

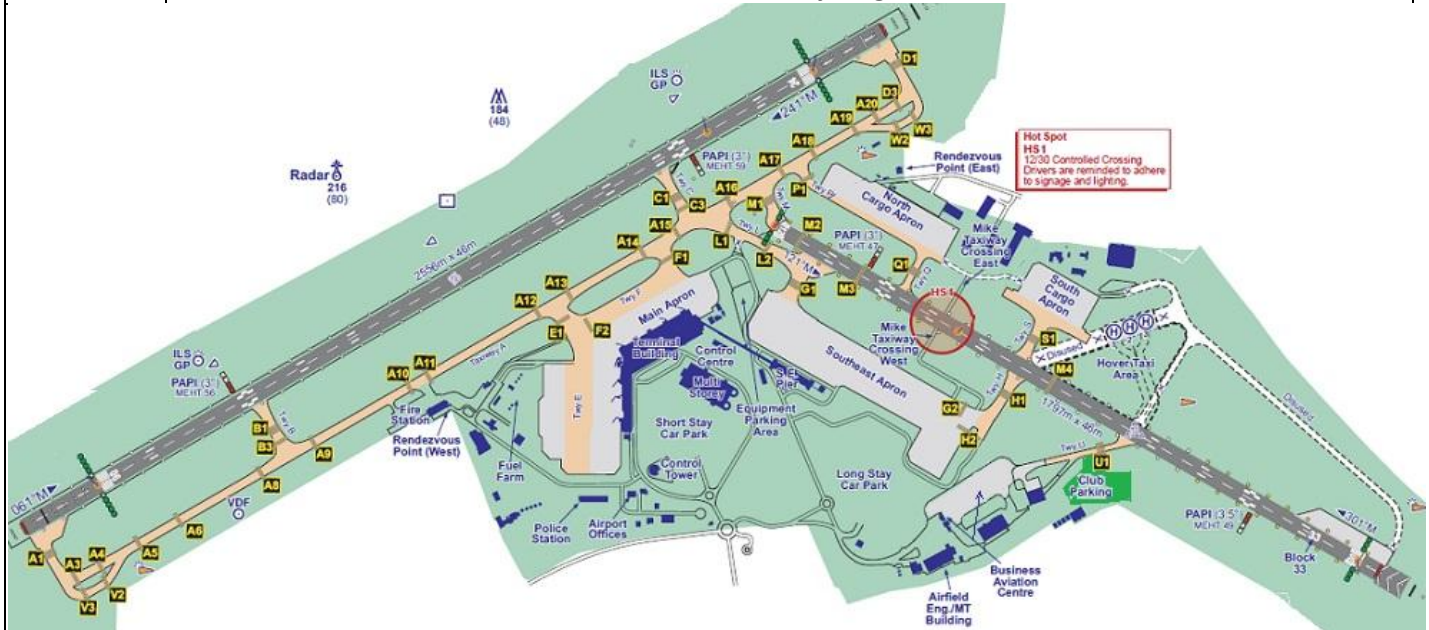
QNH

QFE

WIND

/

AIRFIELD NAME AND ICAO	<b>EDINBURGH</b>		<b>EGPH</b>
CALLSIGN (A/C RADIO)	Edinburgh Tower		118.700
CALLSIGN (ES/VATSIM)	EGPH_TWR		Ground. 121.750
LOCATION	Lat N055.57.00.000	Long W003.22.21.000	Elev. 136ft
LOCATION GEOGRAPHIC	5nm W of Edinburgh		VFR Conspicuity 0432
CHART SOURCE	NATS		App.121.200
METAR AIRPORT	EGPH. 131.350	NDB UW 368kHz OM 06	QFE= QNH(METAR) -4 HPscIs
NAV AIDS (FSX / PLANG3)		NDB. EDN 341kHz OM 24	ILS 06/24   108.900MHz
RUNWAYS	Headings	Dimension	Surface & notes
	06 / 24	2556m x 46m	Grooved Asphalt
	12 / 30	1797m x 46m	Grooved Asphalt
AIRSPACE/TRANS ALT QNH	CLASS D Sfc-6000 EGPH CTR/TMA	Transition level 6000ft	Airspace above is Class D Base Alt 6000 Scottish TMA
CIRCUITS HEIGHT / DIR.	1200ft QFE	Normally to the North and East. 06, 12 LH 24, 30 RH. Or as directed	
NO FLY AREAS	Edinburgh below 3000' & all A/P buildings below 800ft		
LOCAL HAZARDS	BIRDS, Sea and Land, Bird-scaring-operations are carried out when needed.		
HELICOPTER OPERATIONS	Helicopters will be routed in/out direct, as per ATC directions. There are no established routes. Standard Helicopter aiming/departure point is on runway12/30 at Taxi U junction. Hover taxi <b>ONLY to helipads</b> . ATC may approve thresholds 06/24, for arr./dep., if traffic allows. Wheeled Helicopters will normally park in the SE bay of SE apron via H1 and H2. (33/34)		
