AD 2 AERODROMES

EGPD — ABERDEEN/DYCE

EGPD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPD — ABERDEEN/DYCE

EGPD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 571209N Long: 0021153W
2	Direction and distance from city	5 nm NW of Aberdeen.
3	Elevation / Reference temperature	215 ft / 16 C
4	Geoid undulation at AD ELEV PSN	164 FT
5	Magnetic Variation/ Annual Change	2.1°W (2017) / 0.18°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	ABERDEEN INTERNATIONAL AIRPORT LTD. Post: Aberdeen International Airport, Dyce, Grampian, AB21 7DU. Phone: 0844-481 6666 (Aberdeen International Airport Ltd) Phone: 01224-723714 (NATS Ltd) Fax: 01224-727176 (ATC) Fax: 01224-725721 (Aberdeen International Airport Ltd)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Telephone calls to ATC may be recorded.

EGPD AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	Winter: 0600-2230. (PPR 2230-0600). Summer: 0500-2130. (PPR 2130-0500).
2	Customs and Immigration	Winter: Immigration 0600-2359. (2359-0600 see Remarks). Customs 0600-2300 (2300-0600 see Remarks) Summer: Immigration 0500-2259. (2259-0500 see Remarks). Customs 0500-2200 (2200-0500 see Remarks)
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	Air Traffic Service	See AD 2.18.
8	Fuelling	North Air Winter: 0530-2300. Summer: 0430-2200 (AVTUR JET A-1) See Remarks. By arrangement with Signature on 01224-723636 (AVGAS 100LL).
9	Handling	See AD 2.4.
10	Security	
11	De-icing	See AD 2.4.
12	Remarks	**Aerodrome Operator:** Delayed fixed-wing aircraft scheduled to operate 0600-2230 (Winter) 0500-2130 (Summer) must request extended opening by 2100 (Winter) 2000 (Summer). All other fixed-wing traffic must request extended opening with at least 24 hours notice. Fixed-wing aircraft operating between 2300-0600 (Winter) 2200-0500 (Summer) must be Quota Category 4 or below as defined in the Department for Transport, Noise Restrictions Notice for London Airports published bi-anually as a Supplement. **Customs/Immigration:** Prior arrangement required before 2100 (winter), 2000 (summer) for scheduled delayed flights (international flights and domestic flights carrying interlined international passengers and their effects). Nonscheduled flights require prior arrangement with a minimum of 24 hours notice. **Fuelling:** Outside of operational hours AVTUR JET A-1 is available with prior notice.

EGPD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	By arrangement with Swissport.
2	Fuel and oil types	AVGAS 100LL AVTUR JET A-1
3	Fuelling facilities/capacity	
4	De-icing facilities	By arrangement with nominated handling agent.
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	All aircraft must have a handling agent appointed prior to arrival/ departure. Handling agencies are: AGS: Tel: 01224-725779 ASIG: Tel: 01224-348517; Fax: 01224-348515; SITA: ABZKLSK; Frequency: 131.700 MHz Menzies: Tel: 01224-723724; Fax: 01224-723726; SITA: ABZMVXH; Frequency: 131.550 MHz Swissport: Tel: 01224-348434; Fax: 01224-725790: SITA: ABZTRBD; Frequency: 130.075 MHz Signature: Tel: 01224-723636; Fax: 01224-725458; SITA: ABZECXH; Frequency: 122.350 MHz Operators must include Aberdeen Airport SITA address of ABZPA7X for all flights inbound to Aberdeen.

EGPD AD 2.5 PASSENGER FACILITIES

1	Hotels	Four Hotels, 500 metres.
2	Restaurants	Restaurant/Buffet and bar.
3	Transportation	Buses, taxis and car hire. Nearest railway station Dyce 2 nm.
4	Medical facilities	First aid treatment.
5	Bank and Post Office	Bureau de Change
6	Tourist Office	
7	Remarks	

EGPD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A7
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Yes. Contact: 01224-725016 or 01224-725056.
4	Remarks	**RFF Category 8** available by arrangement.

EGPD AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Manoeuvring Area: Mechanical, Chemical de-icing. Apron Walkways: Sanding/Gritting.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Latest information from: Airside Operations; Tel: 01224-725055/6; ATC Tel: 01224-727160.

