

Scottish Airport Top Trumps

OPSGROUP Team
26 November, 2021



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?

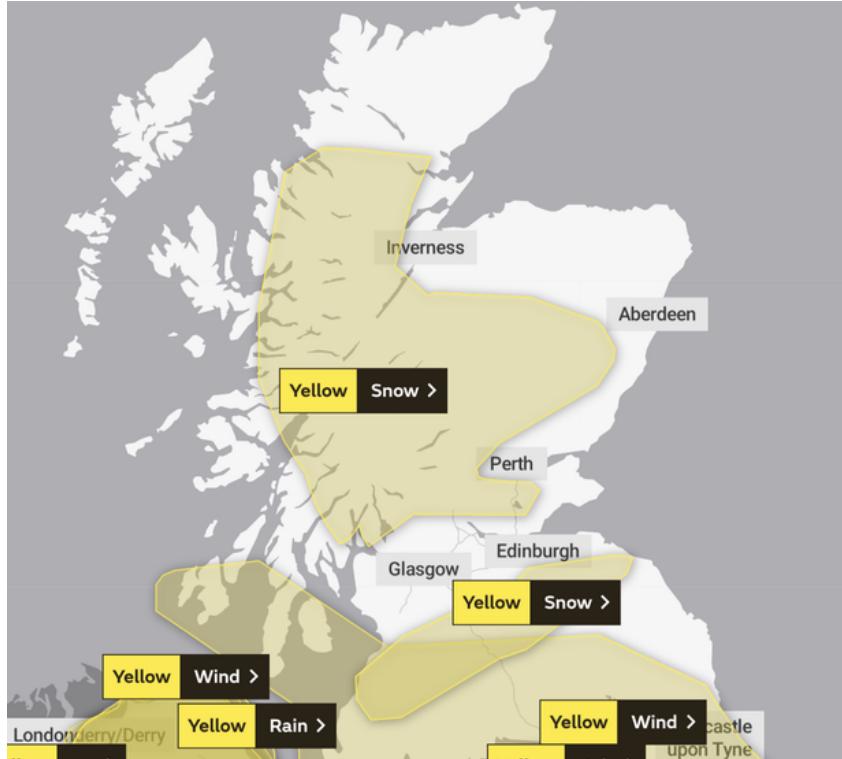
Scotland is part of the United Kingdom. Like the rest of the UK they use Great British Pounds (GBP), and aviation is **controlled by the UK CAA**.

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?



Warning about yellow snow are common across the UK in winter...

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:

