

AIRFIELD NAME	September 25		ABERDEEN / DYCE		EGPD	Sc
CALLSIGN (A/C)	Aberdeen Tower				118.105	
CALLSIGN (VATSIM)	EGPD_TWR				Ground. 121.705	
LOCATION	Lat N057.12.09.000		Long W002.11.53.000		Elev. 215 ft	
LOCATION GEO	5nm NW of Aberdeen				Conspicuity ---	
CHART SOURCE	NATS	Director 128.305			App./RDR 119.055	
METAR AIRPORT	EGPD 121.855		RADAR 134.100;		QFE= QNH -7HPscls	
NAV AIDS (FSX/PG3)	NDBs/ ATF 348.0kHz OM Rnwy34		ILS Rnwy 16 / 34 109.900 MHz			
RUNWAY	Headings	Dimension	Surface	VOR ADN 114.300MHz. OM Rnwy16		
	16 / 34	1935m x 46m	Asphalt	ALL 'H' runways strictly NOT available to GA Fixed wing aircraft. Except the section of H32 NORTH of the main runway for access from E1 Flying Club and E2 Taxiway Echo.		
	H05 / 23	476m x 46m	Asphalt. Helios only			
	H14 /23	581m x 36m	Asphalt. Helios only			
	H36 / --	260m x 23m	Asphalt. Helios only			
AIRSPACE	CLASS D, CTR	Transition level ft . top joins base of airways. FL115/195				
CIRCUITS	16/34 normally 1000'QFE, LH BUT MAY BE VARIED by ATC, DUE TO TRAFFIC.					
NO FLY	Aberdeen City, Except as instructed when using VFR lanes					
HAZARDS	North Sea HELICOPTERS. SEA BIRDS					
HELICOPTER OPERATIONS	Light Helicopters, expect to arrive / depart via VFR lanes. Landings & Take-offs MAY be from one of the H Runways, as instructed by ATC.					
SPECIAL RULES	VFR A/C. 1. NO OVERHEADJOINS , all flight as instructed by ATC. 2. VFR Arrivals and departures should expect to use the designated VFR lanes.					
REMARKS	Aberdeen is the MAJOR centre of operations for Helicopters to/from the Northern Oil Rigs. Most will be Sea-King size/wheeled. THEY HAVE RIGHT OF WAY, Air and Ground. As do SAR and Medical flights, whether Fixed or Rotary wing aircraft.					



