

# **STANDARD OPERATING PROCEDURES Perth Airport EGPT**

- **for the advice and guidance of those flying and operating airside at Perth Airport**

***Nothing in this document shall prevent a pilot from acting in accordance with normal aviation practices in order to ensure the safe conduct of flight. It is a Perth Airport document and does not override the ANO or EASA Rules of the air.***

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## **Introduction**

The Standard Operating Procedures for Perth Airport (SOPs) have been compiled under the direction of the Perth Airport Permanent Safety Committee, hereinafter referred to as the 'Safety Committee' and its contents have the agreement of all organisations which operate 'airside' at Perth Airport. The Safety Committee is chaired by ACS Aviation Ltd who operate Perth Airport on behalf of the Licensee, The Morris Leslie Group. The Safety Committee will meet quarterly and will review the SOPs annually or sooner if required. The document is controlled by the Airport Manager.

The SOPs comprise a main document which applies to all flying organisations at Perth Airport and a series of appendices which are relevant to individual organisations. The contents of the appendices are to be consistent with the main document. In the event of any conflicting information, the main document has primacy.

The contents of the main document apply to all pilots using Perth Airport and pilots are to be conversant with and observant of them. In recognition of this all pilots are to sign Local Rules and Procedures applicable to their organization as required.

Amendments are to be proposed by airside organisations through the Safety Committee structure.

ACS Aviation Ltd are the Airfield Operators and will be responsible for appropriate disciplinary administrative action in the event of non-compliance.

The SOPs will be available online and visiting pilots are to adhere to these Procedures.

## Amendment Record

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Amendment Number	Amendment Date	Relevant Section, Page and Order	Date Entered	Incorporated by
2017/01	24/10/17	1.2	24/10/17	G Frater
2017/01	24/10/17	1.13	24/10/17	P Malone
2017/01	24/10/17	2.3	24/10/17	G Frater
2018/01	24/04/18	2.3	24/04/18	P Malone
2018/01	24/04/18	2.4	24/04/18	P Malone
2018/01	24/04/18	1.3	24/04/18	G Frater
2018/01	24/04/18	2.5	24/04/18	G Frater
2019/01	20/10/18	1.6	12/01/19	P Malone
2019/01	20/10/18	1.13	12/01/19	P Malone
2019/01	20/10/18	1.14	12/01/19	P Malone
2019/01	20/10/18	2.2	12/01/19	P Malone
2019/01	20/10/18	2.4	12/01/19	P Malone
2021/01	12/02/21	1.2	12/02/21	G Frater
2021/01	12/02/21	1.3	12/02/21	G Frater
2021/01	12/02/21	1.11	12/02/21	G Frater
2021/01	12/02/21	2.4	12/02/21	G Frater
2021/01	12/02/21	2.6	12/02/21	G Frater



## **Glossary of Terms**

AAL: Above Airfield Level

AGL: Above Ground Level

AIP: Air Information Publication

ANO: Air Navigation Order

ATZ: Aerodrome Traffic Zone

DZ: Drop Zone (parachute)

EASA: European Aviation Safety Agency

ft: Feet

nm: Nautical miles

NNE: North, north east

NOTAM: Notice to Airmen

RWY: Runway

VCR: Visual Control Room (NB Air/Ground Radio only)

VHF: Very High Frequency

Z (ZULU): Greenwich Mean Time

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# PERTH AIRPORT PROCEDURES

## Airfield operations

### 1.1 General

Perth Airport has the ICAO designator EGPT. The airfield reference point is at 562621N 0032220W. The Airport elevation is 397 ft amsl and the apron elevation is 385 ft amsl.

The declared distances of the runways are as given in the UK AIP.

### 1.2 Hours of Operation

Perth Airport is licensed and the ATZ is notified active 0900 - 1700Z in winter, 0800 - 1600Z in summer and at other times by NOTAM. Perth Radio (121.080MHz) is usually manned when the ATZ is active.

