1. GENERAL

1.4. TAXI PROCEDURES

To avoid damage to the surface of RWY 06/24 ACFT above B737-800/A320 type are not permitted to turn within the RWY width.
The turning areas at the ends must be used.

Unrestricted access to the Business Aviation Centre 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 in blocks 25 and 26 (THR RWY 12) to enable ATC to pass ACFT. ACFT must remain on the yellow center-lines to maintain the required wing-tip clearance and should ensure that they understand the routing given by ATC, particularly at NIGHT when both TWY center-lines 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 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 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 Centre apron where ACFT are marshalled.
All nose-in stands (with the exception of stand 38A for which marshalling provision will be made) have stand number designators, AGNIS and ground stop arrows. Those stands with airbridges (Stands 1, 2, 3, 4, 6, 9 and 10) are also equipped with PAPA (Parallax ACFT Parking Aid) boards. All ACFT unable to dock with the airbridge equipped stands should park on the ground marked STOP arrow.
An emergency stop indicator system is installed on all Stand Entry Guidance equipped stands which displays a red flashing 'STOP' warning sign when activated by the ramp agent. Pilots should not enter stand unless the Stand Entry Guidance is illuminated or a marshaller has signalled clearance to proceed.

1.6. OTHER INFORMATION

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

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2. ARRIVAL

2.1. SPEED RESTRICTIONS

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

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 QFE) 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. LOW POWER/LOW DRAG PROCEDURES

Headings and flight levels/altitudes by ATC. ACFT will be radar vectored either from the holding facility or following transfer of control to Edinburgh Approach. An estimate of track distance to touch-down will be passed with clearance to descend below the Transition Altitude. Further distance information will be given between descent clearance and the intercept heading to the ILS Localizer.
On receipt of descent clearance descend at the rate best suited to a continuous descent so as to join the GS at the appropriate height for the distance without recourse to level flight.
Due to high ground south-east of the APT, descent below 3000' will be in accordance with chart Edinburgh 18-3.
Recommended speeds:
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.
ATC may request specific speeds for accurate spacing: comply with any speed adjustments as promptly as feasible within operational constraints. If a speed change for ACFT performance reasons is necessary, advise ATC.
In the event of radar failure inbound ACFT will be cleared from the Terminal holding facility via EDN or UW to carry out an instrument approach procedure appropriate to the landing direction. In order to expedite traffic, ACFT may be transferred from TWEED or STIRA holding pattern to UW (RWY 06) or EDN (RWY 24) holding pattern prior to carrying out the instrument approach procedure.
Owing to terrain profile to the south of Edinburgh, GPWS warning are possible on 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 from a position not less than 7 NM on the extended RWY centerline.
ACFT approaching from a southerly direction are not to descend below 2000' QFE until after crossing the Firth of Forth coastline northbound. ACFT approaching RWY 06 are to join the extended RWY 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. 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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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

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.

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. 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.

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 activities 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.

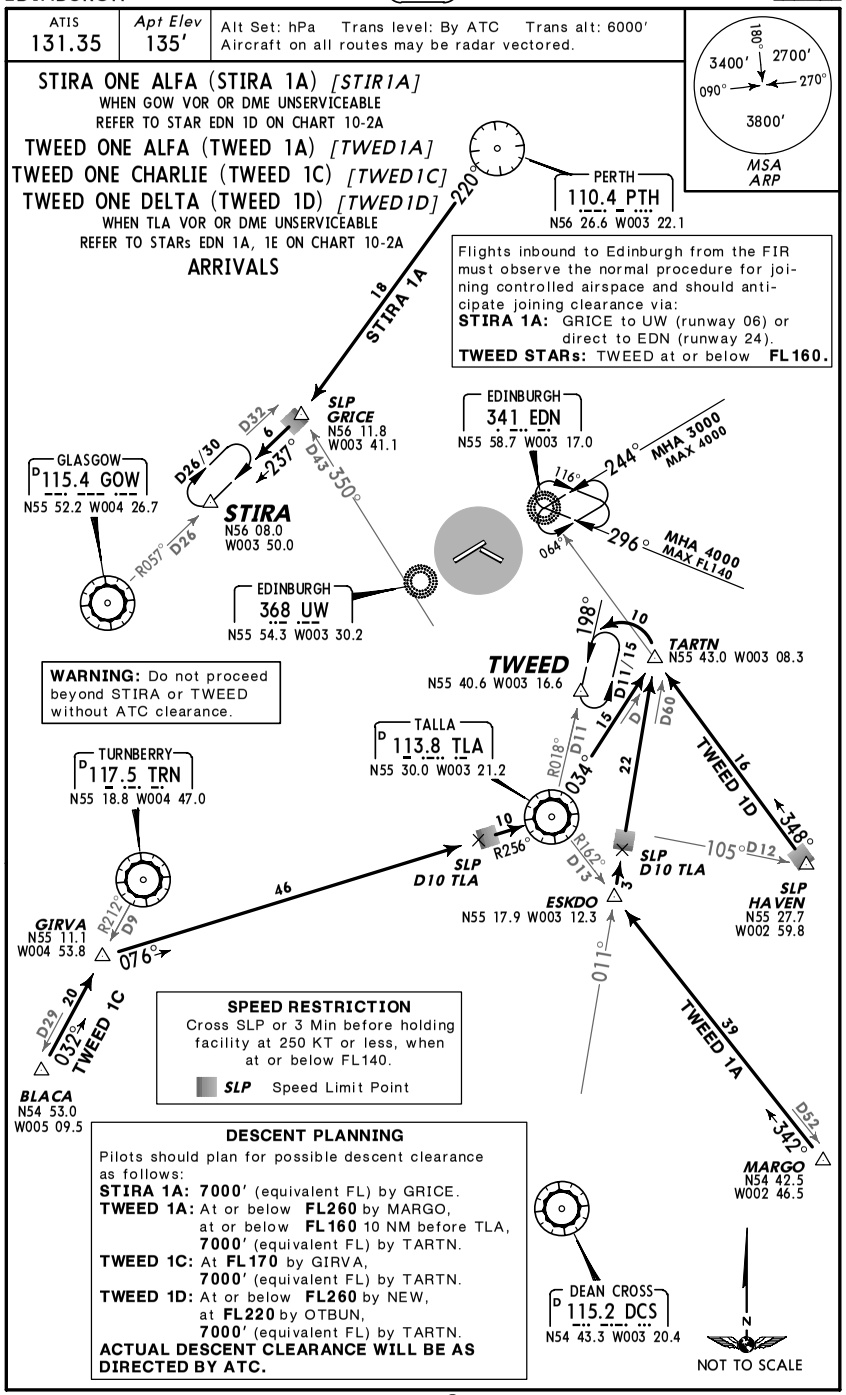
LVP will come in force when RVR is 600m or less and the ceiling is 200' or less.
During LVP, ACFT will only enter and exit RWY 06/24 via links A and D.

