

SIDs	24	06	NO SCO	Notes
GOSAM	1C (6000 ft)	1D (6000 ft)	FL140	Jet Aircraft Only
TLA	6C (6000 ft)	6D (6000 ft)	FL140	Only for: Non-Jet Aircraft; Jet Aircraft routing Y96 or leaving CAS at TLA; Jet Aircraft routing via N57/L612/N864 between 2300-0600L
GRICE	3C (6000 ft)	4D (6000 ft)	FL140	Routing P600 Eastbound or leaving CAS North of Grice

Standard VFR Departures
GMP may clear VFR traffic via the following routes without coordination: - Polmont Lane - Kelty Lane Not above altitude 2000 ft VFR, Edinburgh QNH, local squawk (0441-0443). GMP shall then notify INT and AIR of the callsign, aircraft type, squawk and routing.

Handoff / Release Orders	GOSAM	TLA	GRICE	Frequency List				
	STW	STE	SS	SCOTTISH CONTROL			EDINBURGH	
	ST	ST	SE	STW	"Galloway"	124.825	ATIS	131.355
	SD	SD	S	STE	"Talla"	130.975	GMP	121.980
	SWD	SWD	INT	ST	"Scottish TMA"	126.300	GMC	121.755
	SS	SS		SD	"Deancross"	135.855	AIR	118.705
	S	S		SWD	"West-Deancross"	133.875	FIN	128.980
	INT	INT		SS	"Scottish South"	134.775	INT	121.205
				S	"Scottish Bandbox"	135.530		
	<b>INT Top Down:</b> STE -> ST -> SD -> SWD -> SS -> S				<b>GMP Opening Restrictions</b> GMP may only be opened when there is <b>significant</b> demand for <b>departures</b> - considered to be <b>at least 15</b> aircraft on the ground pending departure, or when rostered for events.			

Entry / Exit Lanes		
Polmont Lane	M9 Motorway from abeam Grangemouth eastwards, via the Polmont Roundabout, Linlithgow Loch and Philpstoun to EGPH ATZ.	Clearance not above 2000 ft EGPH QNH
Kelty Lane	M90 Motorway Kelty southwards to M90 Jct 1B, Forth Road Bridge, then M90 Jct 1 southwards to EGPH ATZ.	

Altimetry Information		Taxiway Restrictions	
Elevation	QFE	See EGPH Chart 2-3 for Code E restrictions.	
136 ft	QNH - 4	<b>Simultaneous use of L and M:</b> Aircraft up to and including Code D may pass abeam each other. Code E may only pass abeam code C or smaller. <b>Simultaneous use of L and G:</b> When an aircraft is stationary at L2, a maximum of code E is permitted to pass behind. Aircraft on stands 15A or 15B may be asked to pull forward to L2. <b>Taxiway A Loops:</b> Both aircraft on the loop must be code C or smaller.	

Departure	Clearance (GMP)	Pre-note (GMP)	Release (AIR)
Non-standard IFR	INT		INT
Standard VFR Departure		INT AIR	
Non-Standard VFR and SVFR Departure	INT	AIR	
After Runway Change			FIN
IFR following IFR/SVFR Missed Approach / Touch-and-go / Low approach			
To EGPF	INT	STE	INT
To EGPK		STW	STW or STE*
To EGNT		STE	

Departure Route Separation (in mins)		
↓ Follow	Lead →	GOSAM/TLA/GRICE
GOSAM/TLA/GRICE		2

ILS Details	
24	I-TH 108.9MHz Course 060°
	I-VG 108.9MHz Course 240°

Speed Separation Groups (see vMATS for rules)			
4	3	2	1
All jet aircraft <b>except:</b> - Those in Group 3 - Concorde - Military fast jets	BAe 146 / Avro RJ variants CL35/CL60 CRJ1/2/7/9/X D328/J328/DH8D E135/145, E50P/55P P180 / SB20 Citations <b>except:</b> C56X/680/68A/700/750	ATR variants DH8A/B/C F50 JS31/32/41 King Air variants PC12 SF34, SW3/4 TBM7/8/9	BN2P/T C208 DA62 DHC6 E110

Note: When a controller requests a radar check, a departure release is required from that controller.