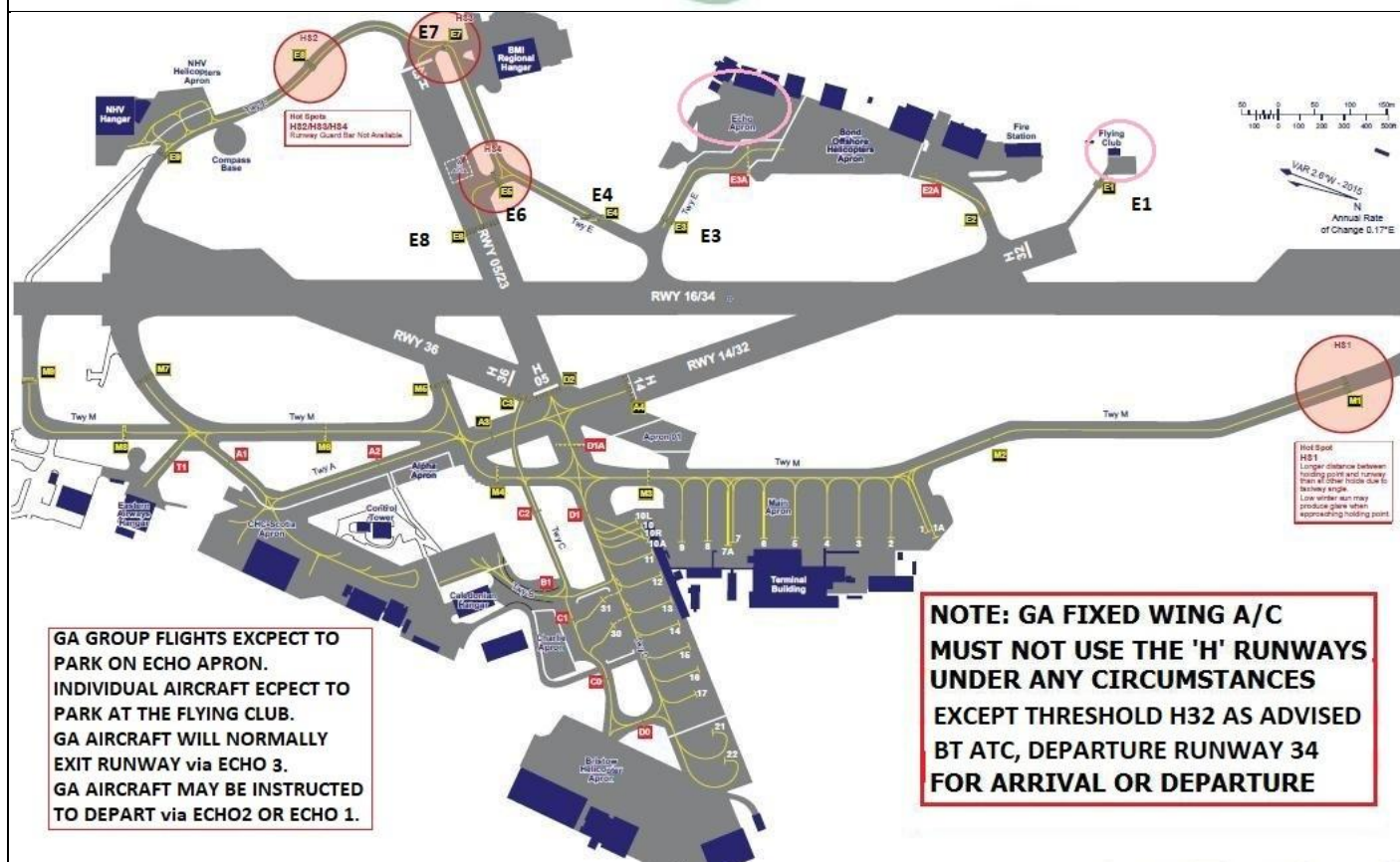
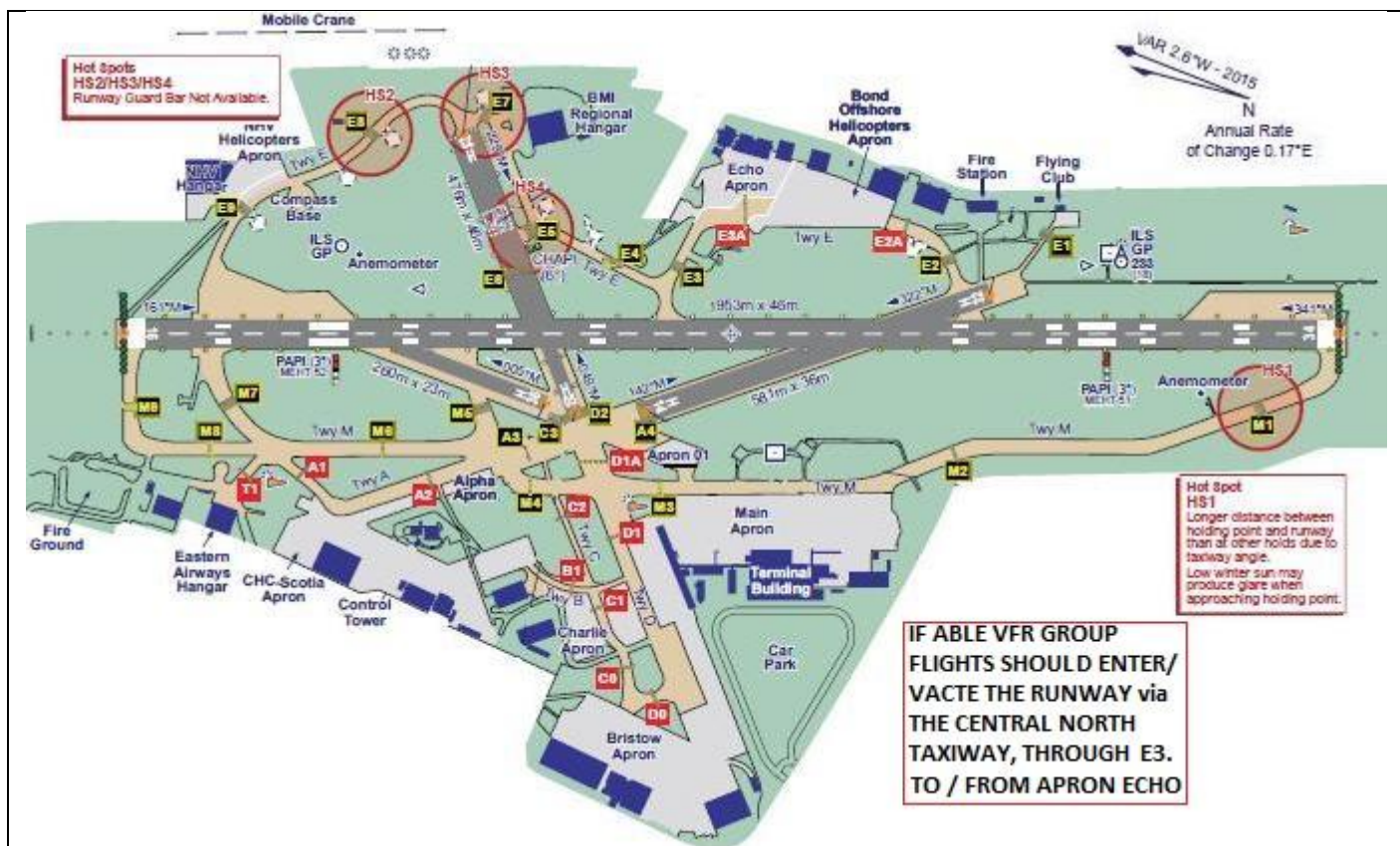
VFR ENTRY / EXIT LANES.

