

Future Airspace Strategy Implementation- ScTMA

Gateway Documentation:

Stage 3 Consultation Document Annex C: Glasgow Prestwick
Airport Interface Procedures

ACP-2019-74

NATS

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Roles

Action	Role	Date
Produced	Airspace Change Specialist Airspace Change Compliance & Delivery	August 2025
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Change History

Issue	Month/Year	Changes this issue (most recent first)
Version 3.0	August 2025	Updated following Cluster Gateway July 2025 including: Change history Added.
Version 2.0	December 2024	Updated Document following Gateway Feedback. Updates include: - Standardisation of SID/STAR naming format - Typo corrections
Version 1.0	August 2024	Original submission to CAA for Gateway Assessment.

1. Glasgow Prestwick Airport Interface Procedures

1.1 Introduction

1.1.1 The following pages provide information on the portion of the proposed Instrument Flight Procedures (IFPs) for Glasgow Prestwick Airport contained in the airspace above 7,000 ft.

1.1.2 Only the Glasgow Prestwick Airport STARs will be impacted by this proposed design.

1.2 Glasgow Prestwick Airport: STARs

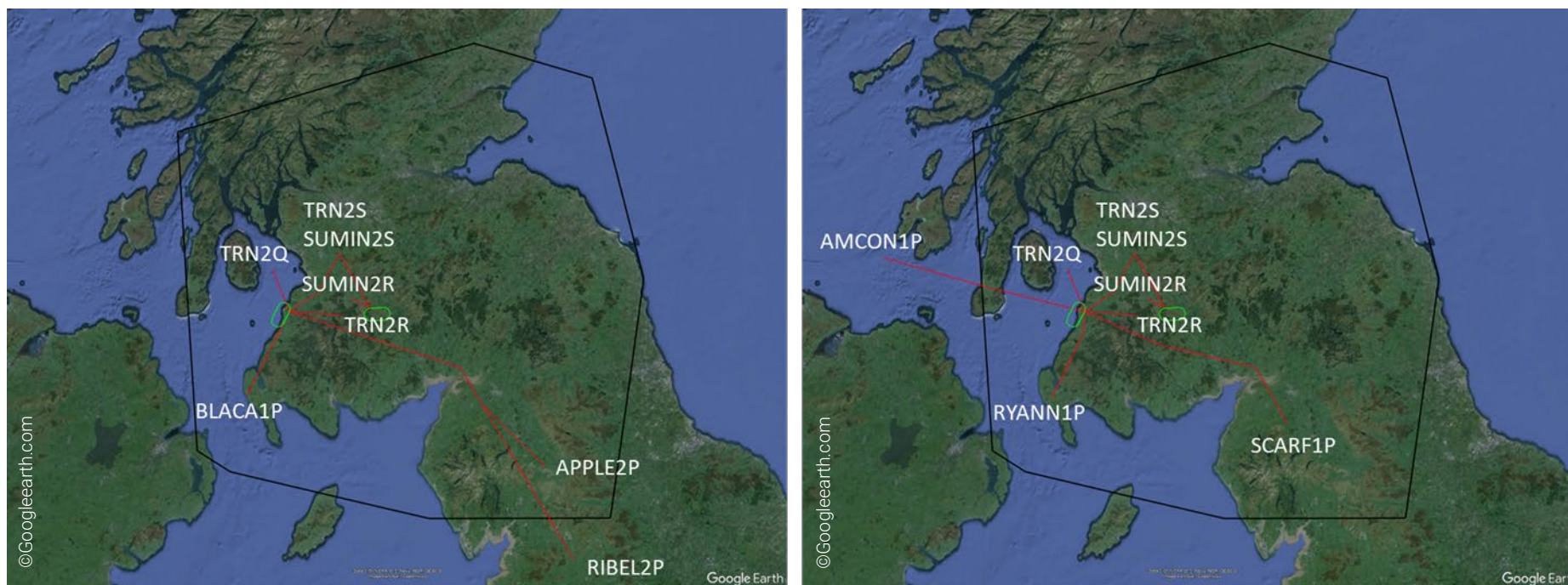


Figure 1: Existing STARs serving Glasgow Prestwick Airport (left image) and proposed STARs serving Glasgow Prestwick Airport (right image).