EGPD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	MAIN APRON Surface: Concrete and asphalt. ECHO APRON Surface: Concrete and asphalt.
2	Taxiway width, surface and strength	Taxiway MIKE: 23 m. Surface: Concrete and asphalt. Taxiway ECHO: 15 m. Surface: Asphalt.
3	Altimeter checkpoint location and elevation	Main Apron 204 FT Echo Apron 188 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	

EGPD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Stands 1A, 7A, 10A, 10L, 10R, 30 and 31 available under marshaller guidance only. Stand Guidance System on all other stands and Stop arrows (on Stands 6-14). Parking guidance facilities to be used from P1. In some strong light conditions, pilots may experience glare on Safedock system (Stands 1-5, 15 and 16). If unable to correctly interpret Safedock guidance, pilots must request marshalling assistance.
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** : Runway designation, runway threshold, runway edge lines and lights, runway/taxiway centreline, fixed distance, touchdown. **Taxiway marking aid(s):** : Yellow centre-line paint marking. **Taxiway light(s):** : Green centre-line on Taxiways Alpha, Charlie, Delta and Mike, blue edge lights and/or reflective markers on other taxiways.
3	Stop bars	Red stop bars are located at holding points A4, C3, D2, E1, E2, E3, E4, E6, E9, M1, M5, M7 and M9 and are in use at all times during the hours of ATC operation. No aircraft is to cross a red stop bar unless given a specific instruction to do so under escort from an Airside Operations vehicle.
4	Remarks	Aircrews are to note that the Stand Entry Guidance is activated by Airline and Handling Agent staff as prescribed in CAP 642. Aircrew should not enter the stand unless the stand guidance is illuminated or if advised that it is unserviceable, under marshaller guidance only. An **emergency** stop sign has also been installed on all SEG equipped stands. When activated, an electronic red flashing 'STOP' warning sign is illuminated. Aircraft must not enter the stand under any circumstances until the sign has been switched off. Helistrip designators and aiming points marked. Three illuminated wind direction indicators bearing 151° (T) 920 m ARP, 326° (T) 900 m ARP and 282° (T) 340 m ARP.

EGPD AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
16/APPROACH 34/TAKE-OFF	Tree	571408.79N 0021252.30W	411 ft		No	
16/APPROACH 34/TAKE-OFF	Tree	571406.31N 0021253.69W	402 ft		No	
16/APPROACH 34/TAKE-OFF	Tree	571305.61N 0021247.11W	284 ft		No	
16/APPROACH 34/TAKE-OFF	Tree	571305.01N 0021252.76W	303 ft		No	
16/APPROACH 34/TAKE-OFF	Chimney	571302.52N 0021246.17W	263 ft		No	

EGPD AD 2.10 AERODROME OBSTACLES (continued)

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
16/APPROACH 34/TAKE-OFF	Tree	571301.69N 0021246.88W	296 ft		No	
16/APPROACH 34/TAKE-OFF	ILS	571249.58N 0021222.29W	232 ft		Yes	
16/APPROACH 34/TAKE-OFF	34 ILS Monitor	571246.78N 0021221.43W	228 ft		No	
16/APPROACH 34/TAKE-OFF	Hut	571245.01N 0021212.35W	219 ft		No	
34/APPROACH 16/TAKE-OFF	Sensor Mast	571130.97N 0021131.23W	242 ft		No	
34/APPROACH 16/TAKE-OFF	Building	571127.70N 0021131.60W	250 ft		No	
34/APPROACH 16/TAKE-OFF	Wall	571127.53N 0021131.85W	249 ft		No	
34/APPROACH 16/TAKE-OFF	16 ILS Monitor	571127.47N 0021122.89W	239 ft		No	
34/APPROACH 16/TAKE-OFF	ILS	571125.12N 0021119.95W	244 ft		Yes	
34/APPROACH 16/TAKE-OFF	Tree	571021.63N 0021012.01W	378 ft		No	
34/APPROACH 16/TAKE-OFF	Tree	571017.09N 0021007.49W	385 ft		No	
34/APPROACH 16/TAKE-OFF	Tree	570929.71N 0021037.15W	506 ft		No	
32/APPROACH 14/TAKE-OFF	ILS	571152.09N 0021132.95W	233 ft		Yes	

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
	Tree	571736.67N 0021212.53W	669 ft		No	
	Pylon	571607.84N 0020913.10W	648 ft		No	
	Tree	571248.70N 0021458.72W	818 ft		No	
	Mast	571020.97N 0021423.80W	1021 ft		Yes	
	Mast	570948.33N 0020857.21W	642 ft		Yes	

EGPD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	ABERDEEN.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	ABERDEEN. 24 Hours
4	Trend forecast Interval of issuance	TREND 30 minutes
5	Briefing/consultation provided	Self-briefing/Telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs and METARs. English
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	Self briefing terminal in Broomfield Terminal (Room B10).
9	ATS units provided with information	ABERDEEN.
10	Additional information (limitation of service, etc.)	

