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JEPPESEN
JeppView for Windows

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General Information

Location: EDINBURGH GBR
ICAO/IATA: EGPH / EDI
Lat/Long: N55° 57.00', W003° 22.35'
Elevation: 136 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 1.0° W

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0755 Z
Sunset: 1602 Z

Runway Information

Runway: 06
Length x Width: 8392 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 110 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 702 ft
Stopway: 197 ft

Runway: 24
Length x Width: 8392 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 100 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 692 ft
Stopway: 197 ft

Communication Information

ATIS: 131.355
Edinburgh Tower: 118.705 VHF-DF
Edinburgh Ground: 121.980
Edinburgh Ground: 121.755 VHF-DF

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Edinburgh Approach: 121.205 VHF-DF
Scottish Control ACC: 126.300 RCO
Edinburgh Radar: 121.205 VHF-DF
Edinburgh Radar: 128.980 VHF-DF
Scottish Control ACC: 124.825 RCO
Scottish Control ACC: 124.500 RCO
Edinburgh Fire Emergency: 121.600

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1. GENERAL

1.1. ATIS

ATIS 131.355

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 - Houston Industrial Estate, Livingston - N55 54.3 W003 30.1.
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 2300-0600LT.

1.3. RWY OPERATIONS

Code E and F ACFT must vacate RWY at the end (via A1 or D1) unless escorted by Follow-me car.

1.4. TAXI PROCEDURES

Arriving and departing crew whom are unfamiliar with APT should notify ATC prior to taxiing.

Pilots are advised that there is a short section of parallel TWY incorporating L1 to L2 and M1 to M2 to enable ATC to pass ACFT. ACFT must remain on the yellow centerlines to maintain the required wing-tip clearance and should ensure that they understand the routing given by ATC, particularly at NIGHT when both TWY centerlines 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 places (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.

Airlines/ACFT Operators should be aware that stand availability prior to operational first wave is extremely limited and ACFT arriving off schedule prior to first wave are likely to either hold or be allocated any ACFT compliant stand, including non-contact, as they become free.

1.5. PARKING INFORMATION

Apart from GA apron all parking stands are nose-in/push-back.

All nose-in stands have stand number, yellow centerline and stand entry guidance system. Stand entry guidance is provided by AGNIS/Stop arrow (painted on the apron) or Safedock docking guidance system.

Marshalling service is provided for the GA apron and stands 21, 23, 28, 99, 101, 308, 309, 310, 310L, 310R, 311, 311L, 311R, 312, 312L, 313, 314, 315, 316, 317 and 317A.

Pilots should not turn off the taxilane centerline unless the stand entry guidance is illuminated with ACFT type, or a marshaller has signalled clearance to proceed. Pilots should note that failure to adhere to this instruction may lead to a negative "On Time Performance" figure. On stand taxi speed should not exceed 5 KT.

WARNING: Steel plate in place on E TWY, 49'/15m South of E2 and 33'/10m West of the E TWY centerline.

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1. GENERAL

1.6. OTHER INFORMATION

WARNING: Birds in vicinity of APT.

High terrain Southeast of APT.

HEL activity at APT.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

ACFT below FL100 should adhere speed limit of MAX 250 KT.
Pilots unable to comply with speed restrictions must inform ATC immediately stating the minimum speed acceptable.

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 QNH) 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. APPROACH PROCEDURES WITH RADAR CONTROL

Headings and FL/altitudes at which to leave the holding areas will be passed by ATC. Radar vectors will be given and descent clearance will include an estimate of track distance to touchdown. Further distance information will be given between the initial descent clearance and intercept heading to the ILS.

Speed control may be applied on a tactical basis to the extent determined necessary by the radar controller. ACFT unable to conform to the speeds specified by the radar controller should inform him immediately and state what speeds will be used. In the interest of accurate spacing pilots are requested to comply with speed adjustments as promptly as is feasible within their own operational constraints, and should advise ATC if circumstances necessitate a change of speed for ACFT performance reasons.

GPWS - Owing to the terrain profile to the South of Edinburgh, GPWS warnings are possible on intermediate APCH to RWYs 06 and 24.

2.2.3. APPROACH PROCEDURES WITHOUT RADAR CONTROL

When inbound traffic is not being sequenced by radar, ACFT will be cleared from the terminal holding facility via EDN or UW to carry out an instrument APCH procedure appropriate to the landing direction.

When RWY 06 is in use, in order to expedite traffic, ACFT may be transferred from TARTN or STIRA holding pattern to UW holding pattern prior to carrying out the instrument APCH procedure.

When RWY 24 is in use, in order to expedite traffic, ACFT may be transferred from TARTN or STIRA holding pattern to EDN holding pattern prior to carrying out the instrument APCH procedure.

No visual approaches to RWY 06/24 are permitted for IFR ACFT between 2230-0630LT. All IFR ACFT are to carry out a published instrument APCH procedure under ATC control with the exception of ACFT in emergency. This allows the continued operation when the CVCR is in use and ILS approaches are not available.

2.2.4. NOISE ABATEMENT CONTINUOUS DESCENT APPROACH PROCEDURES FOR TURBO-JET/PROP ACFT

Turbo-jet and turbo-prop ACFT approaching Edinburgh APT will be expected to conform to the continuous descent and low-power, low-drag APCH procedures. To facilitate this technique, ACFT should fly within the speed band 210 KT to 240 KT during the APCH phase, reducing to within the band 160 KT to 180 KT at a range of 12NM from touchdown and maintain 160 KT from 8NM to 4NM from touchdown. In the interest of accurate spacing, ATC may request specific speeds and pilots are requested to comply with any speed adjustments as promptly as is feasible within their own operational constraints. If circumstances necessitate a change of speed for ACFT performance reasons, ATC should be advised accordingly.

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2. ARRIVAL

Headings and FL/altitudes will be passed by the radar controller. ACFT will be radar vectored either from the holding facility or following transfer of control from the area control unit to EDINBURGH APCH. ATC will advise pilots of an estimate of the track distance to run to touchdown when clearance to descend below the trans alt is given. Further information on the distance from touchdown will be given between this descent clearance and the instruction to turn onto the intercept heading to the ILS.

On receipt of descent clearance the pilot will descend at the rate he judges will be best suited to a continuous descent, the object being to join the GS at the appropriate height for the distance, without recourse to level flight.

Pilots are reminded that due to high ground Southeast of the APT, descent below 3000' will be in accordance with chart EGPH 10-1R.

In the event of radar failure, new instructions will be issued to each ACFT under radar control and the procedures as defined for APCH without radar control will be put into effect.

2.2.5. VISUAL APPROACHES RWYs 06/24

Propeller driven ACFT whose MTWA does not exceed 5700kg will not join final approach below 1140'.

All visual approaches from the South to RWY 24 by ACFT with an MTWA in excess of 5700kg are to be made from a position not less than 7NM DME on the extended centerline. ACFT are not to descend below 2000' until after crossing the Firth of Forth coastline northbound. All visual approaches from the North to RWY 24 by ACFT with an MTWA in excess of 5700kg are to be made from a position not less than 4NM DME on the extended centerline. 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 2230-0630LT no visual approaches to RWYs 06/24 are permitted for IFR ACFT. All IFR ACFT are to carry out ILS approaches under ATC control.

2.3. CAT II/III OPERATIONS

RWY 06/24 approved for CAT II/III operations, special aircrew and 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 utilization and will minimize the risk of "go-arounds".

2.5. TAXI PROCEDURES

2.5.1. STANDARD TAXI ROUTES

After landing pilots must follow the appropriate standard taxi route to the clearance limit specified in the table below. ATC instruction will not normally be given for ACFT vacating at A1, B1 and D1.

RWY Exit used	Clearance Limit	Via
A1	A8	TWY A
B1	A12	TWY B and TWY A
C1	As instructed by ATC (normally A15 or A16)	TWY C and TWY A
D1	A18	TWY D and TWY A

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3. DEPARTURE

3.1. START-UP, PUSH-BACK AND TAXI PROCEDURES

Departing ACFT on first contact with ATC must state:
- ACFT type;
- stand number;
- code letter of last ATIS received.

Crews should be in receipt of departure clearance prior to requesting push and start.
Anti-collision beacons should only be switched on after push-back clearance has been obtained in order to prevent back of stand vehicle traffic congestion.
Pilots should not request taxi clearance until all ground crew have vacated the taxilane.
ACFT on the GA apron may be turned to face nose-out.
ACFT parked on the GA apron may start engines and taxi from a nose-out position. Flight and ground crew must ensure that roadways etc. are protected against any jet blast/prop wash.

3.2. NOISE ABATEMENT PROCEDURES

3.2.1. GENERAL

The following procedure 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 5700kg 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.
For additional graphic refer to 10-4.

3.2.2. DEPARTURES VIA NATEB OR SAB VOR

RWY 06: Climb straight ahead, at 640' or D0.5 IVG, whichever is earlier, turn LEFT, 044° track, at D7.0 IVG turn RIGHT to NATEB or SAB VOR. WARNING: EG(D)-512B lies on direct track from the end of noise preferential route to NATEB.
Noise preferential route terminates at D7.0 IVG.

RWY 24: Climb straight ahead to UW NDB, then turn LEFT to NATEB or SAB VOR.
Noise preferential route terminates at 3000.

3.2.3. DEPARTURES VIA OTHER ROUTES

RWY 06: Climb straight ahead, at 640' or D0.5 IVG, whichever is earlier, turn LEFT, 044° track to D7.0 IVG before turning on course.
Noise preferential route terminates D7.0 IVG.

RWY 24: Climb straight ahead to UW NDB or 3000', whichever is earlier, before turning on course.
Noise preferential route terminates at 3000.

3.3. RWY OPERATIONS

3.3.1. MINIMUM RWY OCCUPANCY TIME

On receipt of line-up clearance, pilots should commensurate with safety and standard operating procedures, and line-up on the RWY without delay.
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.

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3. DEPARTURE

3.4. OTHER INFORMATION

3.4.1. CAT II/III OPERATIONS

No intersection departures from TWY B and C.

3.4.2. DATALINK DEPARTURE CLEARANCE (DCL)

ATC departure clearance by DCL available for suitably equipped ACFT.
DCL is available as follows:

Winter : All flights from EOBT -25 minutes.
Summer : All flights from EOBT between 0500-0700: EOBT -22 minutes;
otherwise from EOBT -25 minutes.

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

Successful clearances must be accepted within 5 minutes of receipt or a "revert to voice" message will be received.

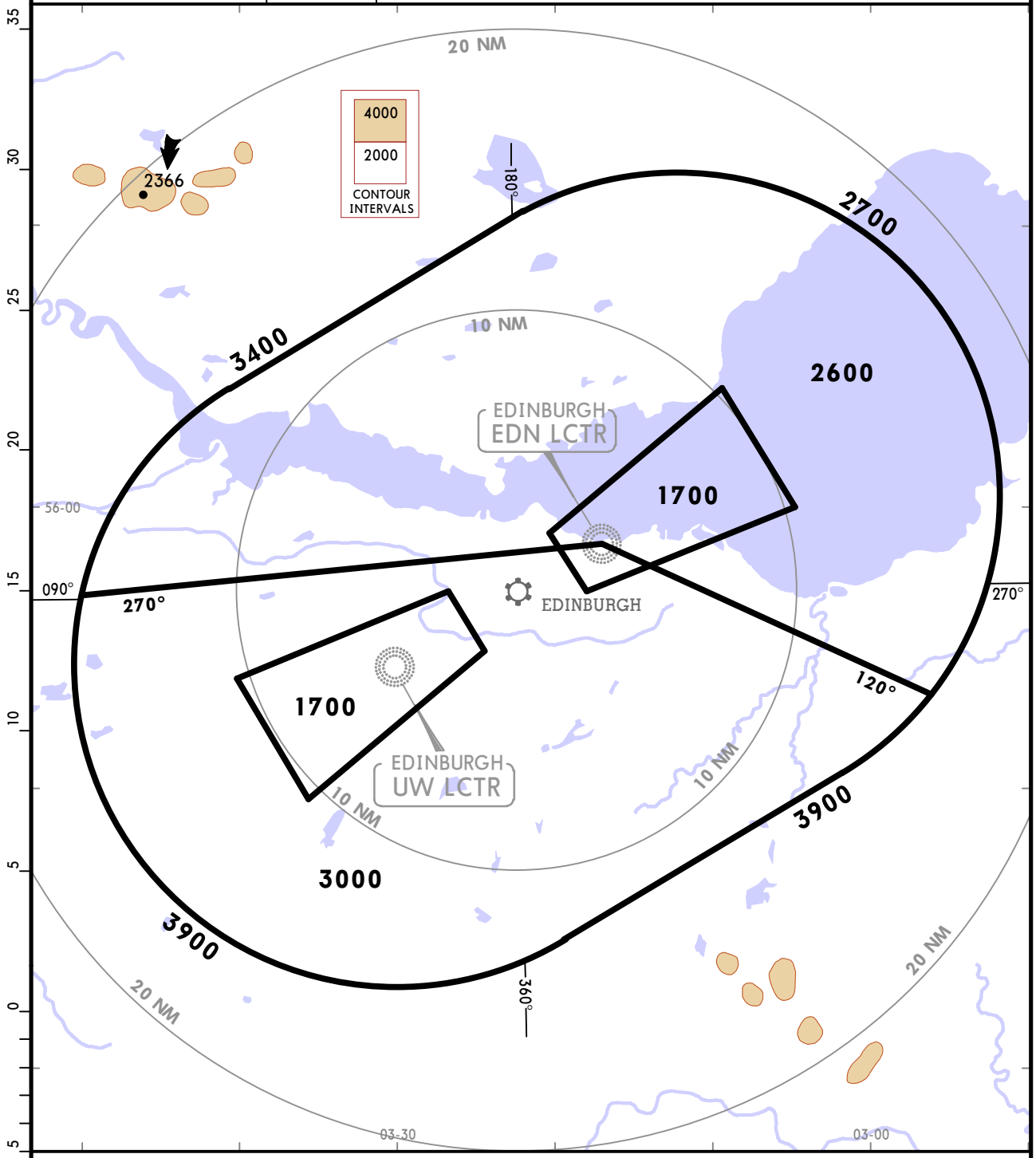
If any data errors are detected by the system or controller, a "revert to voice" message will be received.

If the attempt to obtain a clearance is unsuccessful, ACFT should revert to RTF.

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EDINBURGH Radar (APP) 121.205	Apt Elev 112	Alt Set: hPa Trans level: By ATC Trans alt: 6000



OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA
The minimum altitude to be allocated by the radar controller will be either the Minimum Sector Altitude or 1000 above any fixed obstacle.
- within 5 NM ❶ of the aircraft or
- within the sector 15 NM ❷ ahead of and within 20° either side of the aircraft's track.