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

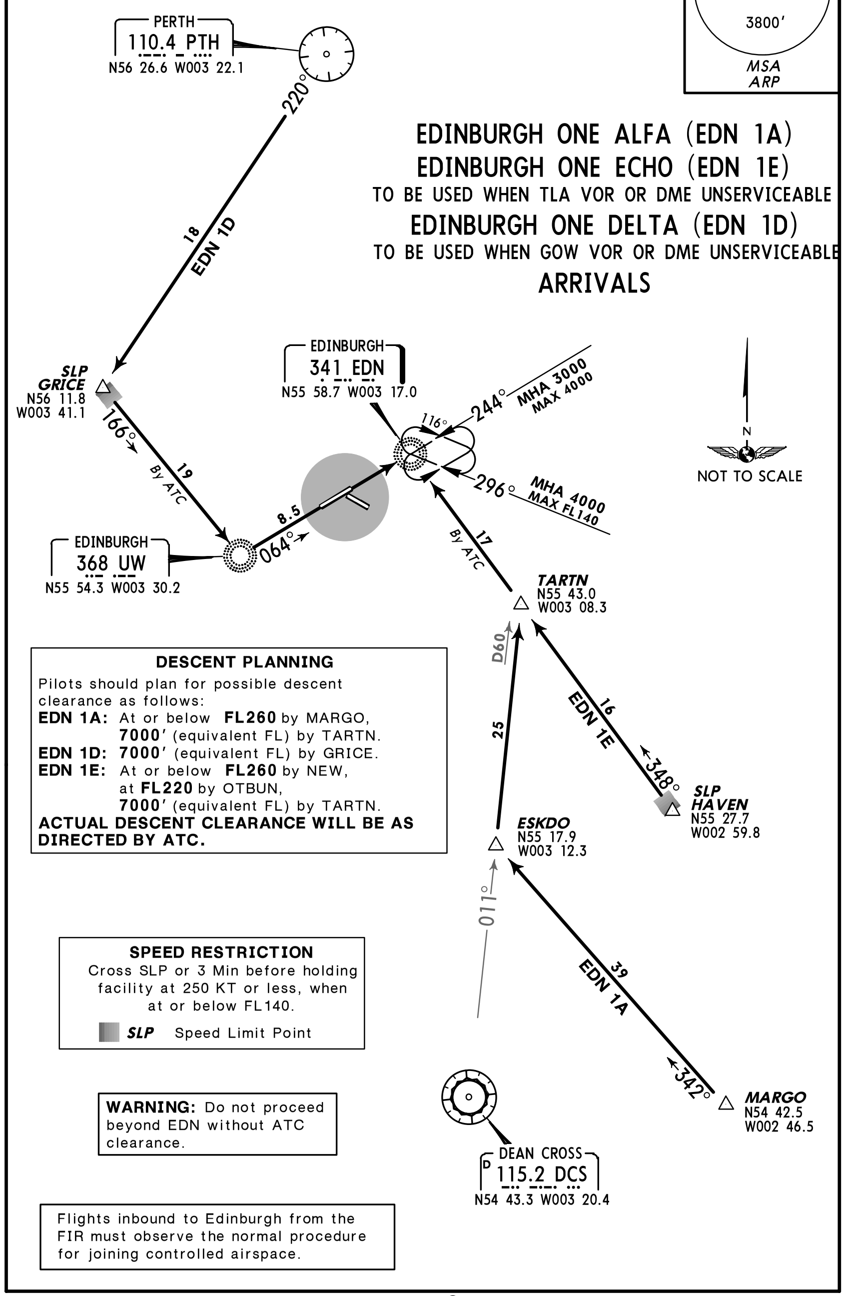
ACFT must not obstruct the Fire Service access road to RWY 06/24 between holding positions A10 and A11.



ATIS	Apt Elev	
131.35	135'	Alt Set: hPa Trans level: By ATC Trans alt: 6000' Aircraft on all routes may be radar vectored.

MSA ARP: 3400' / 2700' / 3800' (090°, 180°, 270°)

EDINBURGH ONE ALFA (EDN 1A)
EDINBURGH ONE ECHO (EDN 1E)
TO BE USED WHEN TLA VOR OR DME UNSERVICEABLE
EDINBURGH ONE DELTA (EDN 1D)
TO BE USED WHEN GOW VOR OR DME UNSERVICEABLE
ARRIVALS



DESCENT PLANNING

Pilots should plan for possible descent clearance as follows:

EDN 1A: At or below **FL260** by MARGO, **7000'** (equivalent FL) by TARTN.
EDN 1D: **7000'** (equivalent FL) by GRICE.
EDN 1E: At or below **FL260** by NEW, at **FL220** by OTBUN, **7000'** (equivalent FL) by TARTN.
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 or below FL140.

SLP Speed Limit Point

WARNING: Do not proceed beyond EDN without ATC clearance.

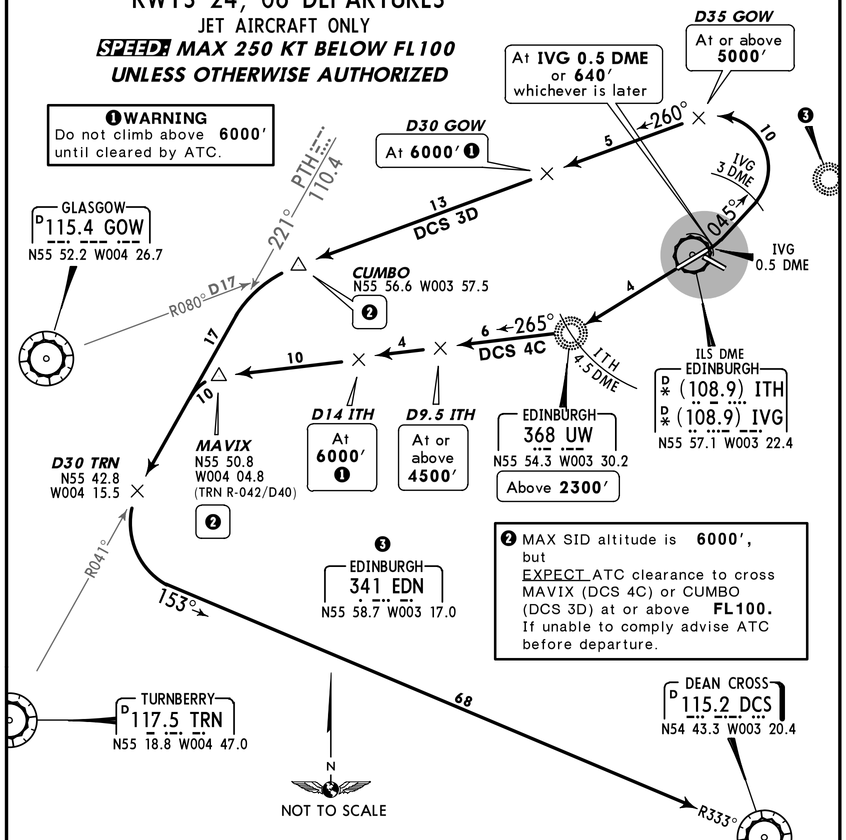
Flights inbound to Edinburgh from the FIR must observe the normal procedure for joining controlled airspace.

CHANGES: STAR EDN 1B withdrawn; descent planning.

Apt Elev	
135'	Trans level: By ATC Trans alt: 6000'. **1.** SIDs include noise preferential 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.

MSA EDN NDB/UW NDB: 3400' / 2700' / 3800' (090°, 180°, 270°)

DEAN CROSS FOUR CHARLIE (DCS 4C)
DEAN CROSS THREE DELTA (DCS 3D)
RWYS 24, 06 DEPARTURES
JET AIRCRAFT ONLY
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of

DCS 4C
468' per NM (7.7%) up to **4500'**, then
401' per NM (6.6%) up to **6000'**,
due to ATC and airspace restrictions.

DCS 3D
486' per NM (8%) up to **5000'**, then
389' per NM (6.4%) up to **6000'**
due to ATC and airspace restrictions.

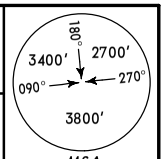
Gnd speed-KT	75	100	150	200	250	300
486' per NM	608	810	1215	1620	2025	2430
468' per NM	585	780	1170	1560	1949	2339
401' per NM	501	668	1003	1337	1671	2005
389' per NM	486	648	972	1296	1620	1944

SID	RWY	ROUTING
DCS 4C	24	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 inbound to DCS.
DCS 3D	06	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 D30 TRN, turn LEFT, intercept DCS R-333 inbound to DCS.

