EGPH — EDINBURGH

EGPH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPH — EDINBURGH

EGPH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 555700N Long: 0032221W Centre of Runway 06/24.
2	Direction and distance from city	5 nm W of Edinburgh.
3	Elevation / Reference temperature	136 ft / 16 C
4	Geoid undulation at AD ELEV PSN	173 FT
5	Magnetic Variation/ Annual Change	2.38°W (2017) / 0.17°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	EDINBURGH AIRPORT LTD (EAL). Post: Edinburgh Airport, Edinburgh, Lothian EH12 9DN Phone: 0870-040 0007 (EAL) Phone: 0131-344 3139 (Airfield Operations) Phone: 0131-333 6216 (ATIS) Phone: 0131-333 6239 (ATC Watch Manager) Phone: 0131-333 6206 (ATC Administration) Fax: 0131-333 6231 (ATC) Fax: 0131-333 3159 (Airfield Operations)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All telephone calls to ATC will be recorded.

EGPH AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and Immigration	H24
3	Health and sanitation	
4	AIS Briefing Office	Terminal Building H24. Business Aviation Centre H24.
5	ATS Reporting Office (ARO)	As AIS Briefing Office.
6	MET Briefing Office	As AIS Briefing Office.
7	Air Traffic Service	H24 See also AD 2.18.
8	Fuelling	0530-2300 - Outside these hours by prior arrangement with handling agent.
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	AD use subject to limitation refer to AD 2.20 item 1 and to AD 2.21.

EGPH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Full - at cargo centre situated behind the north and south cargo aprons.
2	Fuel and oil types	AVTUR JET A-1 (anti-icing additive not included) AVGAS 100LL. Mobile Jet 2 (from Signature Flight on request). Aeroshell W80, W100
3	Fuelling facilities/capacity	Pentland Aviation, Signature Flight Support by fuel bowser. De-fuelling facilities subject to arrangement with fuel company.
4	De-icing facilities	By arrangement with handling agent.
5	Hangar space for visiting aircraft	Limited.
6	Repair facilities for visiting aircraft	Limited.
7	Remarks	Oxygen and related servicing limited, by arrangement with local companies. All operators, including Executive and Private General Aviation, must make prior arrangements with a handling agent for ground handling of all

EGPH AD 2.4 HANDLING SERVICES AND FACILITIES (continued)

		flights. Due to limited parking space all aircraft are PPR with their handling agent. GA handling facilities are provided by: Signature Flight Support: Tel: 0131-317 7447. Fax: 0131-317 7484. SITA: EDIECXH AFTN: EGPHXHAE

EGPH AD 2.5 PASSENGER FACILITIES

1	Hotels	1 Hotel on airport others in the vicinity.
2	Restaurants	Restaurant, buffet and bars.
3	Transportation	Buses, Taxis and car hire. Nearest railway station, Edinburgh (Gyle) 2 miles.
4	Medical facilities	Limited first aid treatment available. Tel: 0131-344 3295.
5	Bank and Post Office	Cash dispensers in terminal building. Nearest Post Office 2 miles.
6	Tourist Office	In terminal building; 0800-2200. Tel: 0131-344 3125, Fax: 0131-355 3576.
7	Remarks	

EGPH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A8
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Contact 0131-344 3139/3239 (H24). Light aircraft only.
4	Remarks	Aircraft operators are required to have prior arrangements in place for any required removal of disabled aircraft. **RFF Category A8** (H24). **Category A9** by arrangement.

EGPH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Latest information from Aerodrome operator Tel: 0131-344 3139/3239.

EGPH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	TERMINAL STANDS Surface: Concrete. PCN 72/R/C/W/T NORTH CARGO APRON PCN 31/F/C/X/T Surface: Block Paving. SOUTH CARGO APRON Surface: Concrete. PCN 79/R/D/W/T CENTRE APRONS PCN 9/F/D/Y/T Surface: Block Paving.
2	Taxiway width, surface and strength	Taxiway 06/24: 46 m. Surface: Asphalt. PCN 87/R/C/W/T Taxiway 12/30: 46 m. Surface: Asphalt. PCN 31/F/C/X/T Taxiway ALPHA A8-A16: 23 m. Surface: Asphalt. PCN 70/F/A/W/T

EGPH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA (continued)

		Taxiway ALPHA V+W LOOPS: 21 m. Surface: Concrete. PCN 120/R/C/W/T Taxiway ECHO: 36 m. Surface: Concrete. PCN 72/R/C/W/T Taxiway FOXTROT: 36 m. Surface: Concrete. PCN 72/R/C/W/T Taxiway GOLF: 36 m. Surface: Concrete. PCN 90/R/D/W/T Taxiway HOTEL: 36 m. Surface: Concrete. PCN 90/R/D/W/T Taxiway LIMA: 23 m. Surface: Asphalt. PCN 31/F/C/X/T Taxiway MIKE: 23 m. Surface: Asphalt. PCN 37/F/A/W/T Taxiway PAPA: 21 m. Surface: Asphalt. PCN 82/R/D/W/T Taxiway QUEBEC: 18 m. Surface: Asphalt. PCN 31/F/C/X/T Taxiway SIERRA: 36 m. Surface: Concrete. PCN 79/R/D/W/T Taxiway UNIFORM: 15 m. Surface: Asphalt. PCN 31/F/C/X/T Taxiway A1-A8 AND A16-D1: 23 m. Surface: Concrete. PCN 120/R/C/W/T
3	Altimeter checkpoint location and elevation	Passenger Terminal Stands 97 FT North Cargo Apron 103 FT
4	VOR checkpoints	
5	INS checkpoints	Aircraft Ground Movement/Parking/Docking Chart.
6	Remarks	

EGPH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Nose-in parking in operation on all aprons. All nose-in stands have stand number, yellow centre-line 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 Stands 9A, 17, 19, 21, 23, 50-54, 99, 101 and 209.
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** : Runway designation, runway centre-line and threshold markings on all runways. Touchdown zone and fixed distance markings on Runways 06/24 and 12/30. Runway edge markings and displaced threshold arrows on Runway 06/24 only. **Taxiway marking aid(s):** A1-A8 AND A16-D1 **Taxiway light(s):** : Green centre-line lighting with blue edge lights on sharp curves, red stop bars at holding points. Exits from Runway 06/24 have alternate green/yellow centre-line lights to the CAT II/III stop bars. Runway Guard lights on accesses to Runways 06/24 and 12/30.
3	Stop bars	Illuminated red stop bars are provided where appropriate.
4	Remarks	There is a vehicle crossing point on Runway 12/30 on Block 29. The crossing is controlled by ATC via Red/Green traffic lights. Aircrew are to note that the Stand Entry Guidance (SEG) on all SEG equipped stands is activated by an apron level timer device operated by airline/handling agent staff. **Pilots should not turn off the taxilane centre-line unless the Stand Entry Guidance is illuminated or a marshaller has signalled clearance to proceed.** On stand taxi speed should not exceed 5 kt. All operators must ensure that their engineering staff and/or handling agents have suitable, serviceable equipment on station to push and/or tow aircraft which they might operate. Obstacle markings and snow edge markings are provided where necessary.

