

**Aberdeen International
Airport**

Annual Noise Report 2024



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Air Traffic Statistics

2024 Summary

Through 2024 Aberdeen International Airport Limited (AIAL) facilitated 2,335,838 passengers across 72,561 aircraft movements. This includes passengers both arriving and departing from commercial, private, and chartered flights. Passenger numbers increased by 1.4% compared to 2023. Aircraft movements reduced slightly in 2024, compared to 2023. Of the 2,335,838 million passengers in 2024, 352,406 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 2024, excluding operators that had less than 1000 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 five operators. Helicopters made up 38.8% of all movements at AIAL, with the remaining movements from fixed wing operations.

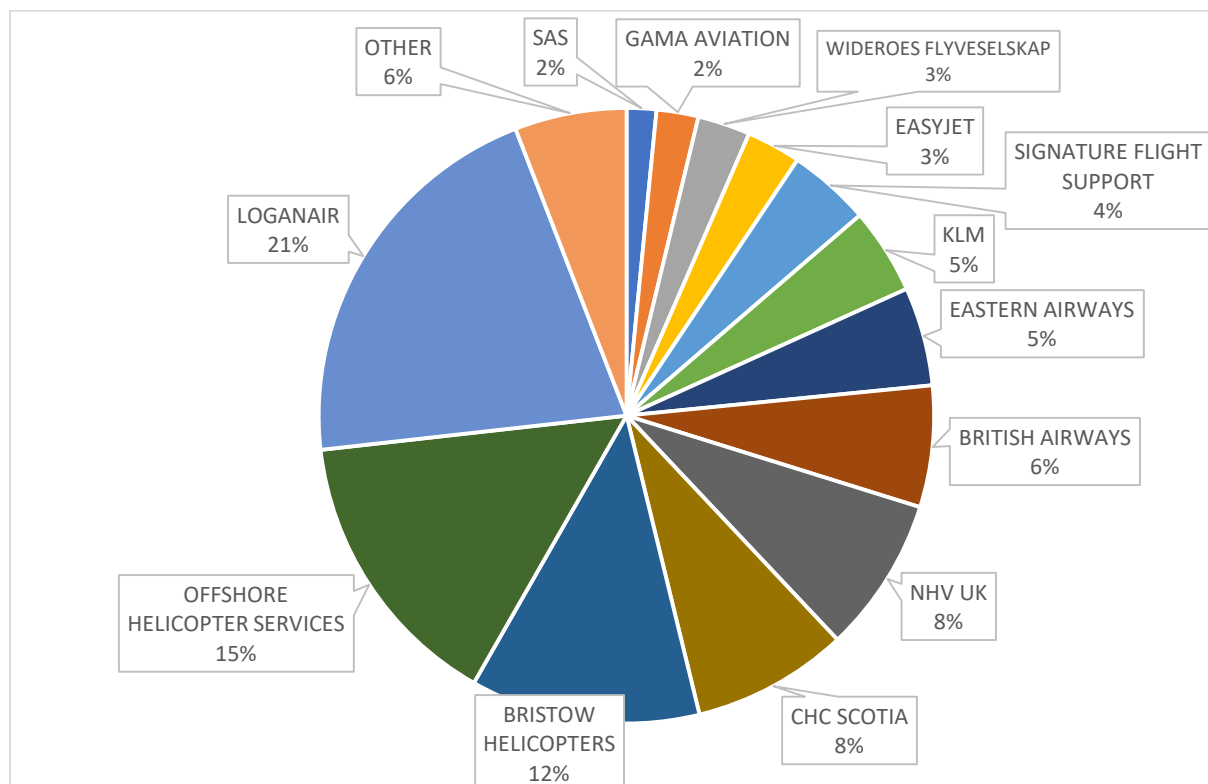


Figure 1 – Percentage split of Air Traffic Movements (ATMs) by operators ('Other' includes any operator with < 1000 movements).

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 2024. The EMB-145 accounted for 9% of all fixed wing movements. This is followed by the ATR 72, Jetstream 41, and ATR 42, highlighting the importance of regional flights at AIAL.