EGPD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
16	158.17°	1953 x 46 m	RWY surface: Asphalt, grooved. PCN 56/F/B/X/T	571238.05N 0021215.01W 164 ft	THR 205 ft
34	338.18°	1953 x 46 m	RWY surface: Asphalt, grooved. PCN 56/F/B/X/T	571139.43N 0021131.74W 164 ft	THR 215 ft
36	359.00°	260 x 23 m	RWY surface: Asphalt.	571216.54N 0021206.25W	THR 202 ft
05	046.00°	476 x 46 m	RWY surface: Asphalt.	571214.80N 0021205.88W	THR 204 ft
23	226.00°	476 x 46 m	RWY surface: Asphalt.	571225.38N 0021145.38W	THR 189 ft
14	139.00°	581 x 36 m	RWY surface: Asphalt.	571211.28N 0021203.18W	THR 202 ft
32	319.00°	581 x 36 m	RWY surface: Asphalt.	571157.09N 0021140.54W	THR 197 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
					RWY 16
					RWY 34 The downslope gradient over the first 400 m of LDA : Runway 34 is 0.83%.
					RWY 36 Helicopter Runway
					RWY 05 Helicopter Runway The width of the portion of Runway 05/23 that lies west of Runway 16/34 has a reduced width of 23 m (11.5 m either side of the centre-line of the runway). The section of Runway 05/23 that crosses Runway 16/34

EGPD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS (continued)

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
					and lies east of Runway 16/34 remains 46 m wide.
					RWY 23 Helicopter Runway The width of the portion of Runway 05/23 that lies west of Runway 16/34 has a reduced width of 23 m (11.5 m either side of the centre-line of the runway). The section of Runway 05/23 that crosses Runway 16/34 and lies east of Runway 16/34 remains 46 m wide.
					RWY 14 Helicopter Runway
					RWY 32 Helicopter Runway

EGPD AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
16	1953 m	2153 m	1953 m	1953 m	Declared TORA commences at location of threshold lights. Soil erosion strip beyond must not be used for aircraft movement.
34	1953 m	2091 m	1953 m	1953 m	Declared TORA commences at location of threshold lights. Soil erosion strip beyond must not be used for aircraft movement.
16	1829 m	2029 m	1829 m		Take-off from intersection with Holds M7 and E9.
36		580 m			Helicopter Runway RTODAH (m): 260
05		414 m			Helicopter Runway RTODAH (m): 476
23				476 m	Helicopter Runway LDAH (m): 220 Restricted landing distance when used independently of Runway 16.
14		506 m			Helicopter Runway RTODAH (m): 581
32				581 m	Helicopter Runway

EGPD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
16	915 m Light intensity high.	Green. with Green wingbars	PAPI Right/3° 52 ft		Colour Coded Full length 15 m spacing	Variable intensity bi-directional Flush fillting	Red.		**Approach Lighting:** Coded centre-line five crossbars **PAPI Distance from THR:** 341 m
34	915 m Light intensity high.	Green. with Green wingbars	PAPI Left/3° 51 ft		Colour Coded Full length 15 m spacing	Variable intensity bi-directional Flush fillting	Red.		**Approach Lighting:** Coded centre-line five crossbars **PAPI Distance from THR:** 375 m
23		White.				White omni-directional			Runway 23 White touch-down square with yellow lights. **CHAPI Angle:** 6º **CHAPI Dist from THR:** 210 m

EGPD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: Runway 16: 571227.12N 0021152.84W; Runway 34: 571144.97N 0021141.88W.
3	TWY edge and centre line lighting	Taxiway: MIKE. Green centre-line on Taxiways Alpha, Charlie, Delta and Mike, blue edge lights and/or reflective markers on other taxiways.
4	Secondary power supply/switch-over time	Yes.
5	Remarks	Apron floodlighting on Stands 1-16.

EGPD AD 2.16 HELICOPTER LANDING AREA

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EGPD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
ABERDEEN CTR 572100N 0023356W - 572100N 0015802W - 571522N 0015428W - thence clockwise by the arc of a circle radius 10 nm centered on 571207N 0021152W to 570850N 0022913W - 571520N 0023326W - thence clockwise by the arc of a circle radius 10 nm centered on 571834N 0021602W to 572100N 0023356W	Upper limit: FL115 Lower limit: SFC	D	ABERDEEN APPROACH English	6000 ft	The Airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times.
ABERDEEN CTA 1 572153N 0015835W - 572100N 0015802W - 572100N 0023356W - thence clockwise by the arc of a circle radius 10 nm centered on 571834N 0021602W to 572153N 0015835W	Upper limit: FL115 Lower limit: 1500 ft ALT	D	ABERDEEN APPROACH English	6000 ft	The Airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times.

EGPD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE (continued)

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
ABERDEEN CTA 2 571522N 0015428W - 570845N 0015019W - thence clockwise by the arc of a circle radius 10 nm centered on 570531N 0020740W to 570214N 0022458W - 570850N 0022913W - thence anti-clockwise by the arc of a circle radius 10 nm centered on 571207N 0021152W to 571522N 0015428W	Upper limit: FL115 Lower limit: 1500 ft ALT	D	ABERDEEN APPROACH English	6000 ft	The Airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times.
ABERDEEN CTA 3 572100N 0023356W - 570015N 0025056W - 565433N 0023557W - 565533N 0020635W - thence clockwise by the arc of a circle radius 10 nm centered on 570531N 0020740W to 570214N 0022458W - 571520N 0023326W - thence clockwise by the arc of a circle radius 10 nm centered on 571834N 0021602W to 572100N 0023356W	Upper limit: FL115 Lower limit: 3000 ft ALT	D	ABERDEEN APPROACH English	6000 ft	The Airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times.
ABERDEEN ATZ A circle, 2.5 nm radius centred at 571209N 0021153W on longest notified runway (16/34)	Upper limit: 2000 ft Lower limit: SFC	D	ABERDEEN APPROACH English	6000 ft	The Airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times.