EGPH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS (continued)

		Four wind direction indicators, two illuminated serving Runway 06/24; one illuminated windsock at the 30 threshold serving 12/30 and one non illuminated windsock beside the 'T' Taxiway. If an aircraft has been repositioned to face out on any stand, it must be either repositioned to nose-in on stand or towed out to the taxiway centre-line **before** starting engines.

EGPH AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
06/APPROACH 24/TAKE-OFF	Crash Gate	555627.29N 0032349.65W	122.08 ft		No	
06/APPROACH 24/TAKE-OFF	Tree	555622.47N 0032358.24W	166.86 ft		No	
06/APPROACH 24/TAKE-OFF	Tree	555511.07N 0032704.06W	344.91 ft		No	
12/APPROACH 30/TAKE-OFF	Tree	555756.36N 0032337.27W	261.81 ft		No	
12/APPROACH 30/TAKE-OFF	CCTV Mast	555716.67N 0032157.28W	120.14 ft		No	
12/APPROACH 30/TAKE-OFF	Tree	555715.80N 0032200.24W	158.86 ft		No	
24/APPROACH 06/TAKE-OFF	Tree	555748.97N 0032009.97W	193.99 ft		No	
24/APPROACH 06/TAKE-OFF	Tree	555738.98N 0032035.50W	154.62 ft		No	
24/APPROACH 06/TAKE-OFF	Power Pole	555729.42N 0032105.48W	128.48 ft		No	
30/APPROACH 12/TAKE-OFF	Tree	555630.95N 0031925.05W	191.01 ft		No	
30/APPROACH 12/TAKE-OFF	Crash Gate	555629.30N 0031931.11W	181.63 ft		No	
30/APPROACH 12/TAKE-OFF	Perimeter Fence	555626.63N 0031943.02W	167.85 ft		No	

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
	Forth Road Bridge	555949.11N 0032416.27W	517.45 ft		Yes	
	Tree	555817.41N 0032451.25W	447.47 ft		No	
	Tree	555655.43N 0031718.15W	332.21 ft		No	

EGPH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	ABERDEEN.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	ABERDEEN. 24 hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self-briefing/Telephone.

EGPH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED (continued)

6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs and METARs. English.
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	
9	ATS units provided with information	EDINBURGH.
10	Additional information (limitation of service, etc.)	

EGPH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
06	058.85°	2556 x 46 m	RWY surface: Asphalt, grooved. PCN 87/R/C/W/T	555641.99N 0032313.90W 174 ft	THR 110 ft
24	238.88°	2556 x 46 m	RWY surface: Asphalt, grooved. PCN 87/R/C/W/T	555717.66N 0032128.66W 173 ft	THR 100 ft
12	118.63°	1797 x 46 m	RWY surface: Asphalt, grooved. PCN 31/F/C/X/T	555704.69N 0032133.94W 173 ft	THR 99 ft
30	298.65°	1797 x 46 m	RWY surface: Asphalt, grooved. PCN 31/F/C/X/T	555637.78N 0032006.08W 173 ft	THR 134 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
					RWY 06 Runways 06 and 24 thresholds both inset 213 m. Paved shoulders extend 8 m beyond each side of runway.
					RWY 24 Runways 06 and 24 thresholds both inset 213 m. Paved shoulders extend 8 m beyond each side of runway.
					RWY 12
					RWY 30

EGPH AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
06	2556 m	2616 m	2616 m	2344 m	
24	2553 m	3002 m	2614 m	2347 m	447 m of clearway declared within TODA.
06	1889 m	1950 m	1950 m		Take-off from intersection with Hold Bravo 1.
24	1889 m	2336 m	1950 m		Take-off from intersection with Hold Charlie 1.
12	1797 m	1901 m	1797 m	1797 m	

EGPH AD 2.13 DECLARED DISTANCES (continued)

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
30	1797 m	1983 m	1797 m	1737 m	
30	1000 m	1185 m	1000 m		Take-off from intersection with Hold Uniform 1.

EGPH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	870 m Light intensity high.	Green with Green wingbars HI	PAPI Left/3° 56 ft	White HI 914 m	Colour coded centre-line 15 m spacing	Bi-directional edge 46 m gauge	Red.	Red 60 m beyond runway end lights	**Approach Lighting:** Coded centre-line with five crossbars Supplementary lighting inner 300 m Runway 06 approach lighting: First barrette of ALS removed. **PAPI dist from THR:** 425 m from displaced threshold.
24	914 m Light intensity high.	Green with Green wingbars HI	PAPI Left/3° 59 ft	White HI 914 m	Colour coded centre-line 15 m spacing	Bi-directional edge 46 m gauge	Red.	Red 60m beyond Runway End Lights	**Approach Lighting:** Coded centre-line with five crossbars Supplementary lighting inner 300 m. **PAPI dist from THR:** 380 m from displaced threshold.
12	427 m Light intensity high.	Green with Green wingbars HI	PAPI Left/3° 47 ft			Elev HI bi-directional with LI omni-directional component	Red.		**Approach Lighting:** Coded centre-line with one crossbar **PAPI dist from THR:** 270 m RWY edge lighting 55 m gauge is located on the grass surface 15 ft from the runway edge. End lights elevated at southern end.
30	630 m Light intensity high.	Green with Green wingbars HI	PAPI Left/3.5° 49 ft			Elev HI bi-directional with LI omni-directional component	Red.		**Approach Lighting:** Coded centre-line with four crossbars **PAPI dist from THR:** 305 m RWY edge lighting 55 m gauge is located on the grass surface 15 ft from the runway edge. End lights elevated at southern end.

EGPH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 555652.26N 0032256.90W - 555715.15N 0032149.45W
3	TWY edge and centre line lighting	Taxiway: . Centre line. All taxiways are equipped with green centre-line lighting. All aircraft stand taxiways, with the exception of Taxiway Uniform which has blue edge lighting supplemented with reflective green centre-line studs, are equipped with green centre-line lighting.
4	Secondary power supply/switch-over time	Yes.
5	Remarks	Apron floodlighting for all apron areas. Obstacle lighting.

