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General Information

Location: EDINBURGH GBR
ICAO/IATA: EGPH / EDI
Lat/Long: N55° 57.00', W003° 22.35'
Elevation: 136 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 3.0° 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: 0840 Z
Sunset: 1602 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

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Length x Width: 5896 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 134 ft
Lighting: Edge, ALS
Displaced Threshold: 197 ft

Communication Information

ATIS: 131.350
Edinburgh Ground Tower: 121.750
Edinburgh Tower: 118.700
Edinburgh Approach: 121.200
Edinburgh Radar: 128.975
Edinburgh Radar: 121.200

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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 between TWY L and M (THR RWY 12) to enable ATC to pass ACFT. ACFT must remain on the yellow centerlines to maintain the required wing-tip clearance and should ensure that they understand the routing given by ATC, particularly at NIGHT when both TWY centerlines 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, 50 thru 54, 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. SPEED RESTRICTIONS

Unless otherwise instructed by ATC, ACFT are to be operated within following speed bands below FL 100:

- 210-250 KT on intermediate APCH;
- 180-210 KT on base leg;
- 160-180 KT on final APCH between 10 NM and 4 NM from touchdown.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1 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.

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.

2.2.2. 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.

2.2.3. 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.

2.2.4. 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.

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2. ARRIVAL

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.

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.

2.2.5. 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 4 NM 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.

2.3. CAT II/III OPERATIONS

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

2.4. RWY OPERATIONS

2.4.1. 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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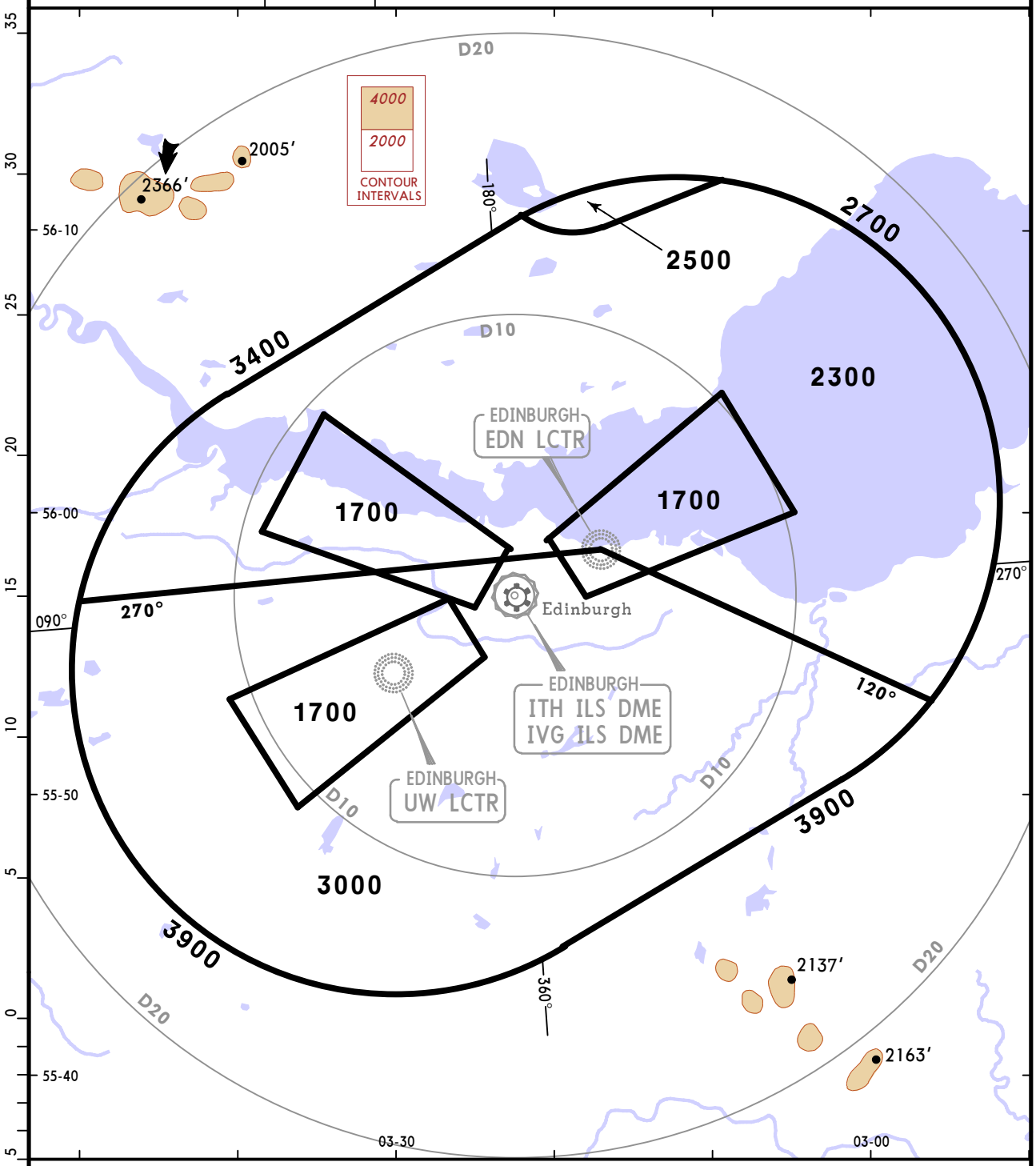
EDINBURGH Radar (APP)	Apt Elev	Alt Set: hPa
121.2	136′	Trans level: By ATC Trans alt: 6000′



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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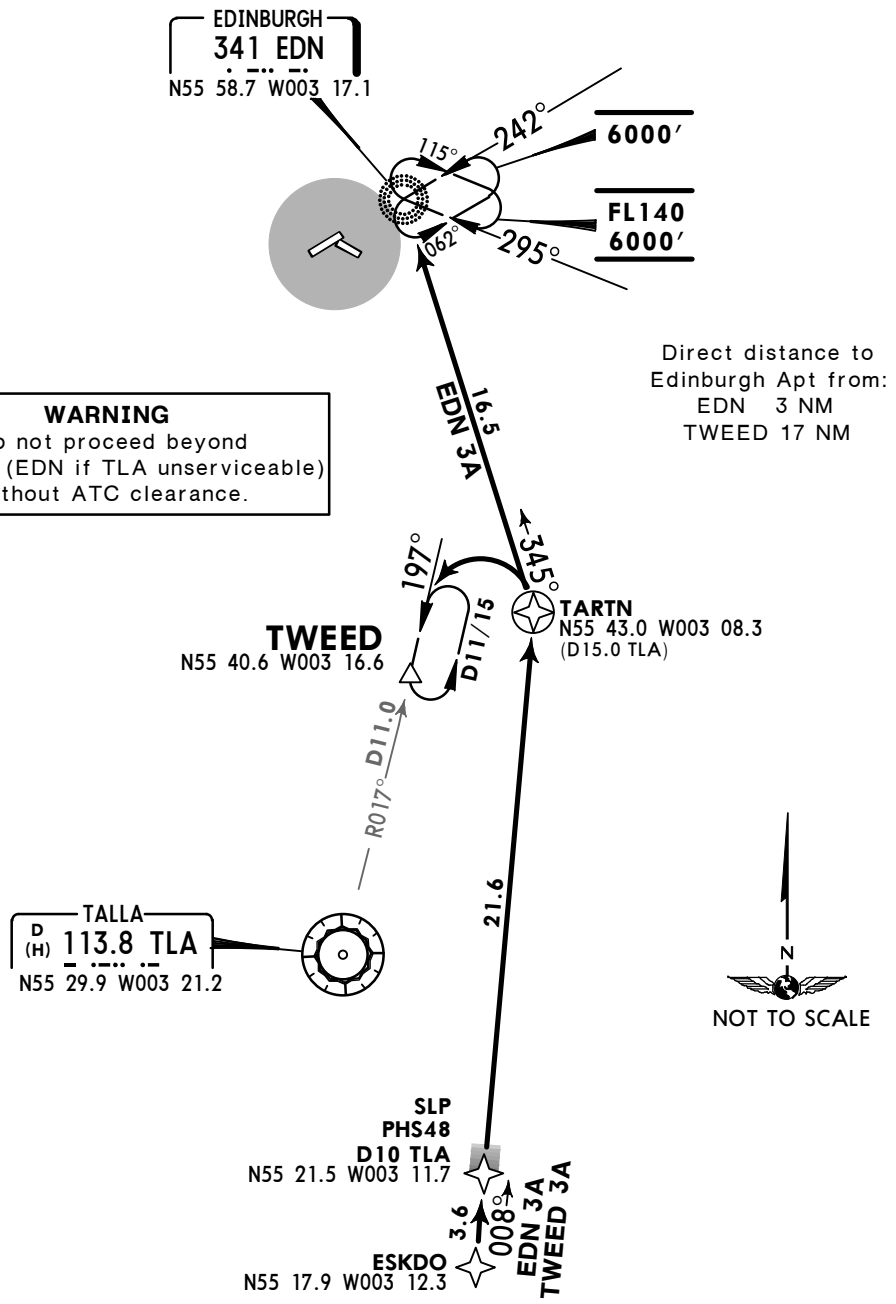
ATIS	Apt Elev	
131.350	136′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ **1. RNAV 5 required.** 2. Aircraft on all routes may be RADAR vectored. 3. All holding is defined by conventional navigation.

EDN 3A

TO BE USED WHEN TLA VOR OR DME UNSERVICEABLE

TWEED 3A [TWED3A]
RNAV ARRIVALS



Direct distance to Edinburgh Apt from:
EDN 3 NM
TWEED 17 NM

WARNING
Do not proceed beyond TWEED (EDN if TLA unserviceable) without ATC clearance.

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
At FL260 or below by INPIP,
at FL200 or below INREV.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

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

STAR	ROUTING
EDN 3A	ESKDO - PHS48 (K250-) - TARTN - EDN.
TWEED 3A	ESKDO - PHS48 (K250-) - TARTN - TWEED.

CHANGES: RNAV STARs availability; track update.

