

**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 $\pm$ . 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

2-10

United Kingdom Edinburgh

AGC

AFC

AFC

AFC

Edinburgh United Kingdom

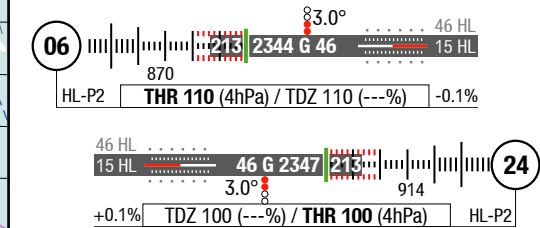
AGC

AFC



ATIS 131.350  
Scottish CTL 124.825  
126.300  
124.500  
RAD 121.200 128.975 by ATC  
APP 121.200  
TWR 118.700  
GND 121.750 Mon-Fri 0600-2200†, Sat/Sun 0630-2200†  
DCL

Landing RWY system:



Changes: Nil

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09-AUG-2018

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AGC

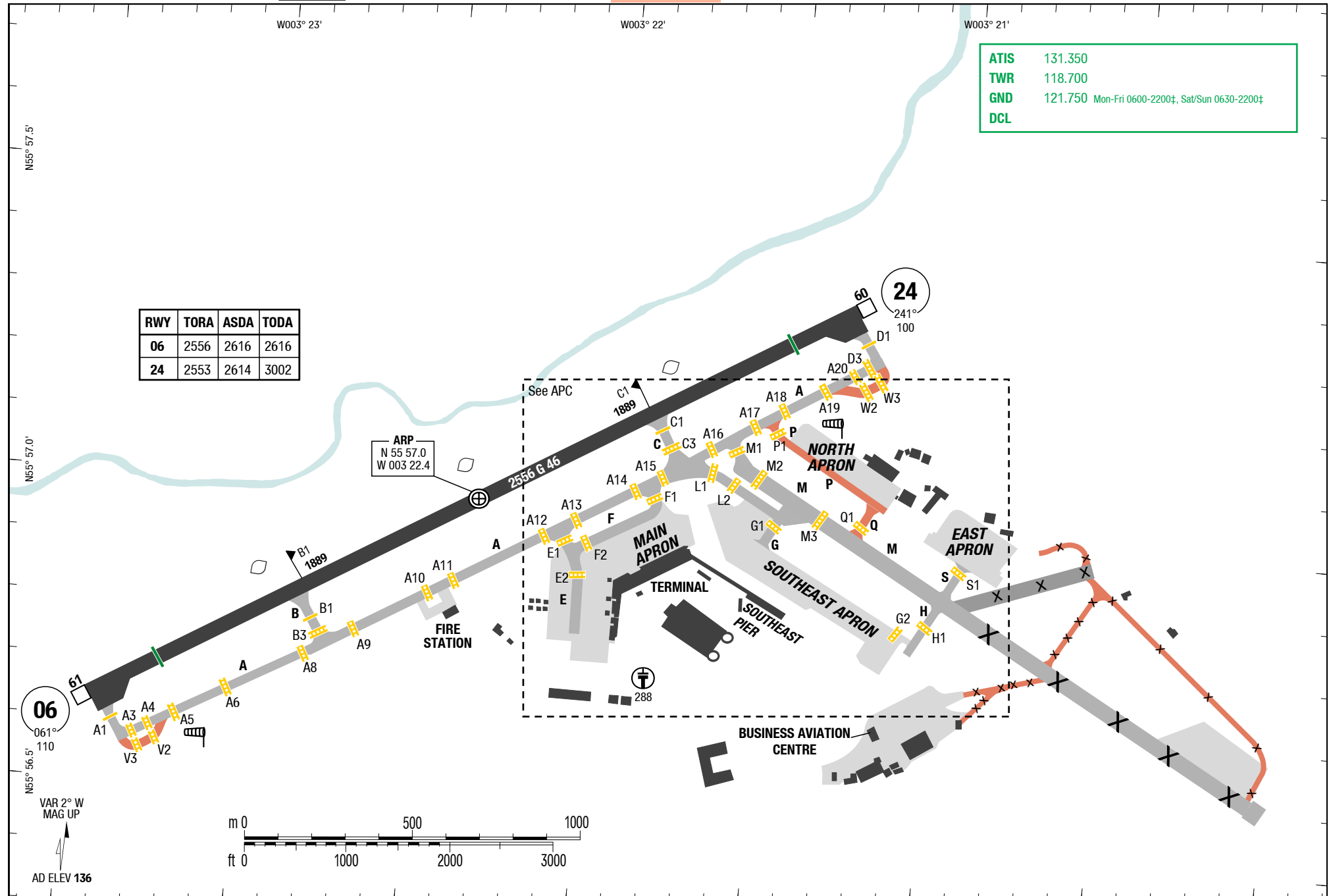
AGC

AGC

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AGC

3-20



Changes: HLDG POS

Effective 16-AUG-2018

09-AUG-2018

EDI-EGPH

3-30

United Kingdom Edinburgh

Stand coordinates

APC

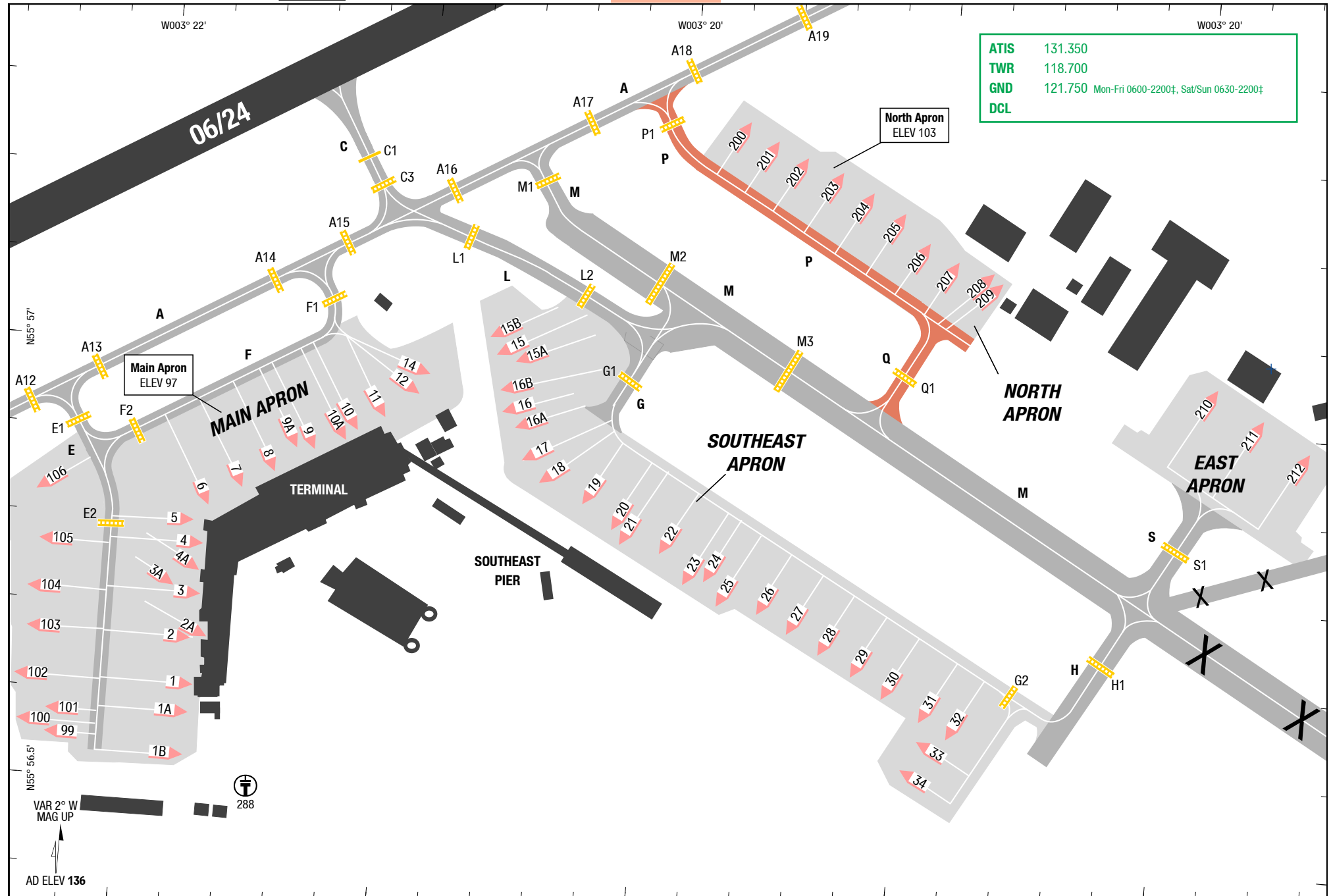
APC

APC

Edinburgh United Kingdom

Stand coordinates

APC



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



19-APR-2018

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United Kingdom **Edinburgh**

