

Edinburgh security rules create painful delays

David Mumford
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Key Points

- **EGPH/Edinburgh airport has a rule that means all aircraft have to go through outbound security screening, regardless of weight or type of flight.**
- **Airport Spy reports suggest this can easily take an extra hour to complete, so plan for departure delays.**
- **If planning a trip to the region, consider EGPF/Glasgow instead!**

There's a rule in the UK that means outbound security screening is required for commercial flights over 10 tonnes MTOW, and all flights over 45.5 tonnes whether commercial or private.

But at **EGPH/Edinburgh**, outbound screening is required for all flights, regardless of weight or type of flight.

This means all crew and pax must pass through security, and abide by the 100ml liquid rule for carry-on luggage.

A recent Airport Spy report says that this **whole process took around an hour**, and they were the only crew there at the time!

Another Airport Spy report says to consider using **EGPF/Glasgow** instead, where they just have the standard UK rules for screening, and also don't have arrival or departure slots.



Airport Spy

Edinburgh, United Kingdom



Rated 3.5 from 17 reviews

Large International Airport | Longest Rwy: 2,560 m / 8,397 ft (06/24) | Elev: 135

Nothing unusual about flight ops in and out of Edinburgh. Great ATC handling, slots valid +/- 15 minutes and ample parking available on the GA Apron when we arrived. Signature rep was a one-man show, but he was doing a great job covering. We decided to fuel on arrival. So Signature coordinated to have us spun 180 degrees and fueled us after moving. It's a good thing we did, because like others have reported, security on departure was a VERY lengthy process.

We were scheduled to depart at 0830. So we arrived at Signature just after 0600 from the Dakota Hotel (great place, BTW...very similar to the Aviator in Farnborough). The screeners arrived from the main terminal at the same time and then took quite a while to calibrate their equipment. They took all crew luggage through and conducted a full search on at least one bag while we waited in the lounge area. We weren't called over for personal screening until 45 minutes after our arrival. It took an additional 15 minutes to get the three of us through after a very thorough screening. We finally got planeside about an hour after we showed up at the airport. We were the only crew there at the time. I would plan AT LEAST an hour for the whole process. I submit that having another crew show up at the same time to clear would extend that quite a bit.

Painful.



Airport Spy

Glasgow, United Kingdom



Rated 4.5 from 8 reviews

Large International Airport | Longest Rwy: 2,658 m / 8,718 ft (05/23) | Elev: 26

We came to Glasgow for a four night stay in Scotland. Although our final destination was Edinburgh we were informed that there was no parking available for GA at EGPB/Edinburgh so we shifted our plans to EGPF.

On approach into EGPF we received a few delay vectors as the airport was having some traffic issues however the arrival, approach, and landing itself was simple and uneventful. There is some terrain on the north side of the terminal area as well as on the south western side however this is all easy to manage.

Upon landing we were given instructions to taxi to the ramp and our handlers informed us that UKBF had pre-cleared our flight and that no passport checks were required.

On departure the we called the FBO that we were one hour out and they were ready for us on arrival. No need to clear security as we are below the UK threshold (though not the EGPB/Edinburgh threshold apparently.) We drove our hire car to our aircraft, loaded the bags into the hold and proceeded to get the aircraft ready. Additionally there are no arrival or departure slots required here which significantly eases the mental stress for arrival or departure.

Gama was excellent, though their passenger facilities need an update the staff is incredibly friendly, accommodating, and competent. We had some complexities on departure and they were very accommodating with ramp movements which significantly eased the stress for us.

I can highly recommend this as an alternative to EGPB/Edinburgh, it is cheaper and more efficient both for crew and passengers. Would you rather drive an extra 30-45min to a relaxed yet competent airport or stand with your passengers for 20-30min to go through an invasive security procedure before being driven to a remote stand? If you can convince your pax I think they too will appreciate the relaxed atmosphere at EGPF and Gama!

Less painful.

The reason that EGPB/Edinburgh has this strange rule is something to do with it being a **“Critical Part” airport.**

What is a “Critical Part” airport?

Some folks we spoke to called this term “*Critical Park*”, others “*Critical Path*”, but we think it’s “*Critical Part*”.

Either way, there’s nothing about it in the UK AIP or seemingly anywhere else online.

