

GENERAL

Operational Hours

ATS Hours / AD Operator Hours: H24

Airport Information

RFF: CAT 9**Fire:** 'Edinburgh Fire' 121.600 AVBL when fire vehicle attending ACFT on GND in emergency.**Fuel:** AVBL 0530-2300†. Other times PN.**PCN:** RWY 06/24: 68/R/B/W/T

Operation

Traffic Note

All FLTs PPR.

Low Visibility Procedures

ARR: Delay report "RWY vacated" until established on TWY A and past coded TWY CL.

DEP: Do not obstruct the fire service access road to RWY 06/24 between hold A10 and A11.

TWY Restriction

TWY V+W Loops, TWY P width 21m / 69ft.

TWY Q width 18m / 59ft.

Taxi/Parking

At all times, aircrews are responsible for their wingtip separation and, if in any doubt, stop and REQ marshaller. At either end of TWY A, passing places (V and W loops) have been provided to allow ACFT to hold and/or pass ACFT HLDG on the TWY A. ACFT may pass other ACFT at these locations only when both ACFT concerned have MAX wingspan of 36m.

Aircrews are advised that there is a short section of parallel TWY incorporating L1 to L2 and M1 to M2. Remain exactly on CL to maintain wingtip CLR and ensure to understand the correct routing given by ATC.

Do not turn off the taxilane CL unless Stand Entry Guidance is illuminated or marshaller has signalled CLR to proceed. On stand MAX taxi speed 5KT.

Stand availability is extremely limited, particularly at night and for large wide-bodied ACFT.

AGNIS/stop arrow or SAFEDOCK AVBL.

Marshalling mandatory for stands 9A, 17, 19, 21, 23, 50-54, 99, 101 and 209.

Warnings

High terrain south of AD.

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR.

Birds in vicinity of AD.

EMERG FREQ: Emergency FREQ not AVBL on TWR.

ARRIVAL

Speed

MAX IAS 250KT at FL140 or below when crossing SLPs.

When below FL100 operate within following speed bands:

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

In certain WX COND or for safety reason, if unable to comply with speed limit inform ATC.

Communication

COM Failure: See CRAR and in addition;

When complete COM failure occurs before ETA or before EAT when this has been received and acknowledged: Fly to appropriate HLDG point, hold at last assigned LVL until last acknowledged ETA plus 10min or EAT when this has been given: commence descent in accordance with APCH PROC and land within 30min (or later if able to land visually).

Failure after reported to ATC on reaching HLDG point: Maintain last assigned HLDG LVL until ATA over HLDG point plus 10min or 10min after last acknowledged COM with ATC, whichever is later or EAT when received and acknowledged, commence descent in accordance with APCH PROC and land within 30min (or later if able to land visually).

During MISAP

RWY 06:

ILS/DME/NDB/LOC, SRA RTR 2NM: Climb straight ahead to 3000ft, turn left to UW NDB at 4000ft.

NDB/DME: Climb on UW NDB QDR 061° to 3000ft, turn left to UW NDB at 4000ft.

RWY 24:

ILS/DME/NDB/LOC, SRA RTR 2NM: Climb straight ahead to 3000ft, turn right to EDN NDB at 3000ft.

NDB/DME: Climb on EDN NDB QDM 241° to 3000ft, turn right to EDN NDB at 3000ft.

When radar vectored

Initial APCH: Continue visually or by means of an appropriate final APCH aid. If not possible proceed at 3000ft, or last assigned LVL if higher, to NDB EDN, except for RWY 06, in which case proceed to NDB UW.

Intermediate and final APCH: Continue visually or by means of an appropriate final APCH aid. If not possible follow MISAP to NDB EDN, except for RWY 06, in which case proceed to NDB UW.

Arrival Procedure

Alternative Procedures

RWY 06

Direct ARR via TLA VOR/DME: TLA VOR/DME as cleared, fly outbound on R324 TLA descending not below 6000ft. From R324 TLA D11 continue descent to cross TLA D15 not below 5000ft and TLA D20 not below 4000ft, at TLA D21 turn right to intercept LOC and continue as for main PROC.

RWY 24

Direct ARR via TLA VOR/DME: TLA VOR/DME (IAF) as cleared, fly outbound on TLA R031 descending not below 6000ft. From TLA VOR R031 D13 continue descent to cross EDN NDB(L) QDM 286° not below 4000ft. Nominal track distance from TLA VOR to lead radial EDN NDB(L) QDM 262° is 32NM. TLA VOR R031 becomes tangential to nominal I-TH D12 arc at TLA D23.5.

ARRIVAL

Noise Abatement Procedure

ILS: Do not descend below 3000ft before intercepting GP.

Visual APCH:

- RWY 06/24 not permitted between 2230-0630‡.
- RWY 24: APCHS from the south are to be started from PSN not less than D7 on extended RWY CL. ACFT approaching this point from southerly direction shall not descend below 2200ft until after crossing the Firth of Forth coastline northbound. ACFT approaching from the north are to be made from a position not less than D4 on the extended RWY CL.
- RWY 06: Join extended RWY CL not below 1500ft.

Reverse: For environmental reasons, ACFT commanders are requested to avoid the use of reverse thrust/pitch, between 2300-0600‡.

Non-standard GP Intercept Position on RWY 06

GP intercept RWY 06 at 314m / 1030ft after landing threshold.

Remaining DIST beyond GP is 2030m / 6660ft.

Warnings

IVG LOC RWY 06 and ITH LOC RWY 24 unusable:

beyond 17NM below 3000ft.

GPWS warnings are possible on intermediate APCH to RWYs 06, 24 from the south.

DEPARTURE

Take-off Minima

| RWY | | 06/24 | |
|----------|-----------|---------|---|
| All ACFT | ft - m/km | 0 - 75R | - |
| | | | |

Communication

On first contact with SCOTTISH CONTROL report:

- call-sign
- SID designator
- current ALT and initial cleared ALT

COM Failure: See CRAR and in addition:

Leaving TMA/CTR on track 025° from EDN or UW NDB at 3000ft until clear of Edinburgh boundary.

Departure Procedure

Departure Note

TLA 5G/6C/6D: Normally for PROP only. (JET only in exceptional cases.)

Noise Abatement Procedures**RWY 06:**

- Via Talla: Climb RWY HDG. At 500ft AAL or D0.5 IVG DME, whichever is earlier, turn left onto TRK 045°. At D7 IVG DME right onto TRK 145° to intercept R027 TLA VOR to TLA. The Noise Preferential Route terminates at R028 TLA VOR.
- Via St. Abbs or Newcastle: Climb RWY HDG. At 500ft AAL or D0.5 IVG DME, whichever is earlier, turn left onto TRK 045°. At D7 IVG DME turn right towards SAB VOR or NATEB as appropriate. The Noise Preferential Route terminates at D7 IVG DME. **Caution:** Danger Area EG-D512 lies on the direct TRK from end of the Noise Preferential Route to ECS VOR.