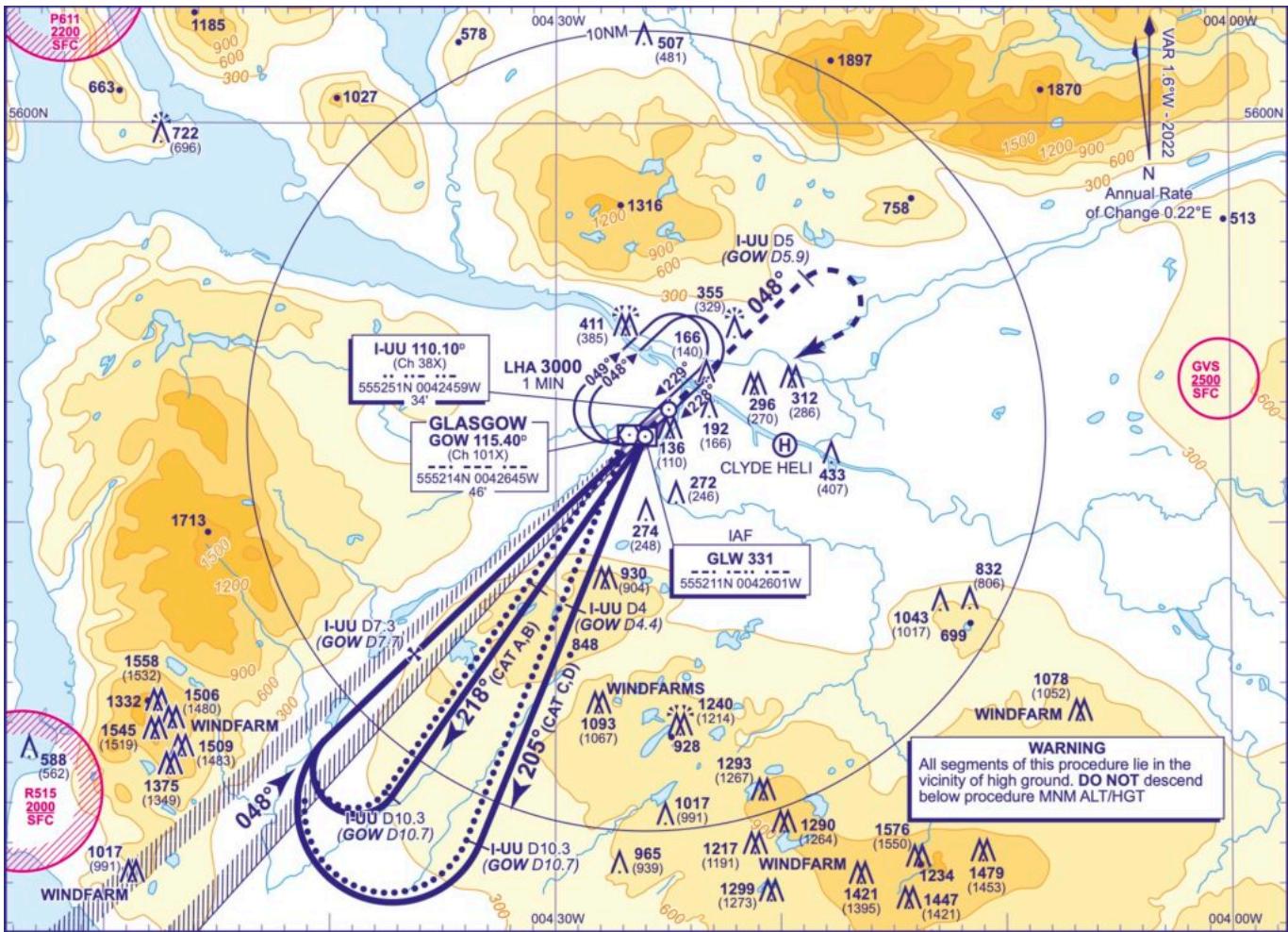
- Cold temperature altitude corrections
- De-icing/Anti-icing procedures
- Contaminated runway performance

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.

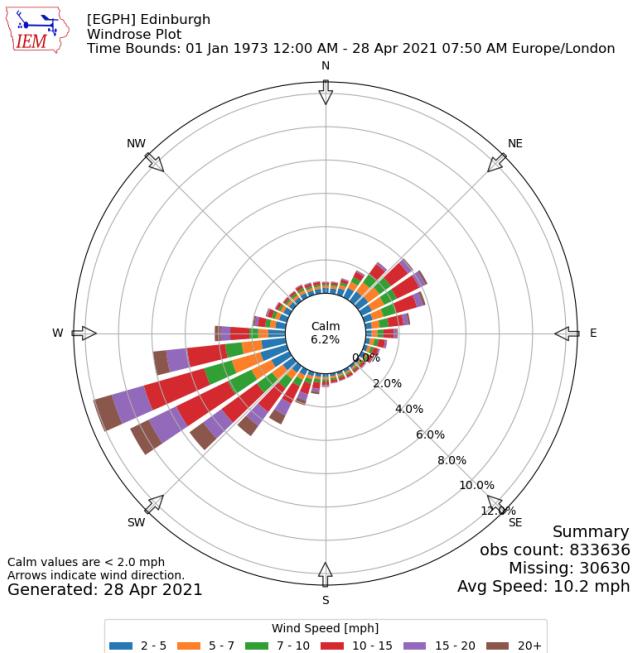
EGPF/Glasgow – the runway **05/23 is relatively short at just 8743 feet** (2665 meters) and you have a displaced threshold to think about as well. That said, the Airbus 380 can get in here so it isn't that small, and both directions offer **CAT III capability**.

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



Many obstacles and a busy chart.

Edin-brrrrrr



1973 - 2021 Wind Rose.

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.