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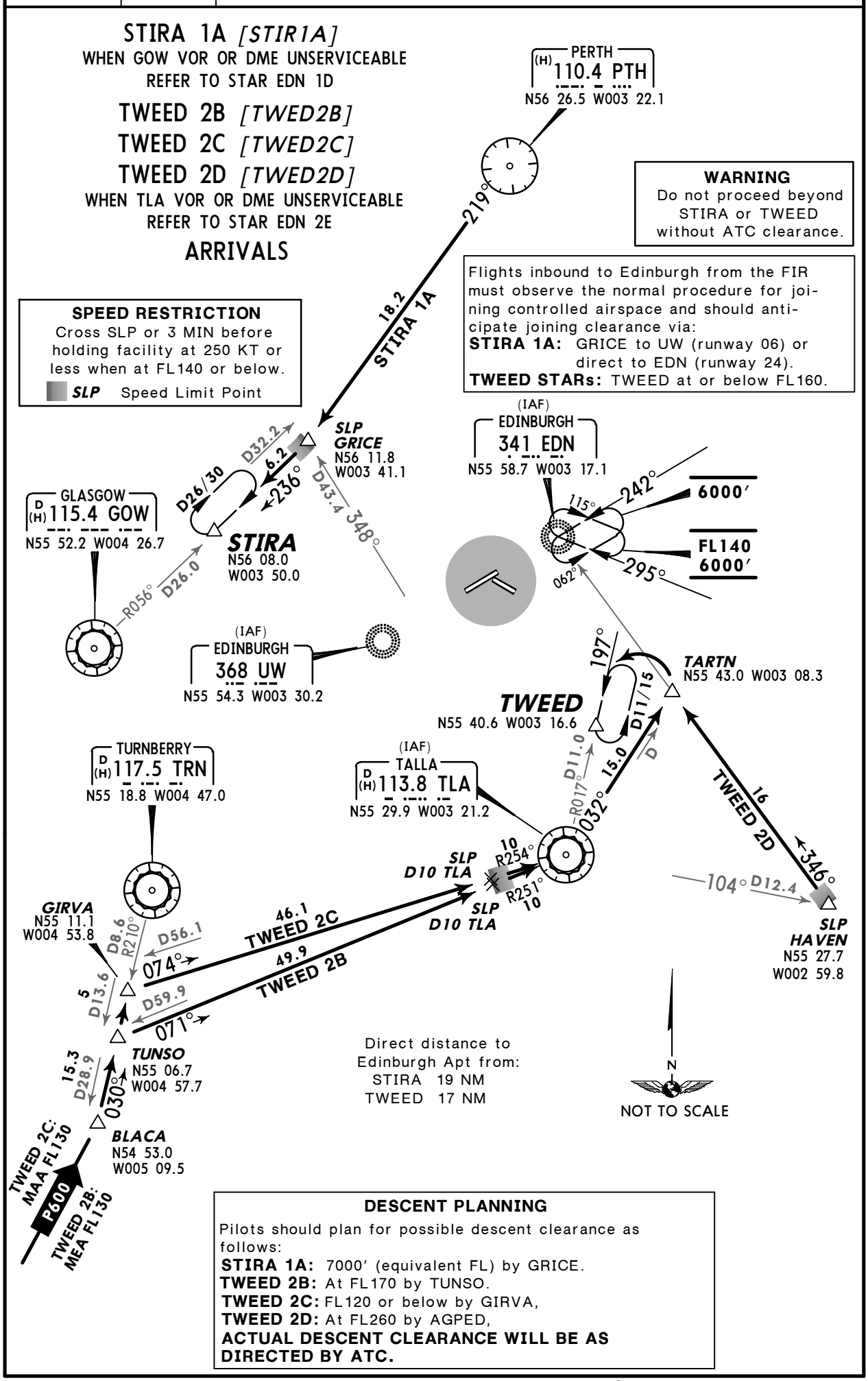
ATIS	Apt Elev	
131.350	136′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ Aircraft on all routes may be RADAR vectored.



CHANGES: New chart (STARs transferred & revised).

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ATIS	Apt Elev	
131.350	136′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ Aircraft on all routes may be RADAR vectored.

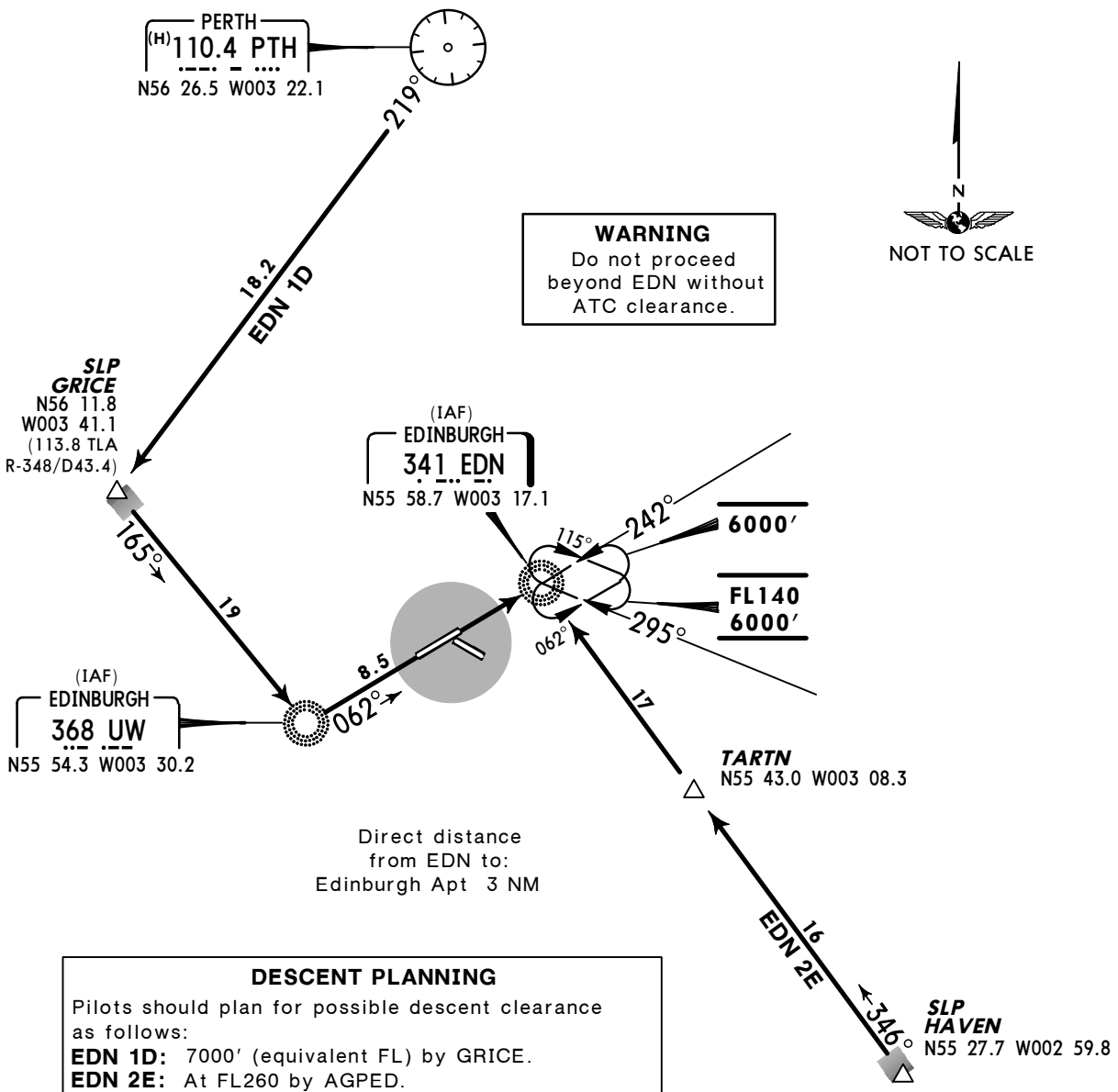
EDN 1D

TO BE USED WHEN GOW VOR OR DME UNSERVICEABLE

EDN 2E

TO BE USED WHEN TLA VOR OR DME UNSERVICEABLE

ARRIVALS



DESCENT PLANNING

Pilots should plan for possible descent clearance as follows:

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

EDN 2E: At FL260 by AGPED.

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

CHANGES: New chart (STARs transferred & revised).

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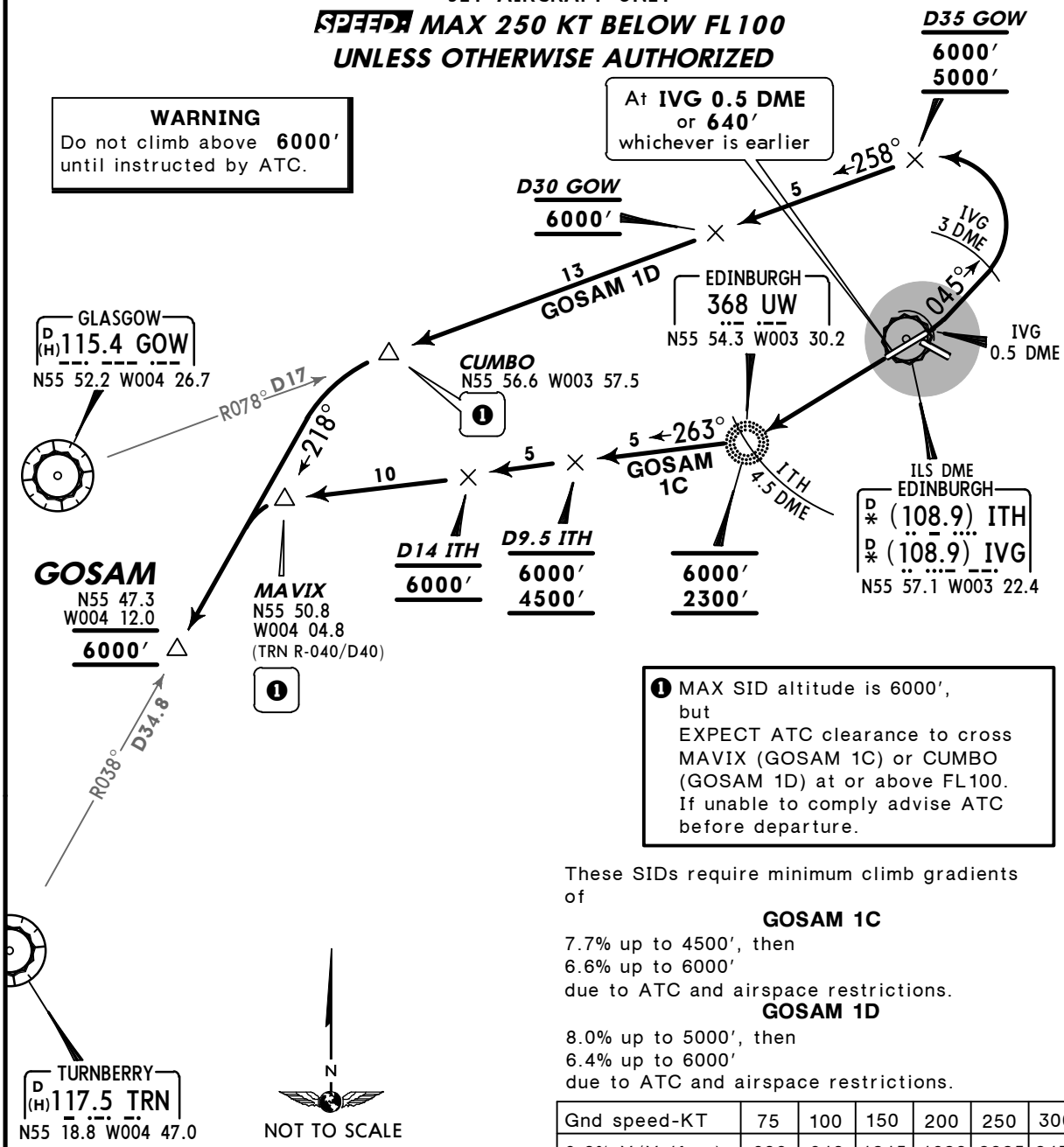
SCOTTISH Control 124.825	Apt Elev 136′	Trans level: By ATC Trans alt: 6000′ 1. SIDs include noise preferential routes. 2. Noise preferential routes terminate at 3000′. 3. Cruising levels will be allocated after take-off by SCOTTISH Control. 4. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH control.

GOSAM ONE CHARLIE (GOSAM 1C) [GOSA1C]
GOSAM ONE DELTA (GOSAM 1D) [GOSA1D]
RWYS 24, 06 DEPARTURES

JET AIRCRAFT ONLY

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



MAX SID altitude is 6000′, but EXPECT ATC clearance to cross MAVIX (GOSAM 1C) or CUMBO (GOSAM 1D) at or above FL100. If unable to comply advise ATC before departure.

These SIDs require minimum climb gradients of

GOSAM 1C

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

GOSAM 1D

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

AVERAGE TRACK MILEAGE
GOSAM 1C: 31 NM to GOSAM.
GOSAM 1D: 46 NM to GOSAM.