DEPARTURE

- Via GRICE: Climb RWY HDG. At 500ft AAL or D0.5 IVG DME, whichever is earlier, turn left onto TRK 045° towards R287 SAB VOR to intercept R349 TLA VOR to GRICE. The Noise Preferential Route terminates at 3000ft.
- Via GOSAM: Climb RWY HDG. At 500ft AAL or D0.5 IVG DME, whichever is earlier, turn left onto TRK 045°. At D3 IVG DME turn left onto R078 GOW VOR to CUMBO. The Noise Preferential Route terminates at 3000ft.
- Other Routes: Climb RWY HDG. At 500ft AAL or D0.5 IVG DME, whichever is earlier, turn left onto TRK 045° until D7 IVG DME before turning on course.

RWY 24:

- Via Talla: Climb RWY HDG over UW NDB. At D7 ITH DME turn left onto R346 TLA VOR. The Noise Preferential Route terminates at D7 ITH DME.
- Via St. Abbs or Newcastle: Climb RWY HDG. At UW NDB turn left towards SAB VOR or NATEB as appropriate. The Noise Preferential Route terminates at 3000ft.
- Via GOSAM: Climb RWY HDG. At UW NDB turn right onto QDR 263° UW NDB at MAVIX turn left to GOSAM. The Noise Preferential Route terminates at 3000ft.
- Other routes: Climb RWY HDG to UW NDB or 3000ft whichever is earlier, before turning on course.

ATC Slot, Clearance

REQ ATC CLR up to 25min prior EOBT.

On initial contact with ATC state:

- ACFT type
- stand number
- ATIS code

DEP CLR shall be received prior to REQ push and start.

REQ start-up CLR only when fully ready to push. This includes doors and hatched CLSD, steps or airbridge removed, tug attached and COM established with GND crew, with confirmation that they are ready. To prevent back of stand vehicle traffic congestion, anti-collision beacons should only be switched on after push-back CLR has been obtained from GND. Where a push-back is to take place with no headset COM between GND and PIC, inform ATC prior push-back CLR.

REQ taxi CLR only when all GND crew have vacated taxilane.

Data Link Departure Clearance

DCL is AVBL from EOBT -25min until EOBT +15min.

DCL clearances will not be issued if requested later than EOBT +15min.

Successful clearances must be accepted within 5min.

Oceanic Clearance

JET DEP: If flight planned to enter Shanwick between ERAKA and KORIB (inclusive) REQ oceanic CLR prior DEP.

If flight planned to enter Shanwick North of ERAKA or South of KORIB, REQ oceanic CLR when airborne.

NON-JET DEP: REQ oceanic CLR when airborne.

If oceanic CLR not required prior DEP, it should be requested 90-30min prior to Shanwick BDRY. Oceanic CLR is valid only from entry point. CLR to entry point is issued separately by ATC.

De-Icing

AVBL.

Effective 16-AUG-2018

09-AUG-2018

EDI-EGPH

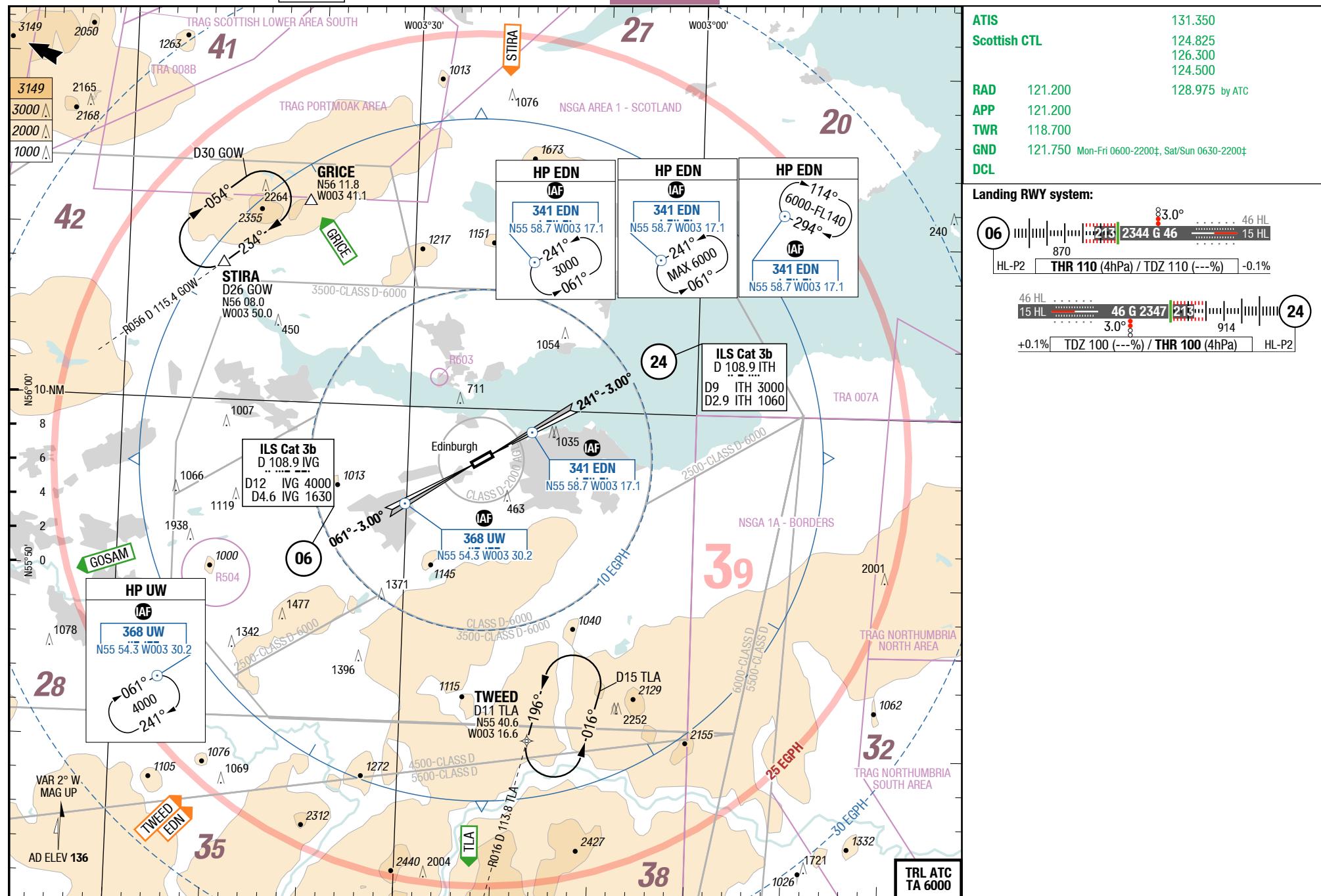
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2-10



W003° 23'

W003° 22'

W003° 21'

