

**Aberdeen International
Airport**

Annual Noise Report 2025



Contents

Air Traffic Statistics	3
2025 Summary	3
Aircraft Movements	3
Runway Movements	7
Operational Noise Abatement Measures	7
Continuous Descent and Continuous Climb	7
Aircraft Engine Testing	8
Ground Power Units and Auxiliary Power Units	9
Helicopter Air Testing	9
Correspondence and Complaints.....	9
Flight Tracking Portal	11
Community Liaison.....	12
Aberdeen Consultative Committee	12
ABZ Noise Working Group	12
Noise Insulation Policy	12
Noise Action Plan	13
Appendix A: 2025 Average Summer Day Noise Contours.....	17

Air Traffic Statistics

2025 Summary

Through 2025 Aberdeen International Airport Limited (AIAL) facilitated 2,332,823 passengers across 67,716 aircraft movements. This includes passengers both arriving and departing from commercial, private, and chartered flights. Passenger numbers decreased by 0.12% compared to 2024. Aircraft movements also reduced by 6.7%. Of the 2.332 million passengers in 2025, Over 316,000 passengers transited through one of four helicopter terminals on site travelling offshore.

AIAL currently supports around 10 airlines and flies to many destinations across the UK and internationally. More information can be found at [Our Destinations | Aberdeen Airport](#). Figure 1 shows the percentage split of traffic movements between each operator in 2025, excluding operators that had less than 700 movements across the year. Loganair has the highest number of ATMs with 21% of all movements. AIAL is home to one of Europe's busiest commercial heliports, supporting the North Sea offshore industry. This is reflected with the four helicopter operators at AIAL, all being in the top six operators.

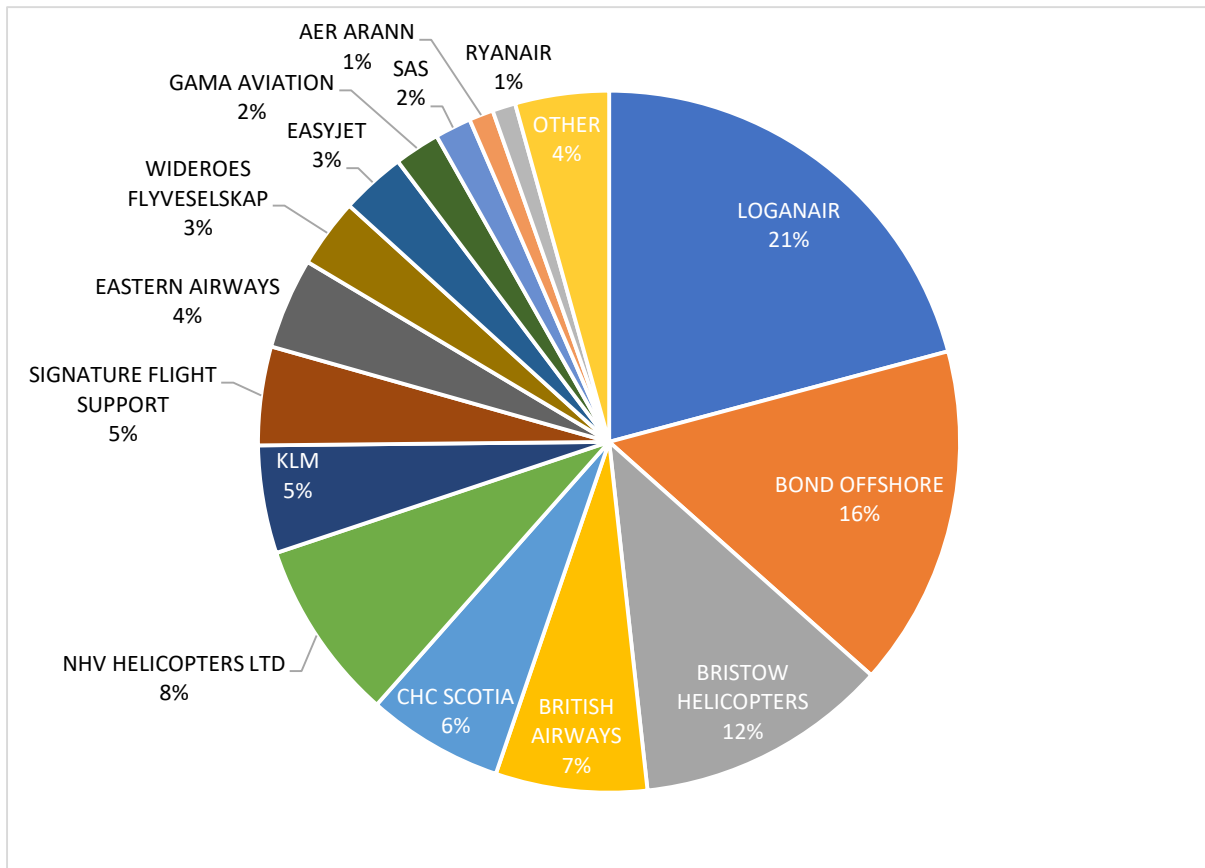


Figure 1 – Percentage split of Air Traffic Movements (ATMs) by operators ('Other' includes any operator with < 700 movements).

Aircraft Movements

AIAL supports passenger flights, commercial helicopters, cargo, general aviation, air ambulance, military, and training flights. Figure 2 shows the number of movements per fixed wing aircraft type in 2025. The EMB-145 accounted for 5828 movements. This is followed by the ATR 72, ATR42, and Jetstream, highlighting the importance of regional flights at AIAL.

During 2025, Aberdeen Airport saw just over 7000 Airbus family movements. Of this, 27.48% were NEO aircraft which have a 50% smaller noise footprint than that of the older CEO variants. This can be broken down into a 25.52% increase in the use of A320NEO and an 8.6% increase in A321 NEO.

