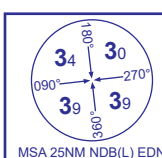


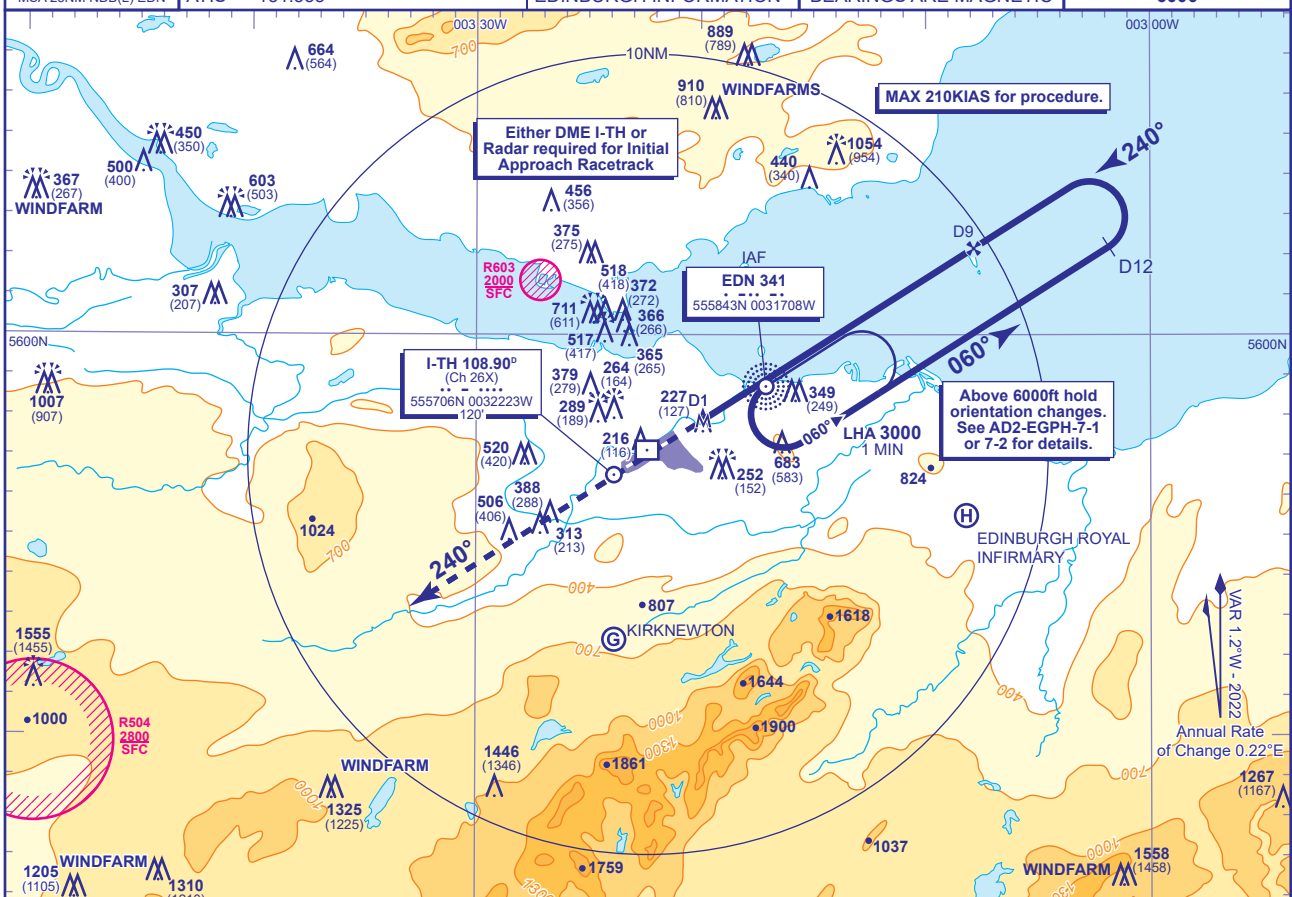
## INSTRUMENT APPROACH CHART - ICAO

**EDINBURGH  
NDB(L)/DME  
RWY 24**  
(ACFT CAT A,B,C,D)



APP	121.205	EDINBURGH APPROACH	AD ELEVATION <b>136</b>
TWR	118.705	EDINBURGH TOWER	THR ELEVATION <b>100</b>
	121.755	EDINBURGH GROUND	OBSTACLE ELEVATION <b>1558 AMSL</b> (1458) (ABOVE THR)
RAD	121.205, 128.980	EDINBURGH RADAR	
ATIS	131.355	EDINBURGH INFORMATION	BEARINGS ARE MAGNETIC

TRANSITION ALTITUDE  
6000

[illegible]

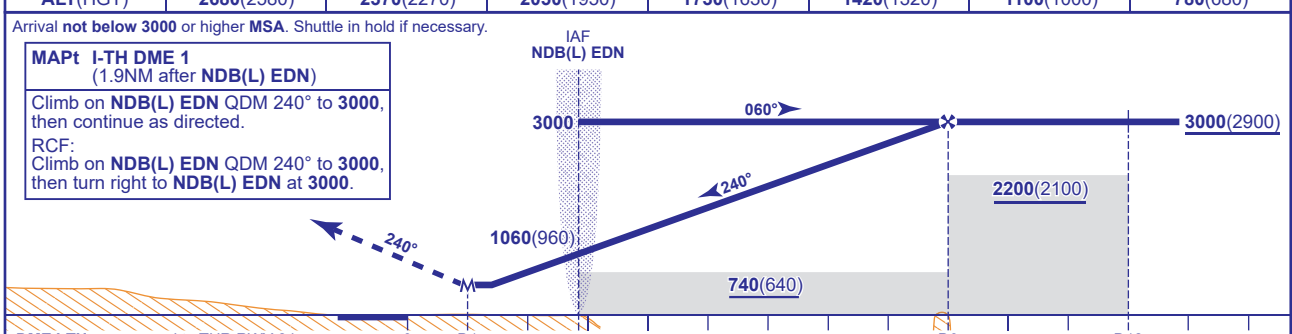
RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM							
DME I-TH	8	7	6	5	4	3	2
ALT (HGT)	0000/0500	0070/0670	0150/0750	0230/0830	0310/0910	0390/0990	700/000

ALT(HGT)	2680(2580)	2370(2270)
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MAPt I-TH DME 1

Climb on **NDB(L) EDN** QDM 240° to **3000**,

then continue as directed.  
RCF:  
Climb on **NDB(L) \ EDN QDM 210° to 2000**



DME I-TH zero ranged to THR RWY 24					0	D1				D9	D12		
Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80	
OCA (OCH)	WITH DME	600(500)	600(500)	600(500)	600(500)		FT/MIN	840	740	630	530	420	
	NO DME	650(550)	650(550)	650(550)	650(550)	NDB(L) EDN to MAPt	MIN:SEC	0:43	0:49	0:57	1:08	1:25	
VM(C)OCA (OCH AAL)	Total Area	780(644)	980(844)	1470(1334)	2020(1884)								
	North of	680(544)	820(684)	920(784)	1120(984)								

	RWY 06/24	000(0.11)	010(0.01)
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**AIRCRAFT UNABLE TO RECEIVE DME I-TH**  
Advise ATC. Radar ranges will be provided equivalent to D12 outbound and at D9 inbound. Turn left to intercept the extended FAT. When established,

descend at equivalent of D9 inbound to **not below 740(640)** until overhead NDB(L) EDN, then

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**CHANGE (4/25): KIRKNEWT**

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