Pilot Brief

for

RNP Instrument Approach Procedure

Runway 25

Cumbernauld Airport (EGPG)



Version 3 November 2026

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Pilot brief for Cumbernauld RNP IAP Runway 25

The following Pilot Brief shall be available to all pilots wishing to fly the Cumbernauld Runway 25 IAP. It will be referenced in Cumbernauld's AIP entry as being mandatory reading prior to requesting PPR to fly the procedure. The document can be downloaded from the Cumbernauld Airport web site (www.cumbernauldairport.org).

Section1 Abbreviations and Acronyms

1. A/GCS – Air Ground Communication Service (often seen as A/G)
2. ACP – Airspace Change Proposal
3. AGL – Above Ground Level
4. AIP –Aeronautical Information Publication
5. ATC – Air traffic control
6. ATS – Air Traffic Service
7. ATZ – Aerodrome Traffic Zone
8. ATSU – Air Traffic Service Unit
9. CAA – Civil Aviation Authority
10. CAS – Controlled Airspace
11. CFI – Chief Flying Instructor
12. CFIT – Controlled Flight Into Terrain
13. FAF – Final Approach Fix
14. GA -- General Aviation
15. GNSS –Global Navigation Satellite System
16. IAF – Initial Approach Fix
17. IAP – Instrument Approach Procedure
18. ICAO – International Civil Aviation Organisation
19. IF – Intermediate Fix
20. IFR – Instrument Flight Rules
21. IMC – Instrument Meteorological Conditions
22. IR – Instrument Rating
23. IR (R) – Instrument Rating Restricted (UK IMC Rating)
24. LNAV – Lateral navigation (2D)
25. LOC loss of control
26. MAC Mid-Air collision
27. MAP – Missed Approach Procedure
28. MTOM – Maximum Take Off Mass
29. NM – nautical mile
30. PANS-OPS – Procedures for Air Navigation Services - Operations
31. PPR – Prior Permission Required
32. RNAV – aRea NAVigation
33. RNP – Required Navigational Performance
34. TAA – terminal arrival altitude
35. VFR – Visual Flight Rules
36. UK FIS – UK Flight Information Services (Basic, Traffic, Deconfliction)

Section 2 Distribution List

Organisation	Dept / Position / Location	Document Reference No:
Cormack Aircraft Services Ltd	Accountable Manager	Pilot brief Version 3
Cormack Aircraft Services Ltd	Control Room	Pilot brief Version 3
Glasgow Airport	Accountable Manager	Pilot brief Version 3
Glasgow ATC	General Manager	Pilot brief Version 3.
Edinburgh Airport	Accountable Manager	Pilot brief Version 3
Edinburgh ATC	General Manager	Pilot brief Version 3
CAA	Airport, Airspace & ATM	Pilot brief Version 3

Section 3 Introduction

3.1 With the agreement of the CAA, Glasgow ATC and Edinburgh ATC, the Cumbernauld IAP is available to IR or IR(R) qualified pilots with aircraft approved for RNAV (RNP) instrument approach procedures. Pilots must ensure that the equipment and its installation in the particular aircraft to be flown meet the airworthiness requirements for flying an RNP approach.

3.2 The IAP at Cumbernauld Airport is established in Class G airspace. it is therefore imperative that pilots understand and abide by the special limitations and procedures associated with this IAP.

3.3 Pilots must understand the increased risks of flying in IMC without a surveillance services.

3.4 It is a mandatory requirement that pilots operate a good VFR lookout when in VMC.

3.5 It is important to note that the approach is not controlled by local ATC units. However assistance is available from local ATS units; and it must be understood neither Glasgow Approach nor Edinburgh Approach provide sequencing or separation for the Cumbernauld IAP. They will position an aircraft to the IAF.

3.6 Pilots should always have an alternate plan to make the approach without a controlled airspace (CAS) transit, and understand the increased risks associated when flying in IMC in Class G airspace without Radar surveillance.

3.7. NOTE: The Circuit will not be available during any GNSS approach until the aircraft on the instrument procedure has landed. At other times, a standard VFR overhead join at 2350ft is the normal procedure. Any practice approaches conducted in VMC must be in accordance with the Rules of the Air.

3.8. Whilst Cumbernauld has made best efforts to provide guidance on the different scenarios that may be encountered during IAP operations, pilots are reminded to apply common sense and good airmanship, such that a safe and orderly air traffic environment is maintained.

3.9 Pilots must note the proximity of Glasgow Airport (GLA/EGPF) to the west of Cumbernauld and Edinburgh Airport (EDI/EGPH) east of the inbound track to RWY 25 and associated

Controlled Airspace.

