**EDINBURGH** EGPH/ED 4 AUG 06 JEPPESEN GENERAL (10-1P1) AIRPORT BRIEFING EDINBURGH,

## TAXI PROCEDURES

not permitted to turn within the RWY width. To avoid damage to the surface of RWY 06/24 ACFT above B737-800/A320 type are

The turning areas at the ends must be used.

with a wingspan of MAX  $71^{\prime}/21.5m$ . Marshaller assistance is required for all Unrestricted access to the Business Aviation Centre apron is permitted for ACFT inbound operations.

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

only when both ACFT concerned have a wingspan of less than 118'/36m. the TWY A, passing place (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 doubt, should stop, hold position and request marshaller assistance. At either end of At all times, pilots are responsible for their wing-tip separation and, if in any

#### <u>.</u>5. PARKING INFORMATION

are marshalled. Nose-in parking on all aprons except the Business Aviation Centre apron where ACFT

stands with airbridges (Stands 1, 2, 3, 4, 6, 9 and 10) are also equipped with PAPA will be made) have stand number designators, AGNIS and ground stop arrows. Those equipped stands should park on the ground marked STOP arrow. All nose-in stands (with the exception of stand 38A for which marshalling provision (Parallax ACFT Parking Aid) boards. All ACFT unable to dock with the airbridge

illuminated or a marshaller has signalled clearance to proceed equipped stands which displays a red flashing `STOP' warning sign when activated by An emergency stop indicator system is installed on all Stand Entry Guidance he ramp agent. Pilots should not enter stand unless the Stand Entry Guidance is

#### \_ 6 OTHER INFORMATION

High terrain Southeast of APT WARNING: Birds in vicinity of APT.

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4 AUG 06 Nachbesen 3 (10-1P2) ARRIVAL AIRPORT BRIEFING EDINBURGH

EGPH/EDI EDINBURGH

## 2.1. SPEED RESTRICTIONS

at or below FL140. Cross SLP (Speed Limit Point) or 3 Min before holding facility at 250 KT or less, when

# 2.2. NOISE ABATEMENT PROCEDURES

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

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

# 2.2.2. LOW POWER/LOW DRAG PROCEDURES

On receipt of descent clearance descend at the rate best suited to a continuous descent clearance and the intercept heading to the ILS Localizer. below the Transition Altitude. Further distance information will be given between estimate of track distance to touch-down will be passed with clearance to descend from the holding facility or following transfer of control to Edinburgh Approach. An Headings and flight levels/altitudes by ATC. ACFT will be radar vectored either

without recourse to level flight. descent so as to join the GS at the appropriate height for the distance

Due to high ground south-east of the APT, descent below 3000' will be in Recommended speeds: accordance with chart Edinburgh 18-3.

210 KT - 240 KT intermediate approach

160 KT - 180 KT at a range of 12 NM from touch-down

160 KT from 8 NM to 4 NM from touch-down.

In the event of radar failure inbound ACFT will be cleared from the Terminal holding change for ACFT performance reasons is necessary, advise ATC adjustments as promptly as feasible within operational constraints. If a speed ATC may request specific speeds for accurate spacing: comply with any speed

prior to carrying out the instrument approach procedure.
Owing to terrain profile to the south of Edinburgh, GPWS warning are possible on TWEED or STIRA holding pattern to UW (RWY 06) or EDN (RWY 24) holding pattern the landing direction. In order to expedite traffic, ACFT may be transferred from facility via EDN or UW to carry out an instrument approach procedure appropriate to

intermediate approach to RWYs 06, 24 & 30 from the south.

# 2.2.3. VISUAL APPROACHES RUNWAYS 06/24

Propeller driven ACFT whose MTWA does not exceed 5700kg will not join final

approach below 1140'. All approaches to RWY 24 by ACFT with MTWA in excess of 5700kg are to be made

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 until after crossing the Firth of Forth coastline northbound. ACFT approaching ACFT approaching from a southerly direction are not to descend below 2000' QFE from a position not less than 7 NM on the extended RWY centerline. RWY 06 are to join the extended RWY centerline at a height of not less than 1500'.

EGPH/EDI SIEPPESEN EDINBURGH, UK
EDINBURGH 4 AUG 06 (10-1P3) AIRPORTERITETING

2. ARRIVAL

# 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'.

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4 AUG 06 (10-1P4)

AIRPORT BRIEFING

EGPH/EDI EDINBURGH

### 3. DEPARTURE

# 3.1. SPEED RESTRICTIONS

MAX 250 KT below FL100 unless otherwise instructed

# 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 NEW OR SAB

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

RWY 24: Climb straight ahead to UW, turn LEFT to NEW or SAB.

Noise preferential route terminates at 3000'.

# 3.2.3. DEPARTURES VIA ALL ROUTES

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

ACFT subject to noise preferential restrictions mentioned above and not operating on ATC clearances are to be flown on noise preferential routes as follows:

RWY 06:

Climb straight ahead, at 640' or IVG 0.5 DME, whichever is later, turn LEFT, 045° track to IVG 7 DME.

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

Climb straight ahead to 3000' before setting course

## 3.3. RWY OPERATIONS

RWYs 12/30:

#### 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. A yellow `M´ is painted beside TWY M centerline, as an additional safety measure.

# 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.

EGPH/EDI SJEPPESEN EDINBURGH, UK
EDINBURGH 4 AUG 06 (10-1P) AIRPORTERIEFING

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 2300-0700LT except for safety reasons.

## 1.2.3. ENGINE RUN-UP

Engine runs require prior permission from the Airfield Operations.

Engine runs during the night period should be kept to an absolute minimum

ACFT are permitted to carry out idle engine runs only on ACFT stands for a maximum duration of five minutes.

Engine runs up to an engine ground run may be carried out in Block 14 under exceptional circumstances when the traffic level permits. Avoid damaging the grass. Block 33 is the preferred location for engine ground runs which may also be undertaken in Block 32. RWY 12/30 is not operational during engine running undertaken in Block 32. RWY 12/30 is not operational during engine running undertities in Blocks 33 and 32.

Engine runs are not permitted to be undertaken by jet ACFT in maintenance areas and on the Business Aviation Center apron.

#### 1.2.4. APU

APU must be shutdown promptly, as soon as alternate power is available on stand.