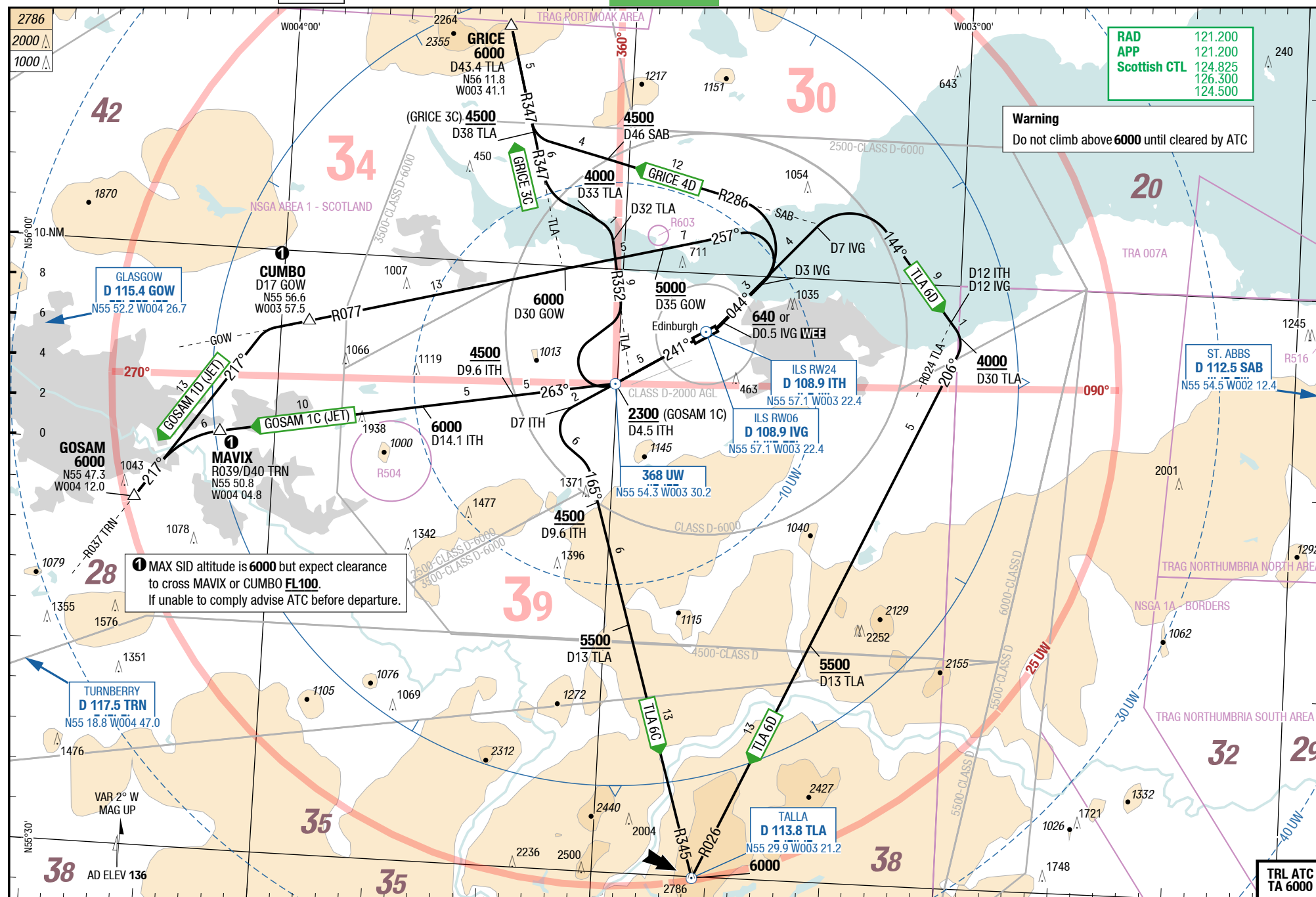
**SIDs**

SID

SID

## Edinburgh United Kingdom

**SIDs**



Changes: Track, PROC, RWY polygon, OBST

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

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

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 MAVIX MNM FL100 (6.6%)

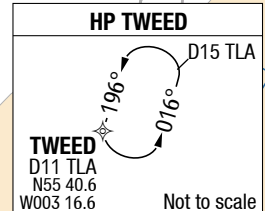