Visitors are reminded that prior permission is required, this should be completed prior to the flight by telephoning Perth Airport on 01738 551631 or 01738 550003 or by using the Perth Airport website [www.perthairport.co.uk](http://www.perthairport.co.uk). Outside of operating hours visitors requesting prior permission are reminded that they must apply for an Out of Hours Indemnity Permit on the Perth Airport website.

### 1.3 Booking Out

All flights must be booked out, during normal hours of operation this may be completed on the radio or by telephoning 01738 551 631 and out of hours by using the Perth Airport website booking out facility.

The airport management reserve the right to levy a surcharge on any aircraft operator failing to comply with the above procedures.

### 1.4 Obstacles

There is a line of hills running NE/SW to the east and south of the airport at a distance of 1.5 nm at its closest point. There are 2 significant peaks: Kingseat, 839 ft AAL (1236 ft amsl), range 5 nm, bearing 058 deg; Murrayshall Hill, 521 ft AAL (918 ft amsl), range 2890 m, bearing 160 deg.

There are the following obstacles relative to the following runways:

RW 15: trees and buildings across climb path, height 15 ft AAL (450 ft amsl)

RW 21: trees 50 m right of climb path, height 53 ft AAL (450 ft amsl)

RW 27: trees crossing climb-out path, height 60 ft AAL (457 ft amsl)

### 1.5 Airfield and Runway Markings

Runways 03/21 and 09/27 have centre line markings and runway designator numbers. Runway 09 has a displaced threshold line and undershoot arrows.

The grass runway 15/33 has concrete markings sunk into the ground which include runway edge markings, designator numbers and corner bracket markings.

Taxiways to Holding Points B and C have centre-line markings.

There are 4 Holding Points. Hold A is located on runway 09/27 and is the final holding point before entry on to runway 03/21. Hold B is located on taxiway Bravo and marks the holding point to the western end of runway 09/27. Hold C is located on taxiway Charlie and marks the holding point to the eastern end of runway 09/27. Hold D is located on runway 09/27 and is the final holding point before entry on to runway 33.

Position signs mark each hold and taxiways have yellow holding position markings. Signs show the holding point designator in yellow on a black background and the runway designator in white on a red background.

## 1.6 Communications

Perth Airport operates an air/ground radio service callsign 'Perth Radio' on **121.080 Mhz**. Perth Radio is Air/Ground and does not give instructions or clearances (unless to avert immediate danger).

This service is available from the Visual Control Room in the Tower building during normal operating hours. The Crash Rescue Vehicle will also operate on this frequency during emergency incidents or when it is operating on the airfield.

When Perth Radio is unmanned, standard position calls (to "Perth Traffic") should be made on 121.080.

Aircraft using Perth Airport must be radio-equipped. Non-radio equipped aircraft are accepted only by prior arrangement.

Hand-held radios for R/T purposes are permitted only if used in an aircraft. For any alternative use, the Airfield Operator must be consulted.

Airways clearances may be available from Scottish Control Tay Sector through Perth Radio by prior arrangement.

## 1.7 Navigation Aids

The Perth DVOR facility is located on the airfield and is an airways en-route beacon. There is no published let-down or approach procedure associated with this facility. It may be used, however, by private operators and flying organisations (for training purposes) but pilots are to note that it has no associated ATC service.

If pilots use the facility for locally devised training exercises or other purposes they are to make advisory calls on 121.080 Mhz at the standard reporting points. The VCR will pass any known traffic to the pilot, but in every case the aircraft captain is responsible throughout for lookout and traffic separation.

All Perth traffic should be aware that aircraft using the procedure may be operating in the overhead down to 2600 ft AAL (radio call "Joining the hold") for some time before tracking NNE ("Beacon outbound") for around 6 miles, descending to 1600 ft AAL before



turning right (“Base turn complete” - adjacent Coupar Angus) and descending further to intercept the approach to RWY 21. These aircraft may be descending through cloud during this procedure.

#### 1.8 Noise Abatement Procedures

There are no published noise abatement procedures, but pilots are to exercise good airmanship by taking into account farms, livestock and populated areas. However, see para 2.5 below for local noise-sensitive areas.