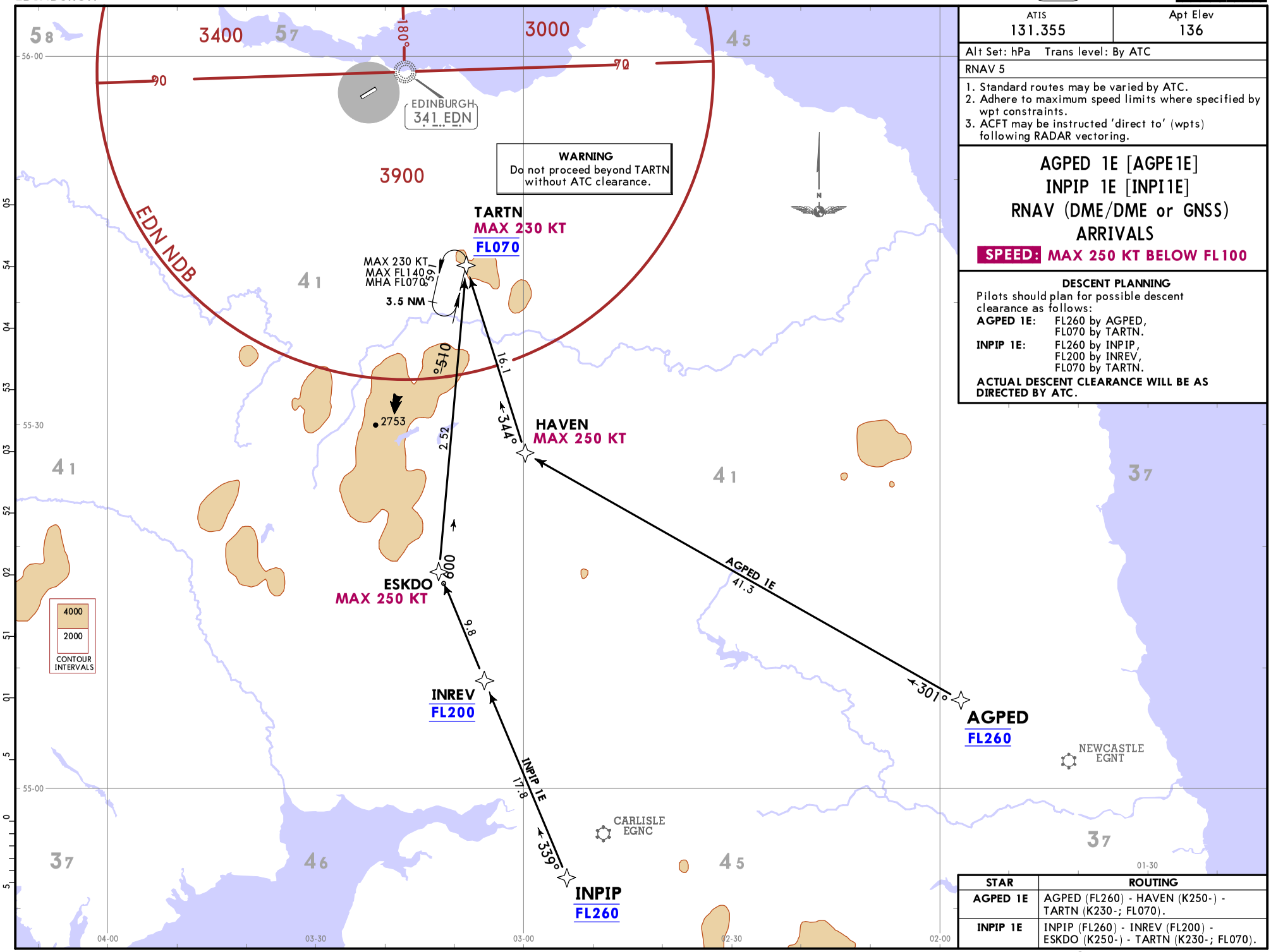
3 NM ❶ or 10 NM ❷ when the aircraft is within 15 NM of the radar antennae.

PROCEDURE	RWY	LOSS OF COMMUNICATION PROCEDURE
INITIAL APPROACH	**24**	Continue visually or by means of an appropriate approved final approach aid. If not possible proceed to EDN Lctr at 3000 or last assigned level if higher.
	06	Continue visually or by means of an appropriate approved final approach aid. If not possible proceed to UW Lctr at 3000 or last assigned level if higher.
INTERMEDIATE AND FINAL APPROACH	**24**	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to EDN Lctr.
	06	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to UW Lctr.

CHANGES: Sectors revised, airport elevation.

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JEPPESEN EDINBURGH, UK
10 FEB 23 10-2 Eff 23 Feb RNAV STAR



ATIS	Apt Elev
131.355	136

Alt Set: hPa Trans level: By ATC

RNAV 5

1. Standard routes may be varied by ATC.
2. Adhere to maximum speed limits where specified by wpt constraints.
3. ACFT may be instructed 'direct to' (wpts) following RADAR vectoring.

AGPED 1E [AGPE1E]
INPIP 1E [INPI1E]
RNAV (DME/DME or GNSS)
ARRIVALS

SPEED: MAX 250 KT BELOW FL100

DESCENT PLANNING

Pilots should plan for possible descent clearance as follows:

AGPED 1E: FL260 by AGPED,
FL070 by TARTN.

INPIP 1E: FL260 by INPIP,
FL200 by INREV,
FL070 by TARTN.

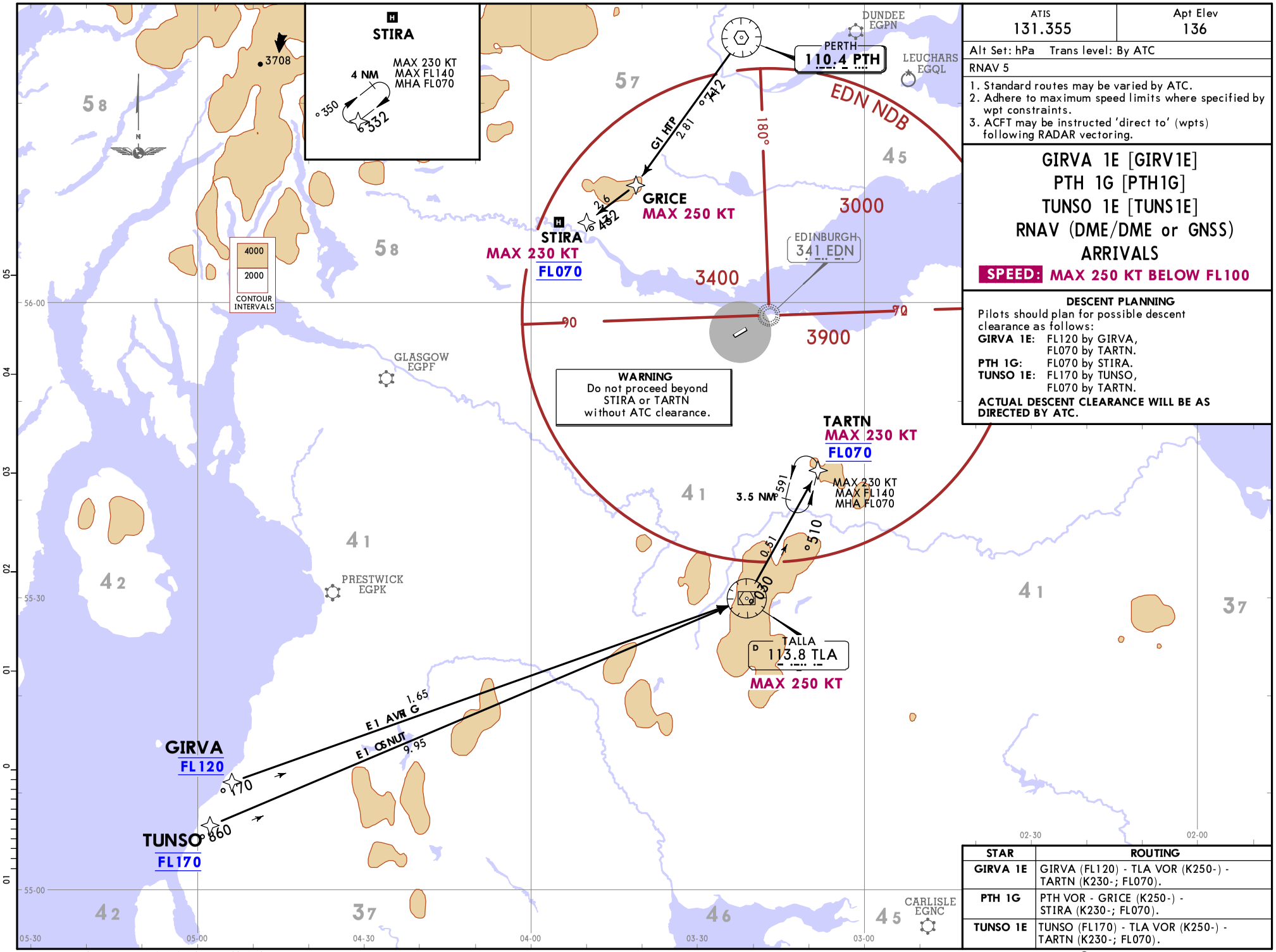
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
AGPED 1E	AGPED (FL260) - HAVEN (K250-) - TARTN (K230-; FL070).
INPIP 1E	INPIP (FL260) - INREV (FL200) - ESKDO (K250-) - TARTN (K230-; FL070).

CHANGES: Speed restriction in chart heading established.

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ATIS	Apt Elev
131.355	136

Alt Set: hPa Trans level: By ATC

RNAV 5

1. Standard routes may be varied by ATC.
2. Adhere to maximum speed limits where specified by wpt constraints.
3. ACFT may be instructed 'direct to' (wpts) following RADAR vectoring.

GIRVA 1E [GIRV1E]
PTH 1G [PTH1G]
TUNSO 1E [TUNS1E]
RNAV (DME/DME or GNSS)
ARRIVALS

SPEED: MAX 250 KT BELOW FL100

DESCENT PLANNING

Pilots should plan for possible descent clearance as follows:

GIRVA 1E: FL120 by GIRVA,
FL070 by TARTN.

PTH 1G: FL070 by STIRA.

TUNSO 1E: FL170 by TUNSO,
FL070 by TARTN.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

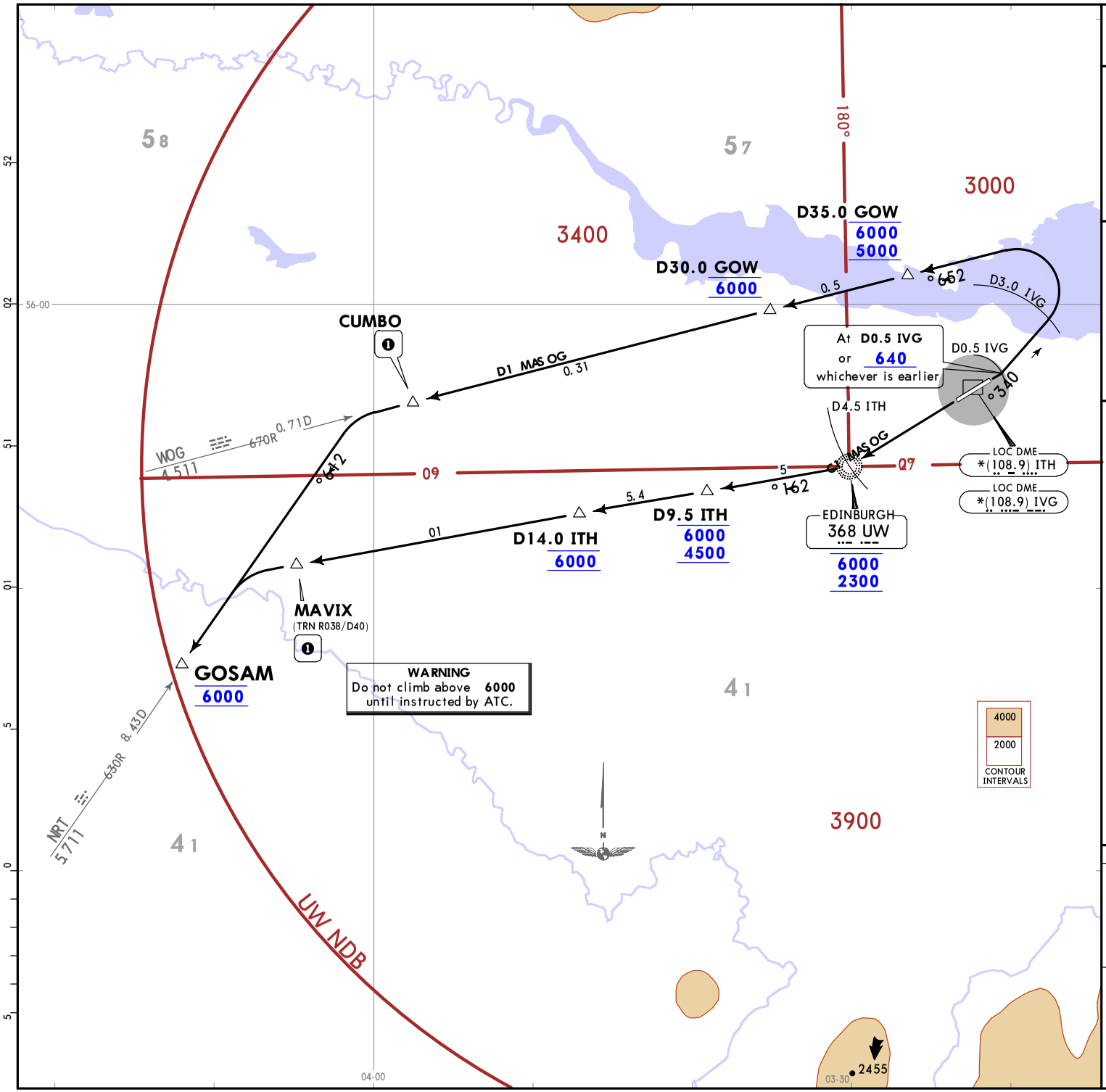
STAR	ROUTING
GIRVA 1E	GIRVA (FL120) - TLA VOR (K250-) - TARTN (K230-; FL070).
PTH 1G	PTH VOR - GRICE (K250-) - STIRA (K230-; FL070).
TUNSO 1E	TUNSO (FL170) - TLA VOR (K250-) - TARTN (K230-; FL070).

CHANGES: Speed restriction in chart heading established.

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JEPPESEN EDINBURGH, UK
25 APR 25 10-3
SID



SCOTTISH Control	Apt Elev
121.375 124.825	136

Trans alt: 6000
1. SIDs include noise preferential routes.
2. Noise preferential routes terminate at 6000.
3. Cruising levels will be allocated after take-off by SCOTTISH Control.
4. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH Control.
5. EXPECT first CPDLC Data Link Authority to be EGPX.
6. LOC DME reads zero at THR of RWYs 06 and 24.

GOSAM 1C [GOSA1C]
GOSAM 1D [GOSA1D]
DEPARTURES
(ALL RWYS)

JET AIRCRAFT ONLY

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

AVERAGE TRACK MILEAGE
GOSAM 1C: 31 NM to GOSAM.
GOSAM 1D: 46 NM to GOSAM.

❶ MAX SID altitude is 6000 but EXPECT ATC clearance to cross MAVIX (GOSAM 1C) or CUMBO (GOSAM 1D) at or above FL100. If unable to comply advise ATC before departure.

These SIDs require minimum climb gradients of

GOSAM 1C
7.7% up to 4500, then
6.6% up to 6000
due to ATC and airspace restrictions.