EGPH AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	TLOF HELIPAD 1: 555656.84N 0032042.79W
2	TLOF and/ or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking	TLOF HELIPAD 1:
4	True bearing of FATO	
5	Declared distance available	
6	Approach and FATO lighting	
7	Remarks	A helicopter aiming point is marked on Runway 12/30 at the intersection with Taxiway Uniform. Runway thresholds (06 and 24 only) may also be used, at the discretion of ATC, as aiming points. 3 helicopter pads are located on Block 46. 2 pads can accommodate helicopter up to and including EC.225 type and 1 pad can accommodate up to and including S.92 type. Helicopter operators are reminded that **PPR** is required for all operations (AD 2.20 refers). Hover taxi required between helicopter aiming point and helicopter pad parking.

1	Coordinates TLOF or THR of FATO Geoid undulation	TLOF HELIPAD 2: 555657.10N 0032041.49W
2	TLOF and/ or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking	TLOF HELIPAD 2:
4	True bearing of FATO	
5	Declared distance available	
6	Approach and FATO lighting	
7	Remarks	A helicopter aiming point is marked on Runway 12/30 at the intersection with Taxiway Uniform. Runway thresholds (06 and 24 only) may also be used, at the discretion of ATC, as aiming points. 3 helicopter pads are located on Block 46. 2 pads can accommodate helicopter up to and including EC.225 type and 1 pad can accommodate up to and including S.92 type. Helicopter operators are reminded that **PPR** is required for all operations (AD 2.20 refers). Hover taxi required between helicopter aiming point and helicopter pad parking.

1	Coordinates TLOF or THR of FATO Geoid undulation	TLOF HELIPAD 3: 555657.35N 0032039.79W
2	TLOF and/ or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking	TLOF HELIPAD 3:
4	True bearing of FATO	
5	Declared distance available	
6	Approach and FATO lighting	
7	Remarks	A helicopter aiming point is marked on Runway 12/30 at the intersection with Taxiway Uniform. Runway thresholds (06 and 24 only) may also be used, at the discretion of ATC, as aiming points. 3 helicopter pads are located on Block 46. 2

EGPH AD 2.16 HELICOPTER LANDING AREA (continued)

		pads can accommodate helicopter up to and including EC.225 type and 1 pad can accommodate up to and including S.92 type. Helicopter operators are reminded that **PPR** is required for all operations (AD 2.20 refers). Hover taxi required between helicopter aiming point and helicopter pad parking.

EGPH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
EDINBURGH CTR A circle, 10 nm radius centred at 555700N 0032221W	Upper limit: 6000 ft ALT Lower limit: SFC	D	EDINBURGH APPROACH English	6000 ft	
EDINBURGH CTA 1 555916N 0033941W - thence anti-clockwise by the arc of a circle radius 10 nm centered on 555700N 0032221W to 554851N 0033235W - 554349N 0034715W - 554806N 0035411W - 555417N 0035413W - 555916N 0033941W	Upper limit: 6000 ft ALT Lower limit: 2500 ft ALT	D	EDINBURGH APPROACH English	6000 ft	
EDINBURGH CTA 2 560700N 0032221W - 560700N 0025608W - 560008N 0024849W - 555442N 0030503W - thence anti-clockwise by the arc of a circle radius 10 nm centered on 555700N 0032221W to 560700N 0032221W	Upper limit: 6000 ft ALT Lower limit: 2500 ft ALT	D	EDINBURGH APPROACH English	6000 ft	
EDINBURGH CTA 3 560700N 0034855W - 560700N 0032221W - thence anti-clockwise by the arc of a circle radius 10 nm centered on 555700N 0032221W to 555916N 0033941W - 555417N 0035413W - 555724N 0035417W - 560700N 0034855W	Upper limit: 6000 ft ALT Lower limit: 3500 ft ALT	D	EDINBURGH APPROACH English	6000 ft	
EDINBURGH CTA 4 560008N 0024849W - 554125N 0025510W - 554125N 0034324W - 554349N 0034715W - 554851N 0033235W - thence anti-clockwise by the arc of a circle radius 10 nm centered on 555700N 0032221W to 555442N 0030503W - 560008N 0024849W	Upper limit: 6000 ft ALT Lower limit: 3500 ft ALT	D	EDINBURGH APPROACH English	6000 ft	
EDINBURGH ATZ A circle, 2.5 nm radius centred at 555700N 0032221W on longest notified runway (06/24)	Upper limit: 2000 ft Lower limit: SFC	D	EDINBURGH APPROACH English	6000 ft	

EGPH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	EDINBURGH APPROACH	121.200 MHz Also a CTR Channel. DOC 40 nm/10,000 ft.	H24	ATZ hours coincident with Approach hours. **VDF** **555639.82N 0032252.81W** VDF can be changed to 118.700 or 121.500 MHz O/R.
TWR	EDINBURGH TOWER	118.700 MHz DOC 25 nm/10,000 ft.	H24	**VDF** **555639.82N 0032252.81W** VDF can be changed to 118.700 or 121.500 MHz O/R.
	EDINBURGH TOWER	121.500 MHz	O/R	
	EDINBURGH GROUND	121.750 MHz	Winter: Mon-Fri 0600-2200; Sat, Sun 0630-2200. Summer: Mon-Fri 0500-2100; Sat, Sun 0530-2100.	
RAD	EDINBURGH RADAR	121.200 MHz DOC 40 nm/10,000 ft.	H24 Subject to NOTAM	**VDF** **555639.82N 0032252.81W** VDF can be changed to 118.700 or 121.500 MHz O/R.
	EDINBURGH RADAR	128.975 MHz DOC 40 nm/10,000 ft. As directed by ATC.	H24 Subject to NOTAM	
ATIS	EDINBURGH INFORMATION	131.350 MHz DOC 60 nm/20,000 ft.	H24	Also available by telephone: 0131-333 6216.
Other	EDINBURGH FIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGPH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS III 2.38°W (2017)	IVG	108.900 MHz	HO	555725.60N 0032105.20W		(RWY 06) The Localiser is not to be used below 3000 ft agl outside 17 nm.
ILS/GP	IVG	329.300 MHz	HO	555652.47N 0032259.34W		3° ILS Ref Datum Hgt 54 ft. Certified for extended range to 15 nm. Not for use below 2200 ft at this range. May not maintain full scale fly up indications when left of localiser centre-line and below glidepath.
ILS III 2.38°W (2017)	ITH	108.900 MHz	HO	555629.19N 0032351.62W		(RWY 24) The Localiser is not to be used below 3000 ft agl outside 17 nm.
ILS/GP	ITH	329.300 MHz	HO	555716.65N 0032148.94W		3° ILS Ref Datum Hgt 50 ft. Certified for extended range to 15 nm. Not for use below 2200 ft at this range.
DME	IVG	26X 108.900 MHz	HO	555706.23N 0032222.77W	123 ft	I VG (RWY 06) On AD. DME freq paired with ILS I VG and I TH.