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

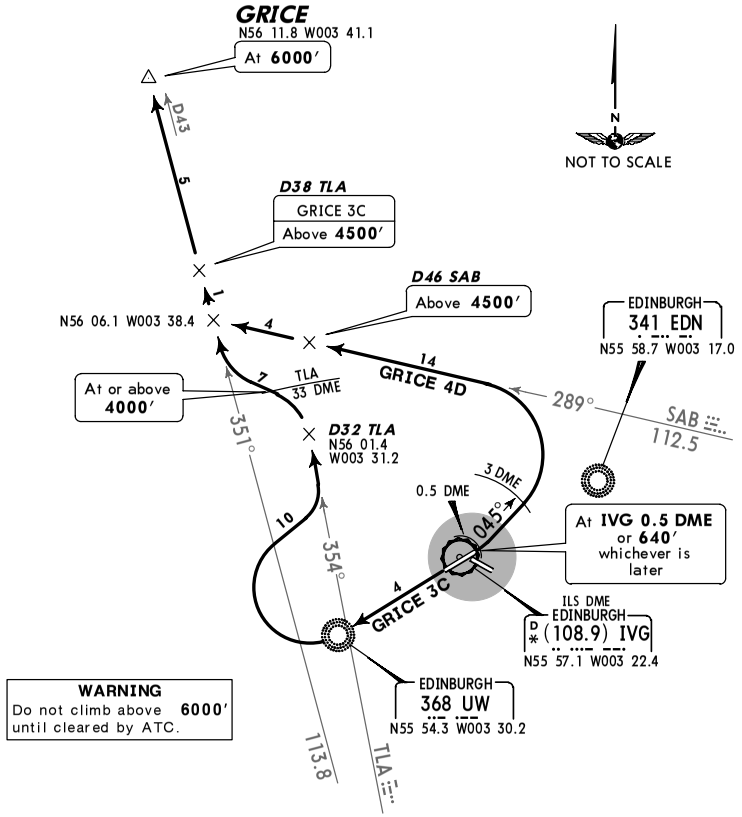
Apt Elev 135′

Trans level: By ATC Trans alt: 6000′. **1.** SIDs include noise preferential 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.



GRICE THREE CHARLIE (GRICE 3C) *[GRIC3C]*
GRICE FOUR DELTA (GRICE 4D) *[GRIC4D]*
RWYS 24, 06 DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of

GRICE 3C
225′ per NM (3.7%) up to **4500′** due to ATC and airspace restrictions.

GRICE 4D
310′ per NM (5.1%) up to **4500′** due to ATC and airspace restrictions.

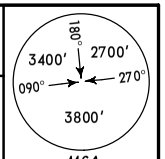
Gnd speed-KT	75	100	150	200	250	300
225′ per NM	281	375	562	749	937	1124
310′ per NM	387	516	775	1033	1291	1549

SID	RWY	ROUTING
GRICE 3C	24	To UW, turn RIGHT, intercept TLA R-354 to D32 TLA, turn LEFT, intercept TLA R-351 to GRICE.
GRICE 4D	06	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.

CHANGES: SID GRICE 3C crossing established; MSA center.

Apt Elev 135′

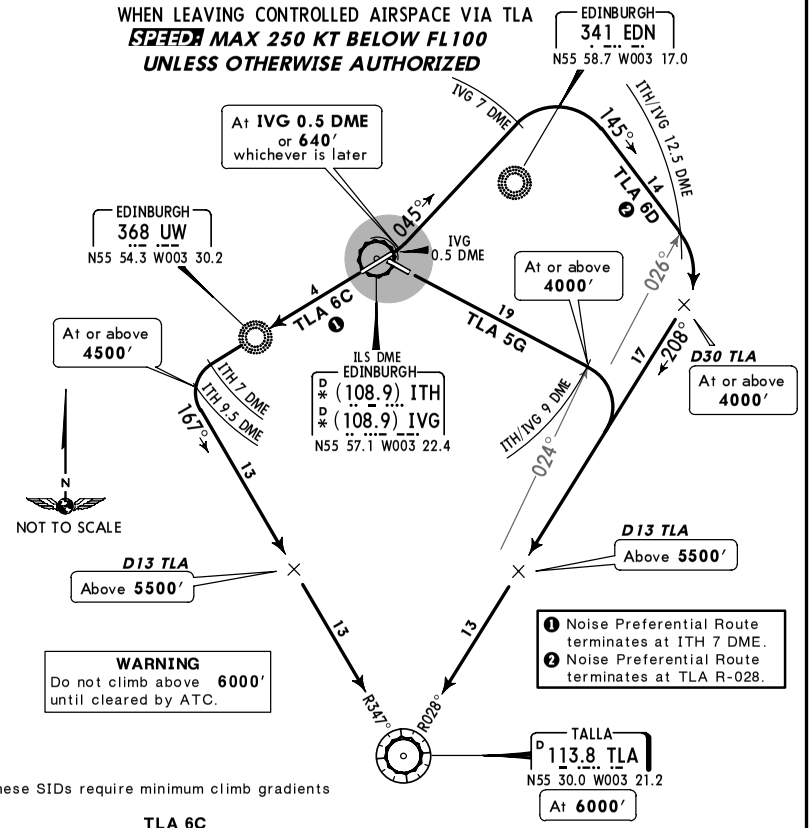
Trans level: By ATC Trans alt: 6000′. **1.** SIDs include noise preferential routes. **2.** Initial climb straight ahead to 640′. **3.** Cruising levels will be allocated after take-off by SCOTTISH Control.



TALLA SIX CHARLIE (TLA 6C)
TALLA SIX DELTA (TLA 6D)
TALLA FIVE GOLF (TLA 5G)
RWYS 24, 06, 12 DEPARTURES

NON-JET AIRCRAFT
MAY BE USED BY JET AIRCRAFT
WHEN LEAVING CONTROLLED AIRSPACE VIA TLA

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of

TLA 6C
450′ per NM (7.4%) up to **4500′**, due to ATC and airspace restrictions.

TLA 6D
207′ per NM (3.4%) up to **4000′**, due to ATC and airspace restrictions.

TLA 5G
444′ per NM (7.3%) up to **4000′**, due to ATC and airspace restrictions.

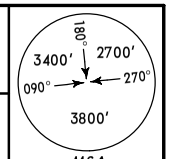
Gnd speed-KT	75	100	150	200	250	300
450′ per NM	562	749	1124	1499	1873	2248
444′ per NM	554	739	1109	1479	1848	2218
207′ per NM	258	344	516	689	861	1033

SID	RWY	ROUTING
TLA 6C ❶	24	Via UW to ITH 7 DME, turn LEFT, intercept TLA R-347 inbound to TLA.
TLA 6D ❷	06	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.
TLA 5G	12	To TLA R-024 (ITH/IVG 9 DME), turn RIGHT, intercept TLA R-028 inbound to TLA.

CHANGES: SIDs renumbered & revised; MSA center.

Apt Elev 135′

Trans level: By ATC Trans alt: 6000′. **1.** SIDs include noise preferential 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.

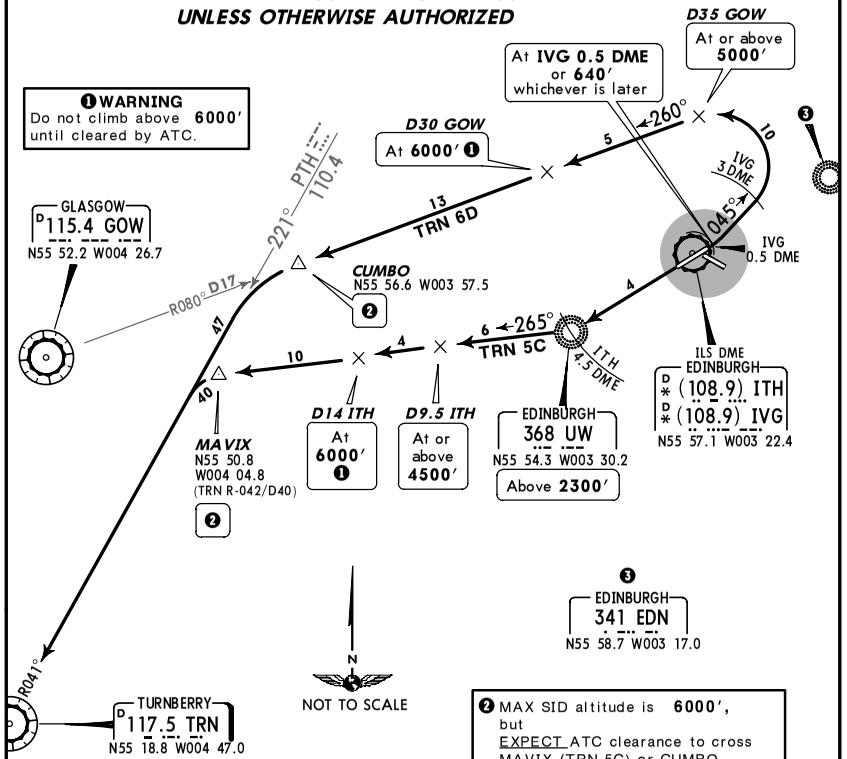


MSA
EDN NDB/UW NDB

TURNBERRY FIVE CHARLIE (TRN 5C)
TURNBERRY SIX DELTA (TRN 6D)
RWYS 24, 06 DEPARTURES

JET AIRCRAFT ONLY

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



❷ MAX SID altitude is **6000′**, but EXPECT ATC clearance to cross MAVIX (TRN 5C) or CUMBO (TRN 6D) at or above **FL100.** If unable to comply advise ATC before departure.

