

ABZ-EGPD

1-10

AOI

AOI

GENERAL

Operational Hours

ATS Hours: H24

AD Operator Hours: 0600-2230‡, other times 24HR PN.

Delayed SKED FLTS request extension before 2100‡.

Airport Information

RFF: CAT 7, CAT 8 AVBL OR

Fire: 'Aberdeen Fire' 121.600 AVBL when fire vehicle attending aircraft on GND in EMERG.

Fuel: 0530-2300‡ other times PN

PCN: RWY 16/34: 56F/B/X/T

Customs: 0600-2359‡.

Delayed SKED FLTs PN before 2100‡

Non-SKED FLTS 24HR PN required

Operation

Traffic Note: AD all time PPR, additional PPR 2230-0610‡.

Low Visibility Procedures

LVP in force when RVR 1000m or less and/or CEIL at or below 300ft.

Preferential RWY

LDG RWY 16

TKOF RWY 34

RWY Restriction

RWY 14/32 is not AVBL for TKOF and LDG at night. Taxiing on RWY 14/32 in order to access RWY 16/34 are permitted at night.

TWY Restrictions

Holding point T1 only usable for ACFT with MAX wingspan 24.8m / 81.3ft.

TWY E width 15m / 49ft, AVBL for ACFT MAX wingspan 20m / 66ft, unless under marshaller guidance.

| Holding point E1 not AVBL. Between holding point E5 and the NHV Helicopter APN by towing only.

TWY C width 7.5m / 25ft and for light ACFT with MAX wingspan 15m / 49ft.

TWY A between A1 and A2 MAX wingspan 19.7m / 65ft.

Taxi/Parking

Taxi with MNM PWR only.

ACFT vacating RWY 16 at HLDG point M1 must not taxi beyond HLDG point M2 without onward ATC CLR.

Simultaneous ACFT movements through HLDG points C3 and D2 are not permitted.

AGNIS and stop arrow AVBL.

| Stands 1A, 7A, 10A, 10L, 10R, 30 and 31 marshaller mandatory.

In case of strong light conditions, glare on safedock system may force pilot to ask for marshallers support.

Remote hold Restrictions:

- MAX wingspan 36m / 118ft.
- ACFT with wingspan greater than 36m / 118ft must be escorted past the holding ACFT.
- AVBL 0600-0900‡ and 2000-2230‡ each day and by arrangement with Airside OPS and ATC.
- Holding points D2 and A4 will not be AVBL for ACFT movement.
- Remote hold not AVBL, when LVP in force.

APU: Use of APU on ECHO APN restricted to 45min after ARR or before DEP.

GENERAL**Warning**

Airspace Class D

The airspace remains notified even though the Controlling Authority may not be monitoring the FREQ at all times.

UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR United Kingdom.

Intensive helicopter activity.

Occasional crane activity at the following positions:

145° / 1250m up to 115ft AGL.

255° - 280° / 1000m - 1600m up to 140ft AGL.

310° / 1400m up to 100ft AGL.

355° / 800m - 1400m up to 115ft AGL.

ARRIVAL**Communication**

COM Failure: See CRAR United Kingdom and in addition;

During radar vectoring:

Initial APCH: Continue visually or by means of an appropriate final APCH aid. If not possible proceed to 2500ft, or last assigned LVL if higher to ADN VOR or NDB (L) ATF.

Intermediate/final APCH: Continue visually or by means of an appropriate final APCH aid. If not possible, follow MISAP PROC to ADN VOR or NDB (L) ATF as appropriate to the PROC being flown.

RWY 16 MISAP: Climb straight ahead to 2500ft, turn left to ADN VOR at 2500ft.

RWY 34 MISAP:

ILS/DME, LOC/DME, NDB/DME: Climb straight ahead to 2500ft, turn right to NDB (L) ATF/DOWN1 at 2500ft.

| VOR/DME: Climb straight ahead to 2500ft, to ADN VOR to hold 2500ft.

Arrival Procedure**Noise Abatement Procedure**

Do not join final APCH to either RWY at a height of less than 1500ft Aberdeen QFE.

ACFT conducting an INST APCH shall not descend below 1800ft Aberdeen QFE before intercepting the ILS or nominal glidepath nor thereafter fly below it. ACFT LDG without ILS assistance shall follow a descent path consistant with a 3° glidepath (or the APCH PROC recommended profile if different).

CDA PROC AVBL from first contact with Aberdeen; descent to 4000ft. Expect following speeds:

- MAX IAS 250KT below FL100
- MAX IAS 210KT 20NM from touchdown
- MAX IAS 160KT 10NM from touchdown

No STAR AVBL in manual.