N55° 57.5'

| RWY | TORA | ASDA | TODA |
|-----|------|------|------|
| 06 | 2556 | 2616 | 2616 |
| 24 | 2553 | 2614 | 3002 |

ARP
N 55 57.0
W 003 22.4

See APC

2556 G 46

B1 1889
A10 A11
B1
B3 1889
A8 A9

FIRE STATION

N55° 56.5'

VAR 2° W
MAG UP

AD ELEV 136

m 0
ft 0 500 1000 3000

500

1000

0

3000

ATIS 131.350
 TWR 118.700
 GND 121.750 Mon-Fri 0600-2200‡, Sat/Sun 0630-2200‡
 DCL

24
241°
100

D1

D3

A20

A19

W2

W3

A18

A17

A16

A15

A14

A13

A12

A11

A10

A9

A8

A7

A6

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Effective 16-AUG-2018

09-AUG-2018

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Stand coordinates

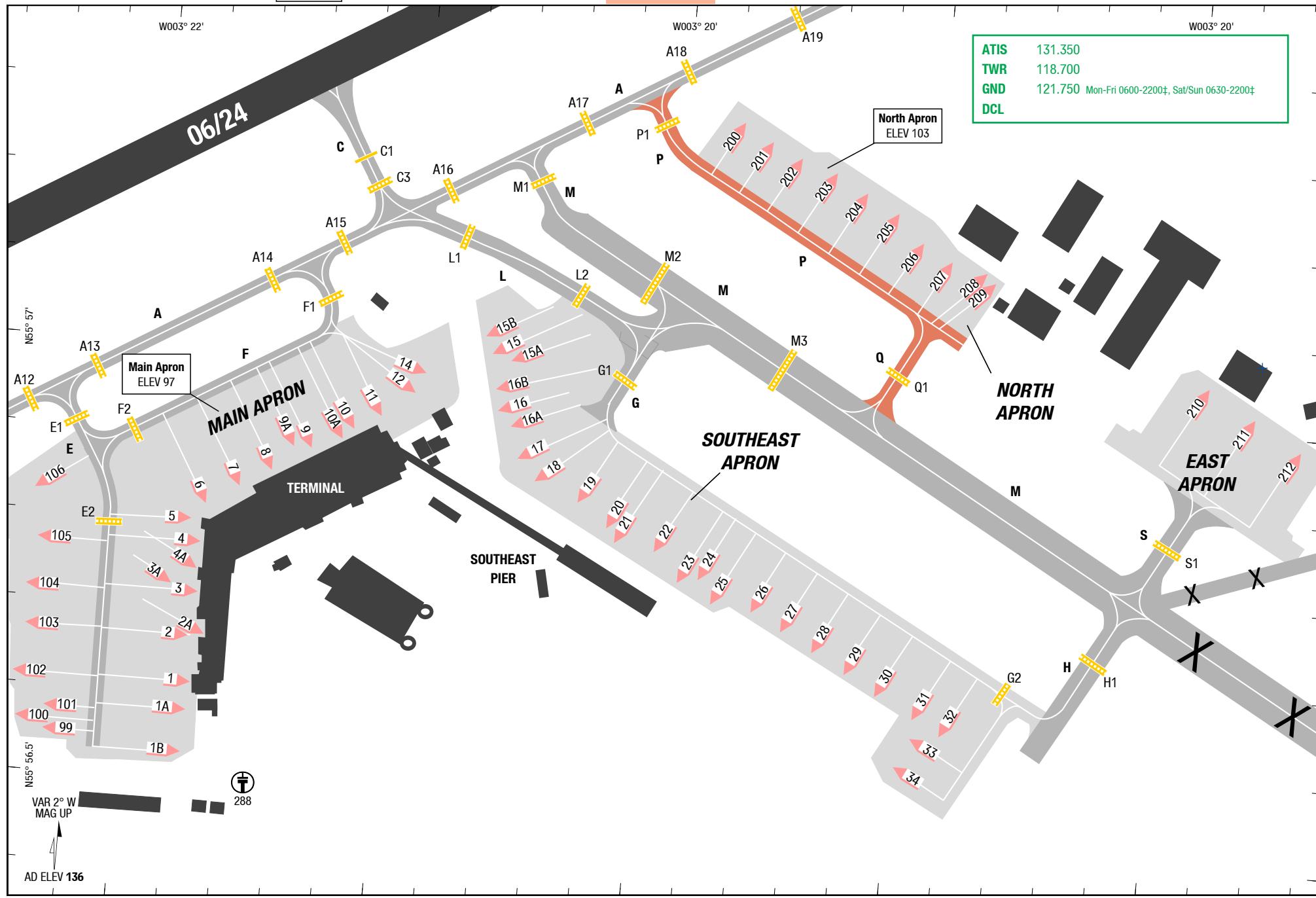
APC

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Stand coordinates

APC

3-30



Changes: HLDG POS, Parking Stands

Stand Coordinates

1, 1A N55 56.8 W003 22.0
1B N55 56.7 W003 22.0
2, 2A N55 56.8 W003 21.9
3 N55 56.9 W003 21.9
3A N55 56.9 W003 22.0

4, 4A N55 56.9 W003 22.0
5,6 N55 56.9 W003 22.0
7,8 N55 56.9 W003 21.9
9 N55 56.9 W003 21.8
9A N55 56.9 W003 21.9

10,10A N55 57.0 W003 21.8
11 N55 57.0 W003 21.8
12, 15 N55 57.0 W003 21.7
15A N55 57.0 W003 21.6
15B N55 57.0 W003 21.7

16-16B N55 57.0 W003 21.6
17-19 N55 56.9 W003 21.6
20 - 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, 31 N55 56.8 W003 21.2
32 N55 56.8 W003 21.1
33, 34 N55 56.8 W003 21.2
99-105 N55 56.8 W003 22.1

106 N55 56.9 W003 22.2
200 N55 57.2 W003 21.4
201 N55 57.1 W003 21.4
202 - 204 N55 57.1 W003 21.3
205 - 207 N55 57.1 W003 21.2