3.10 It is recommended that inbound and outbound flight plans include addresses to Glasgow ATC (EGPFZAZX) and Edinburgh ATC (EGPHZTZX).

3.11 Standard radio failure procedures apply – UK AIP ENR section 1.1 refers:

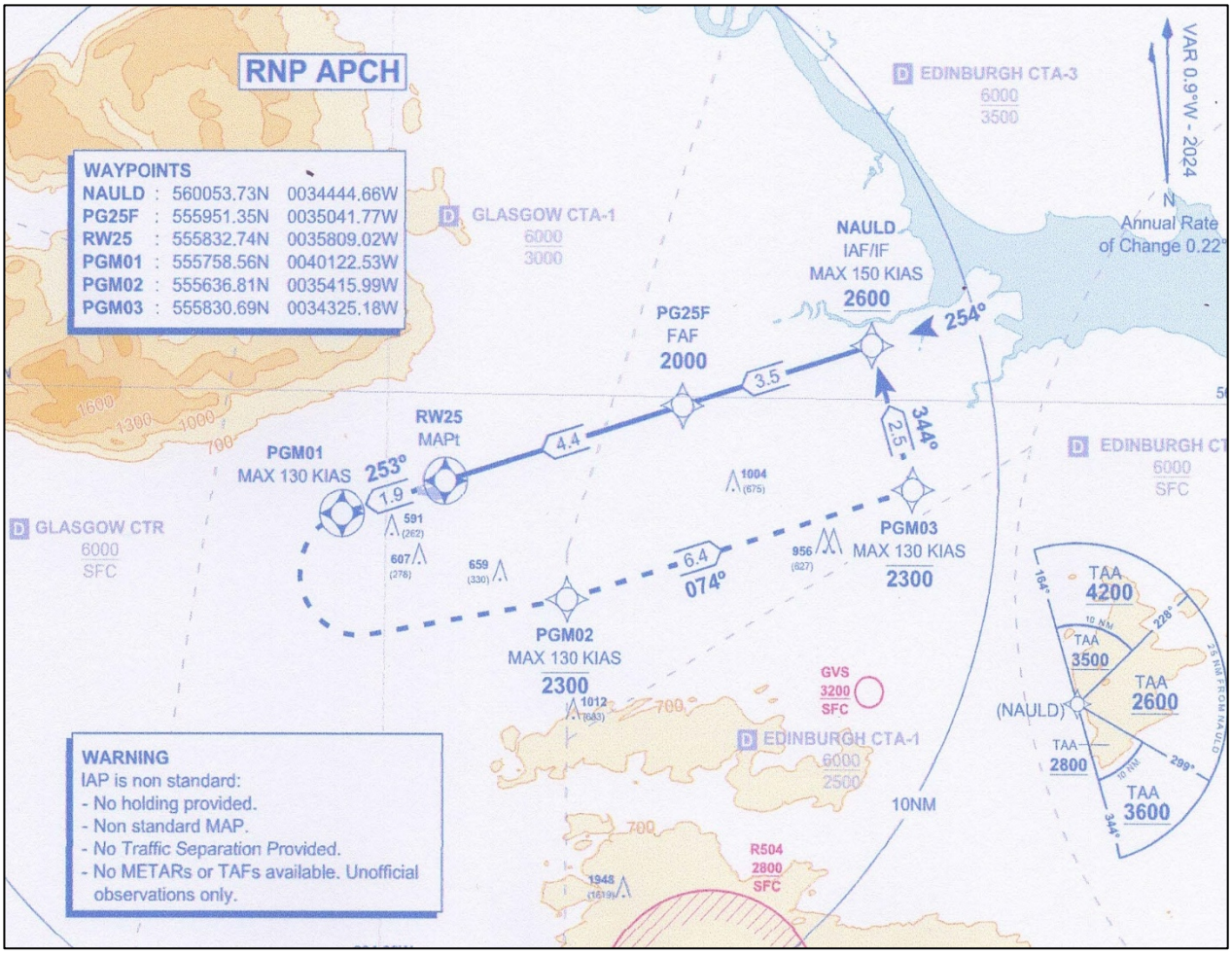


Chart 1

3.12 Chart 1 shows the RNP track on an aeronautical chart.

a) Safe flight requires a good lookout when in VMC.
b) Aircraft on the RNP IAP do not have right of way, normal rules of the air apply.

