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General Information

Location: Edinburgh Gbr
IATA Code: EDI
Lat/Long: N55° 57.0' W003° 22.3'
Elevation: 136 ft

Airport Use: Public
Magnetic Variation: 3.2°W

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0358 Z
Sunset: 2042 Z,

Runway Information

Runway: 06
Length x Width: 8386 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 110 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 696 ft
Stopway: 197 ft

Runway: 12
Length x Width: 5896 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 102 ft
Lighting: Edge, ALS

Runway: 24
Length x Width: 8386 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 100 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 676 ft
Stopway: 197 ft

Runway: 30
Length x Width: 5896 ft x 151 ft
Surface Type: asphalt

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TDZ-Elev: 134 ft
Lighting: Edge, ALS
Displaced Threshold: 197 ft

Communication Information

ATIS 131.35
Edinburgh Ground Tower 121.75
Edinburgh Tower 118.7
Edinburgh Approach Control 121.2
Edinburgh Radar 128.975
Edinburgh Radar 121.2

1. GENERAL

1.1. ATIS

ATIS 131.35

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures are to be strictly adhered to, but may at any time be departed from to the extent necessary for avoiding immediate danger.
Any ACFT using the aerodrome shall be operated in such a way that it will not cause a noise reading of more than 94 dBA L_{max} by day (0600-2330LT) or 87 dBA L_{max} by night (2330-0600LT) at the relevant noise monitoring terminal(s); the measured noise reading for the event will be taken as the highest recorded at any single noise monitoring terminal.

The sites of the ACFT noise monitoring terminals relating to Edinburgh APT are:
EDI 01 - Inveralmond High School, Livingston - N55 54.0 W003 31.3;
EDI 02 - Scottish Power, Broxburn - N55 55.1 W003 32.0
EDI 03 - Cramond Kirk Manse, Cramond - N55 58.5 W003 18.0

With the exception of military ACFT, ACFT which are not licensed according to ICAO Annex 16, VOL I, Chapter 3, Part II will not be permitted to operate to/from Edinburgh APT.

1.2.2. REVERSE THRUST

Use of reverse thrust is to be avoided between 2300-0600LT.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

During CAT II/III operations LVP will be applied.
Pilots will be informed via RTF when these procedures are in operation.

1.3.2. ARRIVAL

Pilots should delay the call "RWY vacated" until the ACFT is established on TWY A and past the coded TWY centerline.

1.3.3. DEPARTURE

ACFT must not obstruct the Fire Service access road to RWY 06/24 between holding positions A10 and A11.

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1. GENERAL

1.4. TAXI PROCEDURES

Unrestricted access to the Business Aviation Center apron is permitted for ACFT with a wingspan of MAX 71'/21.5m. Marshaller assistance is required for all inbound operations.

Pilots are advised that there is a short section of parallel TWY in blocks 25 and 26 (THR RWY 12) to enable ATC to pass ACFT. ACFT must remain on the yellow center-lines to maintain the required wing-tip clearance and should ensure that they understand the routing given by ATC, particularly at NIGHT when both TWY center-lines and associated curves are illuminated.

At all times, pilots are responsible for their wing-tip separation and, if in any doubt, should stop, hold position and request marshaller assistance. At either end of the TWY A, passing places (V and W loops) have been provided to allow ACFT to hold and/or pass ACFT holding on TWY A. ACFT may pass other ACFT at these locations only when both ACFT concerned have a wingspan of less than 118 '/36m.

1.5. PARKING INFORMATION

Nose-in parking on all aprons except the Business Aviation Center apron where ACFT are marshalled.
All nose-in stands have stand number, yellow centerline and stand entry guidance system. Stand entry guidance is provided by AGNIS/Stop arrow (painted on the apron) or Safedock docking guidance system.

Marshalling service is provided for stands 17, 19, 21, 23, 99, 101 and 209.

Pilots should not turn off the taxilane centerline unless the stand entry guidance is illuminated or a marshaller has signalled clearance to proceed. On stand taxi speed should not exceed 5 KT.

1.6. OTHER INFORMATION

WARNING: Birds in vicinity of APT.
High terrain Southeast of APT.
HEL activity at APT.

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2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1 GENERAL

The following procedures are to be strictly adhered to, but may at any time be departed from to the extent necessary for avoiding immediate danger.

ACFT using ILS shall not descend below 3000' (Edinburgh QNH) unless instructed by ATC, before intercepting GS nor thereafter fly below it. Without ILS or Radar assistance follow a descent path which will not at any time be lower than the nominal ILS GS.

2.1.2. APPROACH PROCEDURES WITH RADAR CONTROL

Headings and FL/altitudes at which to leave the holding areas will be passed by ATC. Radar vectors will be given and descent clearance will include an estimate of track distance to touchdown. Further distance information will be given between the initial descent clearance and intercept heading to the ILS.
Speed control may be applied on a tactical basis to the extent determined necessary by the radar controller. ACFT unable to conform to the speeds specified by the radar controller should inform him immediately and state what speeds will be used. In the interest of accurate spacing pilots are requested to comply with speed adjustments as promptly as is feasible within their own operational constraints, and should advise ATC if circumstances necessitate a change of speed for ACFT performance reasons.
GPWS - Owing to the terrain profile to the South of Edinburgh, GPWS warnings are possible on intermediate APCH to RWYs 06, 30 and 24 from the South.

2.1.3. APPROACH PROCEDURES WITHOUT RADAR CONTROL

When inbound traffic is not being sequenced by radar, ACFT will be cleared from the terminal holding facility via EDN or UW to carry out an instrument APCH procedure appropriate to the landing direction.
When RWY 06 is in use, in order to expedite traffic, ACFT may be transferred from TWEED or STIRA holding pattern to UW holding pattern prior to carrying out the instrument APCH procedure.
When RWY 24 is in use, in order to expedite traffic, ACFT may be transferred from TWEED or STIRA holding pattern to EDN holding pattern prior to carrying out the instrument APCH procedure.
No visual approaches to RWY 06/24 are permitted for IFR ACFT between 2230-0630LT. All IFR ACFT are to carry out a published instrument APCH procedure under ATC control with the exception of ACFT in emergency. This allows the continued operation when the CVCR is in use and ILS approaches are not available.

2.1.4. NOISE ABATEMENT CONTINUOUS DESCENT APPROACH PROCEDURES FOR TURBO-JET/PROP ACFT

Turbo-jet and turbo-prop ACFT approaching Edinburgh APT will be expected to conform to the continuous descent and low-power, low-drag APCH procedures. To facilitate this technique, ACFT should fly within the speed band 210 KT to 240 KT during the APCH phase, reducing to within the band 160 KT to 180 KT at a range of 12NM from touchdown and maintain 160 KT from 8NM to 4NM from touchdown. In the interest of accurate spacing, ATC may request specific speeds and pilots are requested to comply with any speed adjustments as promptly as is feasible within their own operational constraints. If circumstances necessitate a change of speed for ACFT performance reasons, ATC should be advised accordingly.
Headings and FL/altitudes will be passed by the radar controller. ACFT will be radar vectored either from the holding facility or following transfer of control from the area control unit to Edinburgh APCH. ATC will advise pilots of an estimate of the track distance to run to touchdown when clearance to descend below the trans alt is given. Further information on the distance from touchdown will be given between this descent clearance and the instruction to turn onto the intercept heading to the ILS.

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2. ARRIVAL

On receipt of descent clearance the pilot will descend at the rate he judges will be best suited to a continuous descent, the object being to join the GS at the appropriate height for the distance, without recourse to level flight.
Pilots are reminded that due to high ground Southeast of the APT, descent below 3000' will be in accordance with chart EGPH 10-1R.
In the event of radar failure, new instructions will be issued to each ACFT under radar control and the procedures as defined for APCH without radar control will be put into effect.

2.1.5. VISUAL APPROACHES RUNWAYS 06/24

Propeller driven ACFT whose MTWA does not exceed 5700kg will not join final approach below 1140'.
All visual approaches from the South to RWY 24 by ACFT with an MTWA in excess of 5700kg are to be made from a position not less than 7 NM DME on the extended centerline. ACFT are not to descend below 2000' until after crossing the Firth of Forth coastline northbound. All visual approaches from the North to RWY 24 by ACFT with an MTWA in excess of 5700kg are to be made from a position not less than 4NM DME on the extended centerline. ACFT approaching RWY 06 are to join the extended runway centerline at a height of not less than 1500'.
With the exception of ACFT in an emergency, between 2230-0630 LT no visual approaches to RWYs 06/24 are permitted for IFR ACFT. All IFR ACFT are to carry out ILS approaches under ATC control.

2.2. CAT II/III OPERATIONS

RWY 06/24 approved for CAT II/III operations, special aircrew & ACFT certification required.

2.3. RWY OPERATIONS

2.3.1. MINIMUM RWY OCCUPANCY TIME

Pilots are reminded that rapid exit from the RWY will enable ATC to apply minimum spacing on final approach to achieve maximum RWY utilisation and will minimise the risk of "go-arounds".

3. DEPARTURE

3.1. START-UP, PUSH-BACK & TAXI PROCEDURES

Departing ACFT on first contact with ATC must state:
- ACFT type,
- stand number,
- code letter of last ATIS received.

Crews should be in receipt of departure clearance prior to requesting push and start.
Anti-collision beacons should only be switched on after push-back clearance has been obtained in order to prevent back of stand vehicle traffic congestion.
Pilots should not request taxi clearance until all ground crew have vacated the taxilane.

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3. DEPARTURE

3.2. NOISE ABATEMENT PROCEDURES

3.2.1. GENERAL

The following procedures are to be strictly adhered to, but may at any time be departed from to the extent necessary for avoiding immediate danger.

Noise preferential routes and procedures as specified below and on Edinburgh SID charts are to be flown by all departing jet ACFT and all other departing ACFT of more than 5700 kg MTWA unless otherwise instructed by ATC or unless deviations are required for flight safety. All routings must be strictly adhered to. Direct routings etc offered by ATC should only be flown after completion of noise preferential routes, unless a mandatory instruction is given or an emergency situation prevails.

3.2.2. DEPARTURES VIA NEWCASTLE OR ST ABBS

RWY 06: Climb straight ahead, at 640' or IVG 0,5 DME, whichever is earlier, turn LEFT, 045° track, at IVG 7 DME turn RIGHT to NATEB or SAB. [WARNING: EG(D)-512].

RWY 24: Climb straight ahead to UW, turn LEFT to NATEB or SAB. Noise preferential route terminates at 3000'.

3.2.3. DEPARTURES VIA ALL ROUTES

RWY 06: Climb straight ahead, at 640' or IVG 0.5 DME, whichever is earlier, turn LEFT, 045° track to IVG 7 DME before turning on course.

RWY 24: Climb straight ahead to UW or 3000', whichever is earlier, before setting course.

RWYs 12/30: Climb straight ahead to 3000' before setting course.

3.3. RWY OPERATIONS

3.3.1. GENERAL

ACFT departing from RWY 12 should ensure that they are aligned correctly on the RWY centerline and not the yellow TWY centerline which is situated to the North of the RWY centerline.

3.3.2. MINIMUM RWY OCCUPANCY TIME

On receipt of line-up clearance, pilots should ensure, commensurate with safety and standard operating procedures, that they are able to taxi into the correct holding position and line-up on the RWY as soon as the preceeding ACFT has commenced either its take-off roll or completed its landing run.

Whenever possible, cockpit checks should be completed prior to line-up and any checks requiring completion whilst on the RWY should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll as soon as clearance is issued.

Pilots not able to comply with these requirements should notify Tower as soon as possible.

3.4. OTHER INFORMATION

3.4.1. DATALINK DEPARTURE CLEARANCE (DCL)

Pre-departure clearance by DCL available for suitably equipped ACFT.
DCL is available from EOBT -25 until EOBT +15 min.
DCL clearances will not be issued if requested later than EOBT +15 min.
Successful clearances must be ACCEPTED within 5 min of receipt or a "revert to voice" message will be received.
If any data errors are detected by the system or controller, a "revert to voice" message will be received.
If the attempt to obtain a clearance is unsuccessful, ACFT should revert to RTF.

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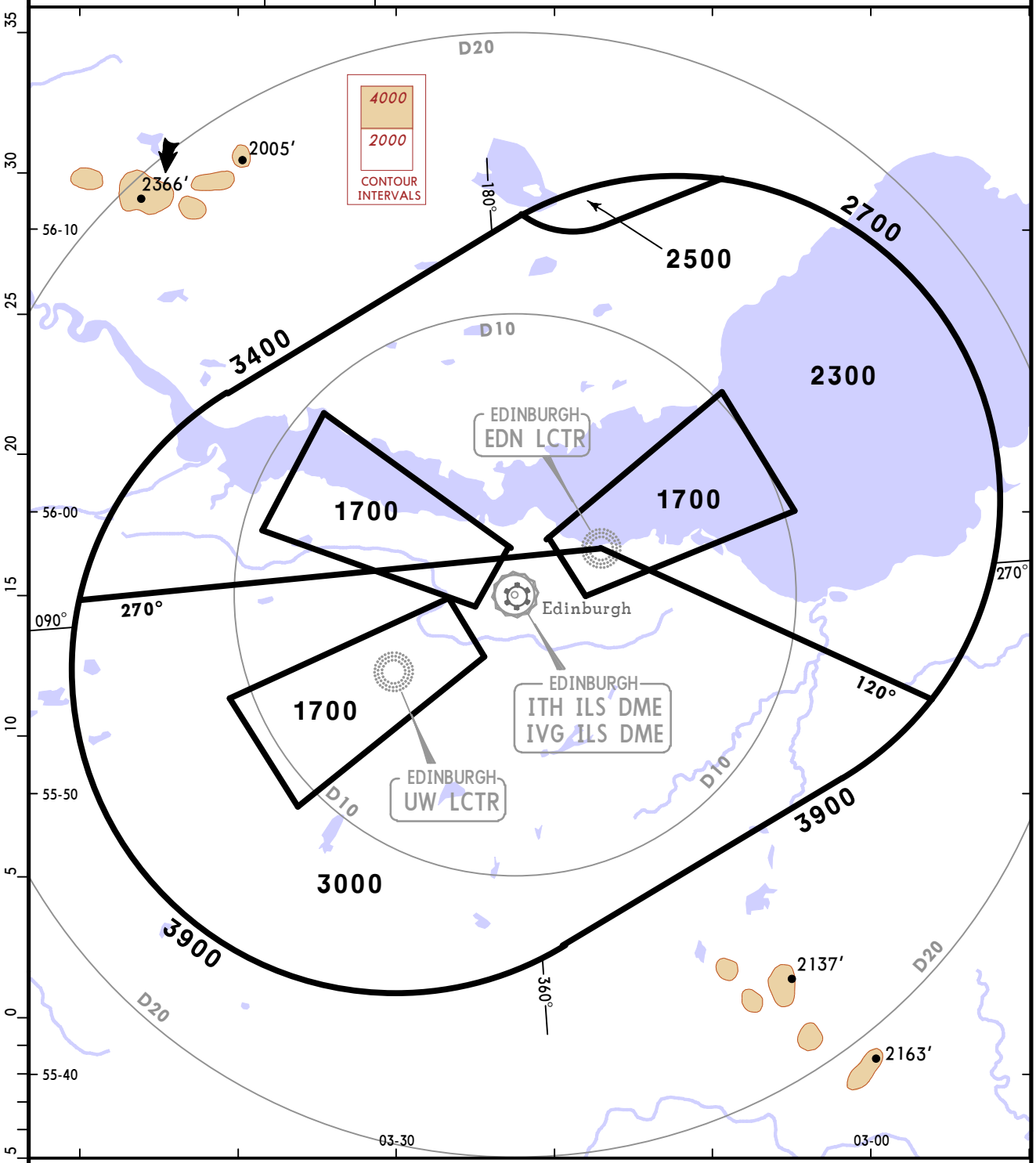
EDINBURGH Radar (APP)	Apt Elev	Alt Set: hPa
121.2	136′	Trans level: By ATC Trans alt: 6000′



OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA
The minimum altitude to be allocated by the radar controller will be either the Minimum Sector Altitude or **1000′** above any fixed obstacles:
- within 5 NM ❶ of the aircraft or
- within the sector 15 NM ❷ ahead of and within 20° either side of the aircraft's track.