208, 209 N55 57.1 W003 21.1
210 N55 57.0 W003 20.9
211, 212 N55 57.0 W003 20.8

Effective 26-APR-2018

19-APR-2018

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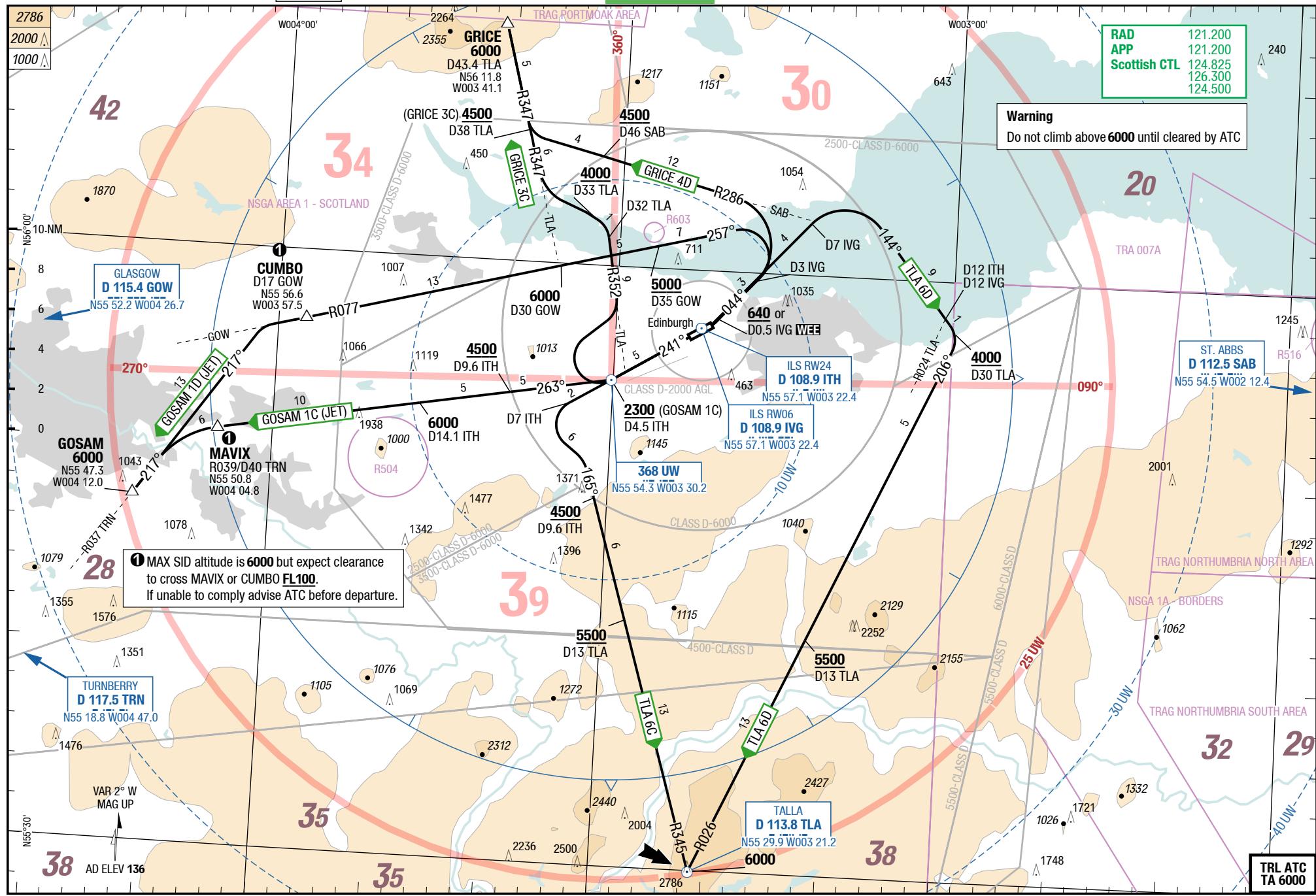
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NIL
SIDs

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SIDs

4-10



EDI-EGPH

5-10

SIDs

GOSAM 1D / GRICE 4D / TALLA 6D

RWY 06 (061°)

When instructed by TWR, contact Scottish CTL.

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|------|------|------|------|------|------|
| 3.4% | ft/MIN | 500 | 600 | 700 | 800 | 900 | 1000 |
| 5.1% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 |
| 6.4% | ft/MIN | 800 | 1000 | 1200 | 1400 | 1600 | 1800 |
| 6.6% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1700 | 1900 |
| 8.0% | ft/MIN | 1000 | 1300 | 1500 | 1800 | 2000 | 2200 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|---|
| Runway 06 | | |
| GOSAM 1D 8.0% to 5000 6.4% to 6000 (JET only) 124.825 ①③④ | at D0.5 IVG or MNM 640 , whichever is earlier, LT 044° - at D3 IVG LT intercept R077 GOW to CUMBO - LT intercept R037 TRN to GOSAM | D35 GOW MNM 5000 D30 GOW at 6000 GOSAM at 6000 |
| GRICE 4D 5.1% to 4500 124.500 ①④ | at D0.5 IVG or MNM 640 , whichever is earlier, LT 044° - at D3 IVG LT intercept R286 SAB - intercept R347 TLA to GRICE | D46 SAB MNM 4500 GRICE at 6000 |
| TALLA 6D TLA 6D 3.4% to 4000 126.300 ①② | at D0.5 IVG or MNM 640 , whichever is earlier, LT 044° - at D7 IVG RT 144° - at R024 TLA RT intercept R026 TLA to TLA | D30 TLA MNM 4000 D13 TLA MNM 5500 TLA at 6000 |

① Do not climb above 6000 until cleared by ATC.

② May be used by jet aircraft leaving controlled airspace at TLA.

③ MAX SID altitude is 6000 but expect ATC clearance to cross CUMBO MNM FL100 (6.6%)

④ Expect first CPDLC logon code EGPX

GOSAM 1C / GRICE 3C / TALLA 6C

RWY 24 (241°)

When instructed by TWR, contact Scottish CTL.

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|------|------|------|------|------|------|
| 3.7% | ft/MIN | 500 | 600 | 700 | 800 | 900 | 1100 |
| 6.6% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1700 | 1900 |
| 7.4% | ft/MIN | 900 | 1200 | 1400 | 1600 | 1800 | 2100 |
| 7.7% | ft/MIN | 1000 | 1200 | 1500 | 1700 | 1900 | 2200 |