Section 4 PPR and arrival times

4.1 The IAP is PPR through Cumbernauld Operations on www.cumbernauldairport.org

Please include the following addresses on all Flight Plans: Edinburgh EGPHZRZA and Glasgow EGPFZRZA. Filing of an IFR flight plan does not grant PPR to use the procedure.

4.2 Airborne requests for the IAP's will NOT normally be accepted except in emergency.

4.3 Prior to requesting PPR the pilot must review the latest Pilots Briefing in full and confirm they have done so before an approach slot will be given. When requesting a slot time for a RNP approach a “PPR number” will be given only when the pilot confirms he or she has read the latest version of the Pilot Briefing on the Cumbernauld Airport Website.

4.4 The purpose of the PPR number is for Cumbernauld Operations to ensure the Pilot Brief has been read and to act as a reference number for the flight.

4.5 The slot times are an important part of the IAP and are intended to help prevent more than one aircraft using the IAP at the same, or similar, times.

4.6 It is preferred that the PPR request is made when the pilot has a reasonable idea of the forecast weather at the intended time of arrival.

4.7 If a pilot no longer requires the use of the IAP, they should contact Cumbernauld Operations to cancel it.

4.8 Deliberate booking of multiple slots will not normally be permitted, unless special circumstances requiring flexibility are agreed with Cumbernauld Operations in advance.

4.9 Slots are assigned from the commencement of opening hours (refer to AIP or contact Ops to confirm). One slot per operational hour is available.

4.10 When a pilot obtains PPR they will nominate an estimated time of arrival (ETA) at the initial approach fix (IAF). The slot time consists of an arrival time tolerance of -/+ 15 minutes around the ETA at the IAF. Following the expiry of this period (ie 15 minutes after the planned ETA), there is a further 15-minute period during which for the approach may be completed. By the end of this period (30 mins after the EAT at the IAF), the aircraft should have landed, diverted or changed to a VFR approach.

4.11 There shall not be an allocation of a subsequent arrival until half an hour after the expiry of the further 15-minute period. (i.e. 1 hour after the ETA at the IAF). This is to ensure a minimum buffer of 15 minutes between the latest time one aircraft could still be on the IAP and the earliest time the next arriving aircraft could be at the IAF.

Example time in UTC

Agreed ETA at IAF	Earliest time at IAF	Latest time at IAF	Clear of Procedure	No IAP movements
12:00	11:45	12:15	12:30	12:30 - 12:45

Figure 1

4.12 The overall rate of aircraft planned to use an IAP at either Cumbernauld is therefore no more than one per hour.

4.13 Pilots that anticipate being more than 15 minutes late at the IAF may contact Cumbernauld Operations to establish whether there is a subsequent arrival slot available. If there is no further slot available, the aircraft must either divert or convert to VFR if conditions allow.

4.14 In general, pilots should plan to arrive close to the start of the slot time, since if they are early, it is easier to reduce enroute speed, or increase track mileage, prior to joining the IAP than it is to make up time if running late.

4.15 The allocation of a slot time does not remove the responsibility of the pilot to follow the normal Customs and Border Force procedures.

Delays or changes of time

4.16 If, prior to departure for Cumbernauld, a pilot anticipates arriving at the IAF earlier or later than ETA +/- 15 minutes, they shall contact operations and request a new slot.

4.17 Alternatively, if good VMC is forecast, it may not be necessary to request the use of the IAP and it may be logical to simply cancel any slots and plan for a normal VFR arrival.

4.18 Cumbernauld recognises that it is not always possible to calculate a precise arrival time. Sometimes flights are delayed or make better time enroute than anticipated, particularly on long flights from Europe when ATC routings are not always predictable. Aircraft that arrive early should delay commencement of the approach, unless they have confirmed with 'Cumbernauld radio' that the IAP is available.

4.19 In the case of a late aircraft conflicting with one in the next time slot, the late aircraft shall either convert to VFR, divert or establish via Cumbernauld Radio when the next slot is available.

Section 5 Flying the IAP

Prior to the IAF

5.1 Aircraft should squawk either C5077 or retain the last allocated code from Scottish Control when within 25 miles of the IAF, unless given a squawk by Glasgow or Edinburgh ATC. When in VMC, pilots shall maintain an effective lookout for VFR traffic.

5.2 Prior to arrival at the IAF, pilots should contact either Glasgow Approach (119.105) or Edinburgh Airport (121.205) to request an appropriate air traffic service outside of controlled airspace (UK FIS), and (if required) a transit of controlled airspace to the intended IAF.

