vatsim uk Operations

EDINBURGH VMATS PART 2

EGPH

REVISION 2024/01 - EFFECTIVE 25 JANUARY 2024

DISTRIBUTION AND SCOPE

This manual is for controllers of Edinburgh Aerodrome and Approach positions, containing specific and local procedures relevant to these positions. Controllers must be familiar with controlling procedures in the UK; this manual should be read in conjunction with MATS Part 1 (CAP 493) and guidance on standard UK Radiotelephony phraseology, detailed in CAP 413.

EXCLUSION OF LIABILITY

This manual is for use on the VATSIM Network only and should never be adopted for real world use.

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ACKNOWLEDGEMENTS

This document has been written and proofread by a huge wealth of people, without which the development of this document would not have been possible. On behalf of all VATSIM UK's members, this acts as an acknowledgement and thanks for their work.

DEFINITIONS

The key words "SHALL", "IS TO", "ARE TO", "MUST", "SHOULD", "MAY" are to be interpreted as described in MATS Part 1 (CAP 493).

MARKED CHANGES

Changes made since the last release are marked with a black bar, as indicated, in the left-hand margin. New text is marked in red. They are also described briefly in the table below.

AMENDMENT HISTORY

Revision	Effective Date	Notes
2024/01	25 Jan 2024	Updated frequencies to 8.33 kHz spacing (GEN 3.2); Numerous style and editorial changes; Numerous standardisations of GMP, GMC, AIR and APC sections to align with UK standards (numerous); Runway change procedures updated coordination requirements (GEN 4.2); Updated departure separation standards and UK harmonized speed table (SEP 2.2); GMP becomes unpublished but retained for high workload (ADC 1.2); Flight Level Capping table (ADC 1.2); Clarifications for GMP including PDC, TLA re-route requirement (ADC 1.3); Standard Delay Absorption and releases for local flights (ADC 1.5, 3.6); Flow Restrictions and CTOTs (ADC 1.7); VFR and SVFR procedures via exit lanes (ADC 1.7, 2.3, 3.8); Updated taxiway limits for Code E aircraft (1.4.1); Helicopter runway rules (ADC 2.7, LOW 3.3); Updated Departures subject to radar approval (ADC 3.9, APC 4.2); Added requirement for AIR to coordinate any speed reduction for aircraft on approach (ADC 3.11); INT/FIN split changed for INT to manage all non-standard IFR coordination and delegate radar service to IFR non-standard traffic (APC 1.3, 4.1, 4.5); Change to release to INT procedures, requirement for INT to descend below MSL to clear level for silent release (APC 3.5); Clarification of release conditions for all arrivals (APC 3.6); Continuous descent procedure clarified to be from 6000 ft (APC 3.6); Updated spacing and separation requirements for FIN (APC 3.8); Visual Approach coordination and limitations (APC 3.8.6); Vectoring of departures by Edinburgh and Scottish Control (APC 4.8); Low Level section re-written to align with above changes (LOW);
2020/13	03 Dec 2020	New template, and other minor changes to formatting, grammar and content; New speed separation table (SEP 1.2); Added table of flight level capping (ADC 1.2.2); Corrected SID availability/restrictions information (ADC 1.6); Clarified VFR clearance procedures (ADC 2.3 & 3.7); Added guidance for stopping departures (ADC 3.5); Added key for departure handoff priority and note about APC working departures (ADC 3.8.2); Significant reworking of APC section – added STARs (3.3), updated inbound release procedures (3.6), introduced 'Local Area' and 3 NM Buffer (4.1) and other updates.

2020/08	03 Jul 2020	Updated format; Remove references to Runway 12/30; SIDs and restrictions updated; STARS updated; VRPs/VFR Lanes Updated; Helicopter Procedures Updated; EGPH_DEL Added; Frequencies Updated; Major Rewrite of entire document.
Rev 6	05 Feb 2016	Sixth publication
…		
Rev 1	14 Dec 2014	First publication

INTRODUCTION AND STRUCTURE

The Edinburgh virtual Manual of Air Traffic Services (vMATS) Part 2 is complementary to the MATS Part 1 (CAP 493). Together, these two documents provide comprehensive instructions and information for ATS controllers within VATSIM UK.