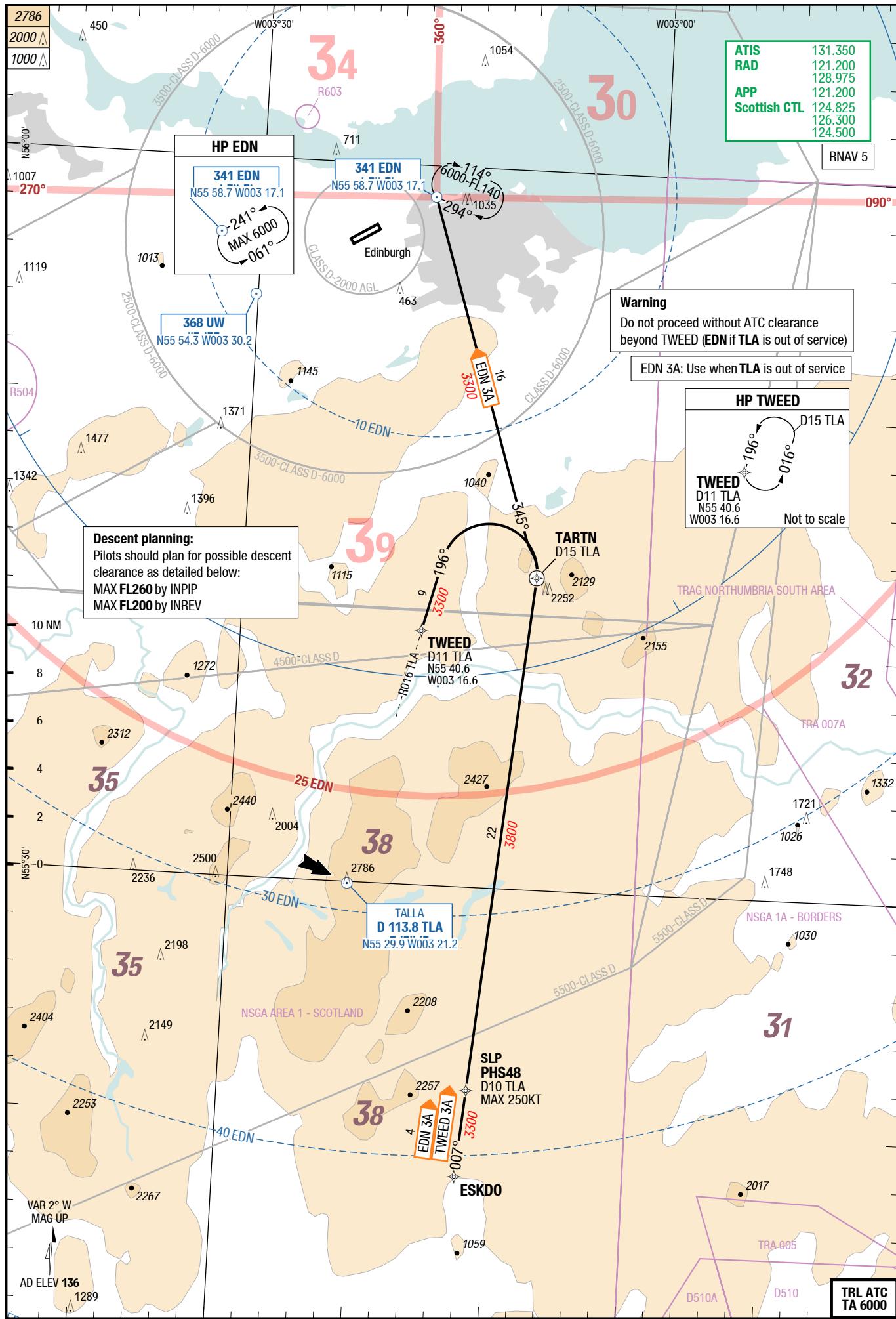
| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|--|
| | Runway 24 | |
| GOSAM 1C 7.7% to 4500 6.6% to 6000 (JET only) 124.825 ①③④ | at UW (D4.5 ITH) RT QDR 263 UW to MAVIX - LT intercept R037 TRN to GOSAM | UW (D4.5 ITH) MNM 2300 D9.5 ITH MNM 4500 D14 ITH at 6000 GOSAM at 6000 |
| GRICE 3C 3.7% to 4500 124.500 ①④ | at UW RT intercept R352 TLA - at D32 TLA LT intercept R347 TLA to GRICE | D33 TLA MNM 4000 D38 TLA MNM 4500 GRICE at 6000 |
| TALLA 6C TLA 6C 7.4% to 4500 126.300 ①② | climb straight ahead over UW NDB - at D7 ITH LT intercept R345 TLA to TLA | D9.5 ITH MNM 4500 D13 TLA MNM 5500 TLA at 6000 |

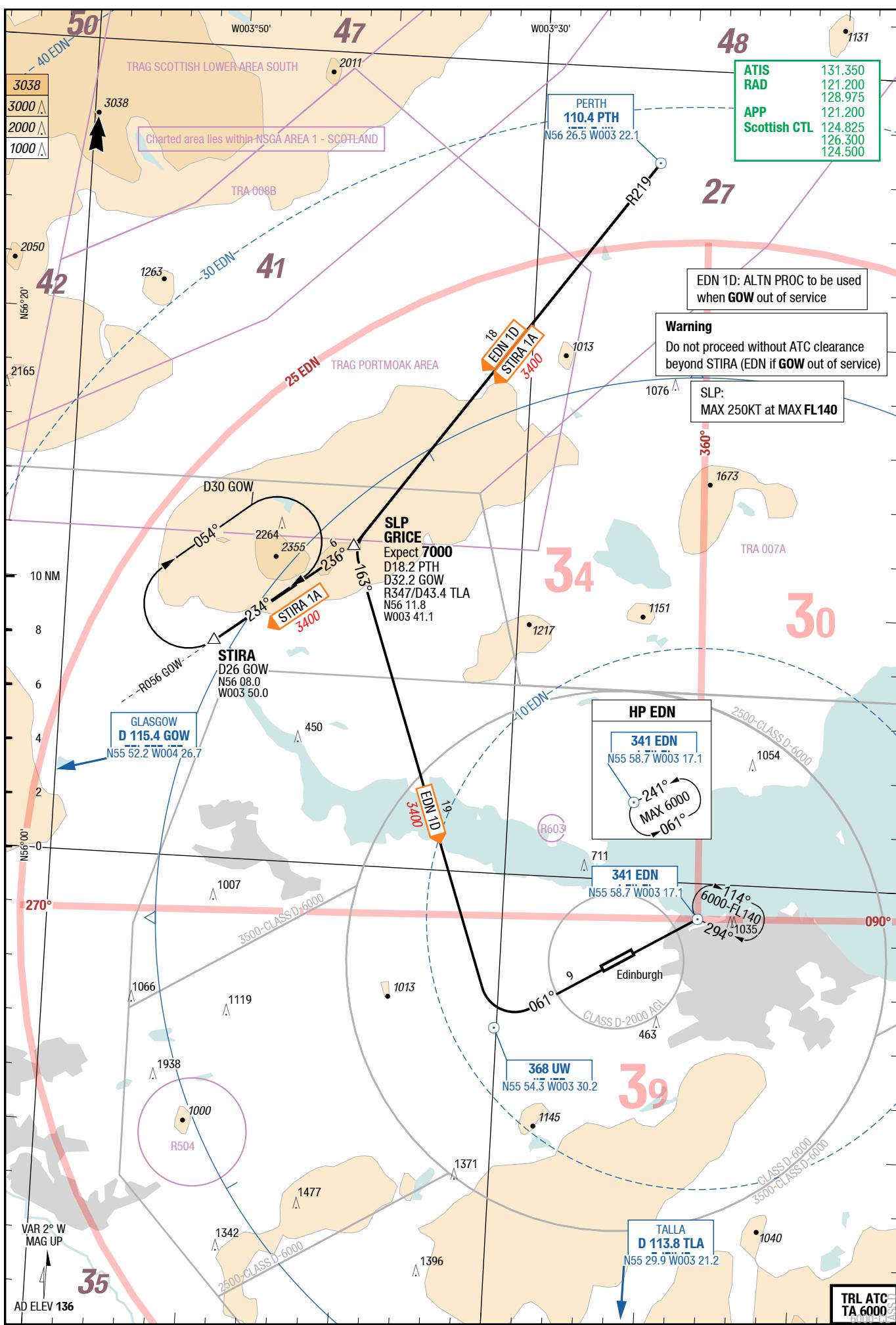
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④ Expect first CPDLC logon code EGPX





