

Airport Spy: Real World Reports from Crews

David Mumford
3 February, 2026



Imagine having a TripAdvisor for pilots. Real-world reports from people who've actually been there, flown the approach, dealt with the handler, and figured out the local quirks the hard way.

That's exactly what Airport Spy is.

Airport Spy is a shared pool of short, practical reports on airports, ATC, and ground handling around the world. It's built from first-hand experience and written for crews who just want to know what to expect.

And it's getting busy lately! Thanks to everyone who's been filing reports and helping make it more useful for the next crew.

<p>SARE - Resistencia, Argentina Handling was a Challenge</p> <p>★★★★☆ Reviewed January 15, 2026 Aircraft: FA6X Flight type: Private ID: 9006283</p> <p>I just completed an international trip into Resistencia with a Falcon 6X from Montreal (CYUL) on 6 Jan 2026 and back out on 10th and this is a report to assist anyone planning to go. ATC Flying in/out was not an issue at all, the clearances are not exactly ICAO standard but the English was easy ...</p> <p>Read review</p>	<p>FACT - Cape Town, South Africa Landing Permit Issues</p> <p>★★★★☆ Reviewed January 21, 2026 Aircraft: GLEX Flight type: Private ID: 9014945</p> <p>Beware Global 6000. Planned trip EGSS-FACT on 12/27/25. Part 91 private. All paperwork for FACT landing permit was submitted over a month in advance through ITPS. Multiple overflight permits for Western Africa were granted with no problem. In the days leading up to departure still no South Africa I ...</p> <p>Read review</p>	<p>MMTO - Toluca, Mexico Easy Airport Option Outside Mexico City</p> <p>★★★★★ Reviewed January 21, 2026 Aircraft: GLF5 Flight type: Private ID: 9011158</p> <p>We arrived via the LENU3A arrival with some shortcuts for the ILS X 15. Controllers spoke good English. As an international arrival, Ground directed us to the customs ramp next to the Commercial Agron upon arrival. Our handlers met us at the aircraft. One crew member was able to stay onboard while ...</p> <p>Read review</p>
<p>RKSS - Seoul, South Korea Great Airport with Superb Efficiency</p> <p>★★★★★ Reviewed January 27, 2026 Aircraft: GLF6 Flight type: Private ID: 0</p> <p>Arrived from RCSS via (DLMEN 2T). Given the GPS jamming/spoofing reports in the area, we decided to proactively deselect the GPS sensors. Vectored towards MOBAK after BUMSI, for the ILS 32R. Exited the runway on D3 and issued taxi instructions to the North Apron via P6 where we picked up the fol ...</p> <p>Read review</p>	<p>RCSS - Taipei, Taiwan Great Overnight w/ Fast and Friendly Service</p> <p>★★★★★ Reviewed January 27, 2026 Aircraft: GLF6 Flight type: Private ID: 0</p> <p>Arrived from PANC via the (APU1C) arrival and ILS 2 RWY 10, TAZAN transition. Shortly after PUTIN we were vectored towards TAZAN and eventually cleared for the approach from TAZAN. As a previous review mentioned, runway is a bit rough, not terrible, but not great. Universal set us up with WIN Air ...</p> <p>Read review</p>	<p>MMQT - Queretaro, Mexico MMQT Very nice airport and city</p> <p>★★★★★ Reviewed January 28, 2026 Aircraft: GLF6 Flight type: Private ID: 77</p> <p>ATC for arrival and departure were clear. Arrived from the US via OTRUD to set up for either VOR Y approach. On contact with approach were given progressive headings and altitudes as a vector to ~12-mile final RWY27. Runway is in great condition with multiple high-speed exits. Parked on INTL1 via ma ...</p> <p>Read review</p>
<p>ZSSS - Shanghai Hongqiao, China Great Alternative to ZSPD - Beware of Immigrations Procedures!</p> <p>★★★★★ Reviewed January 28, 2026 Aircraft: GLF6 Flight type: Private ID: 163</p> <p>Arrived from RKSS via (PUD 72A) with a visual approach to 36R. ATC was very good. Exited the runway via A2 with a right on A southbound towards stand 334. Picked up follow me at K2. We spent only 4 hours on the ground and we (crew) were still required to clear through customs and immigration. T ...</p> <p>Read review</p>	<p>RJAA - Tokyo Narita, Japan Excellent all the way around.</p> <p>★★★★★ Reviewed January 28, 2026 Aircraft: GLF6 Flight type: Private ID: 163</p> <p>Arrived from ZSSS via (RUTAS N) with an ILS to runway 16L. Exited the runway on B6 and taxied to the Maintenance Apron stand 612. Taxied via K to M3, D3 and N1. Handling provided by MAINAMI Kuko Service who did an excellent job with every detail of our overnight. Customs and Immigration was easy ...</p> <p>Read review</p>	<p>LFMN - Nice, France Recent G650 Ops</p> <p>★★★★★ Reviewed February 1, 2026 Aircraft: GLF6 Flight type: Private ID: 9000911</p> <p>Went to Nice/LFMN in late January 2026. We operated a Gulfstream 650, and this info may vary departing on your equipment. I did a lot of study prior to arriving, and very much glad I did as their ops are unique. If you show up unaware and assume you are going to get vectors to ILS final - might w ...</p> <p>Read review</p>

Some recent reports!

