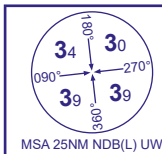
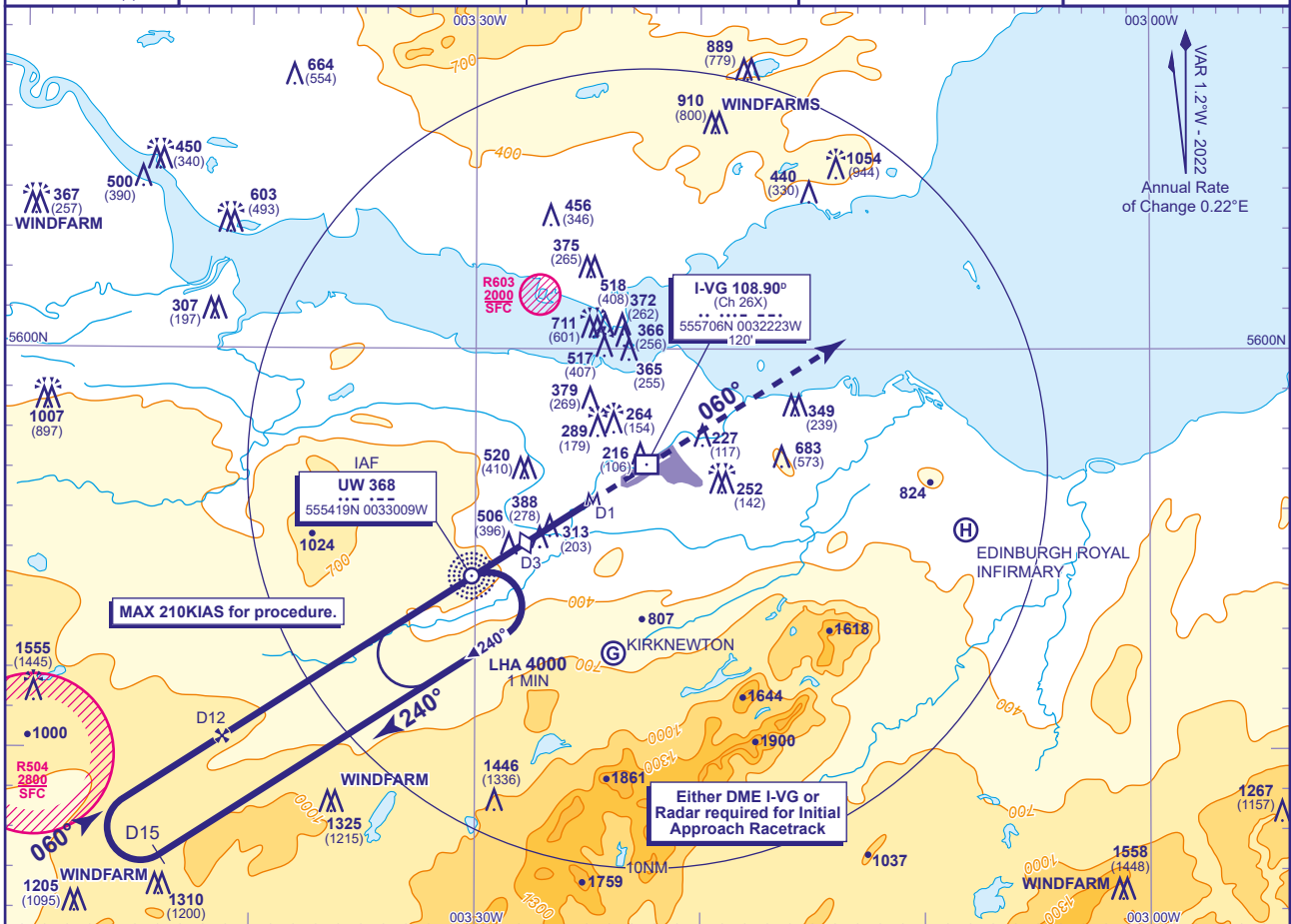


## INSTRUMENT CHART - ICAO

EDINBURGH  
NDB/DME  
RWY 06  
(ACFT CAT A,B,C,D)

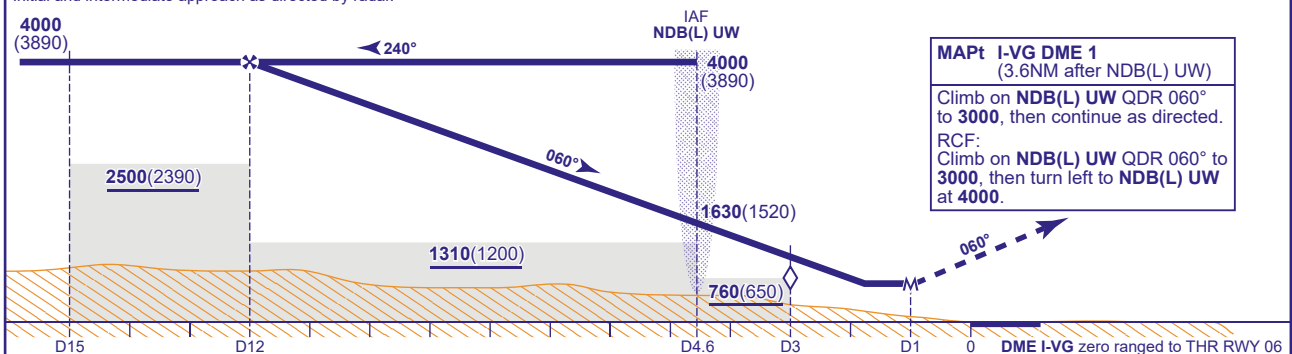
APP	121.205	EDINBURGH APPROACH	AD ELEVATION	136
TWR	118.705	EDINBURGH TOWER	THR ELEVATION	110
	121.755	EDINBURGH GROUND	OBSTACLE ELEVATION	1558 AMSL (1448) (ABOVE THR)
RAD	121.205, 128.980	EDINBURGH RADAR		
ATIS	131.355	EDINBURGH INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE  
6000

## RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-VG	10	9	8	7	6	5	4	3 (SDF)	2
ALT(HGT)	3360(3250)	3040(2930)	2720(2610)	2400(2290)	2080(1970)	1760(1650)	1440(1330)	1120(1010)	800(690)

Initial and intermediate approach as directed by radar.



**MAPt I-VG DME 1**  
(3.6NM after NDB(L) UW)

Climb on **NDB(L) UW QDR 060°** to **3000**, then continue as directed.

RCF:  
Climb on **NDB(L) UW QDR 060°** to **3000**, then turn left to **NDB(L) UW** at **4000**.

Aircraft Category		A	B	C	D	Rate of descent  NDB(L) UW to MAPt	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	690(580)	690(580)	690(580)	690(580)		FT/MIN	850	750	640	530	430
	NO DME	760(650)	760(650)	760(650)	760(650)		MIN:SEC	1:21	1:32	1:48	2:10	2:42
VM(C)OCA (OCH AAL)	Total Area	780(644)	980(844)	1470(1334)	2020(1884)							
	North of RWY 06/24	680(544)	820(684)	920(784)	1120(984)							

## AIRCRAFT UNABLE TO RECEIVE DME I-VG

As for main and alternative procedures with DME except radar ranges will be provided equivalent to D15 outbound on the racetrack procedure and D12 inbound. When established on the extended FAT, descend from equivalent to D12 inbound to cross NDB(L) UW **not below 1310(1200)**, then descend to MDH.

CHANGE (4/25): KIRKNEWTON GLIDER SITE ADDED.