EGPD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	ABERDEEN APPROACH	119.050 MHz DOC 55 nm/25,000 ft.	Service can be provided H24. During the period 2230-0545 (Winter); 2130-0445 (Summer) the frequency is not monitored at all times. Frequency normally monitored for: Arrivals - ETA-10 to ATA+10; Departures - ETD-30 to ATD+10.	ATZ hours H24. **VDF** **571406.07N 0021301.21W**
TWR	ABERDEEN TOWER	118.100 MHz DOC 25 nm/8,000 ft.	Service can be provided H24. During the period 2230-0545 (Winter); 2130-0445 (Summer) the frequency is not monitored at all times. Frequency normally monitored for: Arrivals - ETA-10 to ATA+10; Departures - ETD-30 to ATD+10.	**VDF** **571406.07N 0021301.21W**
	ABERDEEN GROUND	121.700 MHz	Winter: 0600-2130 Summer: 0500-2030	
RAD	ABERDEEN RADAR	119.050 MHz	H24	**VDF** **571406.07N 0021301.21W**
	ABERDEEN DIRECTOR	128.300 MHz DOC 25 nm/10,000 ft.	As directed by ATC	
ATIS	ABERDEEN INFORMATION	114.300 MHz Broadcast on Aberdeen VOR.	H24	
		121.850 MHz	H24	
Other	ABERDEEN FIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGPD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS I 2.1°W (2017)	IAX	109.900 MHz	HO	571124.97N 0021121.08W		(RWY 16)
ILS/GP	IAX	333.800 MHz	HO	571228.84N 0021159.07W		3° ILS Ref Datum Hgt 51 ft.
ILS I 2.1°W (2017)	IABD	109.900 MHz	HO	571249.27N 0021223.30W		(RWY 34) Full fly-up indications may not be achieved, or maintained, when below and to the extreme right of the localiser centre-line
ILS/GP	IABD	333.800 MHz	HO	571152.05N 0021132.94W		3° ILS Ref Datum Hgt 50 ft.
DME/VOR	ADN	90X	Hours of operation for aerodrome purposes: HO	571837.62N 0021601.95W	600 ft	
NDB (L)	ATF	348.000 kHz	H24	570439.05N 0020620.52W		Range 25 nm.
DME	IAX	36X 109.900 MHz	HO	571204.36N 0021202.34W	224 ft	(RWY 16) On AD. Zero range is indicated at the THR of RWY 16.
DME	IABD	36X 109.900 MHz	HO	571152.10N 0021132.82W	217 ft	(RWY 34) On AD. Zero range is indicated at the THR of RWY 34.

EGPD AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) All flights are subject to the prior approval of the Managing Director, Aberdeen International Airport Ltd and prior notification to Airport Coordination Ltd, who act as an agent for the airport. With the exception of General Aviation and Military flights, requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 Monday to Friday by e-mail: lonacxh@acl-uk.org; or Tel: 0161-493 1850, Fax: 0161-493 1853, or at all other times to Airside Operations 01224-725056. OCS account holders can add, change and cancel slots at any time on the online co-ordination portal: https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1

(b) Use of the aerodrome for training purposes is subject to the prior permission of the Managing Director, Aberdeen International Airport Ltd.

(c) Ground running of aircraft engines for test or maintenance is subject to the approval of the Managing Director, Aberdeen International Airport Ltd and shall be kept to the minimum consistent with operational needs. Ground runs are not permitted on Sundays during 1100-1300 (Local).

(d) Ambulance, Offshore Emergency and Medivac flights (including helicopters) are not subject to the restrictions as detailed in AD 2.3 Item 1 and Item 12 (paragraph 1).

(e) Non-radio aircraft subject to PPR from ATC.

(f) Use of APUs on Echo Apron is restricted to +/- 45 minutes from arrival or departure. Beyond this time, aircraft requiring power must use Ground Power Units arranged through the ground handling company.

(g) Flight Planning: Any Flight Plan requiring submission must be faxed to ATC: 01224-727176. The Flight Plan Form (CA48/RAF F2919) must also contain a contact telephone number.

Note: *Any Flight Plans sent to EGPDZPZX for onward transmission will not be actioned.*

2 Ground Movement

(a) Subject to apron capacity, aircraft not departing within 2 hours may be relocated to a remote parking area.

(b) Only aircraft with a wingspan of 19 m or less are permitted to self manoeuvre on Stands 1 to 16. Ground crews must be in attendance at such aircraft that intend to undertake this manoeuvre. →

(c) Pilots should always use the minimum power necessary when self-manoeuvring their aircraft on all areas of the aerodrome.