④ Expect first CPDLC logon code EGPX

ATIS	131.350
RAD	121.200
	128.975
APP	121.200
Scottish CTL	124.825
	126.300
	124.500

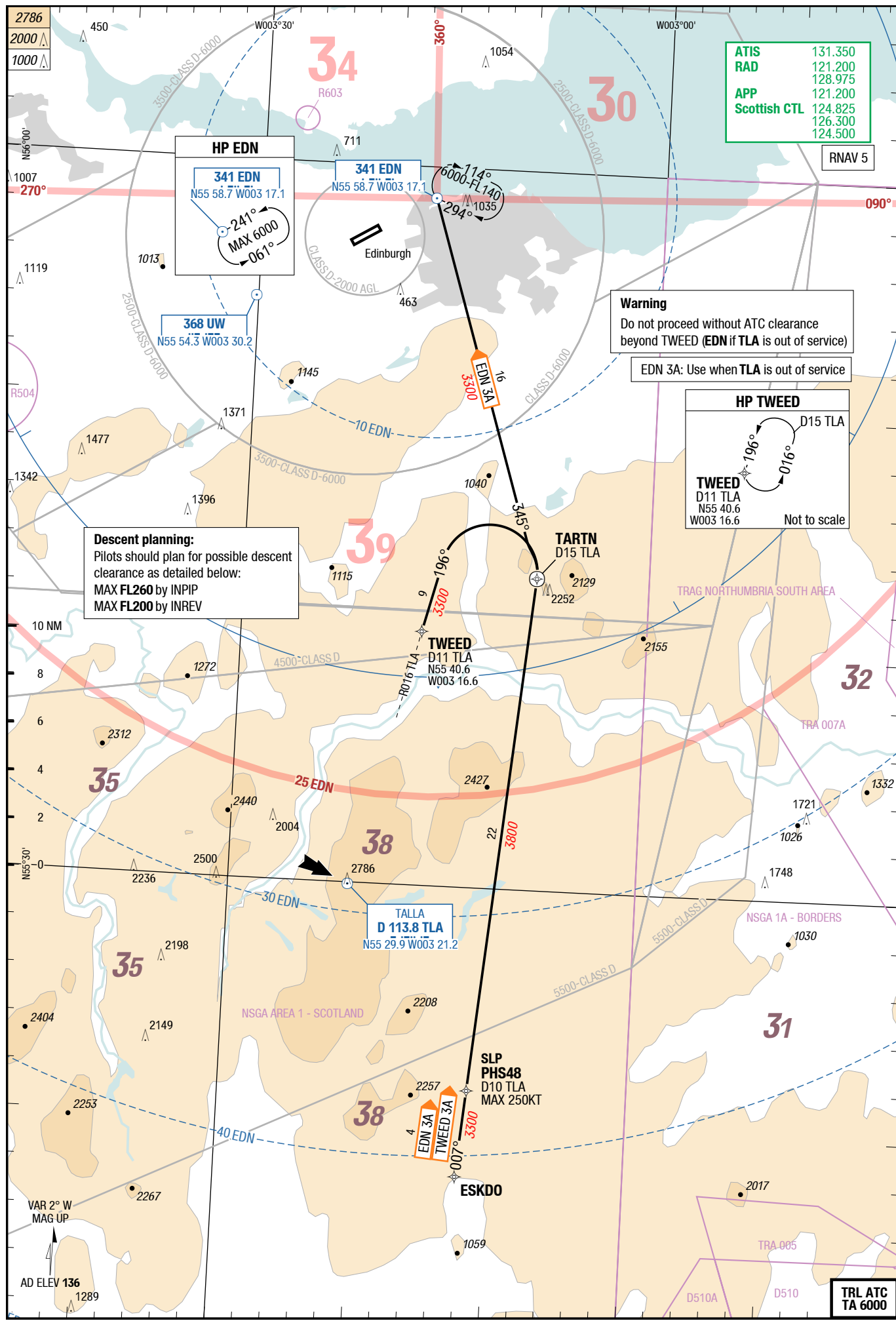
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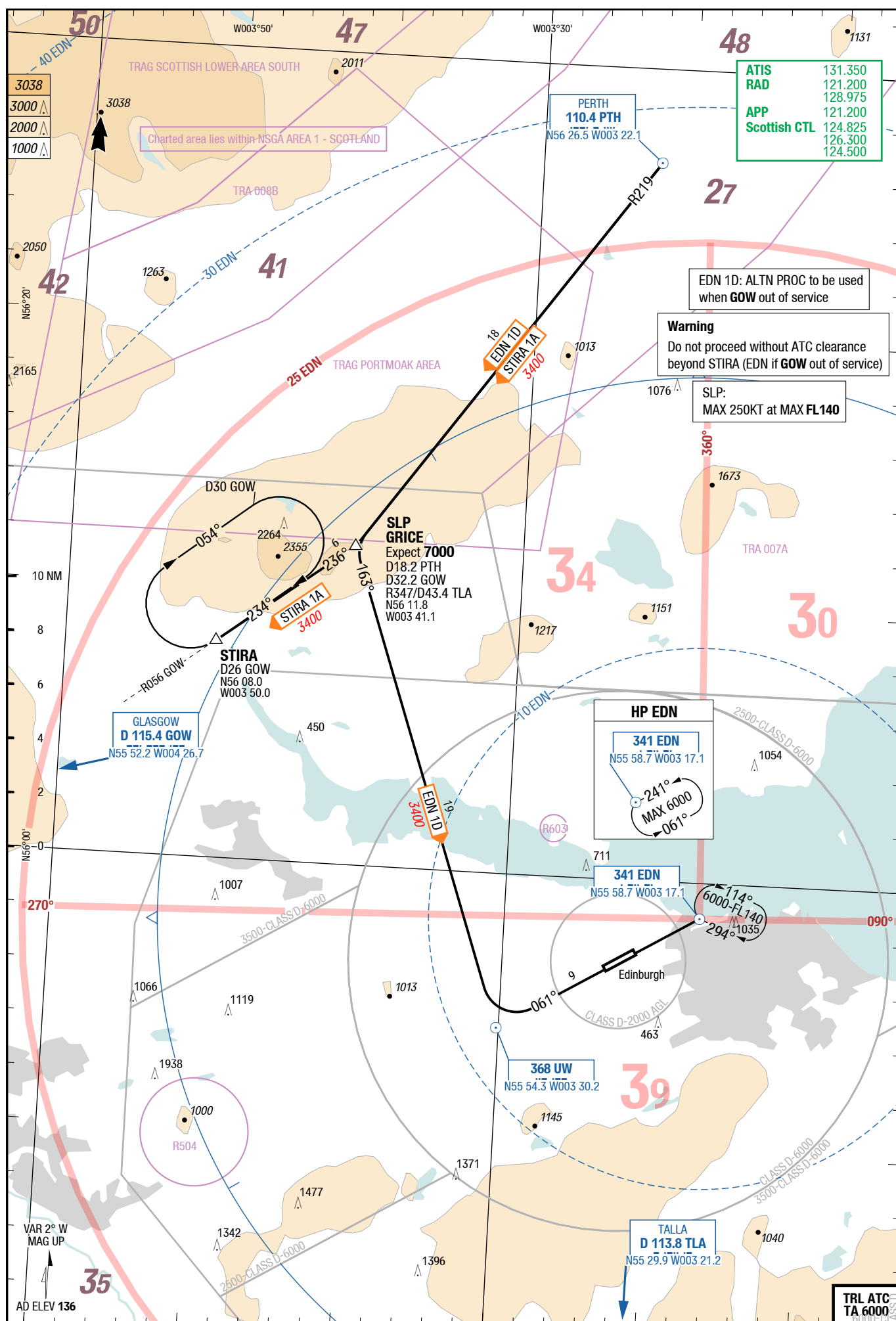
**Warning**  
Do not proceed without ATC clearance beyond TWEED (EDN if TLA is out of service)