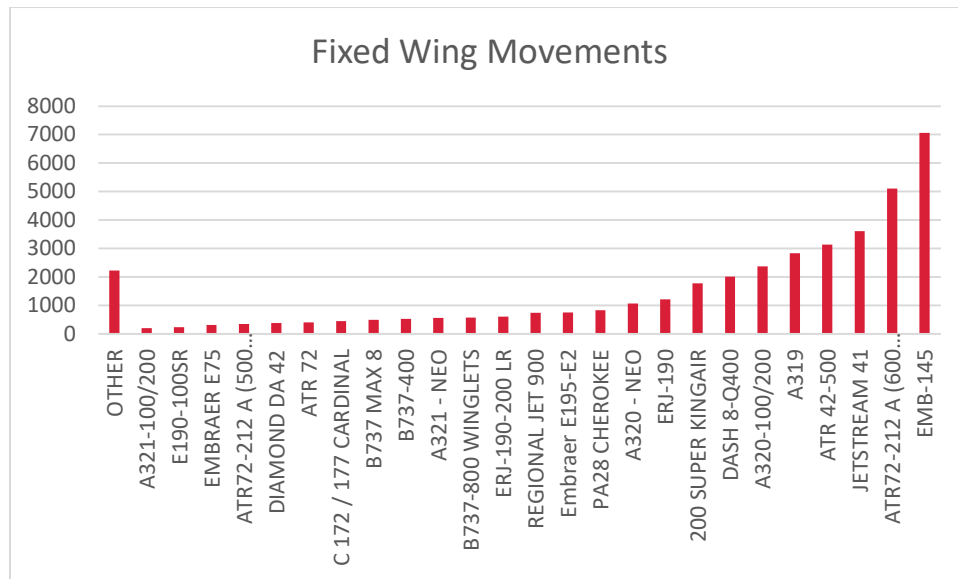


Figure 2 – Number of movements completed by each fixed wing aircraft type ('Other' – all aircraft with < 200 movements).

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 16000 movements. The H175 was the next most popular type operating just over 9300 times.

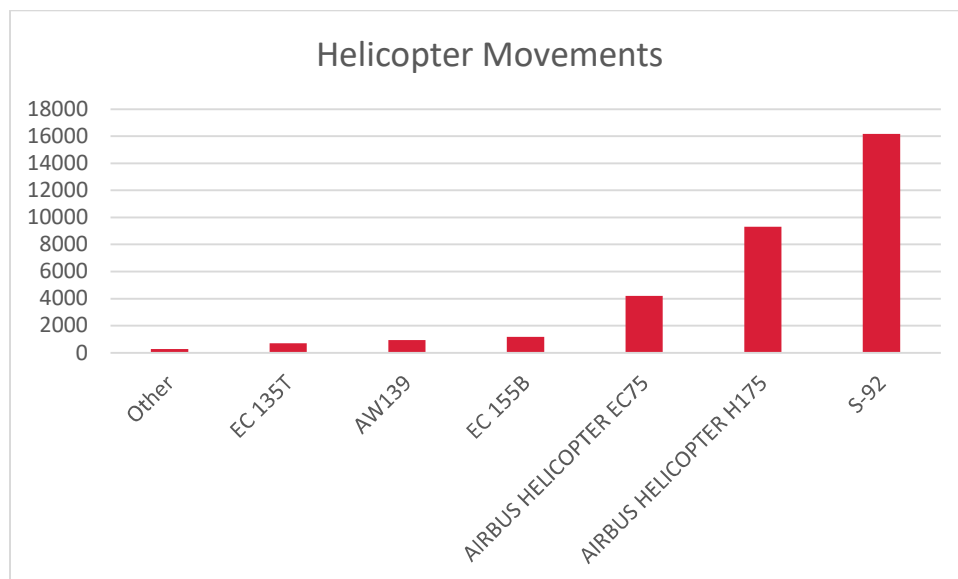


Figure 3 – Number of movements completed by each helicopter type ('Other' – all aircraft with < 100 movements).

Figure 4 shows the monthly ATMs across 2022-2024. The summer months in 2024 were the peak of the year, with a dip towards winter, as is the normal trend. October 2024 was the only month in 2024 which was busier than the same period in 2023.