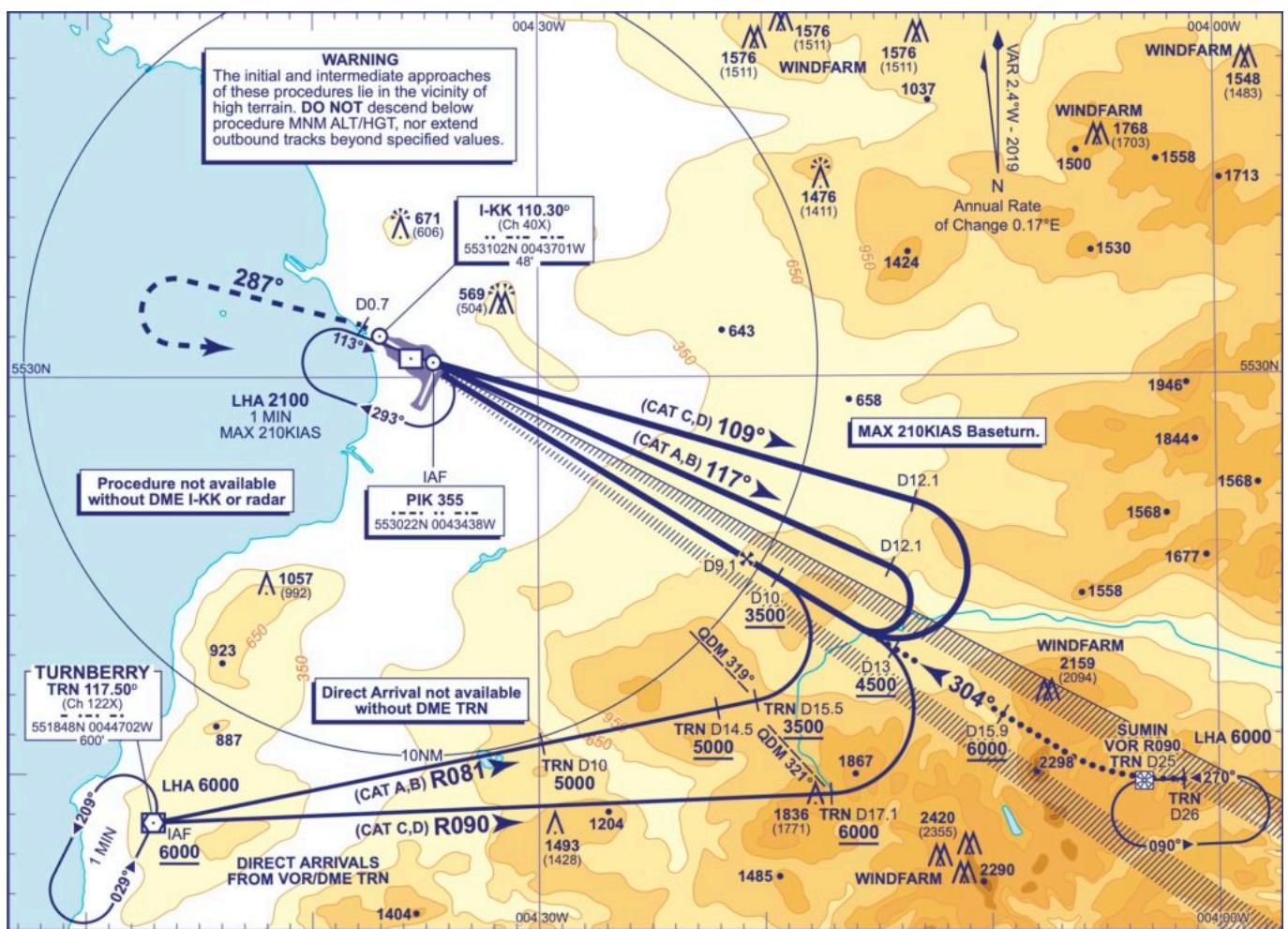
Prestwick

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.



Terrain and a 3.5° path.

A Top Trump summary for you ☺

EGPF/GLASGOW		EGPK/PRESTWICK		EGPH/EDINBURGH	
					
RUNWAY 05/23		RUNWAY 12/30 03/21		RUNWAY 06/24	
LENGTH 8743 FT 2665 M		LENGTH 9800 FT 2987 M 6253 FT 1906 M		LENGTH 8386 FT 2556 M	
APPROACH ILS CAT III		APPROACH ILS CAT I		APPROACH ILS CAT III	
RFF 9		RFF 7		RFF 9	
THREAT 5/10 TERRAIN / BUSY MAPP		THREAT 7/10 TERRAIN / 3.5° GS		THREAT 6/10 COLD WX / WINTER OPS	

Start your Scottish Airport Top Trumps set here!

