AIP CHANGES IN SUPPORT OF EDINBURGH ACP

AD 2-EGPH-1

2.21 NOISE ABATEMENT PROCEDURES

(e) The Noise Preferential Routeings for departure specified in the following table are compatible with ATC requirements and are to be flown by:

1. All jet aircraft

2. All non-jet aircraft of more than 5700 kg MTWA

unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

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.

~~(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.~~

Dep Rwy	ATC Clearance	Procedure	NPR Termination
06	RNAV1 Via EMJEE	Climb straight ahead to PHE35: upon reaching 636ft QNH turn left to PHE37, turn left to PHN11, right to PHW17, left to EMJEE	4000ft QNH
	RNAV1 Via GRICE	Climb straight ahead to PHE35: upon reaching 636ft QNH turn left to PHE37, turn left to PHN15, turn left to PHN22, right to GRICE	4000ft QNH
	RNAV1 Via VOSNE	Climb straight ahead to PHE35: upon reaching 636ft QNH turn left to PHE47, right to PHE48 – PHE49, right to PHE50, right to VOSNE	4000ft QNH
	RNAV1 Via KRAGY	Climb straight ahead to PHE35: upon reaching 636ft QNH turn left to PHE42, right to PHE28, right to PHE29, right to PHE30, right to PH17 - KRAGY	4000ft QNH
	Any other routing	Climb straight ahead MAG track 061° to altitude 636ft then turn left MAG track 041° and climb to enroute safety altitude/MSA.	4000ft QNH
24	RNAV1 Via EVTOL	Climb straight ahead to 636ft QNH then continue to PHW01, left to PHS14 – EVTOL	4000ft QNH
	RNAV1 Via ARLER	Climb to PHW24, left to PHS08 – ARLER	4000ft QNH
	RNAV1 Via GRICE	Climb straight ahead to 650ft QNH continue ahead to PHW15, right to PHW26 – PHN19 – PHN18 - GRICE	4000ft QNH
	RNAV1 Via LIKLA	Climb straight ahead to 650ft QNH, continue to PHW10, right to PHW27 – PHW12, left to PHW31 - LIKLA	4000ft QNH
	RNAV1 Via MAVIX	Climb to PHW06, right to PHW28 – PHW30 – MAVIX	4000ft QNH

	RNAV1 Via VOSNE	Climb straight ahead to 650ft QNH., continue ahead to PHW15, right to PHN09 – PHE33 – PHE50, right to VOSNE	4000ft QNH
	Any other routing	Climb straight ahead MAG track 241° to altitude 636ft then turn on track climbing to enroute safety altitude/MSA.	4000ft QNH

2.22 FLIGHT PROCEDURES

1 Procedures for Inbound Aircraft

(c) Arrival Routes

Approach From	Via	Route
North and Northeast	FIR P600	GRICE-UW NDB (RWY 06) Direct – EDN NDB (RWY 24) PTH VOR – GRICE – STIRA
East	FIR	TMA/CTA Boundary – as directed by ATC
South and Southeast	N601	ABEVI – ESKDO -
Southwest	P600 below FL125	BLACA – GIRVA – PHS47 – TLA VOR – GEVEZ – EDIBO
Southwest	P600 above FL125	BLACA – TUNSO – PHS45 – PHS46 – TLA VOR – GEVEZ – EDIBO
West and Northwest	AWYs or FIR	TMA/CTA Boundary – as directed by ATC

6 Procedures for Outbound Aircraft

(a) Non-Airways IFR flights departing from Edinburgh routing in the open FIR to the north or northeast should anticipate ATC clearance normally at an altitude not above 6000ft QNH.

(c) Omni Directional Departures

Aircraft unable to fly RNAV1 departure procedures will be issued with an omni directional departure clearance.