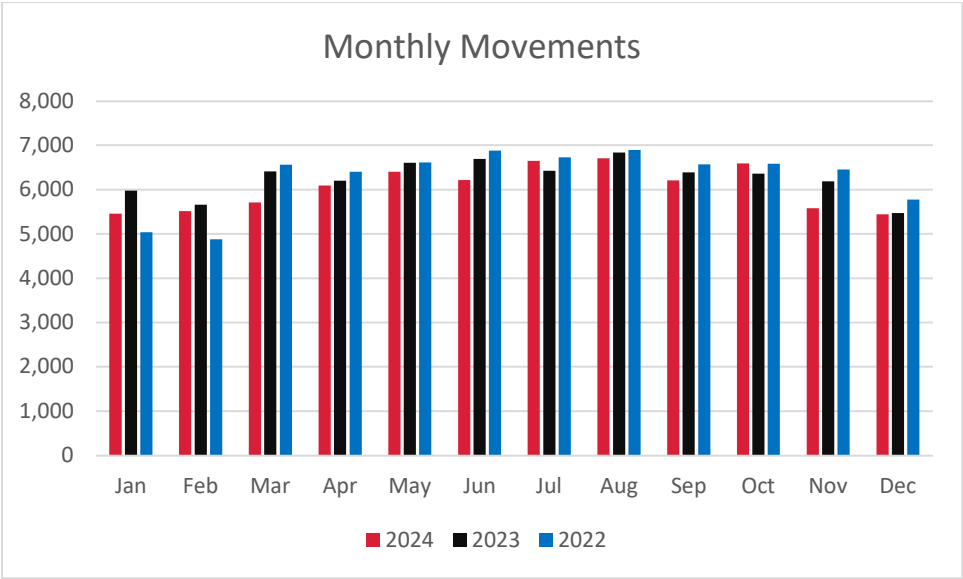


Figure 4 – Monthly aircraft movements from 2022-2024, includig fixed-wing and helicopters.

Figure 5 explores the average daily movements per month across 2022, 2023 and 2024. On average there were 8 movements less per day than 2023.

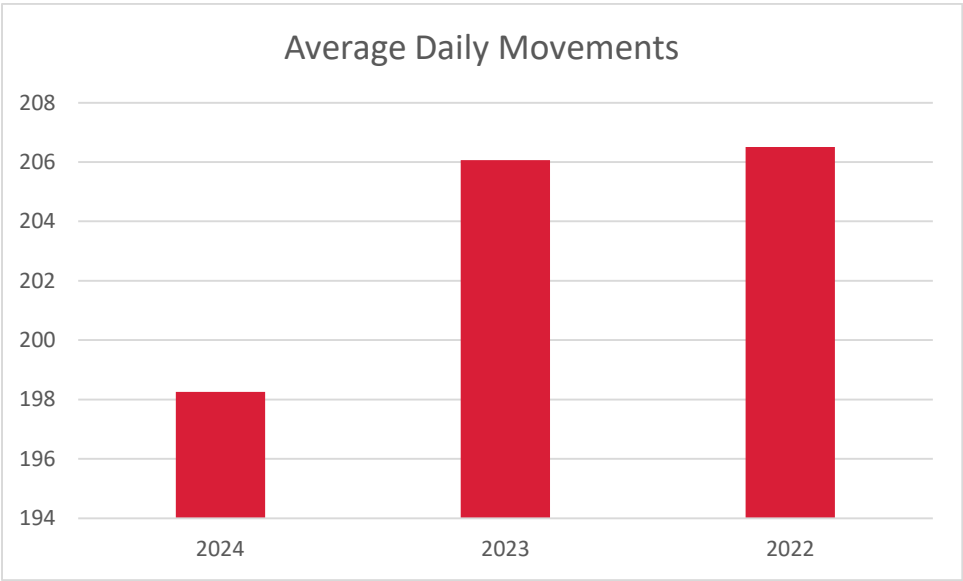


Figure 5 – Average daily aircraft movements in 2022-2024.

AIAL operates 24 hours, 7 days a week, with the busiest time for overall ATMs being between 0900-0959 in 2024. Figure 6 shows the hourly breakdown of ATMs at the airport, including helicopters and fixed wing aircraft. The peak hours for fixed wing movements were 0800-0959 and 1200-1359. 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 13.8% in 2024.

