1.4 TAXI PROCEDURES

1.5 PARKING INFORMATION

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

1.6 OTHER INFORMATION

1. GENERAL

Licensed to BRITISH AIRWAYS PLC. Printed from JeppView disc 23-06.

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

2.1 SPEED RESTRICTIONS

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

2.2 NOISE ABATEMENT PROCEDURES

2.2.1 GENERAL

The following procedures are to be strictly adhered to, but may at any time be departed from to the extent necessary for avoiding immediate danger.

ACFT using ILS shall not descend below 3000' (Edinburgh QFE) unless instructed by ATC, before intercepting GS nor thereafter fly below it. Without ILS or Radar assistance follow a descent path which will not at any time be lower than the nominal ILS GS.

2.2.2 LOW POWER/LOW DRAG PROCEDURES

Headings and flight levels/altitudes by ATC. ACFT will be radar vectored either from the holding facility or following transfer of control to Edinburgh Approach. An estimate of track distance to touch-down will be passed with clearance to descend below the Transition Altitude. Further...to a continuous descent so as to join the GS at the appropriate height for the distance without recourse to level flight.

Due to high ground south-east of the APT, descent below 3000' will be in accordance with chart Edinburgh 18-3. Recommended speeds:

210 KT - 240 KT intermediate approach
160 KT - 180 KT at a range of 12 NM from touch-down
160 KT from 8 NM to 4 NM from touch-down.

ATC may request specific speeds for accurate spacing: comply with any speed adjustments as promptly as feasible within operational constraints. If a speed change for ACFT performance reasons is necessary, advise ATC.

In the event of radar failure inbound ACFT will be cleared from the Terminal holding facility via EDN or UW to carry out...profile to the south of Edinburgh, GPWS warning are possible on intermediate approach to RWYs 06, 24 & 30 from the south.

2.2.3 VISUAL APPROACHES RUNWAYS 06/24

Propeller driven ACFT whose MTWA does not exceed 5700kg will not join final approach below 1140'. All approaches to RWY 24 are to join the extended RWY centerline at a height of not less than 1500'. With the exception of ACFT in an...approaches to RWYs 06/24 are permitted for IFR ACFT. All IFR ACFT are to carry out ILS approaches under ATC control.

2.3 VISUAL APPROACHES RUNWAYS 06/24

High winds, turbulence above 500', and strong headwinds are frequent.

2.4 ARRIVAL

Licensed to BRITISH AIRWAYS PLC. Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
2.3. CAT II/III OPERATIONS
RWY 06/24 approved for CAT II/III operations, special aircrew & ACFT certification required.

2.4. RWY OPERATIONS
2.4.1. MINIMUM RWY OCCUPANCY TIME
Pilots are reminded that rapid exit from the RWY will enable ATC to apply minimum spacing on final approach to achieve maximum RWY utilisation and will minimise the risk of 'go-arounds'.

3.2.1. SPEED RESTRICTIONS
MAX 250 KT below FL100 unless otherwise instructed.

3.2.2. NOISE ABATEMENT PROCEDURES
3.2.2.1. 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. Noise preferential routes and procedures as specified below and on Edinburgh SID charts are to be flown by all departing jet ACFT and all other departing ACFT of more than 5700 kg MTWA unless otherwise instructed by ATC or unless deviations are required for flight safety. All routings must be strictly adhered to. Direct routings etc offered by ATC should only be flown after completion of noise preferential routes, unless a mandatory instruction is given or an emergency situation prevails.

3.2.2.2. DEPARTURES VIA NEW OR SAB
RWY 06: Climb straight ahead, at 640' or IVG 0.5 DME, whichever is later, turn LEFT, 045° track, at IVG 7 DME turn RIGHT to NEW or SAB. [CAUTION: EG(D)-512].
RWY 24: Climb straight ahead to UW, turn LEFT to NEW or SAB.
Noise preferential route terminates at 3000'.

3.2.2.3. DEPARTURES VIA ALL ROUTES
RWYs 12/30: Climb straight ahead to 3000' before setting course.
ACFT subject to noise preferential restrictions mentioned above and not operating on ATC clearances are to be flown on noise preferential routes as follows: RWY 06: Climb straight ahead, at 640' or IVG 0.5 DME, whichever is later, turn LEFT, 045° track to IVG 7 DME.
RWY 24: Climb straight ahead to UW or 3000', whichever is earlier, before setting course.
RWYs 12/30: Climb straight ahead to 3000' before setting course.

3.3. RWY OPERATIONS
3.3.1. GENERAL
ACFT departing from RWY 12 should ensure that they are aligned correctly on the RWY centerline and not the yellow TWY centerline which is situated to the North of the RWY centerline. A yellow 'M' is painted beside TWY M centerline, as an additional safety measure.