SID	RWY	ROUTING/ALTITUDE
GOSAM 1C	24	Climb straight ahead to UW (ITH 4.5 DME), cross above 2300′ (MAX 6000′), turn RIGHT, 263° bearing, cross D9.5 ITH above 4500′ (MAX 6000′), D14 ITH at 6000′, to MAVIX, turn LEFT, intercept TRN R-038 inbound to GOSAM.
GOSAM 1D	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-078 inbound, cross D35 GOW at or above 5000′ (MAX 6000′), D30 GOW at 6000′, to CUMBO, turn LEFT, intercept TRN R-038 inbound to GOSAM.

CHANGES: Warning box withdrawn; GOSAM definition revised.

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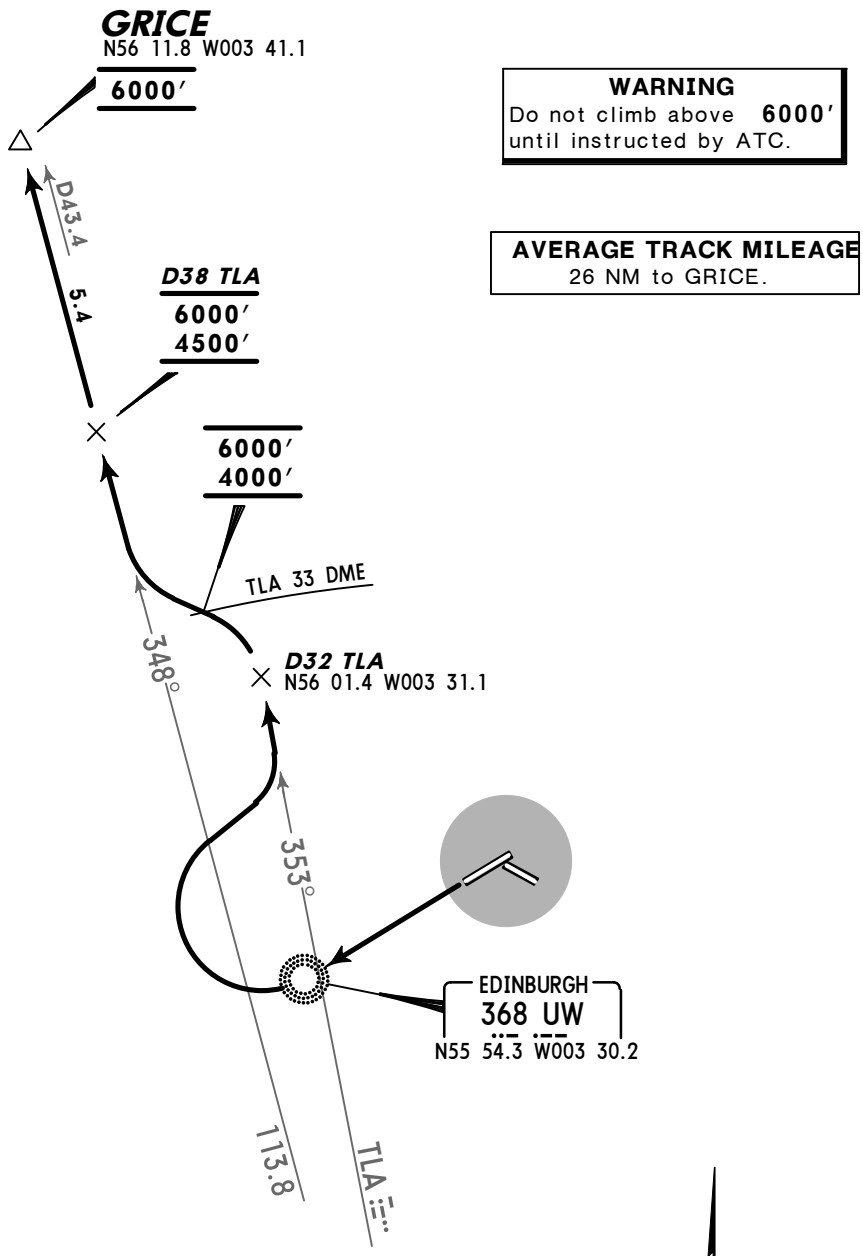
SCOTTISH Control 124.5	Apt Elev 136′	Trans level: By ATC Trans alt: 6000′ 1. SIDs include noise preferential routes. 2. Noise preferential routes terminate at 3000′. 3. Cruising levels will be allocated after take-off by SCOTTISH Control. 4. Report C/S, SID designator, current altitude and cleared altitude on first contact with 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

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-348, cross D38 TLA above 4500′ (MAX 6000′) to GRICE, at 6000′.

CHANGES: Warning box withdrawn.

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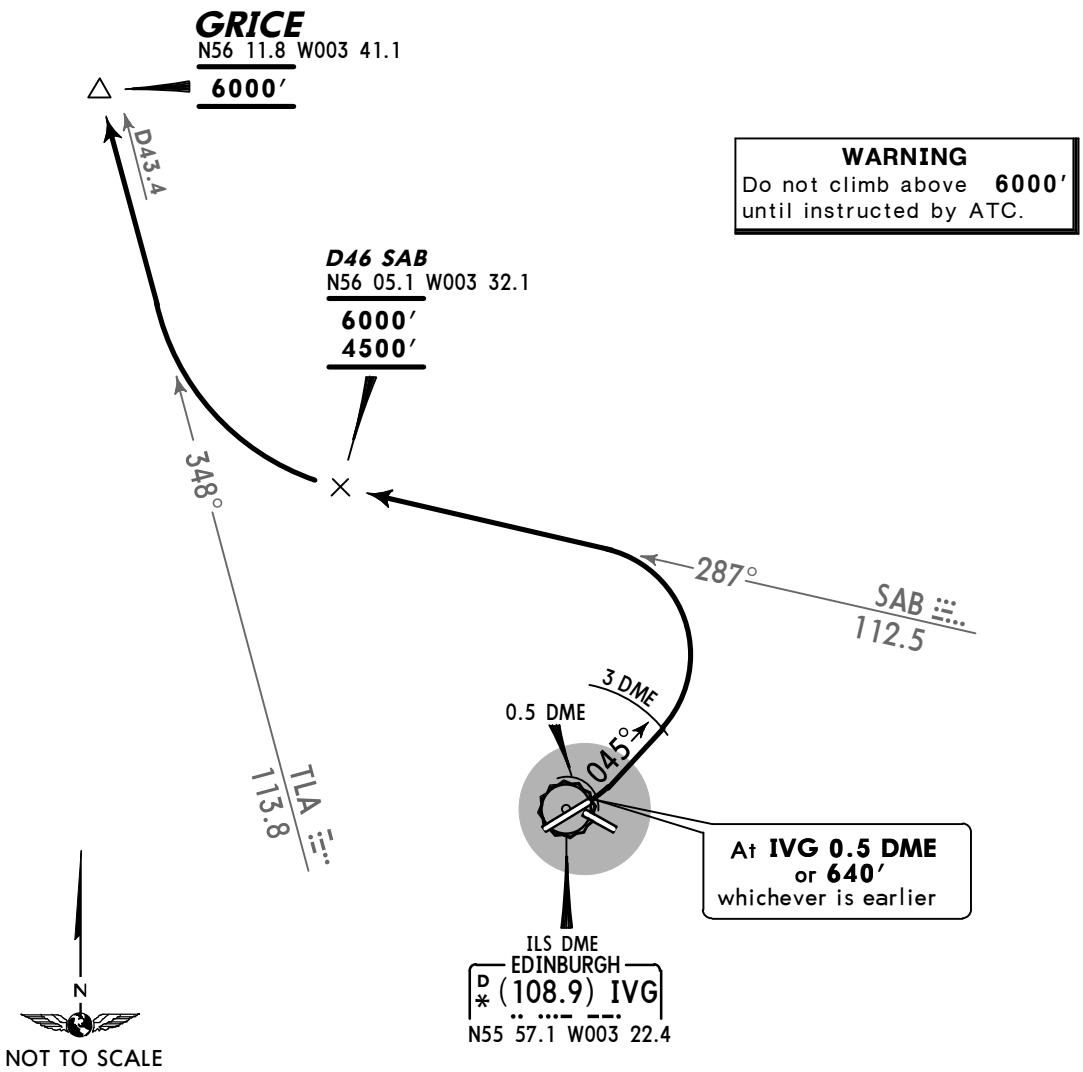
SCOTTISH Control 124.5	Apt Elev 136′	Trans level: By ATC Trans alt: 6000′ 1. SID includes noise preferential route. 2. Noise preferential route terminates at 3000′. 3. Cruising levels will be allocated after take-off by SCOTTISH Control. 4. Report C/S, SID designator, current altitude and cleared altitude on first contact with 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



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-348 to GRICE, at 6000′.

CHANGES: Warning box withdrawn.

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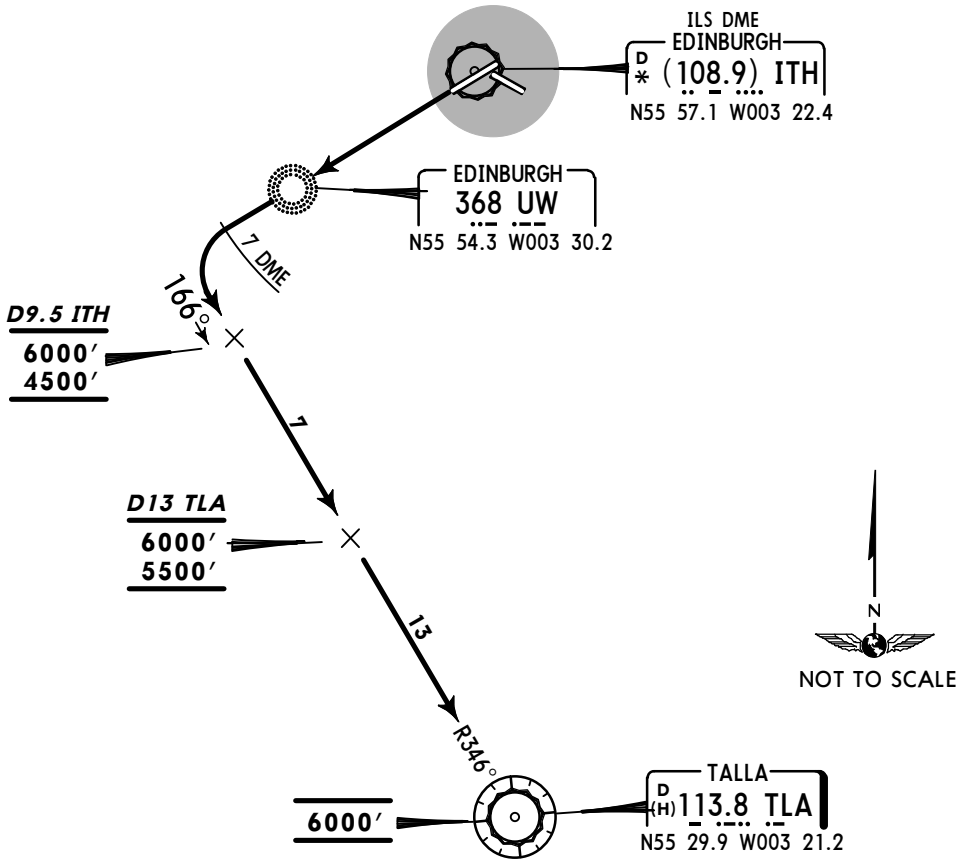
SCOTTISH Control 126.3	Apt Elev 136′	Trans level: By ATC Trans alt: 6000′ 1. SID includes noise preferential route. 2. Noise preferential route terminates at 3000′. 3. Cruising levels will be allocated after take-off by SCOTTISH Control. 4. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH control.