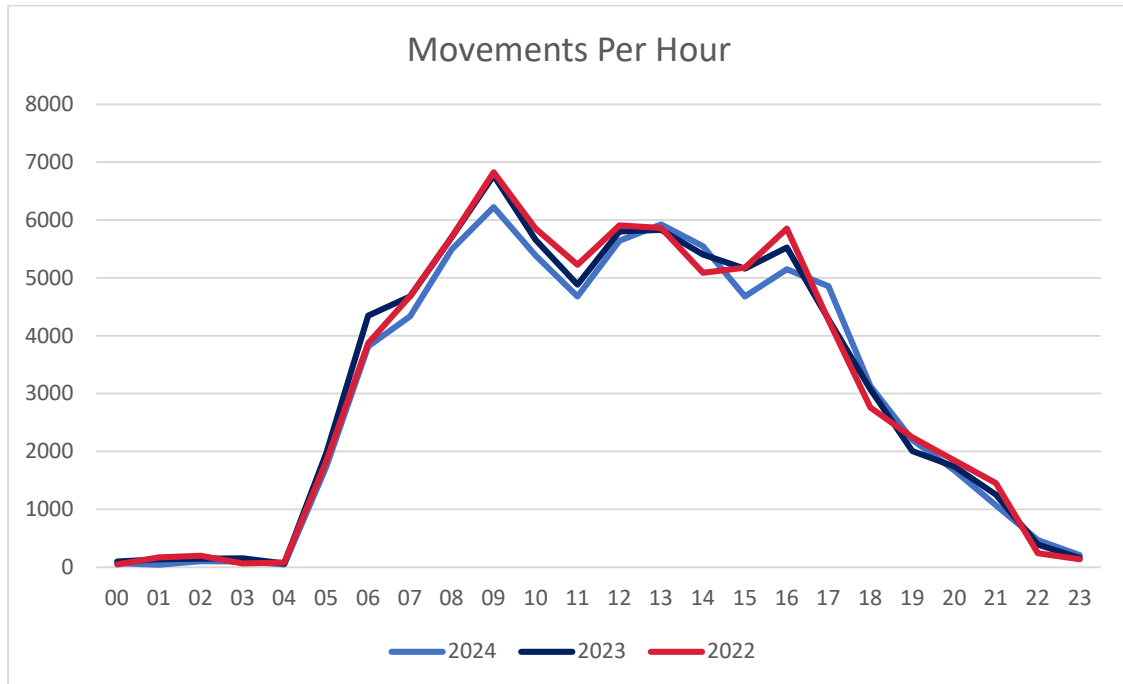


Figure 6 – Total flight movements for 2023 per hour. Including helicopter and fixed wing.

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 2024 (H denotes helicopter movements). Runway 16 had 51.6% of all movements from 2024, and Runway 34 had 39.9% of all movements. The remaining movements were mostly on Runway 23 and 32. There were only 7 movements split across runway 05 and 36. The split between runway usage is dependent on the prevailing weather conditions on each day.