These SIDs require minimum climb gradients of

TRN 5C
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
486′ per NM (8%) up to **5000′**, then
389′ per NM (6.4%) up to **6000′**
due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
486′ per NM	608	810	1215	1620	2025	2430
468′ per NM	585	780	1170	1560	1949	2339
401′ per NM	501	668	1003	1337	1671	2005
389′ per NM	486	648	972	1296	1620	1944

SID	RWY	ROUTING
TRN 5C	24	To UW, turn RIGHT, 265° bearing to MAVIX, turn LEFT, intercept TRN R-041 inbound (PTH R-221) to TRN.
TRN 6D	06	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 TRN.

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

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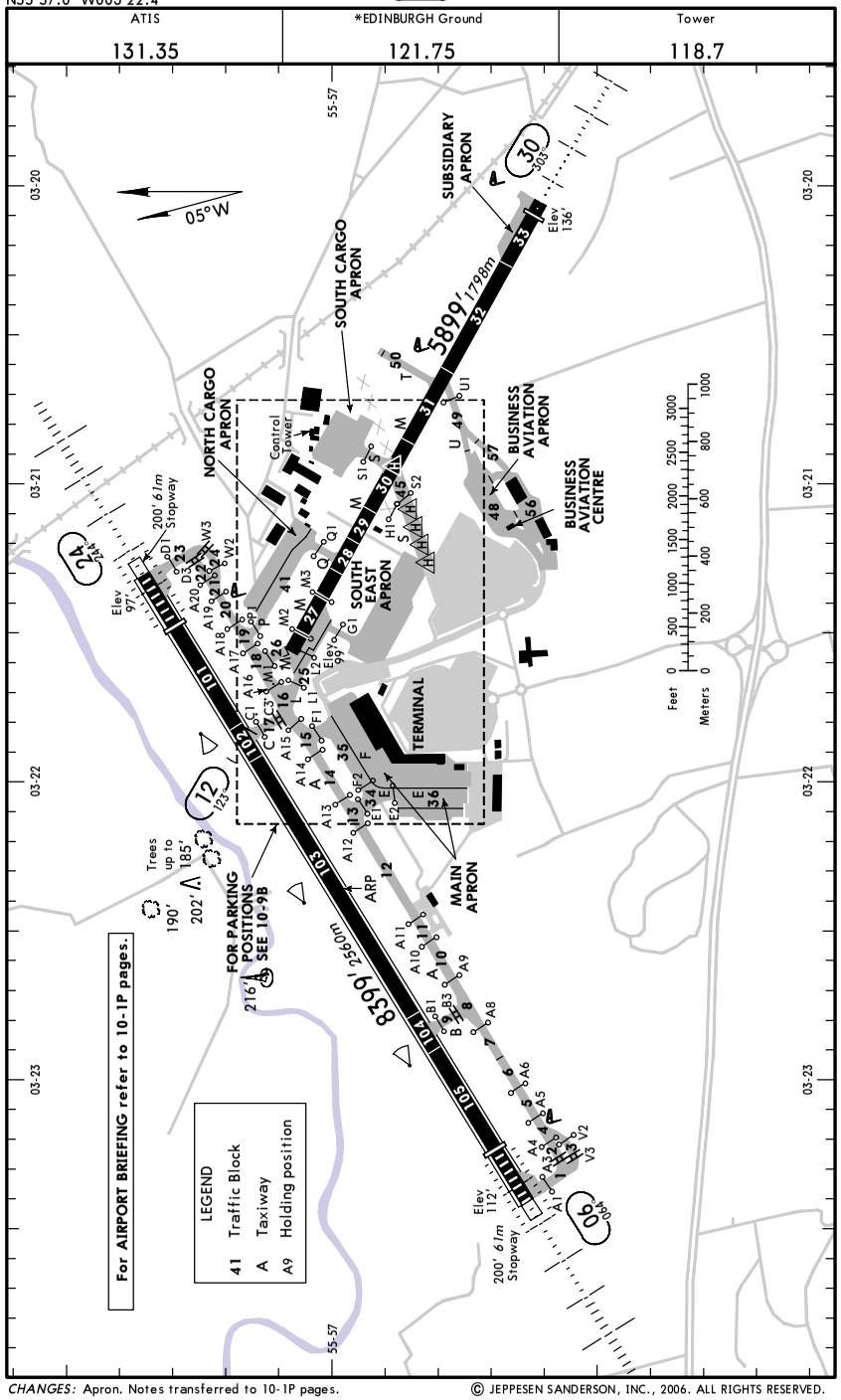
ATIS	*EDINBURGH Ground	Tower
131.35	121.75	118.7



CHANGES: Apron. Notes transferred to 10-1P pages.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
06 / 24	HIRL CL(15m) HIALS-II TDZ PAPI-L(3.0°) grooved RVR	7700′ 2347m	6435′ 1961m / 6662′ 2031m	❶	151′ 46m

❶ TAKE-OFF RUN AVAILABLE

RWY 06
From rwy head 8399′ (2560m)
twy B int 6198′ (1889m)

RWY 24
From rwy head 8399′ (2560m)
twy C int 6198′ (1889m)

An appropriate adjustment for a line up allowance must additionally be made by aircrew.

12	HIRL HIALS PAPI-L (angle 3.0°)				151′ 46m
30	HIRL HIALS PAPI-L (angle 3.5°)	5728′ 1746m			

JAR-OPS

TAKE-OFF 1

	Rwys 06/24 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)	Rwys 12/30
A							
B	125m	150m	200m	250m	400m	500m	1200m
C							
D	150m	200m	250m	300m			

1 Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

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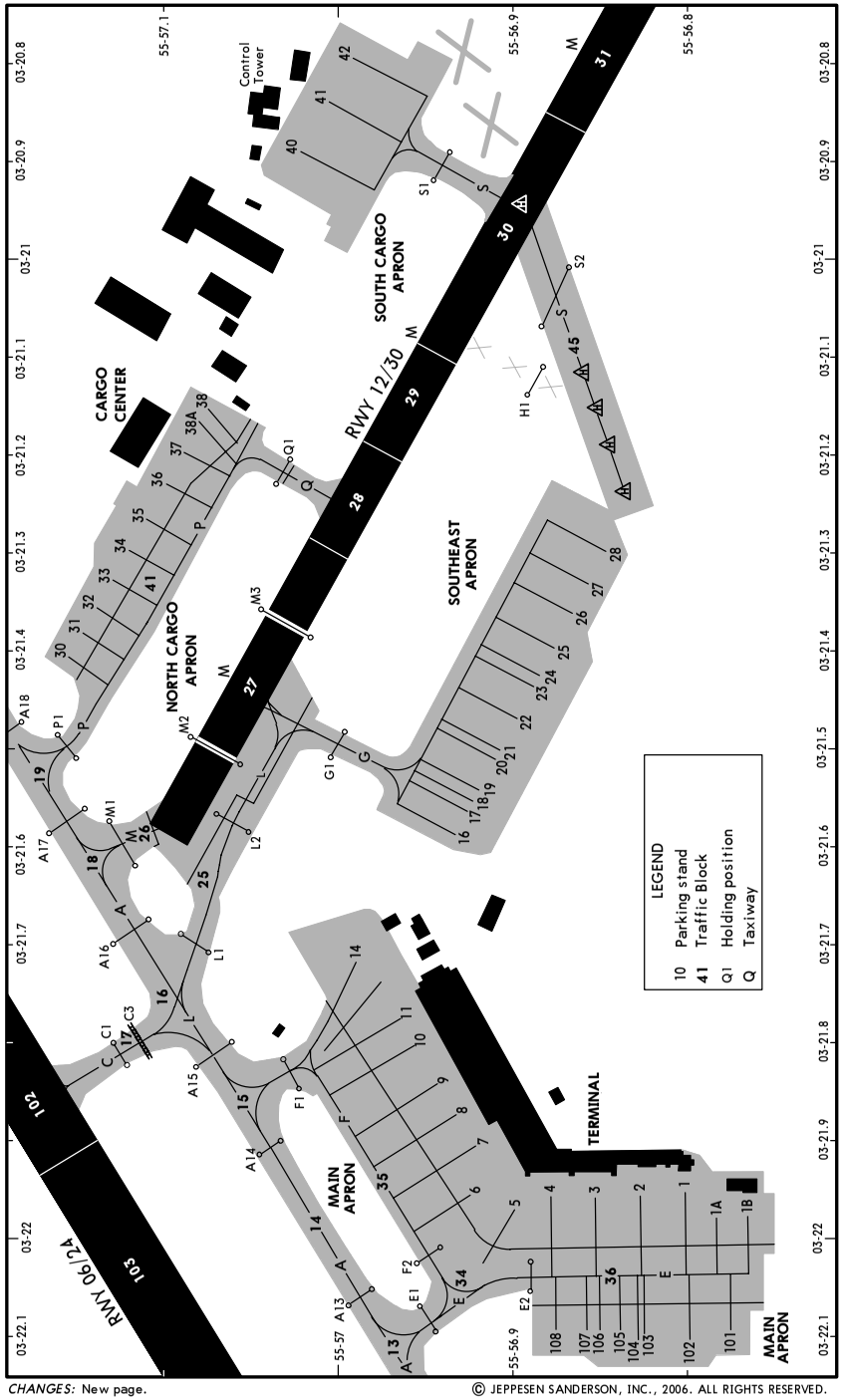

