

# Glasgow Prestwick Airport

IATA/ICAO CODE:     PIK/EGPK  
CITY:                 Prestwick  
COUNTRY:             Scotland, UK

## AIRPORT CONTACT

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

Name:                Iain Cochrane  
Title:                Chief Executive Officer  
Airport:             Glasgow Prestwick Airport  
Address:             Glasgow Prestwick Airport  
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Airport Web Site: [www.glasgowprestwick.gom](http://www.glasgowprestwick.gom)

ELEVATION: 65 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (ft)	Glide Slope(deg)	Width (m)
03/21	1989	-	3 deg & 3.5 deg	45
13/31	2987	-	3 deg & 3.5 deg	46

## NOISE ABATEMENT PROCEDURES

UK AIP PRESTWICK (10-08) AD 2-EGPK-1-9  
EGPK AD 2.21 - NOISE ABATEMENT PROCEDURES  
Noise Preferential Procedures

- a. Operators of all aircraft using the airport should ensure that at all times their aircraft conform to the noise abatement techniques laid down for that type of aircraft and that operations are conducted in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome.
- b. These requirements may at any time be departed from, to the extent necessary, for avoiding immediate danger and for complying with the instructions of ATC.
- c. All aircraft using the aerodrome shall maintain as high an altitude as practicable.

d. Aircraft using the ILS in VMC shall not descend below 2000 ft before intercepting the glide path, nor thereafter fly below it. An Aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being lower than the approach path which would be followed by an aircraft using the ILS glide path.

e. All airline crew training circuits shall be flown at a height of at least 1500 ft aal. In other respects training aircraft shall comply with the procedures and routings detailed in this notice together with procedures laid down by GPA Ltd with regard to training circuits.

f. Noise from ground running of aircraft engines is controlled in accordance with instructions issued by GPA Ltd.

g. Noise Preferential Routes

i) The Noise Preferential Routes (NPR) specified below are compatible with ATC requirements and shall apply in both IMC and VMC.

ii) The tracks are to be flown by all departing jet aircraft and by all other aircraft of more than 12,500 kg MTWA unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

Departure Runway NPR

13 - Climb straight ahead until passing DME-I-PP 4.

31 - Climb straight ahead and after passing DME I-PP or I-KK 1.0 turn left onto track not North of 290 degrees MAG until passing 3000 ft.

iii) The following NPRs will apply to circuit training as follows:

Departure Runway NPR

13 - Climb straight ahead until level at 1500 ft aal before turning left or right into the circuit.

31 - Climb straight ahead and after passing DME I-PP or I-KK 1.0 turn left onto track 290 degrees M until level at 1500 ft aal before turning left or right into the circuit.

h. Aircraft carrying out right hand visual circuits on Runway 31 should avoid over flying Troon.

**CONTINUOUS DESCENT ARRIVAL (CDA) - NONE**

**AIRPORT CURFEWS - NONE**

**PREFERENTIAL RUNWAYS - NONE**

**OPERATING QUOTA - NONE**

**ENGINE RUN-UP RESTRICTIONS**

Noise from ground running of aircraft engines is controlled in accordance with instructions issued by GPA Ltd.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	None
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	None
Aviation Easements	-	- None
Zoning Laws	-	- Local Council procedures
Real Estate/Property Disclosure Laws	-	- Local Council procedures
Acquire Land for Noise Compatibility to date	-	- No
Population within each noise contour level relative to aircraft operations	-	-No figures available
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	- N/A
Source of Noise Mitigation Program Funding for Aircraft Noise	-	- N/A

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 - [NONE](#)

### COMMENTS

At the moment and for the immediate future, the airport has no noise monitoring system.  
Due to the location the use of Noise Preferential Routing is sufficient to alleviate any noise