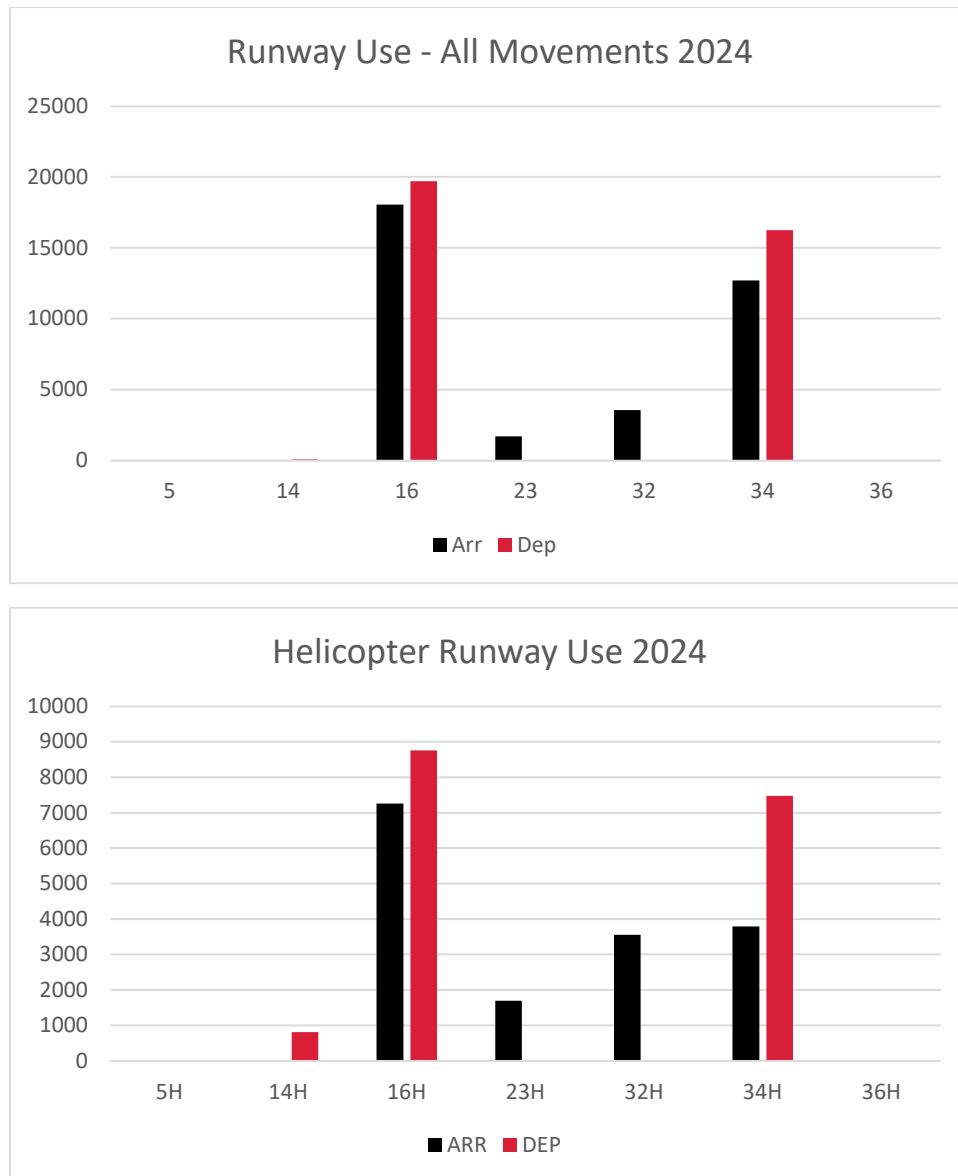


Figure 7 – Runway movements for 2024 split out by all ops and solely heli ops.

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 61% 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.

