

Fuel Farm

7.58. The existing fuel farm will need to be relocated to make way for the construction of additional stands to the east of the terminal building. The new fuel farm will be located on the same side of the runway as the main commercial operation and will be served by tankers delivering landside. New tanks will be provided to the North of the runway to serve the relocated GA apron.

Ground Equipment

7.59. Areas to accommodate steps, ground power unit tugs, airfield vehicles and stores will be provided on the ramp adjacent to the terminal areas. An area to the north of the runway will be provided for the long-term parking of snow and de-icing equipment.

Airspace

7.60. The White Paper 'The Future of Air Transport – 2003' recognises the need to provide airspace capacity to support airport expansion and states:

7.61. If the additional airport capacity which would result from the proposals in this White Paper is to be effectively utilised, it must be matched by a corresponding increase in airspace capacity. This must be done without compromising the existing standards of safety, and must also take account of any environmental impacts.

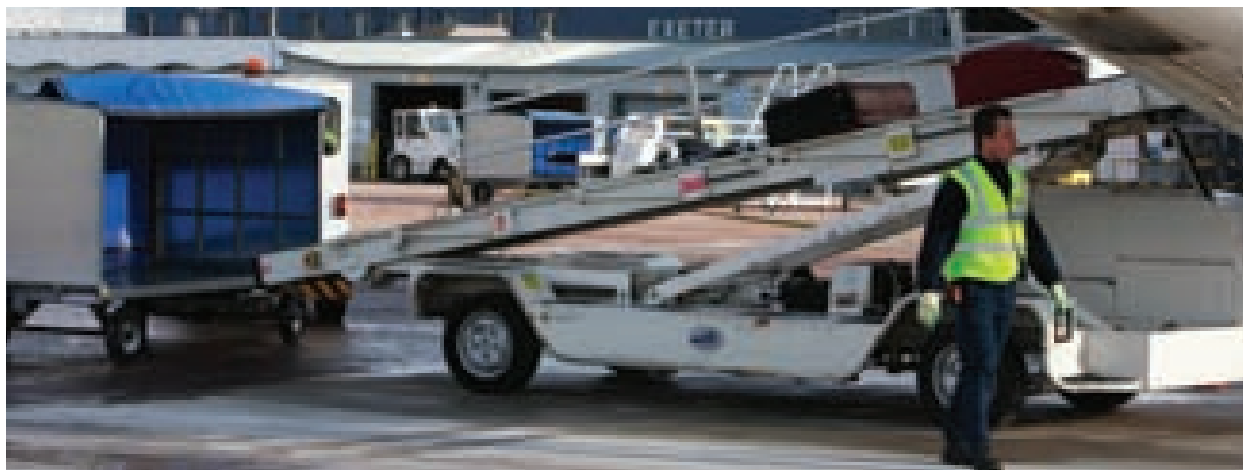
7.62. As a result, the White Paper tasks the CAA with the involvement of National Air Traffic Services Limited (NATS), and the other major providers of air traffic services, to work up future proposals for the UK's airspace:

...with a view to the phased implementation of changes to eliminate constraints and to permit the integration of the forecast increases in aircraft movements...

Local Airspace Capacity

7.63. The UK has a complex airspace structure to support an extensive network of arrival and departure routes, with the interaction of various airports having an impact in the capacity in the surrounding airspace.





- 7.64. The airspace around Exeter International Airport is designated as Class G. In order to provide a comprehensive air traffic service, Exeter International Airport actively encourages airspace users to contact Exeter International Airport Air Traffic Control when operating in the local area. The Air Traffic Control uses a combination of radio instructions and surveillance radar to manage air traffic.
- 7.65. Exeter International Airport has identified a need to change the airspace around Exeter to Class D Controlled Airspace. Aviation legislation requires aircraft wishing to enter, or fly, within Class D Airspace to obtain clearance to operate, thereby creating a known environment. The application is at an early stage. It is envisaged a framework briefing meeting will be held with the Directorate of Airspace Policy (DAP) in mid to late 2010, followed by finalisation of the design option, lengthy consultation and formal proposal submission. A regulatory decision from DAP is not expected until 2012, at the earliest.
- 7.66. A Class A Airway is orientated north south 6,500ft above Exeter International Airport and is under the control of Sector 6 at London Terminal Control (Swanwick).
- 7.67. Providing the application for Class D airspace is successful, a review into the use of Continuous Descent Approaches (CDA) and continuous climb procedures will be conducted. These procedures will minimise the need for level aircraft flight around Exeter International Airport and has the benefits of maximising aircraft efficiency, e.g. by reducing fuel burn, carbon dioxide emissions and by maximising the vertical distance

between aircraft and the ground thereby minimising noise impact and maintaining standard Instrument Departure and Arrival routes.