INS COORDINATES

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	N55 56.8 W003 21.3
5, 6, 6A	N55 56.9 W003 22.0	30	N55 57.2 W003 21.4
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	N55 57.1 W003 21.3
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	N55 56.9 W003 21.6	40	N55 57.0 W003 20.9
19 thru 22	N55 56.9 W003 21.5	41, 42	N55 57.0 W003 20.8
		101 thru 106	N55 56.8 W003 22.1
		107, 108	N55 56.9 W003 22.1

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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 Airfield 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
and/or
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.

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

or
- 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.

EGPH/EDI
EDINBURGH

JEPPESEN
11 NOV 05 (11-1)

EDINBURGH, UK
❶ NDB ILS DME Rwy 06

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

LOC IVG	Final Apch Crs	GS Lctr	ILS DA(H)	Apt Elev 135′
*108.9	064°	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

ILS DME reads zero at rwy 06 displaced threshold. Procedure restricted to MAX 210 KT. GPWS warnings are possible on intermediate apch.

(IAF) EDINBURGH 368 UW D4.6 IVG

064° *108.9 IVG

D1.0 IVG
D2.5 IVG
D12.0 IVG
D15.0 IVG
D21.0 TLA
D20.0 TLA
D11.0 TLA
(IAF) 113.8 TLA

MHA 4000

EG(R)-504

❶ Acft unable to receive DME advise ATC. Radar ranges will be provided at 15 NM outbound and (ILS) at 12 NM and 4 NM inbound.

NOT TO SCALE

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′

D15.0 IVG
Lctr D4.6 IVG GS1630′
❷ 4000′
LOC w/o DME
D12.0 IVG
LOC 1640′
LOC DME 840′
D2.5 IVG
D1.0 IVG GS480′
TCH displ thresh 54′
7.4 2.1 1.5 1.0
RWY 06 110′

❷ Arrival not below 4000′. Descend in holding if necessary.

Gnd speed-Kts		70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient	5.2%	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′

JAR-OPS STRAIGHT-IN LANDING RWY 06

	ILS DA(H) 310′ (200′) FULL	ILS DA(H) 310′ (200′) ALS out	LOC (GS out) With DME MDA(H) 570′ (460′)	LOC (GS out) With DME MDA(H) 570′ (460′) ALS out	LOC (GS out) W/o DME MDA(H) 760′ (650′)	LOC (GS out) W/o DME MDA(H) 760′ (650′) ALS out
A	RVR 550m	RVR 1000m	RVR 1000m	RVR 1500m	RVR 1200m	RVR 1500m
B			RVR 1200m		RVR 1400m	
C				RVR 2000m		RVR 2000m
D			RVR 1600m		RVR 1800m	

CIRCLE-TO-LAND
North of rwy 06/24

Max Kts	MDA(H)	VIS	MDA(H)	VIS
100	690′ (555′)	1500m	790′ (655′)	1500m
135	840′ (705′)	1600m	990′ (855′)	1600m
180	940′ (805′)	2400m	1440′ (1305′)	2400m
205	1190′ (1055′)	3600m	2040′ (1905′)	3600m

❶ After LOC (GS out) w/o DME: MDA(H) 760′ (625′).

PANS OPS 4

CHANGES: Procedure. MSA.

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EGPH/EDI
EDINBURGH

JEPPESEN
11 NOV 05 (11-1A)

EDINBURGH, UK
❶CAT II NDB ILS DME Rwy 06

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

LOC IVG	Final Apch Crs	GS Lctr	CAT II ILS RA 98′ DA(H) 210′ (100′)	Apt Elev 135′ RWY 110′
*108.9	064°	1630′ (1520′)		

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.

MSA UW Lctr

ILS DME reads zero at rwy 06 displaced threshold. Procedure restricted to MAX 210 KT. GPWS warnings are possible on intermediate apch.

(IAF) EDINBURGH 368 UW D4.6 IVG

064° *108.9 IVG

D1.0 IVG
D12.0 IVG
D15.0 IVG
D21.0 TLA
D20.0 TLA
D11.0 TLA
(IAF) 113.8 TLA

MHA 4000

EG(R)-504

❶ Acft unable to receive DME advise ATC. Radar ranges will be provided at 12 NM and 4 NM inbound.

NOT TO SCALE

D15.0 IVG
Lctr D4.6 IVG GS1630′
❷ 4000′
D12.0 IVG
D1.0 IVG GS480′
TCH displ thresh 54′
7.4 3.6 1.0
RWY 06 110′

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′

JAR-OPS STRAIGHT-IN LANDING RWY 06
CAT II ILS
ABCD
RA 98′
DA(H) 210′ (100′)

RVR 300m ❶

PANS OPS 4

❶ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Procedure. MSA.

EGPH/EDI
EDINBURGH

JEPPESEN
11 NOV 05 (11-2)

EDINBURGH, UK
❶ NDB ILS DME Rwy 24

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

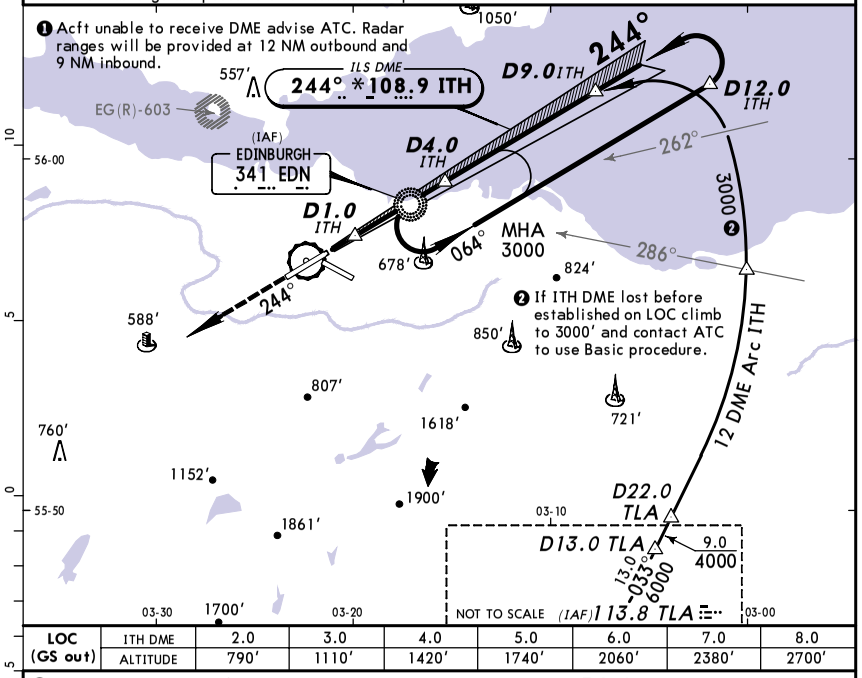
BRIEFING STRIP

LOC ITH	Final Apch Crs	GS D4.0 ITH	ILS DA(H)	Apt Elev 135′
*108.9	244°	1420′ (1320′)	300′ (200′)	RWY 100′

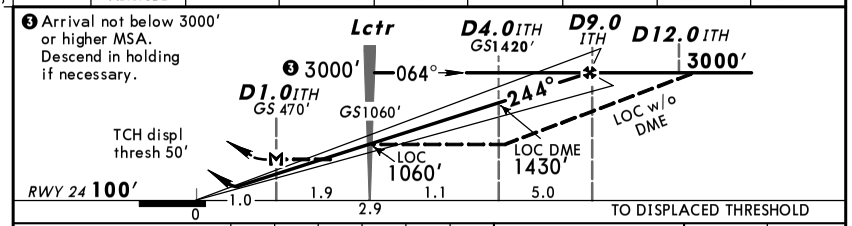
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 3000′, then turn RIGHT to Lctr at 3000′.