It’s apparently something to do with how the *specific layout of the airport affects zoning for security purposes*.

And that’s all we know.

Are there any other UK airports that do this?

Yes. **EGLL/Heathrow** and **EGKK/Gatwick** are both “Critical Part” airports, so both have the same rule: all outbound flights must have security screening here.

EGWU/Northolt is the only other airport in the UK that we know of which has mandatory outbound security screening for all outbound flights, but that’s due to some kind of requirement in place from the military there, as the airport is a joint civil/military field.

We contacted a whole bunch of other airports (EGSS/Stansted, EGGW/Luton, EGMC/Southend, EGLC/London City, EGTK/Oxford, EGLF/Farnborough, EGKB/Biggin Hill), and they all said the same thing: no weird “Critical Part” stuff here – the normal UK rules apply.

So tell me the rules again?

EGPH/EGLL/EGKK/EGWU: Outbound screening is required for all flights, regardless of weight or type of flight.

All other UK airports: Outbound screening only required for commercial flights over 10 tonnes MTOW, and all flights over 45.5 tonnes whether commercial or private. You can read more about this [here](#).

Scottish Airport Top Trumps

OPSGROUP Team
18 June, 2024



Thinking about heading to Scotland for some whisky, golf or a plate of haggis? Here's a little 'Top Trumps' guide to three of the airports you might be thinking of operating into.

(If you want to visit Trump International golf course in Scotland then that'd be EGPD/Aberdeen you're after).

Scotland at a glance.

Scotland offers several international airport options. We already mentioned **EGPD/Aberdeen** which is northeast. Even further north you have **EGPE/Inverness** up in the Highlands. The HIAL (Highlands and Islands) Airport Group look after eleven airports up in the north region.

EGPN/Dundee and **EGPT/Perth** are your central easterly choices, with **EGEO/Oban** to the west (and a couple out in the islands).

Your top three which lie closer to the border with England however are **EGPF/Glasgow**, **EGPK/Glasgow Prestwick** and **EGPH/Edinburgh**. So we thought we'd take a look at those.



Who controls you?

Scotland is part of the United Kingdom. Like the rest of the UK they use Great British Pounds (GBP), and aviation is **controlled by the UK CAA**.

NATS provide the ATC services through their Prestwick Centre. You'll probably find yourself speaking to Manchester Area Control (MACC) if you fly through England, before handing over to Scottish (ScACC) and potentially Oceanic (OACC) who control the eastern half of the NAT from 45 degrees north (Azores) to 61 degrees north (the boundary to Iceland).

You generally don't need permits to overfly and land, unless you are a commercial flight wanting to land. That said, some airports do have **slot requirements** and to head into the UK you do need to **fill out a General Aviation Report**, and ensure customs have a copy at least a day in advance. If you're a commercial operator, give it two days and if it's for a series of flights then five will keep you organised.

Head here for info on this, or email foreigncarrierpermits@caa.co.uk for help with permits

What's the weather looking like?

We've given this its own section because **the weather in Scotland can be challenging**. Along the southern region it is milder but you are still going to be faced with some serious snow and winter ops conditions from time to time.

Back in 2017, **major snow storms** resulted in the closure of Scottish airports, and many a day of disruption. It happened again in 2018, and in fact does pretty much every year. Fast forward to now (2021) and a town in Aberdeenshire just recorded **the coldest temperature seen in the UK in 26 years** (minus 23°C, or -9.4°F for our American continent friends).

So Scotland gets cold and snowy. This means you need to think about your cold weather ops, in particular:

- Cold temperature altitude corrections
- De-icing/Anti-icing procedures
- Contaminated runway performance

Thinking of Glasgowing to the capital?

Then you probably want to fly to Edinburgh. Despite being the biggest city, Glasgow is not actually the capital of Scotland. It does however boast a nice airport for you to use.

EGPF/Glasgow – the runway **05/23 is relatively short at just 8743 feet** (2665 meters) and you have a displaced threshold to think about as well. That said, the Airbus 380 can get in here so it isn't that small, and both directions offer **CAT III capability**.

Biggest threat: Some terrain and a busy missed approach because of it.

Edin-brrrrr

EGPH/Edinburgh also has a single **runway 06/24** which is shorter than Glasgow's at just **8386 feet (2556 meters)**. It also has **CAT III capability** in both directions.

