BEARINGS, TRACKS AND RADIALS ARE MAGNETIC ATC SURVEILLANCE MINIMUM **ELEVATIONS IN FEET AMSL** 1938 **ALTITUDE CHART - ICAO EDINBURGH** HEIGHTS IN FEET AGL (1030) 814 003 00W 003 30W 1713 BALADO PARK ATIS* 131.350 EDINBURGH INFORMATION TRANSITION ALTITUDE •1476 6000 (A) APP 121.200 **EDINBURGH APPROACH 319** (303) PORTMOAK 2700 118,700, 121,500* EDINBURGH TOWER TWR BAL ADO **ELEVATION** RAD 121.200, 128.975* EDINBURGH RADAR 2500 **1**643 136 * See EGPH AD 2.18 for full details. **641** (415) SCOTTISH TMA E 1243 1372 300 6000 4000 flarestack 745 2300 788 **798** (345) 1050 (460) GLASGOW CTA D **EDINBURGH** 615 (600) CTR 436 EDINBURGH CTA D 6000 6000 SFC EDINBURGH CTA D 6000 2500 700 314 (300) 1171 5600N 711 X X 372 EDN 1008 CUMBERNAULD 2300 611 EDN 270 3000 520/ WINDFARM 100 **EDINBURGH** GVS 3200 SFC 1024 (H) EDINBURGH ROYAL INFIRMARY UW. O EDINBURGH CTA D 807 **1938** (1030) 6000 2500 1700 KIRKNEWTON 952 **1371** (413) •1900 •1861

MINIMUM INITIAL ALTITUDE

GLASGOW CTA D 6000 3500

10NM

003 30W

WINDFARM 1396 M

3000

³⁹⁰⁰

1759

8

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:
a) 2300 in the sector defined by the lateral limits; 560412N 0034039W - 561030N 0032203W thence anti-clockwise by an arc of a circle radius 3NM centred on 561253N 0031848W to 561005N 0031656W - 561146N 0030923W thence clockwise by an arc of a circle radius 11.5NM centred on 560024N 0031217W to 555321N 0025608W - 5555843N 0031708W - 555652N 0034958W thence clockwise by an arc of a circle radius 11.5NM centred on 555424N 0033000W to 560412N 0034039W.

SCOTTISH TMA D

FL195 4500

b) 2500 in the sector defined by the lateral limits; 561030N 0032203W thence clockwise by an arc of a circle radius 11.5NM centred on 560024N 0031217W to 561146N 0030923W - 561005N 0031656W thence clockwise by an arc of a circle radius 3NM centred on 561253N 0031848W to 561030N 0032203W

3000

2041•

W

WINDFARM

1037

3900

EDINBURGH CTA D 6000 3500

2163

003 00W

WINDFARM M

1535

/AR 2.0°W

2019

N

Annual Rate

of Change 0.17°E

AD 2-EGPH-5-1

c) 3000 in the sector defined by the lateral limits; 555652N 0034958W - 555843N 0031708W - 555321N 0025608W thence clockwise by an arc of a circle radius 11.5NM centred on 560024N 0031217W to 555033N 0030147W - 554435N 0031927W thence clockwise by an arc of a circle radius 11.5NM centred on 555424N 0033000W to 555652N 0034958W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

(415) 1030 WINDFARM

Scale 1:454 500

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or 1000 above any fixed obstacles:

a) within SNM of the aircraft*, and
b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at 3000, or last assigned level if higher to NDB(L) EDN†, except for RWY 06, in which case proceed to NDB(L) UW. Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to NDB(L) EDN†, except for RWY 06, in which case proceed to NDB(L) UW.

In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3 or the procedure for Scottish TMA & Edinburgh CTR detailed at (EGPH AD 2.22).

GENERAL INFORMATION

- Levels shown are based on QNH.
- Only significant obstacles and dominant spot heights are shown.

 The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air SERA.5015.

 Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
- Controlled airspace with a base in excess of 5000 or FL55, as appropriate, is not shown.
- This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.

 When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.

 Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.

 Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (1/19): NOTES 8 & 9 ADDED

AERO INFO DATE 12 OCT 18