

Perth Airport Pilot Briefing for visiting pilots



Effective from 8th March 2023

Version 2.0

1. Introduction

This document has been produced to provide a guide to the local procedures at Perth Aerodrome (EGPT). Pilots are responsible for ensuring that they are adequately briefed before arriving or departing from Perth Aerodrome.

Perth Aerodrome has locally based operators with a mixture of Aeroplanes, Helicopters and a flying school offering both commercial and non-commercial training with lessons being conducted in twin and complex aircraft.

2. Airside Access

When airside, visitors are asked to ensure that at least one member of their party is wearing a suitable high visibility jacket.

3. Fuel

Avgas (100LL) and JetA1 (Avtur) are both available at the aerodrome, for up to date pricing please contact operations.

4. Air Ground Communication Service

Perth Aerodrome is an Aeronautical Station providing an Air Ground Communication Service (AGCS) in accordance with CAP 452 and CAP 413.

The aerodrome hours of operations are 09:00 to 17:00 local time each day and the callsign is "Perth Radio" using frequency 121.080. Extended hours will be notified by NOTAM.

Note: Traffic information is based primarily on reports made by pilots. Information provided by the Air Ground radio station may be used to assist the pilot in making decisions, however, the safe conduct of the flight remains the **responsibility of the pilot in command.**

5. Booking In/Out

All aircraft wishing to use Perth airport are requested to complete an online PPR Application to ensure you are booked in and we are expecting your arrival

<https://perthairport.co.uk/pilot-information/ppr-requests>

6. Out Of Hours Request

Application for the out of hours indemnity and terms and conditions may be found using the link below:

<https://perthairport.co.uk/pilot-information/out-of-hours-indemnity>

7. Runway Data at EGPT

Runway	TORA	TODA	ASDA	LDA
03	853m	853m	853m	853m
21	853m	853m	853m	853m
15	622m	622m	622m	622m
33	622m	622m	622m	622m
09	609m	609m	609m	466m
27	466m	609m	609m	609m

8. Joining Procedures

Air Ground will pass the QNH/QFE as well as the current runway in use on initial call to 121.080. Caution that due to the nature of the aerodrome and mixture of complex, non-complex and simple aircraft any pilot may elect to use any runway for the purposes of take-off and landing at their own discretion.

Circuit directions: Runways 03, 09 and 15 - LH; Runways 21, 27 and 33 - RH.