TALLA SIX CHARLIE (TLA 6C)
RWY 24 DEPARTURE

NON-JET AIRCRAFT
OR JET AIRCRAFT ROUTING VIA L-602
OR JET AIRCRAFT LEAVING CONTROLLED AIRSPACE AT TLA
OR JET AIRCRAFT ROUTING VIA N-57/L-612/N-864 BETWEEN 2300-0600LT

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: Warning box withdrawn.

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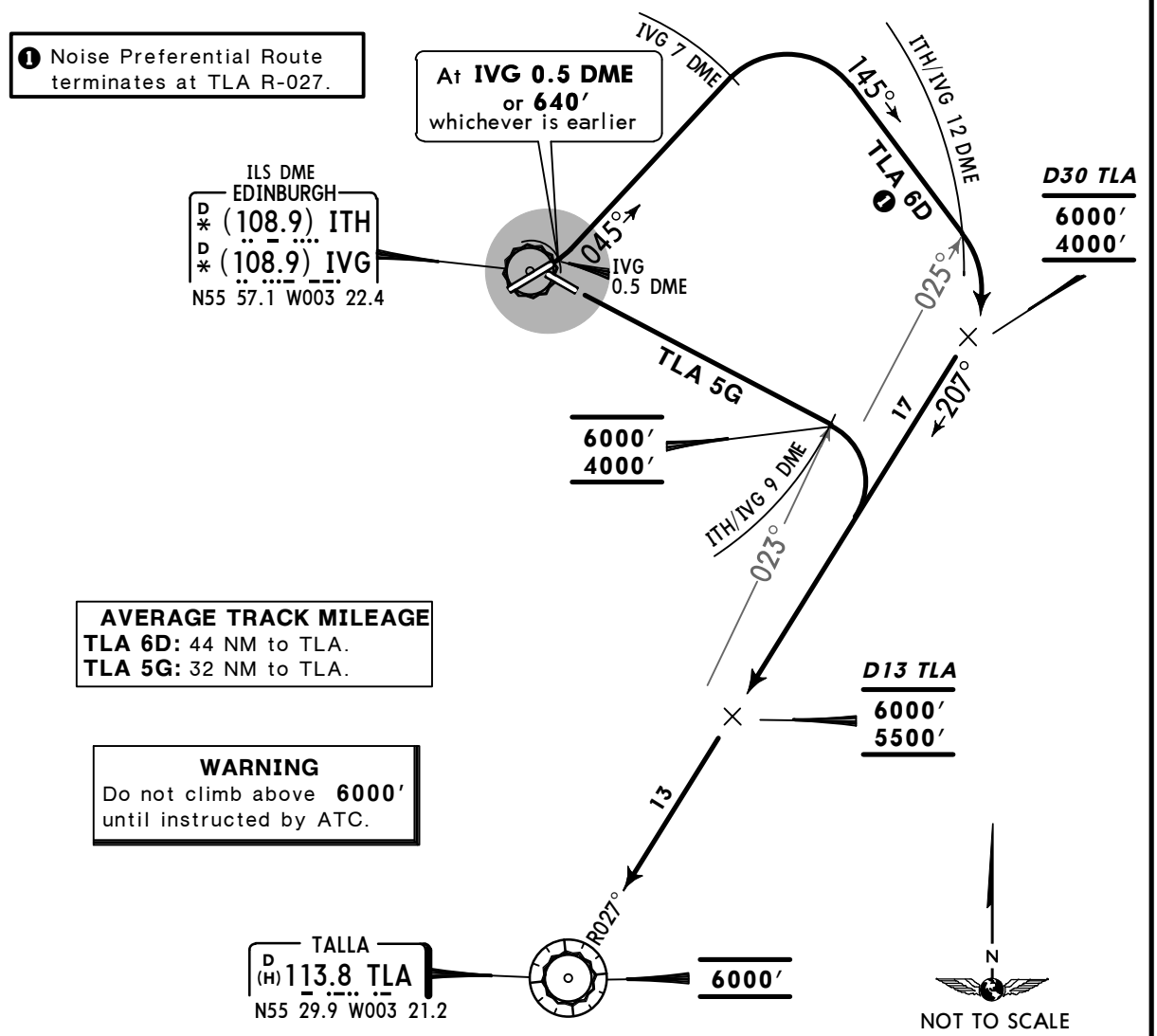
SCOTTISH Control 126.3	Apt Elev 136′	Trans level: By ATC Trans alt: 6000′ 1. SID includes noise preferential route. 2. Cruising levels will be allocated after take-off by SCOTTISH Control. 3. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH control.

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

NON-JET AIRCRAFT
OR JET AIRCRAFT ROUTING VIA L-602
OR JET AIRCRAFT LEAVING CONTROLLED AIRSPACE AT TLA
OR JET AIRCRAFT ROUTING VIA N-57/L-612/N-864 BETWEEN 2300-0600LT

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: Warning box withdrawn.

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SCOTTISH Control 124.825	Apt Elev 136′	Trans level: By ATC Trans alt: 6000′ 1. RNAV SID includes noise preferential route. 2. Cruising levels will be allocated after take-off by SCOTTISH Control, report C/S, SID designator, current altitude and initial cleared level on first contact with SCOTTISH Control. 3. Adhere to maximum speed limits where specified by wpt constraints. 4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped ot that have DME/DME and INS/IRU with automatic runway updating capability. 5. EXPECT close-in obstacles.

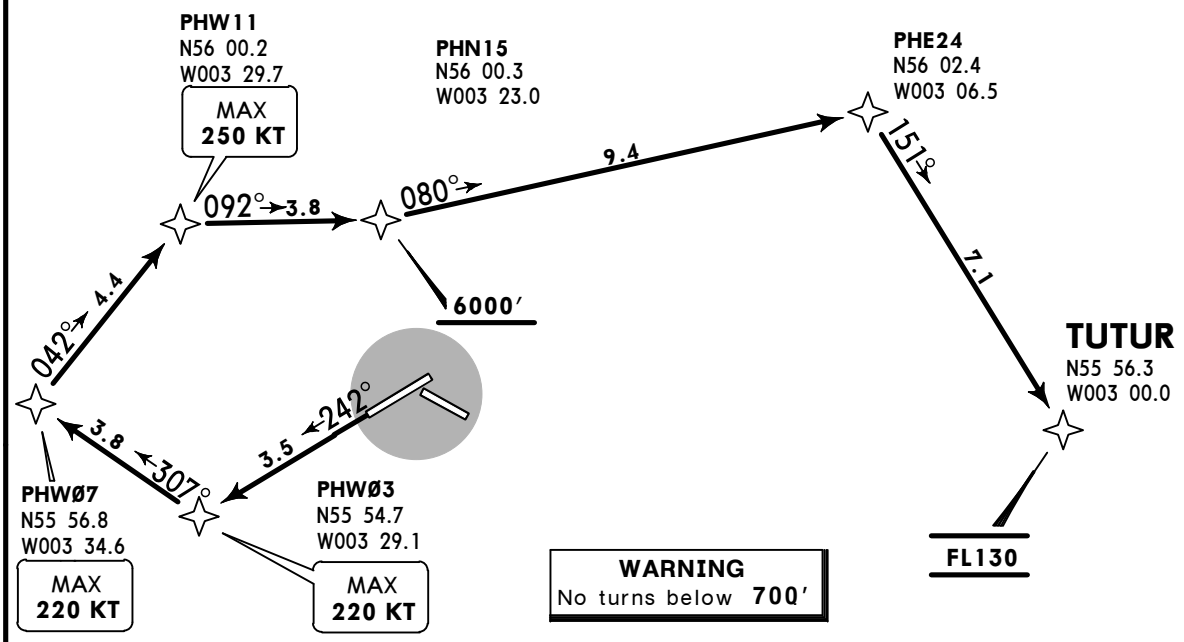
TUTUR 1C [TUTU1C]

RWY 24 RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO JET ACFT EQUIPPED AND APPROVED
IN ACCORDANCE WITH THE REQUIREMENTS OF
JAA TGL-10 OR EQUIVALENT
VIA HAVEN TO L-602
NON-APPROVED ACFT USE CONVENTIONAL TLA SIDS

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

TRIAL PROCEDURE



NOT TO SCALE

This SID requires a minimum climb gradient of
3.7% up to 700′.

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

ROUTING/ALTITUDE

Climb straight ahead to PHW03, turn RIGHT to PHW07, turn RIGHT to PHW11, turn RIGHT to PHN15, turn LEFT to PHE24, turn RIGHT to TUTUR.

CHANGES: New chart.

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EGPH/EDI

Apt Elev **136′**
N55 57.0 W003 22.4

JEPPESEN

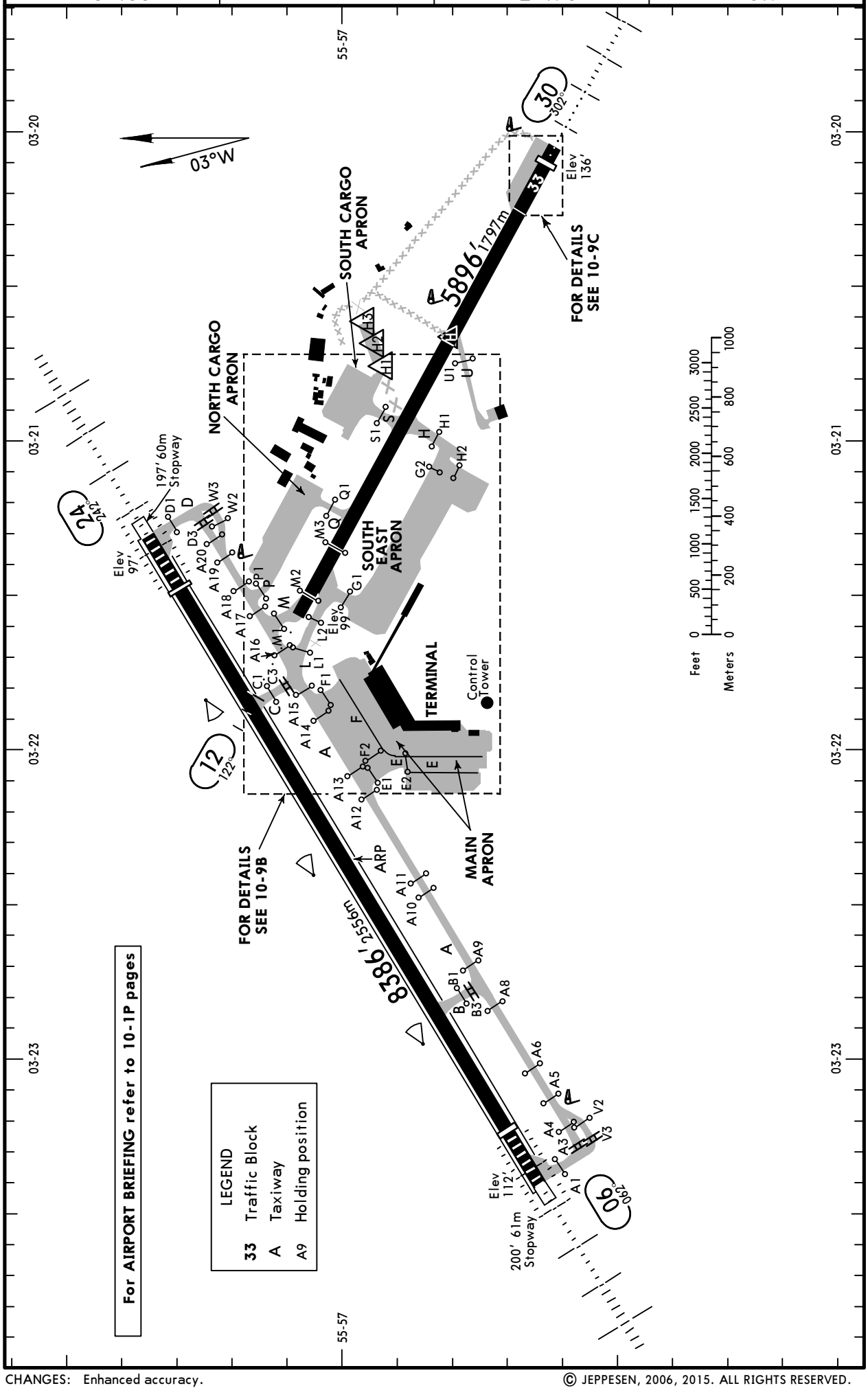
23 OCT 15

10-9

EDINBURGH, UK

EDINBURGH

ATIS	ACARS: DCL	*EDINBURGH Ground	Tower
131.35		121.75	118.7



CHANGES: Enhanced accuracy.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
06 ❶ 24	HIRL CL(15m) HIALS-II TDZ PAPI-L (3.0°) RVR	7690′ 2344m 7700′ 2347m	6425′ 1958m 6662′ 2031m	❷	151′ 46m