Visual APCH

Do not join final APCH to either RWY at a height below 1500ft Aberdeen QFE unless they are propeller driven whose MTOW not exceed 5.7t / 12500lbs when the MNM height shall be 1000ft Aberdeen QFE. LDG ACFT shall not descend below 1800ft Aberdeen QFE before intercepting ILS glidepath nor thereafter fly below it. ACFT LDG without ILS assistances shall follow a descent path consistent with a 3° glidepath (or the APCH PROC recommended profile if different)

Reverse: Do not use more than idle reverse if possible between 2330-0600‡.

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ARRIVAL**Warning**

Due to terrain around Bennachie (11NM NW of AD), GPWS warnings are possible on intermediate APCH to RWY 16 from S and W.

Moderate/severe TURB and windshear may be experienced on APCH to all RWY when wind at 1000ft exceeds 15KT from 200°-320°.

PAPI APCH slope guidance for RWY 16 should not be used until established on extended CL of RWY.

DEPARTURE**Take-off Minima**

RWY		16/34	
All ACFT	ft - m/km	0 - 125R	-

Communication

On first contact with radar report passing ALT and cleared ALT or FL.

COM Failure: See CRAR United Kingdom.

Departure Procedures

No SID AVBL in manual.

Start-up/Push-back

Request ATC CLR not before 15min prior EOBT.

If required, REQ backtrack prior line-up CLR being issued.

Inform ATC if the pushback manoeuvre issued cannot be conducted.

Noise Abatement Procedure

RWY	ATC CLR	Procedures
16	via PTH VOR	Climb straight ahead. At ADN D8.5 or 800ft AAL whichever is later, turn right to LAVT1. At LAVT1 turn left to GLESK and then to PTH VOR.
	via ADN VOR Northbound	Climb straight ahead. At ADN D8 or 600ft AAL, whichever is later, turn left to ADN VOR. At ADN VOR turn on course.
34	via PTH VOR	Climb straight ahead to 1000ft AAL. After reaching 1000ft AAL turn left to intercept R220 from ADN VOR to GLESK and PTH VOR.
	via ADN VOR Northbound	Climb straight ahead to ADN VOR. At ADN VOR turn on course.

Oceanic clearance**JET DEP**

If flight planned to enter Shanwick between ATSIX and NIBOG (inclusive) REQ oceanic CLR prior to DEP.

If flight planned to enter Shanwick south of NIBOG REQ oceanic CLR when airborne, between 90min and 30min prior to the Shanwick BDRY.

Warnings

The width of RWY 16/34 is twice that promulgated in two locations due to additional pavement on the east side of RWY. Pilots lining-up on RWY 16/34 abeam HLDG points M7 or E9, or at the RWY 34 THR must ensure they are correctly lined-up on RCL prior to departure.

United Kingdom Aberdeen Dyce [ACG]