# 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.

LVP will come in force when RVR is 600m or less and the ceiling is 200' or less. During LVP, ACFT will only enter and exit RWY 06/24 via links A and D.

#### 1.3.2. ARRIVAL

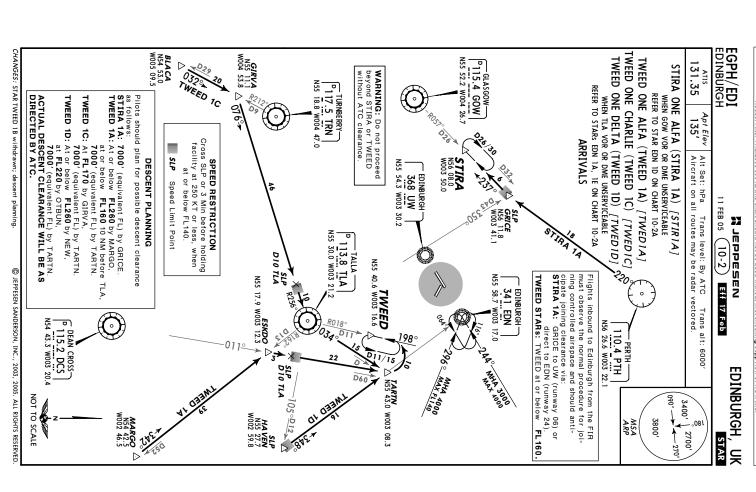
Pilots should delay the call "RWY vacated" until the ACFT is established on TWY A and past the coded TWY centerline.

#### 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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EGPH/EDI EDINBURGH SLP GRICE N56 11.8 W003 41.1 7000' (equivalent FL) by TARTN.
ACTUAL DESCENT CLEARANCE WILL BE AS
DIRECTED BY ATC. 131.35 368 UW 368 UW N55 54.3 W003 30.2 7000' (equivalent FL) by TARTN.
EDN 1D: 7000' (equivalent FL) by GRICE.
EDN 1E: At or below FL260 by NEW. Pilots should plan for possible descent clearance as follows:

EDN 1A: At or below FL260 by MARGO. ATIS 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 or below FL140. **WARNING:** Do not proceed beyond EDN without ATC clearance. SLP Speed Limit Point N56 at **FL220** by OTBUN, **7000**' (equivalent FL) 110.4 PTH T Apt Elev 135' PERTH DESCENT PLANNING Alt Set: hPa Trans level: By ATC Trans alt: 6000' Aircraft on all routes may be radar vectored. 341 EDN 355 58.7 W003 1 11 FEB 05 (10-2A) Eff 17 Feb PEDDESEN 5 TO BE USED WHEN GOW VOR OR DME UNSERVICEABL BE USED WHEN TLA VOR OR DME UNSERVICEABLE EDINBURGH ONE DELTA (EDN 1D) EDINBURGH ONE ECHO (EDN 1E) EDINBURGH ONE ALFA (EDN 1A) DEAN CROSS 115.2 DCS N54 43.3 W003 20.4 **ESKDO** N55 17.9 W003 12.3  $\triangleright$ TARTN N55 43.0 W003 08.3 ARRIVALS EDINBURGH, 3. Jys. SLP HAVEN N55 27.7 W002 59.8 090° -- ¥ -- 270° NOT TO SCALE 3400' MARGO N54 42.5 W002 46.5 3800′ MSA ARP 2700' STAR

CHANGES: STAR EDN 1B withdrawn; descent planning

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ZHANGES: SID DCS 3C renumbered 4C & revised; MSA center.

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EGPH/EDI EDINBURGH Apt Elev due to ATC and airspace restrictions.

DCS 3D 486' per NM (8%) up to **5000'**, then 389' per NM (6.4%) up to **6000'** 468' per NM (7.7%) up to 4500', then 401' per NM (6.6%) up to 6000', These SIDs require minimum climb gradients N55 52.2 W004 26.7 D115.4 GOW due to ATC and airspace restrictions. DCS 4C DCS 3D N55 42.8 W004 15.5 **OWARNING**Do not climb above 6000'
until cleared by ATC. DEAN CROSS FOUR CHARLIE (DCS DEAN CROSS THREE DELTA (DCS SIZIII MAX 250 KT BELOW FL100 Trans level: By ATC Trans alt: 6000'.

ferential routes. 2. Initial climb straight sheat to 640'.

preferential routes terminate at 3000'.

4. Cruising le allocated after take-off by SCOTTISH Control. D TURNBERRY 117.5 TRN N55 18.8 W004 47.0 UNLESS OTHERWISE AUTHORIZED RWYS 24, 06 DEPARTURES R₩Y 06 24 MA VIX N55 50.8 W004 04.8 To IVG 0.5 DME or 640', whichever is later, turn LEFT, 045° track, at IVG 3 DME turn LEFT, intercept GOW R-080 inbound to CUMBO, turn LEFT, intercept TRN R-041 inbound (PTH-R-221) to D80 TRN, turn LEFT, intercept DCS R-333 inbound to DCS. (TRN R-042/D40) JET AIRCRAFT ONLY To UW, turn RIGHT, 265° bearing to MAVIX, turn LEFT, intercept TRN R-041 inbound (PTH R-221) to D30 TRN, turn LEFT, intercept DCS R-333  $\,$ 0 nbound to DCS PTH:--NOT TO SCALE Þ \_\_\_\_\_ •000 ≥÷ 11 NOV 05 341 EDN | N55 58.7 W003 17.0 **EDINBURGH** N55 56.6 W003 57.5 0 0 X + DCS 4C At 6000' 1 (10-3)At or above D30 GOW 389' per NM 401' per NM 468' per NM Gnd speed-KT 486' per NM 1. SIDs include noise pre-ahead to 640′ 3. Noise 4. Cruising levels will be **4**C) Eff 24 Nov 368 UW 368 UW N55 54.3 W003 30.2 ROUTING At IVG 0.5 DME or 640' whichever is later MAX SID altitude is Above 2300' (DCS 3D) at or above **FL100.** If unable to comply advise ATC EXPECT\_ATC clearance to cross MAVIX (DCS 4C) or CUMBO before departure 486 501 585 608 75 | 100 | 150 | 200 | 250 | 300 
 8 810
 1215
 1620
 2025
 2430

 5
 780
 1170
 1560
 1949
 2339

 1
 668
 1003
 1337
 1671
 2005
 648 972 \* (108.9) ITH \* (108.9) IVG TILS.2 DCS N55 57.1 W003 22.4 N54 43.3 W003 20.4 ILS DME At or above 5000' 1296 1620 1944 6000', 090° -- ¥ -- 270° D35 GOW MSA EDN NDB/UW ND 3400' 0.5 DME 3800′ ٥ 2700' SID

EGPH/EDI EDINBURGH Apt Elev GRICE THREE CHARLIE (GRICE 3C) [GRIC3C] Trans level: By ATC Trans alt: 6000'.