5.3 UK FIS are normal air traffic services outside of controlled airspace (Basic, Traffic and Deconfliction) and do not sequence aircraft to the IAP.

5.4 Pilots are responsible for their own navigation to the IAF to commence the approach, negotiating any transits of CAS as required and avoiding conflict with other traffic. Do not enter CAS without a clearance.

5.5 Provided a slot has been allocated, the approach may be commenced upon arrival at the IAF - only if within the slot time given, and when in contact with Cumbernauld AGCS.

5.6 IFR aircraft arriving from the airways system should note pilots are responsible for negotiating a departure from airways that allows them to safely transit to the relevant IAF remaining clear of CAS if necessary. Aircraft are encouraged to request a 'hand-over' to either Edinburgh or Glasgow Approach as appropriate. Pilots should be aware that clearance to transit CAS and the provision of a service outside CAS are subject to controller workload; pilots should always have an alternative plan to approach the IAF and remain clear of CAS.

5.7 NOTE: Glasgow and Edinburgh APP DO NOT sequence traffic to the IAF.

5.8 Aircraft arriving from outside of CAS must remain clear of any CAS in the vicinity of Cumbernauld unless specifically cleared to enter. It may be operationally advantageous to obtain a transit of controlled airspace while routing to the IAF – these should be negotiated with either Glasgow or Edinburgh Approach as appropriate.

5.9 Transits are not guaranteed, and pilots should have a contingency plan should a transit not be available.

5.10 It is not the intention that multiple aircraft should execute the IAP at similar times, the PPR process is intended to prevent this.

5.11 On first contact with either Glasgow or Edinburgh Approach (as applicable), if an air traffic service is available, pilots should take the opportunity to establish whether there are any other aircraft in the vicinity of the IAP tracks.

5.12 Before joining IAF, aircraft **shall** be in contact with Cumbernauld Radio, stating their position and intentions. The Cumbernauld QNH/QFE should be checked and set no later than this point.

5.13 When on frequency with 'Cumbernauld Radio', specific position calls are mandatory. Calls must be made as follows.

5.14 Prior to IAF aircraft should report:

- altitude, intended IAF
- position in relation to the IAF.
- PPR number

5.15 'Cumbernauld Radio' will confirm:

- the unofficial weather
- the airfield status (VFR, IAP Activities, or Closed)
- runway in use, and the normal circuit traffic pattern (Left hand or Right hand)
- QNH
- Unofficial wind direction and Strength.
- other known traffic

Note - the circuit will not be available to all other traffic from the commencement of the approach.

5.16 IAP aircraft must make the following **mandatory** RT calls

- **At the IAF**, Pilots should report- *"[callsign] at NAULD, & altitude"*
- **FAF,** pilots should report – "*[callsign] Final Approach Fix"*
- **Once landed & clear of runway** pilots should report – "*[callsign] Runway vacated"*
- **If going around** pilots should report – "*[callsign] Going around "*
- **When in the go around,** pilots should report when turning on the crosswind leg of the missed approach – *"[callsign] Turning cross wind"*

5.17 Use of the traffic circuit for training normally stops when the cloud ceiling is at or below 1200ft. Other VFR traffic will clear the circuit.

5.18 In the event of any visual manoeuvring within the airport environment pilots must follow the published circling minima.

Multiple approaches and missed approaches

5.24 Should an aircraft carry out a MAP, re- commencement of the IAP is not permitted if the aircraft MAP results in the aircraft arriving at the IAF after the original ETA +15mins. Under such circumstances the aircraft must divert, continue VFR, or request the next slot time available.

5.25 Note that approaches must not be commenced after the planned ETA +15mins

5.26 There is no published holding pattern associated with the IAPs at Cumbernauld.

5.27 Destination and alternate planning should be conducted in accordance with the applicable Air Operations Regulations.

5.28 Since there is no approach control service, pilots must be able to plan an IFR diversion outside of controlled airspace and negotiate any transits of controlled airspace for their diversion airport as required.

5.29 Pilots are requested to provide feedback following their experiences of using the IAP. Please email the feedback to ops@cumbernauldairport.org

Section 6 Feedback form

Did you find booking a slot easy?	
Did you find the pilot brief covered what you needed to know?	
Do you have any comments about the pilot brief?	
What version of the pilot brief did you use?	
Did you fly the full approach to a landing?	
Did you Go Missed at the MDA?	
Was the unofficial weather accurate?	
If you did not fly the full approach why?	
Did you have any difficulties flying the approach, if yes please explain?	
Did you receive the support you expected from Operations if not please explain?	
Any other comments	