Edinburgh gets windy. When there are strong south to south west winds wind shear is common and can be vicious.

The airport had a new GA ramp open up in 2019 so parking is less of an issue, but this is still a fairly busy airport so plan in advance.

Biggest Threat: The weather in winter and the wind shear from those South/Southwesters.

Prestwick

EGPK/Glasgow Prestwick (not to be confused with EGPF/Glasgow) is your third choice in this area. It offers the **longest runway option - 12/30 at 9800 feet** (2987 meters) but is **only ILS CAT I** capable.

The topography at Prestwick is the main threat – it can cause some significant wind shear and turbulence.

The airport is a popular **tech stop** for aircraft routing from the USA.

Biggest Threat: The terrain under the arrival/approach area for runway 30.

A Top Trump summary for you ☐

Airport Lowdowns

We've made an Airport Lowdown for all three airports. If you are an OPSGROUP member then you can find them by clicking each of these thumbnails.

The Lowdown on: EGPF/GLASGOW <small>Glasgow SCOTLAND, U.K.</small>		
THE BASICS	HOURS: 1424 RUNWAYS: 05/23 8743FT / 2665x 45M SLS CAT B FACILITIES: MINOR MAINTENANCE / HANDLING / FUEL / CUSTOMS	TIMEZONE: UTC PERMITS/SLOTS: YES
THE BIG	SCHE TERRAIN: BUSY MAPP: DISPLACED THRESHOLD: WINDSHEAR:	
THE OPS	APPROACH: WINDSHEAR AND TURBULENCE DUE TO LOCAL TOPOGRAPHY TERRAIN: CAN RESULT IN/IS/WS WARNINGS/ CONSIDER SPEED CONTROL	
THE ALTERNATES	EGPF/PRESTWICK ICAE EGPF/EDINBURGH ICAE EGP/OUNDE ICAE	12/30 1800T/2807x 45M SLS CAT I 03/21 6253FT/1906Mx 45M RNP / HDG 05/23 8386T/2556x 45M SLS CAT B 05/27 4932T/1405Mx SLS CAT I (05) / RNP
THE ENVIRONMENT	PRECIPITATION: RAIN, SNOW, WINTER CONDITIONS WIND: FOG/HAZE COMMON, GENERALLY CLOUDY WIND: OFTEN WESTERLY BUT VARIABLE, AVS 15-45 KTS TEMPS: HIGHS OF 30°C / LOWS OF -30°C	
THE CONTACTS	ATIS: 125 575 AIRPORT (AMT): +44 181 887 101 / (RER) +44 844 481 5555 HANDLING: SIGNATURE +44 18 7887 8248 / gndsignature@flight.co.uk MENZIES +44 18 7848 4885 / service@menziesaviation.com GAMA +44 12 5255 3101 / 50.gam@glasgowairport.com	
THE OTHER	PCN: 65/R/B/WT HABT: PROCEDURES IN PLACE INCLUDING DEF. ARR SPEEDS AND CDA	

The Lowdown on: EGPK/PRESTWICK <small>Prestwick SCOTLAND, U.K.</small>		
THE BASICS	HOURS: 1424 RUNWAYS: 12/30 1800FT / 2887 x 45M SLS CAT I 03/21 6253FT / 1906M x 45M RNP / HDG FACILITIES: MINOR MAINTENANCE / HANDLING / FUEL / CUSTOMS	TIMEZONE: UTC PERMITS/SLOTS: YES
THE BIG	LOW PLATFORM ALTITUDE TERRAIN: UNDER ARR/APP FOR RNV 30 S/S S/S PATH FOR RNV 30	
THE OPS	TERRAIN: CAUTION ON ARRIVAL, APPROACH AND HOLDING/PROCEDURAL APPROACH APPROACH: IF HIGH ABOVE GLEDE, FULL SCALE PFDOWN INDICATIONS MAY NOT BE MAINTAINED-DIVING FALSE IMPRESSION OF DEVIATION AMOUNT	
THE ALTERNATES	EGPF/GLASGOW ICAE EGPF/EDINBURGH ICAE EGP/OUNDE ICAE	05/23 8742T/2805x SLS CAT B 05/23 8386T/2556x SLS CAT B 05/27 4932T/1405Mx SLS CAT I (05) / RNP
THE ENVIRONMENT	PRECIPITATION: RAIN, SNOW, WINTER CONDITIONS WIND: FOG/HAZE COMMON, GENERALLY CLOUDY WIND: VERY VARIABLE, AVS 15-25 KTS TEMPS: HIGHS OF 10°C / LOWS OF 2°C	
THE CONTACTS	ATIS: 121 255 AIRPORT (OPS): +44 131 344 3333 (ADMIN) +44 131 333 6206 HANDLING: SIGNATURE +44 12 527 7447 / gndsignature@flight.co.uk MENZIES +44 12 544 3632 / service@menziesaviation.com FLIGHTWORK +44 1279 868 900 / ops@flightwork.co.uk	
THE OTHER	PCN: 50/R/C/ABR WPR: CAT 1 AIRPORT: DO NOT CONFUSE EGPF/GLASGOW PRESTWICK WITH EGPF/ GLASGOW	