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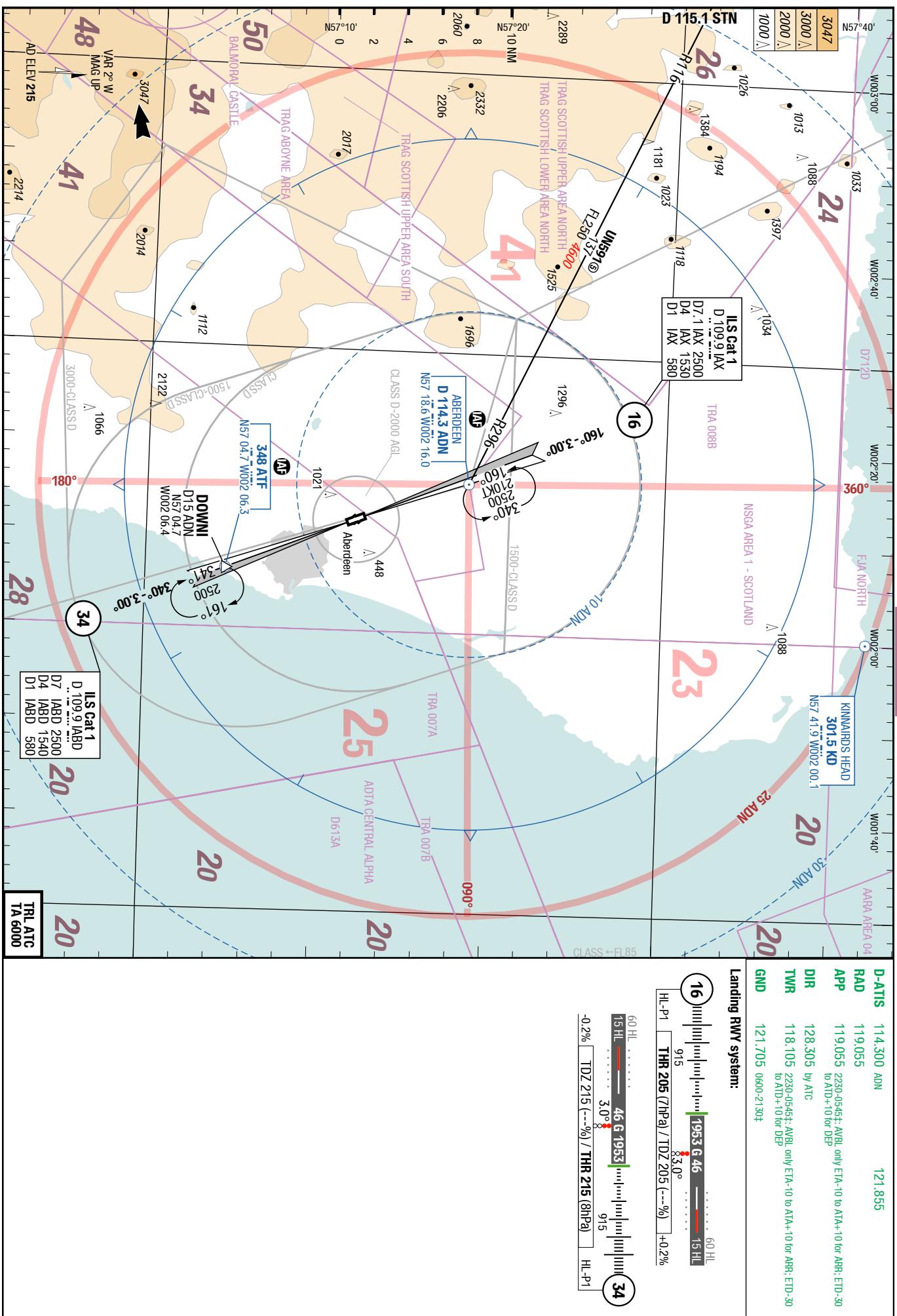
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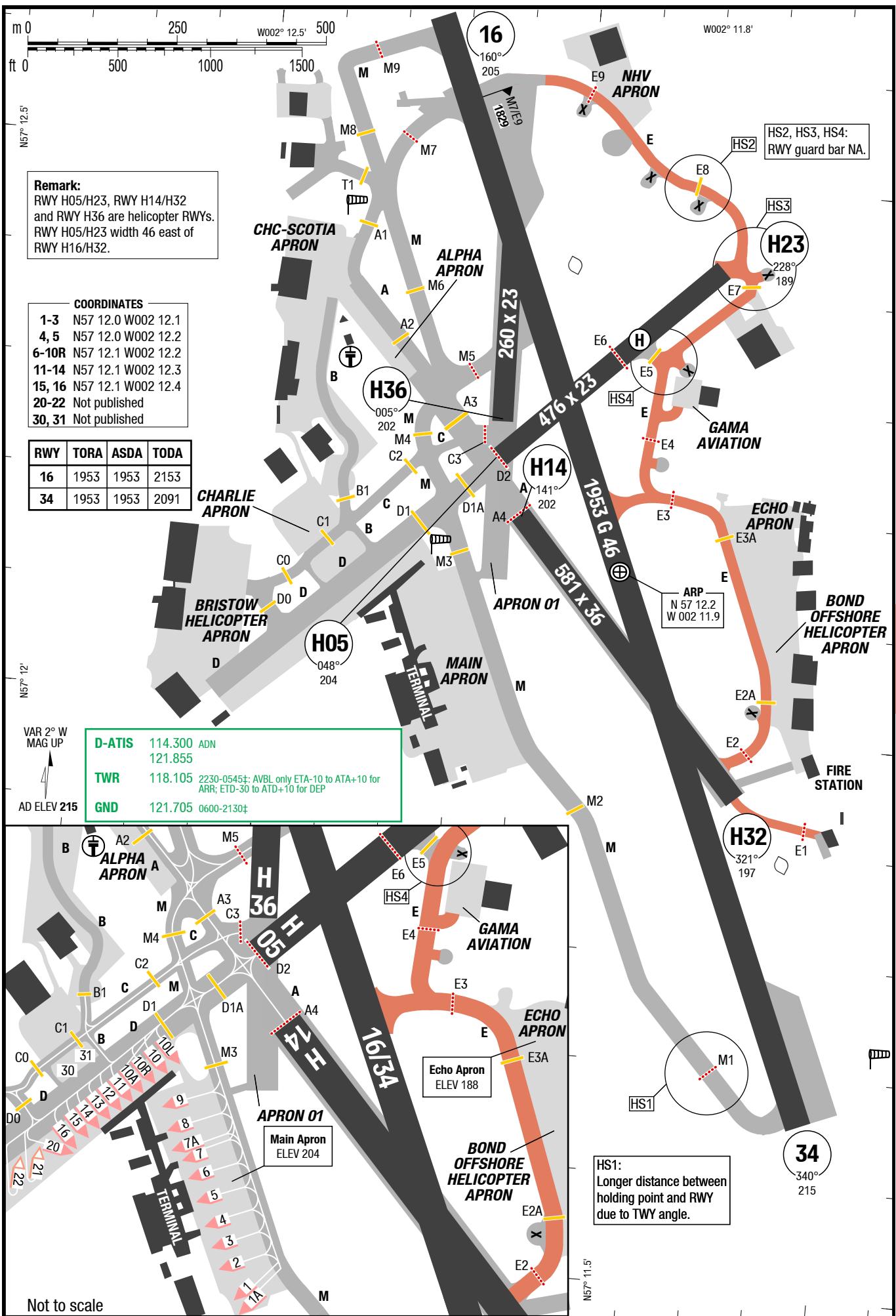
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Effective 13-SEP-2018