1. SIDs include noise pre ferential routes.

2. Initial climb straight ahead to 640'.

3. Noise preferential routes terminate at 3000'.

4. Cruising levels will be allocated after take-off by SCOTTISH Control. 11 NOV 05 (10-3A) Eff 24 Nov NaSaddar 1 1. SIDs include noise pre-head to 640' 3. Noise EDINBURGH, 3400′

SID

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NEDDE SEN

EDINBURGH,

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GRICE FOUR DELTA (GRICE 4D) [GRIC4D] 090° -- 7 -- 270° EDN NDB/UW NE 3800′ 2700'

**GRICE** N56 11.8 W003 41.1 At 6000'

S ਭੁਤਤਰਸ MAX 250 KT BELOW FL 100 UNLESS OTHERWISE AUTHORIZED

RWYS 24, 06 DEPARTURES

NOT TO SCALE

GRICE 3C Above **4500**′ D38 TLA

D46 SAB

Above **4500**′ - EDINBURGH |

N56 06.1 W003 38.4

At or above **4000**′

33 DAE

GRICE 4D

**D32 TLA** N56 01.4 W003 31.2

289 N55 58.7 W003 17.0 SAB :::. 112.5

EDINBURGH (108.9) IVG At IVG 0.5 DME or 640' whichever is later

N55 57.1 W003 22.4

These SIDs require minimum climb gradients of 8.51 N55 54.3 W003 30.2 368 UW 100

WARNING
Do not climb above
until cleared by ATC.

6000′

225' per NM (3.7%) up to 4500' due to ATC and airspace restrictions GRICE 4D 225' per NM 281

**GRICE 4D** GRICE 3C 06 24 ROUTING

SID

310' per NM (5.1%) up to 4500' due to ATC and airspace restrictions 310' per NM 387 | 516 | 775 | 1033 | 1291 | 1549 375 562 749 937 1124

CHANGES: SID GRICE 3C crossing established; MSA center To IVG 0.5 DME or 640', whichever is later, turn LEFT, 045° track, at IVG 3 DME turn LEFT, intercept SAB R-289, intercept TLA R-351 to GRICE. To UW, turn RIGHT, intercept TLA R-354 to D32 TLA, turn LEFT, intercept TLA R-351 to GRICE.

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THANGES: SIDs renumbered & revised; MSA center

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#### EGPH/EDI EDINBURGH 450' per NM (7.4%) up to 4500', due to ATC and airspace restrictions. and airspace restrictions 207' per NM (3.4%) up to These SIDs require minimum climb gradients and airspace restrictions 444' per NM (7.3%) up to Apt Elev TLA 6C 🕕 TLA 6D TLA 5G NOT TO SCALE WARNING Do not climb above until cleared by ATC At or above **4500**′ Trans level: By ATC Trans alt: 6000'. 1.SIDs include not ferential routes. 2.Initial climb straight ahead to 640'. levels will be allocated after take-off by SCOTTISH Control. Above 5500' 368 UW 368 UW N55 54.3 W003 RWY 24 2 WHEN LEAVING CONTROLLED AIRSPACE VIA DI3 TLA STEEDER MAX 250 KT BELOW FL100 RWYS 24, 06, 12 DEPARTURES TLA 5G TLA 6C TLA 6D UNLESS OTHERWISE AUTHORIZED 「ALLA SIX CHARLIE(TLA 6C) To TLA R-024 (ITH/IVG 9 DME), turn RIGHT, intercept TLA R-028 inbound To IVG 0.5 DME or 640°, whichever is later, turn LEFT, 045° track, at IVG 7 DME turn RIGHT, 145° track, when passing TLA R-026 (ITH/IVG 12.5 DME) turn RIGHT, intercept TLA R-028 inbound to TLA. Via UW to ITH 7 DME, turn LEFT, intercept TLA R-347 inbound to TLA. TALLA FIVE GOLF (TLA 5G) TALLA SIX DELTA (TLA 6D MAY BE USED BY JET AIRCRAFT **4000'**, due to ATC 4000', due to ATC 6000′ At IVG 0.5 DME or **640**′ whichever is later 11 NOV 05 (10-3B) Eff 24 Nov \* (108.9) ITH \* (108.9) IVG N55 57.1 W003 22.4 ILS DME — EDINBURGH— $\odot$ Gnd speed-KT 450' per NM 207' per NM 444' per NM **1.**SIDs include noise pre-ahead to 640'. **3.**Cruising 0.5 DME W6/ THE O OM N55 30.0 W003 21 At or above 4000' 258 Noise Preferential Route terminates at ITH 7 DME. Noise Preferential Route terminates at TLA R-028. 554 739 1109 1479 1848 2218 562 At 6000' N55 58.7 W003 17.0 341 EDN -TALLA-344 100 749 1124 THING 12.5 DME Above **5500**' 0 150 D13 TLA 516 090° -- 7 -- 270° 200 250 300 1499 1873 2248 MSA EDN NDB/UW ND 689 861 3400′ At or above **4000**′ 3800′ 2700' 1033 SID