3 NM ❶ or 10 NM ❷ when the aircraft is within 15 NM of the radar antennae.

PROCEDURE	RWY	LOSS OF COMMUNICATION PROCEDURE
INITIAL APPROACH	**12, 24, 30**	Continue visually or by means of an appropriate approved final approach aid. If not possible proceed to EDN at 3000′ or last assigned level if higher.
	06	Continue visually or by means of an appropriate approved final approach aid. If not possible proceed to UW at 3000′ or last assigned level if higher.
INTERMEDIATE AND FINAL APPROACH	**12, 24, 30**	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to EDN.
	06	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to UW.

CHANGES: Sectors & altitudes revised.

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ATIS	Apt Elev	
131.35	136′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ Aircraft on all routes may be RADAR vectored.

STIRA 1A *[STIR1A]*

WHEN GOW VOR OR DME UNSERVICEABLE
REFER TO STAR EDN 1D ON CHART 10-2A

TWEED 1A *[TWED1A]*
TWEED 1B *[TWED1B]*
TWEED 2C *[TWED2C]*
TWEED 1D *[TWED1D]*

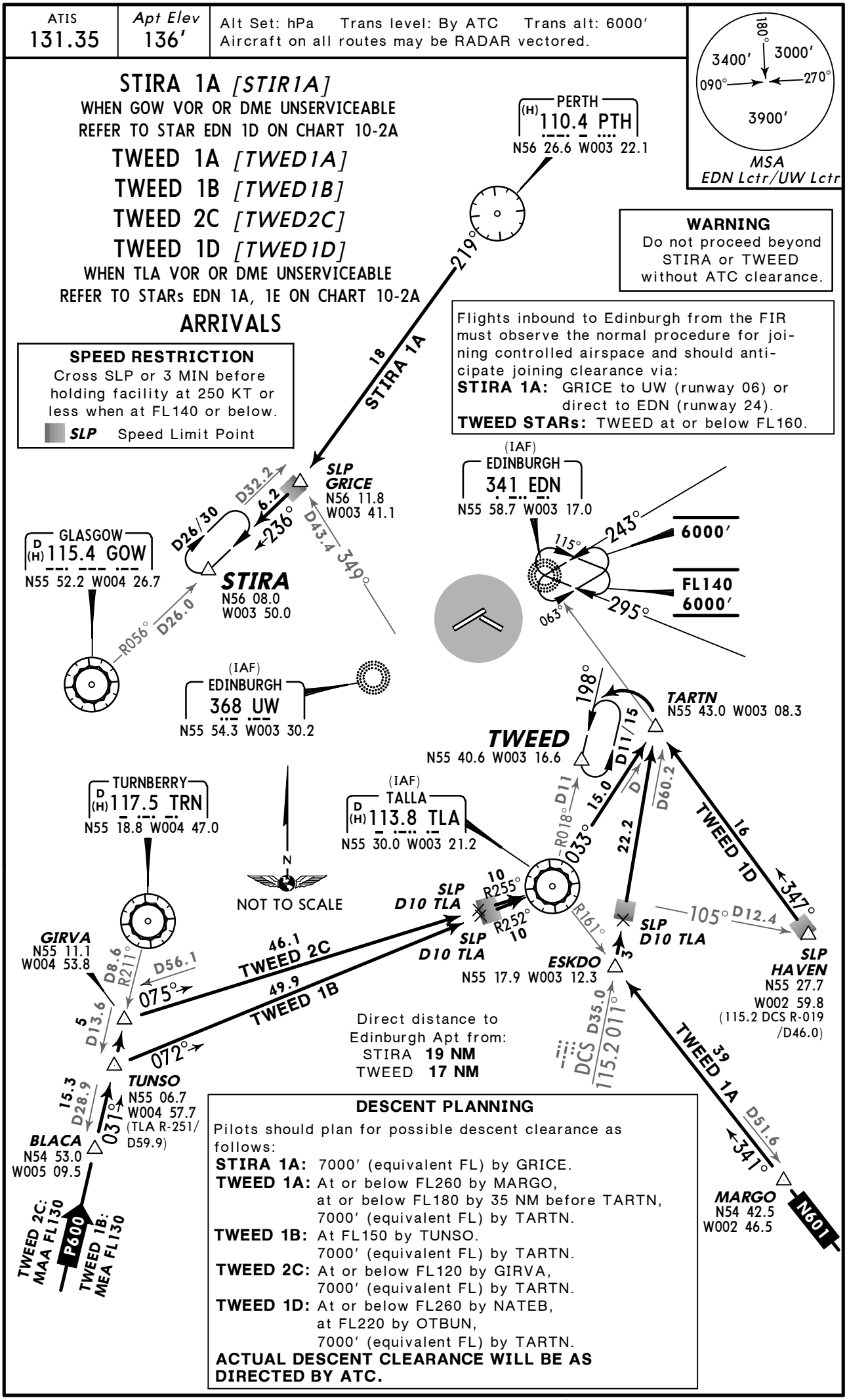
WHEN TLA VOR OR DME UNSERVICEABLE
REFER TO STARs EDN 1A, 1E ON CHART 10-2A

ARRIVALS

WARNING
Do not proceed beyond STIRA or TWEED without ATC clearance.

Flights inbound to Edinburgh from the FIR must observe the normal procedure for joining controlled airspace and should anticipate joining clearance via:
STIRA 1A: GRICE to UW (runway 06) or direct to EDN (runway 24).
TWEED STARs: TWEED at or below FL160.

SPEED RESTRICTION
Cross SLP or 3 MIN before holding facility at 250 KT or less when at FL140 or below.
SLP Speed Limit Point



Direct distance to Edinburgh Apt from:
STIRA **19 NM**
TWEED **17 NM**

DESCENT PLANNING

Pilots should plan for possible descent clearance as follows:

STIRA 1A: 7000′ (equivalent FL) by GRICE.
TWEED 1A: At or below FL260 by MARGO,
at or below FL180 by 35 NM before TARTN,
7000′ (equivalent FL) by TARTN.
TWEED 1B: At FL150 by TUNSO.
7000′ (equivalent FL) by TARTN.
TWEED 2C: At or below FL120 by GIRVA,
7000′ (equivalent FL) by TARTN.
TWEED 1D: At or below FL260 by NATEB,
at FL220 by OTBUN,
7000′ (equivalent FL) by TARTN.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

CHANGES: STAR TWEED 1B descent planning.

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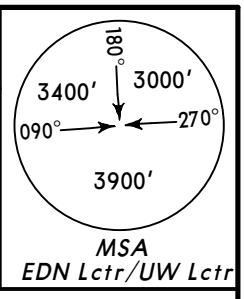
ATIS	Apt Elev	
131.35	136′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ Aircraft on all routes may be RADAR vectored.



WARNING
Do not proceed beyond EDN without ATC clearance.

EDN 1A, EDN 1E
TO BE USED WHEN TLA VOR OR DME UNSERVICEABLE

EDN 1D
TO BE USED WHEN GOW VOR OR DME UNSERVICEABLE

ARRIVALS

PERTH
(H) 110.4 PTH
N56 26.6 W003 22.1

219°
18
EDN 1D

SLP
GRICE
N56 11.8
W003 41.1
(113.8 TLA
R-349/D43.4)

165°
19

(IAF)
EDINBURGH
368 UW
N55 54.3 W003 30.2

063°
8.5

(IAF)
EDINBURGH
341 EDN
N55 58.7 W003 17.0

115°
243°
295°
063°
6000′
FL140
6000′

17

TARTN
N55 43.0 W003 08.3
(DCS R-009/D60.2)

D60.2
22.2
16
EDN 1E
347°

SLP
D38 DCS

3
ESKDO
N55 17.9
W003 12.3

SLP
HAVEN
N55 27.7 W002 59.8

UL-L602

011° D35.0
019° D46.0
39
EDN 1A
341°

MARGO
N54 42.5
W002 46.5
(113.8 TLA
R-161/D51.6)

N601

DEAN CROSS
(D)(H) 115.2 DCS
N54 43.3 W003 20.4

N
NOT TO SCALE

Direct distance
from EDN to:
Edinburgh Apt **3 NM**

DESCENT PLANNING

Pilots should plan for possible descent clearance as follows:

EDN 1A: At or below FL260 by MARGO,
at or below FL180 by 35 NM before TARTN,
7000′ (equivalent FL) by TARTN.

EDN 1D: 7000′ (equivalent FL) by GRICE.

EDN 1E: At or below FL260 by NATEB,
at FL220 by OTBUN,
7000′ (equivalent FL) by TARTN.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

Flights inbound to Edinburgh from the FIR must observe the normal procedure for joining controlled airspace.

SPEED RESTRICTION
Cross SLP or 3 MIN before holding facility at 250 KT or less when at FL140 or below.
SLP Speed Limit Point

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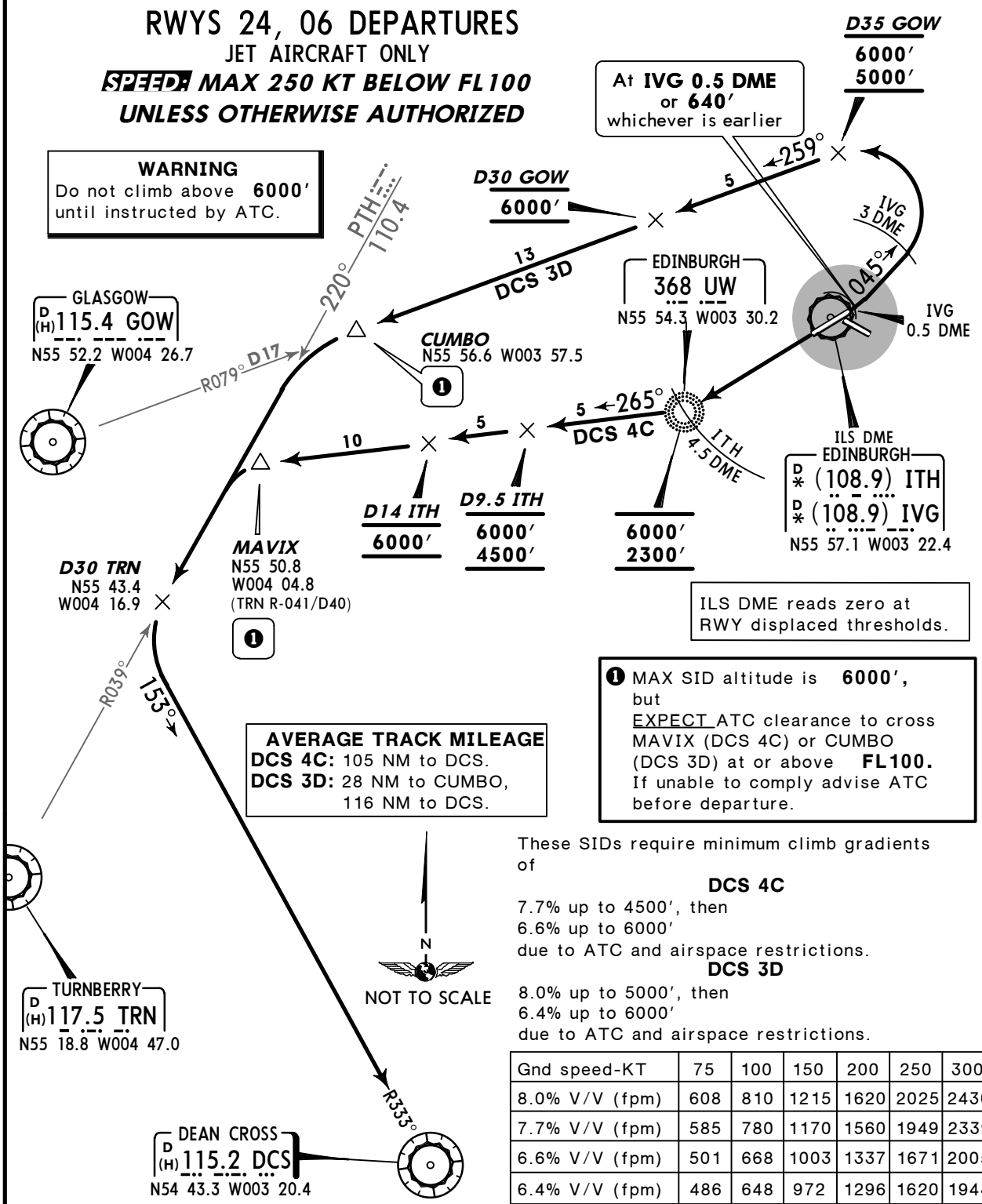
Apt Elev 136′	Trans level: By ATC Trans alt: 6000′ 1. SIDs include noise preferential routes. 2. No turns below 640′. 3. Noise preferential routes terminate at 3000′. 4. Cruising levels will be allocated after take-off by SCOTTISH Control.

DEAN CROSS FOUR CHARLIE (DCS 4C)
DEAN CROSS THREE DELTA (DCS 3D)
RWYS 24, 06 DEPARTURES

JET AIRCRAFT ONLY

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of

DCS 4C

7.7% up to 4500′, then
6.6% up to 6000′
due to ATC and airspace restrictions.

DCS 3D

8.0% up to 5000′, then
6.4% up to 6000′
due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430
7.7% V/V (fpm)	585	780	1170	1560	1949	2339
6.6% V/V (fpm)	501	668	1003	1337	1671	2005
6.4% V/V (fpm)	486	648	972	1296	1620	1944

SID	RWY	ROUTING/ALTITUDE
DCS 4C	24	Climb straight ahead to UW (ITH 4.5 DME), cross above 2300′ (MAX 6000′), turn RIGHT, 265° bearing, cross D9.5 ITH above 4500′ (MAX 6000′), D14 ITH at 6000′, to MAVIX, turn LEFT, intercept TRN R-039 inbound (PTH R-220) to D30 TRN, turn LEFT, intercept DCS R-333 inbound to DCS.
DCS 3D	06	Climb straight ahead to IVG 0.5 DME or 640′, whichever is earlier, turn LEFT, 045° track, at IVG 3 DME turn LEFT, intercept GOW R-079 inbound, cross D35 GOW at or above 5000′ (MAX 6000′), D30 GOW at 6000′, to CUMBO, turn LEFT, intercept TRN R-039 inbound (PTH R-220) to D30 TRN, turn LEFT, intercept DCS R-333 inbound to DCS.

CHANGES: SID DSC 3D initial climb revised.