❶ RWY grooved.
❷ 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 ❸ 30	HIRL HIALS PAPI-L (angle 3.0°)				151′ 46m
	HIRL HIALS PAPI-L (angle 3.5°)	5699′ 1737m		❹	

❸ RWY grooved.
❹ 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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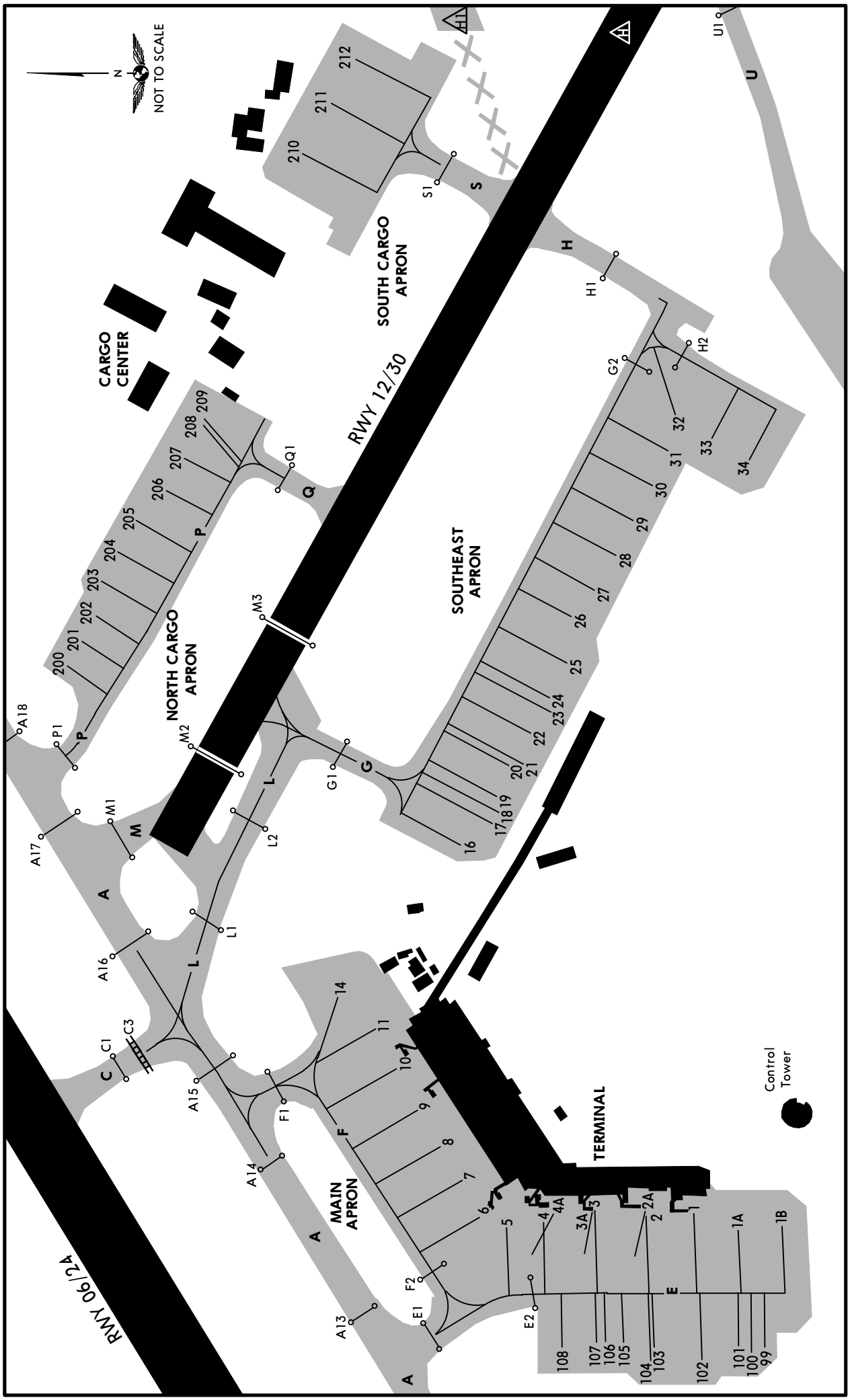

CHANGES: Parking stands.

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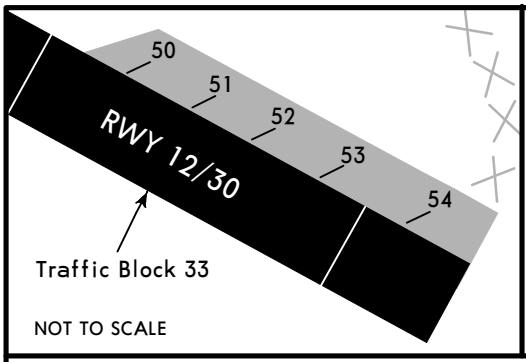

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 1A	N55 56.8 W003 22.0	52, 53	N55 56.7 W003 20.1
1B	N55 56.7 W003 22.0	54	N55 56.6 W003 20.0
2A thru 3A	N55 56.8 W003 22.0	99 thru 106	N55 56.8 W003 22.1
4 thru 6	N55 56.9 W003 22.0	107, 108	N55 56.9 W003 22.1
7, 8	N55 56.9 W003 21.9	200	N55 57.2 W003 21.4
9	N55 56.9 W003 21.8	201	N55 57.1 W003 21.4
10, 11	N55 57.0 W003 21.8	202 thru 204	N55 57.1 W003 21.3
14	N55 57.0 W003 21.7	205 thru 207	N55 57.1 W003 21.2
16 thru 19	N55 56.9 W003 21.6	208, 209	N55 57.1 W003 21.1
20 thru 24	N55 56.9 W003 21.5	210	N55 57.0 W003 20.9
25, 26	N55 56.9 W003 21.4	211, 212	N55 57.0 W003 20.8
27	N55 56.9 W003 21.3		
28, 29	N55 56.8 W003 21.3		
30 thru 34	N55 56.8 W003 21.2		
50, 51	N55 56.7 W003 20.2		

CHANGES: Coords.

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EDINBURGH, UK

EDINBURGH

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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EGPH/EDI EDINBURGH

JEPPESEN 10 FEB 12 (11-1)

EDINBURGH, UK
❶ NDB ILS DME Rwy 06

BRIEFING STRIP ™

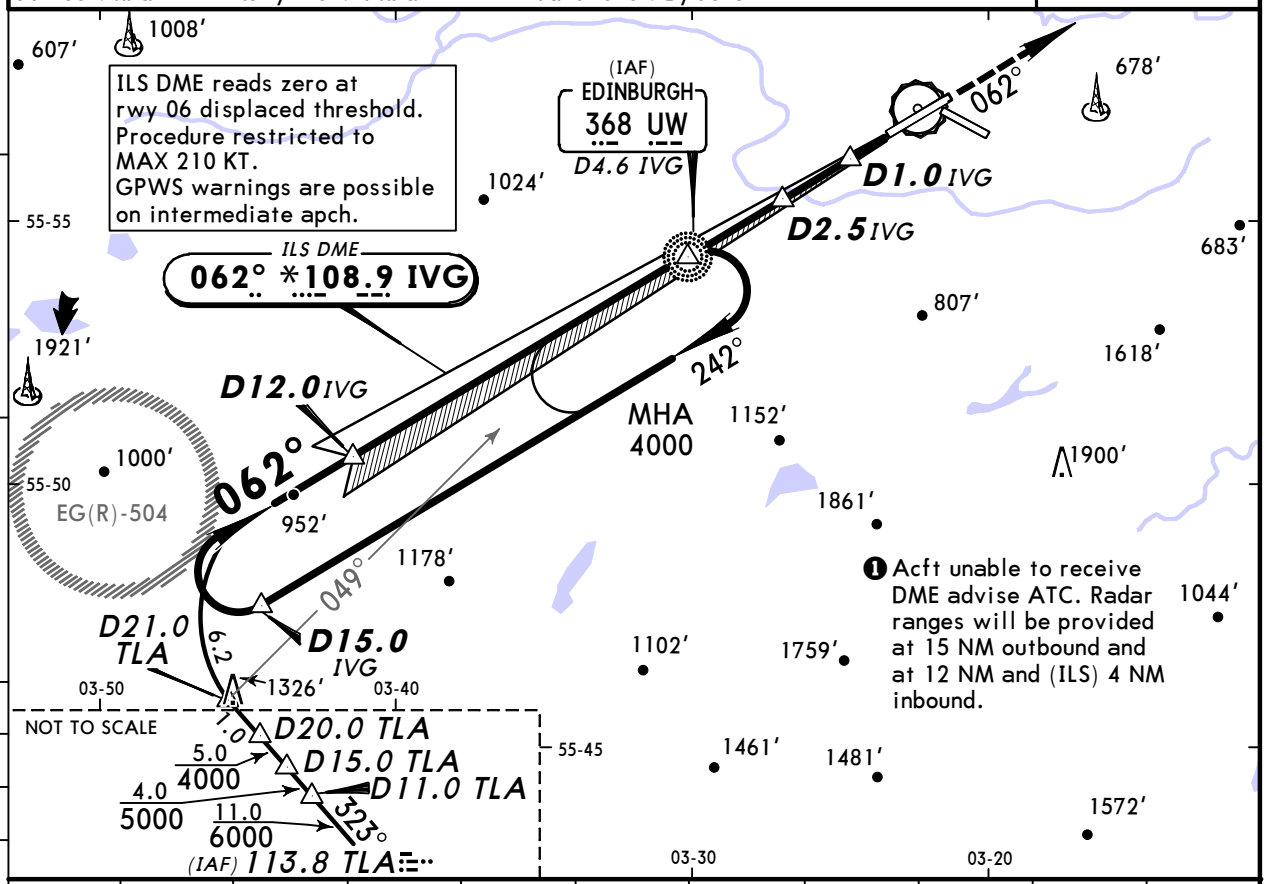
ATIS	EDINBURGH Approach (R)	EDINBURGH Tower	*Ground
131.35	121.2	118.7	121.75

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

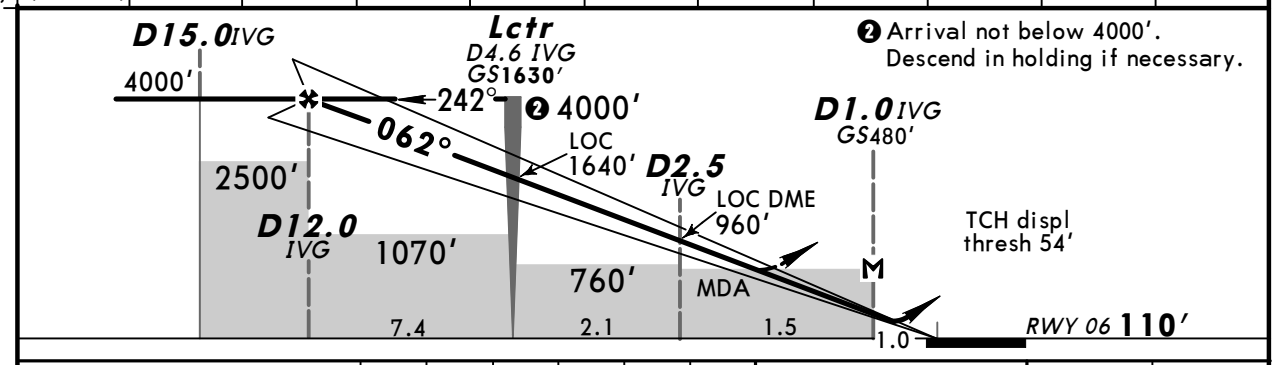
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 3000′, then turn LEFT to Lctr at 4000′.