OPSGROUP members can **read all reports in Airport Spy** via the members Dashboard here.

Spy Reports by **Pilots and Operators**

You can help too!

When you're back from a trip, or stuck in a hotel downroute with time to kill, take a couple of minutes to file an Airport Spy report. What you write might save the next crew a lot of hassle.

These reports are useful when you go back, but they're even more useful for crews heading somewhere for the first time.



Got some intel?

Are you an Airport Spy?

You go to unusual places and see curious things. Your turboprop friends envy you. Now, it's time to give back.

For your next trip, pack a notebook, and file your Spy Report below. You'll get a weekly ops briefing in return.

[File your report](#) >

Good reports don't need to be long. **Think about what you'd want to know before turning final or shutting down on stand.** For example:

- How was ATC to work with?
- Anything unusual about the airspace, terrain, or procedures?
- Local quirks or gotchas?
- Handling quality and coordination?
- Anything better or worse than expected?

If it stood out to you, it'll probably matter to someone else.

Pilots and Operators can file a report here!

Spy Reports by FBOs and Handlers

Airport Spy isn't just for crews – FBOs and handlers can file reports too. **Before we launch your way, we want to know what's really going on.**

Are you open? Ops normal? Any new rules, restrictions, or changes crews should know about before they arrive?



Got some intel?

Can you guys handle a BBJ tomorrow morning?

Before we go, we'd like to know what's happening. You open? Ops normal? Any unusual rules or restrictions pilots should know about?

Our group of 8000 people – pilots, dispatchers, aircraft operators – is looking for the latest intel from your airport. Help us out with a report, and let us know if you're **open for business**.

Just imagine a crew is thinking of heading your way. They'll have some basic data, but a report with the latest situation is really helpful. Useful topics include:

- Airport and ATC hours
- New rules or restrictions
- Entry or permit issues
- Any recent changes
- Local tips, quirks, or common traps for first-timers

Once filed, your report goes straight to the OPSGROUP community of thousands of pilots, dispatchers, and operators.

FBOs and Handlers can file a report here!

Why bother?

Because this is what OPSGROUP has always been about. Sharing real information. Speaking plainly. Helping each other out. Keeping each other safe.

If we share, we keep each other safe. That means that if you come across a new risk, a new danger, a new procedure, something weird, something unusual - **tell us, and we'll tell everyone in the group.**