GOSAM 1D
8.0% up to 5000, then
6.4% up to 6000
due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430
7.7% V/V (fpm)	585	780	1170	1560	1949	2339
6.6% V/V (fpm)	501	668	1003	1337	1671	2005
6.4% V/V (fpm)	486	648	972	1296	1620	1944

SID	RWY	ROUTING/ALTITUDE
GOSAM 1C	24	Climb straight ahead to UW NDB (D4.5 ITH), cross above 2300 (MAX 6000), turn RIGHT, 261° bearing, cross D9.5 ITH above 4500 (MAX 6000), D14.0 ITH at 6000, to MAVIX, turn LEFT, intercept TRN R036 inbound to GOSAM.
GOSAM 1D	06	Climb straight ahead to D0.5 IVG or 640, whichever is earlier, turn LEFT, 043° track, at D3.0 IVG turn LEFT, intercept GOW R076 inbound, cross D35.0 GOW at or above 5000 (MAX 6000), D30.0 GOW at 6000, to CUMBO, turn LEFT, intercept TRN R036 inbound to GOSAM.

CHANGES: SCOTTISH Control freq added, tracks updated.

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SCOTTISH Control 124.5	Apt Elev 136	Trans alt: 6000 1. SIDs include noise preferential routes. 2. Noise preferential routes terminate at 3000. 3. Cruising levels will be allocated after take-off by SCOTTISH Control. 4. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH Control. 5. EXPECT first CPDLC Data Link Authority to be EGPX.

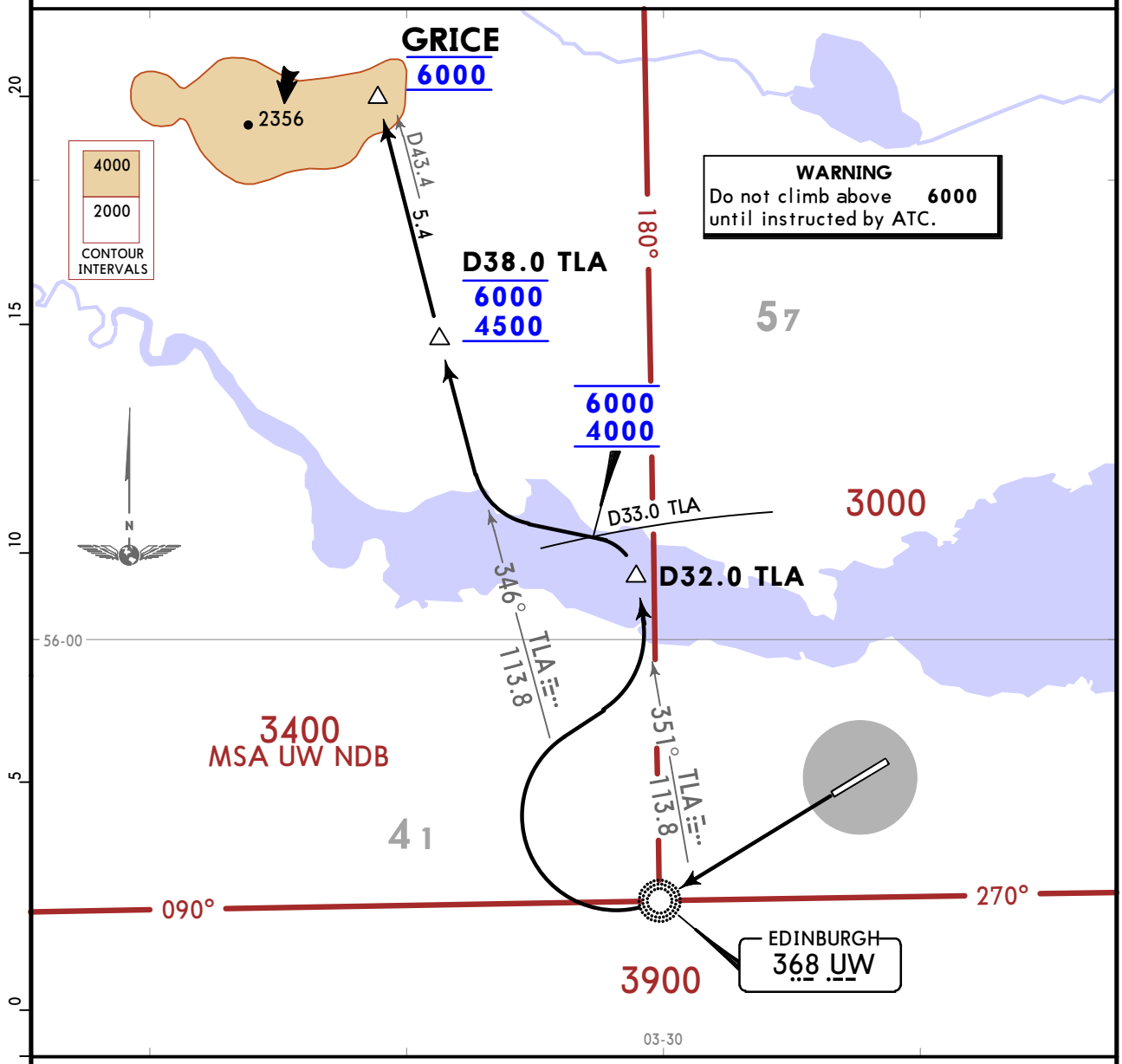
GRICE 3C DEPARTURE

[GRIC3C]

(RWY 24)

VIA AIRWAY P-600 EASTBOUND AND FOR AIRCRAFT LEAVING CONTROLLED AIRSPACE NORTH OF GRICE

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



This SID requires a minimum climb gradient of
3.7% up to 4500
due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124

AVERAGE TRACK MILEAGE
26 NM to GRICE.

ROUTING/ALTITUDE

Climb straight ahead to UW NDB, turn RIGHT, intercept TLA R351 to D32.0 TLA, turn LEFT, cross D33.0 TLA at or above 4000 (MAX 6000), intercept TLA R346, cross D38.0 TLA above 4500 (MAX 6000) to GRICE, at 6000.

CHANGES: Tracks updated.

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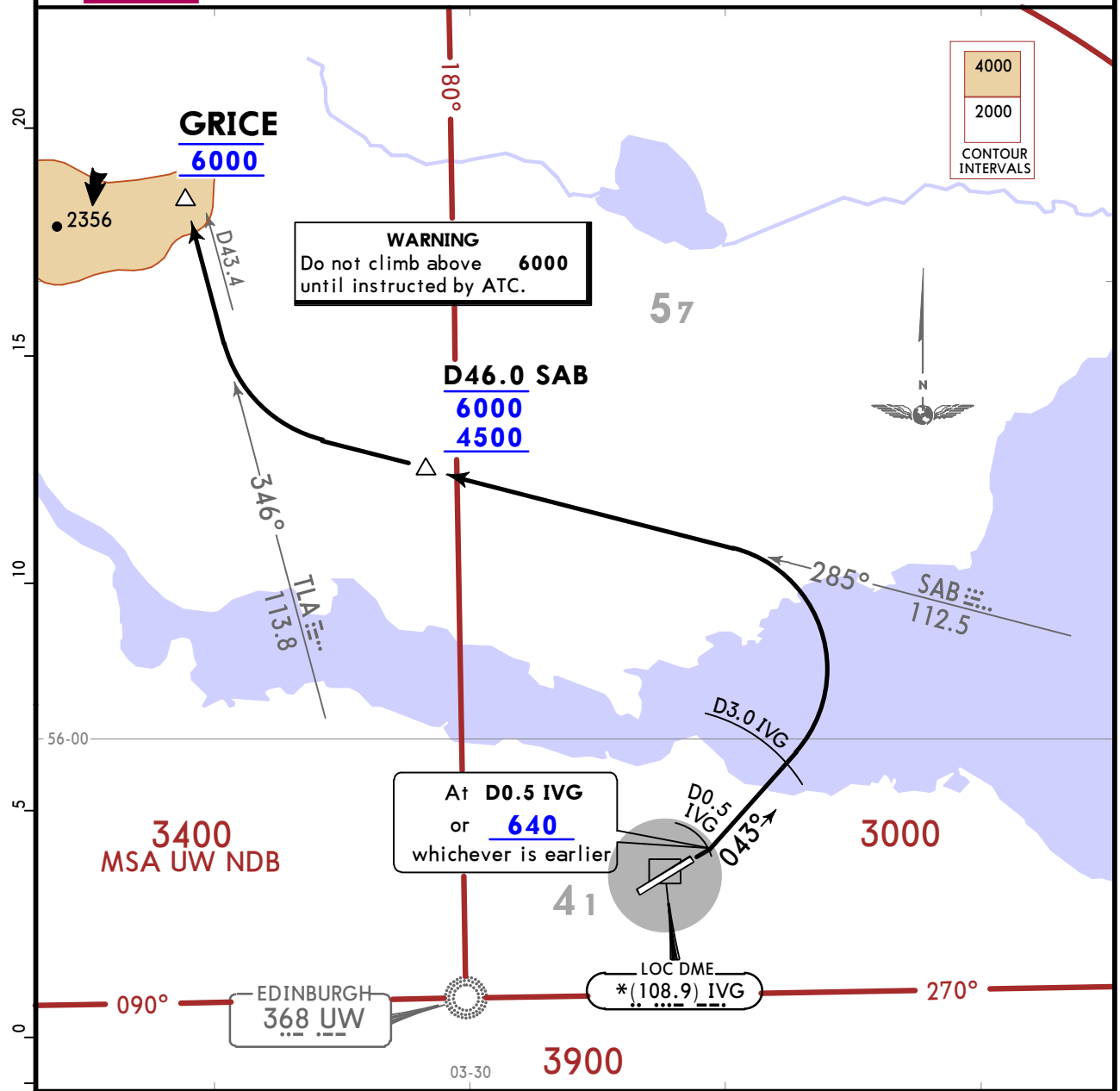
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SCOTTISH Control 124.5	Apt Elev 136	Trans alt: 6000 1. SID includes noise preferential route. 2. Noise preferential route terminates at 3000. 3. Cruising levels will be allocated after take-off by SCOTTISH Control. 4. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH Control. 5. EXPECT first CPDLC Data Link Authority to be EGPX. 6. LOC DME reads zero at RWY 24 THR.

GRICE 4D DEPARTURE
[GRIC4D]
(RWY 06)

VIA AIRWAY P-600 EASTBOUND AND FOR AIRCRAFT LEAVING CONTROLLED AIRSPACE NORTH OF GRICE

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



This SID requires a minimum climb gradient of 5.1% up to 4500 due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549

AVERAGE TRACK MILEAGE
25 NM to GRICE.

ROUTING/ALTITUDE

Climb straight ahead to D0.5 IVG or 640, whichever is earlier, turn LEFT, 043° track, at D3.0 IVG turn LEFT, intercept SAB R285, cross D46.0 SAB above 4500 (MAX 6000), turn RIGHT, intercept TLA R346 to GRICE, at 6000.

CHANGES: Tracks updated.

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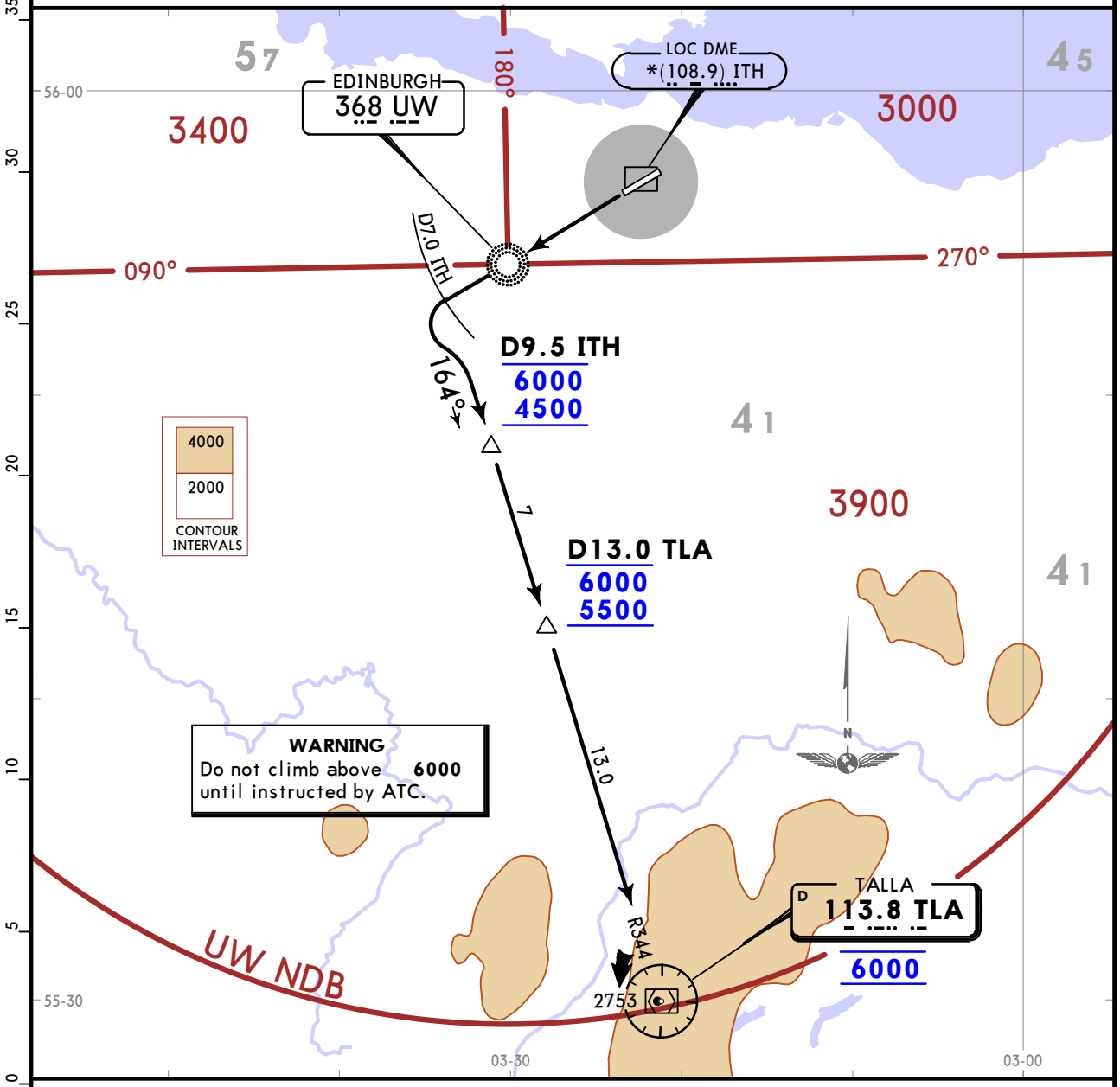
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SCOTTISH Control	Apt Elev	
126.3 130.975	136	Trans alt: 6000 1. SID includes noise preferential route. 2. Noise preferential route terminates at D7.0 ITH. 3. Cruising levels will be allocated after take-off by SCOTTISH Control. 4. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH Control. 5. LOC DME reads zero at RWY 06 THR.

TLA 6C DEPARTURE
(RWY 24)

NON-JET AIRCRAFT
OR JET AIRCRAFT ROUTING VIA Y-96
OR JET AIRCRAFT LEAVING CONTROLLED AIRSPACE AT TLA
OR JET AIRCRAFT ROUTING VIA N-57/L-612/N-864 BETWEEN 2300-0600LT

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



AVERAGE TRACK MILEAGE
30 NM to TLA VOR.

This SID requires a minimum climb gradient of 7.4% up to 4500, due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
7.4% V/V (fpm)	562	749	1124	1499	1873	2248

ROUTING/ALTITUDE

Climb straight ahead via UW NDB to D7.0 ITH, turn LEFT, intercept TLA R344 inbound, cross D9.5 ITH at or above 4500 (MAX 6000), D13.0 TLA above 5500 (MAX 6000), to TLA VOR, at 6000.