Main Aircraft Types By Airline (Fixed Wing)

Loganair – Embraer 145, ATR72, ATR42

British Airways – A319, A320, A321, A320NEO, A321NEO

KLM – Embraer 190, Embraer 190E2, Embraer 170, Boeing 737-800, Boeing 737-700

Wideroës – Dash8 Q400

EasyJet – A319, A320 A320NEO

SAS – Embraer 190, Embraer 190E2, CRJ900

Aer Arann – ATR72

Ryanair – Boeing 737-800MAX, Boeing 737-800

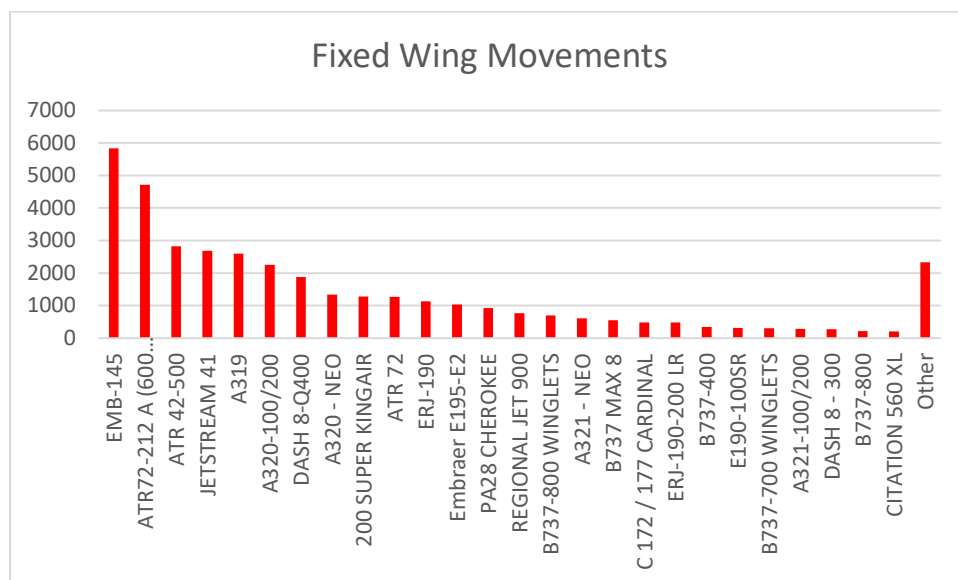


Figure 2 – Number of movements completed by each fixed wing aircraft type ('Other' – all aircraft with < 200 movements).

The helicopter movements were completed using much fewer models of aircraft. Figure 3 highlights the aircraft used, showing the S-92 (one of the larger models – carrying up to 19 passengers) operating over 13500 movements. The H175 was the next most popular type operating just over 9100 times.

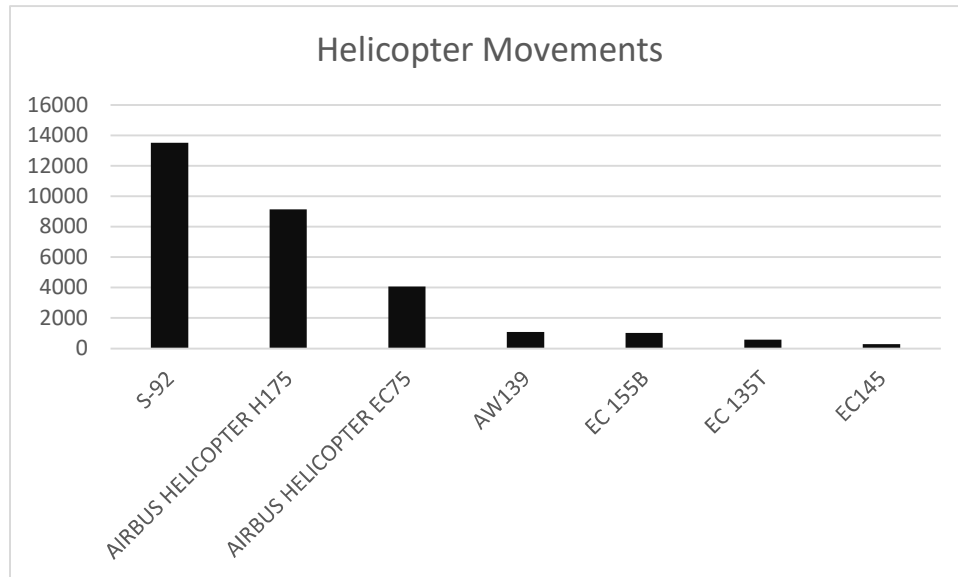


Figure 3 – Number of movements completed by each helicopter type ('Other' – all aircraft with < 100 movements).

Figure 4 shows the monthly ATMs across 2023-2025. The summer months in 2025 were the peak of the year, with a dip towards winter, as is the normal trend.

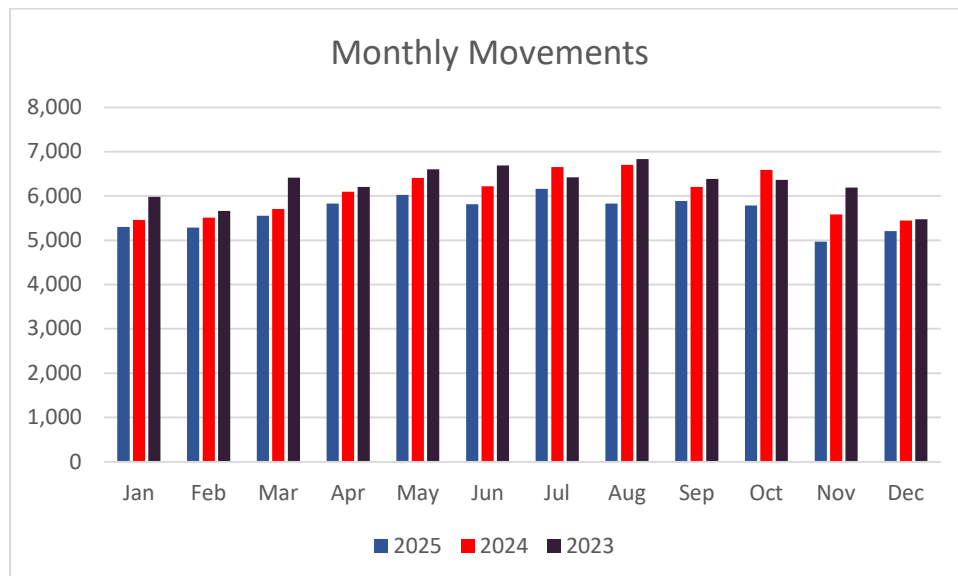


Figure 4 – Monthly aircraft movements from 2022-2025, including fixed-wing and helicopters.