EGPD AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(d) Standard pushback procedures for Stands 1-16 are:

(i) All aircraft to conduct curved pushbacks from stands 1, 1A, 9, 12, 13, 14.

(ii) Aircraft of length 44 m or more (Airbus A321 or longer) to conduct a curved push from stand 7 and 7A.

(iii) All aircraft from stands 2, 3, 4, 5, 6, 8, 10, 10L, 10R, 11, 15 and 16 are to conduct straight pushbacks.

Powerback manoeuvres may be conducted from stands 1-11 and 15-16 by aircraft of Jetstream 41 size or smaller. Powerbacks are not permitted from stands 12-14.

ATC approval for all pushback manoeuvres must be obtained prior to pushback commencing. Pilots must inform ATC if the pushback manoeuvre issued cannot be conducted.

(e) Remote hold available with following restrictions:

(i) Maximum wingspan size of 36 m. When the remote hold is in use, aircraft with a wingspan greater than 36 m must be escorted past the holding aircraft;

(ii) Only one aircraft may use the remote hold at any one time;

(iii) Use is granted on a strict order of request basis (to request the facility contact GMC or TWR;

(iv) The remote hold is available 0600-0900 and 2000-2230 (local) each day and by arrangement with Airside Ops and ATC;

(v) ATC may remove the remote hold from use at any time;

(vi) When the remote hold is in use, holding points D2 and A4 will not be available for aircraft movement;

(vii) Remote hold is not available for use when Low Visibility Procedures are in force.

(f) At all times, aircrew are responsible for their wingtip/rotortip separation and, if in any doubt, should stop, hold position and request marshaller assistance.

(g) Taxiway Echo movement restrictions:

(i) Holding Point E1 available to single engine aircraft only.

(ii) The section of Taxiway Echo between Holding Point E5 and the NHV Helicopters Apron is available to aircraft under tow only.

(iii) All aircraft movements to/from the Compass Base to be conducted under tow.

(h) Holding Point T1 may only be used by aircraft with a wingspan up to 24.8 m.

(i) Pilots will be issued with 'Runway in Use' and 'Pressure Setting' information prior to start-up clearance being given. There after, taxi instructions will contain only holding point designators.

(j) Full ATC clearance is available from EOBT -15 minutes.

(k) Aircraft vacating Runway 16 at holding point M1 must not taxi beyond holding point M2 without onward ATC taxi clearance.

(l) Simultaneous aircraft movements through holding points C3 and D2 are not permitted.

3 CAT II/III Operations

Not applicable.

4 Warnings

(a) Except for light signals, ground signals are not displayed.

(b) Intensive large helicopter activity.

Light aircraft should be aware of the possible effect of rotor downwash and wake vortices generated by large helicopters operating to/from the aerodrome.

(c) The width of the Taxiway Echo is 15 m and suitable for use by aircraft up to 20 m wingspan only unless under marshaller guidance. Use of Taxiway Alpha between A1 and A2 is restricted to aircraft not exceeding 19.7 m wingspan. The width of taxiway Charlie is 7.5 m and suitable for use by helicopters and light aircraft with a wingspan of less than 15 m.

(d) PAPI approach slope guidance for Runway 16 should not be used until the aircraft is established on the extended centre-line of the runway.

(e) Moderate/severe turbulence and windshear may be experienced on approaches to all runways when the 1000 ft wind exceeds 15 knots from the sector 200° through west to 320°.

(f) Owing to the terrain around Bennachie (11 nm NW of Aberdeen Airport), GPWS warnings are possible on intermediate approach to Runway 16 from the south and west.

(g) Occasional crane activity at the following positions (all relative the to ARP):

EGPD AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(i) 145°/1250 m up to 115 ft agl;

(ii) 255-280°/1000-1600 m up to 140 ft agl.

(iii) 310°/1400 m up to 100 ft agl.

(iv) 355°/800-1400 m up to 115 ft agl.

(h) Pilots of aircraft departing from aerodromes located within the Aberdeen CTR must ensure they are in receipt of an explicit controlled airspace entry clearance prior to departure. It should be noted that the passing of flight plan details to ATC does not constitute a request for, or the issue of, a controlled airspace entry clearance.

(i) Adverse weather conditions: Increased spacing on final approach may be in operation during periods of adverse weather conditions (cloud ceiling of 300 ft or less and/or IRVR 1000 m or less). Increased periods of holding may be required and operators should fuel plan accordingly.

5 Helicopter Operations

(a) Locally based operators may be authorised to carry out landings on Runway 23H independently of operations on Runway 16/34 in accordance with procedures approved by the CAA. The landing distance available for these operations is reduced to 220 m, the end of which is indicated by yellow runway guard lights and the E6 stop bar.

(b) Night approaches and landings on Runway 23H are not permitted if the CHAPI (Compact Helicopter Approach Path Indicator) is unserviceable. Helicopters approaching Runway 23H must not descend below the CHAPI glidepath before crossing the railway.