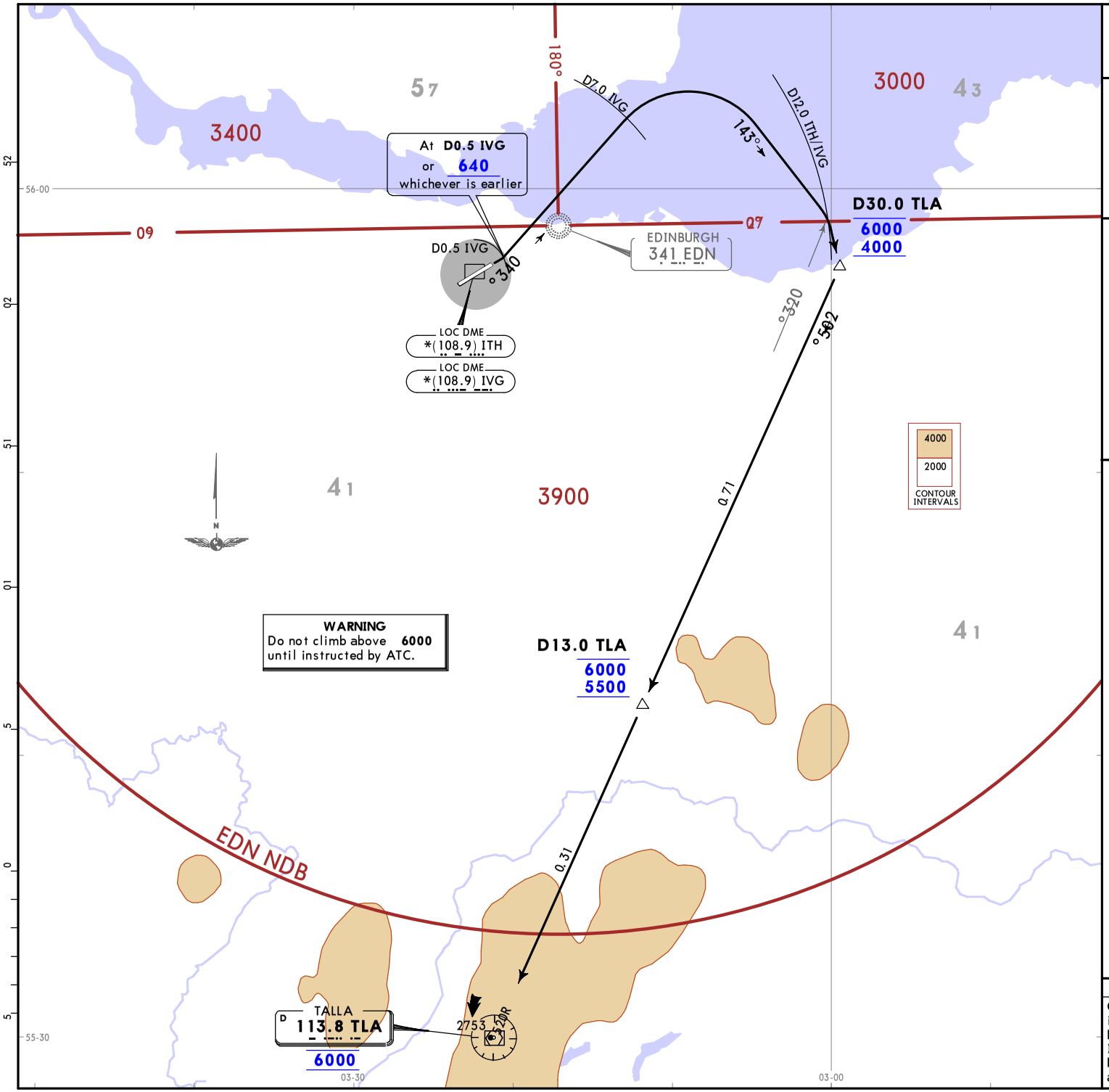
CHANGES: SCOTTISH Control freq added, tracks updated.

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JEPPESEN
25 APR 25 (10-3D)

EDINBURGH, UK

SID



SCOTTISH Control	Apt Elev
126.3 130.975	136

Trans alt: 6000

1. SIDs include noise preferential routes
2. Noise preferential route terminates at D30.0 TLA.
3. Cruising levels will be allocated after take-off by SCOTTISH Control.
4. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH Control.
5. LOC DME reads zero at RWY 24 THR.

TLA 6D DEPARTURE
(RWY 06)

NON-JET AIRCRAFT
OR JET AIRCRAFTROUTING VIA Y-96
OR JET AIRCRAFT LEAVING CONTROLLED AIRSPACE AT TLA
OR JET AIRCRAFT ROUTING
VIA N-57/L-612/N-864
BETWEEN 2300-0600LT

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

AVERAGE TRACK MILEAGE
44 NM to TLA VOR.

This SID requires a minimum climb gradient of 3.4% up to 4000, due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033

ROUTING/ALTITUDE

Climb straight ahead to D0.5 IVG or 640, whichever is earlier, turn LEFT, 043° track, at D7.0 IVG turn RIGHT, 143° track, when passing TLA R023 (D12.0 ITH/IVG) turn RIGHT, intercept TLA R025 inbound, cross D30.0 TLA at or above 4000 (MAX 6000), D13.0 TLA above 5500 (MAX 6000), to TLA VOR, at 6000.

CHANGES: SCOTTISH Control freq added, tracks updated.

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Apt Elev
136

NOISE ABATEMENT

Noise monitoring terminal

For AIRPORT BRIEFING refer to 10-1P pages

GRICE
GRICE 3C
GRICE 4D
D46.0 SAB
346° TLA
D32.0 TLA
GOSAM 1D
256°
D3.0 IVG
D7.0 IVG
SAB
285°
143°
SAB
D12.0 ITH/IVG
56-00
R076
GOW
CUMBO
351° TLA
D0.5 IVG
043°
EDI 03
UW
EDI 02
EDI 01
GOSAM 1C
261°
D9.5 ITH
D7.0 ITH
ITH
IVG
NATEB
R023
205°
TLA
SAB
TLA 6D
164°
TLA 6C
TLA
R344
R025
NATEB
03-30
03-00

CHANGES: Tracks updated.

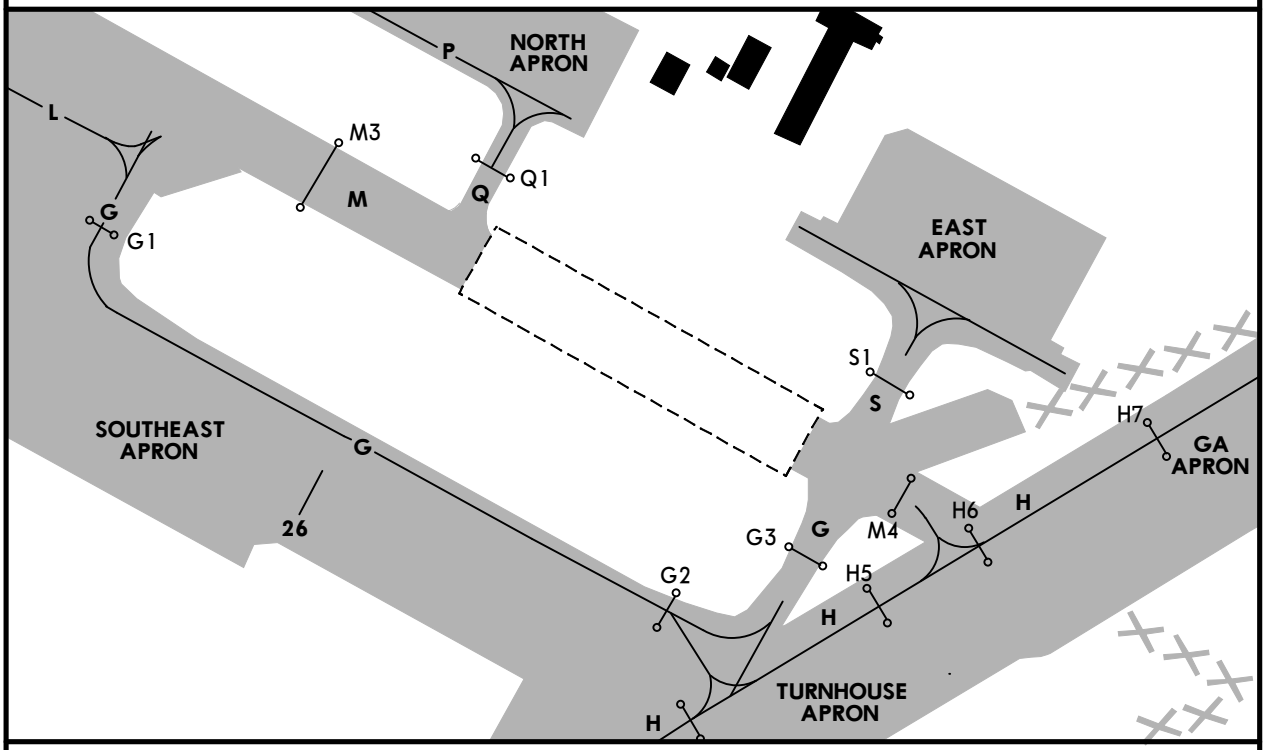
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MIDFIELD STANDS PROJECT - TAXIWAY CLOSURES
(SUP 021/25)
REFER ALSO TO LATEST NOTAMS

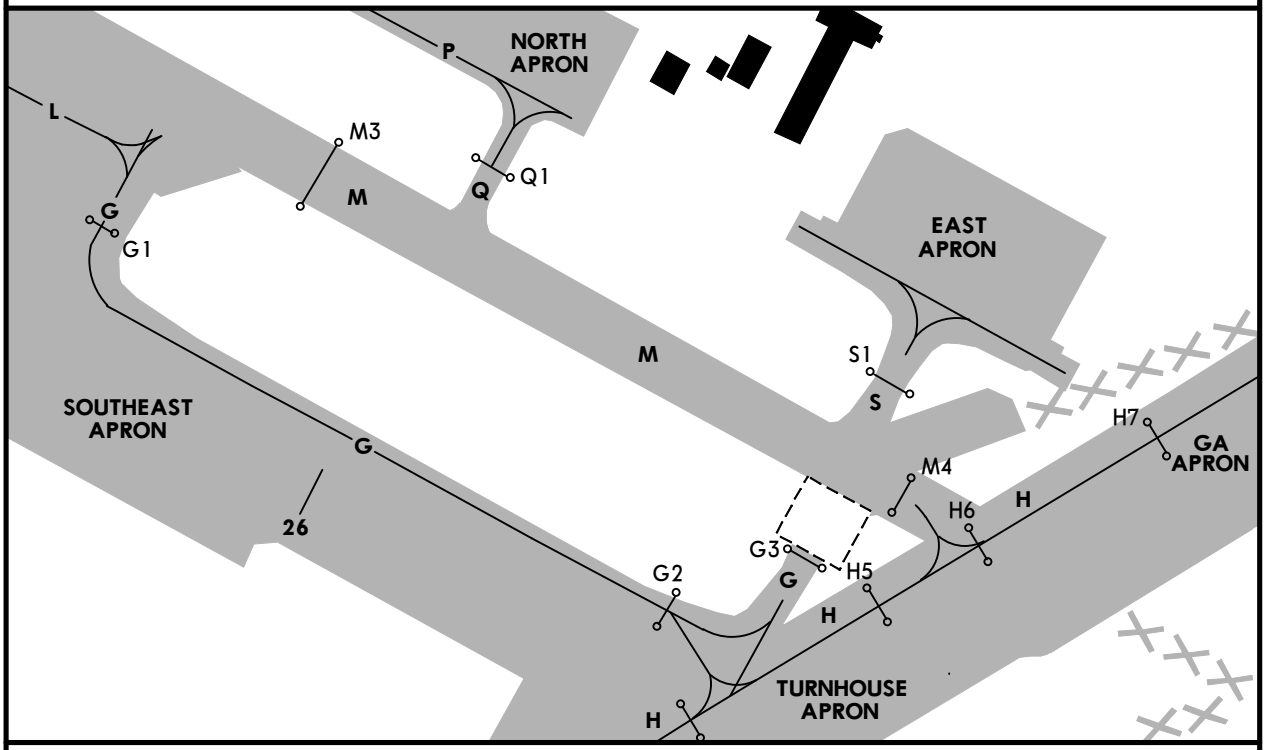
Phase 1

Twy M closed South of Twy Q. All traffic for/from Twys H and S, including the GA Apron will be routed via Twy G.



Phase 2

Twy G closed at G3. All traffic for/from Twy H will be routed via G1, G2 or Twy M. All traffic for/from Twy S will be routed via Twy M.
Twy G reduced to ICAO Code C (A321, 737 Max 10) abeam Stand 26 to G2.



Phase 3

Twy G reduced to ICAO Code C (A321, 737 Max 10) abeam Stand 26 to G3.

CHANGES: New temporary chart.

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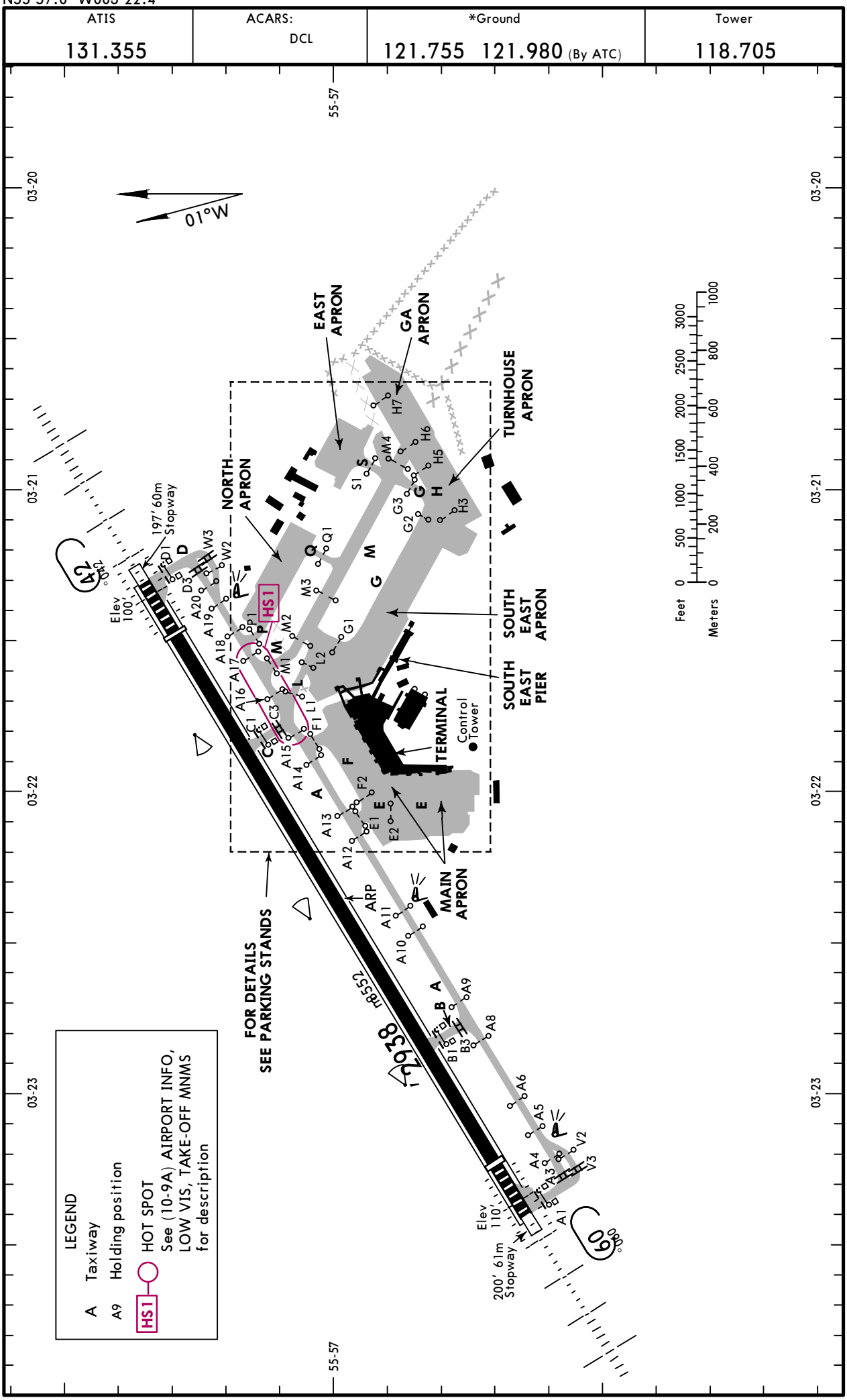
EGPH/EDI