EDN 3A: Use when TLA is out of service



**Descent planning:**  
Pilots should plan for possible descent clearance as detailed below:  
MAX FL260 by INPIP  
MAX FL200 by INREV







Effective 26-APR-2018

19-APR-2018

EDI-EGPH

United Kingdom Edinburgh

NIL

STARs (via TWEED)

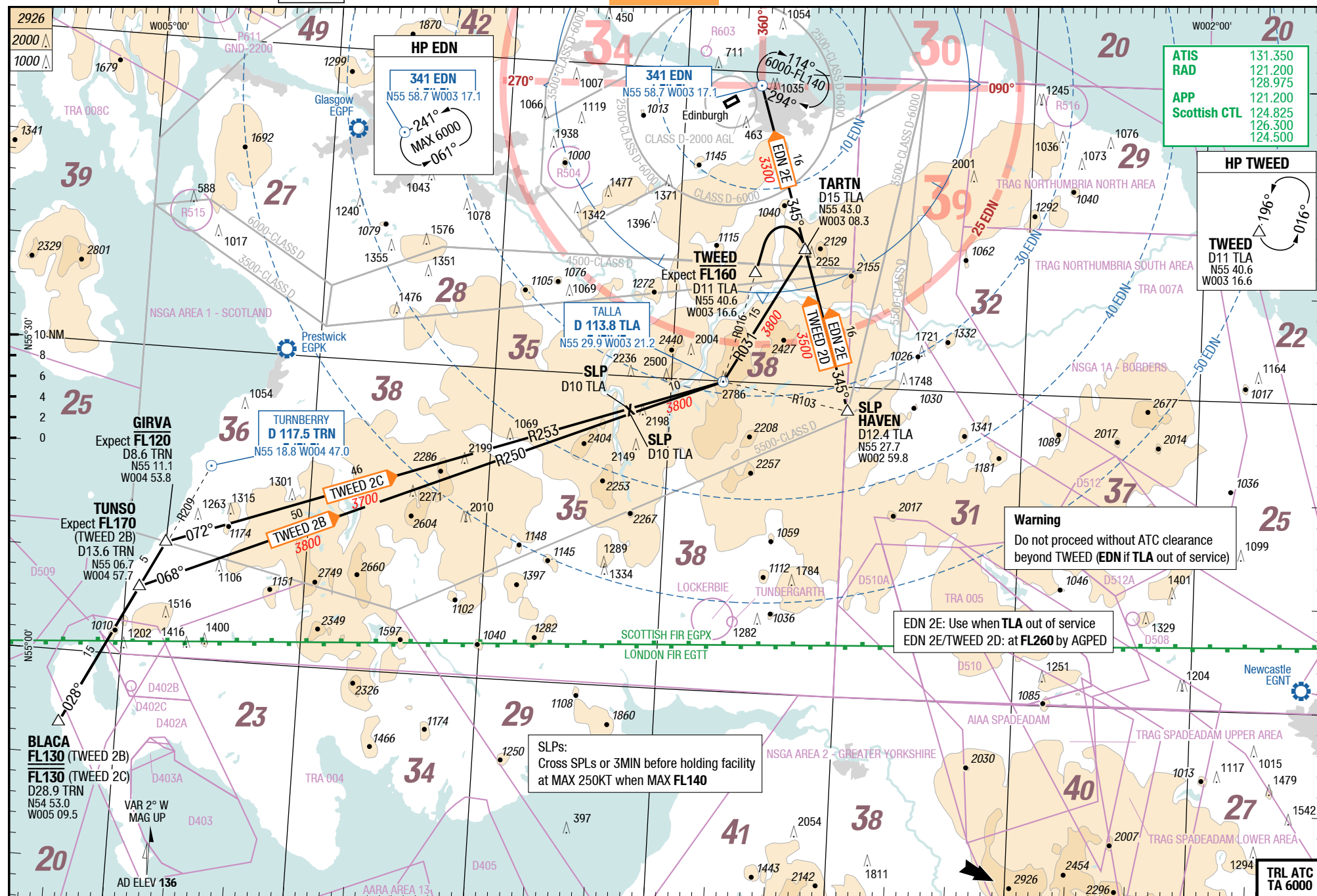
STAR

STAR

Edinburgh United Kingdom

NIL

STARs (via TWEED)



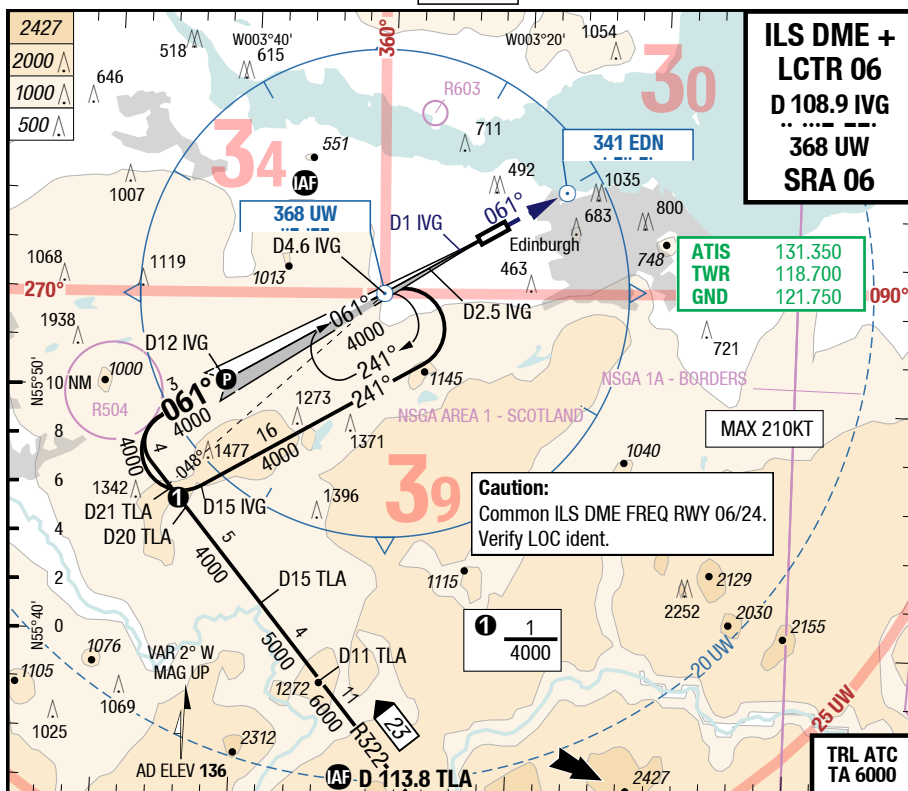
19-APR-2018

United Kingdom **Edinburgh**

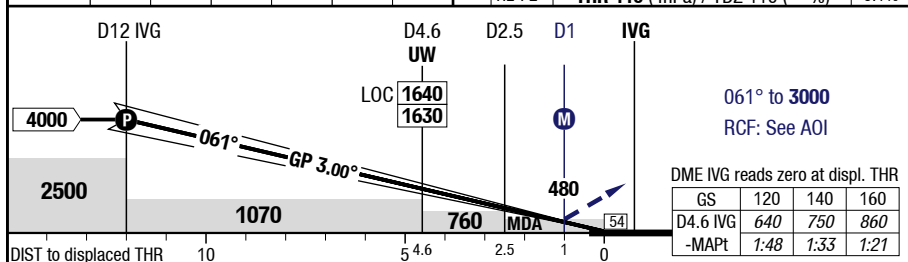
# IAC

## EDI-EGPH

7-10

**ILS DME + LCTR 06 / SRA 06**

LOC 3.03°	12	8	6	5	4	3	
D IVG	4000	2730	2090	1770	1440	1120	



06		Cat 3b	Cat 2	Cat 1 <small>LTS 1)</small>	Cat 1 <small>1)</small>	Circling <small>N of RWY 06/24</small>	Circling <small>Total Area</small>
C	ft - m/km ft	0 - 75R <b>Company</b>	100 - 300R <b>98 RA</b>	200 - 400 <b>310</b>	200 - 550 <b>310</b>	790 - 2.4V <b>920</b>	1340 - 2.4V <b>1470</b>
D	ft - m/km ft	0 - 75R <b>Company</b>	100 - 300R <b>98 RA 2)</b>	200 - 400 <b>310</b>	200 - 550 <b>310</b>	990 - 3.6V <b>1120</b>	1890 - 3.6V <b>2020</b>