Existing			Proposed			Impact
IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	
TRN 2Q (RNAV1)	TRN (FL70) – TYSOR (6,000) – IBLOB (+4,000)	Arrival Transition	NO CHANGE – NOT IN SCOPE OF THIS ACP.			
TRN 2S (RNAV1)	TRN (FL70) – GOSOB (6,000) – UTITI (+4,000)					
SUMIN 2S (RNAV1)	SUMIN (FL70) – UTITI (+4,000)					
SUMIN 2R (RNAV1)	SUMIN (FL70) – PKE01 (6,000) – SKARV (+4,500)					
TRN 2R (RNAV1)	TRN (FL70) – ECCHO (6,000)					
APPLE 2P (RNAV5)	APPLE – ASLIB (FL260) – ENIPI (FL200) – TOXTA (FL70) – TRN (FL70)	UN590	SCARF 1P (RNAV1)	SCARF (FL260) – ENIPI (FL200) – OSMEG – BRADA (FL70) – TRN (FL70)	FRA	The SCARF 1P STAR provides connectivity for aircraft arriving at Glasgow Prestwick Airport from FRA and T256. Previously this traffic would have used the APPLE 2P or RIBEL 2P STARs which have been truncated to a new waypoint, SCARF.
RIBEL2P (RNAV5)	RIBEL – NISKA – ASLIB (FL260) – ENIPI (FL200) – TOXTA (FL70) – TRN (FL70)	(U)N601				The new SCARF 1P STAR is proposed to have a RNAV1 navigation standard in line with the UK exceptions to PBN-IR. Glasgow Prestwick Airport’s traffic is predominantly RNAV1 compliant (>98.3% (2023)). Remaining RNAV5 traffic will be able to follow a series of DCTs which replicate the route of the RNAV1 STAR.
This STAR route will predominantly serve aircraft arriving via FRA and T256, therefore a starting level of between FL260 and FL130 has been applied.						

Existing			Proposed			Impact
IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	
						The requirement to be at or below FL200 at ENIPI is an ATC requirement. The realignment of BRADA (previously TOXTA) is to ensure aircraft remain separated from Glasgow Airport departures using the GREAN departures. The requirement to be FL70 at BRADA is an ATC planning requirement to ensure safe transfer of aircraft between sectors. The STAR will be named based on its new starting waypoint SCARF and the 'P' designator used to denote the destination airport (Prestwick). TRN, the associated hold, will have a 210 kt speed limit. Therefore, it is deemed that a speed limit point is not required for this procedure as aircraft will be required to be at the holding speed prior to entering the hold and will slow down at the optimal time for their aircraft. The existing hold has not changed.
BLACA 1P (RNAV5)	BLACA – GIRVA (FL70) – TRN (FL70)	P600	RYANN 1P (RNAV1)	RYANN – GIRVO (FL70) – DIPEL – TRN (FL70)	P620	The RYANN 1P STAR provides connectivity for aircraft arriving at Glasgow Prestwick Airport from the south-west via P620. This STAR has been realigned to the proposed route network design. Previously this traffic would have used the BLACA 1P STAR. The new RYANN 1P STAR is proposed to have a RNAV1 navigation standard in line with the UK exceptions to PBN-IR. Glasgow Prestwick Airport's traffic is predominantly RNAV1 compliant (>98.3% (2023)). Remaining RNAV5 traffic will be able to follow a series of DCTs which replicate the route of the RNAV1 STAR. This STAR route will predominantly serve aircraft arriving via P620, therefore a starting level of FL130 has been applied.

Existing			Proposed			Impact
IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	
						The requirement to be FL70 at DIPEL is consistent with the extant design. The STAR will be named based on its new starting waypoint <i>RYANN</i> and the 'P' designator used to denote the destination airport (Prestwick). TRN, the associated hold, will have a 210 kt speed limit. Therefore, it is deemed that a speed limit point is not required for this procedure as aircraft will be required to be at the holding speed prior to entering the hold and will slow down at the optimal time for their aircraft. The existing hold has not changed.
			AMCON 1P	AMCON (FL260) – RATHY (+FL200) – MAC – ARANN – TRN (FL70)	FRA	The AMCON 1P STAR provides connectivity for aircraft arriving at Glasgow Prestwick Airport from the west via FRA and N562. Previously this traffic would have been vectored outside of CAS towards the holding area. The new AMCON 1P STAR should increase safety by replicating existing controller vectoring but with the added protection of CAS. The proposed STAR is proposed to have a RNAV1 navigation standard in line with the UK exceptions to PBN-IR. Glasgow Prestwick Airport's traffic is predominantly RNAV1 compliant (>98.3% (2023)). Remaining RNAV5 traffic will be able to follow a series of DCTs which replicate the route of the RNAV1 STAR. This STAR route will serve aircraft arriving via FRA and N562, therefore a starting level of between FL260 and FL200 has been applied. The requirement to be at or above FL200 at RATHY is an ATC check point to ensure aircraft remain contained within CAS as they exit Class C airspace into Class E airspace.

Existing			Proposed			Impact
IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	
						The STAR will be named based on its new starting waypoint <i>AMCON</i> and the 'P' designator used to denote the destination airport (Prestwick). TRN, the associated hold, will have a 210 kt speed limit. Therefore, it is deemed that a speed limit point is not required for this procedure as aircraft will be required to be at the holding speed prior to entering the hold and will slow down at the optimal time for their aircraft. The existing hold has not changed.

Table 1: Description of the proposed STAR updates for Glasgow Prestwick Airport arrivals.

End of Future Airspace Strategy Implementation- ScTMA Stage 3 Consultation Document Annex C: Glasgow Prestwick Airport Interface Procedures