3.3.2. MINIMUM RWY OCCUPANCY TIME
On receipt of line-up clearance, pilots should ensure, commensurate with safety and standard operating procedures, that they are able to commence taxiing to the RWY as soon as the preceeding ACFT has commenced either its take-off roll or completed its landing run. Whenever possible, cockpit checks should be completed prior to line-up and any checks requiring completion whilst on the RWY should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll as soon as clearance is issued. Pilots not able to comply with these requirements should notify Tower as soon as possible.
SID GRICE 3C crossing established; MSA center.

CHANGES:

1. To IVG 0.5 DME or whichever is later, turn LEFT, 045° track, at IVG 06

2. IVG 7 DME turn RIGHT, 145° track, when passing TLA R-026 (ITH/IVG 640',

These SIDs require minimum climb gradients.

MAX 250 KT BELOW FL100 SPEED:

RWYS 24, 06, 12 DEPARTURES

TALLA FIVE GOLF (TLA 5G)

TALLA SIX CHARLIE (TLA 6C)

GRICE FOUR DELTA (GRICE 4D)

GRICE THREE CHARLIE (GRICE 3C)

Apt Elev

Grnd speed-KT

208° 3800'

225' per NM (3.7%) up to

4500'

207' per NM (7.4%) up to

4500'

Do not climb above

0.5 DME

D13 TLA

MAX 250 KT BELOW FL100 SPEED:

RWYS 24, 06, 12 DEPARTURES

TALLA FIVE GOLF (TLA 5G)

TALLA SIX CHARLIE (TLA 6C)

GRICE FOUR DELTA (GRICE 4D)

GRICE THREE CHARLIE (GRICE 3C)

Apt Elev

Grnd speed-KT

208° 3800'

225' per NM (3.7%) up to

4500'

207' per NM (7.4%) up to

4500'

Do not climb above

0.5 DME

D13 TLA

MAX 250 KT BELOW FL100 SPEED:

RWYS 24, 06, 12 DEPARTURES

TALLA FIVE GOLF (TLA 5G)

TALLA SIX CHARLIE (TLA 6C)

GRICE FOUR DELTA (GRICE 4D)

GRICE THREE CHARLIE (GRICE 3C)

Apt Elev

Grnd speed-KT

208° 3800'

225' per NM (3.7%) up to

4500'

207' per NM (7.4%) up to

4500'

Do not climb above

0.5 DME

D13 TLA

MAX 250 KT BELOW FL100 SPEED:

RWYS 24, 06, 12 DEPARTURES

TALLA FIVE GOLF (TLA 5G)

TALLA SIX CHARLIE (TLA 6C)

GRICE FOUR DELTA (GRICE 4D)

GRICE THREE CHARLIE (GRICE 3C)

Apt Elev

Grnd speed-KT

208° 3800'

225' per NM (3.7%) up to

4500'

207' per NM (7.4%) up to

4500'

Do not climb above

0.5 DME

D13 TLA

MAX 250 KT BELOW FL100 SPEED:

RWYS 24, 06, 12 DEPARTURES

TALLA FIVE GOLF (TLA 5G)

TALLA SIX CHARLIE (TLA 6C)

GRICE FOUR DELTA (GRICE 4D)

GRICE THREE CHARLIE (GRICE 3C)
CHANGES:

IVG 3 DME turn LEFT, intercept GOW R-080 inbound to CUMBO, turn RIGHT, 265° bearing to MAVIX, turn LEFT, intercept TRN 5C.

To IVG 0.5 DME or 06 R-041 inbound (PTH R-221) to TRN.

To UW, turn RIGHT, 265° bearing to MAVIX, turn LEFT, intercept TRN 6D.

If unable to comply advise ATC.

MAVIX (TRN 5C) or CUMBO UNLESS OTHERWISE AUTHORIZED.

Do not climb above 4500’.

These SIDs require minimum climb gradients before departure.

These SIDs include noise pre-ferential routes.

Trans level: By ATC  Trans alt: 6000’.

Initial climb straight ahead to 640’.

MAX 250 KT BELOW FL100

MAX 250 KT BELOW FL100

MAX SID altitude is 6000’.

Do not climb above 4500’.

MAX SID altitude is 6000’.