Figure 5 explores the average daily movements per month across 2023, 2024 and 2025. On average there were 13 movements less per day than 2024. Actual daily movement rates do vary around this figure.

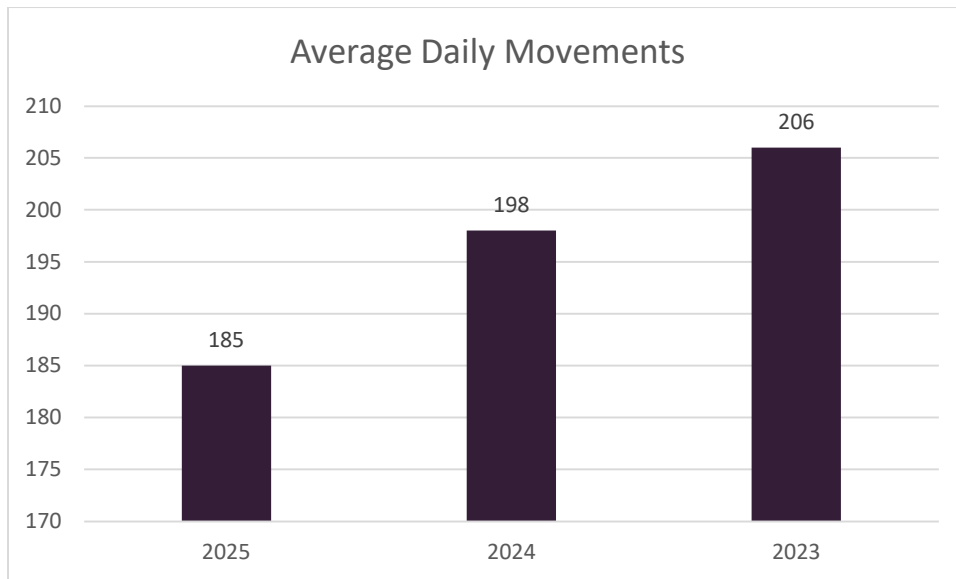


Figure 5 – Average daily aircraft movements in 2023-2025.

AIAL operates 24 hours, 7 days a week, with the busiest time for overall ATMs being between 0900-0959 in 2025. Figure 6 shows the hourly breakdown of ATMs at the airport, including helicopters and fixed wing aircraft. The peak hours mirror previous years. Both fixed wing and helicopter operations tailed off from 1900 towards the end of the day.

Helicopters are not allowed to fly between the hours of 22:30 and 06:00, except for medical and emergency flights. Figure 6 indicates that the number of flights between 2300-0700 (classified as night hours) decreased by 44% in 2025 in comparison to 2024.

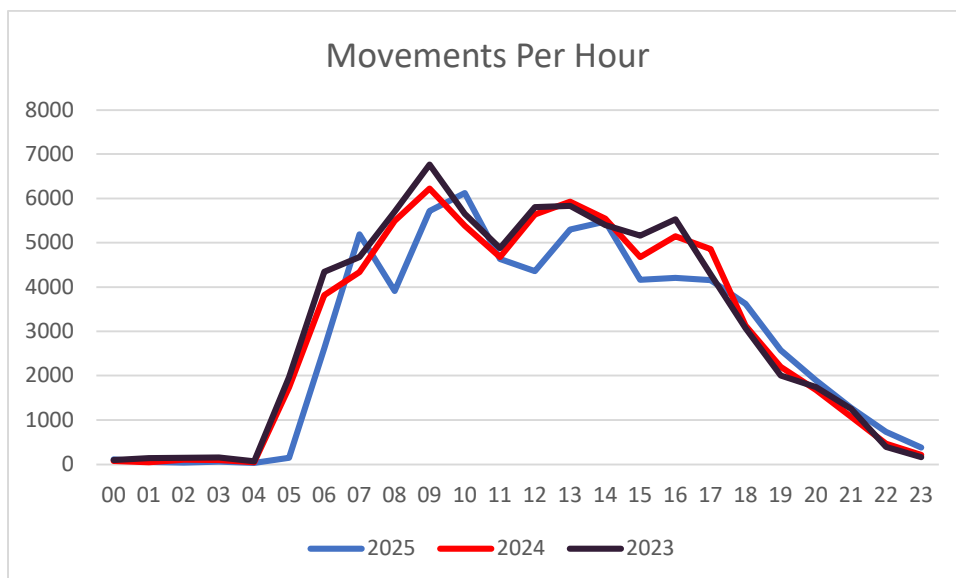


Figure 6 – Total flight movements for 2025 per hour. Including helicopter and fixed wing.

Runway Movements

AIAL has a unique combination of helicopter and fixed wing operations. To ensure the airfield operates effectively and safely, whilst limiting ground running and taxiing time, we operate four runways – fixed wing operate solely on the main runway whilst helicopters arrive and depart on all four.

The main runway 16/34 runs from North-North-West (NNW) to South-South-East (SSE), whilst our other runways run South West to North East (05/23), North West to South East (14/32) and North (36) only. Of these runways, numerous factors can dictate the nature of operations on each. For example, Runway 36 only operates arrival flights to ensure a safe operation due to proximity to buildings and length of the runway. The same rule applies for Runways 23 and 32. The graphs in Figure 7 shows the total movements for each runway in 2025. Runway direction is dictated by wind direction. 60% of operations utilised runway 16 for arrivals/departures and 35% used runway 34. The remaining 5% was split between other runways