EGPH/EDI EDINBURGH JR041: GLASGOW 115.4 GOW N55 52.2 W004 26.7 Apt Elev 135' 468' per NM (7.7%) up to 4500', then 401' per NM (6.6%) up to 6000', due to ATC and airspace restrictions. TRN 6D These SIDs require minimum climb gradients of due to ATC and airspace restrictions 486' per NM (8%) up to **5000'**, then 389' per NM (6.4%) up to **6000'**  $(\hat{\bullet})$ **OWARNING**Do not climb above 6000 until cleared by ATC. TRN 6D TRN 5C Trans level: By ATC Trans alt: 6000'. 1.SIDs include noise preferential routes. 2. Initial climb straight abead to 640'. 3. Noise preferential routes terminate at 3000'. 4. Cruising levels will be allocated after take-off by SCOTTISH Control. TURNBERRY 117.5 TRN N55 18.8 W004 47 06 24 TURNBERRY FIVE CHARLIE (TRN 5C) UNLESS OTHERWISE AUTHORIZED TURNBERRY SIX DELTA (TRN 6D) TRN 5C MA VIX N55 50.8 W004 04.8 (TRN R-042/D40) RWYS 24, 06 DEPARTURES To IVG 0.5 DME or  $\,$  **640',** whichever is later, turn LEFT, 045° track, at IVG 3 DME turn LEFT, intercept GOW R-080 inbound to CUMBO, turn To UW, turn RIGHT, 265° bearing to MAVIX, turn LEFT, intercept TRN R-041 inbound (PTH R-221) to TRN. LEFT, intercept TRN R-041 inbound (PTH R-221) to TRN. JET AIRCRAFT ONLY D 11 NOV 05 (10-3C) NOT TO SCALE **⊙**000 ₹ NaSaddar 1 **CUMBO** N55 56.6 W003 57.5 0 At 6000' **O** 4500' At or 468' per NM 401' per NM 389' per NM 486' per NM Gnd speed-KT Eff 24 Nov TRN 5C MAX SID altitude is 6000', MAVIX (TRN 5C) or CUMBO (TRN 6D) at or above **FL100.** If unable to comply advise ATC At IVG 0.5 DME or 640' whichever is later before departure. EXPECT\_ATC clearance to cross Above 2300' 368 UW | 5 54.3 W003 30. 486 501 608 585 75 N55 
 8
 100
 150
 200
 250
 300

 8
 8 10
 1215
 1620
 2025
 2430

 5
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 1949
 2339

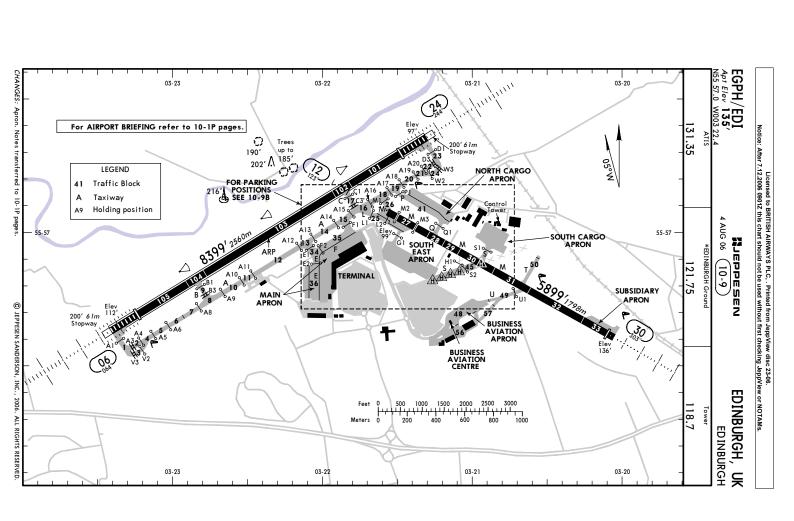
 1
 668
 1003
 1337
 1671
 2005
 341 EDN 3.41 EDN 5 58.7 W003 17.0 648 972 EDINBURGH, \* (108.9) ITH \* (108.9) IVG \* (108.9) IVG 1296 1620 1944 ILS DME EDINBURGH—— At or above 5000' MSA EDN NDB/UW ND 900 3400′ 270° 3800′ 2700' SID

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CHANGES: SID TRN 4C renumbered 5C & revised; MSA center.

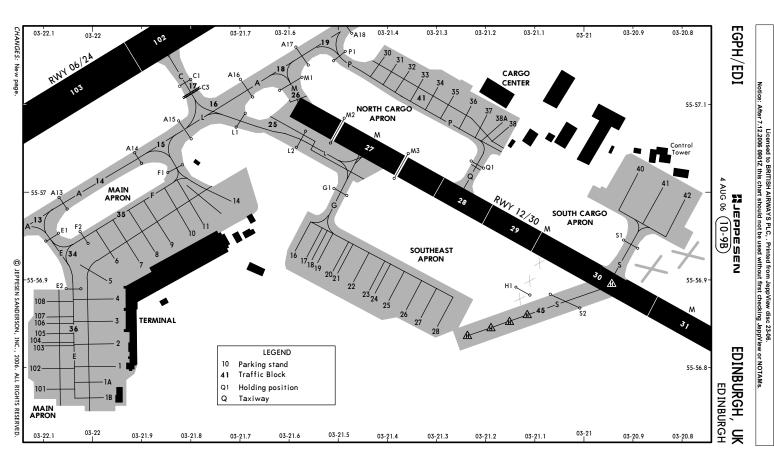
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EGPH/EDI D C B A Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m. ■ TAKE-OFF RUN AVAILABLE JAR-OPS RWY From rwy head twy B int An appropriate adjustment for a line up allowance must additionally be made by aircrew RWY 06 Approved
Operators
HIRL, CL
mult. RVR req 125m 150m HIRL HIALS PAPI-L (angle 3.5°) HIRL CL(15m) HIALS-II TDZ PAPI-L(3.0°) grooved RVR 7700′ 2347m Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

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CHANGES: Information transferred from 10-9.