Omnidirectional Departures		
	Description	**Restriction**
RWY 24	Climb straight ahead MAG track 241° to 636ft then turn on track climbing to enroute safety altitude/MSA.	PDG 4.6% to 2200ft then 3.3%. No turn before DER.
RWY 06	Climb straight ahead MAG track 061° to altitude 636ft then turn left MAG track 041° and climb to enroute safety altitude/MSA.	PDG 4.8% to 1600ft then 3.3%. No turn before DER.
RCF	As per standard procedure	

2.24 CHARTS RELATED TO AN AERODROME

~~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: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART – INSTRUMENT (SID) RWY 06 EMJEE 1D – ICAO

AD 2-EGPH-6-1

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART – INSTRUMENT (SID) RWY 06 GRICE 5D – ICAO

AD 2-EGPH-6-2

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART – INSTRUMENT (SID) RWY 06 KRAGY 1D – ICAO

AD 2-EGPH-6-3

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART – INSTRUMENT (SID) RWY 06 VOSNE 1D – ICAO

AD 2-EGPH-6-4

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART – INSTRUMENT (SID) RWY 24 ARLER 1C – ICAO

AD 2-EGPH-6-5

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART – INSTRUMENT (SID) RWY 24 EVTOL 1C – ICAO

AD 2-EGPH-6-6

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART – INSTRUMENT (SID) RWY 24 GRICE 4C – ICAO

AD 2-EGPH-6-7

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART – INSTRUMENT (SID) RWY 24 LIKLA 1C – ICAO

AD 2-EGPH-6-8

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART – INSTRUMENT (SID) RWY 24 MAVIX 1C – ICAO

AD 2-EGPH-6-9

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART – INSTRUMENT (SID) RWY 024 VOSNE 1C – ICAO

AD 2-EGPH-6-10

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 06 EMJEE 1D

AD 2-EGPH-6-11

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 06 GRICE 5D

AD 2-EGPH-6-12

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 06 KRAGY 1D

AD 2-EGPH-6-13

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 06 VOSNE 1D

AD 2-EGPH-6-14

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 24 ARLER 1C

AD 2-EGPH-6-15

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 24 EVTOL 1C

AD 2-EGPH-6-16

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 24 GRICE 4C

AD 2-EGPH-6-17

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 24 LIKLA 1C

AD 2-EGPH-6-18

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 24 MAVIX 1C

AD 2-EGPH-6-19

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 06 VOSNE 1C

AD 2-EGPH-6-20

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

AD 2-EGPH7-1

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

~~AD 2-EGPH-7-2~~

Figure: STANDARD ARRIVAL CHART – INSTRUMENT (STAR) via BLACA – ICAO

AD 2-EGPH7-2

~~Figure: RNAV5 STAR via TWEED CHART~~

~~AD 2-EGPH-7-3~~

Figure: STANDARD ARRIVAL CHART – INSTRUMENT (STAR) via ESKDO – ICAO

AD 2-EGPH7-3

Figure: STANDARD ARRIVAL CHART – INSTRUMENT (STAR) via HAVEN – ICAO

AD 2-EGPH7-4

Figure: RNAV1 (DME/DME or GNSS) TRANSITION ARRIVAL CHART – INSTRUMENT RWY 06 EDIBO 1D – ICAO

ENR 3.3 AREA NAVIGATION ROUTES

Add the following:

Z500

Z502

Z506

Z507

Z509

N537

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Add the following:

Name Code	Coordinates	ATS route or other route	Terminal Area
ABSEK	560357N 0030142W		EGPH
ADLOM	554636N 0033908W		EGPH
ARLER	554452N 0032916W	Z507	EGPH
BIRCH	554346N 0032436W		EGPH
EDIBO	554128N 0030946W		EGPH
EMJEE	555900N 0034547W	N537, Z500, Z502	EGPH
EVTOL	554127N 0032402W	Z509	EGPH
GEVEZ	553532N 0030820W		EGPH
KRAGY	554900N 0033131W	Z507	EGPH
LIKLA	555530N 0040849W	N537	EGPH
OSBOL	554911N 0033015W		EGPH
SEEDI	555326N 0030320W		EGPH
TRIAR	555825N 0025548W	Z506	EGPH

ENR 6.3

ENR 6.3.1.2 LOWER ATS ROUTES (North Sheet)

Add the following routes:

Z500

Z502

Z506

Z507

Z509

Amend route: N537 (Extend GOW-LIKLA-EMJEE)

END