#### 1.9 Search and Rescue Alerting

Search and Rescue will be alerted by the Scottish Air Traffic Control Centre (SATCC) supervisor. In the event of an in-hours emergency at Perth Airport or SAR alert involving an aircraft in radio contact with Perth Radio, the radio operator will contact the SATCC supervisor (tel 01294 655301), who will co-ordinate the required rescue services. Out of hours the same SATCC tel no should be used.

#### 1.10 Bird Hazard

The Bird Hazard at Perth Airport is assessed as LOW. Bird strikes have not occurred in any significant numbers on the airfield, nor do birds tend to congregate there. However, agricultural activity and nearby forests can attract birds.

Pilots are obliged to report bird activity which might impact on aviation safety. Bird strike reporting should be done to the VCR and to the CAA online via their website

#### 1.11 Fire and Rescue Services

Fire and Rescue Services at Perth Airport are provided by ACS Ltd from their Engineering Hangar with a Carmichael Tender. The crash alarm is activated by the VCR and alerts the crews both audibly and visually: a practice is carried out each morning. The crews are on 3-minute standby during normal operating hours.

Perth Airport is designated a CATEGORY ONE airport.

#### 1.12 Medical Services

A fully-laden Beech King Air 200 (B200) is used as a worst-case example for the provision of medical services. The fire crews are trained in first aid and this capability is supplemented by the Scotland’s Charity Air Ambulance paramedics who are on call daily. The medical equipment available at Perth Airport is sufficient to treat 80% of the full passenger load of the B200.

#### 1.13 Airport Lighting

The airport is licensed for night take offs and landings on Runway 03/21. Lighting to Scale L4 is provided and includes:

- Variable Intensity Precision Approach Path Indicator Lighting (VI PAPI).
- Variable Intensity runway edge (white), threshold (green) and end (red) lighting

- Taxiway Bravo exiting towards the western end of runway 09/27 has fixed green taxiway centerline lighting.
- Stopway lighting.
- Obstacle lighting.

Pilots should note that there is no approach or apron lighting or aerodrome beacon. Pilot operated lighting is available for out of hours use. Five clicks within five seconds on 121.080 brings the runway and PAPI lights on for 10 minutes. A further five clicks resets the timer. The system has been tested satisfactorily at a line of sight distance of 10 NM. No taxiway lights are available with this function. Pilots are reminded that out of hours use is strictly PPR.

#### 1.14 High Visibility Apparel

All persons who require access to the apron area are advised to (aircrew or airport staff) wear high visibility clothing or (passengers and others) be escorted by an individual wearing high visibility clothing. High visibility apparel must be worn at night.

### **Aircraft Operations**

#### 2.1 Circuit Procedures

The published circuit directions are left hand for 03, 09, 15. Right hand 21, 27, 33. Circuit height is 1000ft AAL.

Pilots are to be aware that helicopters may carry out autorotations to the centre grass triangle area and may also carry out other air exercises in this area below 100 ft AAL, including quickstops and ground cushion manoeuvres. These exercises will be orientated on the runway in use.

#### 2.2 Arrival and Departure Procedures

Perth Airport is uncontrolled and therefore a standard overhead join should be the default arrival procedure when the circuit is busy. Orbits in an uncontrolled circuit are strongly discouraged.

The normally-used ATZ reporting points are at Scone Racecourse, Stanley, Coupar Angus, Newburgh and Bridge of Earn.

Perth Airport is at times extremely busy with aircraft of widely differing characteristics and performance. Consideration should be given that Perth is primarily a training airfield with airspace frequently shared by solo students.

There may be arrivals and departures from runways other than the duty runway. Simultaneous circuits are not permitted. Extreme diligence and a good lookout are required particularly when operating in the vicinity of the circuit.

The airfield diagram and textual information are available from the AIP

#### 2.3 Helicopter Procedures

### **Scotland's Charity Air Ambulance (SCAA)**

SCAA operates from the Control Tower and has a Eurocopter EC 135 (Callsign HELIMED 76) which parks near the western loop taxiway every day of the year. This aircraft is hangared in the western-most hangar. Pilots using the airfield are to be aware that call-outs may occur at any time and that, within the limits of safety and good airmanship, priority should always be accorded to Air Ambulance movements. HELIMED 76 will adopt the following callsign suffixes:

HELIMED 76 ALPHA – Operational air ambulance mission.