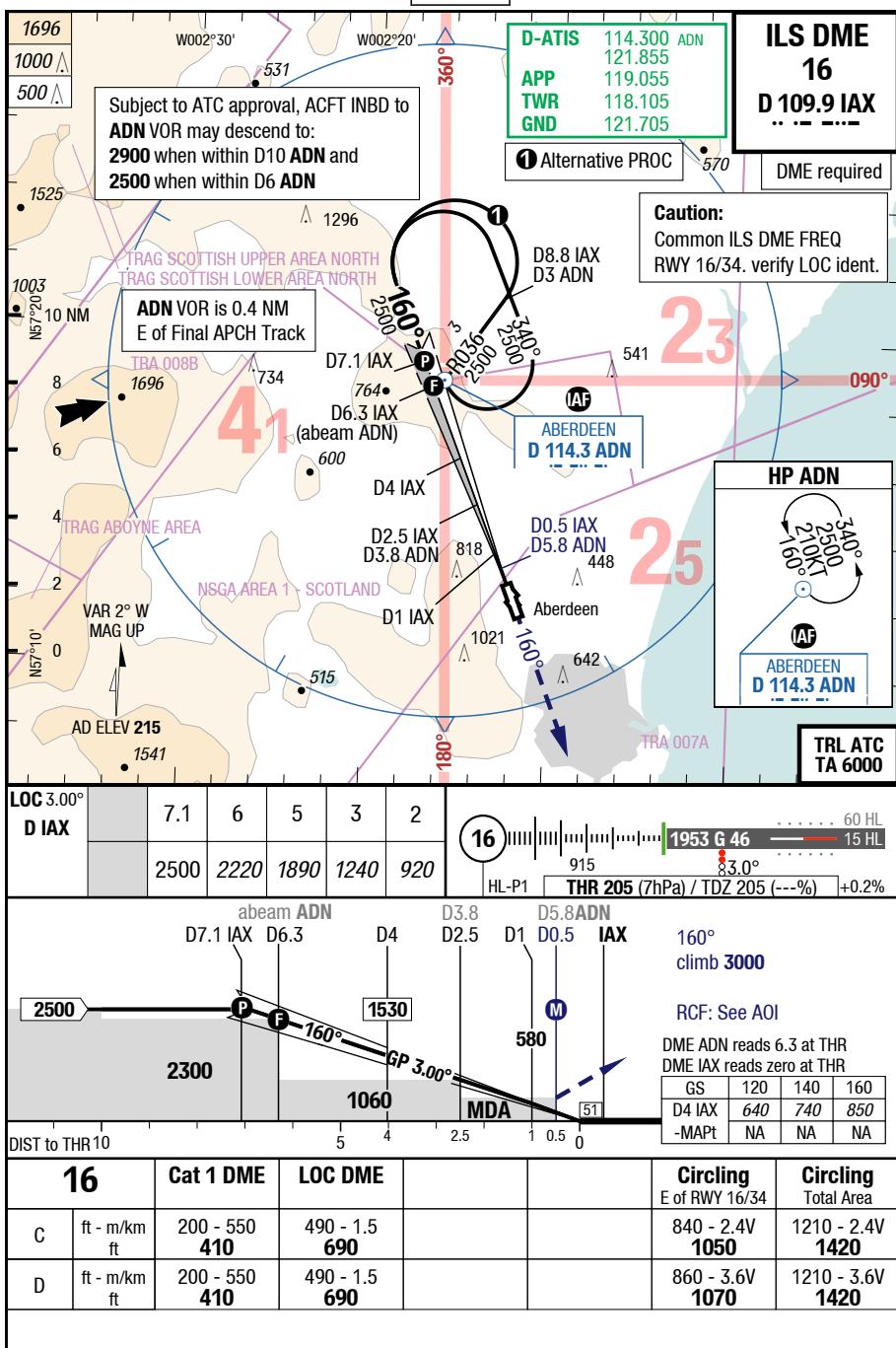
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United Kingdom Aberdeen Dyce