EGPH/EDI

4 AUG 06 (10-9C) Nasaddar 1

EDINBURGH,

	INS COORDI	INS COORDINATES	EDINBONGL
STAND No	COORDINATES	STAND No	COORDINATES
1, 1A, 1B	N55 56.8 W003 22.0	23 thru 26	N55 56.9 W003 21.4
2, 3	N55 56.8 W003 21.9	27	N55 56.9 W003 21.3
4	N55 56.9 W003 21.9	28	
5, 6, 6A	N55 56.9 W003 22.0	30	
7, 8	N55 56.9 W003 21.9	31	N55 57.1 W003 21.4
9	N55 56.9 W003 21.8	32 thru 34	57.1
10, 11	N55 57.0 W003 21.8	35 thru 37	N55 57.1 W003 21.2
14	N55 57.0 W003 21.7	38, 38A	N55 57.1 W003 21.1
16 thru 18		40	57.0
19 thru 22	N55 56.9 W003 21.5	41, 42	
		101 thru 106	N55 56.8 W003 22.1
		107, 108	N55 56.9 W003 22.1

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4 AUG 06 (10-9D)

EGPH/EDI

NaSaddar 1

EDINBURGH, 듲

**EDINBURGH** 

# STAND ENTRY GUIDANCE SYSTEM (SEG)

#### GENERAL

With the exception of stands 6A 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 Airlield Operations Unit (AOU) via ATC if they are in any doubt on the operation of the SEG systems.

### CENTERLINE GUIDANCE

All SEG equipped stands are provided with AGNIS units to provide lateral centerline guidance. The system is aligned for interpretation from the left hand cockpit seat and does not provide stopping guidance to aircraft.

### STOPPING GUIDANCE

Stopping guidance is provided either:
a ground painted STOP arrow

a PAPA board, on which are located aircraft type designators with associated

line 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 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 electronic red flashing "STOP" warning sign located below or adjacent to the AGNIS unit, in line with the pilot's eye.

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 guidance equipment for aircraft parking.

# SEG AND LOADING BRIDGE FAULT REPORTING PROCEDURES

Aircrews must call ATC to request marshalling assistance if they either notice that the SEG is unserviceable or, if allocated to stands equipped PAPA, there is no PAPA board mark for their aircraft type.

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

- not switched on

윽

- 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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PANS OPS 4

□ □ ○ □ □ > EGPH/EDI EDINBURGH Gnd speed-Kts
ILS GS 3.00° or
LOC Descent Gradient **@** 607 (GS out NOT TO SCALE 1913′ AR-OPS LOC: Letr to MAP õ After LOC DA(H) 310'(200' EG(R)-504 R R 03-50 ILS DME reads zero at rwy 06 displaced threshold. Procedure restricted to MAX 210 KT. 131.35 D21.0 •1000 on intermediate apch 4000′ GPWS warnings are possible ALTITUDE D15.01VG RVR 1000m (GS out) 064° \*108.9 IVG D12.0IVG STRAIGHT-IN LAN XD15.0 1030' IVG 03-40 D20.0 TLA D15.0 TLA D11.0 TLA With DME MDA(H) 570'(460' w/o DME: MDA(H) 760' RVR 1200m 1000m 3:05 2:24 2:10 1:48 1:33 377 70 03-40 1640' RVR 2000m Approach (R) 1178′ LOC (GS out) 485 244 90 4000' D4.6 IVG GS1630' 11 NOV 05 (11-1) 1024′ 539 647 LCTF W/o DME MDA(H)**760**′(650 100 LOC DME PEPPESEN 1400m Ŗ \* - 55-45 120 760' - EDINBURGH D4.6 IVG EDINBURGH Tower 118.7 2390' 755 RVR 1*500m* 588′ 140 160 D2.5 • 2 862 1461′ 00 Max 135 1152′ North of rwy 06/24 940′ 1759′ 690' (555') 1500m 840' (705')1600m 190′ **D1.0**1VG GS480' D2.51VG MDA(H) 5.0 |760' Acft unable to receive DME advise ATC. Radar ranges will be provided at 15 NM outbound and (ILS) at 12 NM and 4 NM Š Arrival not below 4000'. Descend in holding if necessary. 1861′ (1055')3600m 2040'(1905')3600n 1481 D1.01VG (805')2400m|1**440'**(1305')2400r 807 ILS DME Rwy 06 CIRCLE 4.0 1440' - VIS TCH displ thresh 54 EDINBURGH, TO-LAND 790' (655') 1500m PAPI 990' (855') 1600n RWY 06 1 10' • 1900 A 678' 3400 1572 3.0 MSA UW Lctr 3800′ 3000 1618′ 2700' - VIS-850′ 2.0 800' • 1037

CHANGES: Procedure. MSA

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PANS OPS 4 ■ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. 607 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 Litt at 4000'. CHANGES: Procedure. MSA. Gnd speed-Kts Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Special Aircrew and Acft Certification Required. 1913 NOT TO SCALE AR-OPS \*108.9 EG(R)-504 03-50 D21.0 ILS DME reads zero at rwy 06 displaced threshold. Procedure restricted to 1008 GPWS warnings are possible on intermediate apch. MAX 210 KT 131.35 D15,01VG ATIS 064° \*108.9 IVG 0640 D12.01VG D12.01VG 3.00° ND15.0 1030' IVG 03.40 2 D20.0 TLA Apch Crs 70 377 D15.0 TLA ~064°\_ SDII.O TLA EDINBURGH Approach (R) 90 485 3.8 TLA := .. 11 NOV 05 (11-1A) **OCAT II NDB** 1630' (1520') •1178′ 100 539 21.2 STRAIGHT-IN LANDING RWY 06 •1024′ 244° — GS Letr 120 647 Lctr D4.6 IVG RVR 300m 760 755 862 GS1630' D4.6 IVG - EDINBURGH-**RA 98**′ 210'(100' 55-45 •1102′ **0** 4000' 588′ AHA **RA** 9 03-30 © JEPPESEN SANDERSON, INC., 1999, 2005. ALL RIGHTS RESERVED 1461 (100') A(H) (100') EDINBURGH Tower 1693 118.7 1152′ 1759′ **D1.0**1VG GS480' Acft unable to receive DME advise ATC. Radar Apt Elev ② Arrival not below 4000'. Descend in holding if necessary. Trans alt: 6000 ranges will be provided at 15 NM outbound and at 12 NM and 4 NM inbound. 148 1 D1.01VG TCH displ thresh 54' RWY 110' ·807 ILS DME Rwy 135 PAPI PAPI RWY 06 110' •1900′ 090° - 270° 1572 3400′ 121.75 **(** MSA UW Lctr 3800′ 3000 1618′ 2700′ 850′ 응두 1037