MSA EDN Lctr: 3400′ (090°–180°), 2700′ (180°–270°), 3800′ (270°–090°)

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 3.00° or	377	485	539	647	755	862
LOC Descent Gradient 5.2%						
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′

JAR-OPS STRAIGHT-IN LANDING RWY 24

	ILS DA(H) 300′ (200′) FULL	ILS DA(H) 300′ (200′) ALS out	LOC (GS out) MDA(H) 560′ (460′)	LOC (GS out) MDA(H) 560′ (460′) ALS out
A	RVR 550m	RVR 1000m	RVR 1000m	RVR 1500m
B			RVR 1200m	
C				RVR 2000m
D			RVR 1600m	

CIRCLE-TO-LAND

Max Kts	North of rwy 06/24 MDA(H)	VIS	MDA(H)	VIS
100	690′ (555′)	1500m	790′ (655′)	1500m
135	840′ (705′)	1600m	990′ (855′)	1600m
180	940′ (805′)	2400m	1440′ (1305′)	2400m
205	1190′ (1055′)	3600m	2040′ (1905′)	3600m

PANS OPS 4

CHANGES: Procedure. MSA.

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EGPH/EDI
EDINBURGH

JEPPESEN
11 NOV 05 (11-2A)

EDINBURGH, UK
❶CAT II NDB ILS DME Rwy 24

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

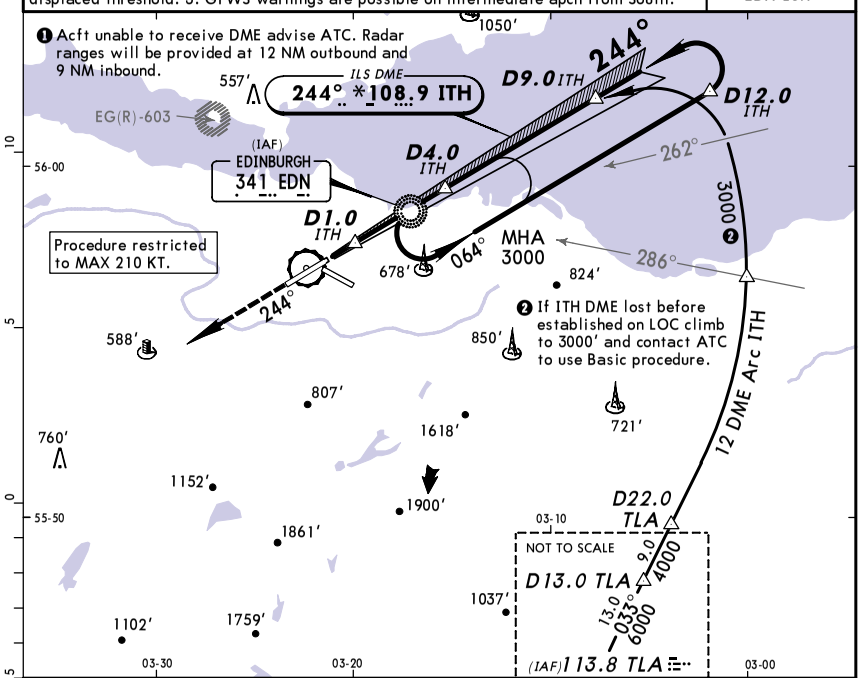
BRIEFING STRIP

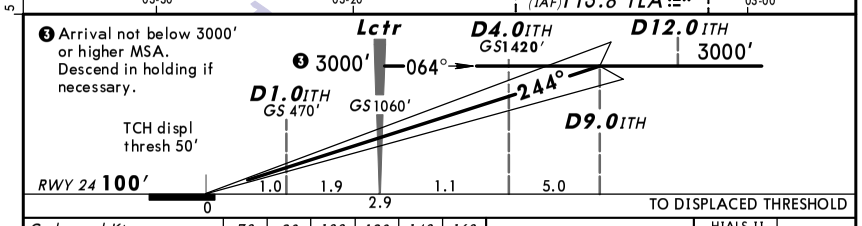
LOC ITH	Final Apch Crs	GS D4.0 ITH	CAT II ILS RA 107′ DA(H) 200′ (100′)	Apt Elev 135′
*108.9	244°	1420′ (1320′)		RWY 100′

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: 3400′ (090°–180°), 2700′ (180°–270°), 3800′ (270°–090°)

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.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II PAPI

3000′

JAR-OPS STRAIGHT-IN LANDING RWY 24
CAT II ILS
ABCD
RA 107′
DA(H) 200′ (100′)

RVR 300m ❶

❶ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

PANS OPS 4

CHANGES: Procedure. MSA. Minimums.

EGPH/EDI EDINBURGH

JEPPESEN 11 NOV 05 (16-1)

EDINBURGH, UK
❶ NDB DME Rwy 06

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

BRIEFING STRIP

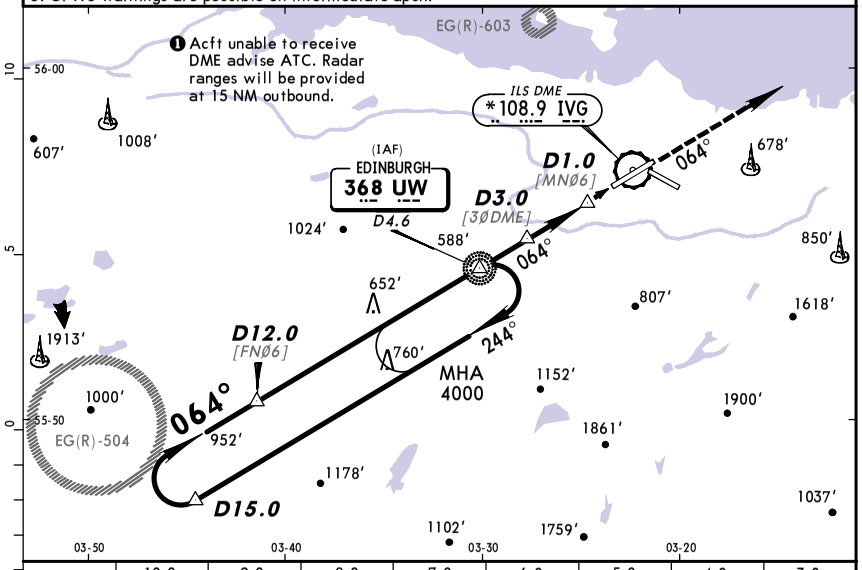
Lctr	Final Apch Crs	Minimum Alt	With DME MDA(H)	W/o DME MDA(H)	Apt Elev 135′
UW	064°	Lctr 1610′ (1500′)	710′ (600′)	760′ (650′)	RWY 110′
368					

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′.

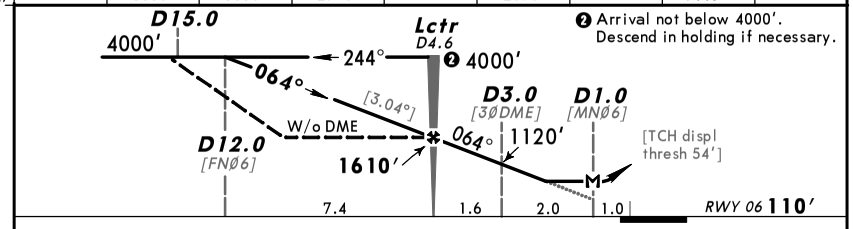
MSA UW Lctr: 180°, 2700′, 270°, 3800′, 3400′, 090°

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. 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
ALTITUDE	3350′	3030′	2710′	2390′	2070′	1760′	1440′	1120′



❷ Arrival not below 4000′. Descend in holding if necessary.