Airspace Routes

- 7.68. Exeter International Airport Air Traffic Control use radio and surveillance radar to assist arriving and departing aircraft to connect with the national airway system.
- 7.69. Exeter International Airport currently operates in Class G airspace and its only protection being an Air Traffic Zone (ATZ) that extends to a radius of 2.5nm from the centreline of the aerodrome up to a height of 2,000 feet above aerodrome elevation. Pilots must obtain permission from Exeter International Airport ATC to enter this ATZ.
- 7.70. Over the last few years with the rapid growth of commercial aircraft operations at Exeter International Airport and the growth of activity at a number of other local airfields, significantly more flying activity is now taking place in the uncontrolled airspace surrounding Exeter. Consequently Exeter International Airport has recently submitted an Airspace Change Proposal to introduce Class D Controlled airspace at Exeter International Airport. This will establish a Class D Control Zone and associated Class D Control Areas aligned to runway 26/08 and will extend to add additional protection for aircraft carrying out Instrument Approach Procedures. The Class D Control Areas will connect to the en-route airways structure including the Class A airway above the Airport.



7.71. Following consultation, regulated arrival and departure routes will be included within the Class D application and designed to optimise safety, capacity and noise abatement utilising the Directorate of Airspace Policy procedure design requirements.

7.72. The CAA's process for approving changes to airspace and routes is set out in CAA Publication CAP725 'Airspace Change Process Guidance'.

7.75. Furthermore the large-scale works planned within this document require planning permission from the local regulatory bodies. The purchase of land adjoining the existing boundary is also critical to the future operational capabilities of the Airport.

7.76. The proposals included within this report, in part, cover the future expansion of Flybe's Maintenance and Training Facilities. Both the Airport's development and the expansion of Flybe's facilities need to be considered together.

Investment Plan & Phasing

7.73. The work identified within this Master Plan has been carefully planned and phased to ensure that additional capacity and facilities are delivered when passenger demand is sufficient. The total value of the works to 2030 will be in excess of £125m at current prices.

7.74. Large-scale capital projects must be meticulously planned to ensure that they do not impede the operational ability of the Airport. Therefore, a large percentage of the major construction works are done either during the quieter off peak months or at night adding an additional layer of complexity.

Development Proposals 2016 to 2030

7.77. Given the difficulty of forecasting the volume of traffic so far into the future, Exeter International Airport has developed only outline plans for the period 2015 through to 2030. The strategy adopted would be to continue with the sequential extension of the main airport facilities to the south of the main runway.