SPECIAL RULES	All A/C on first contact (outbound) must state A/C type; Location/stand; & ATIS received. <b>START-UP, TAXI AND DEPARTURE MUST ONLY BE REQUESTED WHEN READY TO DO IT.</b> ATC will require <b>MINIMUM RUNWAY OCCUPANCY</b> . Inbound GA A/C requiring UK Border clearance <b>may be required to taxi to MAIN APRON first</b> . GA A/C will normally be parked at the <b>club Grass parking area</b> . Access <b>via Taxi U and West of Hold U1</b> . Visiting groups <b>may</b> be assigned a group of stands – 2 per stand, (usually SE apron or jet centre apron). GA A/C must <b>NOT join final at LESS THAN 1000' QFE (3nm)</b> i.e. <b>NOT BELOW</b> Glide Path. If <b>ILS app. MAINTAIN 3000ft</b> until intercepting the glide path, <b>THEN NOT BELOW</b> the glide path.		
NOISE abatement	<b>DEPARTS: 06.</b> Straight ahead; at 500ftQFE (635ft QNH), turn left onto 0450 at 7dme turn on course <b>24.</b> Straight ahead to UW NDB or 3000ft QNH, <b>WHICHEVER IS EARLIER, BEFORE turning on course 12 &amp; 30;</b> Straight ahead to 3000ft QNH, <b>BEFORE turning on course. OR AS INSTRUCTED BY ATC</b> <b>VFR/SVFR may expect to be routed in/out via the VRPs (see page 3 below).</b> <b>VFR Pilots MUST remain VMC. SVFR will not normally be given to A/C in VMC and OUTSIDE the CTR.</b>		