Stopway

Traffic Block

Taxiway

Runway 24, 06 DEPARTURES

RWY 24, 06 DEPARTURES

DEPARTURES

RWY 24, 06 DEPARTURES

RWY 24, 06 DEPARTURES

DEPARTURES

DEPARTURES

DEPARTURES

DEPARTURES

DEPARTURES

DEPARTURES

DEPARTURES

DEPARTURES

DEPARTURES

DEPARTURES

DEPARTURES

DEPARTURES
Changes:

Edinburgh, UK

Edinburgh

EGPH/EDI

JEPPESEN

STAND ENTRY GUIDANCE SYSTEM (SEG)

Centerline Guidance

Stopping Guidance

a ground painted STOP arrow

Emergency Stop System

In emergency situations, and during other occasions when it may be necessary to stop an aircraft taxiing any further onto stand to prevent an accident, an emergency stop indicator system has been installed. The system is only for use in the event of the emergency where it is imperative to stop an aircraft rapidly. It does not form part of the normal guidance equipment for aircraft parking.

Aircrews must call ATC to request marshalling assistance if they either notice that the SEG is unserviceable or, if allocated to stands equipped PAPA, there is no PAPA board mark for their aircraft type. On no account should aircrew attempt to self park their aircraft if the stand entry guidance is either:

- On stands where SEG is not provided.
- When there is a known SEG or airbridge unserviceability which may compromise the safe arrival of the aircraft on the stand.
- If the aircraft has to stop short of the marked position, or for safety reasons other than listed above.
- On request from the aircrew if they have any safety concerns.

SEG and Loading Bridge Fault Reporting Procedures

Marshalling Assistance

A marshalling service will be provided in the following circumstances:

With the exception of stands 6A and 38A, stand entry guidance systems are installed on all parking stands. SEG is not installed on either the business aviation apron, the overspill parking apron on Block 30 or the helicopter parking stands on Block 44. Aircrews must ensure that they are familiar with the ground painted ground painted, on which are located aircraft type designators with associated line guidance.

Stopping guidance is provided either:

and/or

The type of stopping aid on each aircraft parking stand is clearly indicated, at the head of each stand, in a position visible to the aircrew. Ground painted STOP arrows provide a safe stopping position for aircraft.

The aircraft type(s) are clearly marked, normally above the arrow. In emergency situations, and during other occasions when it may be necessary to stop an aircraft taxiing any further onto stand to prevent an accident, an emergency stop indicator system has been installed. The system is only for use in the event of the emergency where it is imperative to stop an aircraft rapidly. It does not form part of the normal guidance equipment for aircraft parking.

Aircrews must call ATC to request marshalling assistance if they either notice that the SEG is unserviceable or, if allocated to stands equipped PAPA, there is no PAPA board mark for their aircraft type. On no account should aircrew attempt to self park their aircraft if the stand entry guidance is either:

- On stands where SEG is not provided.
- When there is a known SEG or airbridge unserviceability which may compromise the safe arrival of the aircraft on the stand.
- If the aircraft has to stop short of the marked position, or for safety reasons other than listed above.
- On request from the aircrew if they have any safety concerns.

Licensed to BRITISH AIRWAYS PLC. Printed from JeppView disc 23-06.

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

1. ILS DME reads zero at rwy 24 displaced threshold.
2. GPWS warnings are possible on intermediate apch from the South.
3. WARNING: Final apch track does not intercept the extended RCL and passes 459'/140m South of rwy threshold.
4. Procedure restricted to MAX 210 KT.

BRIEFING STRIP

MISSED APCH WITH COMM FAILURE:

- Climb STRAIGHT AHEAD to 3000', then as directed.

MISSED APCH:

- Descent angle: 1.9 1:38 1:16 1:08 0:57 0:49 0:43
- Descent Gradient: 3000' 7090 9010 12010 14010 16010
- Gnd speed: Kts 70 90 100 120 140 160
- MDA(H): 6.1% 8.0 7.0 6.0 5.0 4.0 3.0 2.0

3000'

- North of rwy 06/24
- With DME: MAP at D1.0
- w/o DME: Lctr to MAP

ALT SET: hPa Rwy Elev: 4 hPa Trans level: By ATC

EGPH/EDI

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

Licensed to BRITISH AIRWAYS PLC, Printed from JeppView disc 23-06.
INITIAL APPROACH

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

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

- 2300' North of 090°/300° to EDN Lctr.
- 3000' South of 090°/300° to EDN Lctr.

INTERMEDIATE AND FINAL APPROACH

Continue visually or by means of an appropriate final approach aid. If not possible proceed to EDN Lctr at 3000' or at the last assigned level if higher.

Continue visually or by means of an appropriate final approach aid. If not possible proceed to UW Lctr at 3000' or at the last assigned level if higher.

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to EDN Lctr.

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to UW Lctr.

CHANGES:

12, 24, 30
Rwy

INGRAM, UK