ABZ-EGPD

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ILS DME 16

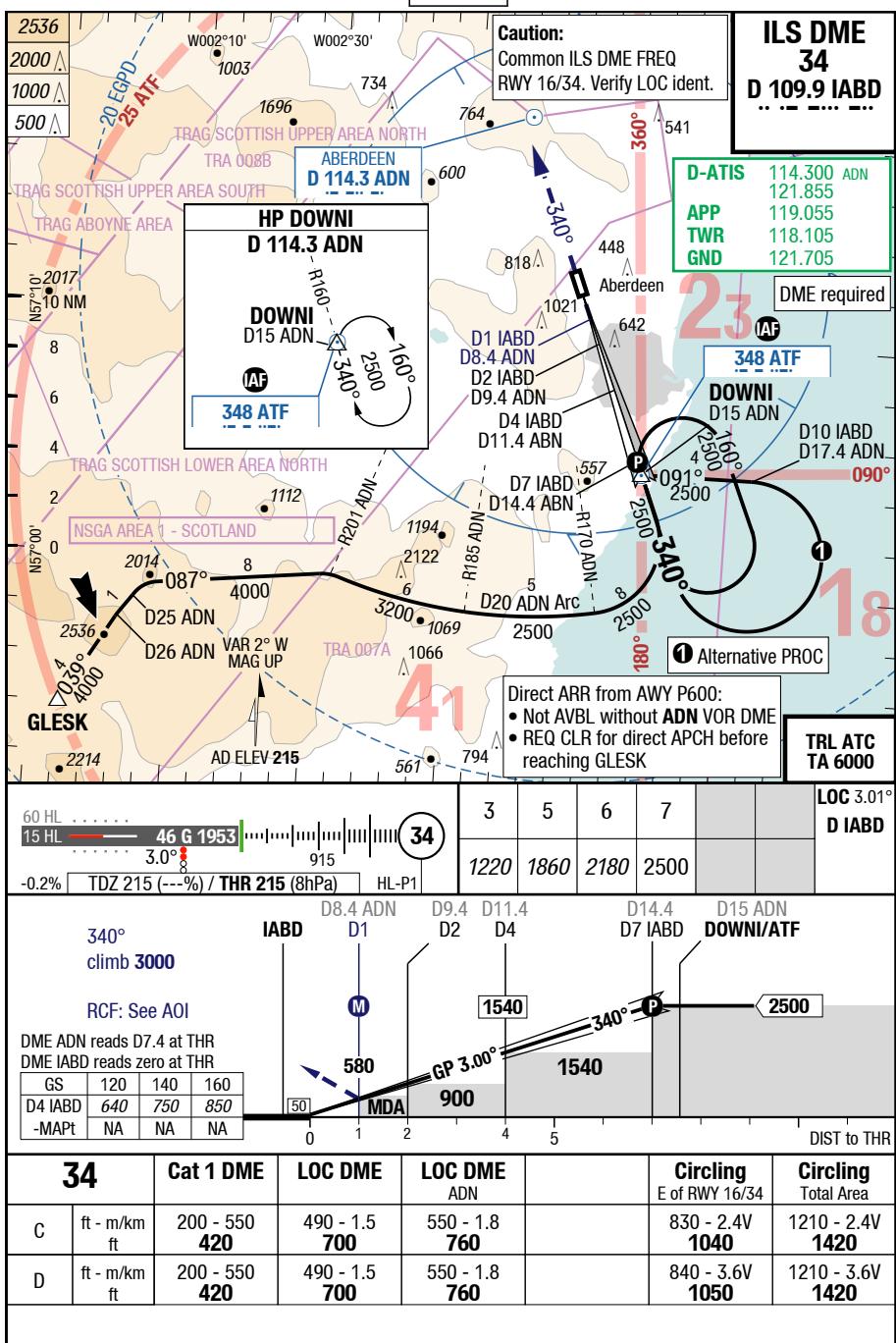


Changes: FREQ

ABZ-EGPD

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ILS DME 34



Changes: Track, FREQ, SUAs

Effective 13-SEP-2018

06-SEP-2018

ABZ-EGPD

United Kingdom **Aberdeen** Dyce

14

7-30

VOR DME 16

D-ATIS 114.300 ADN
121.855
APP 119.055
TWR 118.105
GND 121.705

**VOR DME
16
D 114.3 ADN**

DME required

1 Alternative PROC

D3 ADN
D8.8 JA

2

Charted area lies within NSGA AREA 1

HP ADN

**ABERDEEN
D 114.3 ADN**

TRL ATC
TA 6000

3.03° D ADN 163° RWY 160°		ADN	1	2	3	4	16	915	1953 G 46	83.0°	60 HL 15 HL
		2300	1980	1650	1330	1010			HI-P1 THB 205 (7hPa) / TDZ 205 (---%)	+0.2%	

D8.8 JAX D6.3 D1.8 JAX

GS	120	140	160
ADN	640	750	860
-MAPt	NA	NA	NA

DME ADN reads D6.3 at THR

DME IAX reads zero at THR			
GS	120	140	160
ADN	640	750	860
-MAPt	NA	NA	NA

16		VOR DME			Circling E of RWY 16/34	Circling Total Area
C	ft - m/km ft	740 - 2.4 940			840 - 2.4V 1050	1210 - 2.4V 1420
D	ft - m/km ft	740 - 2.4 940			860 - 3.6V 1070	1210 - 3.6V 1420