HELIMED 76 ECHO – Non-Urgent air ambulance mission.

HELIMED 76 ZULU – Training flight.

HELIMED 76 will alert pilots on the Perth Radio frequency that it is about to lift on a mission. If on an operational mission it will depart the airfield safely below 500 ft and revert to 500 ft or above when clear of the circuit. It will also avoid fixed-wing approach and departure routes.

Pilots are to be aware that the EC 135 has a much more intense downwash than the other Perth-based helicopters and avoid getting too close when its rotors are turning or it is hovering. The effects of the downwash can persist for several minutes in light wind conditions.

#### **Movements**

Helicopters operate from the eastern apron area and occasionally the western end of the apron when undergoing maintenance. These helicopters can also create significant downwash, especially when heavy. Pilots of other aircraft are to avoid them when they have rotors turning or when they are hovering. Similarly, helicopters are to avoid parked light fixed wing aircraft, gyrocopters, microlight aircraft and other helicopters.

#### **Refuelling Area**

Pilots are to avoid parking any aircraft close to the refuel area in order to allow safe access by hovering helicopters and minimise the effects of downwash. Occasionally, other twin-engine helicopters visit Perth Airport (S76, Agusta-109, Jet Ranger, Dauphin etc) and pilots should also respect their downwash, especially if they need to air-taxi to the refuelling area.

#### **2.4 Known Hazards**

Pilots are to be aware that due to the topography of the airfield that aircraft on the threshold of Runway 21 are out of sight of those on Runway 09/27.

The Dundee category "C" instrument approach to Runway 09 encroaches upon Perth ATZ at 1800ft AAL. This approach is used by Dundee commercial and training traffic and may pass through Perth overhead, especially in an easterly wind. When Perth Radio is manned a broadcast to this effect will be made. The Dundee GPS-RNP approach to Dundee routes from Stanly and Friarton to Perth overhead at 3200ft and 3000ft respectively, AAL and then descends through the overhead inbound to Dundee to 2100ft AAL.

Parachuting takes place at Errol, Strathallan and Fife. The Drop Zones have a radius of 2nm and operations can be up to 12500 ft. The parachute aircraft may be climbing and

descending outside the DZ. Errol and Strathallan operate on VHF 129.90 callsign Errol/Strathallan Dropzone and Fife Radio on VHF 130.455.

Fast jet aircraft operate regularly in the vicinity of Perth Airport frequently transiting to and from Leuchars down to 250ft AGL.

Light aircraft on final to land on runways 09 or 27 should be aware of possible rotor downwash from helicopters hovering at Holding Points B and C; taxi-ing light aircraft should also ensure safe separation from helicopters on the ground with turning rotors.

Downdrafts may be experienced on final approach to runways 27 and 21 in certain wind conditions.

Aircraft may occasionally be required to hold on Rwy 21 (where there is no published holding-point), short of the grass Rwy 15/33. Aircraft holding on the grass runway for 21 departure should use the 15 numbers as holding line. It may also sometimes be necessary to hold short in other places during multiple runway operations..

## 2.5 Noise-Sensitive Areas, Local Area Flying and Low Flying

Pilots are to be aware of local resident feedback regarding noise and low flying over the Highfield Road area of Scone which is directly on the climb out from runway 21.

Pilots are to avoid overflying the white house immediately to the left of the 21 climb out at the airfield boundary, and St Martin's village church (1 km to the north of the airfield).

Orbiting, PFLs etc are to be avoided in the Burrelton/Woodside area (2 miles SW of Coupar Angus) in consideration of livestock/poultry.

All aircraft flying in the circuit and local area should monitor the airfield radio frequency.