Apt Elev 112′
N55 57.0 W003 22.4

JEPPESEN
23 JAN 26 (10-9)

EDINBURGH, UK
EDINBURGH

ATIS	ACARS: DCL	*Ground	Tower
131.355		121.755 121.980 (By ATC)	118.705



CHANGES: Holding positions.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
06 ❶	HIRL(46m) CL(15m) ❷HIALS-II TDZ OFZ RVR PAPI-L (angle 3.0°, MEHT 56')	7690' 2344m	6414' 1955m	❹	148' 45m
24	HIRL(46m) CL(15m) ❸HIALS-II TDZ OFZ RVR PAPI-L (angle 3.0°, MEHT 59')	7700' 2347m	6667' 2032m		

❶ grooved
❷ length 870m
❸ length 914m
❹ TAKE-OFF RUN AVAILABLE

RWY 06
From rwy head 8386' (2556m)
twy B int 6204' (1891m)

RWY 24
From rwy head 8379' (2554m)
twy C int 6204' (1891m)

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

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Mis-route hot spot. Multiple twy intersections in close proximity. Pilots to be aware of potential mis-route.

LOW VISIBILITY PROCEDURES (LVP)

GENERAL:
During CAT II/III oprations LVP will be applied.
Pilots will be informed via RTF when these procedures are in operation.

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

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

Std/State TAKE-OFF

Low Visibility Take-off					RL & RCLM	RL or CL	Adequate Vis Ref	
❶ HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM DAY	RL or CL NIGHT	DAY	NIGHT	DAY	NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R/V400m		R/V500m	NA

❶ R75m with approved lateral guidance system or HUD/HUDLS.

CHANGES: OFZ added.

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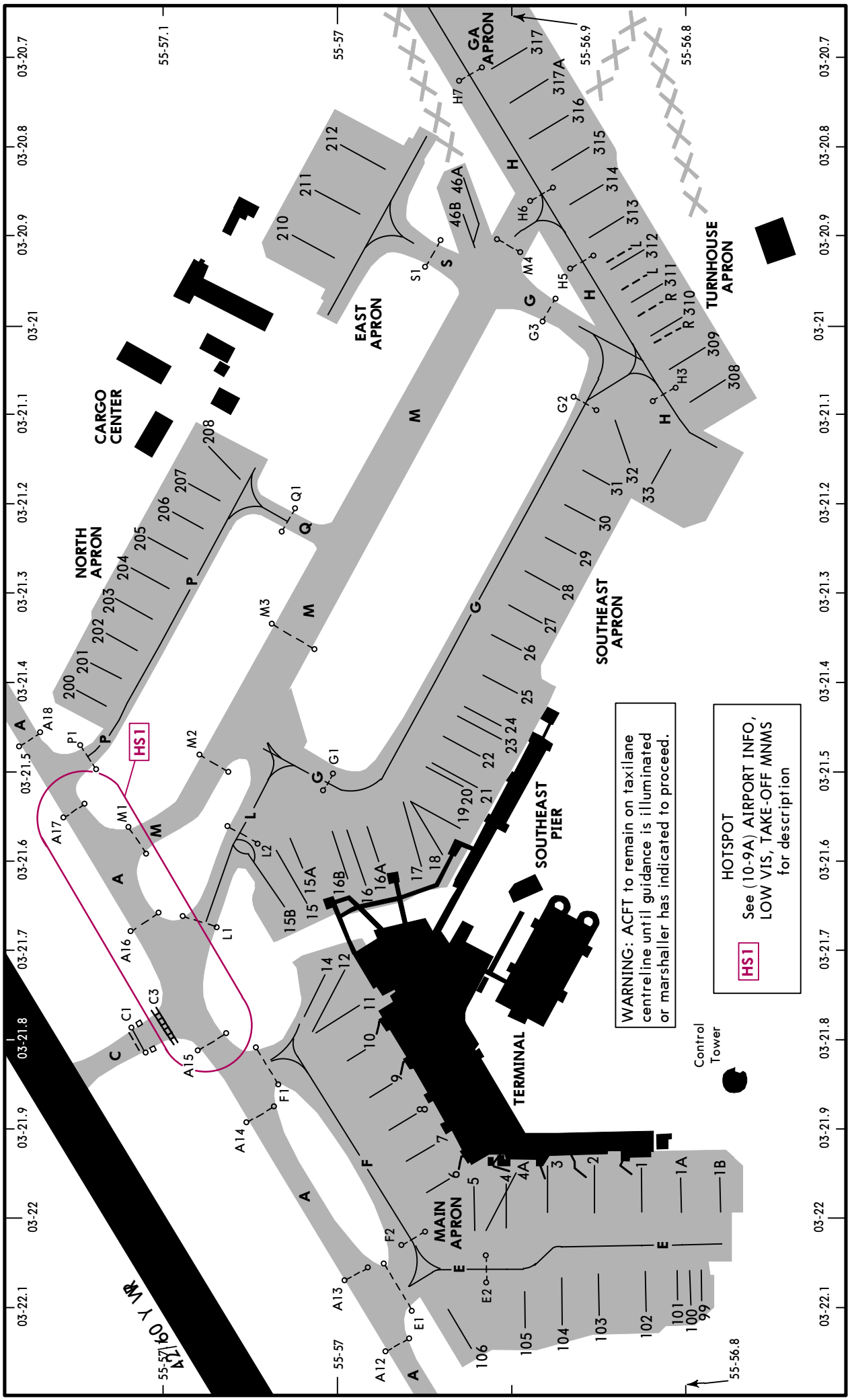
EGPH/EDI

JEPPESEN

23 JAN 26 (10-9B)

EDINBURGH, UK

EDINBURGH



CHANGES: Holding positions, parking stands.

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 1A	N55 56.8 W003 22.0	99 thru 104	N55 56.8 W003 22.1
1B	N55 56.7 W003 22.0	105	N55 56.9 W003 22.1
2	N55 56.8 W003 21.9	106	N55 56.9 W003 22.2
3	N55 56.9 W003 22.0	200	N55 57.2 W003 21.4
4 thru 6	N55 56.9 W003 22.0	201	N55 57.1 W003 21.4
7, 8	N55 56.9 W003 21.9	202 thru 204	N55 57.1 W003 21.3
9	N55 56.9 W003 21.8	205 thru 207	N55 57.1 W003 21.2
10 thru 11	N55 57.0 W003 21.8	208	N55 57.1 W003 21.1
12, 14	N55 57.0 W003 21.7	210	N55 57.0 W003 20.9
15A	N55 57.0 W003 21.6	211, 212	N55 57.0 W003 20.8
15, 15B	N55 57.0 W003 21.7	308	N55 56.7 W003 21.1
16 thru 16B	N55 57.0 W003 21.6	309 thru 311R	N55 56.8 W003 21.0
17 thru 19	N55 56.9 W003 21.6	311 thru 313	N55 56.8 W003 20.9
20 thru 24	N55 56.9 W003 21.5	314 thru 316	N55 56.8 W003 20.8
25, 26	N55 56.9 W003 21.4	317, 317A	N55 56.9 W003 20.7
27	N55 56.9 W003 21.3		
28, 29	N55 56.8 W003 21.3		
30 thru 33	N55 56.8 W003 21.2		
46A	N55 56.9 W003 20.8		
46B	N55 56.9 W003 20.9		

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COPTER

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
06	CAT 2 ILS DME	RA 98' 210' (100')	R300m
	ILS DME	310' (200')	R500m / R1000m
	❶ LOC DME	590' (480')	R1000m / R1000m
	❷ LOC DME	780' (670')	R1000m / R1000m
	❶ NDB DME	690' (580')	R1000m / R1000m
	❷ NDB DME	760' (650')	R1000m / R1000m
24	CAT 2 ILS DME	RA 106' 200' (100')	R300m
	ILS DME	300' (200')	R500m / R1000m
	LOC DME	550' (450')	R1000m / R1000m
	❶ NDB DME	600' (500')	R1000m / R1000m
	❷ NDB DME	650' (550')	R1000m / R1000m

❶ With DME.
❷ W/o DME.

CIRCLE-TO-LAND	MDA(H)	VIS
	780' (668')	V1000m

TAKE-OFF RWY 06, 24

❸ LVP must be in Force			
RL or FATO lights & RCLM & RVR info	RL or FATO lights & RCLM	Nil Facilities DAY	Nil Facilities NIGHT
R150m	R200m	❹R250m	R/V800m

❸ Without LVP R/V400m are stipulated.
❹ Or rejected take-off distance whichever is the greater.

CHANGES: Rwy 06 LOC DME W/o DME, Rwy 24 LOC DME and circling minimums.

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EGPH/EDI EDINBURGH

JEPPESEN 23 MAY 25 (11-1)

EDINBURGH, UK
❶ NDB ILS DME Rwy 06

BRIEFING STRIP ™

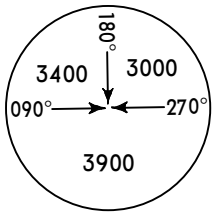
ATIS	EDINBURGH Approach (R)	EDINBURGH Tower	*Ground (By ATC)
131.355	121.205	118.705	121.755 121.980

LOC IVG	Final Apch Crs	Lctr	DA(H)	Apt Elev 112′
*108.9	060°	1630′ (1520′)	310′ (200′)	Rwy 110′

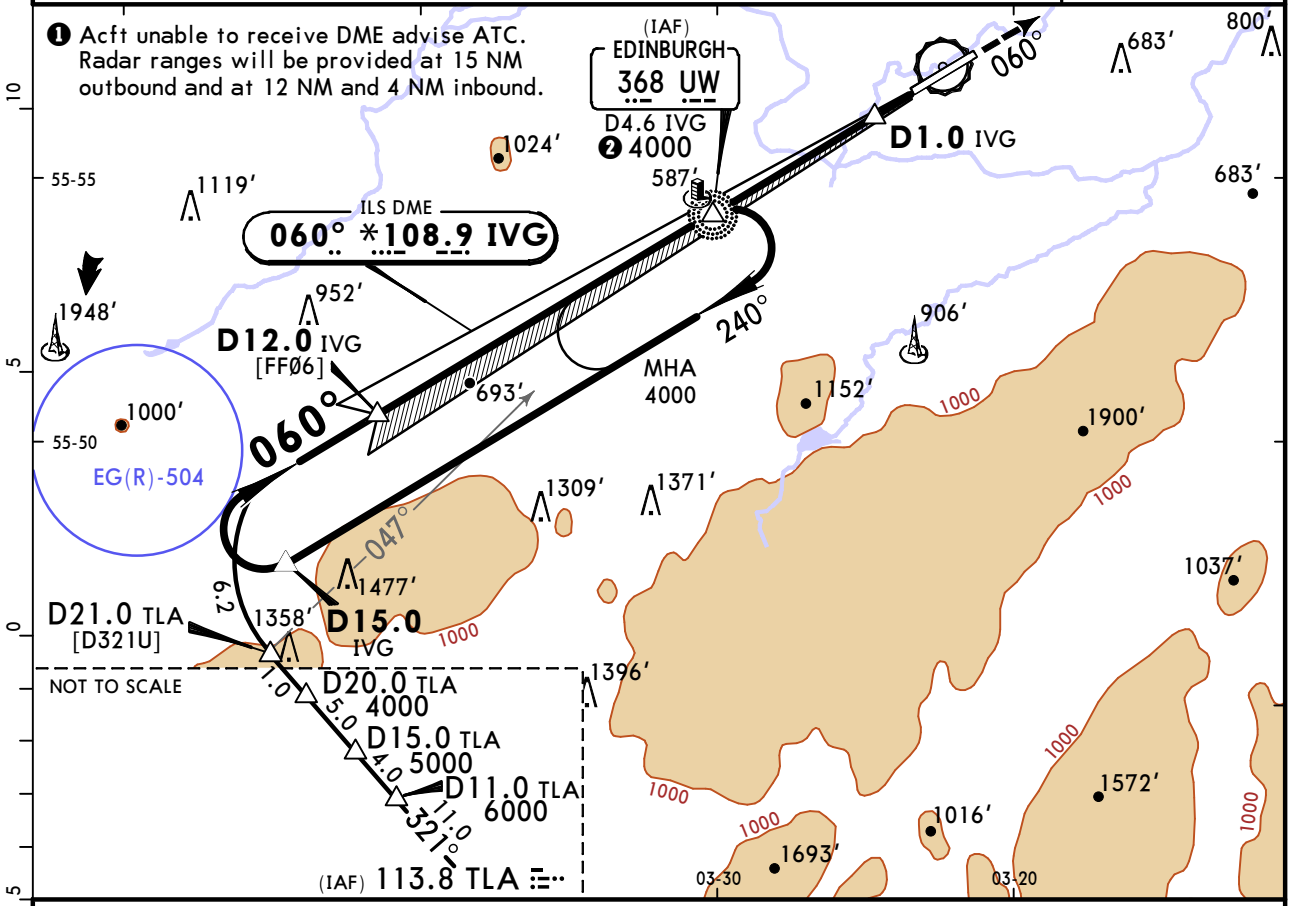
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 3000′, then turn LEFT to Lctr at 4000′.

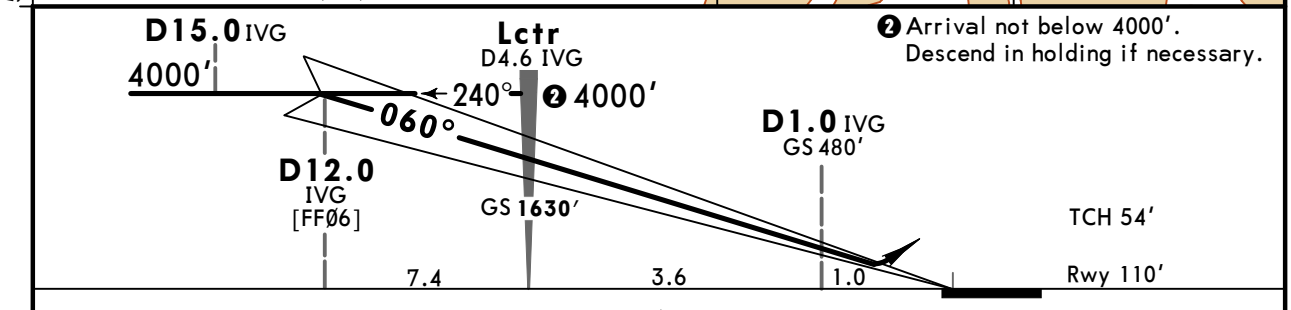
Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: By ATC | Trans alt: 6000′

1. Either ILS DME or Radar required for racetrack. 2. Direct arrival not avbl without VOR DME TLA and ILS DME. 3. ILS DME reads zero at rwy 06 threshold. 4. Procedure restricted to MAX 210 KT.