Effective 13-SEP-2018

06-SEP-2018

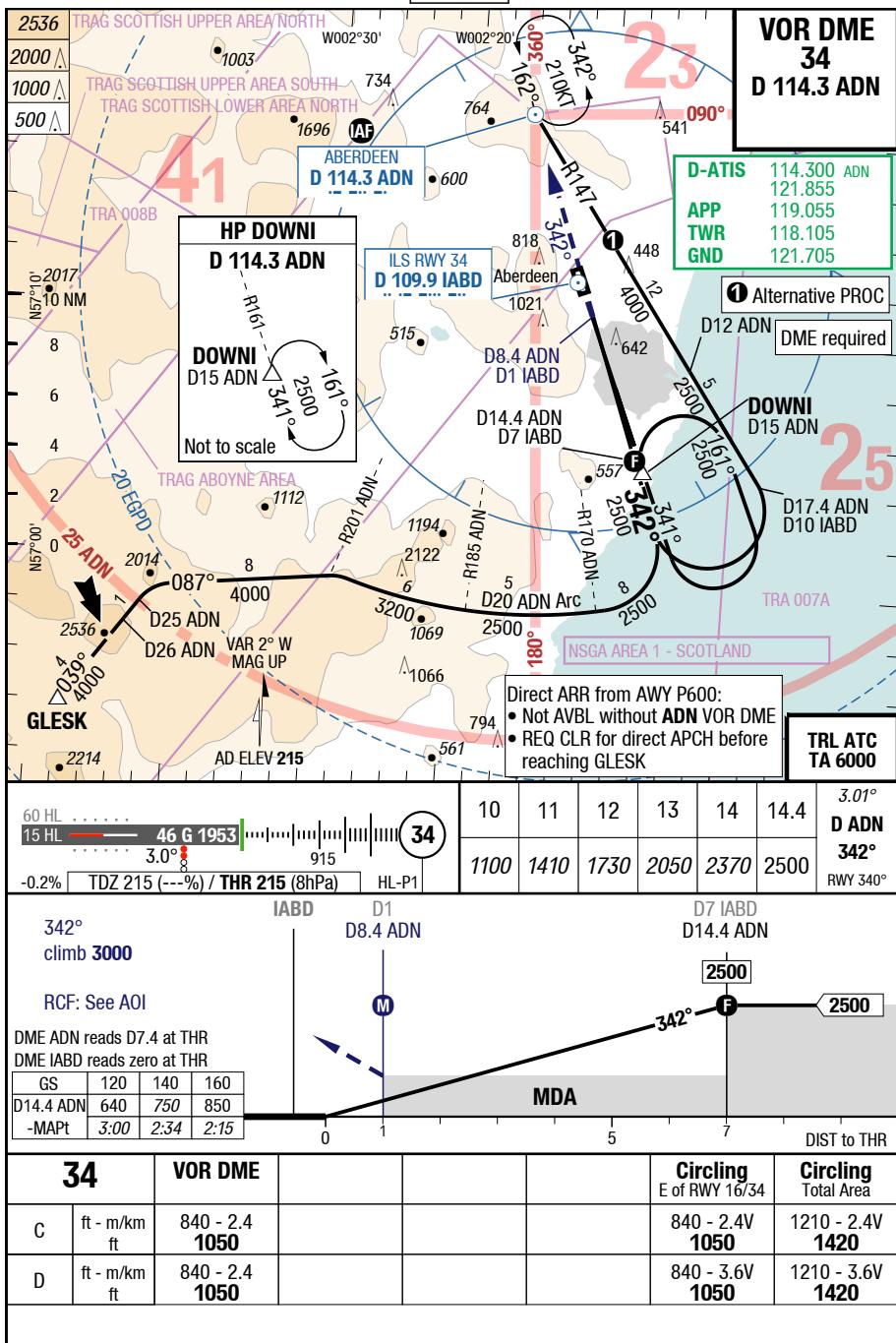
United Kingdom Aberdeen Dyce

ABZ-EGPD

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VOR DME 34

IAC



Changes: FREQ, SUAs

Effective 13-SEP-2018

06-SEP-2018

ABZ-EGPD

United Kingdom **Aberdeen** Dyce

IAC

7-50

NDB + DME 34

D-ATIS 114.300 ADM
121.855
APP 119.055
TWR 118.105
GND 121.705

NDB + DME
34
348 ATF
D 109.9 IABD

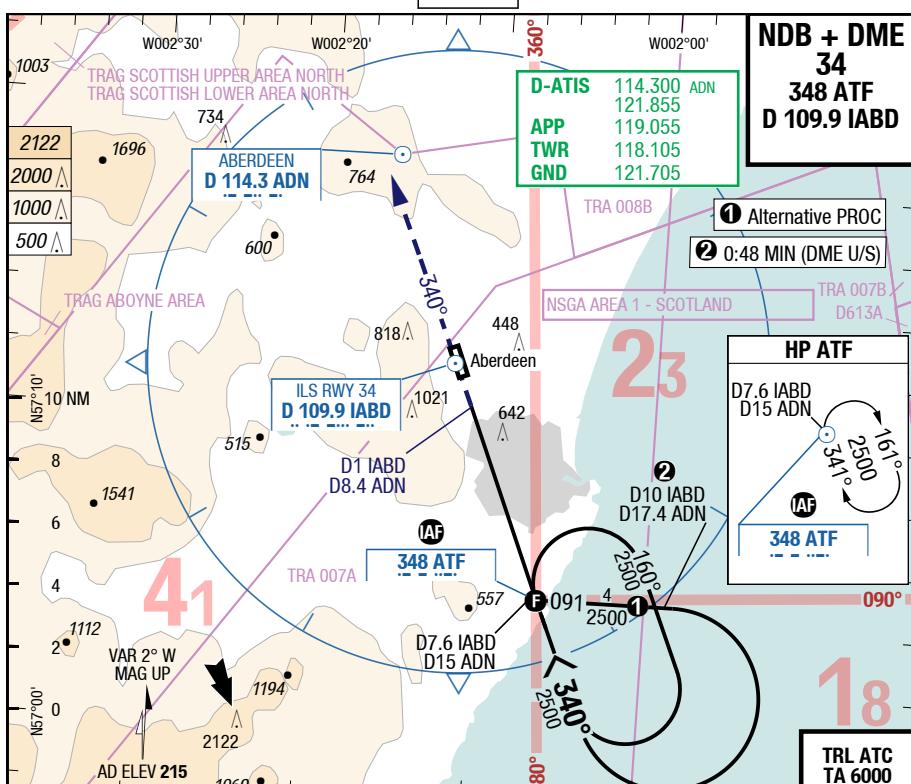
① Alternative PROC

NSGA AREA 1 - SCOTTIANA

HP ATF

D7.6 IABD
D15 ADN

TRL ATC
TA 6000



60 HL	46 G 1953	34	3.00°	D IABD
15 HL	3.0°			
	TDZ 215 (---%) / THB 215 (8hPa)	HL-P1		
-0.2%			1230 1540 1860 2180 2500	

The diagram illustrates a flight plan segment. The aircraft is currently at D1. A vertical dashed line labeled 'IABD' extends upwards to D8.4 ADN. From D8.4 ADN, a horizontal dashed line extends right to D14.5. At D14.5, another vertical dashed line extends upwards to D15 ADN. A horizontal dashed line from D15 ADN extends right to 'ATF'. A diagonal dashed line labeled 'MDA' connects D1 to ATF. A blue circle labeled 'M' is positioned on the MDA line. A blue arrow points from the text '340° climb 3000' towards the MDA line. The text 'RCF: See AOI' is located below the MDA line. Below the diagram is a table:

	120	140	160
DME ADN reads D7.4 at THR	640	740	850
DME IABD reads zero at THR	3:00	2:34	2:15
-MAPT	0	1	5
	7		

The bottom right corner of the diagram is labeled 'DIST to THR'.

