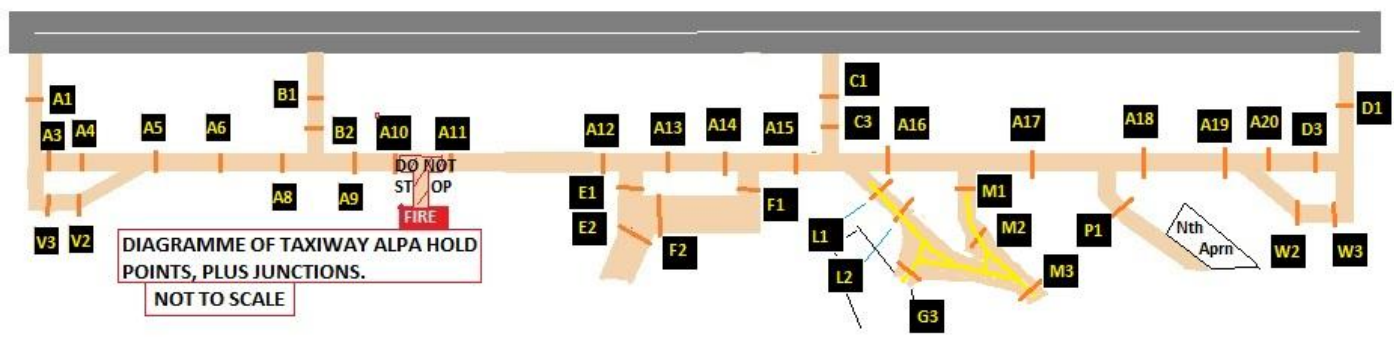


AIRFIELD	September 25	EDINBURGH				EGPH	SCOTLAND
CALLSIGN (A/C)	Edinburgh Tower					118.705	
CALLSIGN (A/F)	EGPH_TWR					Ground. 121.755	
LOCATION	Lat N055.57.00.000			Long W003.22.21.000		Elev. 136ft	
LOCATION GEO	5nm W of Edinburgh					VFR Conspicuity 0440	
CHART SOURCE	NATS	EGPH_DEL 121.980		NO NORDO A/C	App.121.205 Dir. 128.980		
METAR	EGPH. 131.355	NDB UW 368kHz OM 06			QFE= QNH-4 HPscIs		
NAV AIDS	NDB. EDN 341kHz OM 24		ILS 06/24 108.900MHz		GA Apron is 'Free parking' no set stands.		
RUNWAYS	Headings	Dimension	Surface & notes		If with a group, park safely, with care using minimum area, so that all A/C can get in. GA Apron park 'nose out' ALL A/C on stands, 'Nose in'		
	06 / 24	2556m x 46m	Grooved Asphalt				
	12 / 30	1797m x 46m	Grooved Asphalt				
AIRSPACE	CLASS D EGPB CTR/TMA		Trans. A6000ft		Airspace above is Class D Scottish TMA FL60+		
CIRCUITS	1200ft QFE	Normally to the North and East. 06, 12 LH 24, 30 RH. Or as directed					
NO FLY	Edinburgh below 3000' & all A/P buildings below 800ft						
LOCAL	BIRDS, Sea and Land, are a SERIOUS problem. Bird-scaring-operations are carried out when needed.						
HELIO OPS	ALL Helicopter arrivals / departures are via the Runway. There are no established routes. Circuit Height Not below 700'QFE. as per fixed wing. Do not overfly buildings. ALL Taxiing as directed by ATC.						
SPECIAL RULES	All A/C on first contact (outbound) must state A/C type; Location/stand; & ATIS received. DO NOT request START until flight plan clearance received. START-UP, TAXI AND DEPARTURE MUST ONLY BE REQUESTED WHEN READY TO DO IT. ATC will require MINIMUM RUNWAY OCCUPANCY. Cockpit checks should be completed PRIOR to requesting Departure to minimise runway occupancy. Always taxi at best SAFE speed. When taxiing do not obstruct the Fire station access, between A10 and A11. Landing A/C. Landing A/C. If told to GO AROUND, even when on the Runway - Do so - A large A/C is behind you! GA A/C Do not report VACATED until holding (no taxi clearance) or passing the hold closest to Taxi A. Inbound GA A/C requiring UK Border clearance may be required to taxi to MAIN APRON first. GA A/C will normally be parked on the GA apron NE corner of the TURNHOUSE Apron Visiting groups may be assigned a group of stands – 2 per stand, (usually SE apron GA A/C must NOT join final at LESS THAN 1000' QFE (3nm) Then, do not drop below the PAPIs - NOT BELOW Glide Path. If ILS app. MAINTAIN 3000ft until intercepting the glide path, THEN NOT BELOW the glide path. Pilots in the vicinity of EGPB, but not intending CTR entrance may monitor EGPB_RDR on121.205 (or APP) and squawk 0440. You will ONLY be contacted If requiring traffic avoidance.						
NOISE	DEPARTS: 06. Straight ahead; at 500ftQFE (635ft QNH), turn left onto t 7dme turn on course 24. Straight ahead to UW NDB or 3000ft QNH, WHICHEVER IS EARLIER, BEFORE turning on course 12 & 30; Straight ahead to 3000ft QNH, BEFORE turning on course. OR AS INSTRUCTED BY ATC VFR/SVFR may expect to be routed in/out via the VRPs (see page 3 below). VFR Pilots MUST remain VMC. SVFR will not normally be given to A/C in VMC and OUTSIDE the CTR.						
Remarks	ENTRY EXIT LANES: Exist primarily for use in poor VMC conditions, or to aid ATC in mixed traffic integration. However, Pilots may request the use of the lanes. Dependent upon controller situation, this may be refused. Normal VFR approach / departure will be via the VRPs show on the chart below. REMEMBER: IFR takes precedent over VFR; Public service A/C (Police, Medical, Emergency flights) take precedent over ALL A/C.						