EGPH AD 2.19 RADIO NAVIGATION AND LANDING AIDS (continued)

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
						Zero range is indicated at threshold of Runway 06 and Runway 24.
NDB (L)	UW	368.000 kHz	H24	555418.55N 0033009.04W		Range 25 nm.
NDB (L)	EDN	341.000 kHz	H24	555842.54N 0031707.63W		Range 35 nm.
DME	ITH	26X 108.900 MHz	HO	555706.23N 0032222.77W	123 ft	I TH (RWY 24) On AD. DME freq paired with ILS I VG and I TH. Zero range is indicated at threshold of Runway 06 and Runway 24.

EGPH AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) Use governed by regulations applicable to Edinburgh CTR.

(b) All flights, except General Aviation and Military flights, are subject to the prior approval of the Chief Executive Officer, Edinburgh Airport Ltd (EAL) and prior notification to Airport Coordination Ltd, who act as an agent for the airport. Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 Monday to Friday by e-mail: lonacxh@acl-uk.org; or Tel: +44 (0)161-493 1850, Fax: +44 (0)161-493 1853, or at all other times to EAL Airside Operations on Tel: +44 (0)131-344 3139. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1

(c) Fixed-wing and rotary aircraft using Edinburgh Airport do so in accordance with the Conditions of Use document available on request from Edinburgh Airport Ltd. Tel: +44 (0)844 481 8989 or www.edinburghairport.com/cou

(d) Use by aircraft not able to communicate with ATC by radio is subject to prior permission from ATC.

(e) A handling agent (an EAL licensed airline operator or handling agent based at Edinburgh) is a requirement for all flights including general aviation, cargo, military and helicopter movements. All operators, including executive and private general aviation, must make prior arrangements with a handling agent for the ground handling of all flights. Due to limited parking space all aircraft are PPR with their handling agent.

(f) Pilots of international arriving or departing General Aviation aircraft are responsible for presenting their passengers to the UK Border Agency. Transport to and from the control authority facilities will be provided by the handling agent.

(g) Airline operators are requested to note that stand availability is extremely limited, particularly at night and for large wide-bodied aircraft.

(h) The use of the airport is also subject to the limitations imposed by the night noise limitations.

(i) It is a requirement that every airline using Edinburgh Airport must have local orders compatible with the EAL Emergency Orders. Airlines, General Aviation operators and Flying Clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage and have appropriate arrangements in place before commencing flying operations into the airport. EAL will act as the co-ordinating body throughout the recovery operation and has only very limited equipment which might be used to salvage disabled aircraft.

(j) Aircrew can request ATC departure clearance from EOBT-25. Departing aircraft on first contact with Edinburgh ATC must state aircraft type, stand number and the code letter of the latest ATIS received.

(k) Crews should be in receipt of departure clearance prior to requesting push and start.

(l) ATC departure clearance by Data Clearance Link (DCL) is available at Edinburgh for suitably equipped aircraft. DCL must be compliant with ARINC 623-2 and Eurocae ED 85-A. DCL is available from EOBT-25 until EOBT+15 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 the controller, a 'Revert to voice' message will be received.
If the attempt to obtain a clearance is unsuccessful the aircraft should revert to voice RTF. Further details of the DCL service may be obtained from ATC operations on +44 (0)131-333 6234.

(m) Crews should request start up clearance only when fully ready to push. This should include doors and hatches closed, steps or air bridge removed, tug attached and communications established with ground crew with confirmation that they are ready. To prevent back of stand vehicle traffic congestion, anti-collision beacons should only be switched on once

EGPH AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

start clearance has been obtained. Where a pushback is to take place with no headset communication between ground crew and aircraft commander, ATC must be advised of this prior to pushback clearance being requested.

(n) Aircraft commanders should not request taxi clearance until all ground crew have vacated the taxilane.

2 Ground Movement

(a) All stands are nose-in/push back. Pilots requiring services on Apron areas, including Customs and Immigration, must ensure that a suitable towbar is available.

(b) General Aviation (GA) aircraft requiring UK Border Agency clearance may be initially directed to the passenger apron. Passengers will be taken to the main passenger terminal for UK Border Agency clearance by their handling agent. When all necessary formalities have been completed, aircraft will be required to reposition to an alternate parking location. GA aircraft not requiring UK Border Agency inspection may taxi directly to their allocated parking area.

(c) Aircrews are advised that there is a short section of parallel taxiway incorporating Lima 1 to Lima 2 and Mike 1 to Mike 2 (Runway 12 threshold) to enable ATC to pass aircraft. Aircraft must remain on the yellow centre-lines to maintain the required minimum wing-tip clearances and should ensure that they understand the routeing given by ATC, particularly at night when both taxiway centre-lines and associated curves are illuminated. The taxiways are clearly delineated by internally illuminated signs and painted ground markings where it has not been possible to provide signs.

(d) At all times, aircrew are responsible for their wingtip separation and, if in any doubt, should stop, hold position and request marshaller assistance. At either end of the Taxiway Alpha, passing places (V and W loops) have been provided to allow aircraft to hold and/or pass aircraft holding on the Taxiway Alpha. Aircraft may pass other aircraft at these locations only when both aircraft concerned have a wingspan of less than 36 m. →

(e) Passenger steps must not be positioned to rear exit(s) of aircraft parked on Stand 5.

3 CAT II/III Operations

(a) Runway 06 and 24, subject to serviceability of the required facilities, are suitable for Category II/III operations by operators whose minima have been accepted by the Civil Aviation Authority.

(b) During Category II and III operations spec ial ATC procedures (ATC low visibility procedures) will be applied. Pilots will be informed by RTF when these procedures are in operation.

(c) Departing Aircraft: Aircraft must not obstruct the Fire Service access road to Runway 06/24 between Holds A10 and A11.