1) With EVS 350m

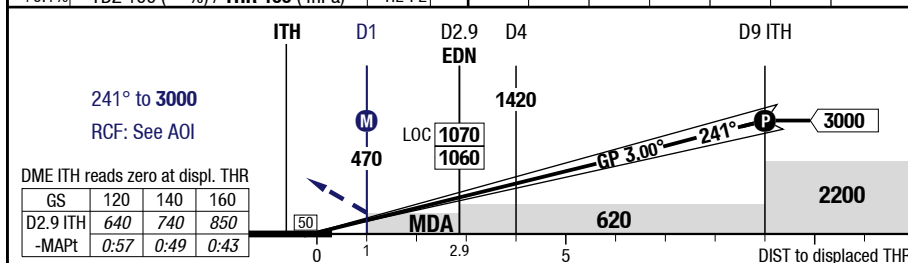
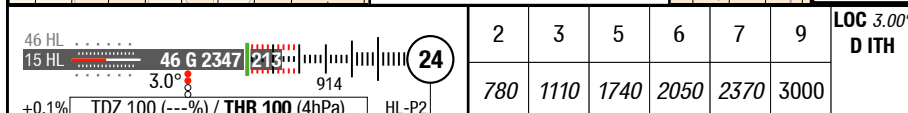
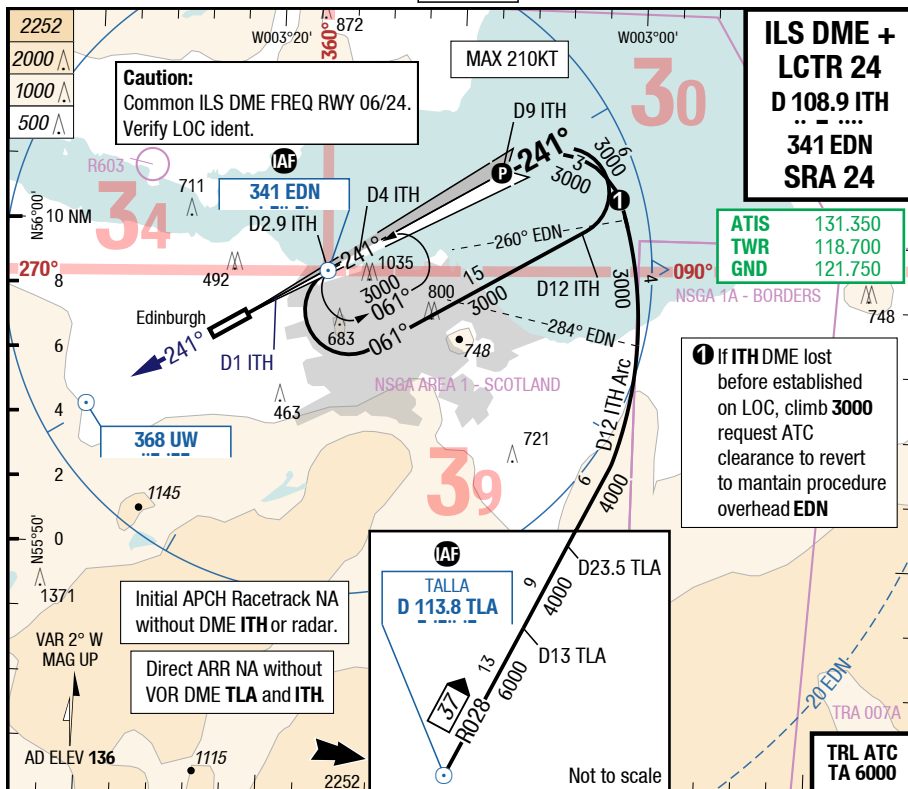
2) If not conducting autoland RVR 350m required

Changes: RWY polygon, OBST

# EDI-EGPH

7-20

ILS DME + LCTR 24 / SRA 24



24		Cat 3b	Cat 2	Cat 1 <small>Lts</small> <small>1)</small>	Cat 1 <small>1)</small>	Circling <small>N of RWY 06/24</small>	Circling <small>Total Area</small>
C	ft - m/km ft	0 - 75R Company	100 - 300R 106 RA	200 - 400 300	200 - 550 300	790 - 2.4V 920	1340 - 2.4V 1470
D	ft - m/km ft	0 - 75R Company	100 - 300R 106 RA <sup>2)</sup>	200 - 400 300	200 - 550 300	990 - 3.6V 1120	1890 - 3.6V 2020

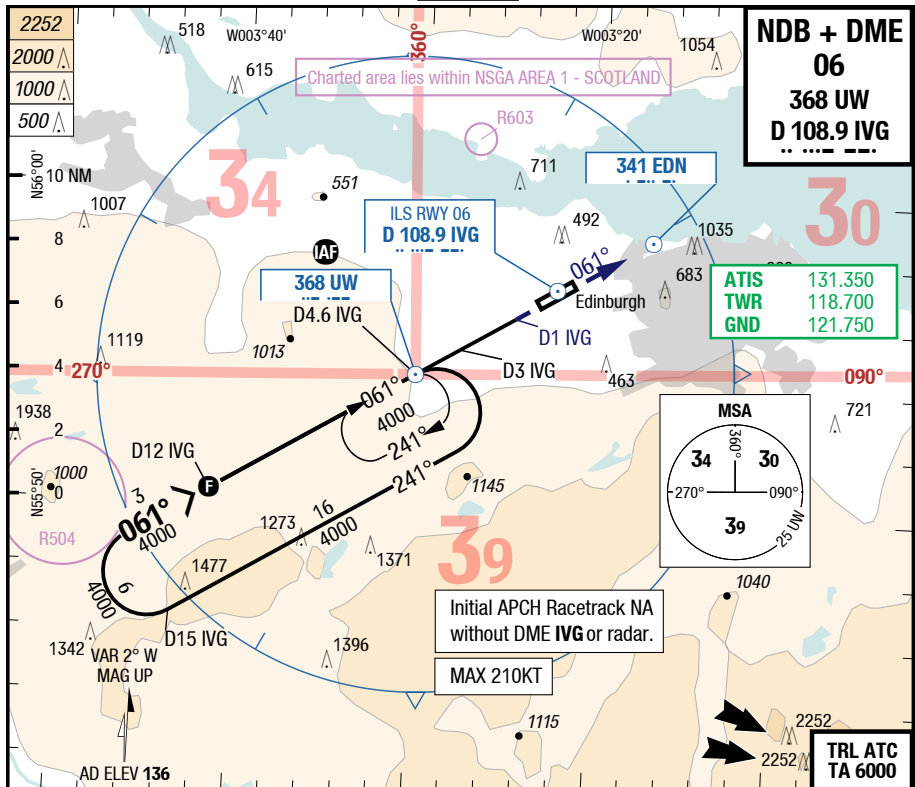
1) With EVS 350m  
2) If not conducting autoland RVR 350m required