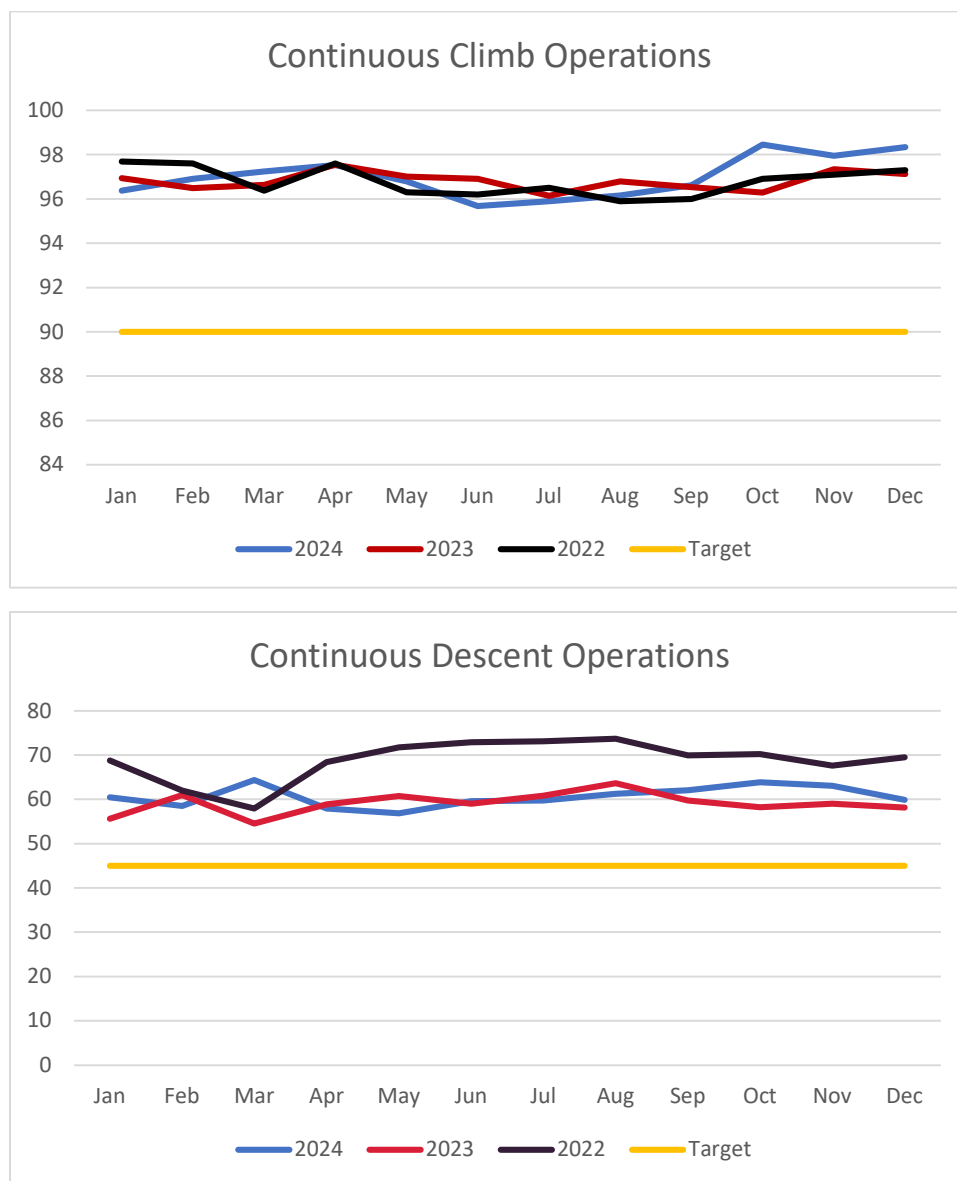


Figure 8 – Continuous climb and descent operations per month, with targets indicated.

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 2024. There was a total of 352 engine tests completed in 2024, down from just over 400 in 2023, and out of

this, 5 tests were completed between 2230-0600. Only 4.5% of all tests were completed within the first hour of unrestricted time during 2024.

	0600-0700	0700-2230	2230-0600	Total
Q1 Jan - Mar	5	90	2	97
Q2 Apr - Jun	6	97	2	105
Q3 Jul - Sep	2	82	0	84
Q4 Oct - Dec	3	62	1	66

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 50 complaints were received in 2024, this was an 28.5% decrease compared to 2023. Figure 9 shows the trend of complaints from 2022-2024. The month with the highest number of complaints in 2024 was November, receiving 9 complaints. The lowest months were March, April and May.

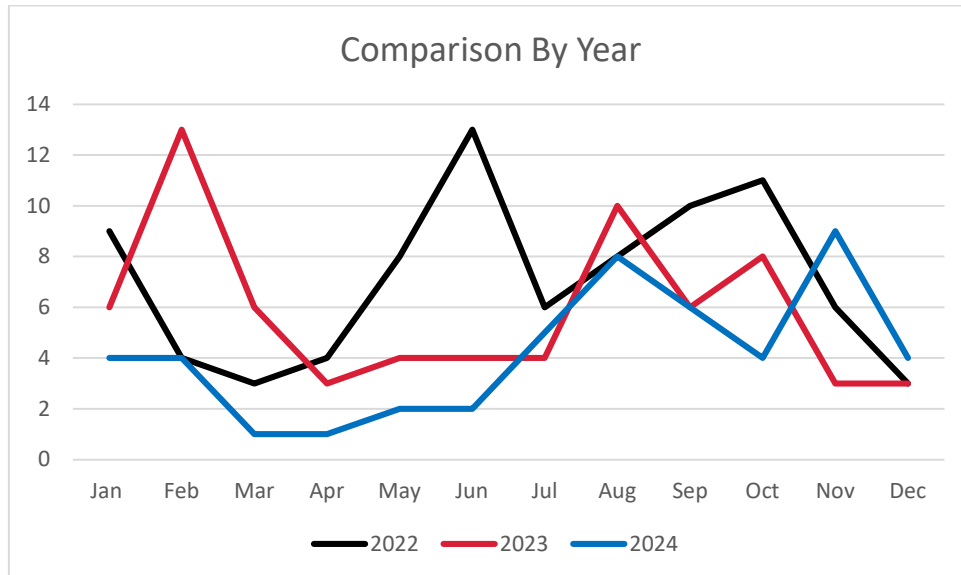


Figure 9 – Number of complaints received each month from 2022-2024

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 44% of all complaints. Bridge of Don (14%) and Rubislaw (10%) were the next largest areas. These three areas are all either adjacent or close to the airfield/flight path so will be most susceptible to potential noise from operations.