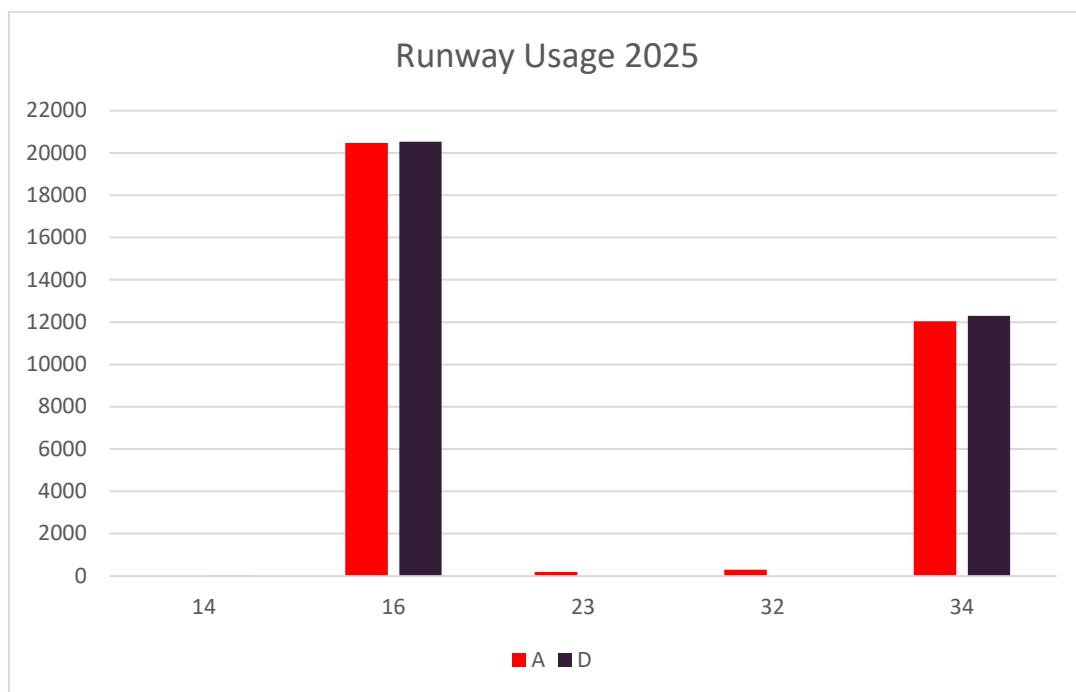


Figure 7 – Runway movements for 2025

Operational Noise Abatement Measures

Continuous Descent and Continuous Climb

Aberdeen International Airport has a continuing effort to mitigate noise disturbance to residents, and as such our aircraft are measured against a noise mitigation procedure called Continuous Descent Approach (CDA) for arriving aircraft and Continuous Climb Departure (CCD) for departing aircraft. CCDs and CDAs are operating techniques used in fixed wing aircraft that deliver environmental and economic benefits – including noise reduction, reduced fuel burn and reduced fuel costs. Air Traffic Control (ATC) facilitate CCD/CDA at AIAL and they aim to maximise these movements as much as possible. CCD/CDA are affected by various factors (e.g., wind, air pressure, weight of aircraft), so may not always be possible. Targets are set for both movements for airlines to achieve.

Figure 8 shows the CCD/CDA performance against targets for the past 3 years. With CCD performing at 97% overall against a target of 90% and CDA performing at 62.5% against a target of 45%. Helicopters, due to the difference in landing-take off cycles, in-flight height profiles and operations, cannot complete CCDs or CDAs. Instead, all operators, in cooperation with ATC, work to mitigate noise and fuel burn on a flight-by-flight basis.