How to Get Your Info to 8,000 Other Pilots

Kateřina Michalská

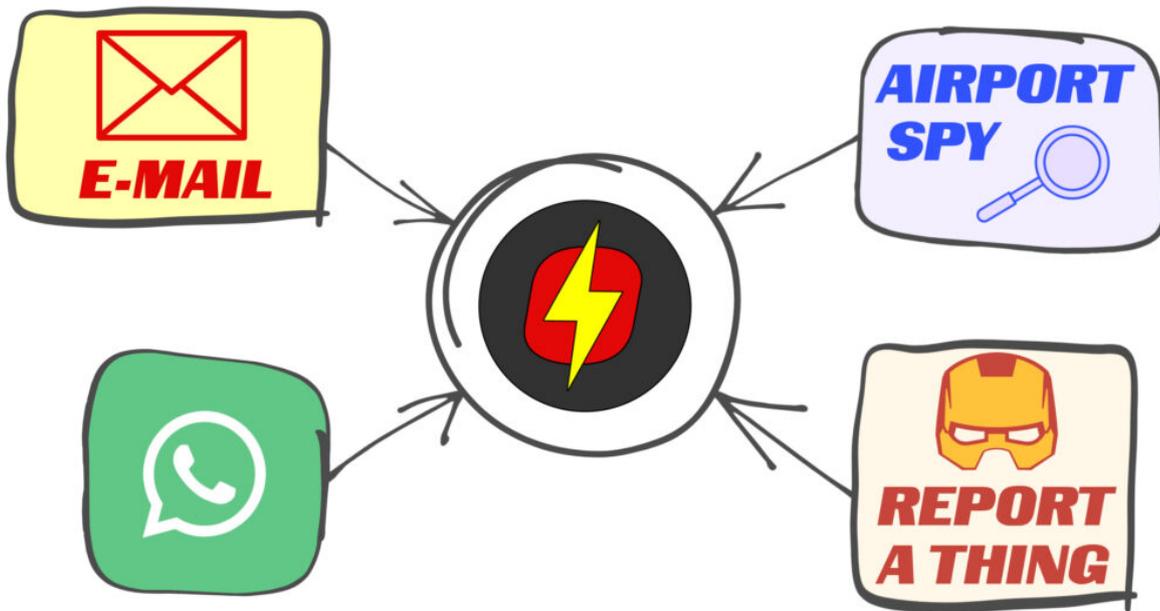
3 February, 2026



We've said it before, but it's worth repeating: **OPSGROUP runs on you.**

Almost every **Ops Alert**, every **Daily Brief**, every **Weekly Bulletin** starts with someone in the group sharing a snippet. A strange new procedure. A dodgy handler. A sneaky airport fee. Or something bigger such as a new airspace restriction, a strike, or a sudden airport closure. However small it feels, if you'd tell a colleague about it in the crew room, then it's worth telling the group too.

Over time we've built a few ways to make sharing easier. Some of them you might know, some you might have forgotten. So here's the updated, all-in-one guide to reporting stuff!



How to share stuff and what to send

There are a few easy ways to get things to us.

You can drop us an email at report@ops.group if you've spotted something useful that others need to know.

You can also send a quick WhatsApp message to **+1 747 200 1993** - pictures welcome.

If you've got a longer tale, something that needs more than a line or two, email it to news@ops.group and we'll turn it into an Ops Story for everyone to read. These are the war stories, the strange sagas, the "this happened to us and it might happen to you" kind of things.



And then there's our favourite little invention: Report-A-Thing. Or RAT, for short. ☐

Think of it as a direct hotline to the hive mind. Built back in 2024 on a trusty Commodore-64 interface (well, almost), it lets you send in quick reports without fuss. The best part is that **you can choose to do it completely anonymously**. No names, no back and forth. Just your info, dropped straight into the machine. We read everything that comes in, check what needs checking, and then make sure the rest of the group hears about it.



So whether you ping us on WhatsApp from the ramp, send a quick note or a longer story by email, or fire off an anonymous RAT report, the result is the same: **what you've seen gets shared with 8,000 members worldwide.** That's how we turn one person's weird experience into everyone's "good to know."

HOW TO REPORT



EVERYTHING COMES FROM OUR MEMBERS. HERE ARE THREE WAYS FOR YOU TO SHARE DANGERS, RISKS, CHANGES AND ANNOYANCES WITH THE REST OF THE GROUP. DO IT.

What's App



SHARE WHAT YOU SEE - INCLUDE A PIC!
SAY HELLO AT +1 747 200 1993

Email



EMAIL IS THE EASIEST WAY TO REPORT
SOMETHING - REPORT@OPS.GROUP

Report-A-Thing



TRY OUT OUR NEW COMMODORE 64 INTERFACE FOR
MAXIMUM 1980'S STYLE SECURITY AND
ANONYMITY. OPS.GROUP/RAT

Airport Spy

Not everything fits into an email or a quick RAT note. Sometimes what helps most is simply knowing what another crew found when they flew in before you. That's where Airport Spy comes in.

Think of it as TripAdvisor for pilots and ops teams. **You land somewhere, you notice something good, bad, or just plain bizarre, and you file a Spy Report.** Two minutes of your time, but invaluable for the next crew.

For pilots and operators, a good Spy Report is the kind of detail you'd share with a colleague in the crew bus. Was ATC easy to follow or impossible to understand? Was the handling slick or painfully slow? Any odd security checks or airport quirks that could catch someone out?

Pilots and Operators can file a report here!



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For your next trip, pack a notebook, and file your Spy Report below. You'll get a weekly ops briefing in return.

[File your report](#) 

It's not only for pilots. FBOs and handlers can file too. Before a crew shows up at your airport, they want to know what's new, whether hours have changed, if there are new procedures, or if there's some local peculiarity that doesn't show up in the AIP.

FBOs and Handlers can file a report here!



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Our group of 8000 people – pilots, dispatchers, aircraft operators – is looking for the latest intel from your airport. Help us out with a report, and let us know if you're **open for business**.

All reports go into the group dashboard, where 8,000 members can see them. The next time someone is heading to that airport, they'll have your notes in hand and they'll thank you for it.

Airport Spy is getting busy lately, and that's thanks to all of you who have been filing reports!



Airport Spy

Member reviews of Airports, Handlers, and ATC.

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“ NFTF - Tongatapu, Tonga Off the Beaten Path in Tonga



Reviewed September 29, 2025

Aircraft: GLF5 | Flight type: Private | ID: 9008386



The flying portion was all as expected. Flight: Good english on the radio, and standard procedures. Ground handling: This is through ATS Tonga, with Paul Karalus (pkaralus@atstonga.to) in charge. Responsive to email, setting things up with Paul was reasonable, but this is not an airport that get ...

[Read review](#)

In the end it's simple: one small report might save another crew hours of hassle, or even something worse. Nobody knows everything, but together we know a lot.

So don't overthink it. Just send it. We'll do the rest.