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AIR SCOTLAND VIRTUAL – Edinburgh (EGPH) Airport Briefing



**EDINBURGH (EDI/EGPH)**

Elevation 136ft

Edinburgh airport is 5nm to the W of the city, on the Firth of Forth.

**FREQUENCY LIST (EDINBURGH)**

STATION	FREQUENCY
ATIS	131.355
GMP	121.980
GMC	121.755
AIR	118.705
FIN	128.980
INT	121.205

**THREATS****CFIT**

- Terrain to the S of the airfield, with an SSA of 3900ft.
- Terrain shown well on the approach chart for Rwy 06. Runway Excursion
- Rwy 06 – At 1000ft RA the height above the landing threshold is approx 1400ft. Ground Collision EDI have recently seen a significant increase in aircraft on the ground breaching their taxi clearance limit. Particular hotspots are:
  - Rwy 06: INBOUND Vacating via C, cleared to A15 or A16.
  - Rwy 24: OUTBOUND Taxying from Southeast Apron cleared to M1.
  - Both: INBOUND Taxying via Twy P to hold at Q1 (North Apron) to hold for stand.
  - Be extremely vigilant when in the area around Twys C, L and M.

## **ARRIVAL – APPROACH**

- Due to noise restrictions the following min altitudes for joining the visual final approach apply: Left hand circuit to Rwy 24 – 2140ft QNH Approaching Rwy 24 from the E – 2140ft QNH All other visual approaches – 1640ft QNH Joining the ILS – 2140ft QNH
- Circling/Visual manoeuvres are not approved following an SRA approach. \*
- Rwy 24 Cat 2 operations – one of the following aids must be serviceable: DME, SRA, NDB 'EDN'.

## **GROUND**

- Stand 20 guidance: EDI Airfield Ops advise that the STOP marking for stand 21 is also applicable for stand 20.
- Stand 20 is suitable for aircraft up to A321 size.
- Night-stopping aircraft often are parked on the South Cargo Apron.
- There is a subsidiary apron at the southern end of former Rwy 12/30, which can accommodate up to five code C aircraft. In this area there are runway and apron markings.
- After a straight pushback from stand, turn immediately with minimum roll forward to avoid wingtip infringing the road. Complete the brake check after the turn for Airbus and BAE/Avro.

\*SRA Withdrawn

## **STAND SUGGESTIONS (WORK IN PROGRESS)**

Stands- Domestic 1-27 - International 1-27 (Outbound flights may use any stand, inbounds after 2200L must use stands 15B-22 or have buses for PAX transport to the correct arrival channel)

All crew MUST clear Passport Control and Customs arriving ex-international, failure to do so is a breach of UK Border Force Protocol and care must be taken if arriving on an inbound domestic sector that the same crew have operated a proceeding inbound international rotation that this process is followed.