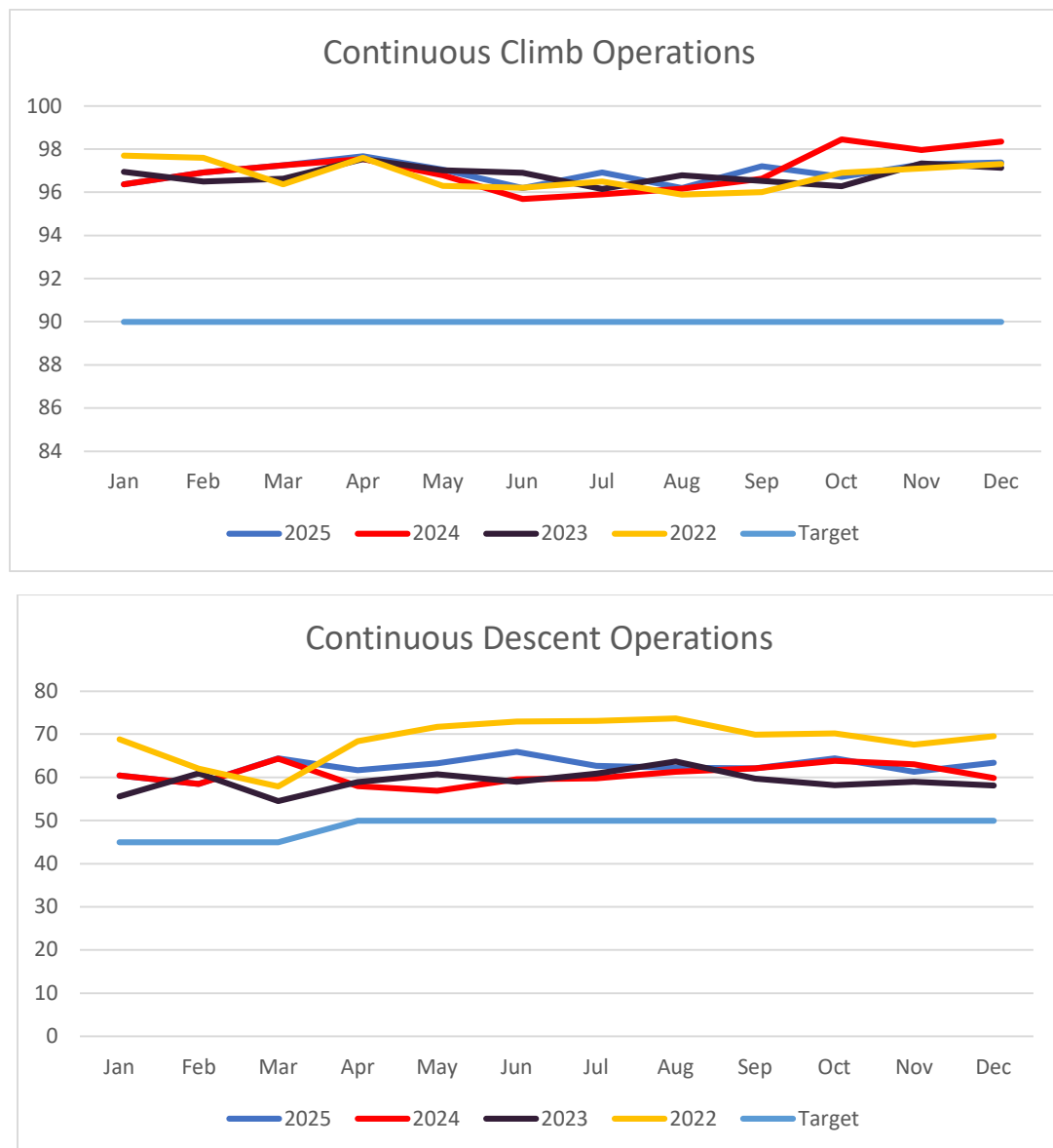


Figure 8 – Continuous climb and descent operations per month, with targets indicated.

Aircraft Engine Testing

Aircraft will routinely test their engines to ensure they are operating correctly. Given the complexity of operations at AIAL, these tests must be requested to Airside Operations and ATC, and include location, duration, and reason for test. The times and locations of engine tests are restricted to ensure noise disturbance is minimised. Engine tests are not permitted between the hours of 22:30-06:00, except in exceptional circumstances, and between 11:00-13:00 local time on a Sunday. All ground idle and start/stop tests are permitted on stands and leased areas on the east apron, whilst high power tests are performed on designated areas, to mitigate noise to nearby residents. Table 1 shows the

number of engine tests completed at AIAL in each quarter, and in what timeframe throughout 2025. There was a total of 323 engine tests completed in 2025, down from just over 350 in 2024, and out of this, 2 tests were completed between 2230-0600. 91% of tests were carried out between 0700-2230.

	0600-0700	0700-2230	2230-0600	Total
Q1 Jan - Mar	3	68	1	72
Q2 Apr - Jun	8	77	1	86
Q3 Jul - Sep	7	86	0	93
Q4 Oct - Dec	9	63	0	72

Table 1 – Time of engine tests completed at AIAL.

Ground Power Units and Auxiliary Power Units

Ground and auxiliary power units constitute a source of noise emission, and therefore the use of these is also restricted and cannot be used out with the times of 06:00-22:30, unless a battery powered Ground Power Unit (GPU) is utilised. Due to the noise emissions, and to reduce the noise impacts to local residents, the use of Auxiliary Power Units (APU) on the east apron is suggested to no more than 45 minutes prior to aircraft departure and no longer than 45 minutes after arrival. Beyond these times a GPU should be utilised. Finally, the use of APU's for maintenance purposes is only permitted where the task cannot be achieved using a GPU.

Helicopter Air Testing

Air tests are maintenance requirements for all helicopters after any form of repair has taken place, be it engine, rotor blades or electronics. The duration, height, speed, and route of each test will vary depending on the item being tested, the weather conditions, air traffic etc. Air test clearances are at approximately 1500ft and these are often conducted on land to avoid the offshore traffic. They can range anywhere between 20 minutes and hours.

Air tests are done sporadically and when required. Tests can be completed once, or they may take place multiple times over multiple days, depending on the nature of the fault. Routine maintenance tests must also be completed after each aircraft has flown a certain number of miles.

There is no requirement at AIAL for these tests to be logged, however, helicopter operators keep this data for maintenance logs and these flights must be completed within commercial helicopter operating hours when and where possible.

Correspondence and Complaints

At AIAL we strive to be a respectful neighbour and addition to the local community and economy. As part of this commitment, we have a dedicated noise action and complaint email inbox which is monitored daily. We endeavour that all complaints will be responded to within five working days. All complaints are tracked, logged and trends reviewed.

Given the complex nature of operations, and the wide variety of complaint types received by the AIAL Noise complaint e-mail, AIAL works very closely with ATC and helicopter operators when resolving them. The noise complaint mailbox deal with all noise and disturbance related complaints, from both fixed wing and helicopter operations, rather than delegating to specific operators per complaint. Not only does this ensure we have a full understanding of all complaints, but it ensures continuity and quality of response and solutions every time.

A total of 29 complaints were received in 2025, this was a 42% decrease compared to 2024. Figure 9 shows the trend of complaints from 2023-2025. The month with the highest number of complaints in 2025 was October, receiving 11 complaints.

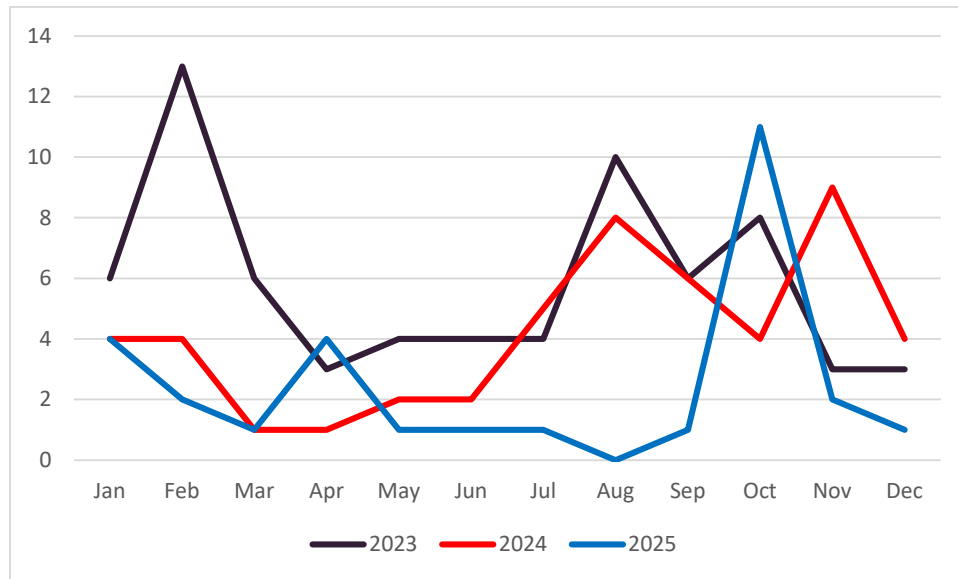


Figure 9 – Number of complaints received each month from 2023-2025

The area that noise complaints ranges across the city and shire. Figure 10 shows the main locations noise complaints came from. The area with the most complaints was Dyce, accounting for 52% of all complaints. Bridge of Don (10%) and Potterton (10%) were the next largest areas.