(d) Arriving Aircraft: Pilots should delay the call ‘Runway vacated’ until the aircraft is establisted on Taxiway Alpha and past the coded taxiway centre-line.

4 Warnings

(a) Pilots are warned that there is a large bird population around the aerodrome and to expect the possibility of increased bird activity in the lower airspace, together with visible evidence of deterrent activity in the form of shell crackers being fired.

5 Helicopter Operations

(a) There are no specific helicopter routes.

(b) Arrivals – ATC will select the appropriate aiming point (item AD 2.16 refers) and thereafter will advise on hover/taxiing requirements to the designated parking area.

(c) Departures – As directed by ATC.

6 Use of Runways

(a) Runway 12/30 is a visual runway and is only available for fixed-wing aircraft operation when activated by NOTAM.

(b) The declared distances promulgated for the Bravo, Charlie and Uniform Taxiway intersections are taken at the intersection of the downwind edge of the specified taxiway with the runway centre-line. An appropriate adjustment for a line up allowance must additionally be made by aircrew.

(c) Aircraft departing from Runway 12 should ensure that they are aligned correctly on the runway centre-line and not the yellow taxiway centre-line which is situated to the north of the runway centre-line.

(d) Minimum Runway Occupancy Times

(i) Departures

(1) On receipt of line up clearance, pilots should, commensurate with safety and standard operating procedures, line up on the runway without delay. →!→!

(2) Whenever possible, cockpit checks should be completed prior to line up and any checks requiring completion whilst on the runway 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.

EGPH AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(3) Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to the Edinburgh Tower frequency.

(ii) Arrivals

(1) Pilots are reminded that rapid exit from the runway will enable ATC to apply minimum spacing on final approach to achieve maximum runway utilisation and will minimise the risk of 'go-arounds'.

7 Training

(a) Flight Training and/or test flying is permitted subject to prior liaison with, and the agreement of, the Head of Airside Operations.

EGPH AD 2.21 NOISE ABATEMENT PROCEDURES

All aircraft inbound to or outbound from this aerodrome are required to conform to the following procedures, notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger.

(a) Any aircraft using the aerodrome shall be operated in such a way that it will not cause a noise reading of more than 94 dBA Lmax by day (0600- 2330 local) or 87 dBA Lmax by night (2330-0600 local) 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 aircraft noise monitoring terminals relating to Edinburgh Airport are:

- EDI 01 - Inveralmond High School, Livingston. NT 0499 6845 - *555359N 0033116W;
- EDI 02 - Scottish Power, Broxburn. NT 0924 7061 - *555508N 0033202W;
- EDI 03 - Cramond Kirk Manse, Cramond. NT 1902 7650 -*555829N 0031757W.

(b) For visual approaches to Runway 06/24 the following limitations will apply:

(i) Propeller driven aircraft whose MTWA does not exceed 5700 kg will not join the final approach to either runway below 1000 ft aal.

(ii) All visual approaches from the south to Runway 24 by aircraft with an MTWA in excess of 5700kg are to be made from a position not less than 7nm DME on the extended centreline. Aircraft are not to descend below 2000ft QNH until after crossing the Firth of Forth coastline northbound. All visual approaches from the north to Runway 24 by aircraft with an MTWA in excess of 5700kg are to be made from a position not less than 4nm DME on the extended centreline. Aircraft approaching Runway 06 are to join the extended runway centreline at a height of not less than 1500ft.

(c) With the exception of aircraft in an emergency - between the hours of 2230 and 0630 (Local), no visual approaches to Runway 06/24 are permitted for IFR aircraft. All IFR aircraft to carry out ILS approaches under ATC control.

(d) Aircraft using the ILS shall not descend below 3000 ft (Edinburgh QNH), unless instructed by ATC, before intercepting the glidepath nor thereafter fly below it. Aircraft landing without assistance from ILS or radar shall follow a descent path which will not result in their being at any time lower than the nominal ILS glidepath.

(e) The Noise Preferential Routeings specified in the following table are compatible with ATC requirements and the tracks are to be flown by all departing jet aircraft and by all other departing aircraft of more than 5700 kg MTWA unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

(f) Noise Preferential Routes must be strictly adhered to. Direct routeings etc offered by ATC should only be taken up after completion of the NPR, unless a mandatory instruction is given or an emergency situation prevails.

EGPH AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

Take-off Runway	ATC Clearance	Procedure
06	Via Talla	Climb straight ahead. At 500 ft aal (635 ft QNH) or I-VG DME 0.5 whichever is earlier, turn left onto track 045° MAG. At I-VG DME 7 turn right onto track 145° MAG to intercept Talla VOR RDL 027° to Talla VOR (**Note 1**).
	Via St Abbs or Newcastle	Climb straight ahead. At 500 ft aal (635 ft QNH)or I-VG DME 0.5 whichever is earlier, turn left onto track 045° MAG. At I-VG DME 7 turn right towards St Abbs VOR or NATEB as appropriate (**Note 2**). **Warning:** Pilots are reminded that UK Danger Area EG D512 lies on the direct track from the end of the NPR to NATEB.
	Via GRICE	Climb straight ahead. At 500 ft aal (635 ft QNH) or I-VG DME 0.5 whichever is earlier, turn left onto track 045° MAG onto St Abbs VOR RDL 287° to intercept Talla VOR RDL 349° to GRICE (**Note 3**).
	Via GOSAM (P600/UL612)	Climb straight ahead to I-VG D0.5 or 635 ft QNH (500 ft aal) whichever is earlier, then turn left to track 045°. At I-VG D3, turn left onto GOW VOR R078° to CUMBO.
	Other Routes	Climb straight ahead. At 500 ft aal (635 ft QNH) or I-VG DME 0.5 whichever is earlier, turn left onto track 045° MAG until I-VG DME 7 before turning on course.
24	Via Talla	Climb straight ahead over UW NDB. At I-TH DME 7 turn left onto Talla VOR RDL 346° to Talla VOR (**Note 4**).
	Via St Abbs or Newcastle	Climb straight ahead. At UW NDB, turn left towards St Abbs VOR or NATEB as appropriate (**Note 3**).
	Via GOSAM (P600/UL612)	Climb straight ahead to UW NDB. Cross UW NDB (I-TH D4.5) above 2300 ft (7.7%). At UW NDB turn right onto UW NDB QDR 263° to MAVIX. Cross I-TH D9.5 above 4500 ft (7.7%).
	Via GRICE	Climb straight ahead. At UW NDB, turn right onto Talla VOR RDL 353°. At Talla DME 32 turn left onto Talla VOR RDL 349° to GRICE (**Note 3**).
	Other Routes	Climb straight ahead to UW NDB or 3000 ft, whichever is earlier, before turning on course.
12	All Routes	Climb straight ahead to 3000 ft before turning on course.
30	All Routes	Climb straight ahead to 3000 ft before turning on course.