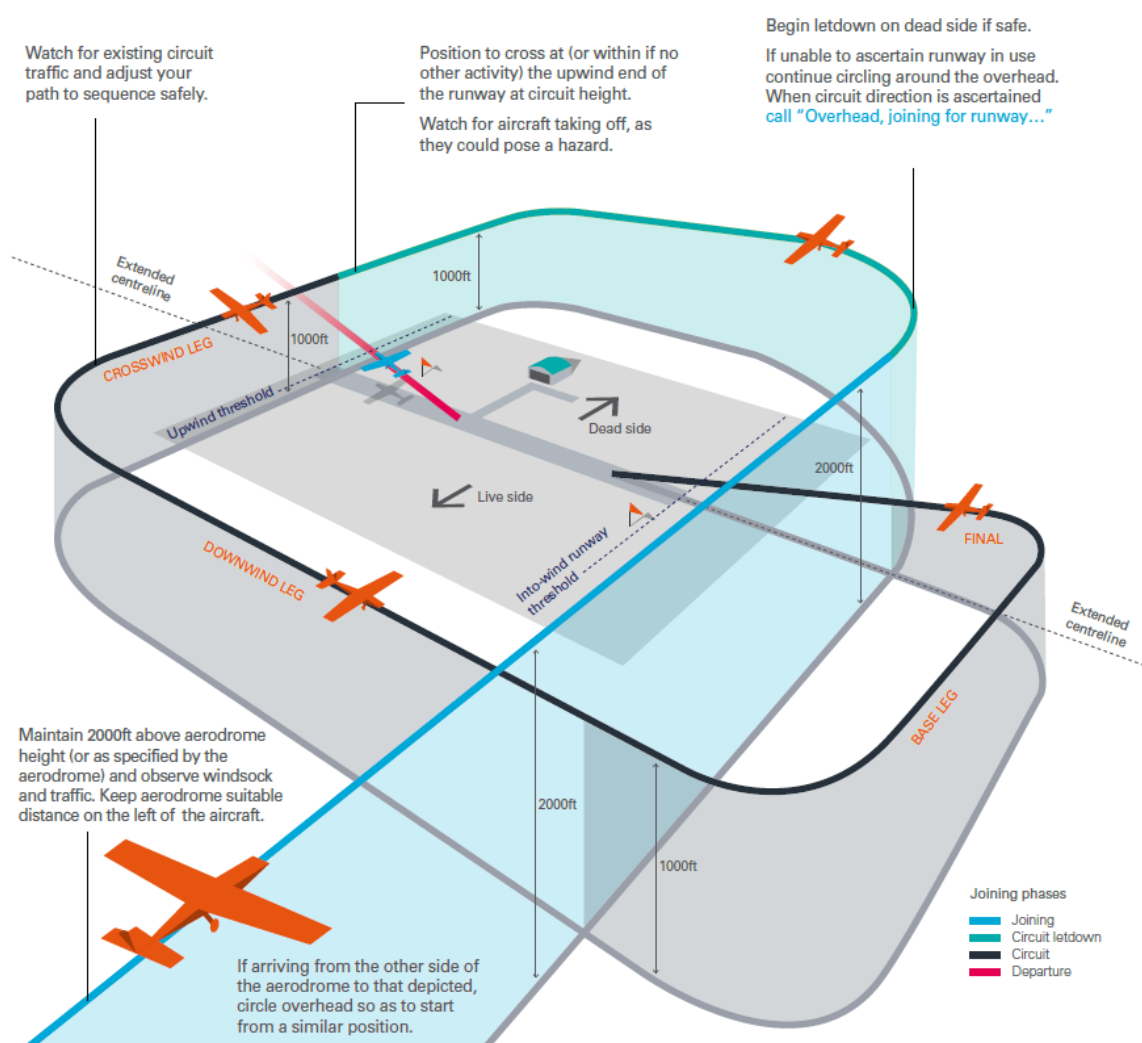
Circuits to be flown at 1400ft QNH (1000ft QFE)

The preferred circuit join procedure is a standard UK overhead join as per the Skyway Code.

Guidance ?

The most common and recommended type of join is the 'overhead', the advantage of which is that it allows you to observe the traffic circuit below without being in conflict with it. When turning downwind, watch for any traffic already on the downwind leg.

Overhead joins are sometimes precluded or varied by airspace or traffic constraints. You must check the local procedures for the aerodrome you are visiting.



9. Warnings/Cautions

Consideration should be given to slow moving traffic in the circuit, namely flexwings, gyrocopters and microlights. Caution should also be given to potential twin engine aircraft operating at a higher circuit speed than other aircraft.

Perth Airport sits 12nm to the **west** of Dundee Airport. Instrument traffic making an **ILS** approach to Dundee descend to **2200ft** QNH (**1800ft QFE**) and make a base turn over the Perth ATZ, air ground on 121.080 will broadcast relevant Dundee instrument traffic information when known.

Traffic holding to backtrack 21 for departure may not see other aircraft departing off 21 due to the slight incline to the runway, extreme caution should be exercised and your intentions broadcast on the radio prior to entering the runway.

When taking off from runway 27 there may be turbulence and downdraughts in the vicinity of a line of trees that form an obstacle across the runway centerline at a distance of 910m beyond the start of the TORA.

When landing on runway 03 with a north westerly wind turbulence from the tree line can be expected in the final phases of the approach.

Hills running NE-SW. rising to 918ft amsl within 2nm and to 1236ft amsl within 5nm to the north east

A significant wildlife presence can be expected at all times of year and extreme caution should be particularly observed when agricultural vehicles are ploughing the surrounding fields.

A public footpath passes approximately 20m to the north east of runway 21 where pedestrians often stand to watch landing aircraft, extreme caution should be exercised.

On occasion there are pedestrians on the perimeter track and a possibility of dog walkers with dogs not on leads.

Gyrocopters operating from all runways need time to begin rotation of their rotors, this may take approximately 1-2 minutes.

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