EGPH/EDI EDINBURGH PEPPESEN EDINBURGH,

\*108.9 Apch Crs | 1420'(1320') 300'(200') | 1701 | 1701 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | 1702 | PANS OPS 4

□ ∩ □ > EGPH/EDI EDINBURGH Alt Set: hPa
Rwy Elev: 4 hPa
Trans level: By ATC
I. 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. S Arrival not below 3000 . 760′ OC w/o DME: Letr to MAP 1.9 1:38 1:16 1:08 0:57 0:49 0:43 ILS GS 3.00° or (GS out) 3nd speed-Kts Acft unable to receive DME advise ATC. Radar JAR-OPS RWY 24 100' or higher MSA. Descend in holding RVR 550m if necessary. ranges will be provided at 12 NM outbound and DA(H) 300' 131.35 EG(R)-603 ALTITUDE TCH displ thresh 50' **€**88, RVR 1000m STRAIGHT (200') ALS out 1152′ 1700′ 557'A( 2.0 790' 341 EDN 377 RVR 1200m RVR 1600m RVR 1000m MDA(H) 560' (460') 244° \* 108. 9 ITH 1861 1 Approach (R) | 485 539 647 755 LOC (GS out) 90 100 120 140 160 **©** 3000′ 11 NOV 05 (11-2) 3.0 GS1060' RVR 2000m RVR 1500m PEPPESEN Lctr 1060' D4.0 EDINBURGH Tower 4.0 1420' 205 100 180 135 862 NOT TO SCALE **D4.0**1TH GS1420' 850′ 1050′ 690'(555') 1500m 940' (805') 840'(705') 3000 190'(1055')3600m established on LOC climb established on LOC climb to 3000' and contact ATC to use Basic procedure. North of rwy 06/24 5.0 1740' D9.017+ . MDA(H) LOC DME D13.0 TLA 824 (IAF)113.8 TLA := ... D9.0 NDB ILS DME Rwy 24 1600m 2400m CIRCLE-TO-LAND 121.75 6.0 2060' . VIS\_ TO DISPLACED THRESHOLD D12.017H EDINBURGH, UK 2040' (1905') 3600m 1440' (1305') 2400m 790'(655') 1500m 990' (855') 1600m PAPI III 3000′ 2380′ 2000 DME Arc ITH D12.0 3400′ Trans alt: 6000 MSA EDN Lctr 3800′ 7 270° 3000 8.0 2700' 2700′

CHANGES: Procedure. MSA

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CHANGES: Procedure. MSA. Minimums

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EGPH/EDI EDINBURGH 131. Licensed to BRITISH AIRWAYS PLC, , Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs EDINBURGH Approach (R) 11 NOV 05 (11-2A) **OCAT II NDB** MIEDDESEN 18.7

PANS OPS 4 MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.

MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 3000', then turn

RIGHT to Letr at 3000'. Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. - 55-50 <sup>760′</sup> • Acft unable to receive DME advise ATC. Radar ranges will be provided at 12 NM outbound and 9 NM inbound.
577
115 DME JAR-OPS Arrival not below 3000' RWY 24 100' It Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6
Special Aircrew and Acft Certification Required. 2. ILS DME reads zero at rwy 24
splaced threshold. 3. GPWS warnings are possible on intermediate apch from South \*108.9 Procedure restricted to MAX 210 KT. or higher MSA. Descend in holding if speed-Kts necessary. ₹6 588′ EG(R)-603 -1102 TCH displ thresh 50' 03-30 1152′ 3.00° Final Apch Crs **244**° 557'N 377 **D1.0**17H GS 470' 90 485 244° \*108.9 ITH **©** 3000′ —064°-₁ 1420' (1320') 
 100
 120
 140
 160

 539
 647
 755
 862
 STRAIGHT-IN LANDING RWY 24
CAT II ILS D4.0 ITH GS 1060' GS 678' 4(H) 200'(100' RVR 300m RA 107' ABCD RA DA 1050′ GS1420' 1037 1,07 3000 +244°= established on LOC climb to 3000' and contact ATC to use Basic procedure. **(** D13.0 TLA A NOT TO SCALE IAF)1 13.8 TLA :=.. 824′ D9.01TH Apt Elev 135' Trans alt: 6000 RWY 100' D12,017H ILS DME Rwy TO DISPLACED THRESHOLD EDINBURGH, PAPI 3000′ 12 DME Arc ITH 2000 \*Ground 121.75 3400′ MSA EDN Lctr 03-00 3000′ 2700′

PANS OPS 4 The state of the straight of t EGPH/EDI EDINBURGH ■ After apch w/o DME: MDA(H) 760′(625′). 607 - 56-00 Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC
1. ILS DME reads zero at rwy 24 displ threshold. 2. Procedure restricted to MAX 210 KT.
3. GPWS warnings are possible on intermediate apch. **(** Descent Gradient 5.30% or Descent angle [3.04°] 376 JAR-OPS Descent angle Gnd speed-Kts EFT to Lctr at 4000'. ALTITUDE 1913′ IVG DME RVR 1600m RVR 1200m RVR 1000m EG(R)-504 MDA(H) 710' (600') 131.35 •1000′ With DME 4000′ 1008′ 3350′ RVR 2000m RVR 1500m 0620 Acft unable to receive DME advise ATC. Radar ranges will be provided at 15 NM outbound. STRAIGHT-IN LANDING RWY06 D15.0 D12.0 952′ EDINBURGH Approach (R) 121.2 D15.0 Minimum Alt With DME W/o DME
Letr MDA(H) MDA(H) 70 3030′ D12.0 RVR 1400m RVR 1800m RVR 1200m 484 MDA(H) 760' (650') 1024′ • W/o DME •1178′ 538 645 753 861 11 NOV 05 (16-1) 100 | 120 | 140 | 160 2710′ EDINBURGH-RVR 2000m RVR 1500m 1610 Masadar 1 ALS OUT \* 760′ EDINBURGH Tower 118.7 7.0 2390' Lctr D4.6 • 22 MHA 4000 588' EG(R)-603 205 180 135 Max Kts **0** 4000′ [30DME D3.0 1190'(1055')3600m \* 108.9 IVG 840'(705') 1600m **D3.0** [3ØDME] 940'(805') 2400m North of rwy 06/24 2070' 1120′ 1152′ 1759′ D1.0 [MNØ6] •1861′ Arrival not below 4000'. Descend in holding if necessary. CIRCLE-TO-LAND 121.75 RWY 110' 1760′ • NDB DME Rwy 06 **8**07′ [TCH displ thresh 54'] 2040' (1905') 3600m 1440' (1305') 2400m 790'(655') 1500m 1440′ 990' (855') 1600m HIALS-II RWY 06 1 10' 1900′ 678′ Trans alt: 6000' UW Lctr 3800′ MSA 3000 3.0 1120′ 2700' \_\_ VIS\_\_ 1618′ 1037′ 

