QNH QFE WIND

CALLSIGN (A/C RADIO) CALLSIGN (ES/VATSIM) EGPH_TWR Ground. 121.750 LOCATION Lat N055.57.00.000 Long W003.22.21.000 Elev. 136ft VFR Conspicuity 0432 CHART SOURCE NATS METAR AIRPORT EGPH. 131.350 NDB UW 368kHz OM 06 RUNWAYS App.121.200 NDB. EDN 341kHz OM 24 ILS 06/24 108.900MHz Headings Dimension Surface & notes RUNWAYS AIRSPACE/TRANS ALT QNH EGPH CTR/TMA CIRCUITS HEIGHT / DIR. AIRSPACE BIRDS, Sea and Land, Bird-scaring-operations are carried out when needed. Helicopters will be routed in/out direct, as per ATC directions. There are no established routes. Hover taxi ONLY to helipads. ATC may approve thresholds 06/24, for arr,/dep., if traffic allows.	AIRFIELD NAME AND ICAO			EDINBURGH					EGPH		
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RUNWAYS Headings Dimension Surface & notes	METAR AIRPORT			EGPH. 131.350		NDB UW 368kHz OM 06		QFE:	E= QNH(METAR) -4 HPscls		
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OPERATIONS Hover taxi ONLY to helipads. 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)	2. (33/34)										
SPECIAL All A/C on first contact (outbound) must state A/C type; Location/stand; & ATIS received.											

RULES START-UP, TAXI AND DEPARTURE MUST ONLY BE REQUESTED WHEN READY TO DO IT.

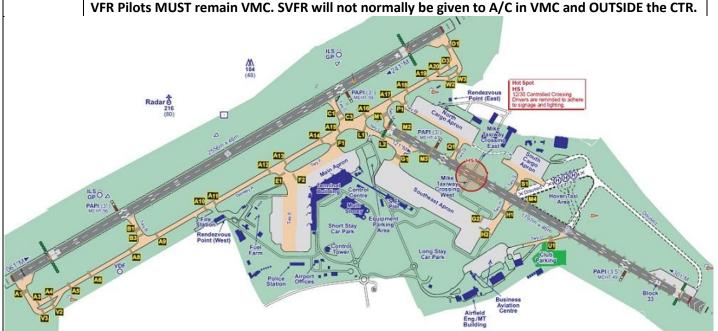
ATC will require **MINIMUM RUNWAY OCCUPANCY.**

Inbound GA A/C requiring UK Border clearance may be required to taxi to MAIN APRON first. GA A/C will normally be parked at the club Grass parking area. Access via Taxi U and West of Hold U1. Visiting groups may be assigned a group of stands – 2 per stand, (usually SE apron or jet centre apron). GA A/C must NOT join final at LESS THAN 1000' QFE (3nm) i.e. NOT BELOW Glide Path.

If ILS app. MAINTAIN 3000ft until intercepting the glide path, THEN NOT BELOW the glide path.

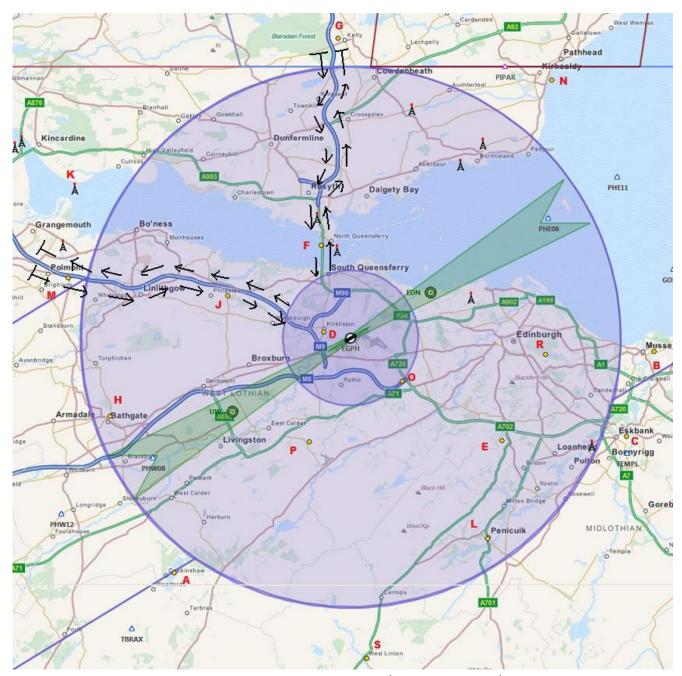
NOISE abatement

DEPARTS: 06. Straight ahead; at 500ftQFE (635ft QNH), turn left onto 0450 at 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).



QNH QFE **WIND** Helicopter Note: This chart has aiming point been modified to show Wheeled Helio parking the current layout of the buisiness jet centre. As shown in the play-sims, Scotish Airports vols. 1 & 2. GA Club grass The Club 'Airfield Locations **GA** Groups parking picture is also fairly up to parking date. 50 0 50 100 150er 100 0 100 200 300 400 5001 Current Google-earth also shows the Helipads have moved.





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 Resevoir; A	Musselburgh Racecourse;B		
Dalkeith;C	Kirkliston;D	Hillend Ski Slope;E	Forth Road Bridge (Nth Twr);F		
Kelty;G	Bathgate; H	Philpstoun (M8 Jnct 2);J	Longannet Power Station; K		
Penicuik; <mark>L</mark>	Polmont; M	Kirkaldy Harbour; N	Hermiston (M8 Jnctn 1);O		
Kirknewton; P	Arthurs Seat; R	West Linton; S			

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.