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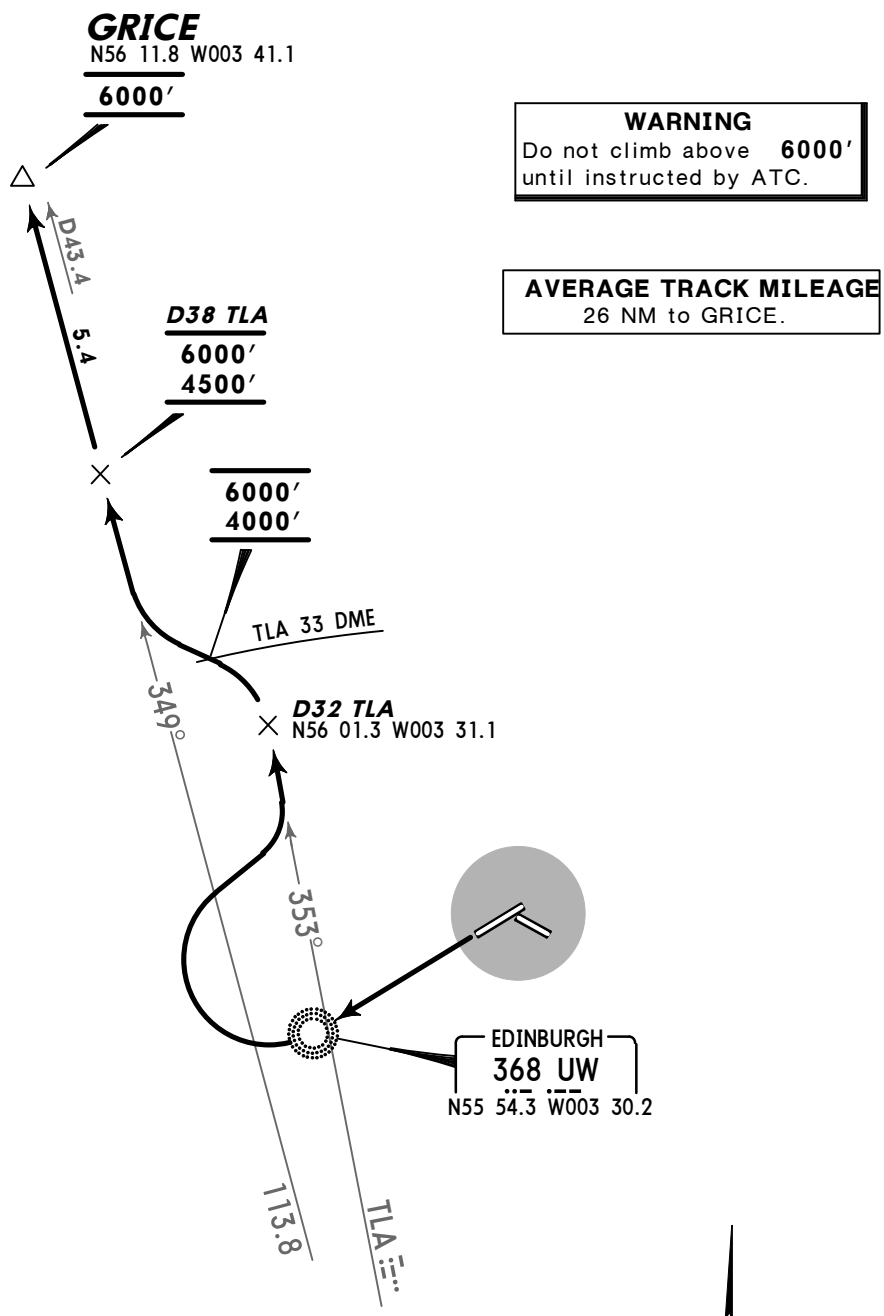
Apt Elev 136′	Trans level: By ATC Trans alt: 6000′ 1. SIDs include noise preferential routes. 2. No turns below 640′. 3. Noise preferential routes terminate at 3000′. 4. Cruising levels will be allocated after take-off by SCOTTISH Control.

GRICE THREE CHARLIE (GRICE 3C) *[GRIC3C]*

RWY 24 DEPARTURE

VIA AIRWAY P-600 EASTBOUND AND FOR AIRCRAFT
LEAVING CONTROLLED AIRSPACE NORTH OF GRICE

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



WARNING
Do not climb above **6000′** until instructed by ATC.

AVERAGE TRACK MILEAGE
26 NM to GRICE.

This SID requires a minimum climb gradient of
3.7% up to 4500′
due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124

N
NOT TO SCALE

ROUTING/ALTITUDE

Climb straight ahead to UW, turn RIGHT, intercept TLA R-353 to D32 TLA, turn LEFT, cross TLA 33 DME at or above 4000′ (MAX 6000′), intercept TLA R-349, cross D38 TLA above 4500′ (MAX 6000′) to GRICE, at 6000′.

CHANGES: SID availability.

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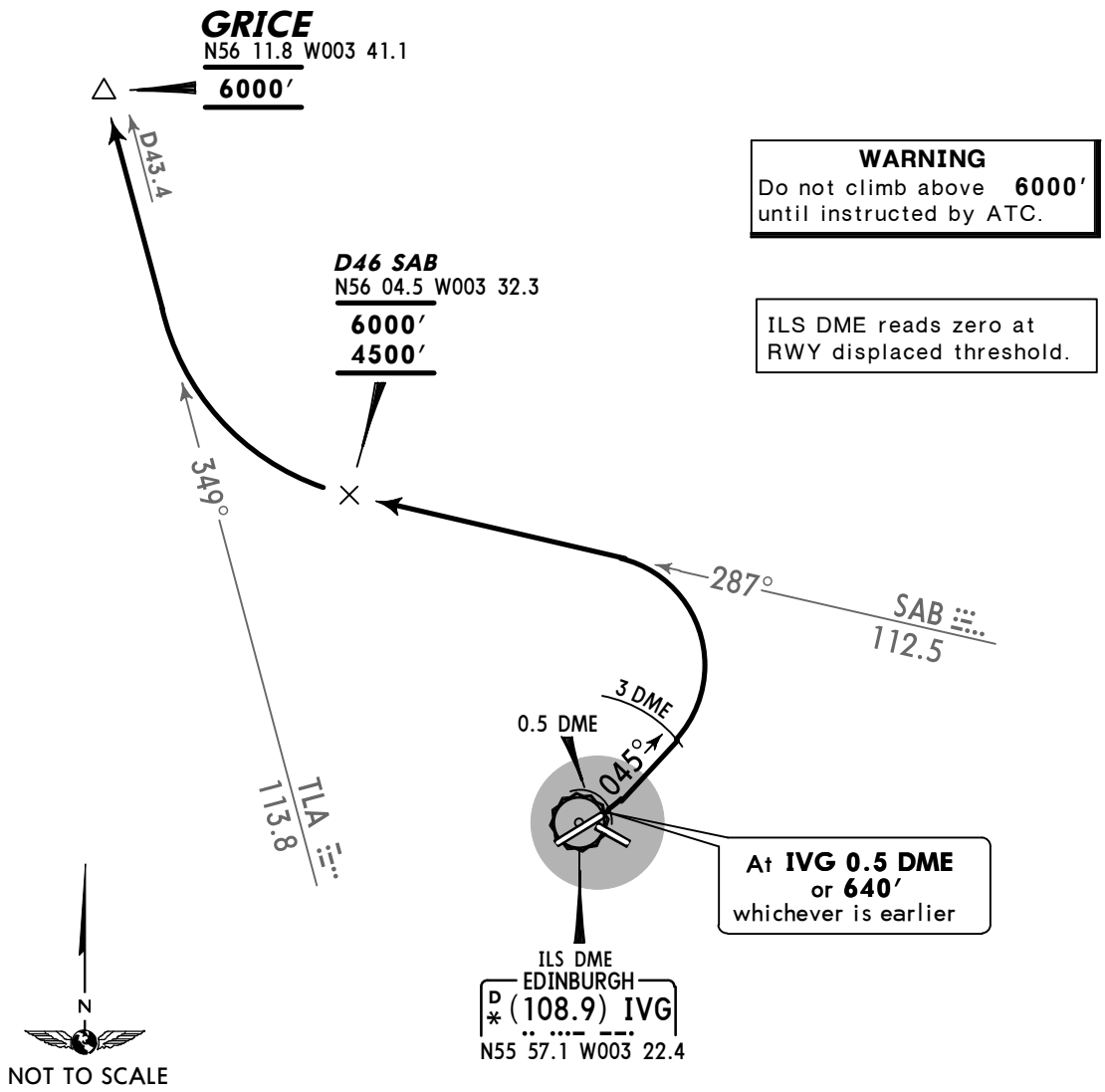
Apt Elev 136′	Trans level: By ATC Trans alt: 6000′ 1. SID includes noise preferential route. 2. No turns below 640′. 3. Noise preferential route terminates at 3000′. 4. Cruising levels will be allocated after take-off by SCOTTISH Control.

GRICE FOUR DELTA (GRICE 4D) *[GRIC4D]*

RWY 06 DEPARTURE

VIA AIRWAY P-600 EASTBOUND AND FOR AIRCRAFT
LEAVING CONTROLLED AIRSPACE NORTH OF GRICE

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



WARNING
Do not climb above **6000′** until instructed by ATC.

ILS DME reads zero at RWY displaced threshold.

At **IVG 0.5 DME** or **640′** whichever is earlier

This SID requires a minimum climb gradient of
5.1% up to 4500′ due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549

AVERAGE TRACK MILEAGE
25 NM to GRICE.

ROUTING/ALTITUDE

Climb straight ahead to IVG 0.5 DME or 640′, whichever is earlier, turn LEFT, 045° track, at IVG 3 DME turn LEFT, intercept SAB R-287, cross D46 SAB above 4500′ (MAX 6000′), turn RIGHT, intercept TLA R-349 to GRICE, at 6000′.

CHANGES: Initial climb-out revised; SID availability.

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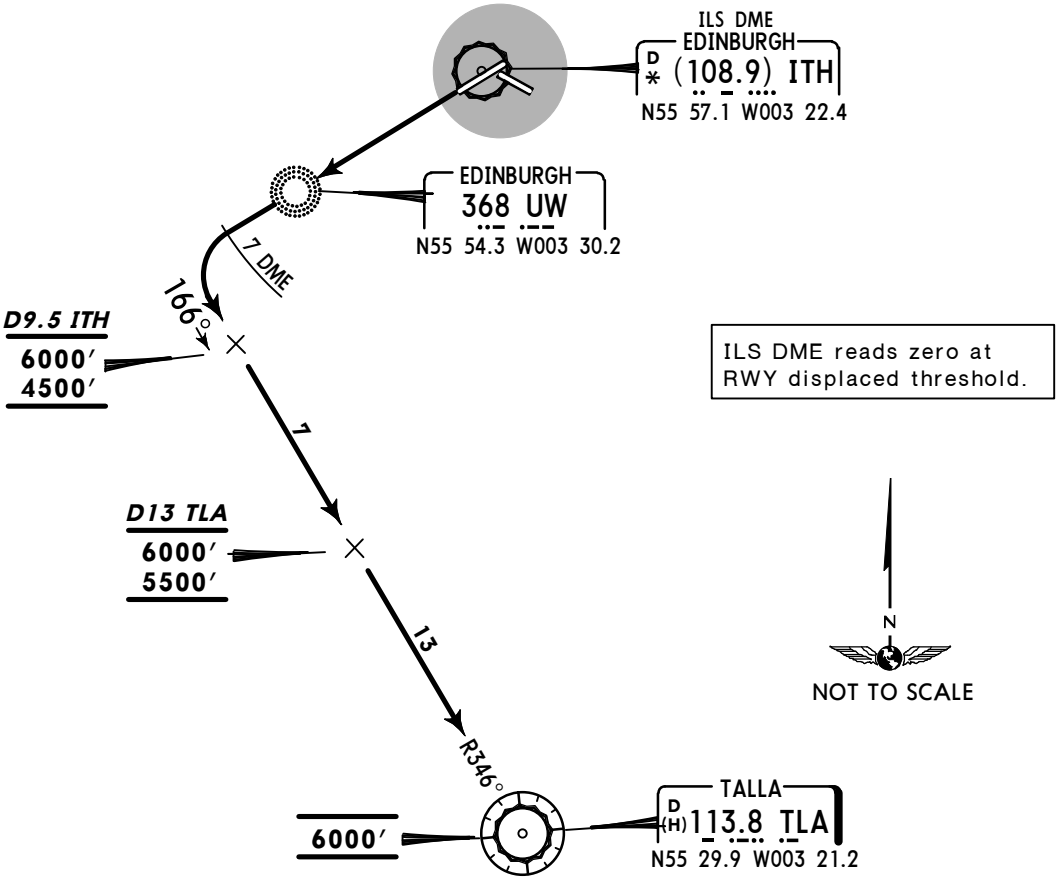
Apt Elev 136′	Trans level: By ATC Trans alt: 6000′ 1. SID includes noise preferential route. 2. No turns below 640′. 3. Noise preferential route terminates at ITH 7 DME. 4. Cruising levels will be allocated after take-off by SCOTTISH Control.

TALLA SIX CHARLIE (TLA 6C)
RWY 24 DEPARTURE
NON-JET AIRCRAFT
OR JET AIRCRAFT ROUTEING VIA L-602
OR JET AIRCRAFT LEAVING CONTROLLED AIRSPACE VIA TLA
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
Do not climb above **6000′**
until instructed by ATC.



AVERAGE TRACK MILEAGE
30 NM to TLA.

This SID requires a minimum climb gradient of
7.4% up to 4500′, due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
7.4% V/V (fpm)	562	749	1124	1499	1873	2248

ROUTING/ALTITUDE

Climb straight ahead via UW to ITH 7 DME, turn LEFT, intercept TLA R-346 inbound, cross D9.5 ITH at or above 4500′ (MAX 6000′), D13 TLA above 5500′ (MAX 6000′), to TLA, at 6000′.

CHANGES: None.

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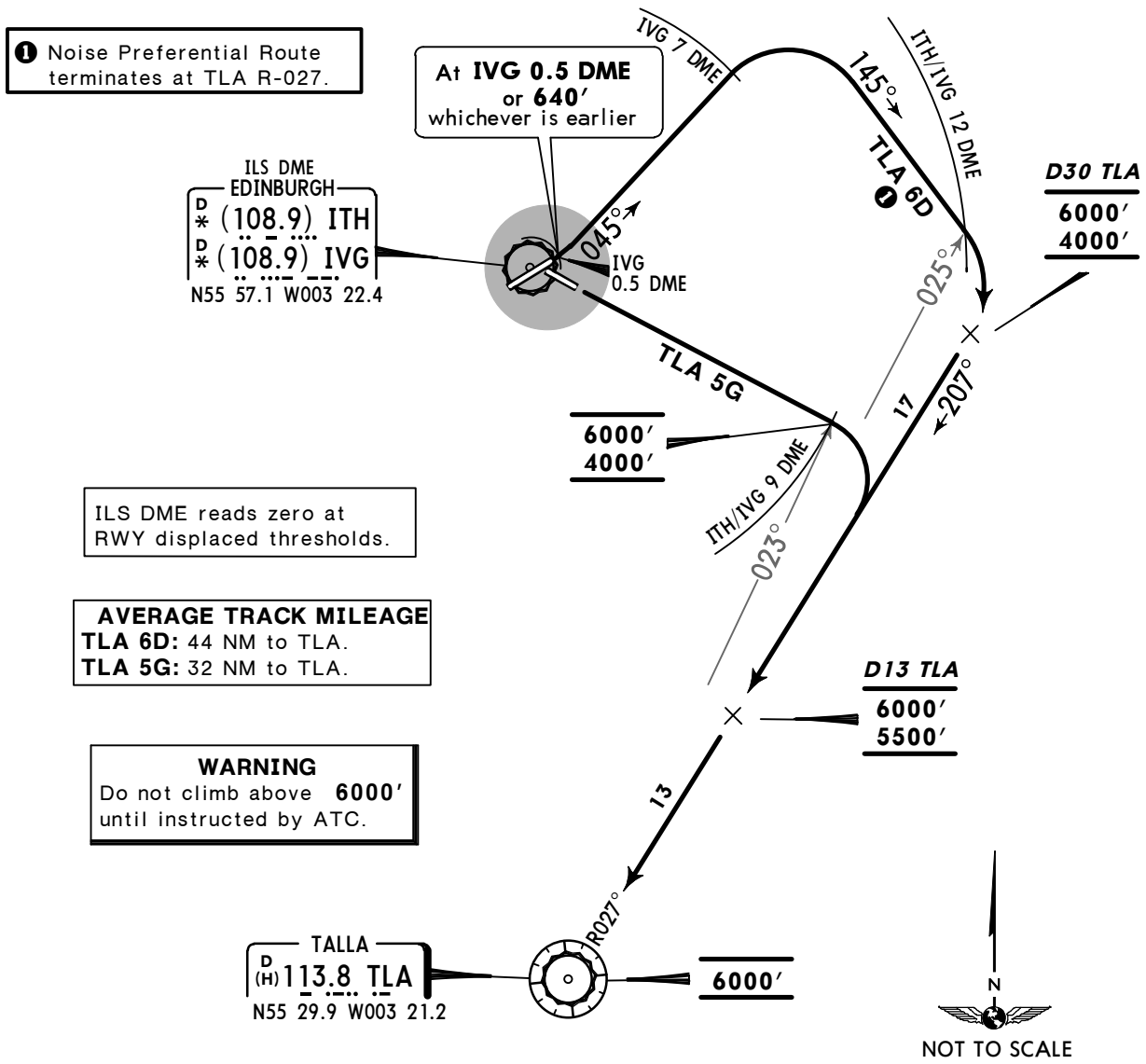
Apt Elev 136′	Trans level: By ATC Trans alt: 6000′ 1. SIDs include noise preferential routes. 2. No turns below 640′. 3. Cruising levels will be allocated after take-off by SCOTTISH Control.