MSA UW Lctr





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

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI 3000′

PANS OPS

Std/State STRAIGHT-IN LANDING

ILS

DA(H) 310′ (200′)

	TDZ or CL out	ALS out
A B C D	R550m	❶R550m	R1200m

CIRCLE-TO-LAND

Max Kts	North of Rwy 06/24 MDA(H)	MDA(H)
100	780′ (668′) V1500m	780′ (668′) V1500m
135	830′ (718′) V1600m	980′ (868′) V1600m
180	1150′ (1038′) V2400m	1470′ (1358′) V2400m
205	1210′ (1098′) V3600m	2020′ (1908′) V3600m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Apt elev, new AOM, circling minimums.

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EGPH/EDI EDINBURGH

JEPPESEN

23 MAY 25

EDINBURGH, UK

11-1A CAT II/III NDB ILS DME Rwy 06

ATIS	EDINBURGH Approach (R)	EDINBURGH Tower	*Ground (By ATC)
131.355	121.205	118.705	121.755 121.980

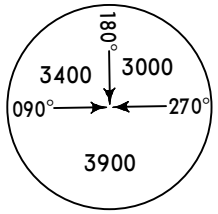
BRIEFING STRIP

LOC IVG	Final Apch Crs	Lctr	CAT IIIB, IIIA & II ILS	Apt Elev 112′
*108.9	060°	1630′ (1520′)	Refer to Minimums	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 and return to Lctr at 4000′.

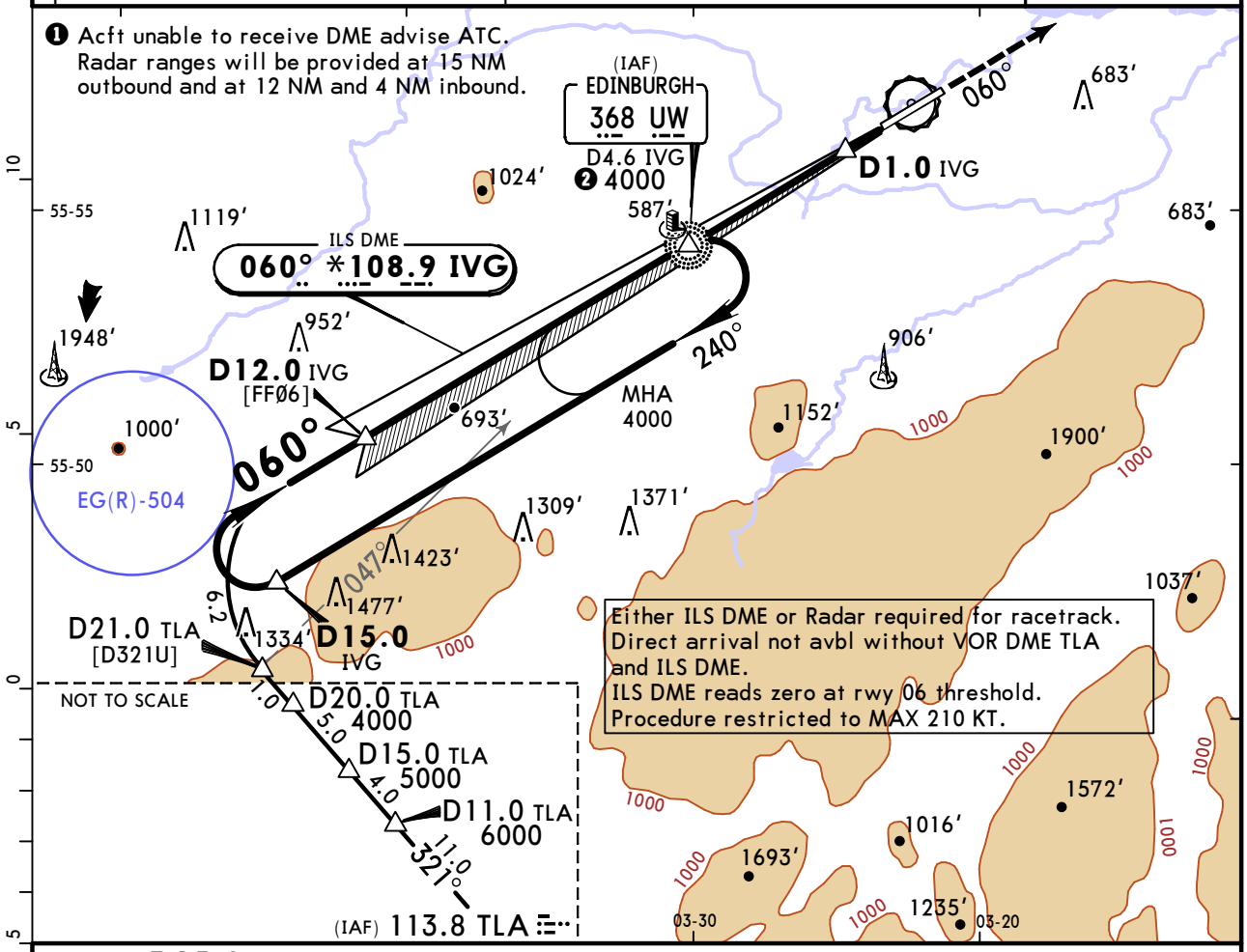
Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: By ATC | Trans alt: 6000′

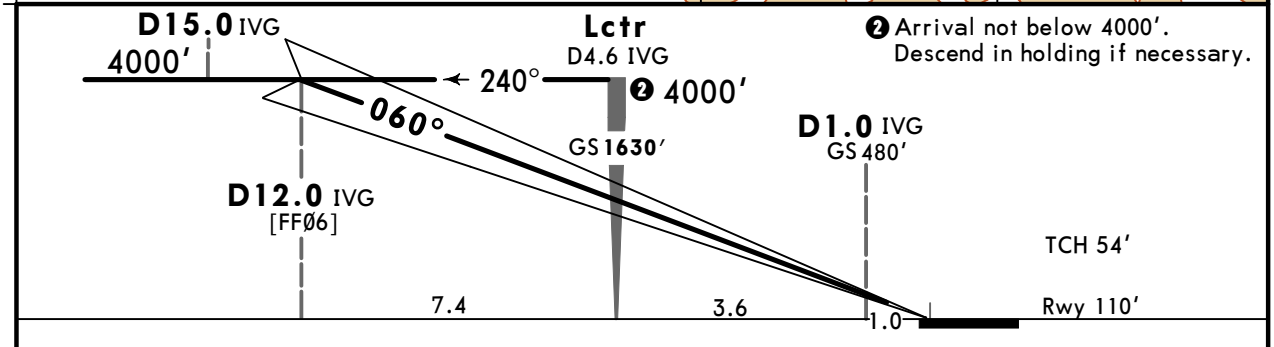
Special Aircrew and Acft Certification Required.



MSA UW Lctr

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





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI
3000′

Std/State STRAIGHT-IN LANDING

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50′	RA 98′ DA(H) 210′ (100′)
R75m	R200m	❶ R300m

PANS OPS

❶ CAT D without autoland: R350m.

CHANGES: Apt Elev, New AOM.

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EGPH/EDI EDINBURGH

JEPPESEN

23 MAY 25 (11-2)

EDINBURGH, UK

❶ NDB LOC DME Rwy 06

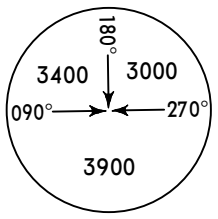
ATIS	EDINBURGH Approach (R)	EDINBURGH Tower	*Ground (By ATC)
131.355	121.205	118.705	121.755 121.980

LOC IVG	Final Apch Crs	D12.0 IVG	DA/MDA(H) (CONDITIONAL)	Apt Elev 112'
*108.9	060°	4000' (3890')	590' (480')	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'.

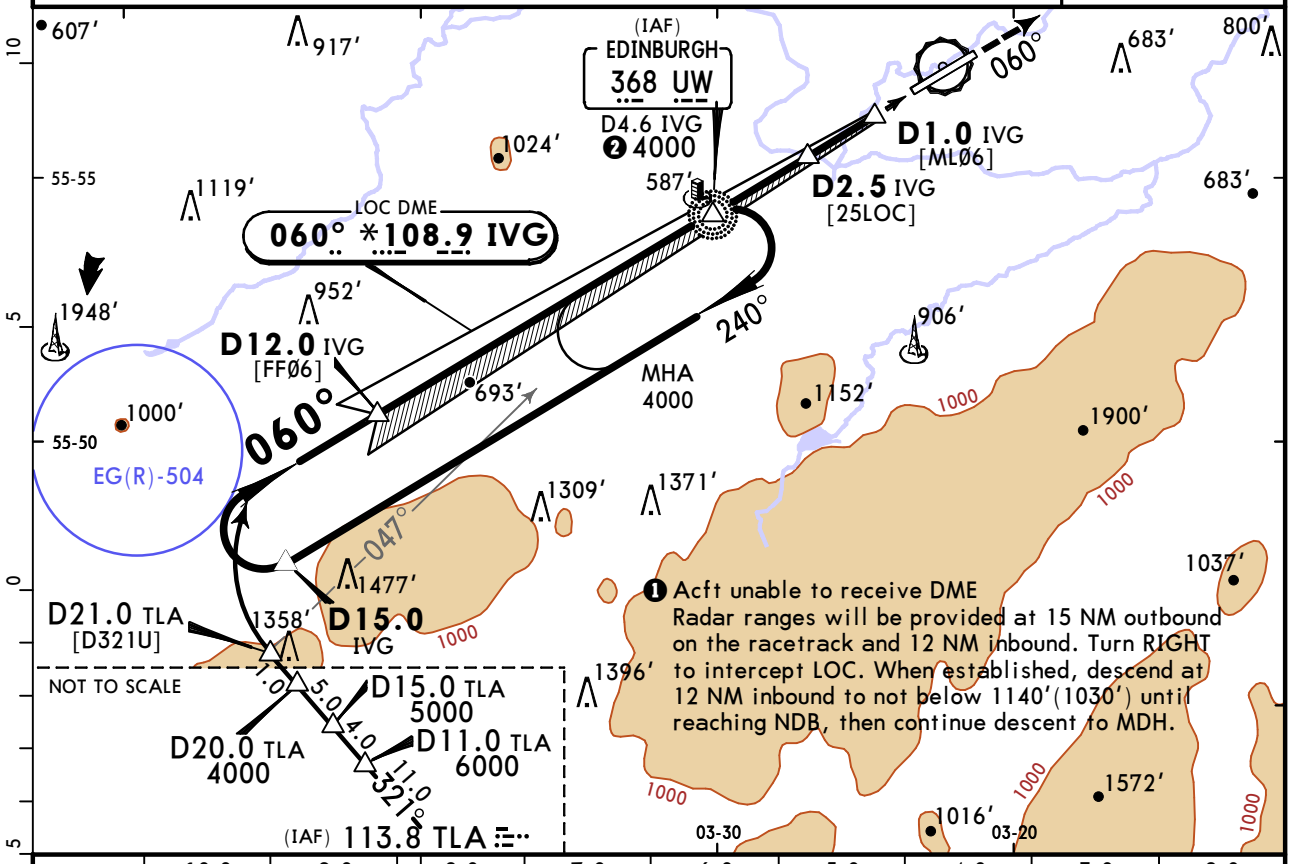
Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: By ATC	Trans alt: 6000'

1. Either LOC DME or Radar required for racetrack. 2. LOC DME reads zero at rwy 06 threshold. 3. Direct arrival not avbl without VOR DME TLA and LOC DME.
4. Procedure restricted to MAX 210 KT.

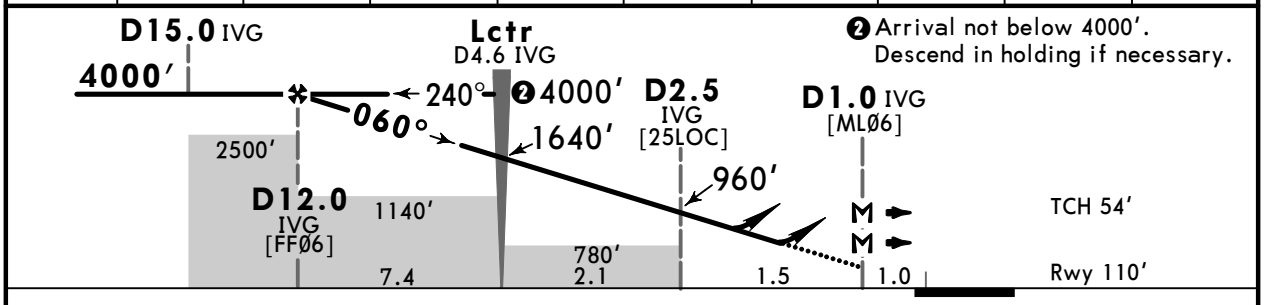


MSA UW Lctr

BRIEFING STRIP ™



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'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
with DME: MAP at D1.0 IVG							
w/o DME: Lctr to MAP	3.6	3:05	2:24	2:10	1:48	1:33	1:21

HIALS-II
PAPI
3000'

Std/State STRAIGHT-IN LANDING

	With DME CDFA ❶ DA/MDA(H) 590'(480') ALS out	W/o DME CDFA ❶ DA/MDA(H) 780'(670') ALS out
A	R1500m	R1500m
B		
C	R1500m	R2200m
D		R2400m

CIRCLE-TO-LAND

Max Kts	North of Rwy 06/24 MDA(H)	MDA(H)
100	780' (668') V1500m	780' (668') V1500m
135	830' (718') V1600m	980' (868') V1600m
180	1150'(1038') V2400m	1470'(1358') V2400m
205	1210'(1098') V3600m	2020'(1908') V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Apt Elev, SMA, minimums, new AOM.