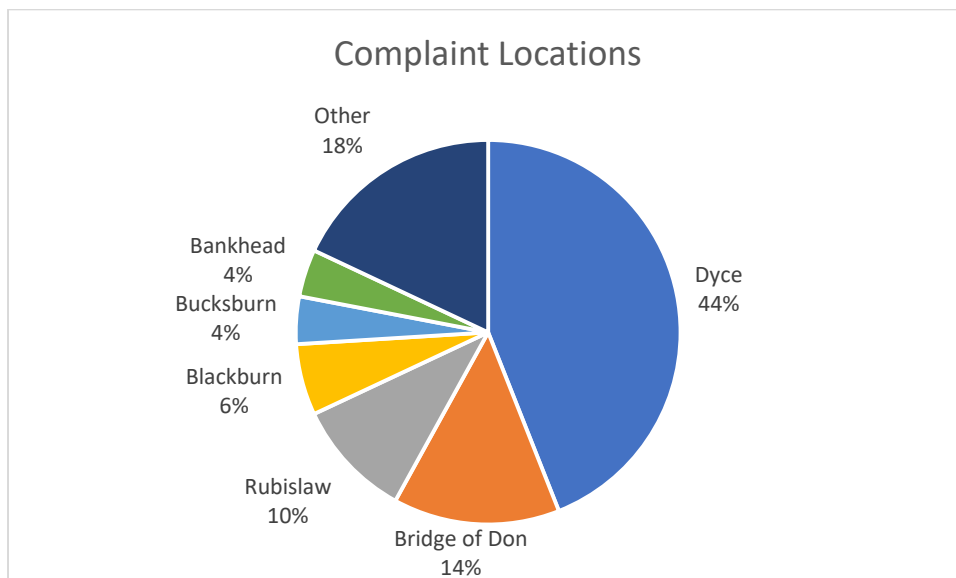


Figure 10 – Percent complaints received from each area ('Other' includes locations with less than 2 complaints).'

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 2024, 56% of complaints were attributed to helicopters and 16% 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.