7.78. The proposed facilities would provide for a total capacity of 3.4 million passengers per annum.

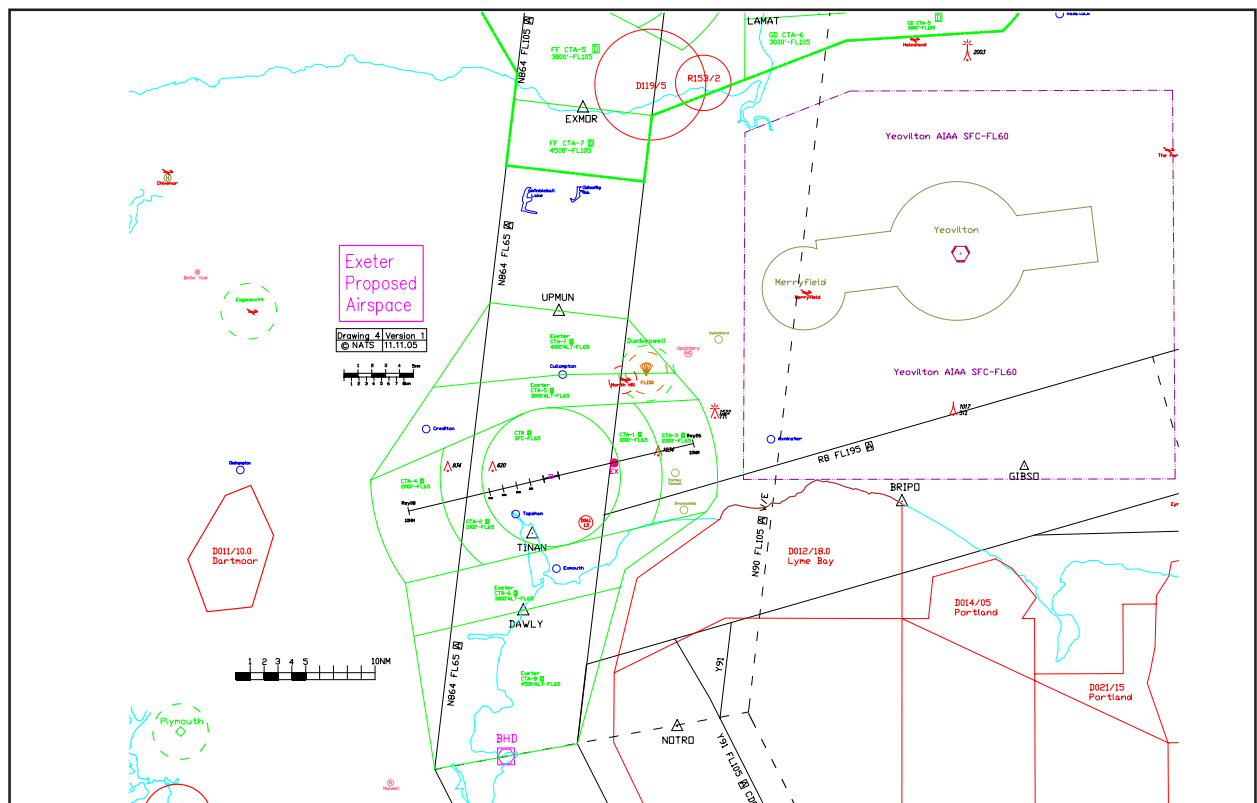


Diagram of Proposed Class D Airspace for Exeter International Airport



Expansion of the Passenger Facilities

7.79. The existing terminal on the south side of the runway would be further extended to its maximum size of approximately 18,000m². This extension taken in conjunction with the associated facilities would maximise the development for Exeter International Airport to the south of the runway.

Improved Operational Infrastructure

Runway

7.80. The single main runway has sufficient capacity to cope with the expected growth in traffic at Exeter International Airport, whilst a second runway will not be required at Exeter International Airport, an area at the eastern end of the runway has been reserved for a future pavement before threshold. Apart from the major maintenance of the runway the only additional works envisaged would be the addition of an aircraft holding loop at the east end of the runway plus the addition of a rapid exit taxiway leading into the main southern apron area. Both of these proposals would enhance the efficiency of the airside operation.

Taxiways

7.81. There would be a further increase in hourly and total aircraft movements at Exeter International Airport to service the increased passenger numbers forecast up to 2030. This would require the taxiway system to be further developed with the addition of a parallel taxiway to the south of the runway, again providing for a more efficient airside operation on the Airport.

Stands

7.82. Additional stands will be required to service the increased number of aircraft. The aprons to the south would be extended to their maximum providing around 15 stands. In addition remote aircraft parking stands would be constructed to the north of the runway.

Car Parking

7.83. The Airport will continue to encourage the greater usage of public transport but the likelihood is that additional car parking will be required to meet demand as passenger numbers grow.

7.84. This further growth in car parking demand would be accommodated by the further development of additional medium/long term parking on new land to the south east of the Airport and by the development of long term parking to the north of the Airport.

Other Options

7.85. The zone of land to the north of the runway has been deliberately designated as a future development zone to provide the Airport with flexibility to meet demands that may be placed on it. This could be simply to meet increased demand for car parking/facilities for General Aviation or it would provide sufficient development space for new passenger handling facilities.

Southern Development Area

7.86. In 2008 Exeter International Airport acquired control over 80 acres of land to the south-east of the airport site to enable future expansion of the airport. It is anticipated that the land will be developed as follows:

- 10 acres for the Flybe Training Academy and Airport Hotel;
- 20 acres for Airport use including additional maintenance facilities and relocations to enable Terminal expansion
- 12 acres for Airport Car Parking
- 38 acres that can be made available for employment purposes

It is anticipated that the airport operational boundary will be modified to incorporate the expanded airport operational areas. The Airport are currently working with EDDC to promote the employment land in the forthcoming LDF. This land will enable a controlled expansion of the existing airport industrial estate providing vital facilities for sub-regional SMEs.



Schedule of Works 2008 – 2015

Schedule of Works 2008 – 2015

Passenger Facilities

- Terminal Development Phase 1 (Terminal increased to 12,000m²)
- Additional long term car parking
- Relocation of Car Park 4
- New Passenger Transport Interchange & Internal Road System
- Hotel

Operational Infrastructure

- Runway pavement before threshold
- New aircraft stands & associated taxiway's to the east of the terminal
- Construction of parallel taxiway – Phase 1
- Additional aircraft stands to the north of the runway
- New stands and buildings for General Aviation northside
- Resurfacing & strengthening of the runway
- Fire Station relocation
- Fuel Farm relocation and extended
- New Compass Swing Bay
- Service utility improvements
- Royal Mail operations moved north of the runway
- Relocated Engine Test facility

Flybe

- Development of Flybe Academy
- Additional hangars for aircraft maintenance

Schedule of Works 2015 – 2030

Passenger Facilities

- Terminal Development Phase 2 (Terminal increased to 15,000m²)
- Terminal Development Phase 3 (Terminal increased to 18,000m²)
- Reconfigured short term car park
- Additional long term car parking

Operational Infrastructure

- New aircraft stands and associated taxiway's to the south of the runway
- Construction of parallel taxiway – Phase 2
- Runway holding loop
- Remote aircraft stands to the north of the runway
- Service Utility improvements

Flybe

- Additional hangars for aircraft maintenance