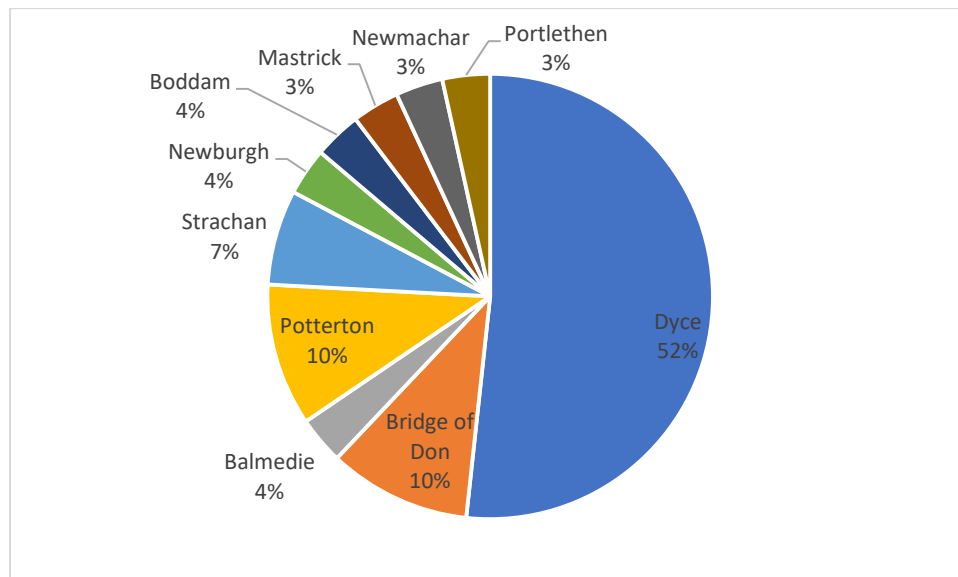


Figure 10 – Percent complaints received from each area

To better understand the cause of complaints, each complaint received is broken down into either 'fixed wing', 'helicopter' or 'other' as a noise type. This gives a quick show of what is causing most noise complaints. In 2025, 15 complaints were attributed to helicopters and 9 to fixed wing aircraft. The 'other' category included complaints related to noise sources from ground operations, such as APU usage, engine testing, and emergency operations. Figure 11 shows the breakdown.

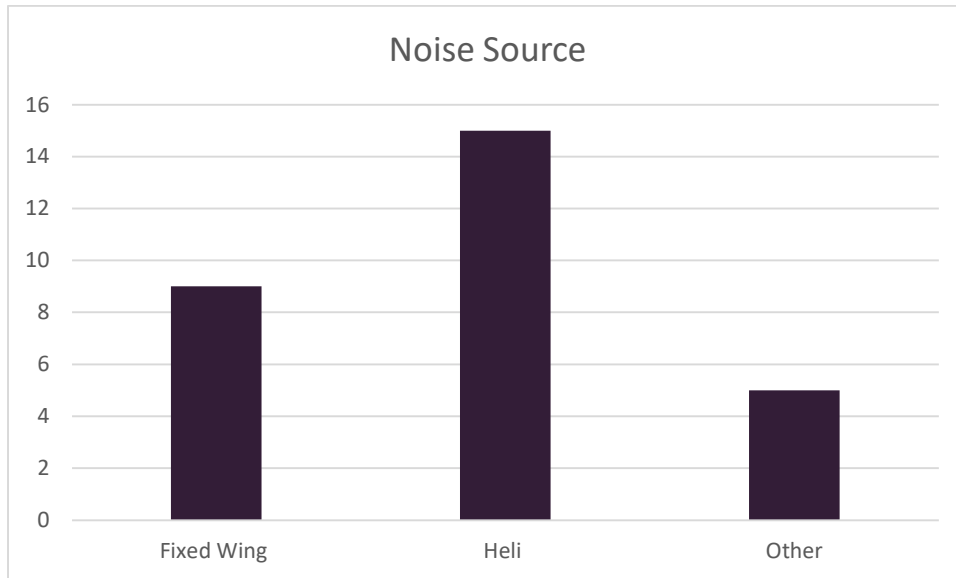


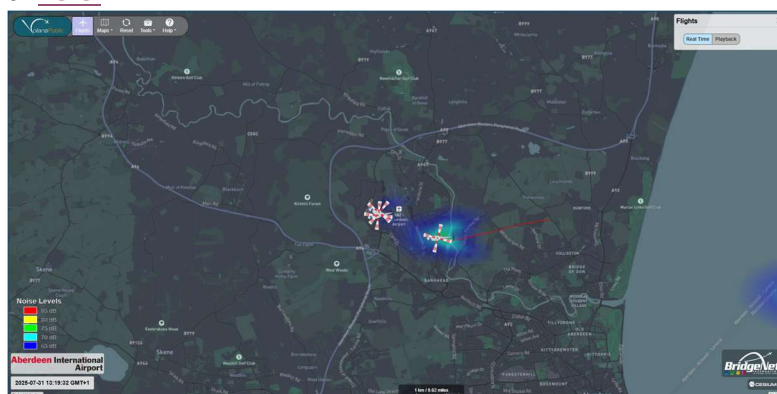
Figure 11 – Monthly breakdown of noise type for each complaint

Flight Tracking Portal

Aberdeen International Airport introduced an enhanced flight tracking system which will help local communities monitor aircraft movements and provide transparency around aircraft operations.

The Flight Tracking Portal delivers a near live 3D visualisation of every flight and aircraft type operating to and from the airport. Residents who may wish to know more about the aircraft operating in the skies above their homes are now able to use the portal to track each flight and its modelled noise footprint throughout its journey.