TALLA SIX DELTA (TLA 6D)
TALLA FIVE GOLF (TLA 5G)
RWYS 06, 12 DEPARTURES

NON-JET AIRCRAFT
OR JET AIRCRAFT ROUTEING VIA L-602
OR JET AIRCRAFT LEAVING CONTROLLED AIRSPACE VIA TLA

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of
TLA 6D: 3.4% up to 4000′, due to ATC and airspace restrictions.
TLA 5G: 7.3% up to 4000′, due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
7.3% V/V (fpm)	554	739	1109	1479	1848	2218
3.4% V/V (fpm)	258	344	516	689	861	1033

SID	RWY	ROUTING/ALTITUDE
TLA 6D ❶	**06**	Climb straight ahead to IVG 0.5 DME or 640′, whichever is earlier, turn LEFT, 045° track, at IVG 7 DME turn RIGHT, 145° track, when passing TLA R-025 (ITH/IVG 12 DME) turn RIGHT, intercept TLA R-027 inbound, cross D30 TLA at or above 4000′ (MAX 6000′), D13 TLA above 5500′ (MAX 6000′), to TLA, at 6000′.
TLA 5G	**12**	Climb straight ahead to TLA R-023 (ITH/IVG 9 DME), cross at or above 4000′ (MAX 6000′), turn RIGHT, intercept TLA R-027 inbound, cross D13 TLA above 5500′ (MAX 6000′), to TLA, at 6000′.

CHANGES: SID TLA 6D initial climb-out revised.

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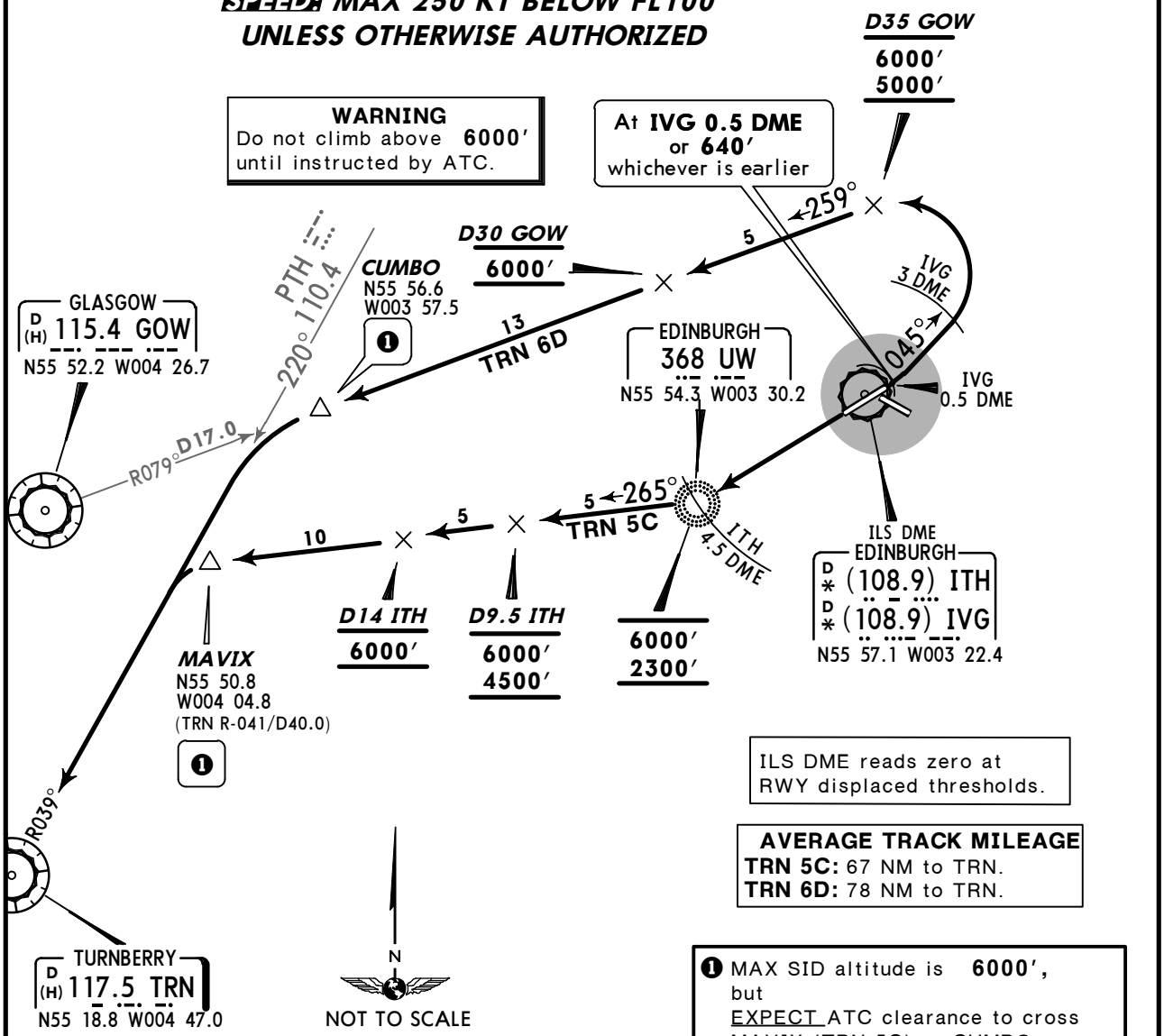
Apt Elev 136′	Trans level: By ATC Trans alt: 6000′ 1. SID includes noise preferential route. 2. No turns below 640′. 3. Noise preferential route terminates at 3000′. 4. Cruising levels will be allocated after take-off by SCOTTISH Control.

TURNBERRY FIVE CHARLIE (TRN 5C)
TURNBERRY SIX DELTA (TRN 6D)
RWYS 24, 06 DEPARTURES

JET AIRCRAFT ONLY

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



ILS DME reads zero at RWY displaced thresholds.

AVERAGE TRACK MILEAGE
TRN 5C: 67 NM to TRN.
TRN 6D: 78 NM to TRN.

❶ MAX SID altitude is **6000′**, but EXPECT ATC clearance to cross MAVIX (TRN 5C) or CUMBO (TRN 6D) at or above **FL100.** If unable to comply advise ATC before departure.

These SIDs require minimum climb gradients of

TRN 5C

7.7% up to 4500′, then
6.6% up to 6000′, due to ATC and airspace restrictions.

TRN 6D

8% up to 5000′, then
6.4% up to 6000′ due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
8% V/V (fpm)	608	810	1215	1620	2025	2430
7.7% V/V (fpm)	585	780	1170	1560	1949	2339
6.6% V/V (fpm)	501	668	1003	1337	1671	2005
6.4% V/V (fpm)	486	648	972	1296	1620	1944

SID	RWY	ROUTING/ALTITUDE
TRN 5C	24	Climb straight ahead to UW (ITH 4.5 DME), cross above 2300′ (MAX 6000′), turn RIGHT, 265° bearing, cross D9.5 ITH above 4500′ (MAX 6000′), D14 ITH at 6000′, to MAVIX, turn LEFT, intercept TRN R-039 inbound (PTH R-220) to TRN.
TRN 6D	06	Climb straight ahead to IVG 0.5 DME or 640′, whichever is earlier, turn LEFT, 045° track, at IVG 3 DME turn LEFT, intercept GOW R-079 inbound, cross D35 GOW at or above 5000′ (MAX 6000′), D30 GOW at 6000′, to CUMBO, turn LEFT, intercept TRN R-039 inbound (PTH R-220) to TRN.

CHANGES: SID TRN 6D initial climb-out revised.

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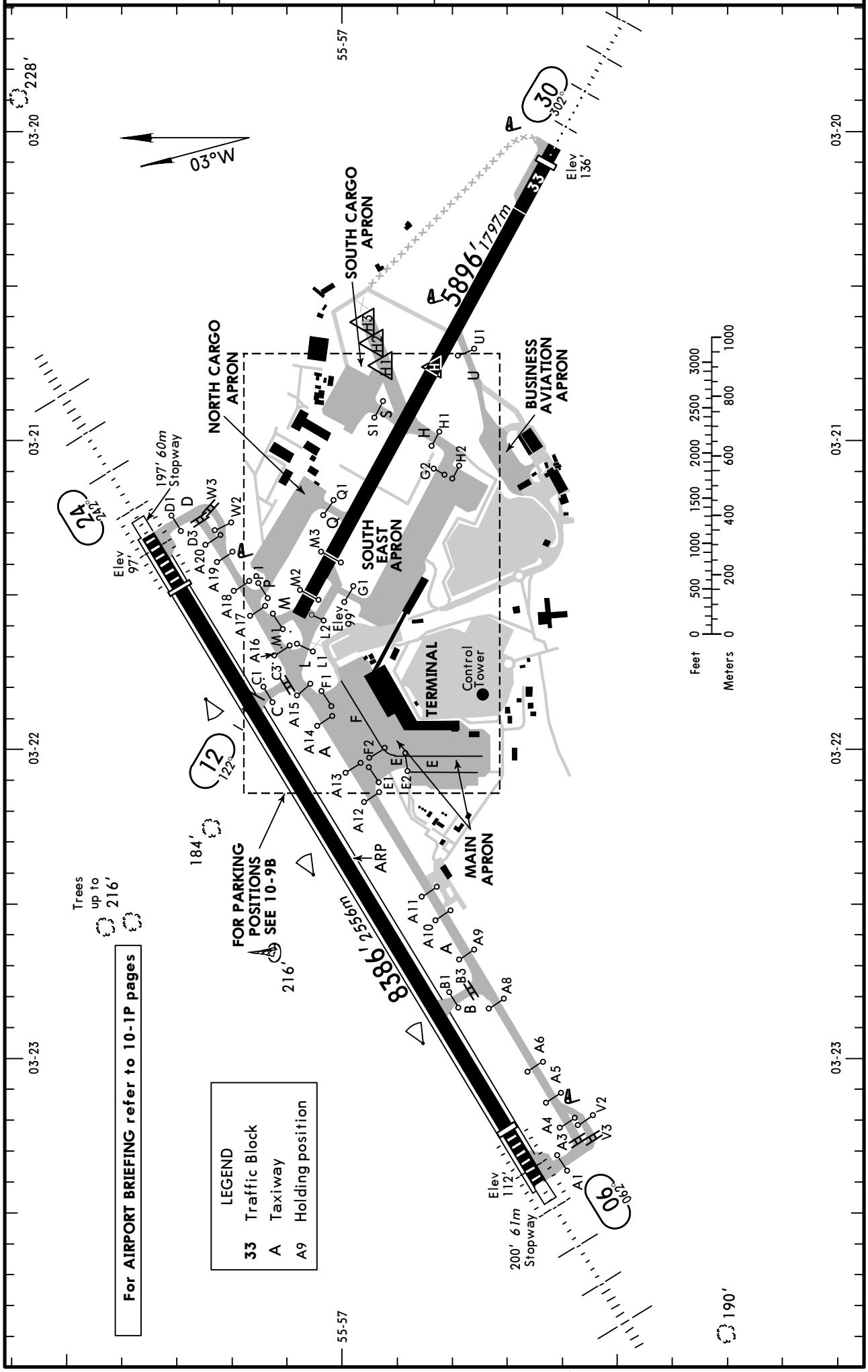
ATIS	ACARS: DCL	*EDINBURGH Ground	Tower
131.35		121.75	118.7



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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
06	HIRL CL *(15m)* HIALS-II TDZ PAPI-L (3.0°) RVR	7690′ *2344m*	6435′ *1961m*	❶	151′ *46m*
24		7700′ *2347m*	6662′ *2031m*		

❶ TAKE-OFF RUN AVAILABLE

RWY 06
From rwy head 8386′ (2556m)
twy B int 6198′ (1889m)

RWY 24
From rwy head 8376′ (2553m)
twy C int 6198′ (1889m)

An appropriate adjustment for a line up allowance must additionally be made by aircrew.

12	HIRL HIALS PAPI-L (angle 3.0°)				151′ *46m*
30	HIRL HIALS PAPI-L (angle 3.5°)	5699′ *1737m*		❷	

❷ TAKE-OFF RUN AVAILABLE

RWY 30
From rwy head 5896′ (1797m)
twy U int 3281′ (1000m)

Standard TAKE-OFF [1]

	LVP must be in Force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

[1] Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

CHANGES: None.