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EGPH/EDI EDINBURGH

JEPPESEN

23 MAY 25 (11-3)

EDINBURGH, UK

❶ NDB ILS DME Rwy 24

ATIS	EDINBURGH Approach (R)	EDINBURGH Tower	*Ground (By ATC)
131.355	121.205	118.705	121.755 121.980

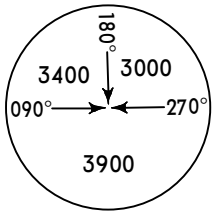
BRIEFING STRIP ™

LOC ITH	Final Apch Crs	D4.0 ITH	DA(H)	Apt Elev 112′
*108.9	240°	1420′ (1320′)	300′ (200′)	Rwy 100′

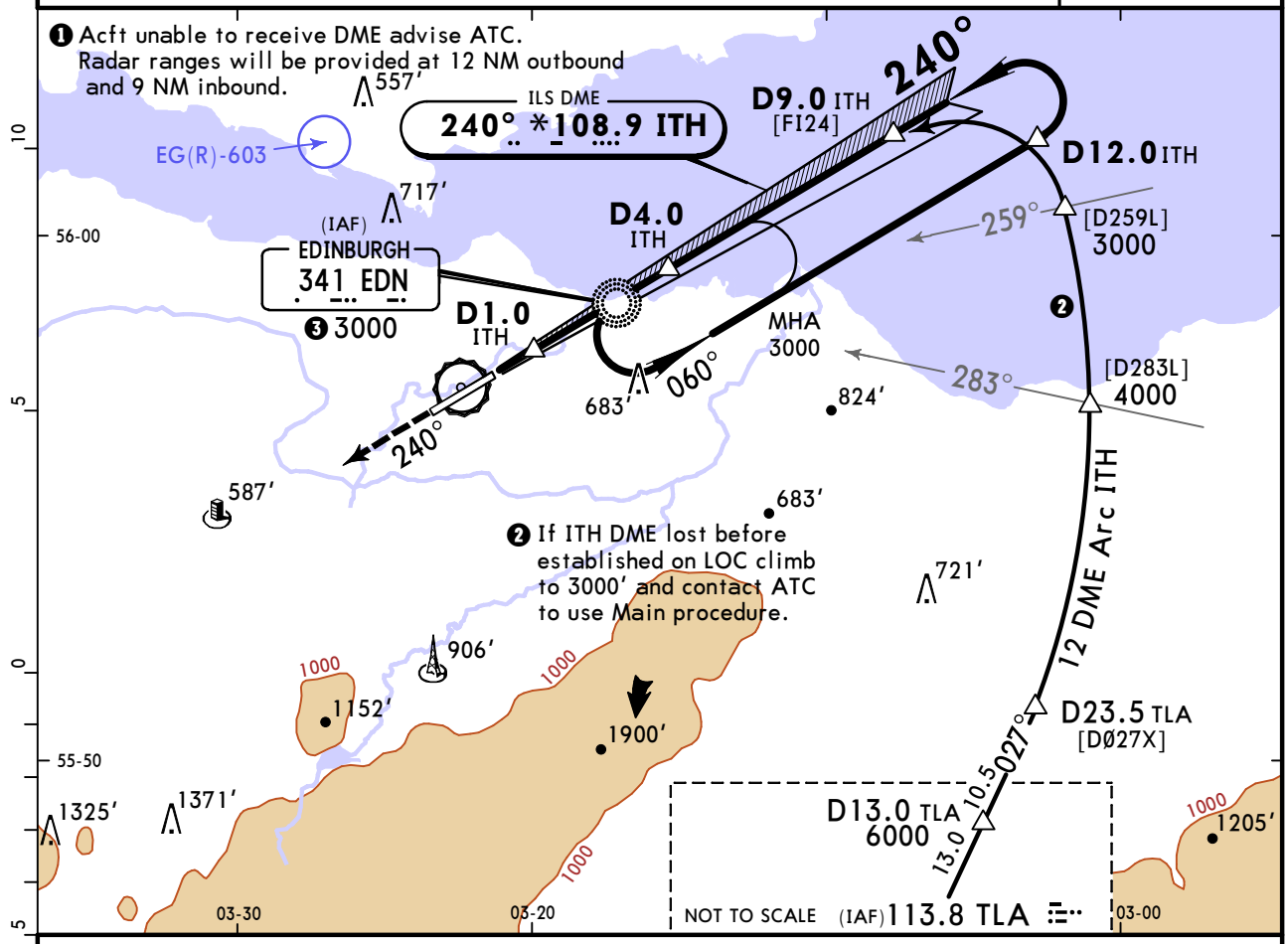
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 3000′, then turn RIGHT to Lctr at 3000′.

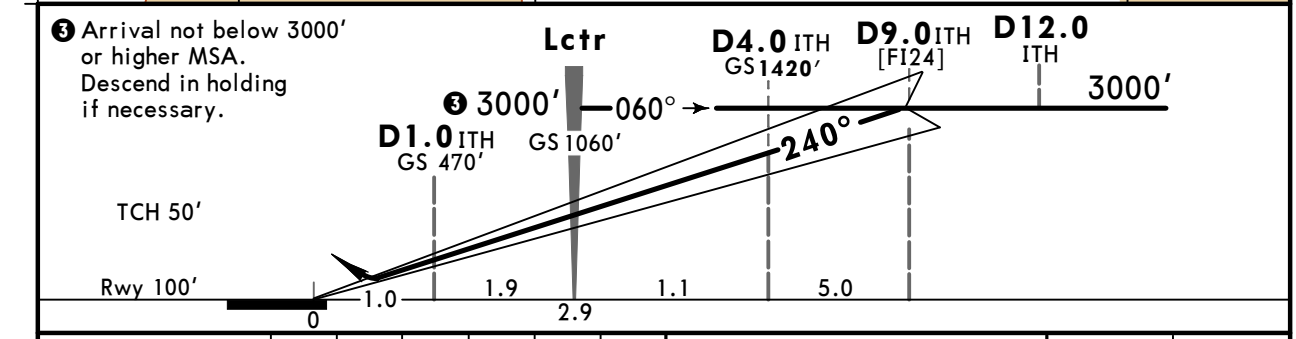
Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: By ATC | Trans alt: 6000′

1. Either ILS DME or Radar required for racetrack. 2. Direct arrival not avbl without VOR DME TLA and ILS DME. 3. ILS DME reads zero at rwy 24 threshold. 4. Procedure restricted to MAX 210 KT.



MSA EDN Lctr





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI
3000′

PANS OPS

Std/State STRAIGHT-IN LANDING

ILS

DA(H) **300′** (200′)

	TDZ or CL out	ALS out
A, B, C, D	R550m	❶R550m	R1200m

CIRCLE-TO-LAND

Max Kts	North of Rwy 06/24 MDA(H)	MDA(H)
100	780′ (668′) V1500m	780′ (668′) V1500m
135	830′ (718′) V1600m	980′ (868′) V1600m
180	1150′ (1038′) V2400m	1470′ (1358′) V2400m
205	1210′ (1098′) V3600m	2020′ (1908′) V3600m

❶R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Apt Elev, new AOM, circling minimums.

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EGPH/EDI EDINBURGH

JEPPESEN

23 MAY 25

11-3A

EDINBURGH, UK

CAT II/III NDB ILS DME Rwy 24

ATIS	EDINBURGH Approach (R)	EDINBURGH Tower	*Ground
131.355	121.205	118.705	121.755 121.980 (By ATC)

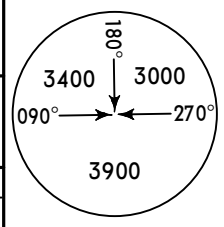
BRIEFING STRIP

LOC ITH	Final Apch Crs	D4.0 ITH	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 112′ Rwy 100′
*108.9	240°	1420′ (1320′)		

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′.

Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: By ATC	Trans alt: 6000′

1. Special Aircrew and Acft Certification Required. 2. Either ILS DME or Radar required for racetrack. 3. Direct arrival not avbl without VOR DME TLA and ILS DME. 4. ILS DME reads zero at rwy 24 threshold. 5. Procedure restricted to MAX 210 KT.



MSA EDN Lctr

❶ Acft unable to receive DME advise ATC. Radar ranges will be provided at 12 NM outbound and 9 NM inbound.

EG(R)-603

ILS DME
240° *108.9 ITH

D9.0 ITH [FI24]

240°

D12.0 ITH

259° [D259L] 3000

D4.0 ITH

717′ (IAF) EDINBURGH 341 EDN

❸ 3000

D1.0 ITH

MHA 3000

060°

683′

824′

283° [D283L] 4000

240°

587′

683′

❷ If ITH DME lost before established on LOC climb to 3000′ and contact ATC to use Main procedure.

721′

906′

1000

1152′

1900′

12 DME Arc ITH

D23.5 TLA [DØ27X]

027°

NOT TO SCALE

D13.0 TLA 6000

10.5

13.0

1037′

1558′

1325′

1371′

1296′

03-30

03-20

03-00

56-00

55-50

10

5

0

5

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

Lctr

❸ 3000′

060°

D4.0 ITH GS 1420′

D12.0 ITH 3000′

D1.0 ITH GS 470′

GS 1060′

240°

D9.0 ITH [FI24]

TCH 50′

Rwy 100′

1.0 1.9 1.1 5.0

0 2.9

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II PAPI

3000′

Std/State

STRAIGHT-IN LANDING

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50′	RA 106′ DA(H) 200′ (100′)
R75m	R200m	❶ R300m

❶ CAT D without autoland: R350m.

PANS OPS

CHANGES: Apt Elev, new AOM.

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EGPH/EDI EDINBURGH

JEPPESEN

23 MAY 25 (11-4)

EDINBURGH, UK

❶ NDB LOC DME Rwy 24

BRIEFING STRIP ™

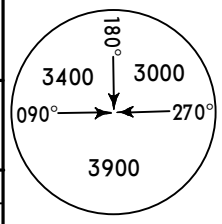
ATIS	EDINBURGH Approach (R)	EDINBURGH Tower	*Ground (By ATC)
131.355	121.205	118.705	121.755 121.980

LOC ITH	Final Apch Crs	D9.0 ITH	DA/MDA(H)	Apt Elev 112′
*108.9	240°	3000′ (2900′)	550′ (450′)	Rwy 100′

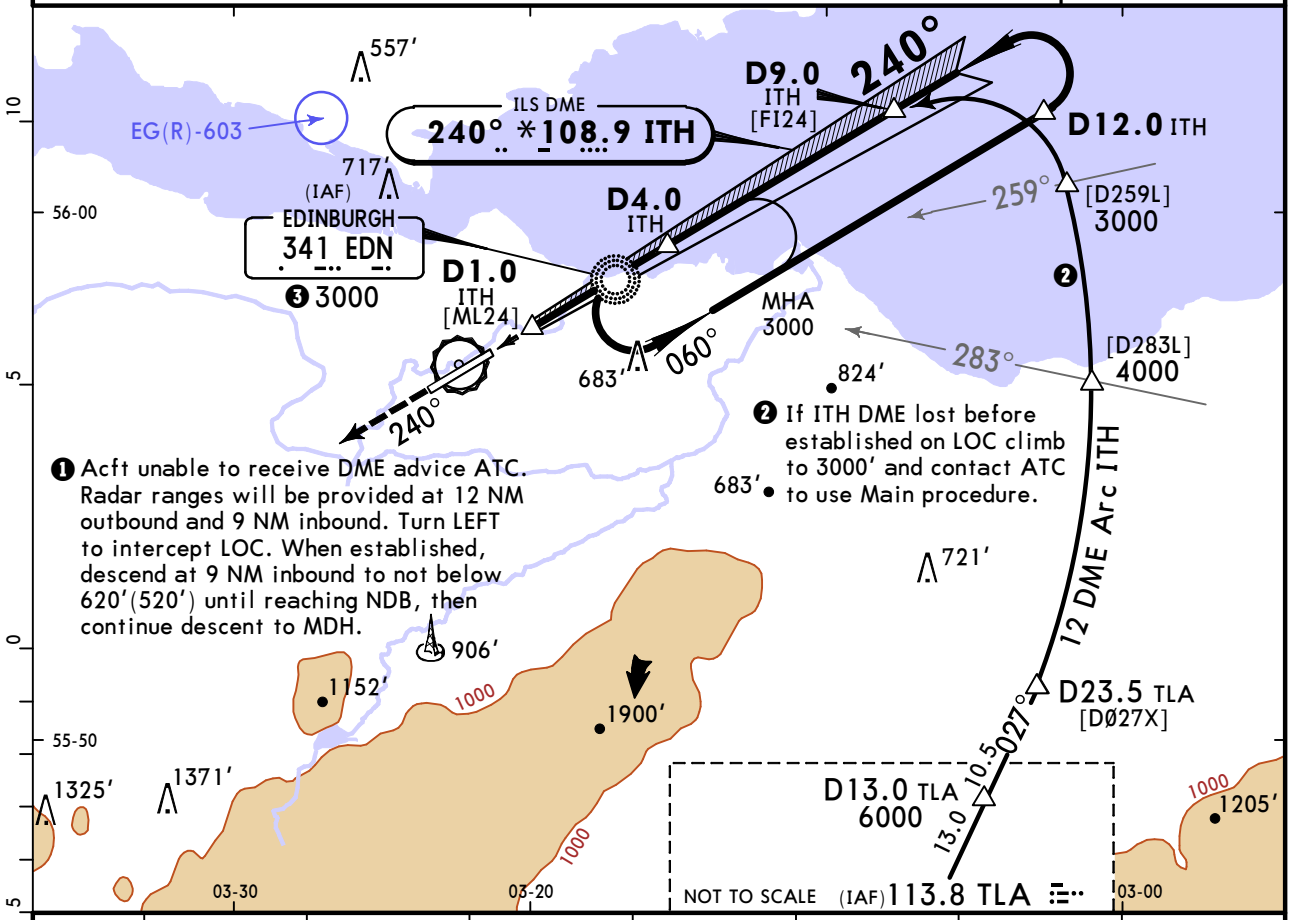
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 3000′, then turn RIGHT to Lctr at 3000′.

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: By ATC | Trans alt: 6000′

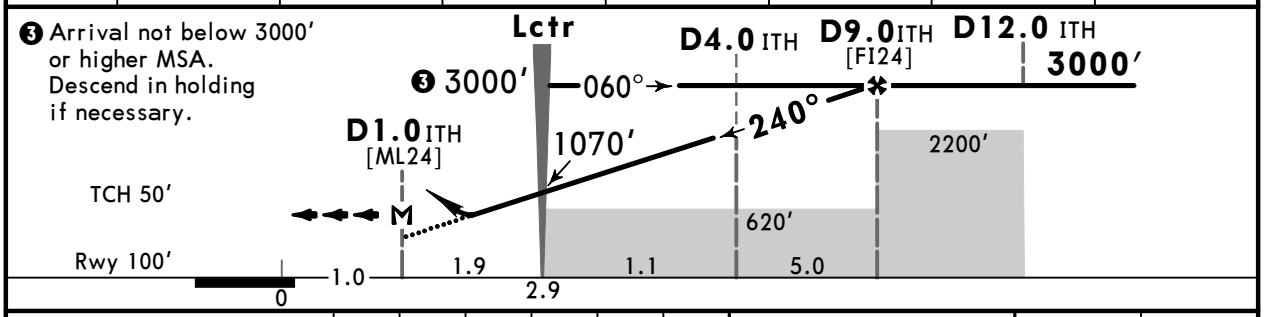
1. Either LOC DME or Radar required for racetrack. 2. LOC DME reads zero at rwy 24 threshold. 3. Direct arrival not avbl without VOR DME TLA and LOC DME. 4. Procedure restricted to MAX 210 KT.



MSA EDN Lctr



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
Descent Angle	3.00°	372	478	531	637	743	849
with DME: MAP at D1.0 ITH							
w/o DME: Lctr to MAP	1.9	1:38	1:16	1:08	0:57	0:49	0:43

HIALS-II
PAPI
3000′

PANS OPS

Std/State STRAIGHT-IN LANDING

CDFA
❶ DA/MDA(H) 550′ (450′)

		ALS out
A	R1400m	R1500m
B		
C		R2100m
D		

CIRCLE-TO-LAND

North of Rwy 06/24

Max Kts	MDA(H)	MDA(H)
100	780′ (668′) V1500m	780′ (668′) V1500m
135	830′ (718′) V1600m	980′ (868′) V1600m
180	1150′ (1038′) V2400m	1470′ (1358′) V2400m
205	1210′ (1098′) V3600m	2020′ (1908′) V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Apt elev, minimums, new AOM.