The portal also includes enhanced features such as a play-back function to allow users to track a flight from a specific date and time. There are also three separate 3D viewing positions, including one which presents a representation from within the cockpit of the aircraft being tracked. To view the Flight Tracking Portal click [here](#).



Community Liaison

Aberdeen International Airport Consultative Committee

AIAL hosts the Aberdeen International Airport Consultative Committee (AIACC) – a regular, independent forum for the management of the airport to discuss matters related to the airport operations and developments with a range of representatives of the wider Aberdeen City and Shire communities. Meetings are held quarterly, and noise is a standing agenda item for each meeting. More information about the AIACC can be found on our website : [Airport Consultative Committee | Aberdeen Airport](#).

ABZ Noise Working Group

All at AIAL work to understand and improve noise impact of airport activities. AIAL understands the unique operations they have at the airport and the impact this may have on surrounding communities. As a result, AIAL has an internal noise Working Group, with representatives from AIAL, ATC and all four helicopter operators. This group communicates quarterly, highlighting any areas of concern from any recent noise complaints.

Noise Insulation Policy

The Noise Insulation Grant Scheme (NIS) has been established by Aberdeen International Airport to provide an opportunity for eligible properties to apply for a noise insulation grant. The NIS reflects our aim to be respectful of the local community and our impact on people who live and learn in close proximity to the Airport.

Following our consultation on our amended Noise Action Plan 2024-2028, Aberdeen International Airport have lowered the eligibility contour meaning that all properties within the 60dB contour will be eligible to apply for a grant for acoustic insulation. The 60dB contour is based on movements within a defined 92 day period in the Summer and it considers average noise over a 16 hour operational day. The scheme will launch in 2026 based on contours from summer 2025. More information will be provided on our website [here](#) . The contours can also be found in Appendix A.

The management of the NIS is overseen by an independent management committee made up of airport managers and representatives of the local communities, known as the Airport Consultative Committee (ACC). For further information on the scheme see our [dedicated web page](#)

The Noise Insulation Scheme will launch in 2026.

Noise Action Plan 2024 - 2028

Aberdeen International Airport 2024-2028 Noise Action Plan	
NAP Commitment	Progress
Community Engagement	
We will continue to operate our Noise Working Group which contains representatives from Aberdeen International Airport, Air Traffic Control and all helicopter operators. The Noise Working Group meets regularly to highlight areas of concern and share best practice to reduce noise.	Meeting ongoing and reviews a number of noise metrics and operational procedures. Noise concerns are also discussed on an adhoc basis with operators and any airspace/noise issues are raised at the Flight Ops Performance Safety Committee.
We will continue to publish an Annual Noise Report which will be available on our website and contain: • statistics on the number, type and time of day of aircraft and helicopter movements; • adherence to Continuous Descent Approach (CDA) and Continuous Climb Departure (CCD) targets; • number and timing of engine test runs; • statistics on noise complaints; • information on the Consultative Committee and Noise Working Group; and • progress against actions in this Noise Action Plan	This report is published on an annual basis and includes all information prescribed. Data included follows guidance on "Transparency about airspace use and aircraft movements," in CAP1616 and the Air Navigation Guidance
We will undertake a review of the contents of our Annual Noise Reports, in consultation with local stakeholders, to ensure that the report provides clear and useful information that is valuable to our local communities.	Once this report is published, feedback will be sought annually from the Airport Consultative Committee
Following consultation feedback, we will add the following to our Annual Noise Reports: • 92-day summer average daytime and night-time noise contours from the previous summer; and • data on off-track occurrences.	The 92 day contours are shown at Annex A. As Aberdeen does not have published Noise Abatement Procedures, we will include data and analysis on complaints received.
We will update our noise webpage with information on key noise initiatives and strategies.	Our webpage is updated on a regular basis to include new and updated information as and when required. This report is also published on the website.
We will present key noise issues and report on our progress against this Noise Action Plan to the Aberdeen International Airport Consultative Committee and Noise Working Group as appropriate	The Consultative Committee meets 3 times per year and updates are included as part of our regular noise update on the agenda.

NAP Commitment	Progress
We will upgrade our complaints and enquiries process with a new system that will allow improved analysis of trends. This will be used in combination with our noise and track-keeping system to investigate any complaints related to off-track infringements. We will continue to operate a dedicated online noise complaint system. We will log all complaints and seek to respond to all complaints and enquiries within 5 working days. We will publish complaint statistics in the Annual Noise Report and to the Airport Consultative Committee.	All complaints are recorded, collated and analysed to identify emerging trends. Noise complaints can be submitted through the webform available at aberdeenairport.com/noise, which links directly to the airport's complaint handling system. We regularly review our procedures to ensure compliance with our five-day response target. Every complaint receives a bespoke response, with additional investigations and follow-up engagement with operators undertaken where required
We will review the accessibility of our complaint system and introduce new ways to contact us with complaints if required.	No feedback has been received around complexities associated with logging complaints. This will remain under review
We will monitor how communities feel about our aircraft track visualisation modelling software and strive to increase the number of users	Feedback sought via our established Airport Consultative Committee upon initial implementation and also on an ad-hoc, ongoing basis.
We will continue to use our Propeller Fund to provide financial support to community groups and charities that are committed to improving the opportunities, facilities and services available to local people most affected by the airport.	Propeller fund is available and applicants may go to the website to find details on how to apply - https://www.aberdeenairport.com/about-us/community-matters/abz-propeller-fund/
Reduction of Noise At Source	
We will continue to operate a differential landing charge system during the night whereby quieter aircraft receive discounted charges, providing a financial incentive for airlines to adopt quieter aircraft.	Ongoing and subject to yearly review as part of Conditions of Use
We will undertake a review of our differential landing charges and other methods of incentivisation to determine if it would be viable to introduce additional measures at Aberdeen International Airport.	Aberdeen Airport's Conditions of Use include differential landing charges for Chapter 3 aircraft. Aircraft classified as Chapter 3 High are subject to a 50% surcharge on landing fees. In addition, aircraft that do not meet a minimum Chapter 4 noise standard are prohibited from operating between 23:00 and 06:00.
As part of AGS group we will work with our partners in Sustainable Aviation to achieve the visionary noise goals of FlightPath 2050 which seek to achieve a 65% reduction in perceived noise, or 15dB, from aircraft by 2050 compared to 2000.	AGS is an active member of Sustainable Aviation and we have representation on all 3 pillars - Smarter, Quieter and Cleaner. AGS also has representation on Sustainable Aviation Scotland.