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		The Lowdown on: EGPH/EDINBURGH	
THE BASICS	Hours: 0248 Runways: 05/23 Facilities: MINOR MAINTENANCE / HANDLING / FUEL / CUSTOMS	Hours: 024 Runways: 06/24 Facilities: MINOR MAINTENANCE / HANDLING / FUEL / CUSTOMS	Hours: 024 Runways: 06/24 Facilities: MINOR MAINTENANCE / HANDLING / FUEL / CUSTOMS
THE BIG	SOME TERRAIN BUSY MAPP DISPLACED THRESHOLD WINDSHEAR	WINDSHEAR-COMMON WHEN STRONG S/SW WINDS CHALLENGING WINTER WEATHER CONDITIONS	WINDSHEAR-COMMON WHEN STRONG S/SW WINDS CHALLENGING WINTER WEATHER CONDITIONS
THE OPS	APPROACH: WINDSHEAR AND TURBULENCE DUE LOCAL TOPOGRAPHY TERRAIN: CAN RESULT IN OPSWA Warnings. CONSIDER SPEED CONTROL	ARRIVAL: EXPECT TRACK SHORTENING. DESCENT PLANNING ALTIMETERS PUBLISHED AIRSPACE: RESTRICTED AREAS NEARBY. CLOSE TO BOUNDARY OF CONTROLLED AIRSPACE (MAY LEAVE RADAR CONTROL IF DETOURING DUE TO WEATHER)	GRADIENTS: HIGHER THAN STANDARD EGPF/PRESTWICK 02/30 02/31 0200/0200m ILS CAT I EGPH/EDINBURGH 06/24 06/25 0200/0200m ILS CAT II EGPH/EDINBURGH 06/24 06/25 0200/0200m ILS CAT II
THE ALTERNATES	PRECIPITATION: RAIN, SNOW, WINTER CONDITIONS IMO: FOG/HAZE COMMON. GENERALLY CLOUDY WIND: OFTEN WESTERLY BUT VARIABLE. AVS 15 KTS TEMPS: HIGHS OF 30°C / LOWS OF -10°C	PRECIPITATION: RAIN, SNOW, WINTER CONDITIONS IMO: FOG/HAZE COMMON. GENERALLY CLOUDY WIND: OFTEN WESTERLY BUT VARIABLE. AVS 15-20 KTS TEMPS: HIGHS OF 18°C / LOWS OF -2°C	PRECIPITATION: RAIN, SNOW, WINTER CONDITIONS IMO: FOG/HAZE COMMON. GENERALLY CLOUDY WIND: OFTEN WESTERLY BUT VARIABLE. AVS 15-20 KTS TEMPS: HIGHS OF 18°C / LOWS OF -2°C
THE ENVIRONMENT	ATIS: 020/075 AIRPORT (APRT): +44 141 887 1111 / www.141887.com HANDLING: SIGNATURE: +44 141 8887 3088 / glasgowsignatureflight.co.uk MENZIES: +44 141 8848 4005 / glasgowsignatureflight.co.uk GAMA: +44 12 5255 999 / glasgowsignatureflight.co.uk	ATIS: 021055 AIRPORT (APRT): +44 121 344 2239 / www.121344.com / +44 121 333 4206 HANDLING: SIGNATURE: +44 12 5255 999 / glasgowsignatureflight.co.uk MENZIES: +44 12 5255 999 / glasgowsignatureflight.co.uk FLIGHTWORK: +44 1279 668 050 / glasgowsignatureflight.co.uk	ATIS: 021055 AIRPORT (APRT): +44 121 344 2239 / www.121344.com / +44 121 333 4206 HANDLING: SIGNATURE: +44 12 5255 999 / glasgowsignatureflight.co.uk MENZIES: +44 12 5255 999 / glasgowsignatureflight.co.uk FLIGHTWORK: +44 1279 668 050 / glasgowsignatureflight.co.uk
THE CONTACTS	PCN: 65/65/65/65 NOTAM: PROCEDURES IN PLACE INCLUDING DEP, ARR SPEEDS AND CDR	PCN: 65/65/65/65 NOTAM: PROCEDURES IN PLACE INCLUDING DEP, ARR SPEEDS AND CDR	PCN: 65/65/65/65 NOTAM: PROCEDURES IN PLACE INCLUDING DEP, ARR SPEEDS AND CDR WINTER: CONFIRM AVAILABILITY OF ANTI-ICING FLUID
THE OTHER			