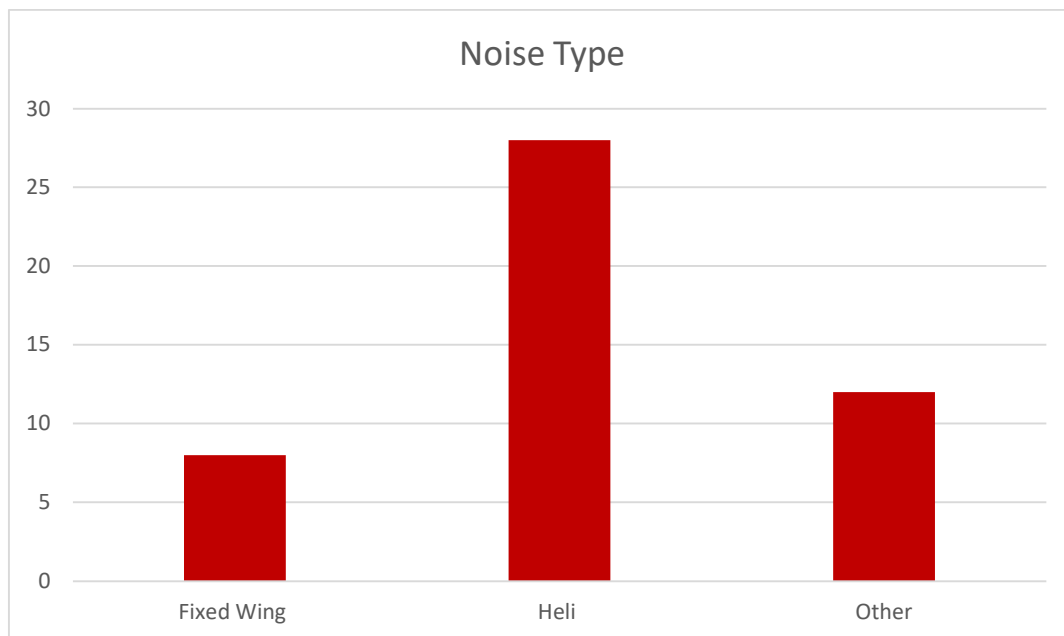


Figure 11 – Monthly breakdown of noise type for each complaint

Flight Tracking Portal

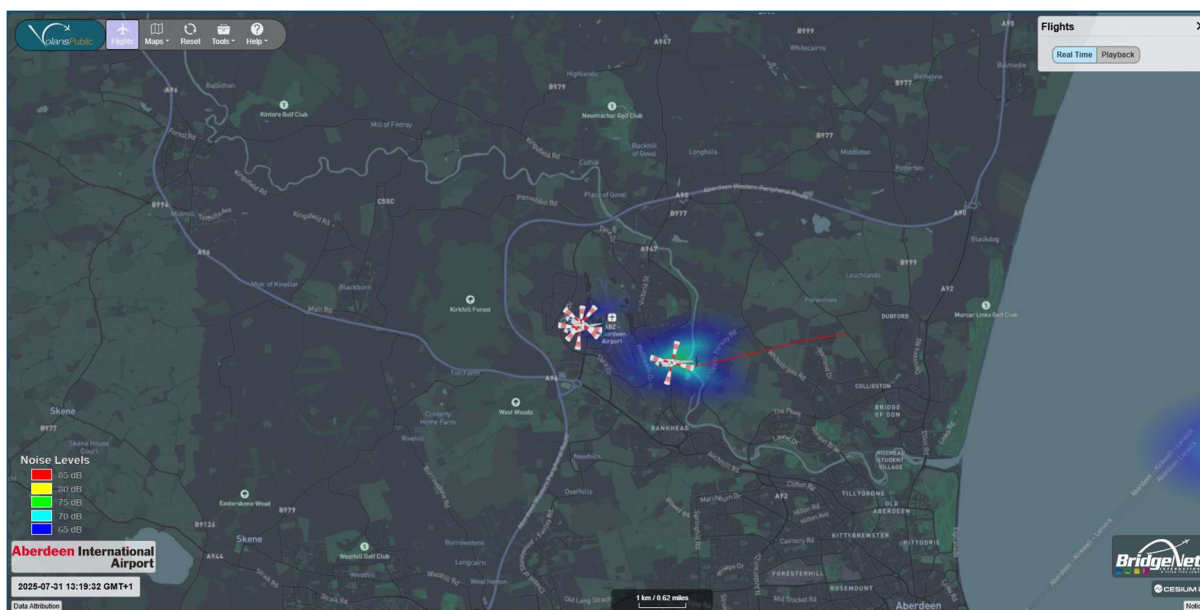
Aberdeen International Airport introduced an enhanced flight tracking system which will help local communities monitor aircraft movements and provide transparency around aircraft operations.

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.

As well as being utilised by a number of other UK airports, Volans is also licensed by air traffic control providers NATS for use by the Airspace Change Organising Group (ACOG).

Globally, Volans is also used by the US Federal Aviation Administration (FAA) as the key visualisation tool for all Airspace Change, Outreach and Consultation projects, and by major US Airports such as San Francisco, Los Angeles, Chicago O'Hare/Midway Airports and by air traffic organisations worldwide such as NavCanada and Air Services Australia. 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 next scheme will launch in 2025 based on contours from summer 2024. 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](#)

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.
We will continue to publish an Annual Noise Report which will be available on our website and contain: <ul style="list-style-type: none"> • 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
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 from the Airport Consultative Committee
Following consultation feedback, we will add the following to our Annual Noise Reports: <ul style="list-style-type: none"> • 92-day summer average daytime and night-time noise contours from the previous summer; and • data on off-track occurrences. 	For implementation in 2025 report due for publication in 2026
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 when required.
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 noise update

<p>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.</p> <p>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.</p>	<p>Complaints are collated and analysed to identify any trends. Complaints may fill out a webform on aberdeenairport.com/noise and this links in with complaint email system. We continually review our processes to ensure they allow a 5 day response time.</p>
<p>We will review the accessibility of our complaint system and introduce new ways to contact us with complaints if required.</p>	<p>No feedback has been received around complexities associated with logging complaints. This will remain under review</p>
<p>We will monitor how communities feel about our aircraft track visualisation modelling software and strive to increase the number of users</p>	<p>Feedback sought via our established Airport Consultative Committee</p>
<p>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.</p>	<p>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/</p>
Reduction of Noise At Source	
<p>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.</p>	<p>Ongoing and subject to yearly review as part of Conditions of Use</p>
<p>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.</p>	<p>This will take place during 2025</p>
<p>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.</p>	<p>AGS is an active member of Sustainable Aviation and we have representation on all 3 pillars - Communications, Quieter and Cleaner.</p>
<p>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.</p>	<p>The Noise Roadmap was published in Q1 2025</p>
<p>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.</p>	<p>All ground runs are monitored and numbers are reported in this report.</p>

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 take place during 2025
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 carried out in 2024 and we will work with our airlines to understand and monitor progress.
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 is ongoing and our track keeping system allows full analysis of aircraft tracks. A fining process will be implemented into our Conditions of Use following the next review.
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.	This work is ongoing with further progress to be made in 2025

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.	Review ongoing in 2025
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 2025 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 2025 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: 2024 Average Summer Day Noise Contours