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6-30

STARs (via TWEED)

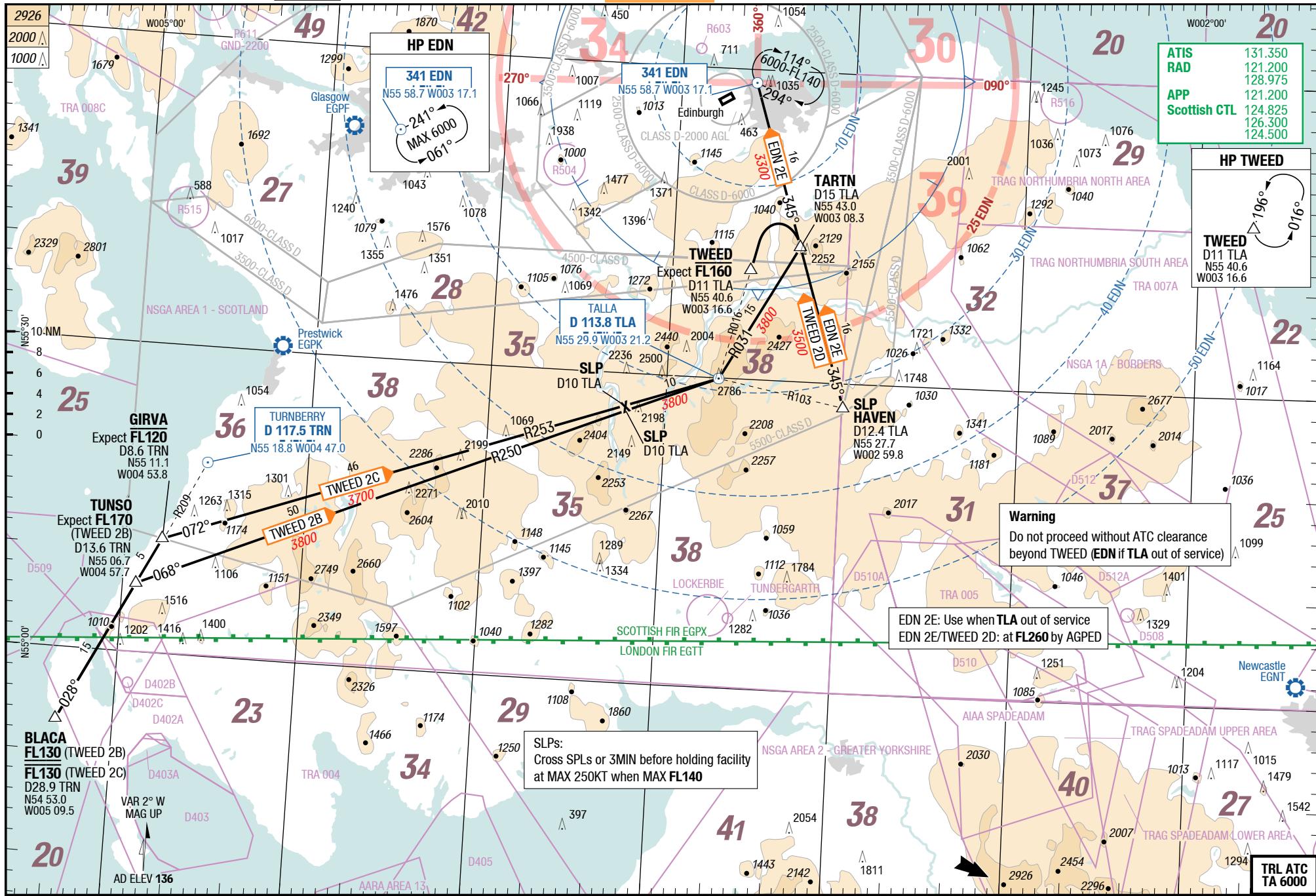
STAR

STAR

Edinburgh United Kingdom

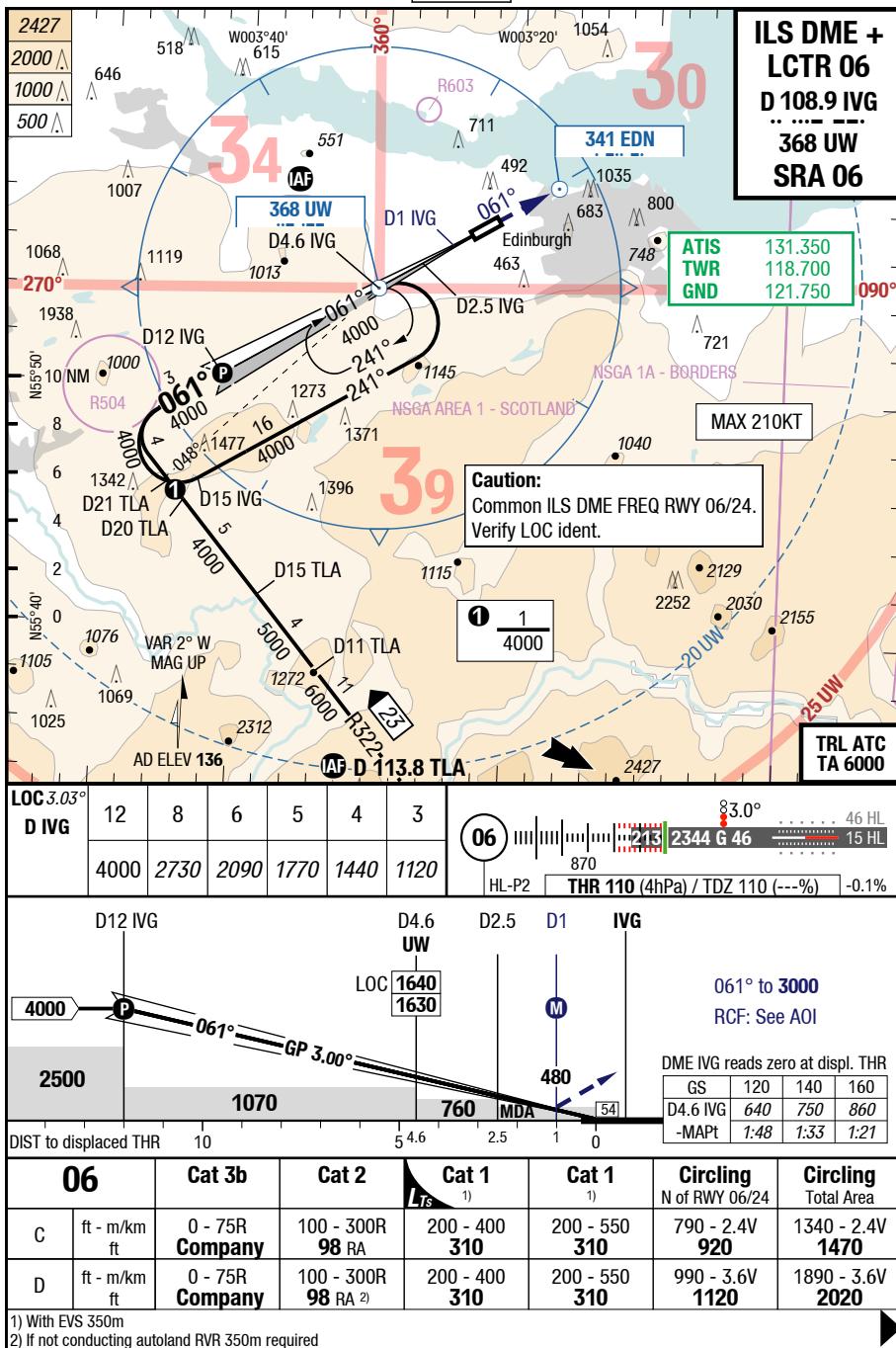
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STARs (via TWEED)