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

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



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 ❶	780′ (644′)	1500m ❶
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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JEPPESEN

10 FEB 12 (11-1A) ❶CAT II/III NDB ILS DME Rwy 06

EDINBURGH, UK

BRIEFING STRIP ™

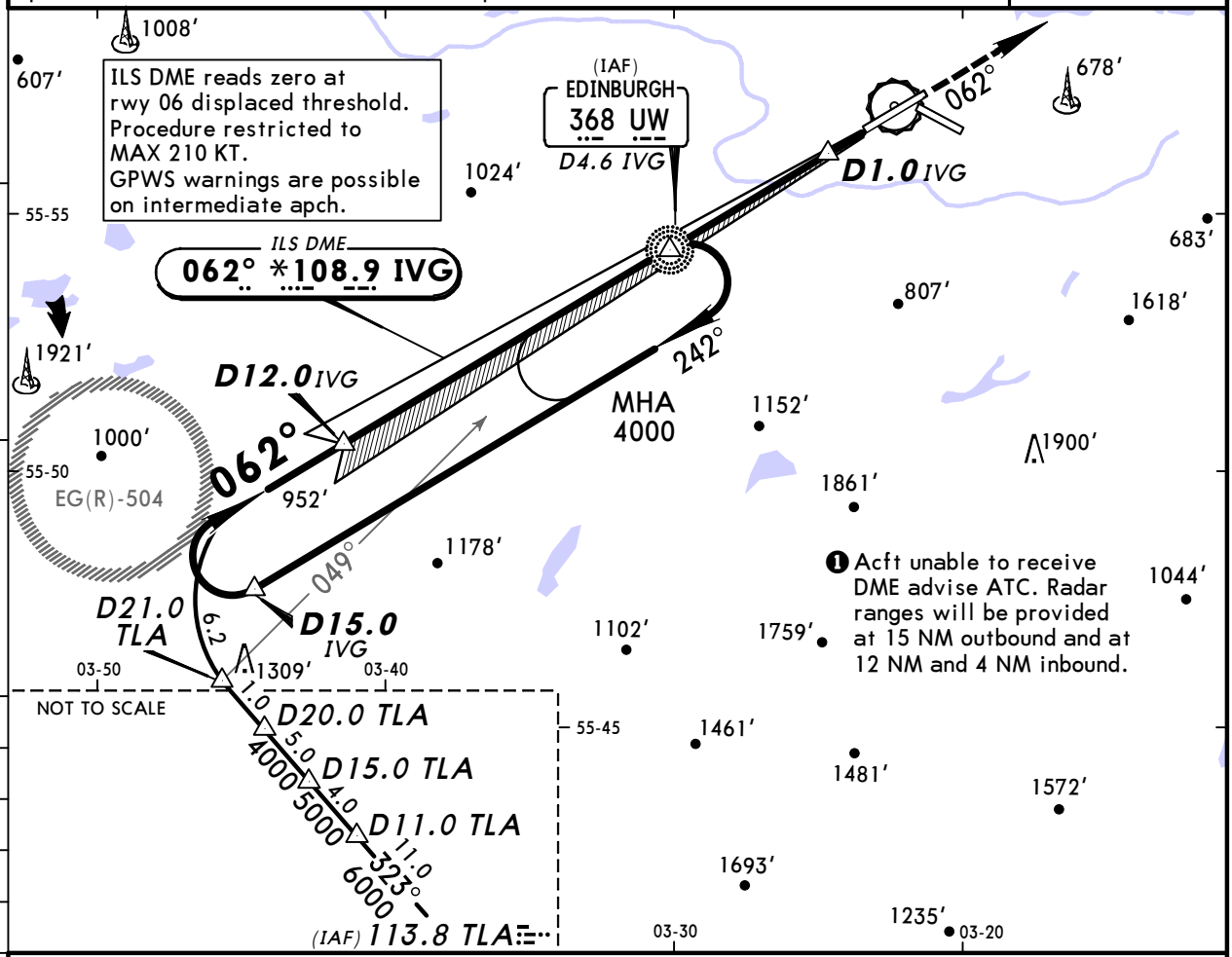
ATIS	EDINBURGH Approach (R)	EDINBURGH Tower	*Ground
131.35	121.2	118.7	121.75

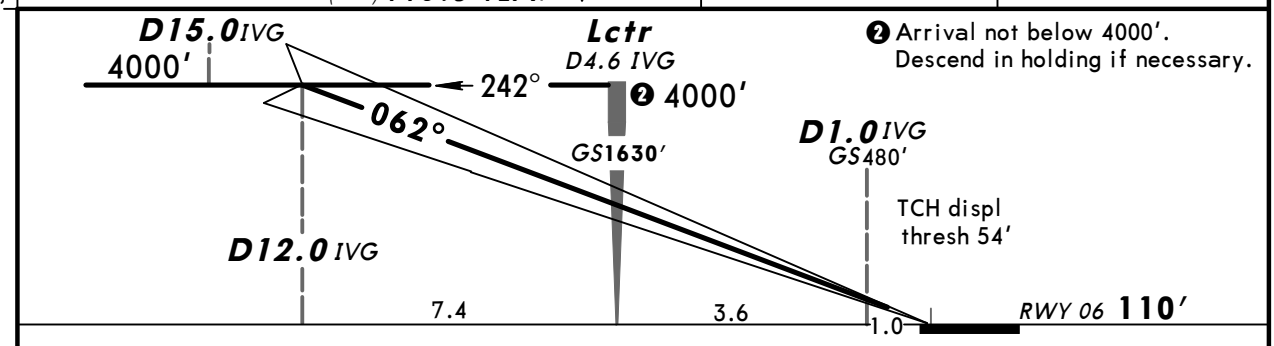
LOC IVG	Final Apch Crs	GS Lctr	CAT II & IIIA ILS	Apt Elev 136′
*108.9	062°	1630′ (1520′)	Refer to Minimums	RWY 110′

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.

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





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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JEPPESEN

10 FEB 12 (11-2)

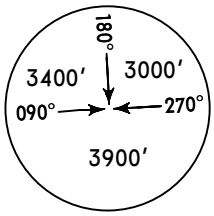
EDINBURGH, UK
❶ NDB ILS DME Rwy 24

BRIEFING STRIP ™

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

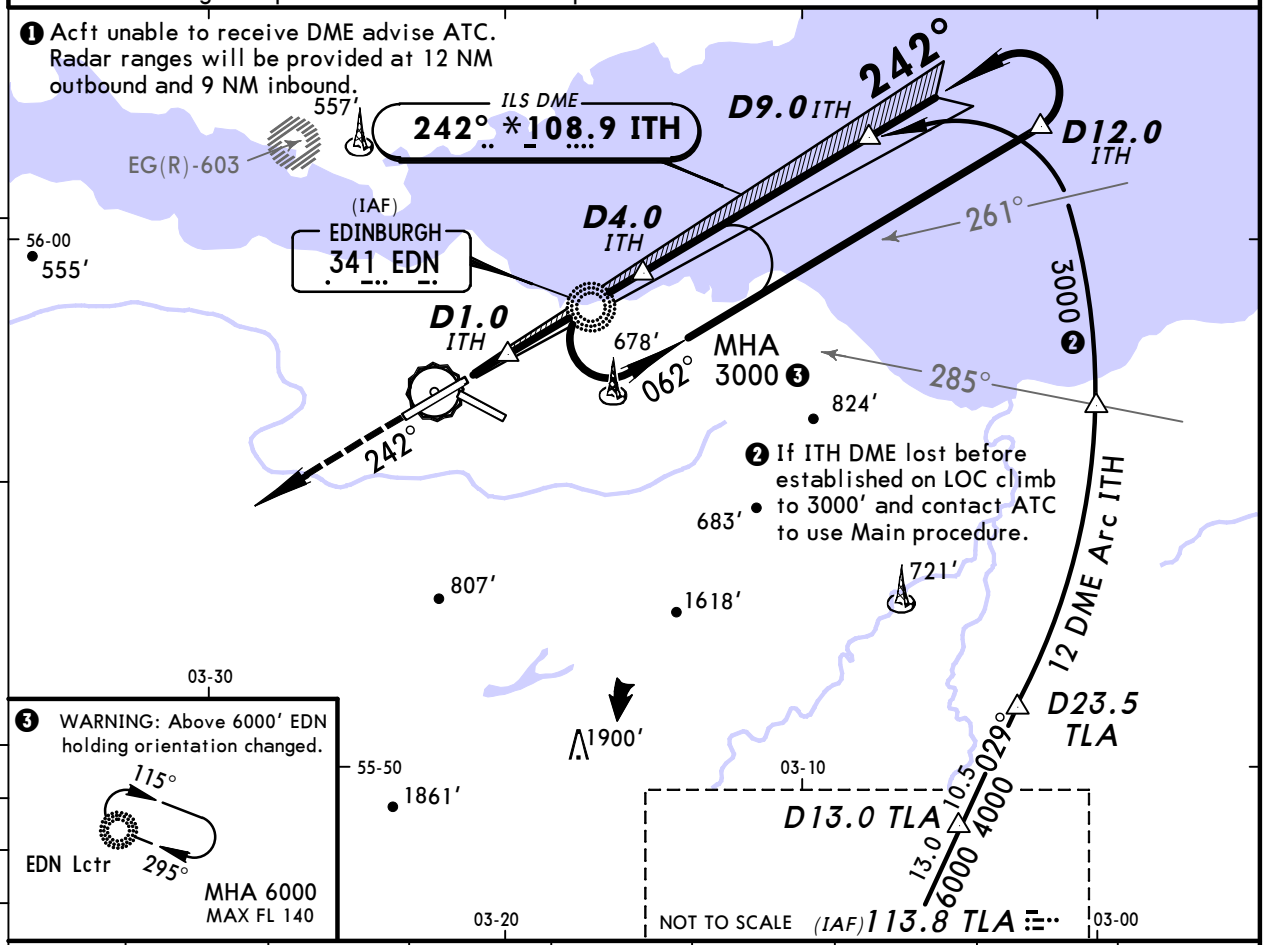
LOC	Final	GS	ILS	
ITH	Apch Crs	D4.0 ITH	DA(H)	Apt Elev 136′
*108.9	242°	1420′ (1320′)	300′ (200′)	RWY 100′

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′.