Note 1: *The Noise Preferential Route terminates at Talla VOR RDL 027°.*

Note 2: *The Noise Preferential Route terminates at I-VG DME 7.*

Note 3: *The Noise Preferential Route terminates at 3000 ft.*

Note 4: *The Noise Preferential Route terminates at I-TH DME 7.*

(g) For environmental reasons, aircraft commanders are requested to avoid the use of reverse thrust/pitch, between the hours of 2300 to 0600 (local).

(h) With the exception of Military aircraft, aircraft which do not meet the standards specified in Part II, Chapter 3 of Volume 1 ICAO Annex 16 will not be permitted to operate to/from Edinburgh Airport.

EGPH AD 2.22 FLIGHT PROCEDURES

1 Procedures for Inbound Aircraft

(a) **Inbound Aircraft other than on Airways**

(i) Aircraft wishing to enter the CTR/CTA under IFR direct from the FIR must observe the normal procedure for joining Controlled Airspace. For aircraft joining from the North or Northeast, clearance via GRICE to L UW for Runway 06 or direct to L EDN for Runway 24 should be anticipated.

(ii) Pilots inbound to Edinburgh under VFR must contact Edinburgh Approach Control prior to entering the CTR/CTA and may be required by ATC to route via the published Visual Reference Points.

(b) **Inbound Aircraft on Airways**

(i) Aircraft flying in the Airways System will be cleared into the CTR/CTA without having to request a specific entry clearance.

(ii) The standard initial routes for inbound aircraft shown in the table below may be varied at the discretion of ATC (eg for traffic reasons or to allow traffic to be sequenced by radar).

(c) **Arrival Routes**

EGPH AD 2.22 FLIGHT PROCEDURES (continued)

Approach from	Via	Route
North and Northeast	FIR	GRICE - UW NDB (RWY 06) Direct - EDN NDB (RWY 24)
	P600	PTH VOR - GRICE - STIRA
East	FIR	TMA/CTA Boundary - as directed by ATC
South and Southeast	N601	ABEVI - ESKDO - TARTN - TWEED
	FIR	TLA - TARTN - TWEED
Southwest	P600 (Below FL 125)	BLACA - GIRVA - TLA - TARTN - TWEED
Southwest	P600 (Above FL 125)	BLACA - TUNSO - TLA - TARTN - TWEED
West and Northwest	AWYs or FIR	TMA/CTA Boundary - as directed by ATC

(d) **Speed**

(i) In order to increase ATC flexibility, Speed Limit Points (SLP) are established for arrival routes to Edinburgh Aerodrome. Inbound aircraft at FL 140 or below should normally be flown at 250 kt or less when crossing the SLPs. In certain weather conditions, or for reasons of safety, pilots may not be able to comply with the Speed Limit quoted above. In these circumstances they should inform ATC immediately, stating the minimum speed acceptable. Tactical speed control additional to the Speed Limit detailed above may be applied by the Radar Controller as detailed at paragraph 2, item e.

(ii) Unless otherwise instructed or approved by ATC, aircraft are to be operated within the following speed bands when below FL 100:

1. 210-250kt IAS on intermediate approach;
2. 180-210kt IAS on base leg;
3. 160-180kt IAS on final approach between 10 nm and 4 nm from touchdown.

Aircraft unable to comply must inform ATC.

2 Approach Procedures with Radar Control

(a) When Edinburgh inbound traffic is being sequenced by Radar, the Approach Procedures will be flown under directions from the Approach Radar Controller and will consist of that part of the approach between the Terminal Holding Fix and the Final Approach Path. When Holding procedures are not in use, radar sequencing may commence before the Terminal Holding Fix.

(b) Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate holding point if so required.

(c) When an aircraft is under Approach Radar Control, changes of heading or Flight Level/Altitude will be made only on instructions from the Radar Controller except in the case of radio communication failure in the aircraft or at the Radar Unit.

(d) Headings and Flight Levels/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

(e) Speed Control may be applied on a tactical basis to the extent determined necessary by the Radar Controller. Aircraft unable to conform to the speeds specified by the Radar Controller should inform him immediately and state what speeds will be used. In the interests 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 aircraft performance reasons.

(f) GPWS – Owing to the terrain profile to the south of Edinburgh, GPWS warnings are possible on intermediate approach to Runways 06, 30 and 24 from the south.

3 Approach Procedures without Radar Control

(a) When inbound traffic is not being sequenced by Radar, aircraft will be cleared from the Terminal Holding Facility via EDN or UW NDB to carry out an Instrument Approach Procedure appropriate to the landing direction.

(b) When Runway 06 is in use, in order to expedite traffic, aircraft may be transferred from TWEED or STIRA holding pattern to UW NDB holding pattern prior to carrying out the Instrument Approach Procedure.

(c) When Runway 24 is in use, in order to expedite traffic, aircraft may be transferred from TWEED or STIRA holding pattern to EDN NDB holding pattern prior to carrying out the Instrument Approach Procedure.

(d) No visual approaches to Runway 06/24 are permitted for IFR aircraft between 2230 and 0630 (Local). All IFR aircraft are to carry out a published Instrument Approach Procedure under ATC control with the exception of aircraft in emergency. This allows the continued operation when the CVCR is in use and ILS approaches are not available.

EGPH AD 2.22 FLIGHT PROCEDURES (continued)

4 Noise Abatement Continuous Descent Approach Procedures for Turbo-jet/prop Aircraft

(a) Turbo-jet and turbo-prop aircraft approaching Edinburgh Aerodrome will be expected to conform to the continuous descent and low-power, low-drag approach procedures. To facilitate this technique, aircraft should fly within the speed bands detailed at Paragraph 1, item d. 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 speed change for aircraft performance reasons, ATC should be advised accordingly.

(b) Headings and Flight Levels/Altitudes will be passed by the Radar Controller. Aircraft will be radar vectored either from the holding facility or following transfer of control from the Area Control Unit to Edinburgh Approach. ATC will advise pilots of an estimate of the track distance to run to touchdown when clearance to descend below the Transition Altitude 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 localizer.

(c) 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 glidepath at the appropriate height for the distance, without recourse to level flight. Pilots are reminded that due to high ground southeast of the airport, descent below 3000 ft QNH will be in accordance with AD 2-EGPH-5-1

(d) In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures as defined for approach without radar control will be put into effect.