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EGPH/EDI EDINBURGH

JEPPESEN

30 JAN 26 (16-1)

EDINBURGH, UK
❶ NDB DME Rwy 06

ATIS	EDINBURGH Approach (R)	EDINBURGH Tower	*Ground (By ATC)
131.355	121.205	118.705	121.755 121.980

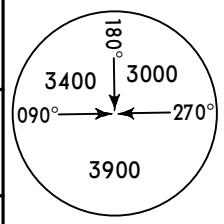
BRIEFING STRIP ™

Lctr UW	Final Apch Crs	Lctr	DA/MDA(H) (CONDITIONAL)	Apt Elev 112′
368	060°	1630′ (1520′)	690′ (580′)	Rwy 110′

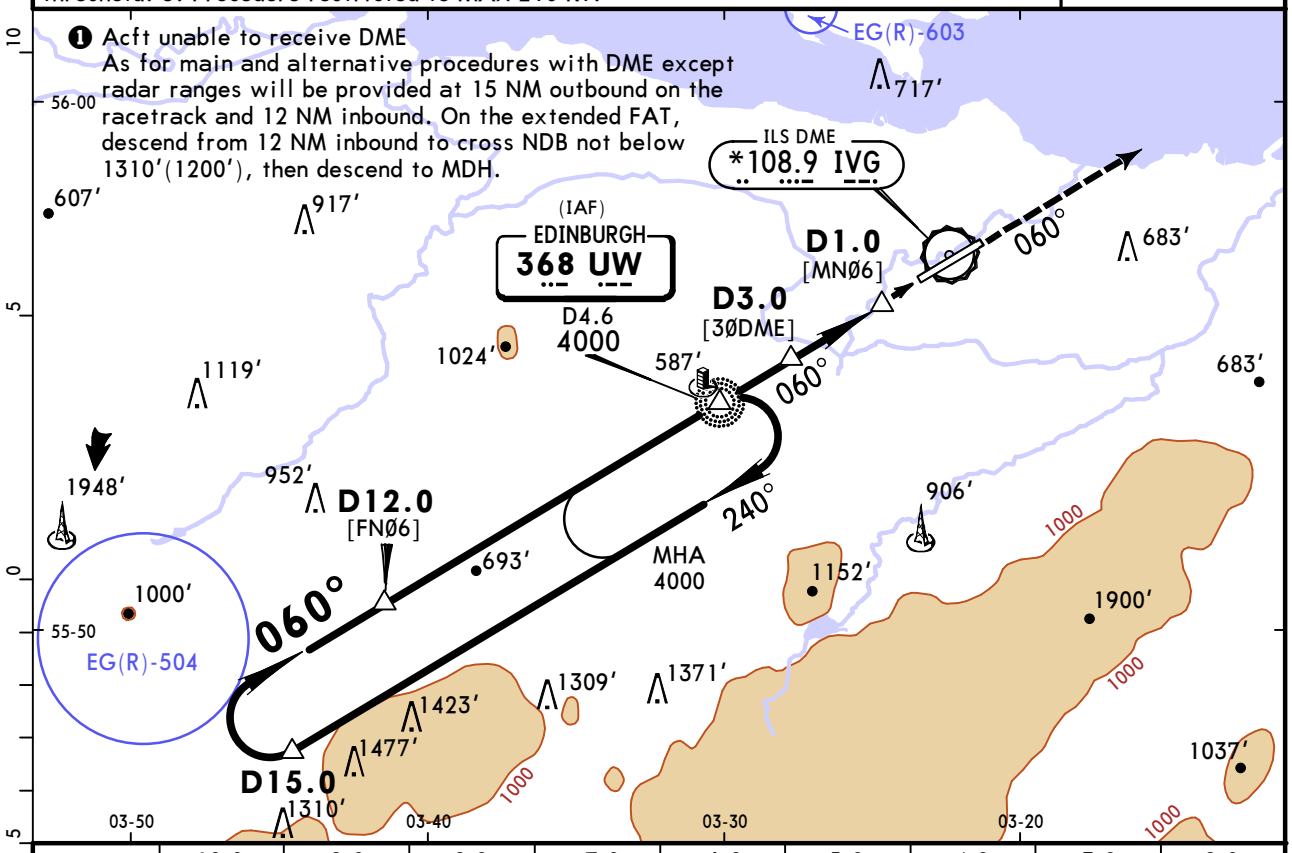
MISSED APCH: Climb on 060° from UW Lctr to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb on 060° from UW Lctr to 3000′, then turn LEFT to Lctr at 4000′.

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: By ATC | Trans alt: 6000′

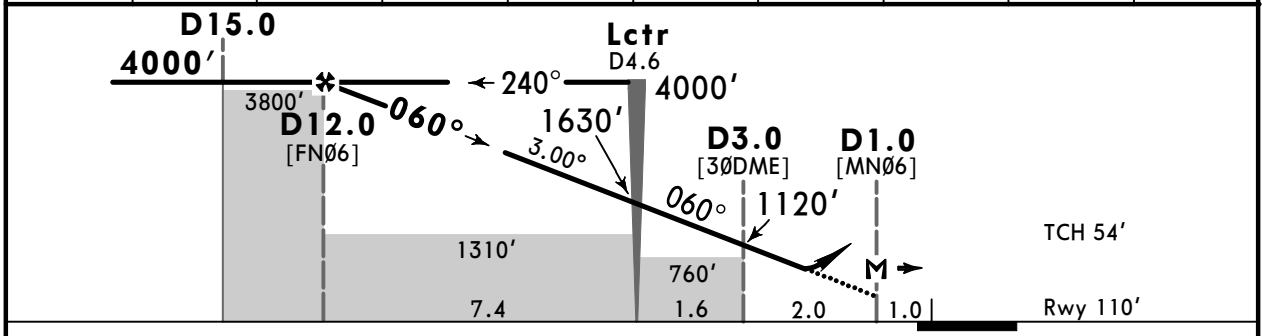
1. Either ILS DME or Radar required for racetrack. 2. ILS DME reads zero at rwy 06 threshold. 3. Procedure restricted to MAX 210 KT.



MSA UW Lctr



IVG DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3360′	3040′	2720′	2400′	2080′	1760′	1440′	1120′	800′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
with DME: MAP at D1.0							
w/o DME: Lctr to MAP	3.6	3:05	2:24	2:10	1:48	1:33	1:21

HIALS-II
PAPI
3000′

PANS OPS

Std/State STRAIGHT-IN LANDING

	With DME CDFA ❶ DA/MDA(H) 690′ (580′)		W/o DME CDFA ❶ DA/MDA(H) 760′ (650′)	
		ALS out		ALS out
A	R1500m		R1500m	
B				
C	R1900m	R2400m	R2300m	R2400m
D				

CIRCLE-TO-LAND

Max Kts	North of Rwy 06/24 MDA(H)		MDA(H)	
100	780′ (668′)	V1500m	780′ (668′)	V1500m
135	830′ (718′)	V1600m	980′ (868′)	V1600m
180	1150′ (1038′)	V2400m	1470′ (1358′)	V2400m
205	1210′ (1098′)	V3600m	2020′ (1908′)	V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: None.

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EGPH/EDI EDINBURGH

JEPPESEN

30 JAN 26 (16-2)

EDINBURGH, UK
❶ NDB DME Rwy 24

ATIS	EDINBURGH Approach (R)	EDINBURGH Tower	*Ground
131.355	121.205	118.705	121.755 121.980 (By ATC)

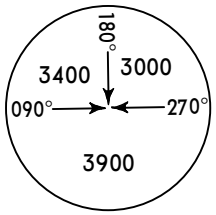
BRIEFING STRIP ™

Lctr EDN	Final Apch Crs	D9.0	DA/MDA(H) (CONDITIONAL)	Apt Elev 112′
341	240°	3000′ (2900′)	600′ (500′)	Rwy 100′

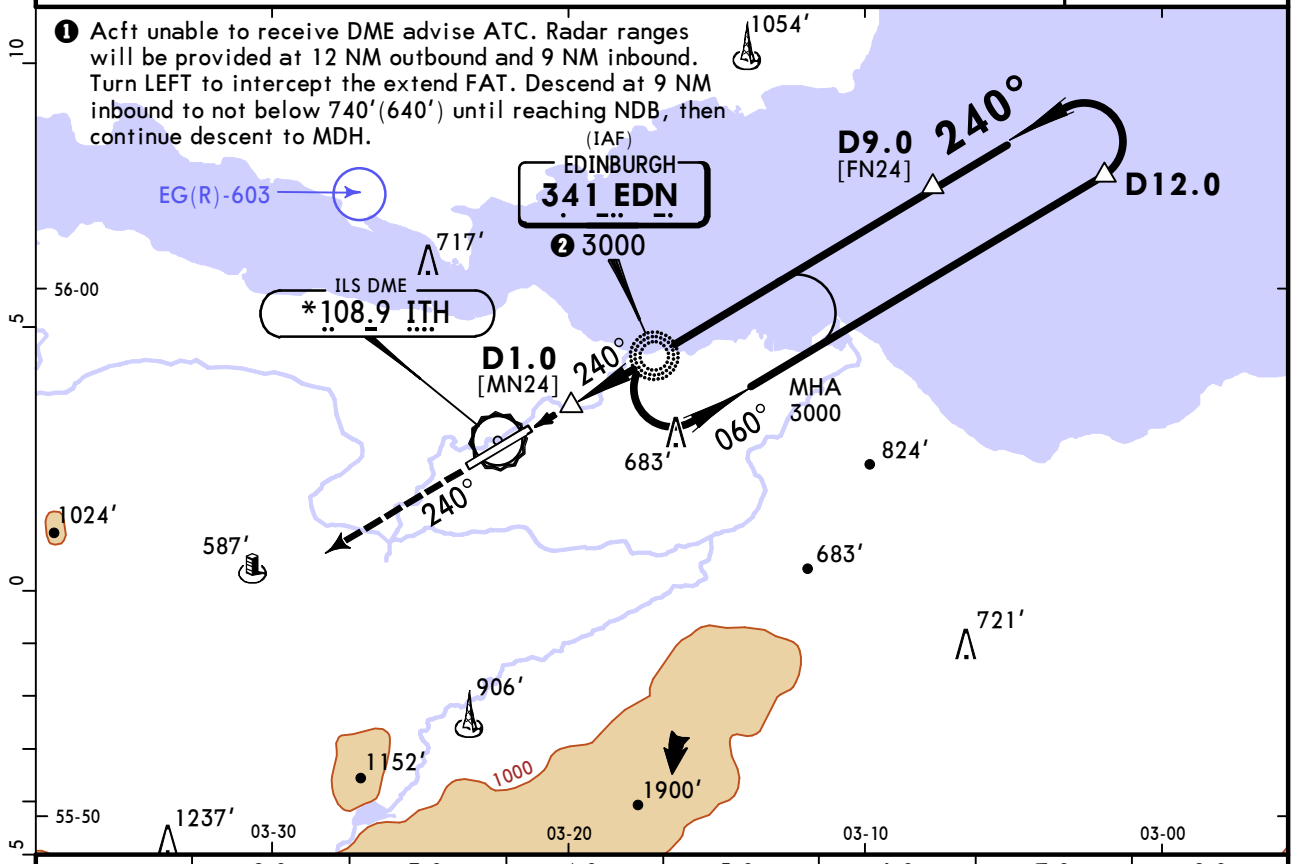
MISSED APCH: Climb on 240° from EDN Lctr to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb on 240° from EDN Lctr to 3000′, then turn RIGHT to Lctr at 3000′.

Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: By ATC	Trans alt: 6000′

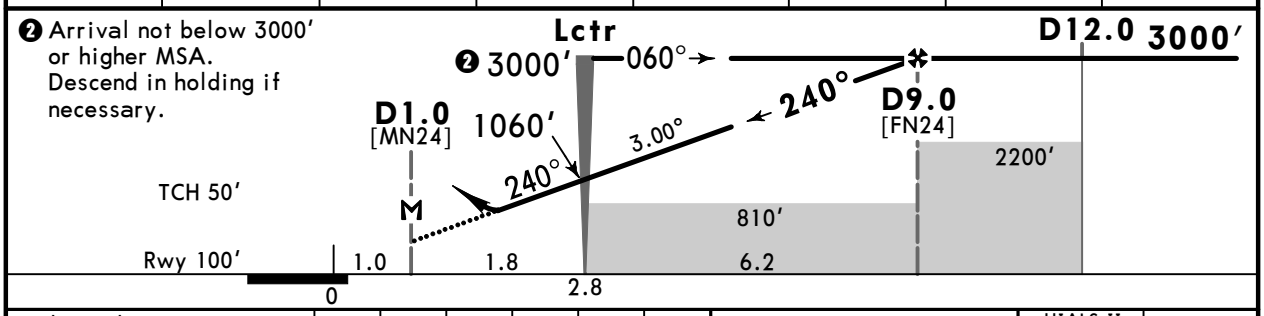
1. WARNING: Final apch track does not intercept the extended Rwy centerline and passes 459′/140m South of rwy threshold. 2. Either ILS DME or Radar required for racetrack. 3. ILS DME reads zero at rwy 24 threshold. 4. Procedure restricted to MAX 210 KT.



MSA EDN Lctr



ITH DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	780′	1100′	1420′	1730′	2050′	2370′	2680′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
with DME: MAP at D1.0							
w/o DME: Lctr to MAP	1.8	1:33	1:12	1:05	0:54	0:46	0:40

HIALS-II
PAPI
3000′

PANS OPS

Std/State — STRAIGHT-IN LANDING

	With DME CDFA ❶ DA/MDA(H) 600′ (500′) ALS out	W/o DME CDFA ❶ DA/MDA(H) 650′ (550′) ALS out
A	R1500m	R1500m
B		
C	R1500m	R1800m
D	R2300m	R2400m

CIRCLE-TO-LAND

Max Kts	North of Rwy 06/24 MDA(H)	MDA(H)
100	780′ (668′) V1500m	780′ (668′) V1500m
135	830′ (718′) V1600m	980′ (868′) V1600m
180	1150′ (1038′) V2400m	1470′ (1358′) V2400m
205	1210′ (1098′) V3600m	2020′ (1908′) V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: SMA between D9.0 and Lctr increased to 810′.

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Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

EDINBURGH, (EDINBURGH - EGPH)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EGPH

Type: Terminal
Effectivity: Temporary
Begin Date: 20260416
End Date: 20260514

(10-9A) AIRPORT INFO, LOW VIS, TAKE-OFF MNMS - LED lights note added to HIALS-II on Rwy 06 and Rwy 24. The revised chart will be published in revision 17 APR 26.

Type: Terminal
Effectivity: Temporary
Begin Date: 20260402
End Date: 20260416

(10-8A) TWY CLOSURES (TEMP) - Chart withdrawn.

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

RWY 06 and RWY 24 are approved for CAT III operations according to current UK Regulation (EU) No. 965/2012 with an RVR not below 75m. The CAT IIIB and CAT IIIA classification and related minimums as depicted on current Jeppesen chart shall be ignored.

Type: Terminal
Effectivity: Temporary
Begin Date: 20250529
End Date: Until Further Notice

(10-9) AIRPORT, (10-9A1) TAXI RESTRICTIONS CODE E ACFT - Steel plate in place on Taxiway A, 33m East of A8.

Chart Change Notices for Country GBR

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

(STARs) Do not commence descent without ATC clearance. STAR level restrictions are for descent planning purposes only. Based on SUP 045-22.