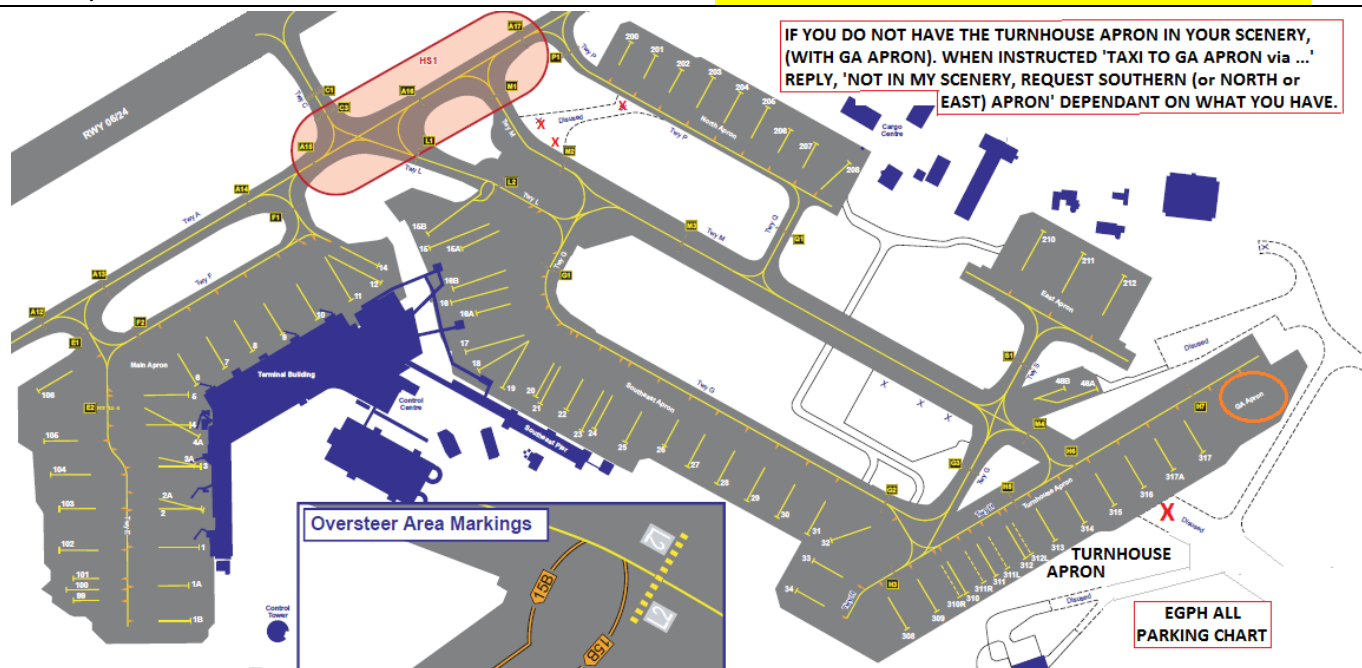
IF THE AIRPORT IS BUSY, THE CONTROLLER MAY USE THE INTERMEDIATE HOLDS ON ALPHA TO REGULATE TRAFFIC. GA WILL NOT NORMALLY USE FULL LENGTH UNLESS REQUESTED BY PILOT.