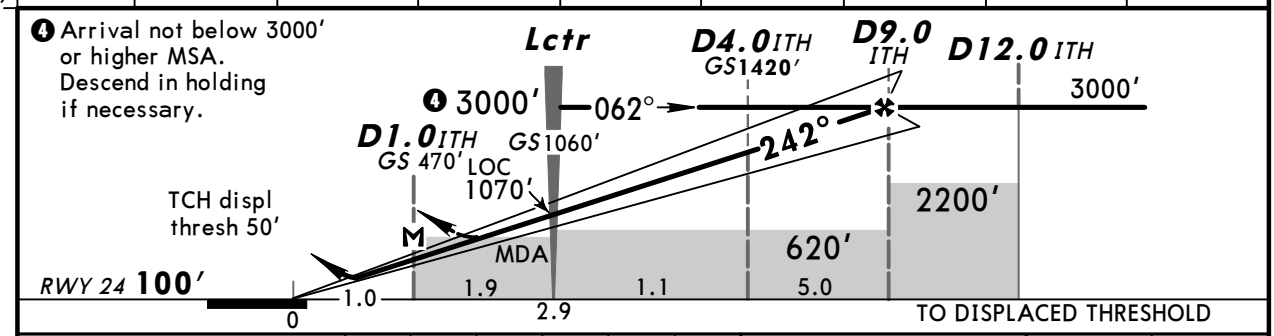


MSA EDN Lctr

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′

PANS OPS 4

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 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

CHANGES: Bearings.

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EGPH/EDI EDINBURGH

JEPPESEN

10 FEB 12 (11-2A) ❶CAT II/III NDB ILS DME Rwy 24

EDINBURGH, UK

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 *108.9	242°	D4.0 ITH 1420′ (1320′)	Refer to Minimums	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′.

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: 180° 3400′ 3000′ 090° 270° 3900′

BRIEFING STRIP ™

❶ Acft unable to receive DME advise ATC. Radar ranges will be provided at 12 NM outbound and 9 NM inbound.

ILS DME 242° *108.9 ITH

D9.0 ITH 242° D12.0 ITH

EG(R)-603 557′

(IAF) EDINBURGH 341 EDN

D4.0 ITH

D1.0 ITH

261° 3000 ❷

56-00 555′

Procedure restricted to MAX 210 KT.

678′ 062° MHA 3000 ❸ 285°

824′

242°

❷ If ITH DME lost before established on LOC climb to 3000′ and contact ATC to use Main procedure.

683′ 721′ 807′ 1618′

12 DME Arc ITH

D23.5 TLA

1900′

03-30 55-50 03-10 03-20 03-00

1861′ 1044′ 1759′ 1558′

NOT TO SCALE

D13.0 TLA 029° 10.5 4000 13.0 6000

(IAF) 113.8 TLA

❸ WARNING: Above 6000′ EDN holding orientation changed.

115° 295° EDN Lctr

MHA 6000 MAX FL 140

❹ Arrival not below 3000′ or higher MSA. Descend in holding if necessary.

Lctr ❹ 3000′ 062° D4.0 ITH GS 1420′ D12.0 ITH 3000′

D1.0 ITH GS 470′ GS 1060′ 242° D9.0 ITH

TCH displ thresh 50′

RWY 24 100′ 0 1.0 1.9 2.9 1.1 5.0 TO DISPLACED THRESHOLD

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.

PANS OPS 4

CHANGES: Bearings.

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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

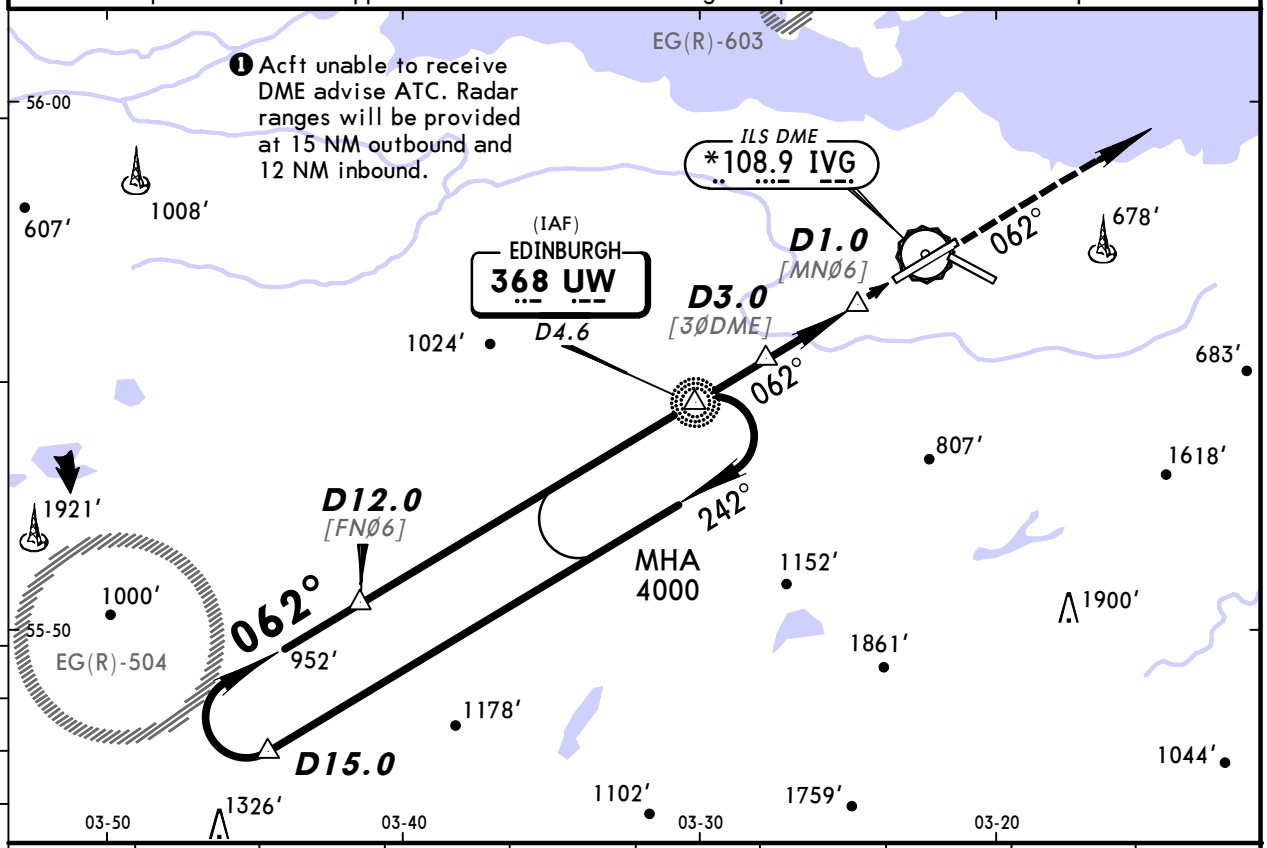
Lctr	Final Apch Crs	Procedure Alt Lctr	DA/MDA(H) (CONDITIONAL)	Apt Elev 136′
UW 368	062°	1630′ (1520′)	690′ (580′)	RWY 110′

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′.

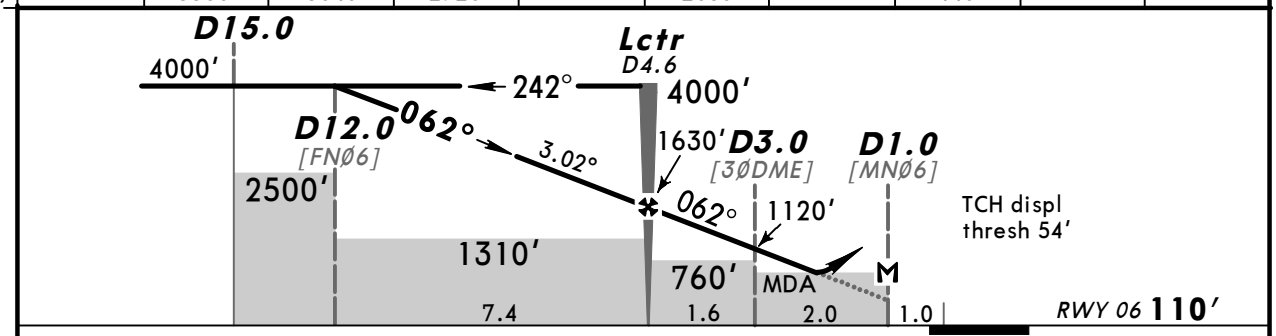
180° 3400′ 3000′ 090° 270° 3900′
MSA UW Lctr

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

North of rwy 06/24

Max Kts	1 2 MDA(H)	VIS	2 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

1 After apch with DME: MDA(H) 720′(584′). 2 After apch w/o DME: MDA(H) 790′(654′).

PANS OPS 4

CHANGES: Bearings.

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EGPH/EDI EDINBURGH

JEPPESEN

10 FEB 12 (16-2)

EDINBURGH, UK ❶NDB DME Rwy 24

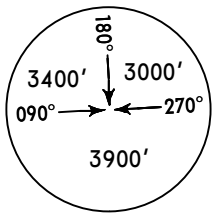
ATIS	EDINBURGH Approach (R)	EDINBURGH Tower	*Ground
131.35	121.2	118.7	121.75

BRIEFING STRIP ™

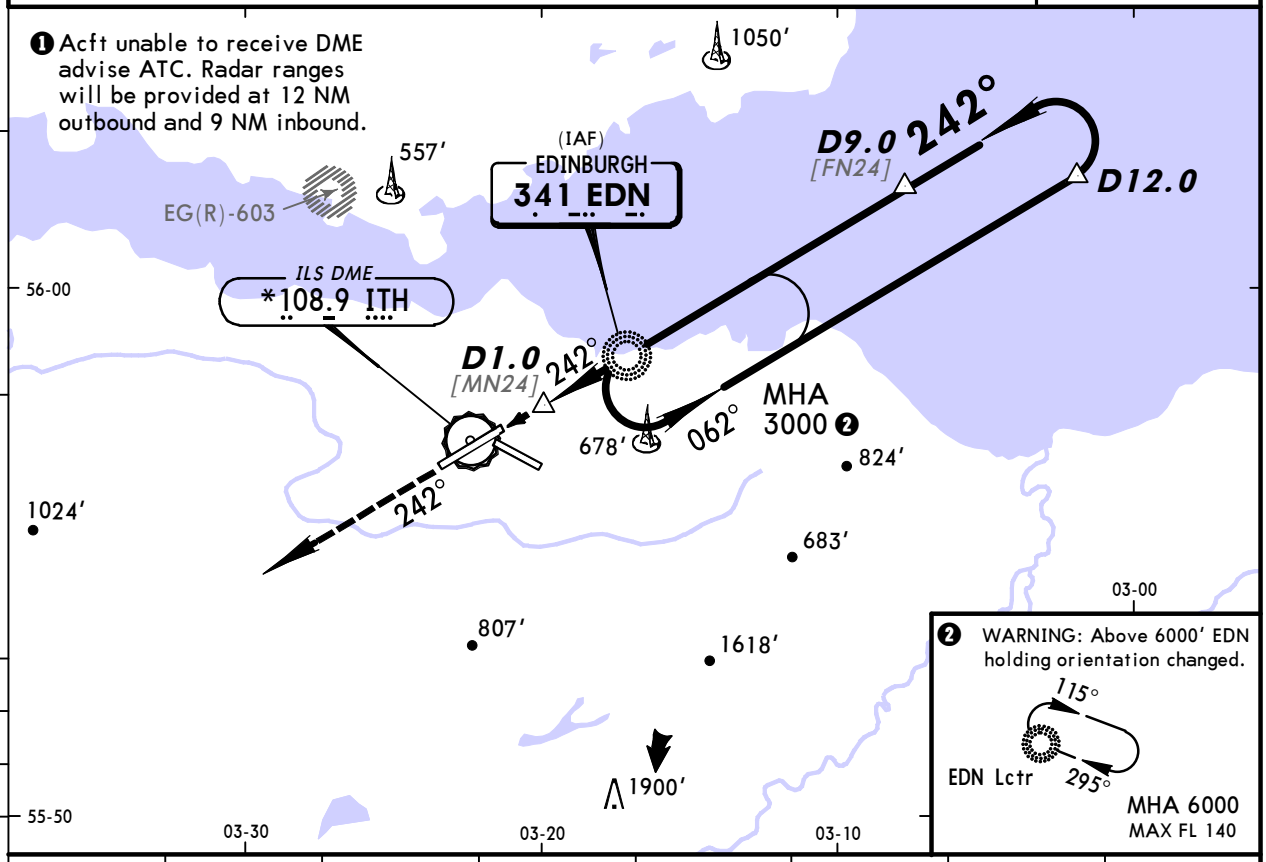
Lctr	Final	Procedure Alt	DA/MDA(H)	Apt Elev 136′
EDN	Apch Crs	D9.0	(CONDITIONAL)	RWY 100′
341	242°	3000′ (2900′)	600′ (500′)	

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′.