CHANGES: Procedure. MSA

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PA	NS O	PS 4											,5			,0		,5			10		BRIEFIN	IG STRIP ™		
D RVR 1600m	C RVR 1200m	3	A RVR 1000m	мра(н) 600′	JAR-OPS Wit	w/o DME: Lctr to MAP	Gnd speed-Kts  Descent Gradient  Descent angle		RWY 24 100		necessary.	2 Arrival not or higher M	ALTITUDE		760'	1	1024′		- 56-00		Acft unable advise ATC will be prooutbound a	Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC  1. ILS DME reads zero at rwy 24 displaced threshold. 2. GPWS warnings are possible on intermediate apch from the South 3. 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.		1c 31	131.	EGPH/EDI EDINBURGH
$\vdash$	RVR 2000m	RVR 1500m	$\rightarrow$		AIGHT-	1.9	5.24% or		, 00 	[TCH displ thresh 50']	œ.	Arrival not below 3000' or higher MSA.  Descend in holding if	790'	3 0 0	1152,		588		* 108.9 I	EG(R)-603	Acft unable to receive DME advise ATC. Radar ranges will be provided at 12 NM outbound and 9 NM inbound	Rwy Elevads zero at rwy elevads zero at rwy te apch from the CL and passes	D APCH: Climb STRAIGHT AHEAD to 3000', then as directed. D APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 3000', then turn to Letr at 3000'.	Final M Apch Crs 244° 30	35	
RVR 1600m	RVR 1200m		RVR 1000m	мра(н) 65	IN LANDING I	1:16	70 90 100 372 478 531		1.0	[MN24]	D1.0	•	1110′	70		•807'	285	[MN24		N 25/	-	v: 4 hPa y 24 displaced he South. 3. W ; 459'/140m Sc	RAIGHT A	Minimum Alt D9.0 3000' (2900')	EDINBURGH A	= 7
	RVR 2000m	RVR 1500m				0:57 0:49	1 637 743	1 1	., —	2AA° 1060'		Letr	1420′	03-20	- T	07'		678'		EDINBURGH-	(IAF)	Trans level threshold. 2. or threshold. Final ARNING: Final buth of rwy the	NEAD to 3	With DME MDA(H) <b>600'</b> (500')	Approach (R) 1.2	
205 1190′/10	180 940'(805')	一	100 <b>690'</b> (555')			_	1 <i>60</i> 8 <i>4</i> 9	1	6.1	/		<b>A</b> ° !	1740′	n 0	<b>★</b> 1618′	•	<b>(3-</b>	MHA 3000		ت	1050′	l: By ATC GPWS warning al apch track de reshold. 4. Pro	3000', thei AHEAD to 300	W/o DME MDA(H) 6 <b>50'</b> (550')	EDINBURGH Tower	Ñ
1190'(1055')3600m	05') 2400m		55') 1500m	Гwy	CIRCLE	with DME: MAP at D1.0		10		[FN24]	244°	<b>¢</b>	2060′	03-10		721′	850′	• 824'			) , , , , ,	Trans alt: gs are possible loes not interc ocedure restric	n as direct	Apt Elev	Tower	
2040' (1905') 3600m	1440′(130.	990'(855')	790'(655')		-TO-LAND		PAPI HIALS-II	DISPLACED				D12.0 3000′	2380′	70		21′			•	1			090°		*Ground 121.75	EDINBURGH, • NDB DME Rwy
5') 3600m	<u>                                    </u>		) 1500m			-	3000′	THRESHOLD				o,	2700′	03-00	<b>3</b>					12.0		MSA EDN Letr	38 🛨	2700'	75	GH, UK Rwy 24

PANS OPS 4 EGPH/EDI EDINBURGH SRA RADAR FIX
12 ALTITUDE (HAT)

Minimum Alt/NM V,519 MISSED APCH:

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

COMM FAILURE: Climb STRAIGHT AHEAD to 3000', then turn LEFT to UW Letr at 4000'. - 56-00 131.35 Rwy 12: Climbing turn LEFT onto track 096° to 3000′, then as directed.

COMM FAILURE: Climbing turn LEFT onto track 096° to 3000′, then turn LEFT to EDN Lctr. JAR-OPS Gnd speed-Kts
Descent Gradient MAP at termination points Alt Set: hPa After SRA 06 apch: MDA(H) SRA 06 RVR 1800m RVR 1400m RVR 1200m RADAR 03-40 MDA(H) 1390'(1280') 1024′ Rwy 06 apch designated as RADAR VECTORED CLOUDBREAK. STRAIGHT-IN LANDING
SRA 12
SRA 06

MDA(H) ABC: 730'(631')
D: 790'(691')
Als out RADAR FIX ALTITUDE (HAT) 1178′ EDINB RVR 2000m 368 UW RVR 1500m Final Apch Crs By ATC Apt Elev: 5 hPa 5.2% Missed Approach - See below 2670′ 8.0 FAF 2670′(2560′) 2660′(2561′) 588' 369 EG(R)-603 ·2561') 2340' 1390'(1255' RVR 2000m RVR 1500m RVR 1400m 12/2 RVR 1600m 1152′ • 90 100 120 140 474 527 632 737 (2560', EDINBURGH Radar (SRA) Minimum Alt See Nappesen table below 064° \*] Λ 557′ 2350′ 1861′ RVR RVR 1500m Trans level: By ATC 11.5 DME + 1108.9\_IVG 2000m 7.0 6.0 (2240') 2030' (1920') · 807′ 341 EDN MDA (H) Refer to Minimums 160 843 Max! (1921' 135 100 205 180 1190′1055′)3600m 2040′(1905′)3600m OFE altimeter setting normally used during final approach. ILS DME reads zero at rwy 06 disp i thresh. GPWS warnings are possible on intermediate apch to rwy 06 from the South. 730'(595') 1500r 940'(805') 2400m 840'(705') 1600n 1700'/1601' 1618′ North of rwy 06/24 MDA(H) Apt Elev 135' RWY 06 110' RWY 12 99' 000 Trans alt: 6000' 5.0 1710' (1600') 1390' (1280' \_\_ VIS\_ 121.75 **(** 1380' (1281') CIRCLE-TO-LAND SRA Rwy 06 850 EDINBURGH, 244°. \*108.9. ITH 790′(655′) 1500m Refer to Airport Chart 824 1440'(1305')2400m 990'(855') 1600m 0900-2700 MSA UW/EDN Lc 3400′ MDA(H) **(** Refer to Missed Apch above 721 1060′*(961* 3800′ 2700' VIS