Hot Spot
HS1
Mid-route hot spot. Multiple roadway intersections in close proximity.
Pilot to be aware of potential mid-route

DO NOT STOP
between
A10 and A11

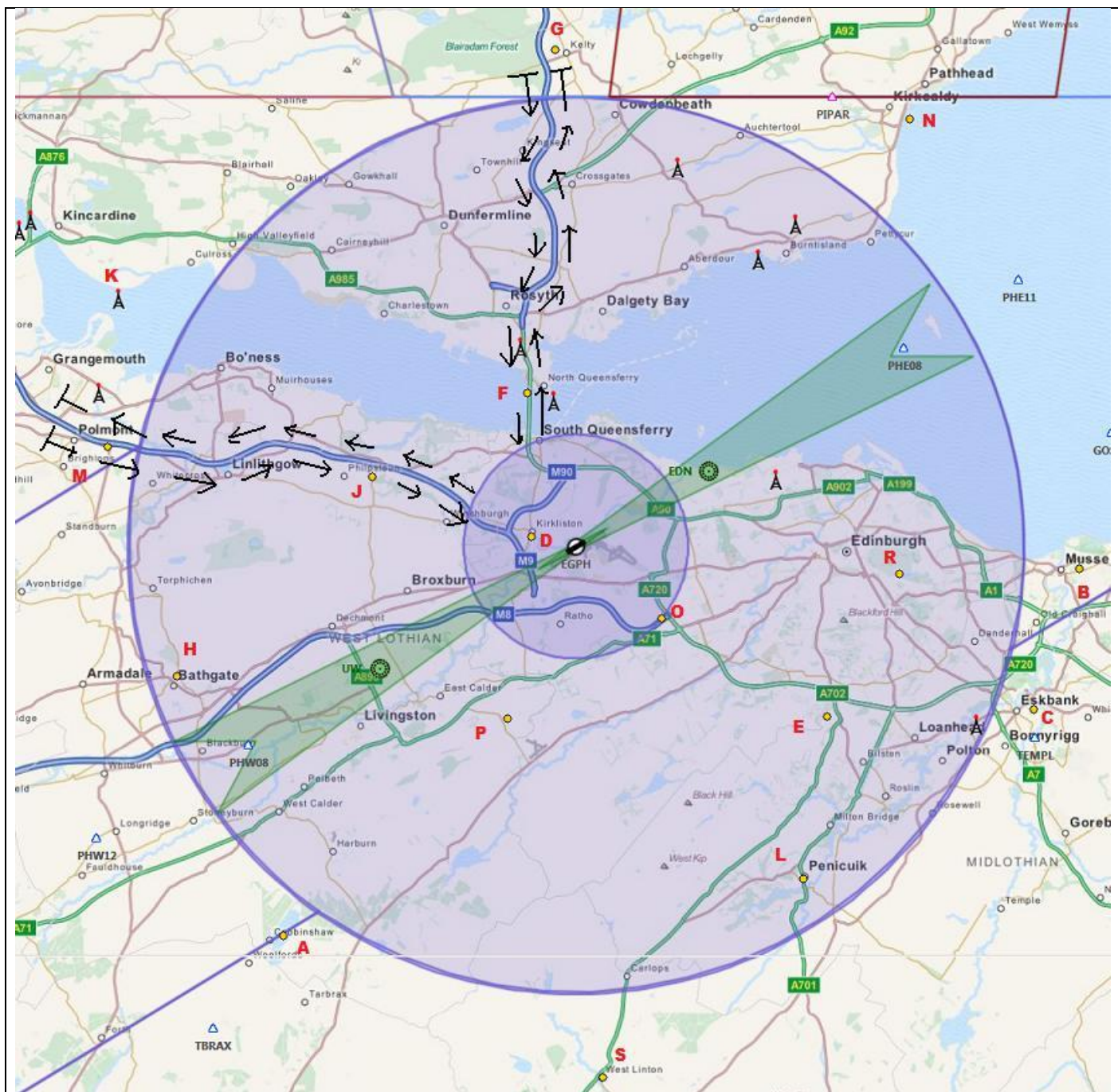


IF YOU DO NOT HAVE THE TURNHOUSE APRON IN YOUR SCENERY, (WITH GA APRON). WHEN INSTRUCTED 'TAXI TO GA APRON via ...' REPLY, 'NOT IN MY SCENERY, REQUEST SOUTHERN (or NORTH or EAST) APRON' DEPENDANT ON WHAT YOU HAVE.



A380 A/C TAXIING LIMITS.





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.