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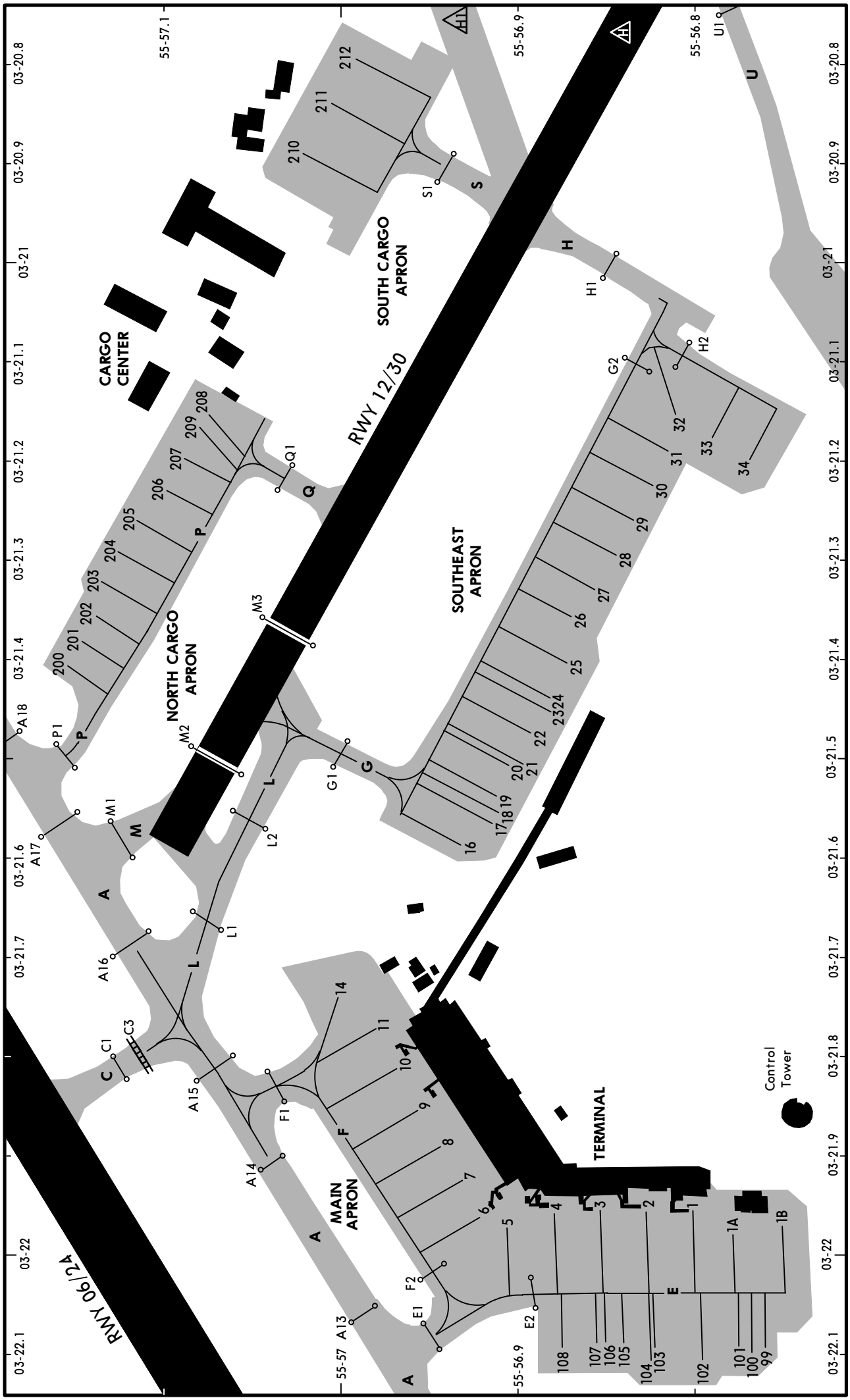

CHANGES: Twy H. Holding postitions added.

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 1A	N55 56.8 W003 22.0	99 thru 106	N55 56.8 W003 22.1
1B	N55 56.7 W003 22.0	107, 108	N55 56.9 W003 22.1
2, 3	N55 56.8 W003 21.9	200	N55 57.2 W003 21.4
4	N55 56.9 W003 21.9	201	N55 57.1 W003 21.4
5, 6	N55 56.9 W003 22.0	202 thru 204	N55 57.1 W003 21.3
7, 8	N55 56.9 W003 21.9	205 thru 207	N55 57.1 W003 21.2
9	N55 56.9 W003 21.8	208	N55 57.1 W003 21.1
10, 11	N55 57.0 W003 21.8	209	N55 57.1 W003 21.2
14	N55 57.0 W003 21.7	210	N55 57.0 W003 20.9
16 thru 19	N55 56.9 W003 21.6	211, 212	N55 57.0 W003 20.8
20 thru 24	N55 56.9 W003 21.5		
25, 26	N55 56.9 W003 21.4		
27	N55 56.9 W003 21.3		
28, 29	N55 56.8 W003 21.3		
30 thru 34	N55 56.8 W003 21.2		

CHANGES: None.

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STAND ENTRY GUIDANCE SYSTEM (SEG)

GENERAL

With the exception of stands 6A, 17 and 38A, stand entry guidance systems are installed on all parking stands. SEG is not installed on either the business aviation apron, the overspill parking apron on Block 30 or the helicopter parking stands on Block 44.

Aircrews must ensure that they are familiar with the operation of the SEG systems at the airport. They should request marshalling assistance from the Airfield Operations Unit (AOU) via ATC if they are in any doubt on the operation of the SEG systems.

STAND CENTERLINE GUIDANCE

All SEG equipped stands are provided with AGNIS units to provide lateral centerline guidance. Two parallel green lights are visible when the aircraft is correctly aligned on the stand centerline. The system is aligned for interpretation from the left hand cockpit seat and does not provide stopping guidance to aircraft.

AIRCRAFT STOPPING GUIDANCE

Stopping guidance is provided either:
Arrow - a ground painted STOP arrow
and/or
a PAPA board, on which are located aircraft type designators with associated line guidance.

PAPA stopping guidance is provided on airbridge served stands and is the stopping guidance to be followed when it is intended that the airbridge will be used. If the airbridge is not to be used, then the aircraft commander should use the ARROW as the aircraft stopping guidance.
The type of stopping aid on each aircraft parking stand is clearly indicated, at the head of each stand, in a position visible to the aircrew.

Ground painted STOP arrows provide a safe stopping position for all aircraft types likely to use a stand and are normally painted on the port side of the stand centerline (on stand 20, the STOP arrow is on the starboard side of the aircraft).
On most stands, all aircraft are able to use a common STOP mark. On some stands however, more than one STOP arrow is provided for use by specific aircraft.
The aircraft type(s) are clearly marked, normally above the arrow.

EMERGENCY STOP SYSTEM

In emergency situations, and during other occasions when it may be necessary to stop an aircraft taxiing any further onto stand to prevent an accident, an emergency stop indicator system has been installed on all SEG equipped stands.

The system consists of an red flashing "STOP" warning sign located below or adjacent to the AGNIS unit.

The system is only for use in the event of the emergency where it is imperative to stop an aircraft rapidly. It does not form part of the normal stopping guidance equipment for aircraft parking.

SEG AND LOADING BRIDGE FAULT REPORTING PROCEDURES

Aircrews should call ATC to request marshalling assistance if they are in any doubt on the operation of the SEG system or intend to dock with an airbridge and there is no PAPA board mark for their aircraft type.

On no account should aircrew attempt to self park their aircraft if the stand entry guidance is either:
- unserviceable
- not calibrated for their aircraft
- not switched on

or
- the emergency stop sign is activated
- the loading bridge is not fully retracted
- the loading bridge has been left parked outside its marked parking box

MARSHALLING ASSISTANCE

A marshalling service will be provided in the following circumstances:
- On stands where SEG is not provided.
- When there is a known SEG or airbridge unserviceability which may compromise the safe arrival of the aircraft on stand.
- If the SEG has not been calibrated for the type of aircraft allocated to the stand.
- During adverse weather conditions, when the aircraft may need to be self-manoeuvred for safety reasons.
- If the aircraft has to stop short of the marked position, or for safety reasons other than listed above.
- On request from the aircrew if they have any safety concerns.

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STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
06	CAT 2 ILS DME	210′ (100′)	RA 98′ - 300m
	ILS DME	310′ (200′)	500m / 1000m
	LOC ❶	590′ (480′)	1000m / 1000m
	LOC ❷	760′ (650′)	1000m / 1000m
	NDB DME ❶	690′ (580′)	1000m / 1000m
	NDB DME ❷	760′ (650′)	1000m / 1000m
	SRA	800′ (690′)	1000m / 1000m
12	SRA	790′ (691′)	1000m / 1000m
24	CAT 2 ILS DME	200′ (100′)	RA 107′ - 300m
	ILS DME	300′ (200′)	500m / 1000m
	LOC	540′ (440′)	800m / 1000m
	NDB DME ❶	600′ (500′)	1000m / 1000m
	NDB DME ❷	650′ (550′)	1000m / 1000m
	SRA	800′ (700′)	1000m / 1000m
30	SRA	1900′ (1766′)	1000m / 1000m

❶ With DME.
❷ W/o DME.

CIRCLE-TO-LAND	MDA(H)	VIS
	780′ (644′) ❸	1000m

❸ After SRA 06 & SRA 30: Not below STRAIGHT-IN MDA.

TAKE-OFF RWY 06, 12, 24, 30

LVP must be in Force ❹				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❺	800m

❹ Without LVP 400m are stipulated.
❺ Or rejected take-off distance whichever is the greater.

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EDINBURGH, UK
❶ NDB ILS DME Rwy 06

BRIEFING STRIP ™

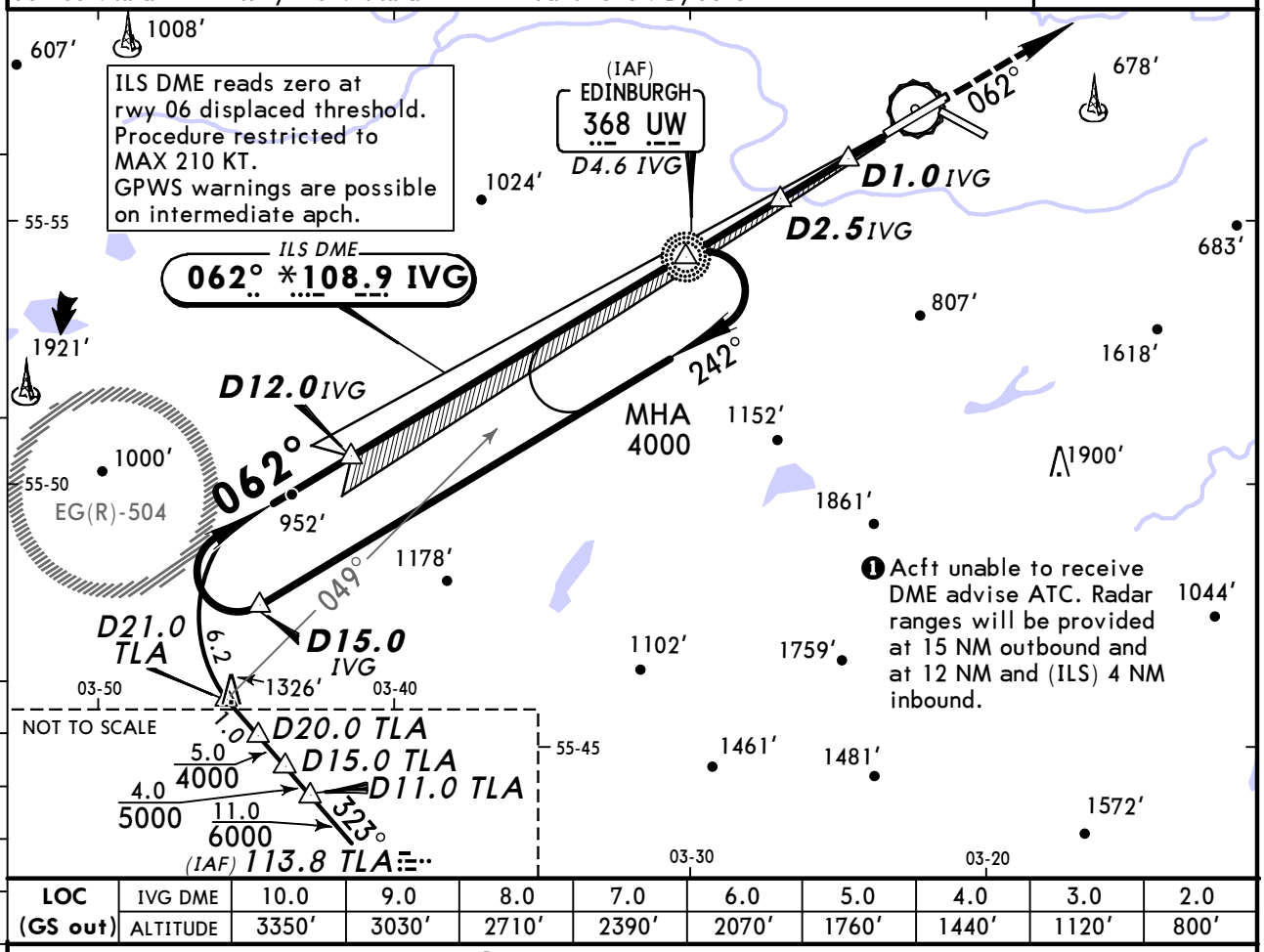
ATIS	EDINBURGH Approach (R)	EDINBURGH Tower	*Ground
131.35	121.2	118.7	121.75

LOC IVG	Final Apch Crs	GS Lctr	ILS DA(H)	Apt Elev 136′
*108.9	062°	1630′ (1520′)	310′ (200′)	RWY 110′

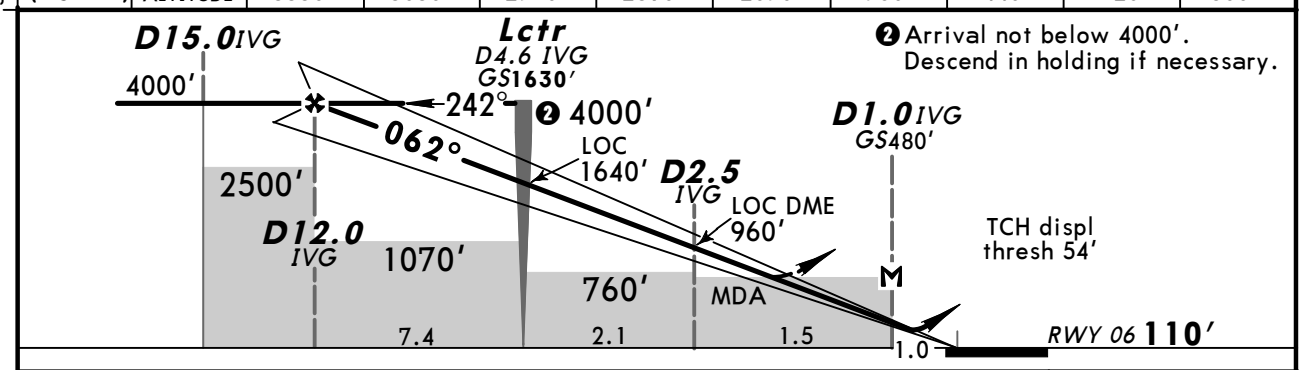
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 3000′, then turn LEFT to Lctr at 4000′.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000′

180° 3400′ 3000′ 090° 270° 3900′
MSA UW Lctr



LOC (GS out)										
	IVG DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3350′	3030′	2710′	2390′	2070′	1760′	1440′	1120′	800′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	862
LOC: Lctr to MAP	3.6	3:05	2:24	2:10	1:48	1:33	1:21
LOC DME: MAP at D1.0 IVG							

HIALS-II
PAPI
3000′

Standard STRAIGHT-IN LANDING RWY 06

	ILS			LOC (GS out) With DME		LOC (GS out) W/o DME	
	DA(H) 310′ (200′)			DA/MDA(H) CDFA 590′ (480′)		DA/MDA(H) CDFA 760′ (650′)	
	FULL	Limited	ALS out		ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m		RVR 1500m	
B							
C				RVR 1500m	CMV 2200m	CMV 2300m	CMV 2400m
D							

CIRCLE-TO-LAND
North of rwy 06/24

Max Kts	MDA(H)	VIS	MDA(H)	VIS
100	680′ (544′)	1500m	780′ (644′)	1500m
135	820′ (684′)	1600m	980′ (844′)	1600m
180	920′ (784′)	2400m	1470′ (1334′)	2400m
205	1120′ (984′)	3600m	2020′ (1884′)	3600m

❶ After LOC (GS out) w/o DME: MDA(H) 790′ (654′).

PANS OPS 4

CHANGES: Bearings.