> EGPH/EDI EDINBURGH EDINBURGH Radar (SRA) Neddesen EDINBURGH, SRA Rwy 24,

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			5				1 10	,5	10	В	RIEF	ING STRIP	тм
	SRA 24	Minimum Alt/NM	30	SRA	24	03-40	- 55-50 Ot	- 56-00 	W <sub>519</sub>	Alt Set: hPa		RADAR	131.35
TMN 6.0	TMN 2.0	AI+/NM	ALTITUDE	RADAR FIX	ALTITUDE (HAT)	<b>†</b> 17	760	wy 30 apch ADAR VECT	7				
3000'(2866')		9.5 FAF	(HAT)	R FIX	: (HAT)		1000	RAY 30 apch designated as RADAR VECTORED CLOUDBREAK.  EDINBURGH  368 UW	EG	Apt Elev: 5 hPa	Missed	Final Apch Crs By ATC	121.2
866')		AF	2840′ (2	9.0	2020' (19	03-30	1152	l as JDBREAK.	EG(R)-603	hPa	d Approach -	Min. tab	$\overline{}$
	2340'(2240')	7.0 FAF	(2706')	)	(1920')		64.0		Å 557'	Trans l		Minimum Alt See table below	121.2
,	240')	AF	2520' <i>(2386')</i>	8.0	1700' (1600')	03-20	*108.9 IVG		•	Trans level: By ATC	See below	MDA(H) Refer to Minimums	-
			2200' (2066')	7.0	1380′ (1280′)	03-10	QFE altimeter setting normally used during final approach. ILS DME reads zero at rwy 24 dispi thresh. GPWS warnings are possible on intermediate apphs from the South. Procedure rwy 30 is not wholly contained within controlled airspace.	3,000		Trans alt: 6000′		Apt Elev 135' RWY 24100' RWY 30134'	7 121.75
			1880' <i>(1746')</i>	6.0	1060′ (960′)	30	7721' g normally used thresh. US DME reads thresh cossible on com the South. not wholly trolled air space.	4° *108.9 1TH	724	MSA EDN Letr	7800	3400 090°—	180°-

MISSED APCH:

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

COMM FAILURE: Climb STRAIGHT AHEAD to 3000', then turn RIGHT to EDN Letr at 3000'.

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

PA	NS O	PS 4										
	D	C	В	≻	Π			٦,		>	D	ြ
After SRA 30 apch: MDA(H) 1870′(1735′).	RVR 1800m	NVN 1400III	BVB 1400m	RVR <i>1200m</i>		MDA(H) <b>780'</b> (680')	SRJ	JAR-OPS		MAP at termination points	Descent Gradient	Gnd speed-Kts
apch: MDA(H	X X 2000m		7000	BVB 1500m	ALS out	0'(680')	SRA 24	STRAIGHT-IN LANDING		on points	1 5.2%	
1870	RY	RY				>		-INL			369	70
)′(173	RVR 2000m	RVR 1800m		9		DA(H)		ANDI			474	90
5′).		_		BVB 1500m	L	187	SRA 30	ର୍ଚ			527	100
	KVR ZOOOM	; ;		3	ALS	MDA(H) 1870'(1736')	30				632	120
	noon				ALS out	36')					737	70 90 100 120 140 160
	205	180	135	100	X†S	M ×					843	160
	205 1190'(1055')3600m 2040'(1905')3600m	180 940'(805') 2400m	840'(705') 1600m 990'(855') 1600m	100 780'(645') 1500m 790'(655') 1500m	MDA(H)VIS	rwy 06/24	North of	CIRCLE-				
	2040′/	1440′ (1305′)	،′,066	790′′	MD			CIRCLE-TO-LAND	Chart	Airport	Refer to	Lighting -
	1905')3600m	0' 5') 2400m	355') 1600m	(55') 1500m	MDA (H)VIS				0000	שליים	Missed Anch	
_					_							

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o6	Rwys 12, 24, 30	PROCE- DURE		a) 2300 b) 3000	initial a	EG(R)-504 676' MSA 3800' 03-50-539'	5.50	10	15	20 34 4	2366,		EGPH
Continue visually or by means of an appropriate final approach aid. If not possible proceed to UW. Letr at 3000° or at last assigned level if higher.	Continue visually or by means of an appropriate final approach aid. If not possible proceed to EDN Letr at 3000' or at last assigned level if higher.	INITIAL APPROACH	LOSS OF COMMUNICATION PROCEDURE	a) 2300' North of 090°/300° to EDN Lctr. b) 3000' South of 090°/300° to EDN Lctr.	imum dar	1030' 1102' 1759' 1050' 3000' 1461' 1481' 1050' 3000' 1693' 1235'	952'	2300' 3000' 1024' UW 388'	615'	3400' - 366' - 744' - 787'	2116,	RADAR VECTORING AREA	8 JUNU (F-8) 10 NUL 8
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to UW Lctr.	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to EDN Lctr.	INTERMEDIATE AND FINAL APPROACH	TION PROCEDURE		Further descent to 1700' may be given within the Approach Areas shown when on 40° leg or Final Approach.	1037' 1510' 1535' 1510' 1535' 1510' 1535' 1510' 1535' 1510'	900'	824. 300° 2300° 8842. 300° 2300°		N.798.	•629' MSA 2700'		SEN EDINBURGH, UK