

Edinburgh

IATA/ICAO CODE: EDI/EGPH
CITY: Edinburgh
COUNTRY: Scotland, UK

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

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ELEVATION: 135 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
06/24	2556	213	-	46
12/30	1797	-	-	46
<p>Note: High terrain southeast of airport. Use of runways:</p> <p>1. Runway 12/30 is not available when the IRVR is less than 1200 m.</p> <p>2. Runway 12/30 will not be available when aircraft are parked on Block 33. Runway 12/30 is a visual runway only.</p> <p>3 . Between 2100 and 0630 hours local time Monday - Friday and 1800-0900 at Saturday night and 1800 to 0630 Sunday night runway 12/30 will not be available unless:</p> <p> a) Runway 06/24 is not available due to work in progress</p> <p> b) surface wind conditions dictate that Runway 12/30 must be used</p> <p>Runway 12/30 will at times be available to aircraft in an emergency except if aircraft parked on the overspill apron on Block 33 cannot be moved.</p>				

NOISE ABATEMENT PROCEDURES

See AIP UK for details.

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 L_{max} by day (0600- 2330 local) or 87 dBA L_{max} 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 to Runway 24 by aircraft with an MTWA in excess of 5700 kg are to be made from a position not less than 7 nm DME on the extended runway centre-line. Aircraft approaching this point from a southerly direction are not to descend below 2000 ft QNH until after crossing the Firth of Forth coastline northbound. Aircraft approaching Runway 06 are to join the extended runway centre-line at a height of not less than 1500 ft

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.

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.

CONTINUOUS DESCENT ARRIVAL (CDA)

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

- a. Turbo-jet and turbo-prop aircraft approaching Edinburgh Airport 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 band 210 kt to 240 kt during the approach phase, reducing to within the band 160 kt to 180 kt at a range of 12 nm from touchdown and maintain 160 kt from 8 DME to 4 DME from touchdown. 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(See AIP UK)
- 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.

AIRPORT CURFEWS

Between 2300-0600 the aerodrome is available for passenger flights by aircraft meeting NN/B and NN/C standards; it is strictly subject to PPR. NN/A and non-noise certificated aircraft are not permitted during the restriction period.

NN/B aircraft are those with a 95 PNdB (measuring unit for the perceived noise level used instead of db) contour not exceeding 10.5 square kilometers in area on the ground at a maximum certificated take-off when using ICAO take-off procedure and with a 95 PNdB noise contour at maximum certificated landing weight and maximum flap setting not exceeding 6.5 square kilometers on the ground when landing; all non-jet aircraft are included.

NN/C aircraft are those with a 95 PNdB contour not exceeding 5.2 square kilometers in area on the ground at maximum certificated take-off weight when using ICAO take-off procedure and with a 95 PNdB noise contour at maximum certificate landing weight and maximum flap setting not exceeding 1.0 square kilometer on the ground when landing.

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

There is no designated maintenance area at Edinburgh for EGR's. A suitable site is selected taking into account wind direction and speed, operational requirements, and environmental considerations. EGR's are permitted daily between 0700 and 2300 hours except between 0700 and 1300 hours on a Sunday when limited EGR's are permitted on stand.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

Edinburgh Conditions of Use as of January 1, 2011 See Noise Level Limits for additional charges.

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

- The sites of the aircraft noise monitoring terminals relating to Edinburgh Airport are:
- EDI 01 - Inveralmond High School, Livingston. NT 0499 6845 - *555359N 0033116W;
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FLIGHT TRACK MONITORING SYSTEM

Yes

NOISE LEVEL LIMITS

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].

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Surcharge for aircraft which exceed the noise thresholds

- | | |
|----------------------|-------------|
| - by up to 3 dB(A) | GBP 1000.00 |
| - by 3 dB(A) or more | GBP 2000.00 |

Noise thresholds are:

- between 0600 - 2330 94 dB(A)
- between 2330 - 0600 87 dB(A)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - NONE