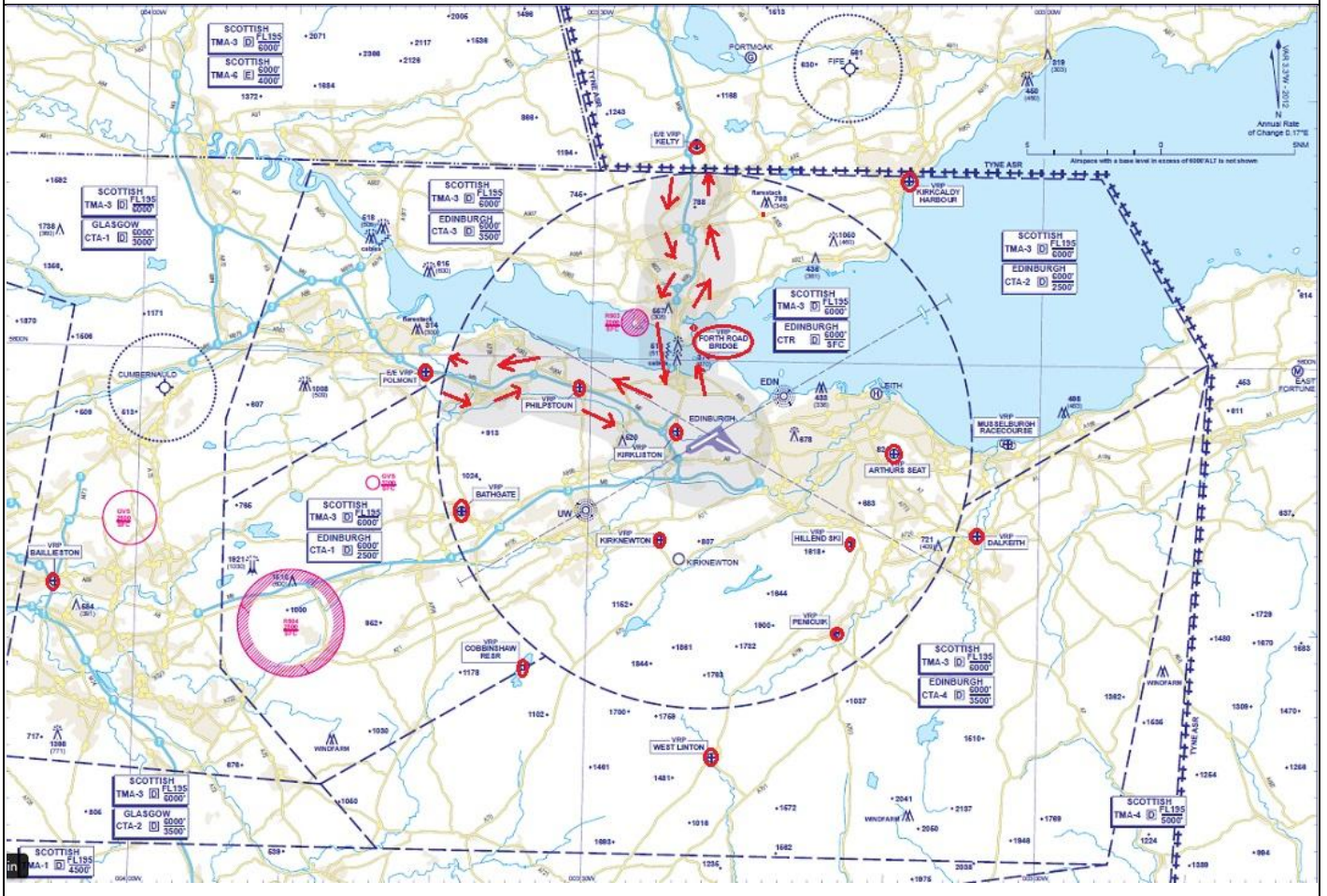