\* STW for jet departures via GOSAM, STE for non-jet departures via TLA

**NOT FOR REAL WORLD USE**

Missed Approaches	
ILS 06/24	Continuous climb straight ahead to 3000ft, then as directed.
NDB 24	Climb on NDB(L) EDN QDM 240° to 3000ft, then as directed.
NDB 06	Climb on NDB(L) UW QDR 060° to 3000ft, then as directed.

TARTN Vectoring Restrictions	
24	Traffic shall be vectored to remain east of the holding pattern/direct route to TARTN, except when direct routings have been individually coordinated.
06	Traffic shall be vectored to remain west of the holding pattern/direct route to TARTN. It must also cross the 180°M track from the UW at or below 6000 feet to remain separated from the LANAK hold.

STARs					
TARTN	Via	Routing	Descent	Speed Restrictions	Notes
AGPED 1E	Y96   N110	AGPED - HAVEN - TARTN	FL260 by AGPED   FL70 by TARTN	250 HAVEN   230 TARTN	
GIRVA 1E	P600	GIRVA - TLA - TARTN	FL120 by GIRVA   FL70 by TARTN	250 TLA   230 TARTN	
INPIP 1E	(U)N601	INPIP - INREV - ESKDO - TARTN	FL260 by INPIP   FL200 by INREV   FL70 by TARTN	250 ESKDO   230 TARTN	
TUNSO 1E	P600	TUNSO - TLA - TARTN	FL170 by TUNSO   FL70 by TARTN	250 TLA   230 TARTN	
STIRA	Via	Routing	Descent	Speed Restrictions	Notes
PTH 1G	P600	PTH - GRICE - STIRA	FL70 by STIRA	250 GRICE   230 STIRA	1

**1) Shared hold with EGPF**

Transition Level & Scottish MSL		
EGPF QNH	TL	MSL
1032-1049	65	70
1014-1031	70	
995-1013	75	80
977-994	80	
959-976	85	90
940-958	90	

Edinburgh Holds			
Fix	Details	Levels	Max Speed
TARTN	015° L	MSL - FL140	230kt
STIRA	233° R	MSL - FL140	230kt
EDN	240° L	3000ft - 6000ft	210kt
	294° R	FL70+	210kt
UW	060° R	4000ft - FL140	210kt
TLA	331° L	MSL - FL140	-

Inbound Release Levels		
Via	From	Agreement
TARTN	STE	MSL
STIRA	SS	MSL w/ STIRA
N864	SS	Individually Coordinated

Circuit Procedures		
Runway	Direction	Altitude (Height)
24	Right	1100 ft (1000 ft)
06	Left	1100 ft (1000 ft)

Squawks	INT	0430-0437
	GMP (Standard VFR)	0441-0443
	Listening	0440

25 NM Minimum Sector Altitude (MSA)			
NW	3400 ft	NE	3000 ft
SW	3900 ft	SE	3900 ft

Level Capping	
Destination	Max RFL
EGAA/AC	240
EGBB/BE/NX	270
EGGD/FF/SY	330
EGCC/GP/NR/NH/NJ/NM/NO	250
EGNT/PD	230
EGSH/TE/TK/UL/UN	330
EGVN/VA/BJ/BP	330
EIDW/ME/WT/CM	240

Wake Turbulence Arrival Separation (in NM)					
Lead →	J	H	UM	LM	S
J	-	-	-	-	-
H	5	4	-	-	-
UM	7	5	3	-	-
LM	7	5	4	-	-
S	7	6	4	3	3
L	8	7	6	5	4

All Weather Operations
<b>Low Visibility Procedures</b> During CATII or CATIII operations, LVPs are applied and broadcast via ATIS or via RT. They are enforced either when: IRVR or Met. Visibility is 600m or less <u>OR</u> cloud ceiling (BKN+) 200ft or less
<b>Safeguarding</b> Initiated either when IRVR is 1000m and forecast to drop into LVPs <u>OR</u> cloud ceiling is 300ft and forecast to drop
All departing aircraft will use CATIII holding points A3/V3 or D3/W3.