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❶CAT II/III NDB ILS DME Rwy 06

ATIS	EDINBURGH Approach (R)	EDINBURGH Tower	*Ground
131.35	121.2	118.7	121.75

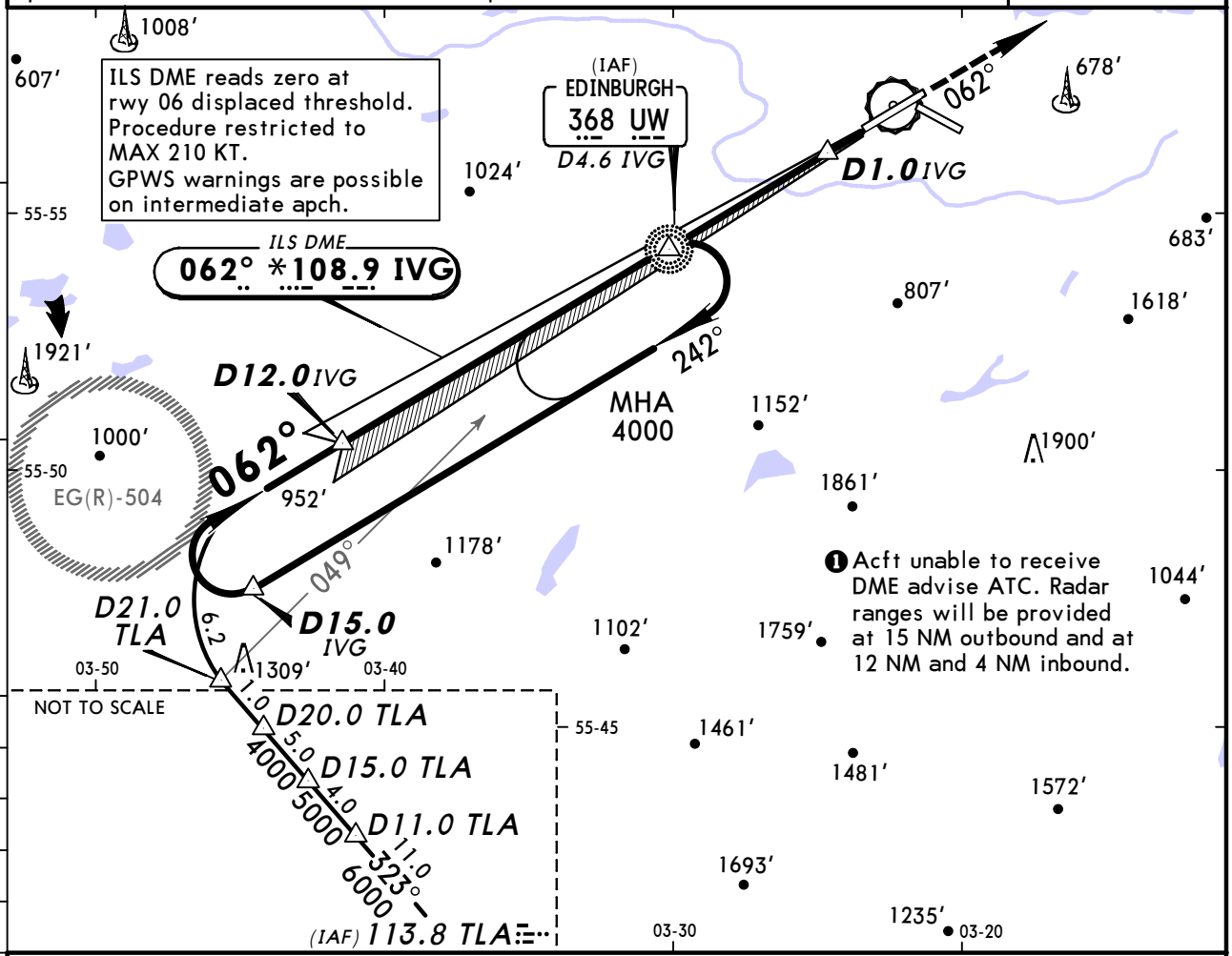
LOC IVG	Final Apch Crs	GS Lctr	CAT II & IIIA ILS	Apt Elev 136′
*108.9	062°	1630′ (1520′)	Refer to Minimums	RWY 110′

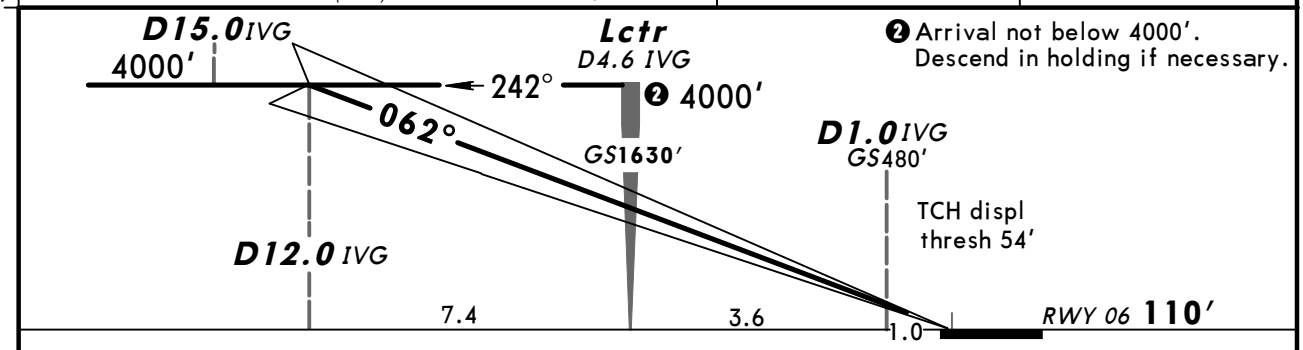
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 3000′, then turn LEFT and return to Lctr at 4000′.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000′
Special Aircrew and Acft Certification Required.

MSA UW Lctr: 180°, 3400′, 3000′, 090°, 270°, 3900′

BRIEFING STRIP ™





❷ Arrival not below 4000′. Descend in holding if necessary.

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	485	539	647	755	862

HIALS-II
PAPI
3000′

Standard STRAIGHT-IN LANDING RWY **06**

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 98′ DA(H) 210′ (100′)
RVR 200m	RVR 300m ❶

❶ Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

PANS OPS 4

CHANGES: Bearings.

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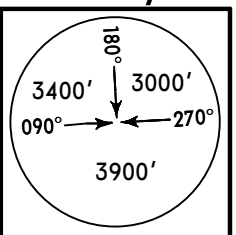
EDINBURGH, UK
❶ NDB ILS DME Rwy 24

BRIEFING STRIP ™

ATIS	EDINBURGH Approach (R)	EDINBURGH Tower	*Ground
131.35	121.2	118.7	121.75

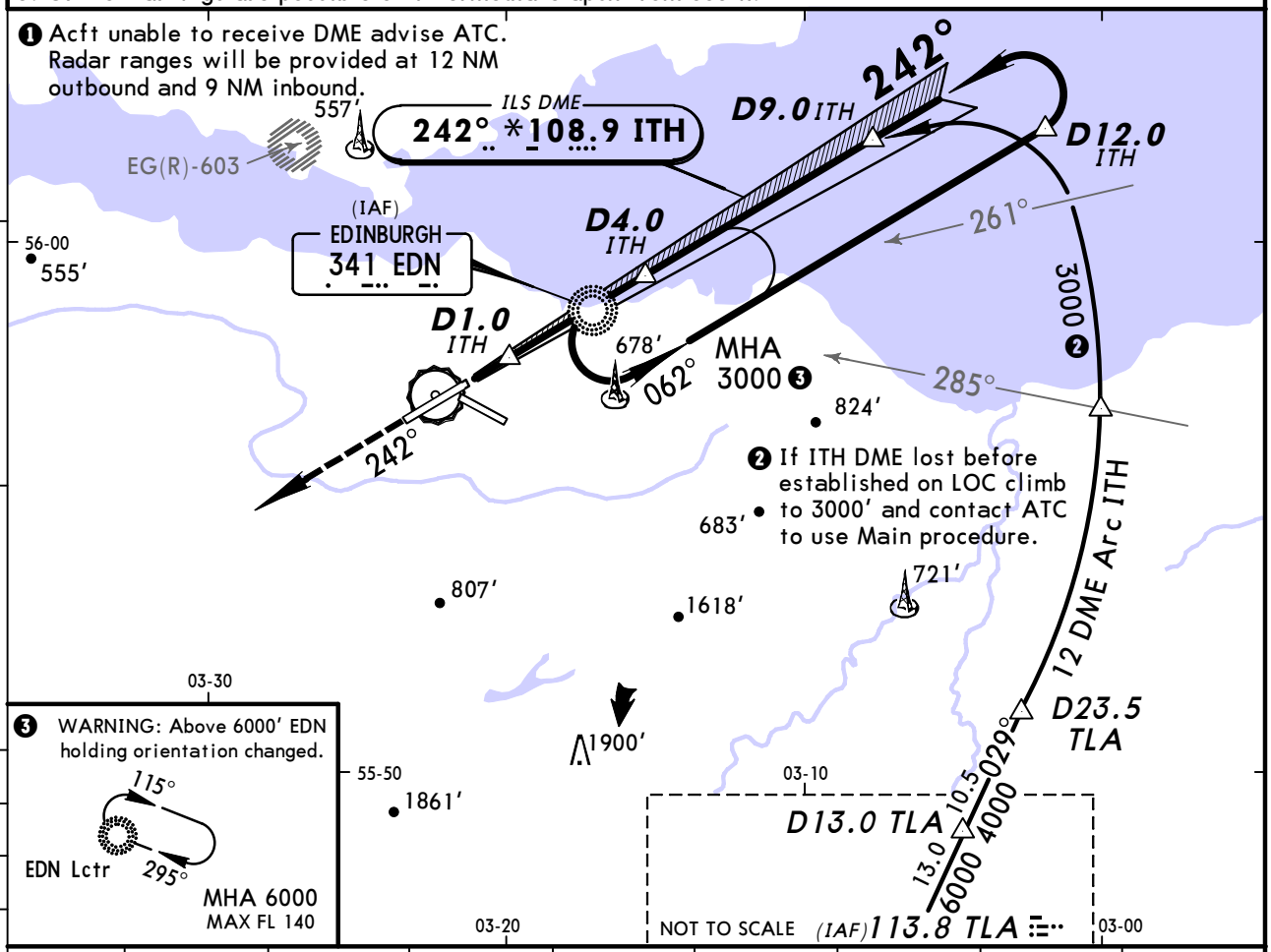
LOC ITH	Final Apch Crs	GS D4.0 ITH	ILS DA(H)	Apt Elev 136′
*108.9	242°	1420′ (1320′)	300′ (200′)	RWY 100′

MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 3000′, then turn RIGHT to Lctr at 3000′.

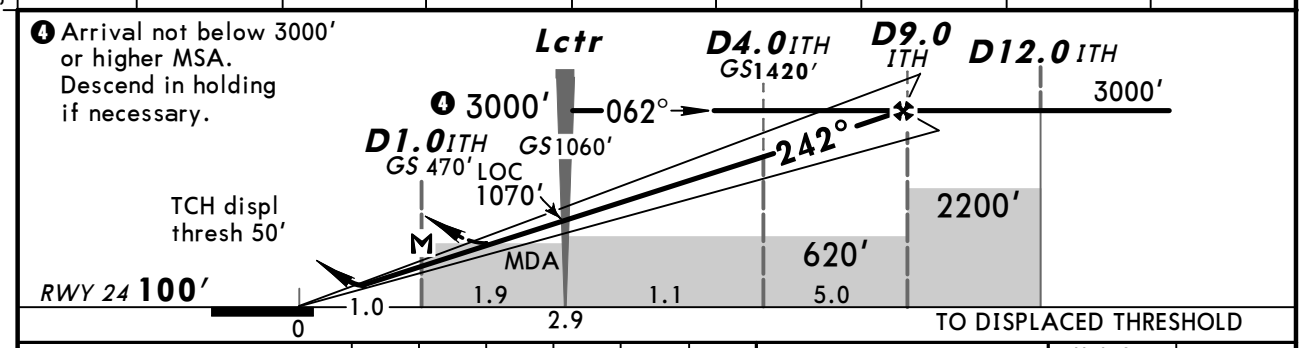


MSA EDN Lctr

Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000′
1. ILS DME reads zero at rwy 24 displaced threshold. 2. Procedure restricted to MAX 210 KT.
3. GPWS warnings are possible on intermediate apch from South.



LOC (GS out)	ITH DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	790′	1110′	1420′	1740′	2060′	2380′	2700′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
LOC w/o DME: Lctr to MAP 1.9	1:38	1:16	1:08	0:57	0:49	0:43

LOC DME: MAP at D1.0 ITH

HIALS-II
PAPI
3000′

Standard STRAIGHT-IN LANDING RWY 24

	ILS DA(H) 300′ (200′) FULL	Limited	ALS out	LOC (GS out) CDFA DA/MDA(H) 540′ (440′)	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1300m	RVR 1500m
B					
C					RVR 2000m
D					

CIRCLE-TO-LAND

Max Kts	North of rwy 06/24 MDA(H) VIS	MDA(H) VIS
100	680′ (544′) 1500m	780′ (644′) 1500m
135	820′ (684′) 1600m	980′ (844′) 1600m
180	920′ (784′) 2400m	1470′ (1334′) 2400m
205	1120′ (984′) 3600m	2020′ (1884′) 3600m

PANS OPS 4

CHANGES: Bearings.