(c) ICAO helicopter rotor clearances require minimum separation distances between the blade tips of two moving helicopters. Adequate separation exists between:

(i) A helicopter holding at C3 and a helicopter turning from A4 onto Taxiway Delta;

(ii) A helicopter holding at M5 and a helicopter using disused Runway 18;

(iii) A helicopter holding at B1 and a helicopter on Taxiway Charlie between C1 and C2.

6 Use of 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 M5 traverse part of Runway 36. Such movements are permitted at all times.

(d) Pilots of departing aircraft must inform ATC if a backtrack is required from their runway holding point. This information should be passed to ATC prior to line up clearance being issued.

7 Training

(a) All training flights are subject to approval by ATC. General training flight acceptance policy:

(i) Mon-Fri: Instrument training flights by civil aircraft other than those based at Aberdeen Airport will not be accepted. Circuit training by military aircraft will not be accepted and military practice diversion instrument approaches limited to 0800-2000 (local) where approved by ATC;

(ii) Sat-Sun: Instrument training flights by civil aircraft are permitted subject to ATC approaval. Military practice diversion instrument approaches limited to 0800-2000 (local) where approved by ATC;

(iii) Daily: Aircraft on EXAM callsigns will be accepted where approved by ATC.

(b) Pilots of training aircraft carrying out go-arounds are advised that for the purposes of terrain clearance, that portion of the flight will be treated as a departure.

(c) Training may be curtailed if significant noise complaints are received.

EGPD AD 2.21 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) IFR aircraft shall not join 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 norminal glidepath nor thereafter fly below it. Aircraft landing without ILS assistance shall follow a descent path consistant with a 3° glidepath (or the approach procedure recommended profile if different).

(e) 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.

Runway	ATC Clearance	Procedures
16	Via PTH VOR	Climb straight ahead. At ADN DME 8.5 nm or 800 ft aal whichever is the later, turn right to LAVTI (570818N 0022417W). At LAVTI turn left to GLESK and then to PTH VOR.
16	Via ADN VOR Northbound	Climb straight ahead. At ADN DME 8 nm or 600 ft aal, whichever is the later, turn left to ADN VOR. At ADN VOR turn on course.
34	Via PTH VOR	Climb straight ahead to 1000 ft aal. After reaching 1000 ft aal turn left to intercept RDL 220 from ADN VOR to GLESK and PTH VOR.
34	Via ADN VOR Northbound	Climb straight ahead to ADN VOR. At ADN VOR turn on course.

Note: *See AD 2.22 3(b)(i) for additional after departure warning.*

(f) Approach to Helistrip 23 aiming point should be on a heading of 218° (MAG).

(g) 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;

(h) 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.

EGPD AD 2.22 FLIGHT PROCEDURES

1 Holding

(a) The main holding pattern will be based on the VOR ADN but ATC may request aircraft to hold at DOWNI, L ATF. Details of all these patterns are as follows.

Holding Point	Details
VOR ADN	Holding axis 161° MAG, turning left at the facility. Lowest holding altitude 2500 ft.
DOWNI (570439N 0020621W)	Holding axis aligned on ADN VOR RDL 161° (Inbound track 341° MAG) between 15 DME ADN (DOWNI) and 20 DME ADN, turning right at the fix. Lowest holding altitude 2500 ft.
L ATF	Holding axis 341° MAG, turning right at the facility. Lowest holding altitude 2500 ft.

2 Entry/Exit Lanes

(a) To facilitate the operation of aircraft to and from Aberdeen/ Dyce Airport, the following entry/exit lanes have been established for use under the stated conditions and subject to the provisions of the Air Traffic Control rules as stated at ENR 1.4.

(i) A lane, 3 nm wide, known as the Peterhead Lane with centre-line from Hackley Head 571949N 0015717W (a point on the Aberdeen CTR boundary) thence southwest along the coast to Bridge of Don, then along the River Don to the point at which it crosses the Aberdeen Aerodrome Traffic Zone;

(ii) a lane, 3 nm wide, known as the Stonehaven Lane with centre-line from 565522N 0021200W (a point on the Aberdeen CTA boundary) thence northeast along the coast to Bridge of Don, then along the River Don to the point at which it crosses the Aberdeen Aerodrome Traffic Zone;

(iii) a lane, 3 nm wide, known as the Inverurie Lane with centre-line the Aberdeen/Inverness railway line extending from 571931N 0023510W (a point on the western boundary of the Aberdeen CTR) through Inverurie and Kintore to the point at which it crosses the Aberdeen Aerodrome Traffic Zone. Additionally, for aircraft taking-off from Runway 16 or proceeding for a landing on Runway 34, a branch lane of similar width is established with centre-line the A96 road extending from Kintore to the point at which it crosses the Aberdeen Aerodrome Traffic Zone.

(b) These lanes are shown at AD 2-EGPD-4-1.

(i) Use of the lanes is subject to clearance being obtained from ATC Aberdeen, irrespective of prevailing weather conditions. This clearance is to be obtained by non-radio equipped aircraft before take-off and by radio equipped aircraft before entering the lane.