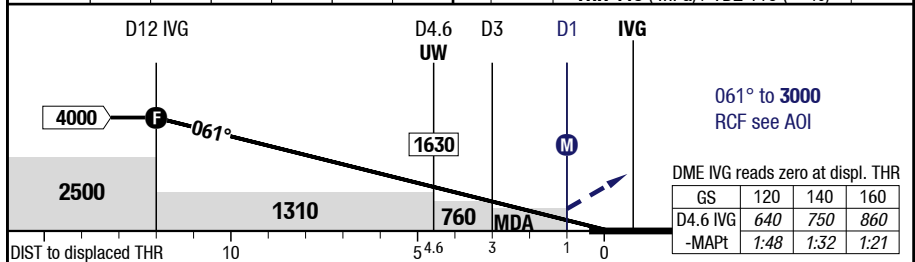
## EDI-EGPH

7-30

## NDB + DME 06



3.03° D IVG	12	8	6	5	4	3	06	83.0°	46 HL
	4000	2740	2100	1780	1450	1130	HL-P2	THR 110 (4hPa) / TDZ 110 (---%)	-0.1%

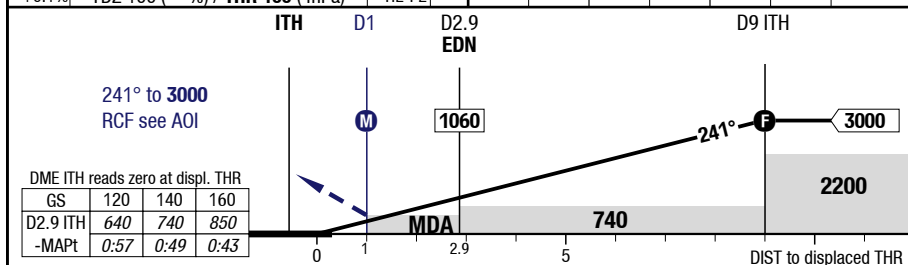
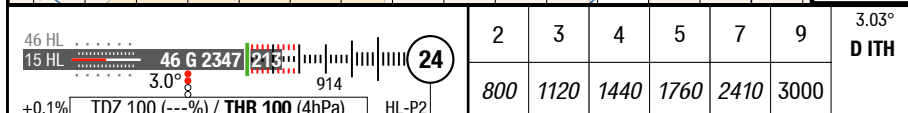
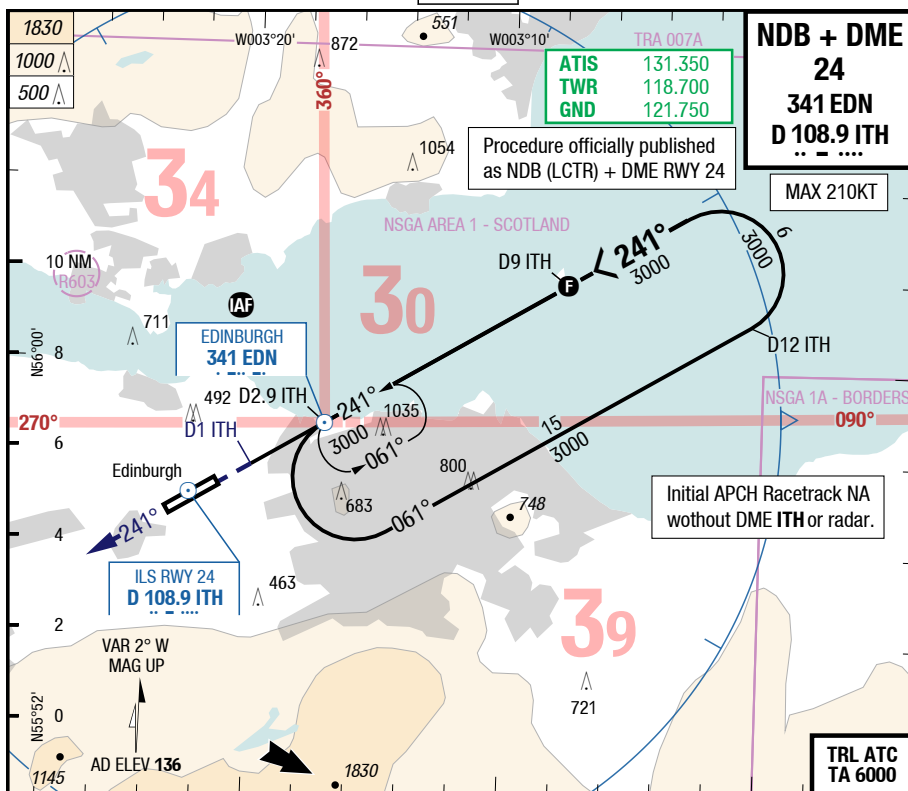