Gnd speed-Kts	70	90	100	120	140	160		
Descent Gradient 5.30% or Descent angle [3.04°]	376	484	538	645	753	861		
w/o DME: Lctr to MAP 3.6	3:05	2:24	2:10	1:48	1:33	1:21	wiht DME: MAP at D1.0	

HIALS-II PAPI 3000′

JAR-OPS STRAIGHT-IN LANDING RWY 06

	With DME MDA(H) 710′ (600′)	ALS out	W/o DME MDA(H) 760′ (650′)	ALS out
A	RVR 1000m	RVR 1500m	RVR 1200m	RVR 1500m
B	RVR 1200m		RVR 1400m	
C		RVR 2000m		RVR 2000m
D	RVR 1600m		RVR 1800m	

CIRCLE-TO-LAND — North of rwy 06/24

Max Kts	MDA(H)	VIS	MDA(H)	VIS
100	❶ 690′ (555′)	1500m	790′ (655′)	1500m
135	840′ (705′)	1600m	990′ (855′)	1600m
180	940′ (805′)	2400m	1440′ (1305′)	2400m
205	1190′ (1055′)	3600m	2040′ (1905′)	3600m

❶ After apch w/o DME: MDA(H) 760′ (625′).

PANS OPS 4

CHANGES: Procedure. MSA.

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EGPH/EDI EDINBURGH

JEPPESEN 11 NOV 05 (16-2)

EDINBURGH, UK
❶ NDB DME Rwy 24

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

BRIEFING STRIP

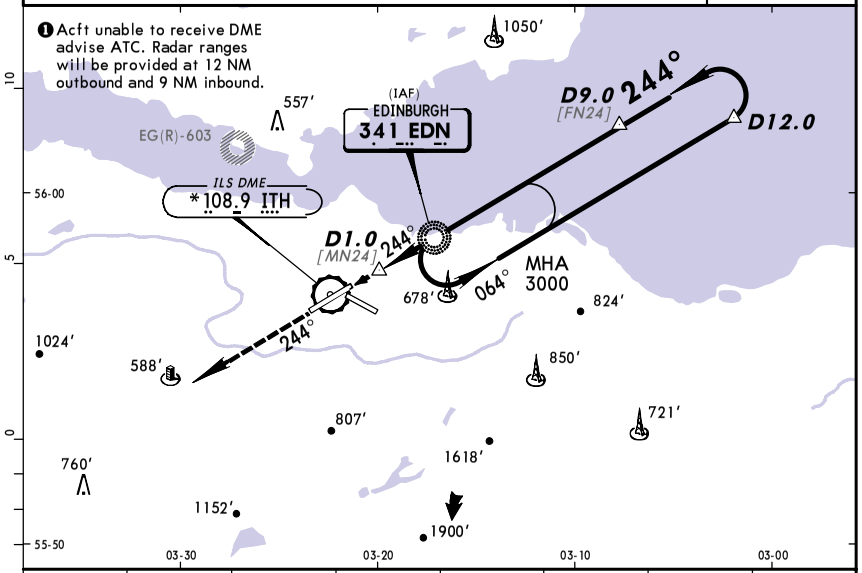
Lctr	Final Apch Crs	Minimum Alt	With DME MDA(H)	W/o DME MDA(H)	Apt Elev 135′
EDN	244°	D9.0 3000′ (2900′)	600′ (500′)	650′ (550′)	RWY 100′
341					

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′.

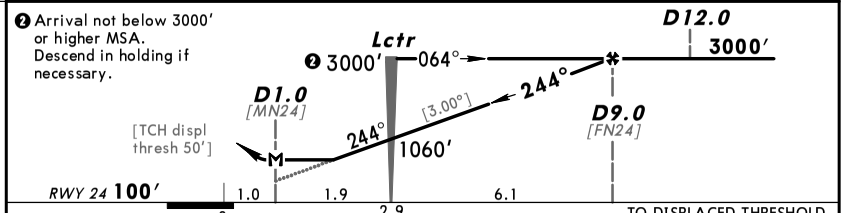
MSA EDN Lctr: 180°, 2700′, 270°, 3800′, 3400′, 090°

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. 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.



ITH DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	790′	1110′	1420′	1740′	2060′	2380′	2700′



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

TO DISPLACED THRESHOLD

Gnd speed-Kts	70	90	100	120	140	160		
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849		
w/o DME: Lctr to MAP 1.9	1:38	1:16	1:08	0:57	0:49	0:43	with DME: MAP at D1.0	

HIALS-II PAPI 3000′

JAR-OPS STRAIGHT-IN LANDING RWY 24

	With DME MDA(H) 600′ (500′)	ALS out	W/o DME MDA(H) 650′ (550′)	ALS out
A	RVR 1000m	RVR 1500m	RVR 1000m	RVR 1500m
B	RVR 1200m		RVR 1200m	
C		RVR 2000m		RVR 2000m
D	RVR 1600m		RVR 1600m	

CIRCLE-TO-LAND — North of rwy 06/24

Max Kts	MDA(H)	VIS	MDA(H)	VIS
100	690′ (555′)	1500m	790′ (655′)	1500m
135	840′ (705′)	1600m	990′ (855′)	1600m
180	940′ (805′)	2400m	1440′ (1305′)	2400m
205	1190′ (1055′)	3600m	2040′ (1905′)	3600m

PANS OPS 4

CHANGES: Procedure. MSA.

EGPH/EDI
EDINBURGH

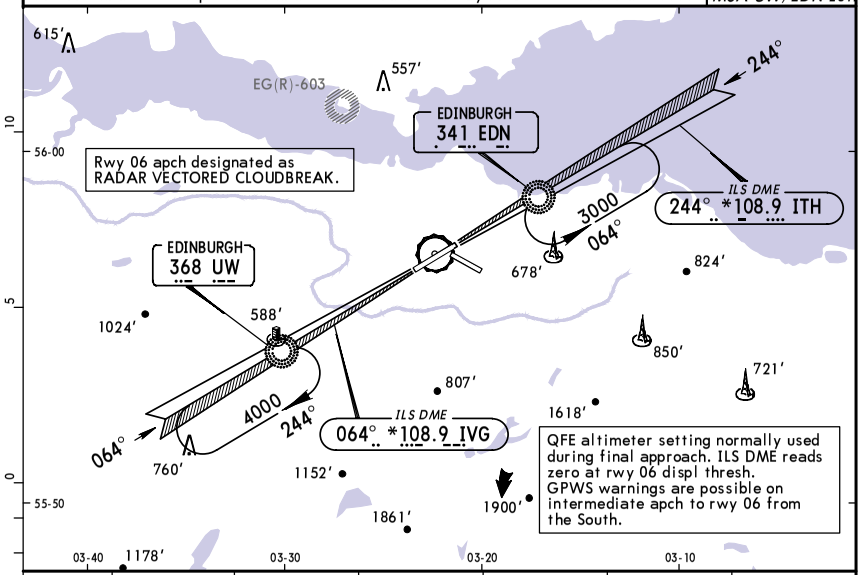
JEPPESEN
11 NOV 05 (18-1)

EDINBURGH, UK
SRA Rwy 06, 12

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 135′ RWY 06 110′ RWY 12 99′
Missed Approach - See below				
Alt Set: hPa	Apt Elev: 5 hPa	Trans level: By ATC	Trans alt: 6000′	

MSA UW/EDN Lctr



SRA 06	RADAR FIX	8.0	7.0	6.0	5.0	4.0
	ALTITUDE (HAT)	2670′ (2560′)	2350′ (2240′)	2030′ (1920′)	1710′ (1600′)	1390′ (1280′)

SRA 12	RADAR FIX	8.0	7.0	6.0	5.0	4.0	3.0
	ALTITUDE (HAT)	2660′ (2561′)	2340′ (2241′)	2020′ (1921′)	1700′ (1601′)	1380′ (1281′)	1060′ (961′)

Minimum Alt/NM		8.0 FAF
SRA 06	TMN 4.0	2670′ (2560′)
SRA 12	TMN 2.0	2660′ (2561′)

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 096° to 3000′, then as directed.
COMM FAILURE: Climbing turn LEFT onto track 096° to 3000′, then turn LEFT to EDN Lctr.

Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient	5.2%	369	474	527	632	737	843
MAP at termination points							

Lighting - Refer to Airport Chart

Refer to Missed Apch above

JAR-OPS STRAIGHT-IN LANDING

	SRA 06 MDA(H) 1390′ (1280′) ALS out		SRA 12 MDA(H) ABC: 730′ (631′) D: 790′ (691′) ALS out	
A	RVR 1200m	RVR 1500m	RVR 1400m	RVR 1500m
B	RVR 1400m		RVR 1500m	
C		RVR 2000m	RVR 1600m	RVR 2000m
D	RVR 1800m		RVR 2000m	

CIRCLE-TO-LAND — North of rwy 06/24

Max Kts	MDA(H)	VIS	MDA(H)	VIS
100	1 730′ (595′)	1500m	1 790′ (655′)	1500m
135	1 840′ (705′)	1600m	1 990′ (855′)	1600m
180	1 940′ (805′)	2400m	1440′ (1305′)	2400m
205	1 1190′ (1055′)	3600m	2040′ (1905′)	3600m

1 After SRA 06 apch: MDA(H) 1390′ (1255′).

PANS OPS 4

CHANGES: Communications. MSA.

EGPH/EDI
EDINBURGH

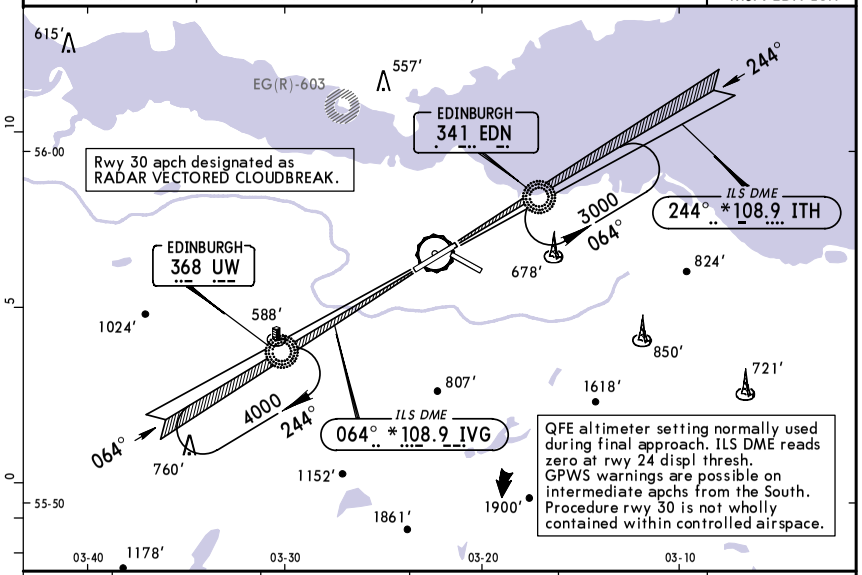
JEPPESEN
11 NOV 05 (18-2)

EDINBURGH, UK
SRA Rwy 24, 30

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 135′ 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



SRA 24	RADAR FIX	6.0	5.0	4.0	3.0
	ALTITUDE (HAT)	2020′ (1920′)	1700′ (1600′)	1380′ (1280′)	1060′ (960′)

SRA 30	RADAR FIX	9.0	8.0	7.0	6.0
	ALTITUDE (HAT)	2840′ (2706′)	2520′ (2386′)	2200′ (2066′)	1880′ (1746′)

Minimum Alt/NM		9.5 FAF	7.0 FAF
SRA 24	TMN 2.0	—	2340′ (2240′)
SRA 30	TMN 6.0	3000′ (2866′)	—

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 Gradient	5.2%	369	474	527	632	737	843
MAP at termination points							

Lighting - Refer to Airport Chart

Refer to Missed Apch above

JAR-OPS STRAIGHT-IN LANDING

	SRA 24 MDA(H) 780′ (680′) ALS out		SRA 30 MDA(H) 1870′ (1736′) ALS out	
A	RVR 1200m	RVR 1500m	RVR 1500m	
B	RVR 1400m			
C		RVR 2000m	RVR 1800m	RVR 2000m
D	RVR 1800m		RVR 2000m	

CIRCLE-TO-LAND — North of rwy 06/24

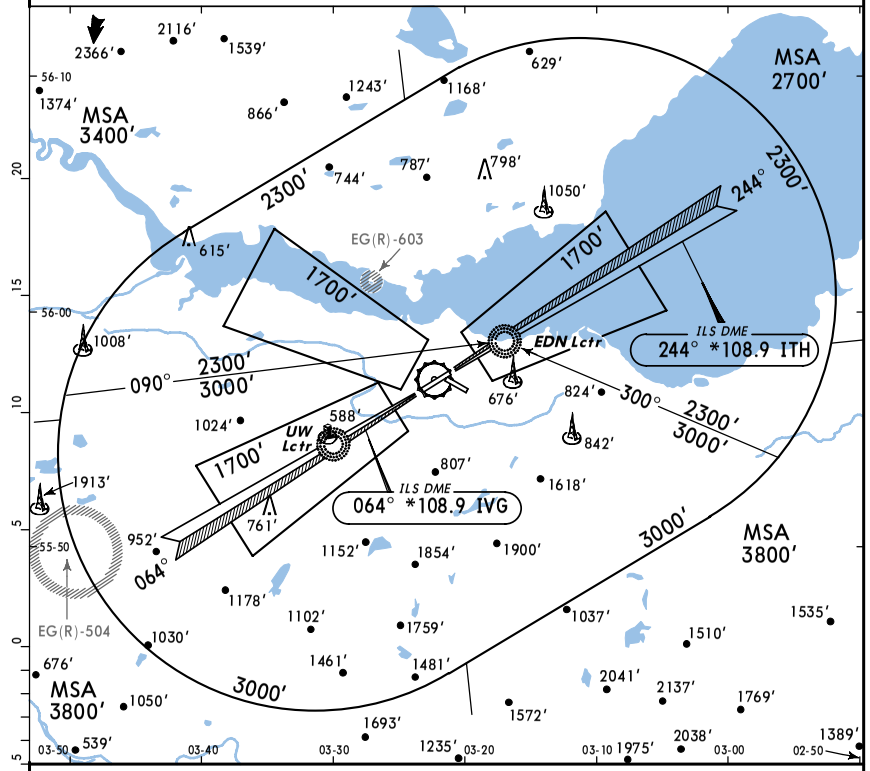
Max Kts	MDA(H)	VIS	MDA(H)	VIS
100	1 780′ (645′)	1500m	1 790′ (655′)	1500m
135	1 840′ (705′)	1600m	1 990′ (855′)	1600m
180	1 940′ (805′)	2400m	1 1440′ (1305′)	2400m
205	1 1190′ (1055′)	3600m	2040′ (1905′)	3600m

1 After SRA 30 apch: MDA(H) 1870′ (1735′).

PANS OPS 4

CHANGES: Communications. MSA. Note.

RADAR VECTORING AREA



Within the Radar Vectoring Area the minimum initial altitude to be allocated by the Radar Controller is:

a) 2300′ North of 090°/300° to EDN Lctr.
b) 3000′ South of 090°/300° to EDN Lctr.

Further descent to 1700′ may be given within the Approach Areas shown when on 40° leg or Final Approach.

LOSS OF COMMUNICATION PROCEDURE

PROCE-DURE	INITIAL APPROACH	INTERMEDIATE AND FINAL APPROACH
Rwys 12, 24, 30	Continue visually or by means of an appropriate final approach aid. If not possible proceed to EDN Lctr at 3000′ or at last assigned level if higher.	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to EDN Lctr.
Rwy 06	Continue visually or by means of an appropriate final approach aid. If not possible proceed to UW Lctr at 3000′ or at last assigned level if higher.	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to UW Lctr.

CHANGES: Chart reindexed. MSA. Radar vectoring area.