(e) Military Jet aircraft – Radar vectoring for ILS/SRA approach is mandatory for military fast jet aircraft.

5 Radio Communications Failure Procedures

In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedures notified at ENR 1.1, subsection 3 with the exceptions detailed below. →

(a) When complete communication failure occurs in the aircraft before ETA or before EAT when this has been received and acknowledged, the aircraft will:

(i) Fly to the appropriate holding point;

(ii) hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been given;

(iii) then commence descent for landing in accordance with the procedure detailed on the Instrument Approach charts and effect a landing within 30 minutes (or later if able to land visually).

(b) If complete radio communication failure occurs after an aircraft has reported to ATC on reaching the holding point, the aircraft will:

(i) Maintain the last assigned holding level at the appropriate holding point until:

(1) ATA over holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC, whichever is the later; or

(2) EAT when this has been received and acknowledged;

(ii) then commence descent for landing in accordance with the procedure detailed on the Instrument Approach charts and effect a landing within 30 minutes (or later if able to land visually).

(c) In the event of complete radio failure in an aircraft which has been cleared for an IFR inter-aerodrome flight within the Scottish TMA the pilot will adopt the appropriate procedure as follows, depending upon the phase of flight:

(i) If the aircraft is receiving a radar service and is within the ATCSMAC of the destination aerodrome, the pilot will adopt the appropriate loss of communication procedure for the runway-in-use as detailed in the ATCSMAC information at AD 2-EGPH-5-1. Landing must be effected within 30 minutes (or later if able to land visually);

(ii) If the aircraft is **either** not receiving a radar service or is receiving a radar service but has not yet arrived within the ATCSMAC of the destination aerodrome, the pilot will proceed to the appropriate holding point at the destination aerodrome at the last assigned level or 4000 ft whichever is higher. He will then adopt the procedures in paragraph's 5a or 5b.

(d) The route and altitude to be used when leaving the CTR/CTA in accordance with the procedures at ENR 1.1, subsection 3 are shown in the table; the route to be followed is dependent on the position of the aircraft at the time the decision to leave the CTR is made. →

Position at time of decision	Route
Edinburgh Airport EDN or UW NDB	Track 025°T from facility at 4000 ft ALT until crossing the Edinburgh CTR Boundary.

6 Procedures for Outbound Aircraft

(a) Non-Airways IFR departing flights from Edinburgh routeing in the open FIR to the north or northeast should anticipate ATC clearance normally at an altitude below 6000 ft.

(b) North Atlantic Departures

EGPH AD 2.22 FLIGHT PROCEDURES (continued)

(i) Due to the proximity of the Shanwick Oceanic boundary to Edinburgh, pilots must consider timescales for requesting Oceanic clearance. Refer to ENR 2.2, subsection 3 for details.

(ii) Pilots are reminded that the Oceanic clearance (including level allocation) is valid only from the OCA Entry Point. **Domestic ATC clearance to the OCA Entry point is issued separately.**

7 Speed Limit

(a) A speed limitation of 250 kt applies to all departures following SIDs whilst flying below FL 100 unless previously removed by ATC. ATC will endeavour to remove the speed limitation as soon as possible and will use the phrase 'No speed restriction'. The phrase must not be interpreted as relieving the pilot of his responsibility for the observance of any noise abatement procedures which may include a speed/power limitation.

8 VFR Flights

(a) VFR flights in the Control Zone will be given routeing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic.

(b) Pilots should anticipate routeing instructions via the Visual Reference Points detailed in paragraph 10 or the routes detailed in paragraph 11.

(c) Pilots of VFR flights are reminded of the requirement to remain in VMC at all times and to comply with the relevant parts of SERA and the Rules of the Air Regulations 2015, and must advise ATC if at any time they are unable to comply with the instructions issued.

(d) **Helicopters:** Whenever possible helicopter flights in the Edinburgh Control Zone will be cleared on direct routeings under VFR (or, when requested at night, on Special VFR clearance in accordance with the procedures for Special VFR flights)

9 Special VFR Clearance

(a) Clearance may be requested for Special VFR flight within the Edinburgh Control Zone and will be given whenever the traffic situation permits. These flights are subject to the general conditions laid down for Special VFR flights (ENR 1.2 refers).

(b) Special VFR clearance will include routeing and maximum altitude instructions and may not necessarily be confined to the Entry/Exit Lanes detailed at paragraph 11.

(c) Pilots are reminded that they must at all times when operating on Special VFR clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and keep clear of obstacles. Due to the nature of the terrain in the vicinity of Edinburgh Airport radar vectoring will not normally be applied to aircraft operating on Special VFR clearance.

(d) Pilots are reminded that a Special VFR clearance applies only to flight within the CTR and does not extend to flight within the surrounding Airspace of the Scottish Terminal Control Area.

(e) Special VFR clearance will not normally be granted for flights operating in VMC or for flights by aircraft exceeding 5700 kg MTWA.

10 Visual Reference Points (VRP)

(a) For the benefit of pilots of VFR flights who prefer to determine their position by radio-navigation aids rather than by visual pin-points, suitably defined VRPs for Edinburgh are given below:

VRP	VOR/VOR	VOR/NDB	VOR/DME FIX
Arthur's Seat 555638N 0030942W	Talla RDL 016°	Talla RDL 016° Edinburgh EDN 119° MAG	St Abbs 276°/32 nm
Bathgate 555410N 0033825W	Talla RDL 340° Glasgow RDL 089°	Talla RDL 340° Edinburgh EDN 252° MAG	Glasgow 089°/27 nm
Cobbinshaw Reservoir 554828N 0033400W	Talla RDL 341° Glasgow RDL 100°	Talla RDL 341° Edinburgh EDN 225° MAG	Talla 341°/19 nm
Dalkeith 555336N 0030406W	St Abbs RDL 270°	Talla RDL 024° Edinburgh EDN 127° MAG	Talla 024°/26 nm
Forth Road Bridge, North Tower 560022N 0032414W	Talla RDL 359°	Perth PTH RDL 186° Edinburgh EDN 295° MAG	St Abbs 280°/41 nm
Hillend Ski Slope 555318N 0031230W	St Abbs RDL 270°	St Abbs RDL 270° Edinburgh EDN 157° MAG	Talla 014°/24 nm

EGPH AD 2.22 FLIGHT PROCEDURES (continued)