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EGPH/EDI
EDINBURGH
JEPPESEN
10 FEB 12
11-2A
EDINBURGH, UK

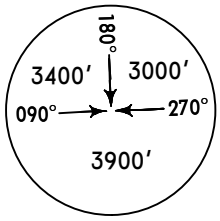
❶CAT II/III NDB ILS DME Rwy 24

ATIS	EDINBURGH Approach (R)	EDINBURGH Tower	*Ground
131.35	121.2	118.7	121.75

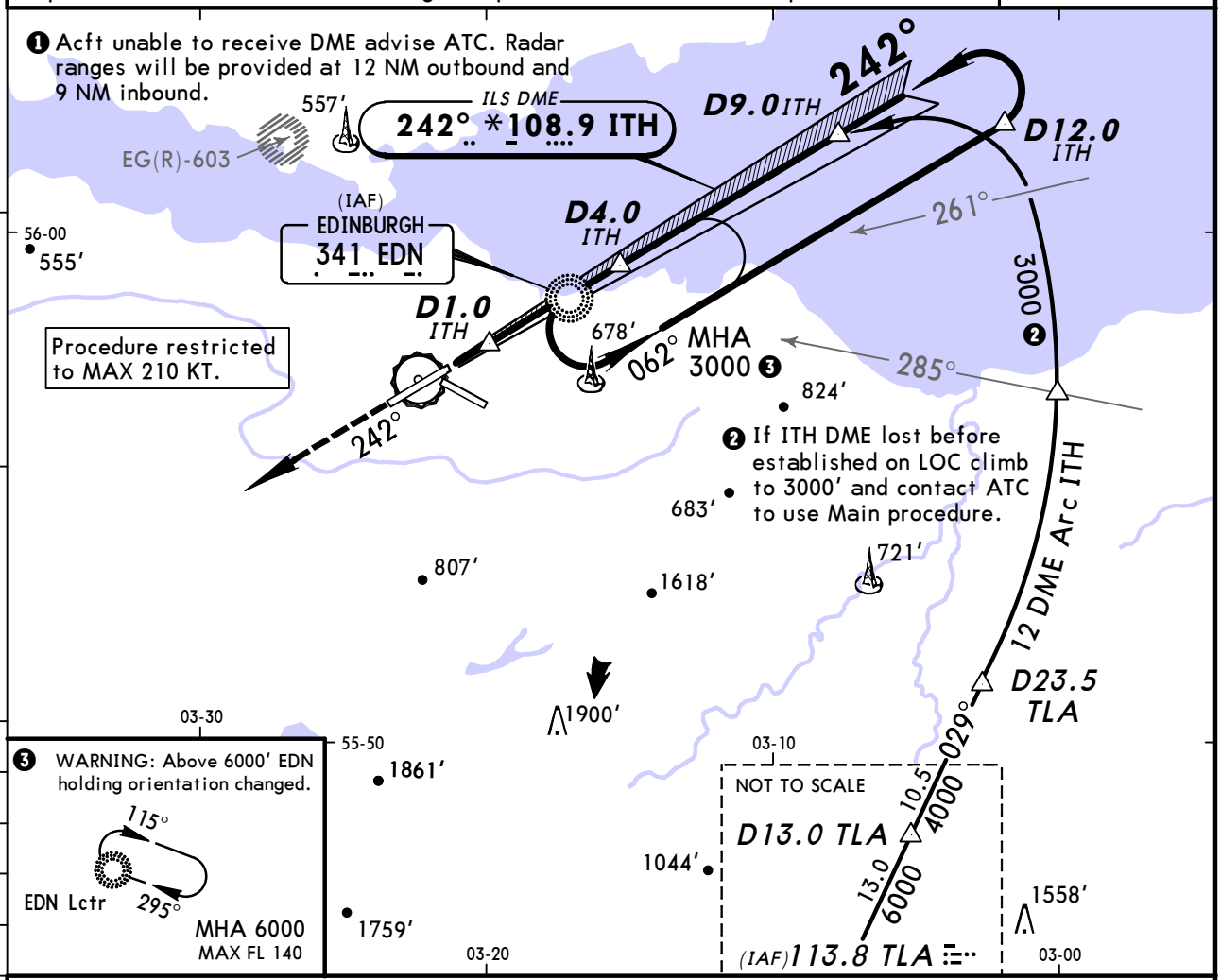
LOC	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 136′
ITH		D4.0 ITH	Refer to Minimums	RWY 100′
*108.9	242°	1420′ (1320′)		

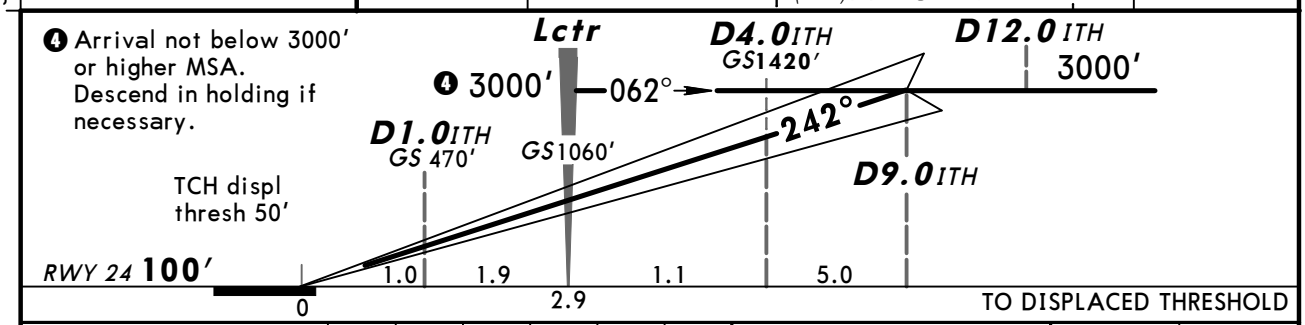
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 3000′, then turn RIGHT to Lctr at 3000′.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000′
1. Special Aircrew and Acft Certification Required. 2. ILS DME reads zero at rwy 24 displaced threshold. 3. GPWS warnings are possible on intermediate apch from South.



MSA
EDN Lctr





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	485	539	647	755	862

HIALS-II
PAPI
3000′

Standard

STRAIGHT-IN LANDING RWY 24

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 106′ DA(H) 200′ (100′)
RVR 200m	RVR 300m ❶

❶ Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Bearings.

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BRIEFING STRIP ™
PANS OPS 4

EGPH/EDI
EDINBURGH

JEPPESEN
10 FEB 12 (16-1)

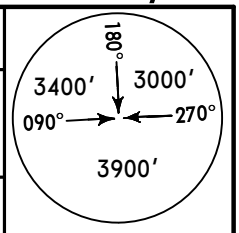
EDINBURGH, UK
❶ NDB DME Rwy 06

BRIEFING STRIP ™

ATIS	EDINBURGH Approach (R)	EDINBURGH Tower	*Ground
131.35	121.2	118.7	121.75

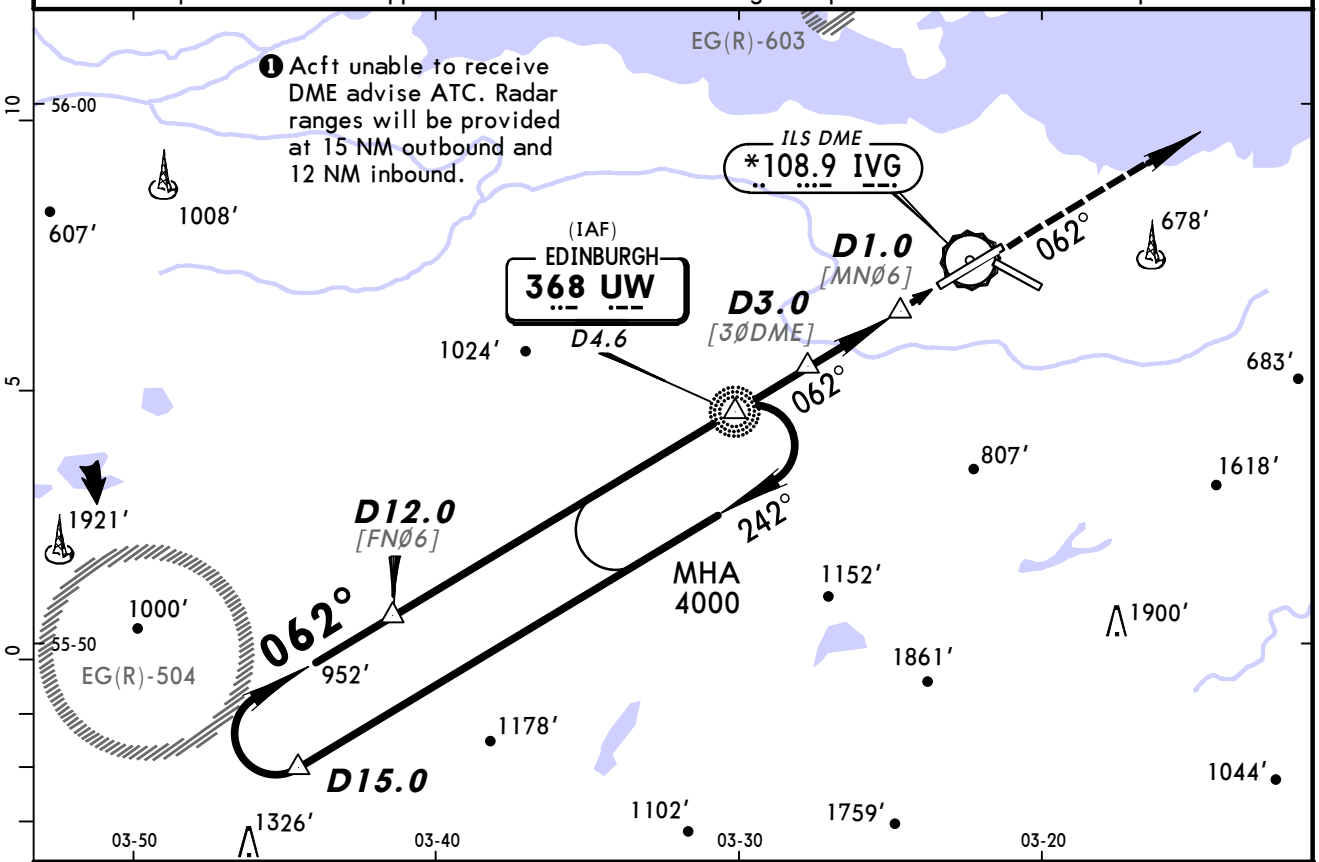
Lctr UW	Final Apch Crs	Procedure Alt Lctr	DA/MDA(H) (CONDITIONAL)	Apt Elev 136′
368	062°	1630′ (1520′)	690′ (580′)	RWY 110′

MISSED APCH: Climb on 062° from UW Lctr to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb on 062° from UW Lctr to 3000′, then turn LEFT to Lctr at 4000′.

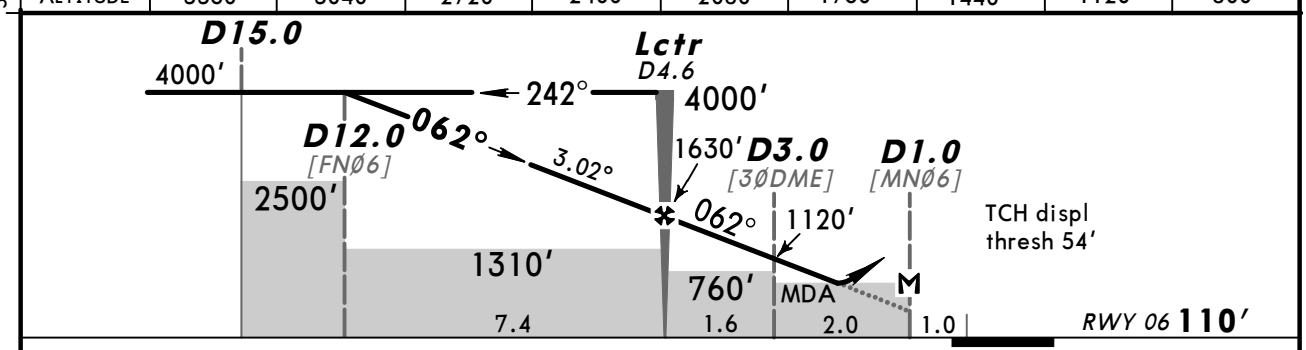


MSA
UW Lctr

Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000′
1. ILS DME reads zero at rwy 24 displ threshold. 2. Procedure restricted to MAX 210 KT. 3. Either ILS DME or Radar required for initial approach track. 4. GPWS warnings are possible on intermediate apch.



IVG DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3360′	3040′	2720′	2400′	2080′	1760′	1440′	1120′	800′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.02°	374	481	534	641	748	855
with DME: MAP at D1.0							
w/o DME: Lctr to MAP	3.6	3:05	2:24	2:10	1:48	1:33	1:21

HIALS-II
PAPI
3000′

Standard STRAIGHT-IN LANDING RWY 06

	With DME CDFA DA/MDA(H) 690′ (580′)		W/o DME CDFA DA/MDA(H) 760′ (650′)	
		ALS out		ALS out
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1900m	CMV 2400m	CMV 2300m	CMV 2400m
D				

CIRCLE-TO-LAND

Max Kts	North of rwy 06/24 ❶❷ MDA(H) VIS	❷ MDA(H) VIS
100	680′ (544′) 1500m	780′ (644′) 1500m
135	820′ (684′) 1600m	980′ (844′) 1600m
180	920′ (784′) 2400m	1470′ (1334′) 2400m
205	1120′ (984′) 3600m	2020′ (1884′) 3600m

❶ After apch with DME: MDA(H) 720′(584′). ❷ After apch w/o DME: MDA(H) 790′(654′).

PANS OPS 4

CHANGES: Bearings.

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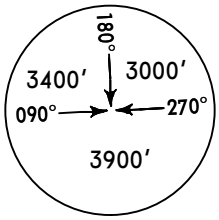
ATIS	EDINBURGH Approach (R)	EDINBURGH Tower	*Ground
131.35	121.2	118.7	121.75

Lctr	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 136′
EDN 341	242°	D9.0 3000′ (2900′)	(CONDITIONAL) 600′ (500′)	RWY 100′

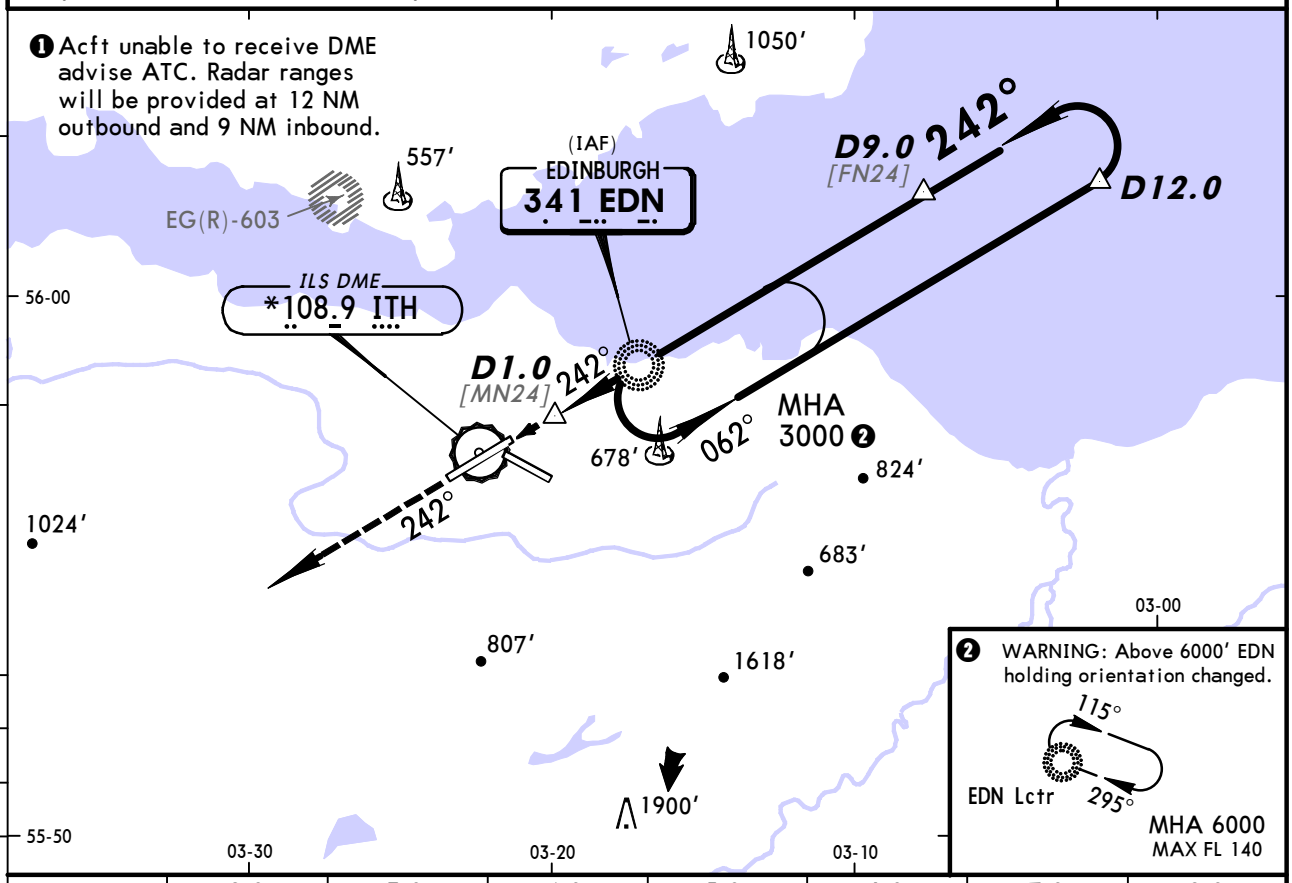
BRIEFING STRIP ™

MISSED APCH: Climb on 242° from EDN Lctr to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb on 242° from EDN Lctr to 3000′, then turn RIGHT to Lctr at 3000′.

