

Sumburgh (LSI/EGPB)

Elevation 21ft

CATEGORY A

No AV brief available

GENERAL

- Sumburgh Airport is the main airport serving Shetland in Scotland. It is located on the southern tip of the mainland, 17 nm south of Lerwick.

Threats**Runway Incursion**

- Multiple crossing runways cause a risk of runway incursion. Care should be taken especially in poor visibility when manoeuvring on or around the runways.

Runway Excursion

- The longest runway at Sumburgh is 1500m with water surrounding most of the airfield.
- No turning bays are available from any runway.

Special Considerations

- Due to rapidly raising terrain, south east of the airfield, there are no instrument approach available for runway 33. There is a cloud-break procedure which is 30 degrees offset from the runway centreline.
- Runway 27 is the only runway with a precision approach.
- Poor taxiway labelling may cause confusion.
- Runway 24 / 06 is to be used by helicopters only.

Loss of Control

- During strong winds conditions, turbulence may be expected on approach to, or climb out from any runway.

ARRIVAL**Diversion Airports**

ABERDEEN	ADN/EGPD	164 nm/192°T	CAT A
INVERNESS	INV/EGPE	165 nm/214°T	CAT A
BERGEN	BGO/ENBR	197 nm/082°T	CAT A
STORNOWAY	SYV/EGPO	200 nm/241°T	CAT A

Approach Considerations

Cloud-break procedure (007 Degrees)

- A VOR/DME procedure which is offset, runway 33, by 37 degrees. The aim of this approach is to allow the pilot to establish visual contact with the airfield and continue the final stage of the approach visually.
- There is high ground to the right of the approach and pilots should be careful when positioning the aircraft on final.
- Spurious EGPWS warnings may be triggered during this approach.

Cloud-break procedure (148 degrees)

- A VOR/DME procedure which is not designated to a specific runway.
- The aim of this approach is to allow the pilot to establish visual contact with the airfield and continue the final stage of the approach visually.

GROUND

- The taxiways are named (South Taxiway, North Taxiway, East Taxiway, Loop Taxiway etc).
- The risk of runway incursion is high.

DEPARTURE

- Departure clearance will be issued by 'Sumburgh Tower' as a relayed clearance from 'Scottish Control'.
- All departures will be airways clearance as no SIDs are currently available from Sumburgh.

WEATHER

- Strong winds during large portions of the year

OPERATIONAL INFORMATION

Handling Agent	Loganair
Handling Agent VHF	Not available
Potable Water	Not available

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use both ground services at all times