The Lowdown on: EGPK/PRESTWICK	
Prestwick SCOTLAND, U.K.	
THE BASICS	HOURS: 024R TIMEZONE: UTC PERMITS/SLOTS: YES RUNWAYS: 02/20 9800ft x 45m ILS CAT I 03/21 6253ft x 1905m x 45m IFR / NDB FACILITIES: MINOR MAINTENANCE / HANDLING / FUEL / CUSTOMS
THE BIG	LOW PLATFORM ALTITUDE TERRAIN: UNDER ARI/APP FOR RWY 30 3.5' G/S PATH FOR RWY 30
THE OPS	TERRAIN: CAUTION ON ARRIVAL APPROACH AND HOLDING/PROCEDURAL APPROACH APPROACH: IF HIGH ABOVE GLIDE, FULL SCALE FOTDOWN INDICATIONS MAY NOT BE MAINTAINED; GIVING FALSE IMPRESSION OF DEVIATION AHEAD
THE ALTERNATES	EGPTEGLINSON 05/23 8747/2955m ILS/CAT II EGPTEGHWICH 06/23 8981/2556m ILS/CAT II EGPTEGUNDE 08/23 4883/1600m ILS/CAT I (IFR) / IFR
THE ENVIRONMENT	PRECIPITATION: RAIN, SNOW, WINTER CONDITIONS FOG: FOGHAZE COMMON; GENERALLY CLOUDY WIND: VERY VARIABLE, AVG 15-25 KTS TEMP: HIGHS OF 8°C / LOWS OF 2°C
THE CONTACTS	ATC: 12100 AIRPORT OPS: +44 1292 571157 (MPB) +44 1292 571190 HANDLING: NOUL operations@prestwickinternational.com AIR SERVICES: +44 1292 571290 / airservices@prestwickinternational.com
THE OTHER	PCN: 90/R/C/WB IFR-CAT: AIRPORT: DO NOT CONFUSE EGPK/EGPTE PRESTWICK WITH EGPA/EGPTE GLASGOW



[Airport Spy](#)

Find airport ...

Go

Teterboro, USA

★★★★★ ★ Rated 3.5 from 3 reviews

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

INTE

KTEB

Top 10

Reviews 3

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Articles 23

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.

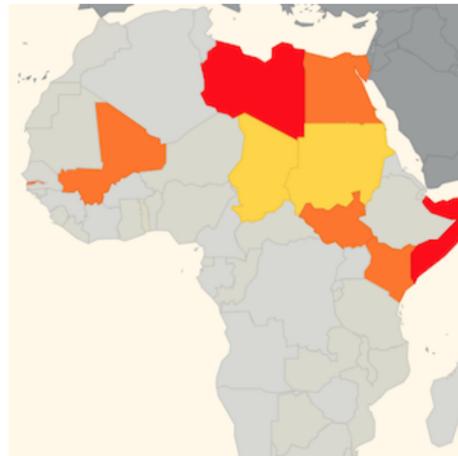
To download the PDF for each airport:

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

International Bulletin: B767 shot on approach to Rio, Updated SafeAirspace Map

Cynthia Claros
26 November, 2021

INTERNATIONAL BULLETIN	ISSUED BY FLIGHT SERVICE BUREAU
	SITA HNLFSXH AKLFSXH AFTN KMCOXAAL EMAIL INTL.DESK@FSBUREAU.ORG



B767 Shot on approach to Rio

18JAN A B767-300 was fired on last night during approach to Runway 15 SBGL/Rio de Janeiro. One 7.62mm bullet lodged in the left wing. Read the article.

Updated SafeAirspace Risk Map

18JAN We have updated SafeAirspace with information for Aircraft Operators on The Gambia, North Korea, Brazil, Ukraine, and Turkey.

GBZZ/The Gambia State of emergency declared on 17th January. Foreign citizens being evacuated. Banjul International Airport (GBYD/BJL) and land borders remain open, for now. More at safeairspace.net/information/the-gambia.