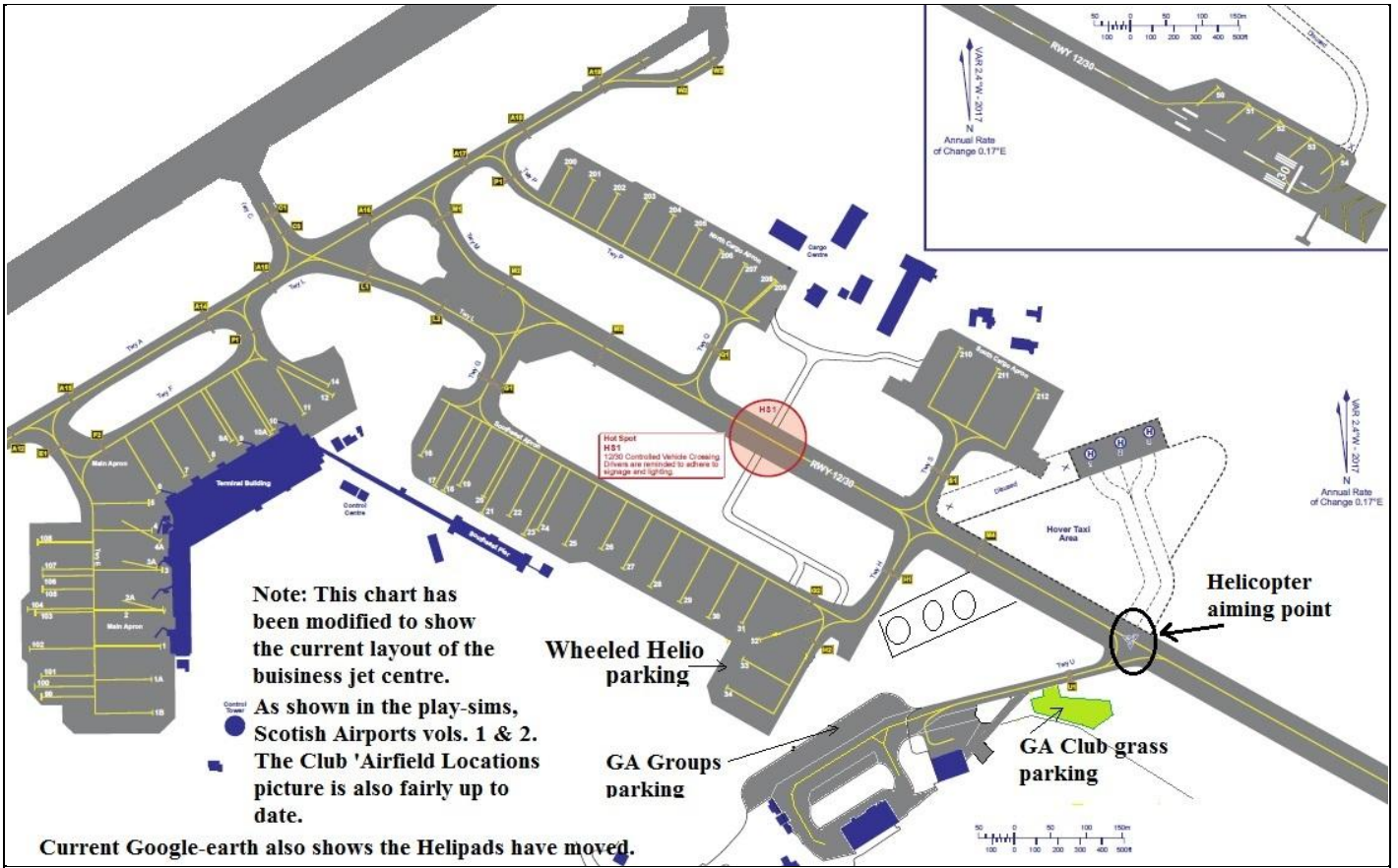