NAP Commitment	Progress
We will support the development of Sustainable Aviation's updated Noise Roadmap and will encourage the development of electric and hybrid electric aircraft and consider the noise implications of future aircraft technology.	The Noise Roadmap was published in Q1 2025
We will continue to enforce our policy on aircraft test runs. We will investigate any complaints received from ground running activity and revisit our policies if appropriate.	All ground runs are monitored and numbers are reported in this report. 2025 vs 2024 has seen a reduction in the amount of ground runs.
We will undertake noise monitoring of engine ground running to better understand its potential impact on our closest neighbours. We will use the information for this monitoring to review our ground running policies and investigate potential further control measures.	A scoping exercise will be completed during 2026 to determine the focus of the study. In light of the absence of complaints specifically concerning maintenance ground runs, consideration will be given to expanding the study to encompass wider noise management issues.
We will replace diesel powered ground power units (GPUs) with fixed electrical ground power (FEGP) at the terminal stands to allow aircraft to take electricity directly from the local grid, helping to reduce noise by limiting the amount of time that aircraft will need to run their engines at stands.	This is an ongoing project due to the infrastructure requirements and forms part of our masterplan to fit more stands with FEGP. We continue to monitor usage and will fit into our wider energy usage strategy.
We work with our airlines to encourage and assist them in to undertake reduced engine use for taxiing and towing to reduce noise emissions from aircraft on the airfield.	A benchmarking study was undertaken in 2024 and will be used to inform ongoing engagement with airlines to track progress and promote best practice. Given the clear benefits associated with reduced-engine taxiing, we will continue to work with ATC and airline operators to identify and resolve any operational barriers to its adoption.
Noise Abatement Operational Procedures	
We will use our new aircraft track keeping systems to proactively monitor fixed wing aircraft routing and any off-track occurrences. We will use this data in discussion with airlines to identify any issues with off-track occurrences that can be resolved. We will implement a process for fining airlines for off-track occurrences and distribute fines to the Propeller Fund.	This work remains ongoing, supported by a track-keeping system that allows comprehensive analysis of aircraft flight paths and operational performance. We work collaboratively with airlines and operators to investigate noise complaints, reviewing relevant flight data and operational information to determine the cause of reported issues and assess any appropriate follow-up actions. The potential introduction of a financial penalty regime within the Airport's Conditions of Use will be explored during the next available review.

NAP Commitment	Progress
We will continue to implement best practice on aircraft noise management according to guidance that was published by the Independent Commission on Civil Aviation Noise whilst the commission was still active. We will review and implement any future best practice guidance issued by the Civil Aviation Authority where appropriate.	AGS is part of multiple forums including Sustainable Aviation and Airport Council International Noise Task Force so we will continue to understand best practice from other airports and industry. We have already enhanced our Noise Insulation Scheme to go above and beyond what legislation requires.
We will continue with our Airspace Change Proposal. As part of this we will continue to assess the noise impacts of any proposed changes, in line with the CAA's Airspace Change Process and our agreed airspace design principles.	Aberdeen Airport is proposing to implement a new instrument approach into the main runway. It will mirror the flight paths taken by aircraft utilising the Instrument Landing System so there will be no changes to tracks over the ground. Implementation is planned for Q4 2026 after going through the CAA ACP process.
We will promote adherence to the Arrivals Code of Practice (ACOP) and in particular the achievement of Continuous Descent Approaches (CDA) and Continuous Climb Departure and (CCD) targets where possible through forums such as Flight Ops Safety Committee (FLOPSC) and other communication events. We will monitor and report compliance with these targets in the Annual Noise Report.	Discussions take place at airport and airline engagement sessions to promote both practices. Data is presented in this report which shows an improvement in adherence.
We will continue to annually monitor night-time aircraft noise in accordance with the Night Period Noise Management Plan as agreed with Aberdeen City Council in our Section 75 agreement.	Studies are carried out annually and submitted to Aberdeen City Council
We are undertaking a review of the Night Period Noise Management Plan in collaboration with the Council to determine whether it would be appropriate to update the noise controls and noise monitoring in line with the latest aircraft noise technology improvements.	This study is planned for 2026. It will review the past 10 years of monitoring activity, identify trends and will suggest any amendments to the management plan.

NAP Commitment	Progress
Land Use Planning and Management	
We will actively contribute to improving aircraft noise information in local planning policy and seek to influence policy where appropriate. We will encourage the use of good acoustic design to avoid and minimise adverse impacts arising from the development of new noise sensitive buildings and encourage the adoption of the principles advocated by the Professional Practice Guidance: Planning & Noise – New Residential Development.	Ongoing through our established aerodrome safeguarding process
We will continue to implement our current Noise Insulation Policy to mitigate noise for residents and noise sensitive buildings most affected by aircraft noise in line with current aviation noise policy.	Scheme to be launched in 2026 and will consider the 60dB contour which goes above and beyond policy.
We will extend our residential Noise Insulation Policy to mitigate noise for a greater number of residents most affected by aircraft noise, going beyond current aviation noise policy.	Scheme to be launched in 2026 and will consider the 60dB contour which goes above and beyond policy.
Operating Restrictions	
Our Noise Action Plan is consistent with the ICAO Balanced Approach and The Airports (Noise-related Operating Restrictions) (Scotland) Regulations 2019, which requires operating restrictions to be considered only after other measures of the Balanced Approach have been exhausted and only where it is cost effective to do so. We will continually review the effectiveness of our mitigation measures in the context of the balanced approach to ensure that mitigation is considered in a consistent way with a view to addressing noise impacts in the most cost-effective way.	This is continually under review.

Appendix A: 2025 Average Summer Day Noise Contours