VRP	VOR/VOR	VOR/NDB	VOR/DME FIX
Hermiston (M8, Junction 1) 555530N 0031843W	Talla RDL 005° Glasgow RDL 088°	Talla RDL 005° Edinburgh EDN 198° MAG	Talla RDL 005°/25.6 nm
Kelty 560805N 0032315W	St Abbs RDL 291°	St Abbs RDL 291° Edinburgh EDN 342° MAG	Glasgow 069°/39 nm
Kirkcaldy Harbour 560650N 0030900W	St Abbs RDL 293°	St Abbs RDL 293° Edinburgh EDN 032° MAG	Glasgow 074°/46 nm
Kirkliston 555720N 0032411W	Talla RDL 359°	Glasgow RDL 085° Edinburgh EDN 253° MAG	Glasgow 085°/36 nm
Kirknewton 555315N 0032505W	Talla RDL 357°	Glasgow RDL 091° Edinburgh EDN 222° MAG	Glasgow 091°/35 nm
Longannet Power Station 560256N 0034057W	Talla RDL 344° Glasgow RDL 071°	Talla RDL 344° Edinburgh EDN 290° MAG	Talla RDL 344°/34.9 nm
Musselburgh Racecourse 555650N 0030225W	St Abbs RDL 277°	Talla RDL 023° Edinburgh EDN 105° MAG	Talla 023°/29 nm
Penicuik 554955N 0031325W	Talla RDL 014°	Glasgow RDL 096° Edinburgh EDN 169° MAG	Glasgow 096°/41 nm
Philpstoun (M9, Junction 2) 555854N 0033043W	Talla RDL 352°	Glasgow RDL 081° Edinburgh EDN 274° MAG	Glasgow 081°/32 nm
Polmont 555920N 0034100W	St Abbs RDL 278°	Talla RDL 341° Edinburgh EDN 275° MAG	Glasgow 078°/27 nm
West Linton 554510N 0032127W	Talla RDL 002° St Abbs RDL 259°	St Abbs RDL 259° Edinburgh EDN 193° MAG	Talla 002°/15.2 nm

11 Entry/Exit Lanes

(a) To permit aircraft to operate to and from Edinburgh Airport in IMC but not under IFR the following entry/exit lanes have been established for use, under the conditions stated, as follows:

(i) (1) a lane 3 nm wide, known as the Polmont Lane, with centre-line the M9 Motorway extending from Grangemouth (near the western boundary of the Edinburgh Control Zone) eastwards, via the Polmont Roundabout, Linlithgow Loch and Philpstoun to a point at which it joins the Edinburgh Aerodrome Traffic Zone;

(2) a lane 3 nm wide, known as the Kelty Lane, with centre-line the M90 Motorway extending from Kelty (near the northern boundary of the Edinburgh Control Zone) southwards, across the Forth Road Bridge, to a point at which it joins the Edinburgh Aerodrome Traffic Zone;

(ii) use of the lanes is subject to clearance being obtained from ATC Edinburgh, irrespective of prevailing weather conditions. This clearance is to be obtained by non-radio equipped aircraft before take-off and by radio equipped aircraft before entering the lane;

(iii) aircraft using the lanes must remain clear of cloud and in sight of the ground or water, not above 2000 ft (Edinburgh QNH), and in flight visibility of not less than 3 km;

(iv) an aircraft using a lane shall keep the centre-line on its left, unless otherwise instructed by ATC for separation purposes. In these circumstances ATC will pass traffic information to the aircraft concerned;

(v) pilots of aircraft are responsible for maintaining adequate clearance from the ground or other obstacles.

(b) Additionally, to permit the effective integration of traffic, flights operating in VMC and under VFR may be required by ATC to follow these routes as detailed in paragraph 8.

EGPH AD 2.22 FLIGHT PROCEDURES (continued)

12 Aerodrome Operating Minima - Non-Public Transport Flights: Refer to AD 1.1 subsection 4 before application

Approach Lighting Category	Runway	Approach Aid	OCH (ft) Acft CAT A See IAC for other CATs	Minima DH/MDH (ft) Caution See AD 1.1 subsection 4	Minima RVR (m)
1	2	3	4	5	6
Runway 06 Full	06	ILS/DME	135	250	600
	06	LOC/DME (also without DME)	480	480	1000
	06	SRA RTR 2 nm (Radar Vectored Cloudbreak)	690	690	1200
	06	NDB(L)/DME (also without DME)	580	580	1000
Runway 12 Intermediate	12	SRA RTR 2 nm	691	691	1500
Runway 24 Full	24	ILS/DME	145	250	600
	24	LOC/DME (also without DME)	440	440	900
	24	SRA RTR 2 nm (Radar Vectored Cloudbreak)	700	700	1200
	24	NDB(L)/DME (also without DME)	500	500	1000
Runway 30 Intermediate	30	SRA RTR 5 nm (Radar Vectored Cloudbreak)	1900	1900	5 k Vis

EGPH AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGPH AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGPH-2-1

Figure: AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

AD 2-EGPH-2-2

Figure: CONTROL ZONE AND CONTROL AREA CHART - ENTRY/EXIT LANES AND VRPs

AD 2-EGPH-4-1

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGPH-5-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) GOSAM (Jet aircraft only) - ICAO

AD 2-EGPH-6-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) TALLA - ICAO

AD 2-EGPH-6-2

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) GRICE - ICAO

AD 2-EGPH-6-3

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via STIRA - ICAO

AD 2-EGPH-7-1

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via TWEED - ICAO

AD 2-EGPH-7-2

Figure: RNAV5 STAR via TWEED CHART

AD 2-EGPH-7-3

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 06 - ICAO

EGPH AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

AD 2-EGPH-8-1

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 06 - ICAO

AD 2-EGPH-8-2

Figure: INSTRUMENT APPROACH CHART SRA RTR 2nm RWY 06 - ICAO

AD 2-EGPH-8-3

Figure: INSTRUMENT APPROACH CHART NDB/DME RWY 06 - ICAO

AD 2-EGPH-8-4

Figure: INSTRUMENT APPROACH CHART SRA RTR 2nm RWY 12 - ICAO

AD 2-EGPH-8-5

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 24 - ICAO

AD 2-EGPH-8-6

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 24 - ICAO

AD 2-EGPH-8-7

Figure: INSTRUMENT APPROACH CHART SRA RTR 2nm RWY 24 - ICAO

AD 2-EGPH-8-8

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 24 - ICAO

AD 2-EGPH-8-9

Figure: INSTRUMENT APPROACH CHART SRA RTR 5nm RWY 30 - ICAO

AD 2-EGPH-8-10

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