an RNP approach with a range check passed no later than 10 NM from touchdown.

4.3 Visual Approaches

IFR flights maybe authorised to conduct Visual Approaches if the aircraft commander reports and maintains visual contact with the surface and the reported cloud ceiling is at or above the level of the initial approach being conducted.

Aircraft conducting a visual approach shall be downgraded from a Deconfliction Service to a Traffic Service before the aircraft descends below SMAA levels.

Visual approaches cannot be conducted if the RVR is 800m or less or if Low Visibility Procedures are in force.

4.4 Surveillance Radar Approaches (SRA)

Exeter is permitted to offer SRA to both runways terminating at 2NM from touchdown.

Aircraft carrying out an SRA approach will be advised by APC *"This will be a Surveillance Radar Approach to Runway (Designator), terminating at 2 miles from touchdown, check your minima, step-down fix, and missed approach point."*

An SRA aide-memoire is published in Appendix A.

4.4.1 Co-ordination of Surveillance Radar Approaches

APC shall advise ADC when the aircraft is 10 NM from touchdown. APC shall request a landing clearance from ADC when the aircraft is 4NM from touchdown. If landing clearance has not been issued by ADC when the aircraft reaches 2NM from touchdown the aircraft should be instructed to go around unless another course of action has already been coordinated with ADC.

4.5 Transfer of Traffic to ADC

Aircraft shall be transferred to ADC in the intended landing order. With the exception of traffic conducting SRA, aircraft should be transferred before reaching 4NM on final approach.

4.6 Missed Approach Procedures

Aircraft conducting a missed approach shall be coordinated with APC by ADC. APC shall provide a heading and level to re-sequence the aircraft with the least delay possible.

Part 5 Outbound Procedures

5.1 Identification of Departing Traffic and SSR Validation/Verification

APC is responsible for identification, and SSR validation and verification of all outbounds in accordance with [APC 2.2](#). This must be performed prior to transfer of outbound traffic to the next agency.

5.2 Departure Releases

With the exception of VFR circuits, all traffic departing Exeter is subject to release from APC.

It is the responsibility of APC to pass releases that ensure adequate separation between departing aircraft and other aircraft. This may be achieved by passing a “released time XX” or “released subject [preceding departure] plus X minutes” restriction.

Alternatively, separation based on radar derived information may be applied between aircraft taking off and a preceding departure or other aircraft in receipt of a surveillance service provided that there is reasonable assurance the departing aircraft will be identified within one mile from the end of the runway and at that time, the required separation will exist. Therefore, departing aircraft may be allocated the same/higher level than a previous departure provided the **assigned heading** will ensure radar separation from such other traffic (this form of separation must **not** be applied with aircraft on own navigation).

5.3 ATS Route Network Departures

Aircraft joining the ATS route network will be passed a standard clearance by ADC to join the ATS route network at the first reporting point with an initial climb to FL60. ADC shall then prenote this traffic to APC when the aircraft starts, at this point APC shall obtain the joining clearance/issue a departure warning as required per the sections below.

To	Fix	Route	Next Sector
North	EXMOR	EXMOR DCT CARWI N864	Cardiff APC
East	GIBSO	GIBSO L620	
South	DAWLY	DAWLY N864 ABBEW N90, or DAWLY L149 (See Note), or DAWLY N864 (Non-RNAV1 only)	AC West
Southwest	LND	LND	
West	EXMOR	EXMOR DCT BCN P4	Cardiff APC

Note: DAWLY L149 is available only at weekends for traffic routing to the Channel Islands (Jersey – EGJJ, Guernsey – EGJB and Alderney – EGJA).

5.3.1 North and West Departures via EXMOR

The airspace north of Exeter is delegated to Cardiff APC. Exeter Radar shall obtain a **joining clearance from Cardiff APC** and will additionally **provide AC West with a departure warning** notifying the aircraft callsign and route.

Cardiff APC will provide a cleared level, typically FL70, and Exeter APC shall transfer the aircraft inside controlled airspace.

5.3.2 East Departures via GIBSO

Exeter APC will pass a departure warning to AC West specifying the callsign, route, and requested level. AC West will pass an acceptance level, which may be outside controlled airspace.

AC West is responsible for coordinating the join with AC Worthing and in the absence of AC West Exeter APC shall coordinate directly with AC Worthing.

