

Aberdeen Airport

IATA/ICAO CODE: ABZ/EGPD
CITY: Aberdeen
COUNTRY: Scotland, UK

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

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ELEVATION: 215 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (ft)	Glide Slope(deg)	Width (m)
16/34	1829	-	3	46

NOISE ABATEMENT PROCEDURES

All aircraft inbound to or outbound from this aerodrome are required to conform to the following procedures, notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger.

- a. Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
- b. Inbound IFR aircraft greater than 5700 kg may conduct Continuous Descent Approaches (CDA) from first contact with Aberdeen ATSU to an altitude of 4000 ft. In order to facilitate CDAs, when in receipt of an Approach Radar service and when ATC workload permits, controllers will attempt to provide appropriate descent instructions and distance from touchdown information on at least two occasions prior to reaching 4000 ft. Additional range checks may be requested by aircrew.

Actual speed control will be issued by ATC as required for separation and sequencing purposes, however pilots conducting a CDA should expect speed restrictions of 250 kt or less below FL 100, 210 kt or less when 20 nm from touchdown and 160 kt or less when 10 nm from touchdown.

- c. Aircraft shall not join the final approach to either runway at a height of less than 1500 ft Aberdeen QFE unless they are propeller-driven aircraft whose MTWA does not exceed 5700 kg when the minimum height shall be 1000 ft Aberdeen QFE.

- d. In addition to paragraph 2.21(c), aircraft conducting an instrument approach shall not descend below 1800 ft Aberdeen QFE before intercepting the ILS or nominal glidepath nor thereafter fly below it. Aircraft landing without ILS assistance shall follow a descent path consistent with a 3° glidepath (or the approach procedure recommended profile if different).
- e. Landing aircraft shall not descend below 1800 ft Aberdeen QFE before intercepting the ILS Glidepath nor thereafter fly below it. Aircraft landing without ILS assistance shall follow a descent path consistent with a 3° Glidepath (or the approach procedure recommended profile if different).
- f. The Noise Preferential Routeings specified in the following table are compatible with ATC requirements and the tracks are to be flown by all departing jet aircraft and by all other departing aircraft of more than 5700 kg MTWA unless otherwise instructed by ATC or unless deviations are required in the interests of safety.
- g. Approach to Helistrip 23 aiming point should be on a heading of 218° (MAG).
- h. Subject to Air Traffic Control requirements and weather conditions
 - i Training circuits should be undertaken to the west of the aerodrome;
 - ii Fixed-wing departures should be on Runway 34. Arrivals should be on Runway 16;
- i. Aircraft operating between 2330-0600 (Winter) 2230-0530 (Summer) are requested to use minimal reverse thrust for noise abatement where this will not compromise the safe conduct of flight.

See AIP UK for details.

CONTINUOUS DESCENT ARRIVAL (CDA)

b. Inbound IFR aircraft greater than 5700 kg may conduct Continuous Descent Approaches (CDA) from first contact with Aberdeen ATSU to an altitude of 4000 ft. In order to facilitate CDAs, when in receipt of an Approach Radar service and when ATC workload permits, controllers will attempt to provide appropriate descent instructions and distance from touchdown information on at least two occasions prior to reaching 4000 ft. Additional range checks may be requested by aircrew.

AIRPORT CURFEWS

Fixed-wing aircraft operating between 2300-0600 (Winter) 2200-0500 (Summer) must be QC 4 or below

Certification noise levels (EPNLs) are used for determining the QC category.	
Takeoff = (Takeoff+Sideline)/2 for Chapter 3 or ((Takeoff+Sideline)/2)+1.75 for Chapter 2 Approach = Approach - 9	
Certificated Noise Level (EPNdB)	Quota Count
Greater than 101.9	16
99-101.9	8
96-98.9	4
93-95.9	2
90-92.9	1

87-89.9	0.5
84-86.9	0.25

PREFERENTIAL RUNWAYS

- a. Runways 05H/23H, 14H/32H and 36H are only available for helicopter movements.
- b. Runway 14/32 is not available for take-off and landing at night. However, ground and hover taxi movements on Runway 14/32 in order to access Runway 16/34 are permitted at night.
- c. Runway 36
 - i. With the exception of paragraph 6c ii, Runway 36 is not available for any aircraft movements at night. Additionally, no aircraft movements on this section of manoeuvring area in the reciprocal direction to Runway 36 are permitted at night.
 - ii. Movements between Runway 16/34 and Holding Point W4 traverse part of Runway 36. Such movements are permitted at all times.

OPERATING QUOTA

All fixed wing flights during 2300 - 0600 (Winter), 2200 - 0500 (Summer) must be of Quota Category 4 or below as defined in the Department of Transport, Noise Regulations Notice for London Airports published bi-annually as a Supplement in the UK Aeronautical Information Publication.

ENGINE RUN-UP RESTRICTIONS

Ground running of aircraft engines for test or maintenance is subject to the approval of the Managing Director and shall be kept to the minimum consistent with operational needs. No engine testing on Sundays 1100 - 1300 (Winter), 1000 - 1200 (Summer)

APU OPERATING RESTRICTIONS

Use of APUs on Echo Apron is restricted to +/- 45 minutes from arrival or departure.

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

[Conditions of Use as of January 1, 2011](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-

Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS

Night operations are based on QC category - see airport curfews for details.