

## INSTRUMENT APPROACH CHART - ICAO

EDINBURGH

NDB/DME

RWY 06

(ACFT CAT A,B,C,D)

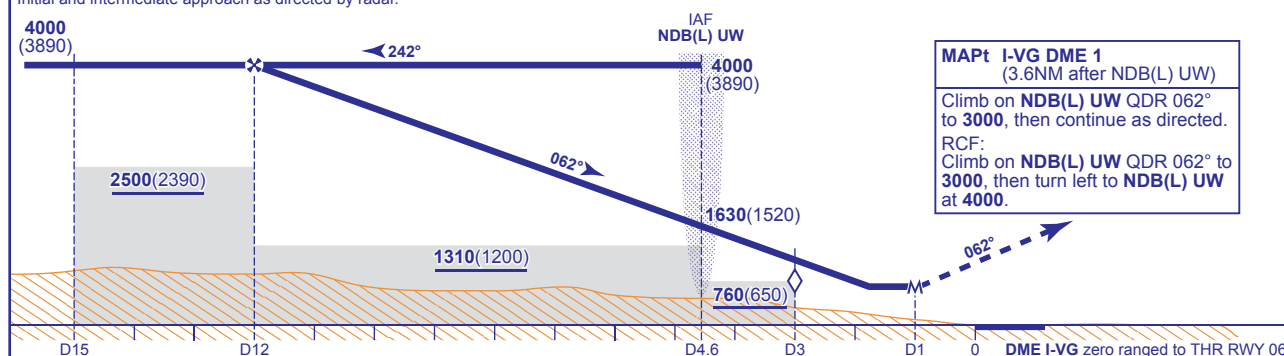
|  |                      |                       |                                                       |                                    |
|--|----------------------|-----------------------|-------------------------------------------------------|------------------------------------|
|  | APP 121.200          | EDINBURGH APPROACH    | AD ELEVATION 136                                      | TRANSITION ALTITUDE<br><b>6000</b> |
|  | TWR 118.700          | EDINBURGH TOWER       | THR ELEVATION 110                                     |                                    |
|  | 121.750              | EDINBURGH GROUND      | OBSTACLE ELEVATION<br>1558 AMSL<br>(1448) (ABOVE THR) |                                    |
|  | RAD 121.200, 128.975 | EDINBURGH RADAR       | BEARINGS ARE MAGNETIC                                 |                                    |
|  | ATIS 131.350         | EDINBURGH INFORMATION |                                                       |                                    |



## RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

| DME I-VG | 10         | 9          | 8          | 7          | 6          | 5          | 4          | 3 (SDF)    | 2        |
|----------|------------|------------|------------|------------|------------|------------|------------|------------|----------|
| ALT(HGT) | 3360(3250) | 3040(2930) | 2720(2610) | 2400(2290) | 2080(1970) | 1760(1650) | 1440(1330) | 1120(1010) | 800(690) |

Initial and intermediate approach as directed by radar.



| Aircraft Category     |                       | A        | B        | C          | D          | Rate of descent      | G/S KT  | 160  | 140  | 120  | 100  | 80   |
|-----------------------|-----------------------|----------|----------|------------|------------|----------------------|---------|------|------|------|------|------|
| OCA<br>(OCH)          | WITH DME              | 690(580) | 690(580) | 690(580)   | 690(580)   |                      | FT/MIN  | 850  | 750  | 640  | 530  | 430  |
|                       | NO DME                | 760(650) | 760(650) | 760(650)   | 760(650)   | NDB(L) UW<br>to MAPt | MIN:SEC | 1:21 | 1:32 | 1:48 | 2:10 | 2:42 |
| VM(C)OCA<br>(OCH AAL) | Total Area            | 780(644) | 980(844) | 1470(1334) | 2020(1884) |                      |         |      |      |      |      |      |
|                       | North of<br>RWY 06/24 | 680(544) | 820(684) | 920(784)   | 1120(984)  |                      |         |      |      |      |      |      |

## AIRCRAFT UNABLE TO RECEIVE DME I-VG

As for main and alternative procedures with DME except radar ranges will be provided equivalent to D15 outbound on the racetrack procedure and D12 inbound. When established on the extended FAT, descend from equivalent to D12 inbound to cross NDB(L) UW **not below 1310(1200)**, then descend to MDH.

CHANGE (3/14): MAG VAR. OBSTACLES. HELI SITES REMOVED / ADDED. I-VG DME HEIGHT.

AERO INFO DATE 18 DEC 03