06	NDB DME IVG	NDB RAD			Circling N of RWY 06/24	Circling Total Area
C	ft - m/km ft 580 - 1.9 690	650 - 2.3 760			790 - 2.4V 920	1340 - 2.4V 1470
D	ft - m/km ft 580 - 1.9 690	650 - 2.3 760			990 - 3.6V 1120	1890 - 3.6V 2020

## EDI-EGPH

**7-40**

## NDB + DME 24



24		NDB DME ITH	NDB RAD		Circling 1)	Circling 2)
C	ft - m/km ft	500 - 1.5 <b>600</b>	550 - 1.8 <b>650</b>		790 - 2.4V <b>920</b>	1340 - 2.4V <b>1470</b>
D	ft - m/km ft	500 - 1.5 <b>600</b>	550 - 1.8 <b>650</b>		990 - 3.6V <b>1120</b>	1890 - 3.6V <b>2020</b>

1) N of RWY 06/24 only  
2) TOTAL AREA

Changes: RWY polygon, OBST

**EDI-EGPH****7-50****WxMinima Overflow**

<b>06</b>		<b>LOC DME</b>	<b>LOC RAD</b>	<b>SRA RTR2</b>			
C	ft - m/km ft	480 - 1.5 <b>590</b>	650 - 2.3 <b>760</b>	690 - 2.4 <b>800</b>			
D	ft - m/km ft	480 - 1.5 <b>590</b>	650 - 2.3 <b>760</b>	690 - 2.4 <b>800</b>			
<b>24</b>		<b>LOC w/wo DME</b>	<b>SRA RTR2</b>				
C	ft - m/km ft	440 - 1.3 <b>540</b>	700 - 2.4 <b>800</b>				
D	ft - m/km ft	440 - 1.3 <b>540</b>	700 - 2.4 <b>800</b>				

Effective 26-APR-2018

19-APR-2018

EDI-EGPH

United Kingdom Edinburgh

NIL

MRC

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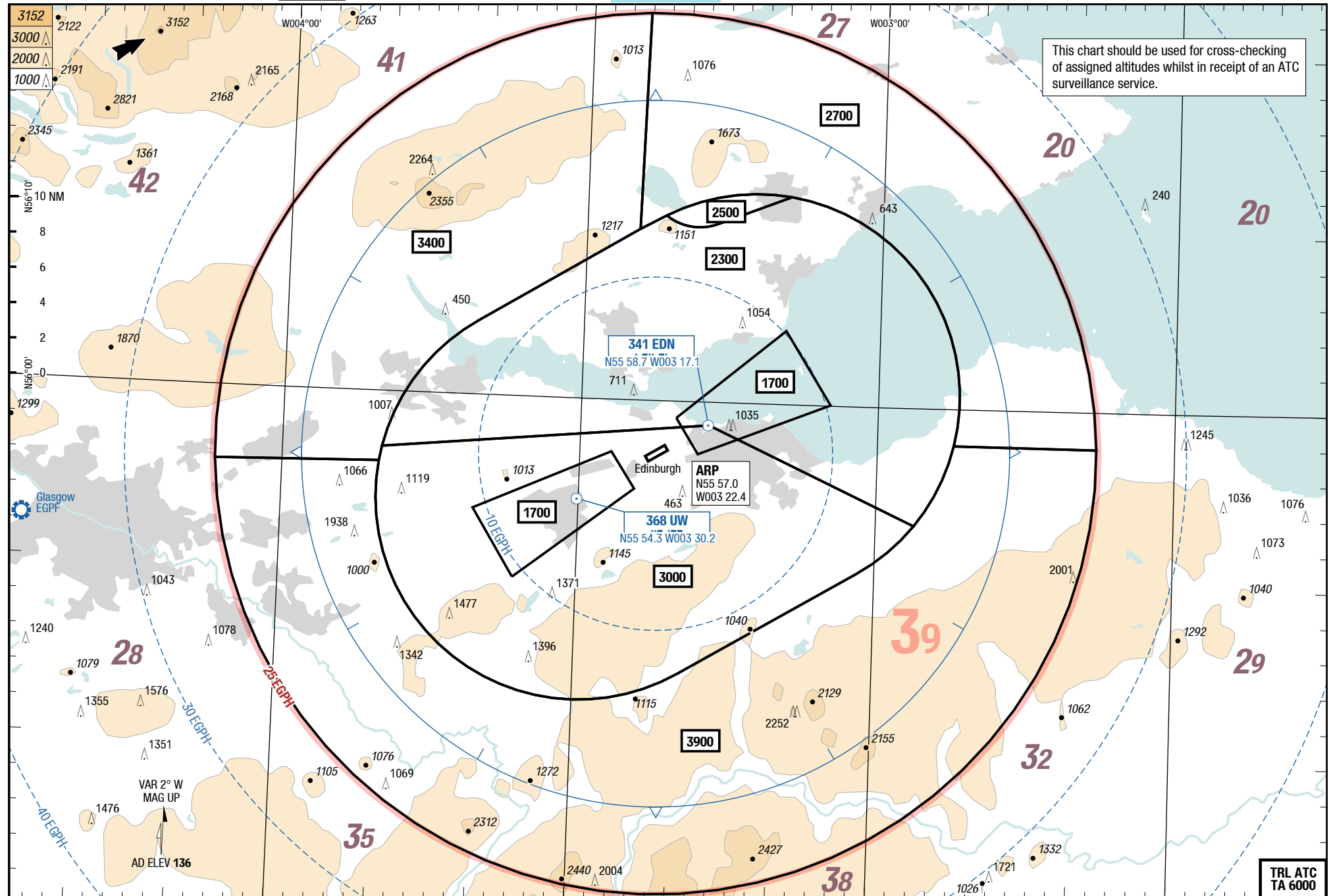
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Edinburgh United Kingdom

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8-10



Changes: Completely revised