Runway 26 departures will need clearance to cross the Berry Head CTA complex to facilitate continuous climb and if the traffic situation allows it then this clearance is provided by AC West when initial co-ordination takes place. If clearance to cross the CTA has not been obtained prior to departure then Exeter may request this clearance once the aircraft is airborne or route the aircraft below controlled airspace. Crossing clearance must be obtained from Cardiff APC if departures are routed north of Exeter.

5.3.3 South Departures via DAWLY

A standing agreement exists between AC West and Exeter APC for departures routing via DAWLY to join controlled airspace climbing to FL110.

***Note:** Traffic with an RFL at FL100 or below will require an individual joining clearance from AC West.*

Exeter APC will provide AC West with a departure warning and AC West shall pass any amended joining instructions if required.

Exeter APC shall transfer the aircraft inside controlled airspace. Traffic routing via N90 may be instructed to route direct to ZEFIQ and traffic routing via L149 may be instructed to route direct to KLAKI without coordination with AC West.

5.3.4 Southwest Departures via LND

Exeter APC will coordinate these departures individually with AC West. An acceptance level shall be passed by AC West.

Runway 08 departures will need clearance to cross the Berry Head CTA complex to facilitate continuous climb and if the traffic situation allows it then this clearance is provided by AC West when initial co-ordination takes place. If clearance to cross the CTA has not been obtained prior to departure then Exeter may request this clearance once the aircraft is airborne or route the aircraft below controlled airspace. Crossing clearance must be obtained from Cardiff APC if departures are routed north of Exeter.

Pilots may file DAWLY DCT LND, in which case, Exeter APC are permitted to route these aircraft directly to LND after departure to expedite and reduce co-ordination with AC West.

5.4 Non-ATS Route Network Departures

Exeter APC must individually coordinate these departures with AC West who will provide an acceptance level, SSR code and next desired frequency. In the absence of AC West traffic may be coordinated with Swanwick Mil or, if remaining below FL100, an adjacent LARS provider (typically Cardiff to the north, Bournemouth to the east, Newquay to the west).

Exeter vMATS Part 2 – Revision 2023/03

Effective 23 March 2023

APPENDIX A - EXETER APC SRA AIDE-MEMOIRE

This aide-memoire is to be used by APC when aircraft are executing an SRA:

RWY 26 QFE (Height) OCH 788 Ft 3.5 Degree Glidepath		RWY 26 QNH (Altitude) OCA 890 Ft 3.5 Degree Glidepath	
5	1850 ft	5	1950 ft
4.5	1670 ft	4.5	1770 ft
4	1480 ft	4	1580 ft
3.5	1300 ft	3.5	1400 ft
3	1100 ft (step-down)	3	1210 ft (step-down)
2.5	930 ft	2.5	1030 ft
2	740 ft	2	840 ft
1.5	560 ft	1.5	660 ft
1	370 ft	1	470 ft
0.5	190 ft	0.5	290 ft

RWY 08 QFE (Height) OCH 560 Ft 3 Degree Glidepath		RWY 08 QNH (Altitude) OCA 660 Ft 3 Degree Glidepath	
5	1600 ft	5	1700 ft
4.5	1440 ft	4.5	1540 ft
4	1280 ft	4	1380 ft
3.5	1120 ft	3.5	1220 ft
3	960 ft (step-down)	3	1060 ft (step-down)
2.5	800 ft	2.5	900 ft
2	640 ft	2	740 ft
1.5	480 ft	1.5	580 ft
1	320 ft	1	420 ft
0.5	160 ft	0.5	260 ft

GLOSSARY

Abbreviation	Section
AC	Area Control
ADC	Aerodrome Control
APC	Approach Control
ASR	Altimeter Setting Region
CTA	Control Area
CTR	Control Zone
DME	Distance Measuring Equipment
EAT	Estimated Approach Time
FIS	Flight Information Service
FL	Flight Level
ft	Foot (feet)
GS	Groundspeed
hPa	Hectopascal
IAS	Indicated Airspeed
ICAO	International Civil Aviation Organisation
ILS	Instrument Landing System
kg	Kilogram
Kts	Knots
LARS	Lower Airspace Radar Service
MARS	Middle Airspace Radar Service
MDI	Minimum Departure Interval
MHz	Megahertz
MSL	Minimum Stack Level
NM	Nautical Mile
RFC *	Released for Climb
RFD *	Released for Descent
RFT *	Released for Turn
RNP	Required Navigation Performance
RPS	Regional Pressure Setting
SSR	Secondary Surveillance Radar

* Although these acronyms are not used in this document, they may be useful for controllers to be aware of as common notation in text co-ordination.