UKZZ/Ukraine Flight Service Bureau has issued an updated summary for Ukraine's airspace. **There are two risk issues in Ukraine.** First: arms fire. Including MH17, multiple aircraft (the others all military) have been shot down since the beginning of the Donbass region war in 2014. The 10th ceasefire was declared in December 2016, but not holding. This risk is contained within the Dnipropetrovsk FIR - UKDV. **The second issue** affects the Simferopol FIR which is **Disputed Airspace**. (Ukraine:UKFV, Russia:URFV). In March 2014, Russia annexed Crimea. The ATC Center is in Simferopol, Crimea, and is now run by Krymaeronavigatsiya. Russia claims the airspace. Ukraine refuses to recognise the change, and asks crews to talk to Ukrainian controllers in Dnipro/Odesa ACC instead of Simferopol ACC. Four routes are approved by EASA through the high seas portion of the airspace.

KIAD/Washington and area airports - guaranteed busy during the Presidential Inauguration this Friday, Jan 20. Updated restrictions here. Departure slots required for aircraft departing IAD between Friday, Jan.

20 and Sunday, Jan. 22. Departure slots can be obtained through an IAD FBO of choice (Ross Aviation or Signature Flight Support). Slots will be divided equally between the two FBOs at IAD.

VZZZ/Southeast Asia Lunar New Year holiday season, which falls on 28th Jan. Travel-related delays and government office and business interruptions will peak 27 Jan to 01 Feb, and could last longer in Taiwan, Vietnam and China, where the holiday will be celebrated through 02FEB.

BGBW/Narsarsuaq A seasonal reminder that if you're planning to use Narsarsuaq as a destination, alternate, or enroute alternate outside of the operating hours (MON-SAT 1000-1900z daily until 03APR), you must contact the airport in advance to apply for them to stay open for you: Email: bgbw@mit.gl. Also make sure you file your ATC FPL including the AFTN address: BGBWZTZX.

EKCH/Copenhagen A copy of the AOC must accompany fuel release or expect an MOT charge of approximately \$1.70 USD to be charged. Next destination must be shown on the fuel release or expect delays.

EGPH/Edinburgh, Scotland Until Apr 1st, you will need PPR to operate to Edinburgh, due to reduced parking capacity.

RPLB/Subic Bay will be closed for maintenance bewtween 0100-0800z until January 20th.

SKZZ/Colombia New Tower and ACC for Bogota. From 16th Jan - 15th Feb moving of Bogota's ACC will take place. ATS/AIS/COM/MET/ATFM services transition process should not affect operations, however, due to the large change extent foreseen, some failures might occur in the process. AIC 1/17 outlines contingency procedures in place

SVZZ/Venezuela has closed its land borders with Colombia and Brazil periodically in the last 12 months. Border closures occur frequently, often with short notice. The Venezuelan government will withdraw the 100 bolivar note (VEF 100) from circulation as of 20 January 2017.

LYBA/Beograd If you have any outstanding navigation fees in Serbia, better get them paid, or they'll add a 9.88% interest charge.

HSSS/South Sudan Flight Service Bureau has issued an updated summary for South Sudan's airspace: Conflict Zone. South Sudanese Civil War since 2013. The security situation in Juba has been relatively calm since the July 2016 crisis. Daily reports of fighting throughout the rest of the country. The security situation is especially unstable in the Equatoria in the south. MANPADS risk to overflights. In addition, the South Sudanese army has declared intention to shoot down Aircraft without permits. Most Authority guidance recommends min FL260. We think FL300 is a better minimum for overflights.

ZKKP/North Korea Flight Service Bureau has issued an updated summary for DPRK North Korea's airspace: The level of tension on the Korean peninsula can change with little notice. Multiple missile launches in 2016, increasingly without prior notice to ICAO. The range of these has increased - previously safe airways B467 and G711 are now at risk. Over 1000 reports of GPS jamming issues reported by operators in the vicinity of the North/South Korean border. SFAR79 prevents US operators from operating west of 132E, other Authorities restrict operationseast of that line.

ZZZZ/Worldwide How have you been getting on with the new ICAO SID/STAR phraseolgies? In short, some countries are implementing, and others aren't. What is your country doing? Tell us at bulletin@fsbureau.org.