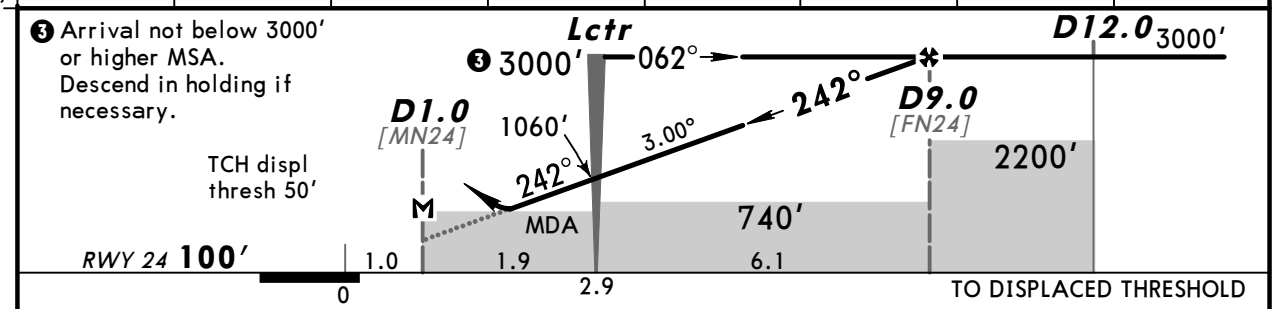
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000′
1. ILS DME reads zero at rwy 24 displaced threshold. 2. Either ILS DME or Radar required for initial apch track. 3. GPWS warnings are possible on intermediate apch from the South. 4. WARNING: Final apch track does not intercept the extended 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′

PANS OPS 4

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.

CHANGES: Bearings.

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EGPH/EDI EDINBURGH

JEPPESEN

10 FEB 12 (18-1)

EDINBURGH, UK SRA Rwy 06, 12

BRIEFING STRIP ™

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

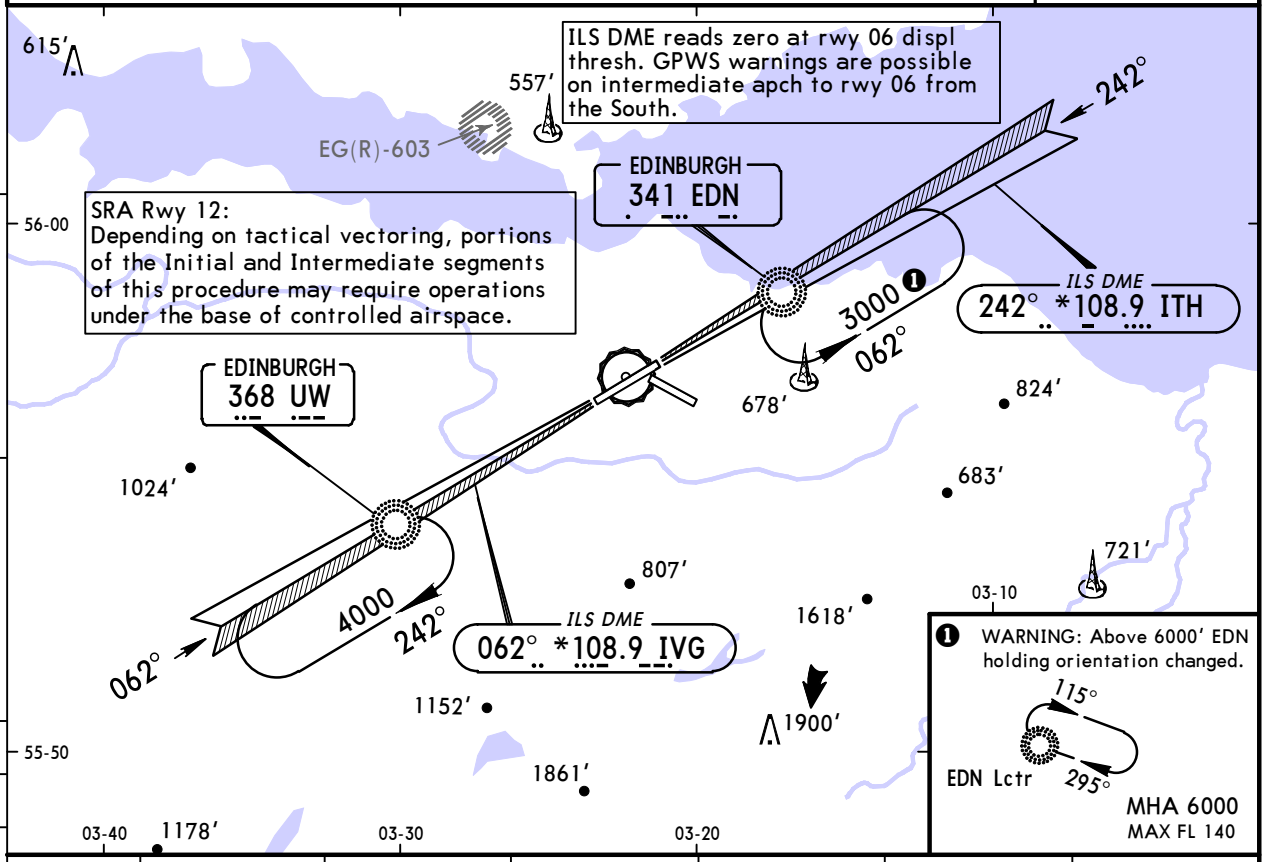
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 136′ RWY 06 110′ RWY 12 99′

Missed Approach - See below

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

180° 3400′ 3000′ 090° 270° 3900′

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′)	ALS out	SRA 12 non-CDFA MDA(H) 790′(691′)	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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EGPH/EDI EDINBURGH

JEPPESEN

10 FEB 12 (18-2)

EDINBURGH, UK SRA Rwy 24, 30

BRIEFING STRIP ™

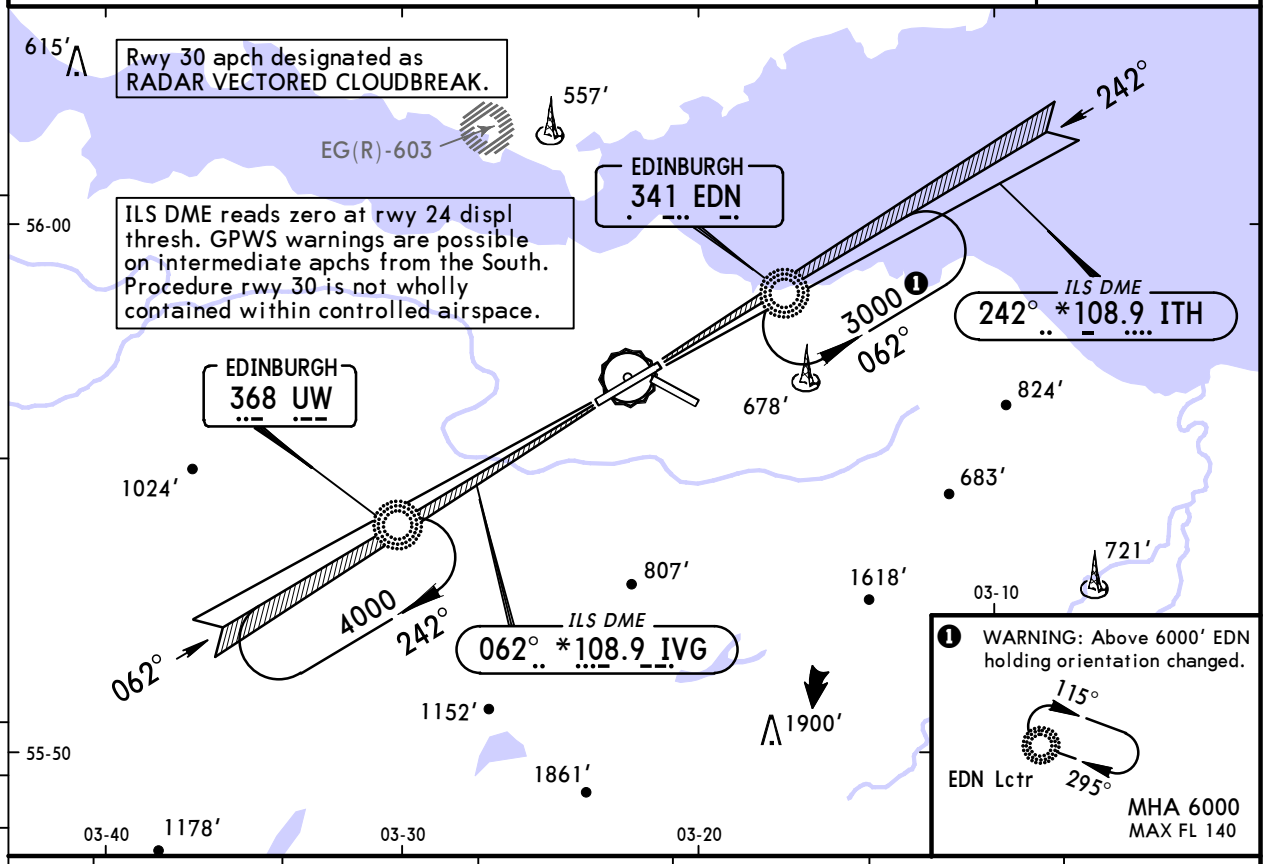
ATIS	EDINBURGH Approach (R)	EDINBURGH Radar (SRA)	EDINBURGH Tower	*Ground
131.35	121.2	121.2	118.7	121.75

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: 180° 3400′, 090° 3000′, 270° 3900′



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	[1] 840′ (704′)	3400m	[1] 840′ (704′)	3400m
135	[1] 840′ (704′)	3400m	[1] 840′ (704′)	3400m
180	[1] 920′ (784′)	3600m	[1] 1470′ (1334′)	3600m
205	[1] 1120′ (984′)	3600m	[2] 2020′ (1884′)	3600m

[1] After SRA 30 apch: MDA(H) 1910′ (1774′), VIS 5000m. [2] After SRA 30 apch: VIS 5000m.

PANS OPS 4

CHANGES: Bearings.

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JeppView for Windows

Chart changes since cycle 26-2015

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

Chart Change Notices for Country GBR

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within the UK FIR for CAT ABCD aircraft: 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m