	GS	120	140	160
D7 IABD		640	740	850
-MAPt		3:00	2:34	2:15

34		NDB			Circling E of RWY 16/34	Circling Total Area
C	ft - m/km ft	930 - 2.4 1140			930 - 2.4V 1140	1210 - 2.4V 1420
D	ft - m/km ft	930 - 2.4 1140			930 - 3.6V 1140	1210 - 3.6V 1420

Changes: FREQ, Track, SUAs

16-JUN-2016

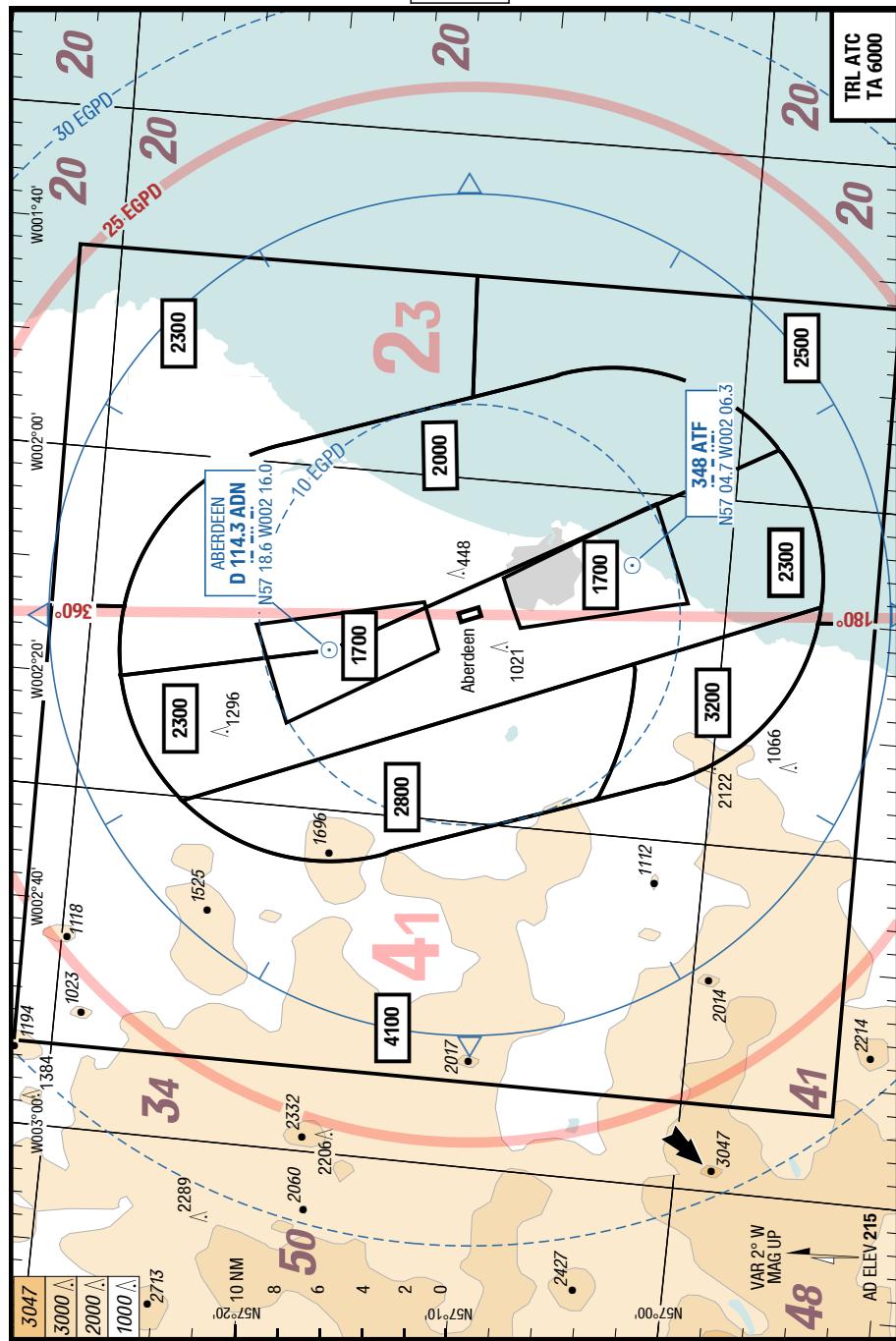
United Kingdom **Aberdeen** Dyce

ABZ-EGPD

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MRC

MRC



Changes: OBST, VAR