The Lowdown on: EGPH/EDINBURGH <small>Edinburgh SCOTLAND, U.K.</small>		
THE BASICS	HOURS: 1424 RUNWAYS: 06/24 8386FT / 2556 x 45M SLS CAT B FACILITIES: MINOR MAINTENANCE / HANDLING / FUEL / CUSTOMS	TIMEZONE: UTC PERMITS/SLOTS: YES
THE BIG	HAPP LOW LEVEL OFF ALTITUDE/TURN WINDSHEAR: COMMON WHEN STRONG S/SW WINDS CHALLENGING WINTER WEATHER CONDITIONS	
THE OPS	ARRIVAL: EXPECT TRACK SHORTENING, DESCENT PLANNING, ALTITUDES PUBLISHED AIRSPACE: RESTRICTED AREAS NEARBY, CLOSE TO BOUNDARY OF CONTROLLED AIRSPACE, MAY LEAVE RADAR CONTROL, IF DETOURING DUE WEATHER GRADIENTS: HIGHER THAN STANDARD	
THE ALTERNATES	EGPF/PRESTWICK ICAE EGPF/GLASGOW ICAE EGP/OUNDE ICAE	12/30 1800T/2807x SLS CAT I 03/21 6253T/1906Mx RNP / HDG 05/23 8742T/2805x SLS CAT B 05/27 4932T/1405Mx SLS CAT I (05) / RNP
THE ENVIRONMENT	PRECIPITATION: RAIN, SNOW, WINTER CONDITIONS WIND: FOG/HAZE COMMON, GENERALLY CLOUDY WIND: OFTEN WESTERLY BUT VARIABLE, AVS 16-24 KTS TEMPS: HIGHS OF 10°C / LOWS OF 2°C	
THE CONTACTS	ATIS: 121 255 AIRPORT (OPS): +44 131 344 3333 (ADMIN) +44 131 333 6206 HANDLING: SIGNATURE +44 12 527 7447 / gndsignature@flight.co.uk MENZIES +44 12 544 3632 / service@menziesaviation.com FLIGHTWORK +44 1279 868 900 / ops@flightwork.co.uk	
THE OTHER	PCN: 65/R/B/WT HABT: PROCEDURES IN PLACE INCLUDING DEF. ARR SPEEDS AND CDA WINTER: CONFIRM AVAILABILITY OF ANTI-AND DE-ICING FLUID	



Teterboro, USA



Rated 3.5 from 3 reviews

INTL

KTEB

Medium International Airport | Longest Rwy: **2,134 m / 7,000 ft** (01/19) | Elev: 9

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Docs & Data



Docs for Teterboro

Airport Briefing : [KTEB Lowdown](#)

Airport Briefing : [Teterboro Flight Crew Handbook](#)

Docs for USA

Operating tips : [FAA Pacific Resource Guide Q4 2019](#)

These Airport Lowdowns are the briefings we've started to put together on specific airports – the useful, practical, operational stuff. The threats, risks and gotchas that you discover with experience.

There are a bunch more available for other airports via Airport Spy in your dashboard.

To download the PDF for each airport:

1. Head over to Airport Spy in your dashboard
2. Search for the airport you want
3. Click on the “Docs & Data” tab