(ii) Aircraft using the lanes must remain clear of cloud and in sight of the ground or water, not above 2000 ft Aberdeen QNH (unless authorised by Aberdeen ATC).

(iii) An aircraft using a lane shall keep the centre-line on its left, unless otherwise instructed by ATC.

(iv) Pilots of aircraft are responsible for maintaining adequate clearance from the ground or other obstructions.

(v) Model aircraft flying at ‘Haremoss’ position 570515N 0020912W, approximately 1.5 nm northwest of Portlethen. Model aircraft not exceeding 13 kg in weight may be operated up to 400 ft agl, daily, during daylight hours.

(vi) When Runway 34 is in use pilots, operating on the Stonehaven Lane, should expect an ATC clearance to route off-shore not above 1000 ft after passing the Bridge of Don.

3 Procedures for Outbound Aircraft

(a) North Atlantic Departures:

(i) Due to the proximity of the Shanwick Oceanic Boundary to Aberdeen, pilots must consider timescales for requesting Oceanic clearance. Refer to ENR 2.2.7 for details.

(ii) Pilots are reminded that the Oceanic clearance (including level allocation) is valid only from the OCA Entry Point. Domestic ATC clearance to the OCA Entry Point is issued separately.

(b) Initial Departure Routings:

(i) Pilots can expect that the initial 'after departure' instruction will usually contain a waypoint or heading that is not the first waypoint contained in the flight plan.

(c) Pilots of aircraft at intermediate runway holding points that require a runway backtrack for departure should inform ATC prior to lining up on the runway.

(d) On first contact with Aberdeen Radar, pilots of departing aircraft are required to report their passing altitude (based on Aberdeen QNH) and cleared altitude or Flight Level.

4 Aberdeen Royal Infirmary (ARI) Operations

(a) Pilots of aircraft operating to/from ARI should be aware of the potential for conflictions and/or TCAS events to occur with aircraft operating to/from Aberdeen Airport. To reduce conflictions, the following procedures apply:

(i) When inbound to ARI, pilots will be issued with departure instructions as follows:

EGPD AD 2.22 FLIGHT PROCEDURES (continued)

(1) For VFR departures: Hold overhead ARI not above 500 ft on Aberdeen QNH until in two way communication with ATC;

(2) For Special VFR departures: Contact ATC by telephone when on the ground to obtain clearance.

(ii) In the case of (b) pilots may attempt to contact ATC via RTF to obtain a clearance but if unable to establish two-way communications shall telephone 01224-727159 to pass flight details. A departure clearance will be issued with a departure time window (normally ETD to ETD +5, but will be subject to other traffic). Pilots unable to comply with this time window must telephone the number above to renegotiate the ETD.

(b) Pilots must not depart from ARI unless in possession of a departure clearance from ATC.

5 VFR Flights

(a) Pilots intending to conduct survey, inspection or photographic flights within Aberdeen CTR are requested to contact Aberdeen ATC on 01224-727160 prior to departure.

6 Visual Reference Points (VRP)

(a) For the benefit of pilots on VFR flights who prefer to determine their position by radio navigation aids, rather than by visual pin-points, suitably defined VRPs for Aberdeen/Dyce Airport are given below:

VRP	VOR/NDB	VOR/DME FIX
Banchory 570300N 0023006W	ADN RDL 209° ATF 265° MAG	ADN 209°/17 nm
Insch 572034N 0023651W	ADN RDL 283°	ADN 283°/11 nm
Meldrum TV Mast 572309N 0022403W	ADN RDL 319°	ADN 319°/6 nm
Peterhead 573025N 0014636W		ADN 056°/20 nm
Stonehaven 565745N 0021236W	ADN RDL 178° ATF 208° MAG	ADN 178°/21 nm
Turriff 573219N 0022736W		ADN 339°/15 nm

7 Helicopter Routes

(a) **Arrivals**

Runway 16 in use

Approach	Via	Route
IFR Including Track WHISKY	HMR 026 to 086	Track WHISKY to Hackley Head then as directed by radar to ILS 16.
	HMR 092 and greater	ADN DME 30 direct to Hackley Head then as directed by radar to ILS 16.
VFR/Special VFR	HMR 026 to 086 plus Sumburgh	Track WHISKY to Hackley Head - cross Hackley Head not above 1000 ft* - direct to join circuit.
Including Track WHISKY	HMR 092 only	30 nm - direct Hackley Head cross Hackley Head not above 1000 ft* - direct to join circuit.
	HMR 092 and greater	30 nm - direct to GORSE then BOD. Cross BOD not above 1500 ft then join circuit. (*Note: 1500 ft at night, subject to the issue of an appropriate ATC clearance.)

Runway 34 in use

Approach	Via	Route
IFR Including Track ECHO	HMR 026 to 086	Track ECHO to GORSE then as directed by radar to ILS 34.
	HMR 092 and greater	ADN DME 30 direct to GORSE then as directed by radar to ILS 34.