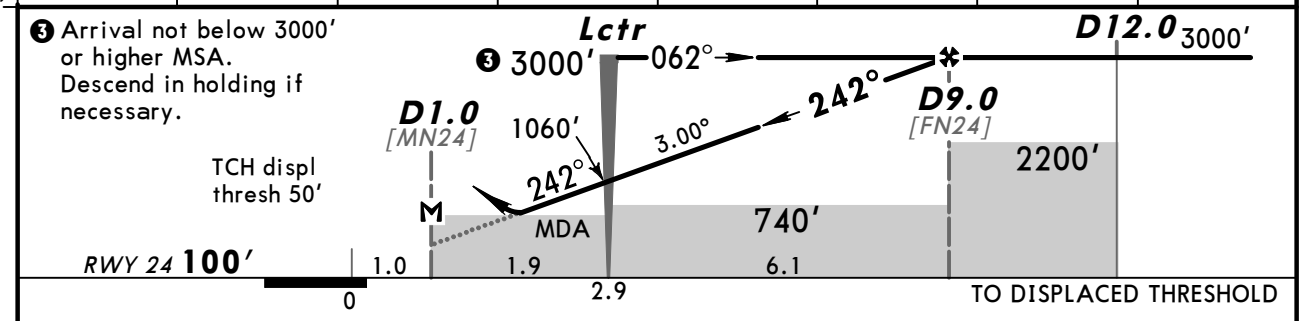
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000′
1. ILS DME reads zero at rwy 24 displaced threshold. 2. Either ILS DME or Radar required for initial apch track. 3. GPWS warnings are possible on intermediate apch from the South. 4. WARNING: Final apch track does not intercept the extended RCL and passes 459′/140m South of rwy threshold. 4. Procedure restricted to MAX 210 KT.



MSA EDN Lctr



ITH DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	780′	1100′	1420′	1730′	2050′	2370′	2680′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
with DME: MAP at D1.0							
w/o DME: Lctr to MAP	1.9	1:38	1:16	1:08	0:57	0:49	0:43

HIALS-II
PAPI
3000′

Standard STRAIGHT-IN LANDING RWY 24

	With DME CDFA DA/MDA(H) 600′ (500′)		W/o DME CDFA DA/MDA(H) 650′ (550′)	
		ALS out		ALS out
A	RVR 1500m		RVR 1800m	CMV 2500m
B				
C	RVR 1500m	CMV 2300m		
D				

CIRCLE-TO-LAND

North of rwy 06/24

Max Kts	MDA(H)	VIS	MDA(H)	VIS
100	❶ 680′ (544′)	1500m ❷	780′ (644′)	1500m ❷
135	820′ (684′)	1600m ❷	980′ (844′)	1600m ❷
180	920′ (784′)	2400m ❷	1470′ (1334′)	2400m ❷
205	1120′ (984′)	3600m	2020′ (1884′)	3600m

❶ After apch w/o DME: MDA(H) 690′(554′). ❷ After apch w/o DME: VIS 2500m.

PANS OPS 4

CHANGES: Bearings.

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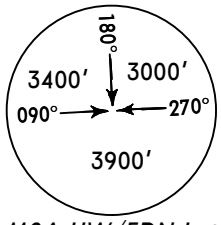
BRIEFING STRIP

ATIS	EDINBURGH Approach (R)	EDINBURGH Radar (SRA)	EDINBURGH Tower	*Ground
131.35	121.2	121.2	118.7	121.75

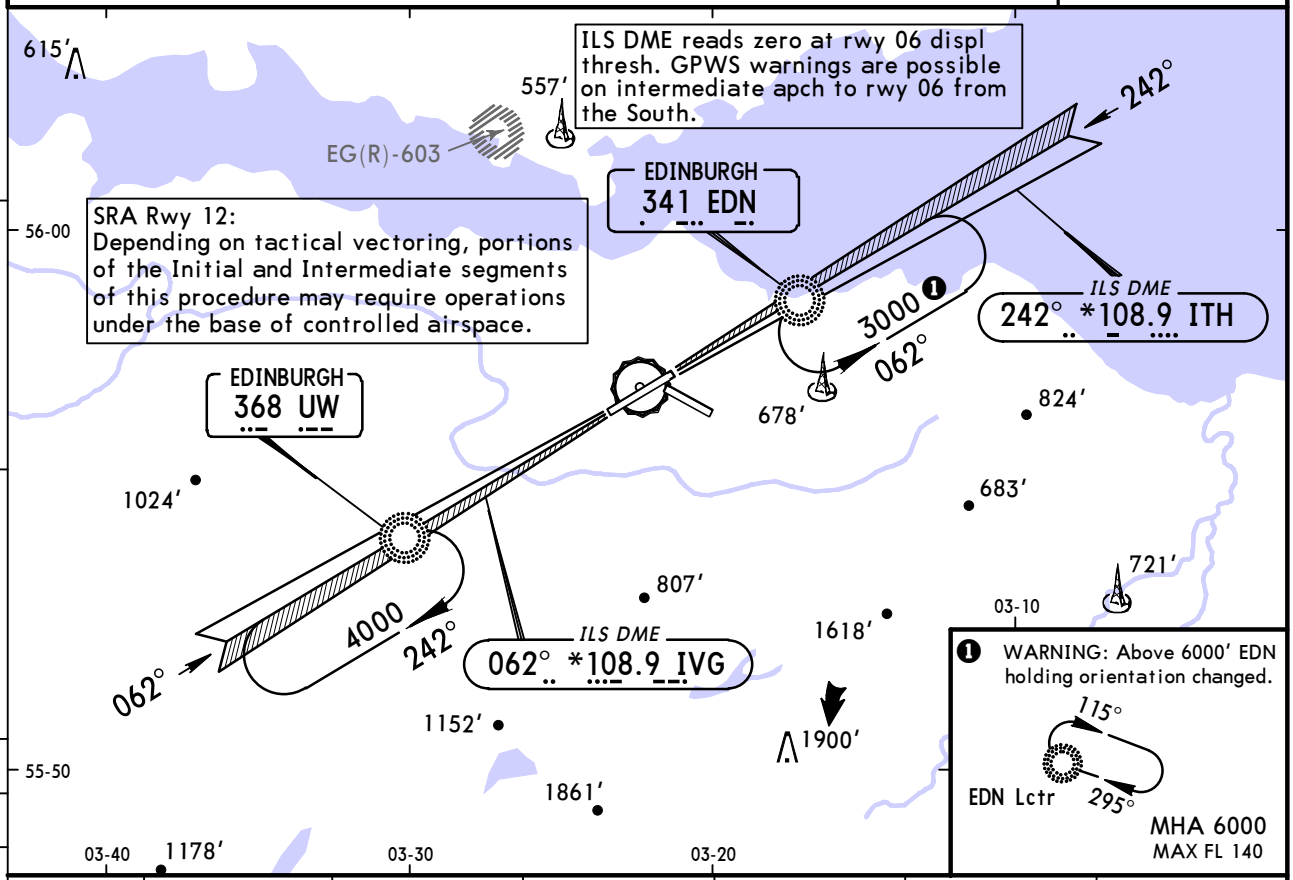
RADAR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 136′
	By ATC	See table below	Refer to Minimums	RWY 06 110′ RWY 12 99′

Missed Approach - See below

Alt Set: hPa | Apt Elev: 5 hPa | Trans level: By ATC | Trans alt: 6000′



MSA UW/EDN Lctr



SRA 06	RADAR FIX	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	2380′	2050′	1730′	1410′	1080′

SRA 12	RADAR FIX	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2700′	2380′	2060′	1740′	1420′	1110′	790′

Minimum Alt/NM	8.0 FAF	4.0
SRA 06 TMN 2.0 NM	2700′	1410′
SRA 12 TMN 2.0 NM	2700′	—

MISSED APCH:

Rwy 06: Climb STRAIGHT AHEAD to 3000′, then as directed.

COMM FAILURE: Climb STRAIGHT AHEAD to 3000′, then turn LEFT to UW Lctr at 4000′.

Rwy 12: Climbing turn LEFT onto track 095° to 3000′, then as directed.

COMM FAILURE: Climbing turn LEFT onto track 095° to 3000′, then turn LEFT to EDN Lctr.

Gnd speed-Kts	70	90	100	120	140	160
Rwy 06: Descent Angle 3.03°	375	482	536	643	750	858
Rwy 12: Descent Angle 2.98°	369	474	527	633	738	843
MAP at termination points						

Lighting - Refer to Airport Chart

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING

	SRA 06 non-CDFA MDA(H) 800′(690′)		SRA 12 non-CDFA MDA(H) 790′(691′)	
		ALS out		ALS out
A	CMV 2700m	CMV 3400m	CMV 3000m	CMV 3400m
B				
C	CMV 2900m	CMV 3600m	CMV 3200m	CMV 3600m
D				

CIRCLE-TO-LAND

Max Kts	North of rwy 06/24 MDA(H) VIS	MDA(H) VIS
100	830′ (694′) 3400m	830′ (694′) 3400m
135	830′ (694′) 3400m	830′ (694′) 3400m
180	920′ (784′) 3600m	1470′ (1334′) 3600m
205	1120′ (984′) 3600m	2020′ (1884′) 3600m

PANS OPS 4

CHANGES: Bearings.

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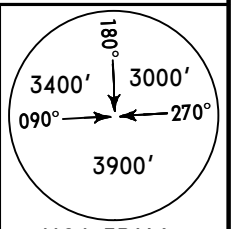
BRIEFING STRIP

ATIS	EDINBURGH Approach (R)	EDINBURGH Radar (SRA)	EDINBURGH Tower	*Ground
131.35	121.2	121.2	118.7	121.75

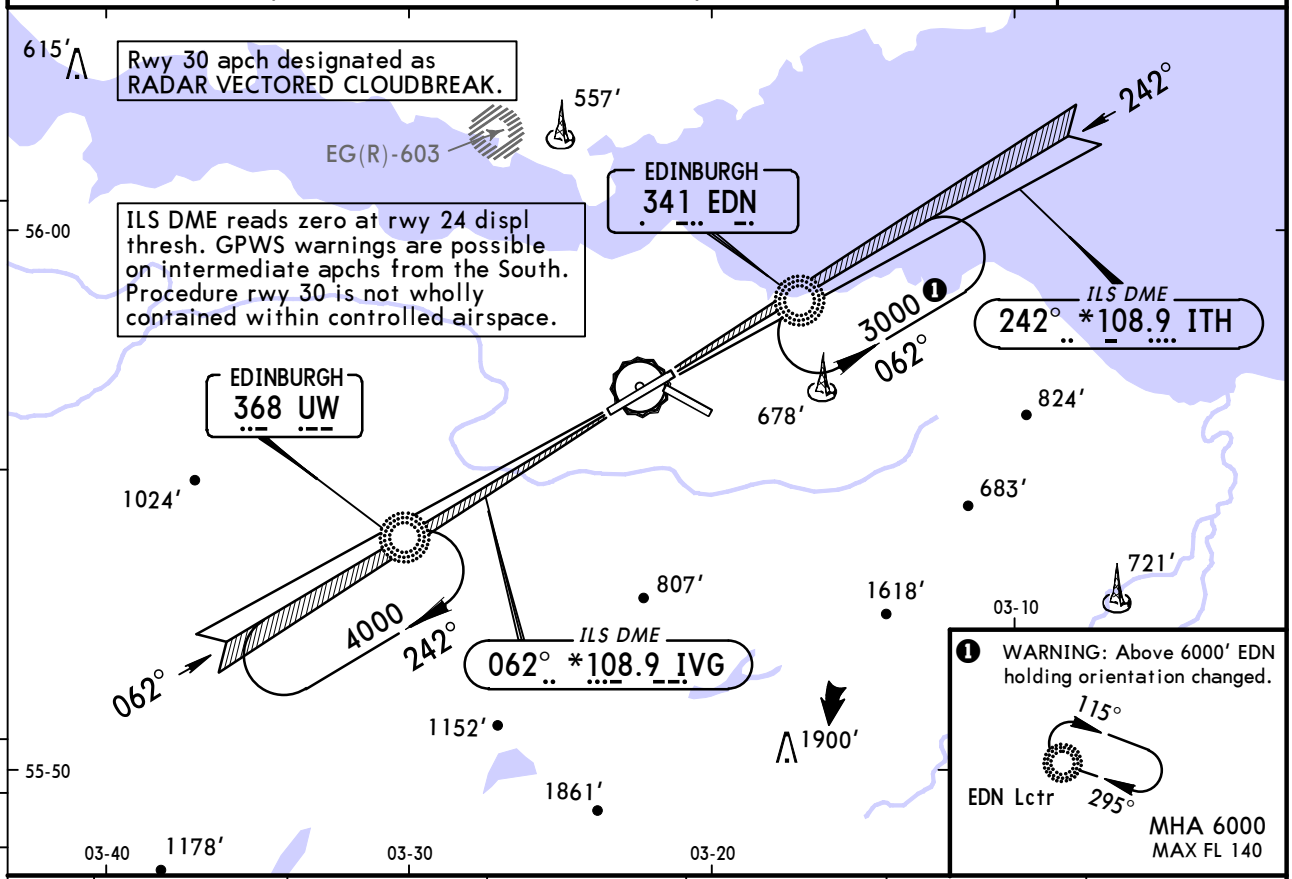
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 136′ RWY 24 100′ RWY 30 134′

Missed Approach - See below

Alt Set: hPa | Apt Elev: 5 hPa | Trans level: By ATC | Trans alt: 6000′



MSA EDN Lctr



SRA 24	RADAR FIX	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	2380′	2060′	1740′	1420′	1110′
SRA 30	RADAR FIX	10.0	9.0	8.0	7.0	6.0
	ALTITUDE	3340′	3030′	2710′	2390′	2080′

Minimum Alt/NM	10.5 FAF	8.0 FAF
SRA 24 TMN 2.0 NM	—	2700′
SRA 30 TMN 5.0 NM	3500′	—

MISSED APCH:

Rwy 24: Climb STRAIGHT AHEAD to 3000′, then as directed.

COMM FAILURE: Climb STRAIGHT AHEAD to 3000′, then turn RIGHT to EDN Lctr at 3000′.

Rwy 30: Climbing turn RIGHT and proceed to EDN Lctr at 3000′.

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.98°	369	474	527	633	738	843
MAP at termination points							

Lighting - Refer to Airport Chart

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING

	SRA 24 non-CDFA MDA(H) 800′(700′)		SRA 30 non-CDFA MDA(H) 1900′ (1766′)
		ALS out	ALS out
A	CMV 2700m	CMV 3400m	CMV 5000m
B			
C	CMV 2900m	CMV 3600m	
D			

CIRCLE-TO-LAND

Max Kts	North of rwy 06/24 MDA(H)	VIS	MDA(H)	VIS
100	❶ 840′ (704′)	3400m	❶ 840′ (704′)	3400m
135	❶ 840′ (704′)	3400m	❶ 840′ (704′)	3400m
180	❶ 920′ (784′)	3600m	❶ 1470′ (1334′)	3600m
205	❶ 1120′ (984′)	3600m	❷ 2020′ (1884′)	3600m

❶ After SRA 30 apch: MDA(H) 1910′ (1774′), VIS 5000m. ❷ After SRA 30 apch: VIS 5000m.

PANS OPS 4

CHANGES: Bearings.

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Chart changes since cycle 14-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

EDINBURGH, (EDINBURGH - EGPH)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EGPH