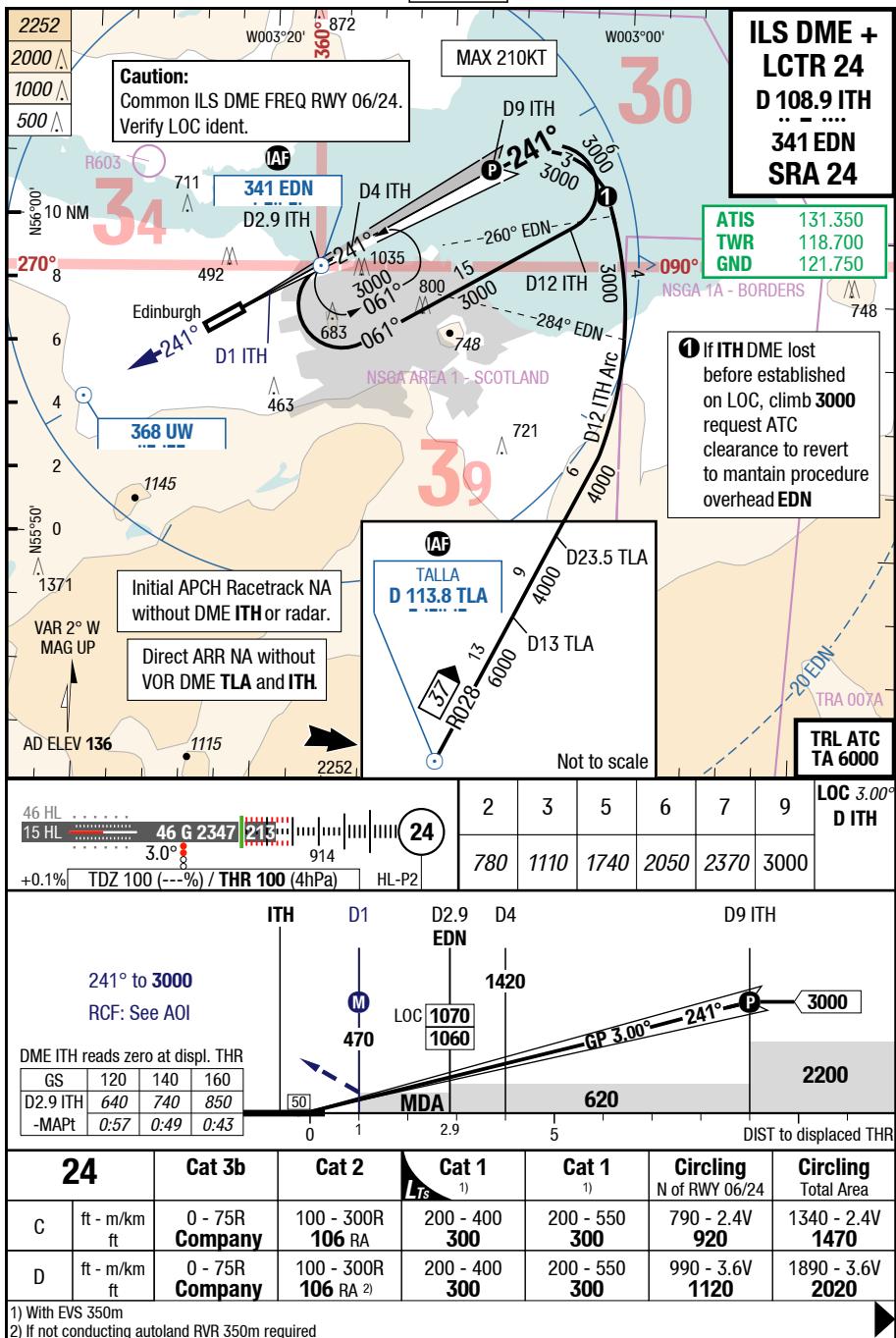
7-10

ILS DME + LCTR 06 / SRA 06



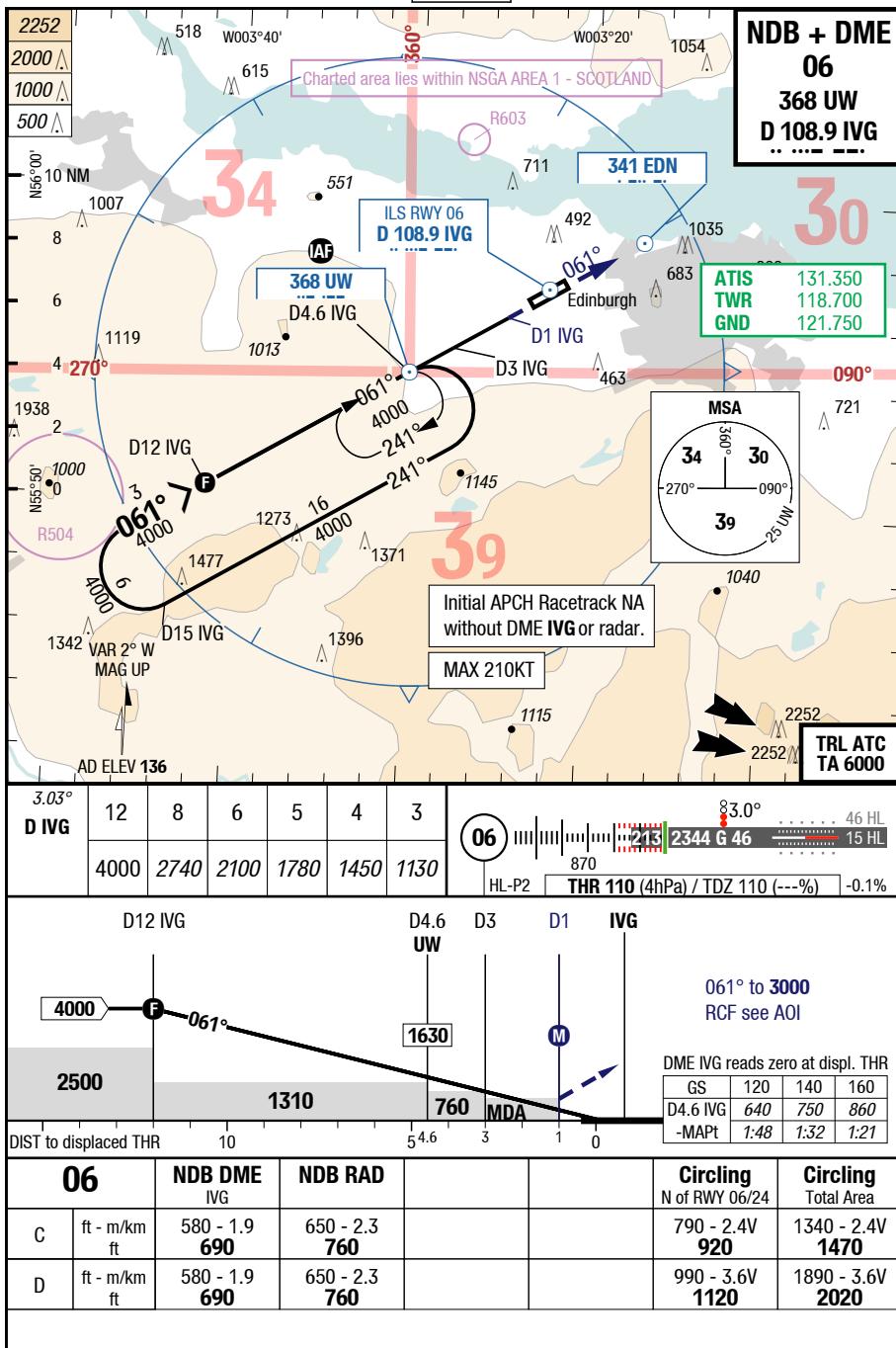
7-20

ILS DME + LCTR 24 / SRA 24



7-30

NDB + DME 06

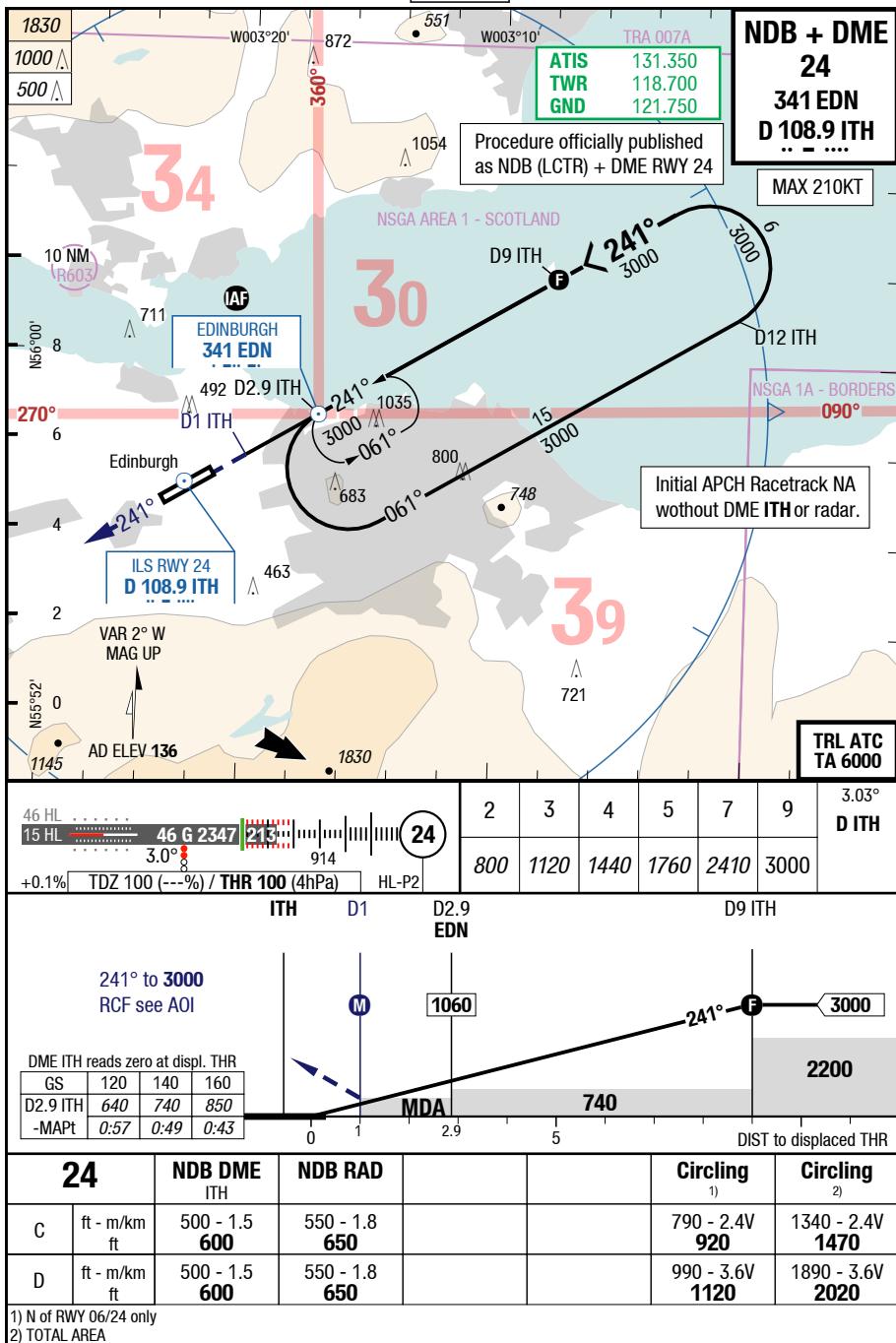


Changes: RWY polygon, OBST

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7-40

NDB + DME 24



Changes: RWY polygon, OBST

EDI-EGPH

7-50

WxMinima Overflow

| 06 | | LOC DME | LOC RAD | SRA RTR2 | | | |
|----|-----------------|-------------------------|-------------------------|-------------------------|--|--|--|
| C | ft - m/km ft | 480 - 1.5 590 | 650 - 2.3 760 | 690 - 2.4 800 | | | |
| D | ft - m/km ft | 480 - 1.5 590 | 650 - 2.3 760 | 690 - 2.4 800 | | | |

| 24 | | LOC w/wo DME | SRA RTR2 | | | | |
|----|-----------------|-------------------------|-------------------------|--|--|--|--|
| C | ft - m/km ft | 440 - 1.3 540 | 700 - 2.4 800 | | | | |
| D | ft - m/km ft | 440 - 1.3 540 | 700 - 2.4 800 | | | | |

8-10

This chart should be used for cross-checking of assigned altitudes whilst in receipt of an ATC surveillance service.

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This chart should be used for cross-checking of assigned altitudes whilst in receipt of an ATC surveillance service.

TRL ATC TA 6000