EGPD AD 2.22 FLIGHT PROCEDURES (continued)

Approach	Via	Route
VFR/Special VFR Including Track ECHO	HMR 026 to 086 plus Sumburgh	Track ECHO to SHRUB (571801N 0014855W) - BALIS. Cross BALIS not above 1000 ft* pass south of Corby Loch to join circuit.
	HMR 092 and greater	30 nm - direct to GSE then to BOD. Cross GSE not above 1500 ft then join circuit. (*Note: 1500 ft at night, subject to the issue of an appropriate ATC clearance.)

(b) **Departure**

Runway 16 in use

Standard Departure	Route	Altitude	HMR
SPIKE IFR	After noise abatement, turn left to BALIS, then to SPIKE. After SPIKE, route via track ECHO to intercept HMR.	Cross BALIS at 3000 ft.	For HMR 023 to 053 and Sumburgh.
SHRUB IFR	After noise abatement, turn left to SHRUB. After SHRUB intercept HMR at 40 nm.	Climb to 3000 ft level by the coast.	For HMR 059 to 101.
GORSE IFR	After noise abatement turn left to Bridge of Don then to GORSE, then to intercept the HMR at 40 nm.	Cross BOD 3000 ft.	For HMR 107 and greater.
SHRUB VFR/Special VFR	After noise abatement, turn left to pass south of Corby Loch via BALIS to SHRUB. Traffic for HMR 045 to 104 route direct from SHRUB to intercept HMR at 40 nm, north of HMR 045 degrees follow track ECHO to intercept HMR.	Not above 1000 ft* to BALIS. After BALIS not above 1000 ft* or as directed by ATC. (*Note: 1500 ft at night, subject to the issue of an appropriate ATC clearance.)	For HMR 101 and less including Sumburgh.
GORSE VFR/Special VFR	After noise abatement, turn left to Bridge of Don then to GORSE, then to HMR at 40 nm.	Not above 1500 ft to Bridge of Don. After Bridge of Don not above 1500 ft or as directed by ATC.	For HMR 107 and greater.

Runway 34 in use

Standard Departure	Route	Altitude	HMR
PETOX IFR	After noise abatement turn right to PETOX, to intercept the HMR radial south of PETOX, or after PETOX via track WHISKY to intercept the HMR, or continue on track to Sumburgh.	Intercept the HMR radial at 3000 ft or cross PETOX at 3000 ft.	For HMR 071 and less.
Forties IFR	After noise abatement, turn right to NOBAL, After NOBAL intercept the HMR at 40 nm DME.	Cross NOBAL at 3000 ft.	For HMR 077 and greater.
SPIKE VFR/Special VFR	After noise abatement turn right to Hackley Head then direct to SPIKE then track ECHO to HMR (or HMR enroute to SPIKE).	Not above 1000 ft* to Hackley Head. After Hackley Head not above 1000 ft* or as directed by ATC. (*Note: 1500 ft at night, subject to the issue of an appropriate ATC clearance.)	For HMR 071 and less, including Sumburgh.
HACKLEY VFR/Special VFR	After noise abatement turn to Hackley Head to HMR at 40 nm.	Not above 1000 ft* to Hackley Head. After Hackley Head not above 1000 ft* or as directed by ATC. (*Note: 1500 ft at night, subject to the issue of an appropriate ATC clearance.)	For HMR 077 and greater.

EGPD AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGPD AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART – ICAO

AD 2-EGPD-2-1

Figure: AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART – ICAO

AD 2-EGPD-2-2

Figure: GROUND MOVEMENT CHART - CENTRAL TAXIWAY - ICAO

AD 2-EGPD-2-3

Figure: HELICOPTER ROUTE STRUCTURE IN VICINITY OF ABERDEEN - RWY 16

AD 2-EGPD-3-1

Figure: HELICOPTER ROUTE STRUCTURE IN VICINITY OF ABERDEEN - RWY 34

AD 2-EGPD-3-2

Figure: CLASS D AIRSPACE CHART - ENTRY/EXIT LANES & VRPS

AD 2-EGPD-4-1

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGPD-5-1

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGPD-5-2

Figure: INSTRUMENT APPROACH CHART ILS/DME RWY 16 – ICAO

AD 2-EGPD-8-1

Figure: INSTRUMENT APPROACH CHART LOC/DME RWY 16 – ICAO

AD 2-EGPD-8-2

Figure: INSTRUMENT APPROACH CHART VOR/DME RWY 16 - ICAO

AD 2-EGPD-8-3

Figure: INSTRUMENT APPROACH CHART ILS/DME RWY 34 - ICAO

AD 2-EGPD-8-4

Figure: INSTRUMENT APPROACH CHART LOC/DME RWY 34 - ICAO

AD 2-EGPD-8-5

Figure: INSTRUMENT APPROACH CHART VOR/DME RWY 34 - ICAO

AD 2-EGPD-8-6

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 34 - ICAO

AD 2-EGPD-8-7