QNH

QFE

WIND

/

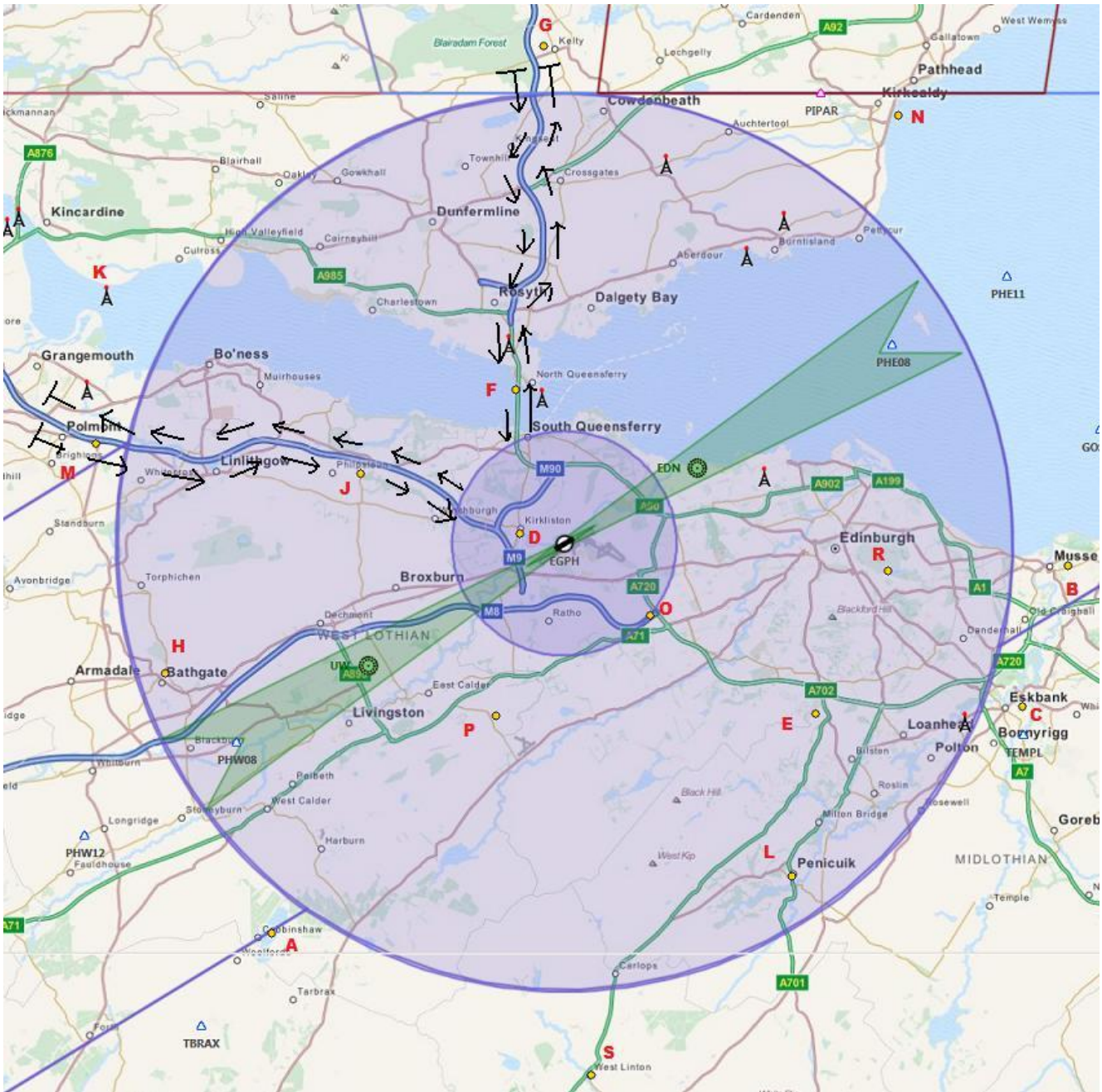


QNH

QFE

WIND

/



EDINBURGH EGPH, CTA (planG) Showing VRPs and Entry/Exit Lanes from / to the Nth and West.

VFR flights will use the Entry/Exit lanes or the VRPs Listed below.

- |                               |                                |                                  |
|-------------------------------|--------------------------------|----------------------------------|
| <b>VRPs. Letters on Chart</b> | <b>Cobbinshaw Reservoir; A</b> | <b>Musselburgh Racecourse; B</b> |
| <b>Dalkeith; C</b>            | <b>Kirkliston; D</b>           | <b>Hillend Ski Slope; E</b>      |
| <b>Kelty; G</b>               | <b>Bathgate; H</b>             | <b>Philpstoun (M8 Jct 2); J</b>  |
| <b>Penicuik; L</b>            | <b>Polmont; M</b>              | <b>Kirkaldy Harbour; N</b>       |
| <b>Kirknewton; P</b>          | <b>Arthurs Seat; R</b>         | <b>Hermiston (M8 Jctn 1); O</b>  |
|                               | <b>West Linton; S</b>          |                                  |

ENTRY/EXIT Lanes; Western – POLMONT LANE. Northern – KELTY LANE

**USE OF LANES:** Only with ATC Clearance; Pilots must maintain clearance from ground and other obstacles.

Remain clear of cloud, in sight of ground or water, NOT ABOVE 2000ftQNH.

LANES will normally be used by ATC during poor weather and/or high traffic loads (IFR).

Pilots MAY REQUEST use of lanes, which may NOT be approved.

IN VMC, VFR A/C WILL NORMALLY BE ROUTED VIA THE VRPs.