VRPs. Letters on Chart	Cobbinshaw Reservoir; A	Musselburgh Racecourse; B
Dalkeith; C	Kirkliston; D	Hillend Ski Slope; E
Kelty; G	Bathgate; H	Philpstoun (M8 Jct 2); J
Penicuik; L	Polmont; M	Kirkcaldy Harbour; N
Kirknewton; P	Arthurs Seat; R	West Linton; S
		Forth Road Bridge (Nth Twr); F
		Longannet Power Station; K
		Hermiston (M8 Jctn 1); O

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

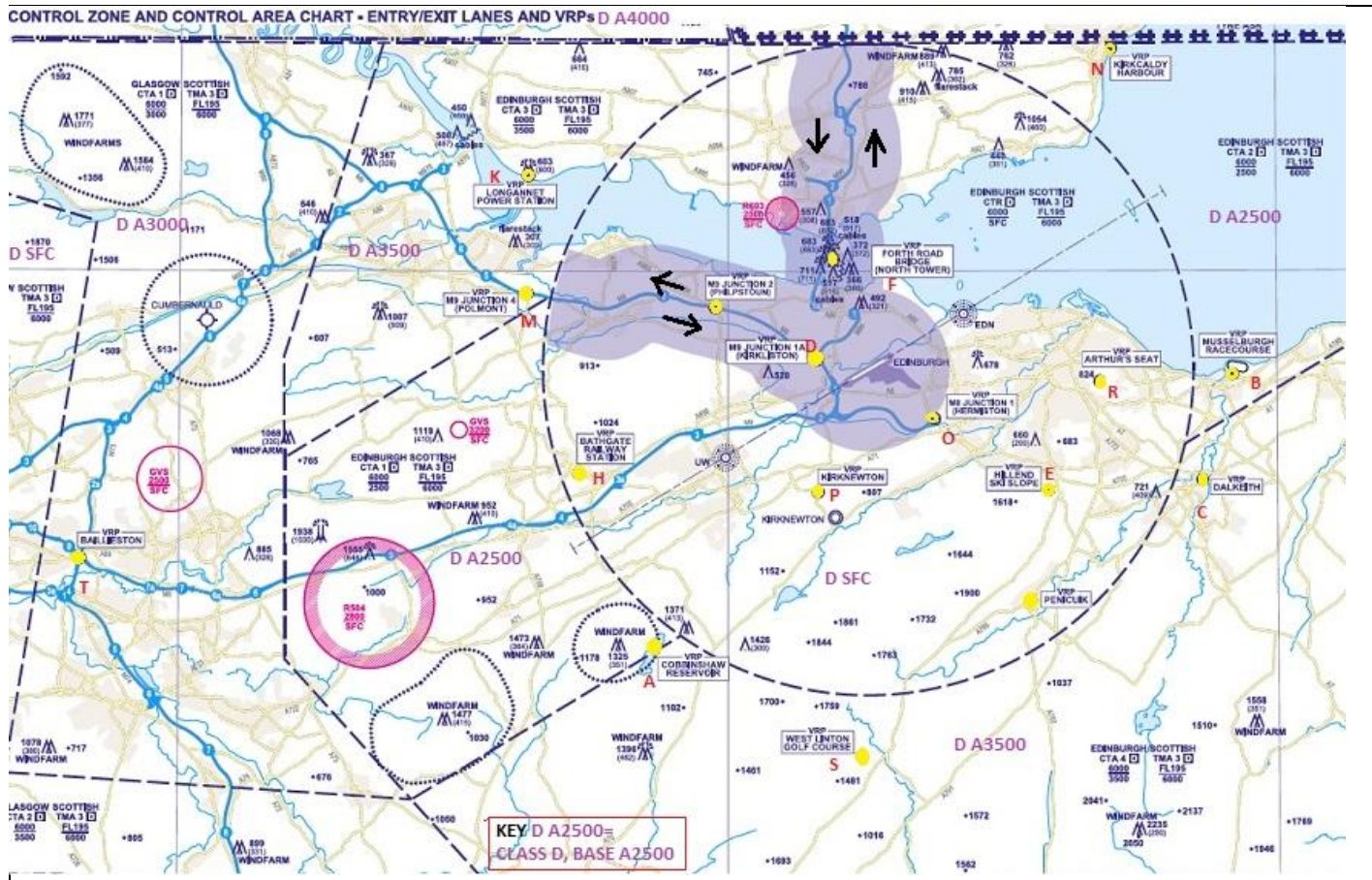
USE OF LANES: Only with ATC Clearance; Pilots must maintain clearance from ground and other obstacles.

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.



Pilots; please put youy callsign after your name

NOT TO BE USED FOR REAL WORLD OPERATIONS