## 2.6 Pilot Health

All licensed pilots and solo students must be in possession of a valid medical certificate or declaration of health as required by their particular licence. It is the pilot's responsibility to ensure that the certificate/declaration is current. A pilot should not be in command of an aircraft if aware of suffering any symptoms which could adversely affect his/her fitness to fly. Pilots should also be aware of the potential side effects of some medication on their ability to operate an aircraft.

The prescribed alcohol limits when acting as a pilot of an aircraft during flight are slightly less than half that permitted when driving in the UK.

## 2.7 Airspace Infringements

Any airspace infringements are to be reported to the Airfield Operator and SATCC supervisor (tel 01294 655301) on landing.

## 2.8 Airprox

Airprox reports are to be made on landing to the Airfield Operator and if considered appropriate a written report on form CA 1094 is to be completed within 7 days of the incident.

## 2.9 Accidents and Incidents

All accidents and incidents at Perth Airport, both in and out of hours, are to be reported to the Airfield Operator.

Notifiable accidents are to be reported to the AAIB on 01252 512299 and Microlight incidents are also be reported to the BMAA on 01869 338888.

In all cases involving bodily injury and/or serious structural damage to an aircraft permission must be sought from the AAIB before the aircraft is moved

Pilots should be familiar with what constitutes an accident or incident and are referred to this internet link: [http://www.aaib.gov.uk/reporting\\_an\\_accident/index.cfm](http://www.aaib.gov.uk/reporting_an_accident/index.cfm)  
Further guidance, including details of the CAA Mandatory Occurrence Reporting (MOR) scheme is given at the end of this document.

Action concerning any overdue aircraft out of hours should be initiated by calling the Scottish Information SATCO on tel 01294 655301.

## 2.10 Contravention of Procedures

**Any contravention of procedures or professional shortfalls which compromise safety or are likely to bring Perth Airport into disrepute may result in administrative action by the Airfield operator.**

### **Accident and Serious Incident Reporting**

The investigation of aircraft accidents and serious incidents is undertaken by the Air Accident Investigation Branch of the Department for Transport, which is independent of the CAA.

All aircraft accidents and serious incidents in the UK or involving a UK registered aircraft should be reported to the AAIB, but may additionally be reported to the CAA through the MOR system described below. The AAIB informs the CAA of accidents and serious incidents reported to it.

Further information has been provided by the AAIB through their publication 'Guidance for Airline Operators'

To report an accident or serious incident to the AAIB please see their website [www.aaib.gov.uk](http://www.aaib.gov.uk) or use their 24 hour phone number 01252 512299.  
AAIB Guidance For Airline Operators

### **The Mandatory Occurrence Reporting (MOR) Scheme**

The objective of the MOR Scheme is to contribute to the improvement of flight safety by ensuring that relevant information on safety is reported, collected, stored, protected and

disseminated. The sole objective of occurrence reporting is the prevention of accidents and incidents and not to attribute blame or liability.

What should be reported?

Any incident which endangers or which, if not corrected, would endanger an aircraft, its occupants or any other person. Accidents and serious incidents should also be reported to the AAIB as described above.

The MOR scheme is fully described in CAP 382 - The Mandatory Occurrence Reporting Scheme. This document collates the relevant rules and regulations and provides guidance on occurrence reporting, including examples of what should be reported and by whom.

Voluntary occurrence reports are also accepted under the MOR scheme. i.e. a report not required to be reported by the legislation but which the reporter believes should be brought to the attention of the CAA because of the safety implications.

#### Confidentiality

Occurrence Reports are treated confidentially to maintain full and free reporting from the aviation community and to protect the identity of the individual in accordance with EU legislation. However, requests for dis-identified data are accepted and data retrievals in response to clear and specific questions are processed in accordance with the appropriate CAA Scheme of Charges.

All such requests should be made via e-mail to [SDD@caa.co.uk](mailto:SDD@caa.co.uk).

#### Reporting an Occurrence

CAA Form SRG1601 should be completed and sent to the Safety Data Department.

#### **Birdstrikes**

It is mandatory to report birdstrikes in the UK.

- Report a birdstrike online.
- Guidance on making a birdstrike report.

<http://www.caa.co.uk/Commercial-Industry/Aircraft/Operations/>