All GA / VFR aircraft, in /out of EGPD Aberdeen should expect to use the Entry / Exit lanes shown on the chart to the left. Pilots must obtain clearance to enter the lanes from ATC.

There are 3 lanes, which are 3nm wide and are bi-directional. Each one starts (inbound) at the CTR boundary, and requires permission to enter. Make sure you request entry, naming the lane you will use, **no less than 5 minutes from the CTR boundary.**

Maximum altitude is A2000ft, except height restrictions.

Peterhead Lane [C]. Preferred join is via Peterhead VRP. The centreline is the coast. North or South bound KEEP THE COAST ON YOUR LEFT. The lane ends at the ATZ via **Bridge of Don [E].**
Stonehaven Lane [H]. Join the Coast South of the CTR, Follow coast as above to **Bridge of Don**, via **Stonehaven [G]**
Inverurie Lane. Enter via **Insch [D]** VRP. Follow the railway line to **Kintore**, then the RAILWAY to / from ATZ for Runway 16 threshold. Or the **A96 road** to / from the ATZ for Runway 34 threshold.



FREQUENCY MONITORING CODE (FMC) Landside, within 30nm of EGPD; Coastal, as shown.

Pilots operating in the Aberdeen area of responsibility, but intending to remain outside Class D airspace within the area bounded area shown on the left, and maintaining a listening watch only on Aberdeen Radar frequency, 119.055 MHz, are encouraged to select SSR code 4270.

Aircraft in / out of airfields within the CTR MUST have a specific clearance BEFORE CTR Entry or T/O.

DO NOT request startup; taxi or departure UNLESS ready to proceed at once.

PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME. NOT TO BE USED FOR REAL WORLD OPERATIONS