This vMATS has been divided into separate sections for ease of reference, each with its own three letter identification code.

This document is divided into sections as follows:

Page Abbreviation	Section
PRE	Preface
GEN	Unit General Operating Procedures
SEP	Local Separation Standards
ADC	Aerodrome Control
APC	Approach Control
LOW	Low Level Procedures (VFR)
EMG	Emergency Procedures

TIME REFERENCES

All time references within this document are Coordinated Universal Time (UTC), or Zulu time, unless otherwise specified.

The UK observes daylight saving time in the summer months (British Summer Time, or BST), so the clocks shift forwards by one (1) hour. In summer therefore, UK local time is one hour ahead of UTC/Zulu time.

LIST OF FIGURES

CONTENTS

GEN | UNIT GENERAL OPERATING PROCEDURES

Chapter 1 Altimeter Setting Procedures

1.1 Departing Aircraft

Departing aircraft should state the QNH on first contact with GMP, otherwise it should be issued by the GMP controller. Aircraft should be informed of any changes to the QNH as soon as the information is available. Aircraft operating in the visual circuit may be given the QFE if requested.

1.2 Arriving / Transit Aircraft

At or below the Transition Altitude, an aircraft's vertical position will be controlled by reference to the Edinburgh QNH. Aircraft will be issued the QNH once cleared to an altitude by Edinburgh ATC, or with clearance to enter the Edinburgh Control Zone. Aircraft should be informed of any subsequent change to the QNH at the earliest opportunity.

1.3 QFE Threshold

The QFE for all runway thresholds is 4 hPa less than the Edinburgh QNH.

1.4 Transition Altitude

The Transition Altitude in the Scottish TMA is 6000 feet Above Mean Sea Level (AMSL).

> ***Note:*** *From here on, unless otherwise specified, vertical references measured in feet (ft) are to be assumed as altitudes AMSL.*

1.5 Transition Levels and Minimum Stack Levels

The Transition Level and Minimum Stack Level for Edinburgh are based on the Glasgow QNH.

Glasgow QNH	Transition Level	Minimum Stack Level (MSL)
1032-1049	FL65	FL70
1014-1031	FL70	FL70
995-1013	FL75	FL80
977-994	FL80	FL80
959-976	FL85	FL90
940-958	FL90	FL90

> ***Note:*** *The classification of 1013 hPa as 'low pressure' in the above table aligns with MATS Part 1 (CAP 493).*

1.6 Altimeter Setting Regions

The airport is located under the Scottish TMA. All VFR aircraft operating under the Scottish TMA shall be given a local QNH to mitigate against controlled airspace infringement. Traffic may be issued the Tyne or Portree RPS when they are receiving a service from Edinburgh.

Chapter 2 All Weather Operations

2.1 Aerodrome Equipment

Edinburgh is equipped for Category II/III operations to both Runway 06 and Runway 24.

2.2 Low Visibility Procedures (LVP)

2.2.1 Enforcement

Pilots will be informed when these procedures are in operation by the ATIS or by RT. Low Visibility Procedures will be applied when either of the following conditions are met:

- The IRVR or Metrological Visibility is 600m or less, and/or
- The cloud ceiling (BKN or more) is 200 feet or lower.

2.2.2 Safeguarding Procedures

Safeguarding procedures are to be initiated when either of the following conditions are met:

- The IRVR is 1000m or less and forecast to drop into LVP, and/or
- The cloud ceiling is 300 feet or below and forecast to drop into LVP.

When safeguarding is initiated, all departing aircraft must line-up via the full length holds and the GMC controller shall use the Category II/III holding points unless specifically agreed otherwise with AIR. AIR is advised to use only Category II/III holding points during safeguarding procedures but may use Category I holding points if felt appropriate to the situation.

2.2.3 Instrumented Runway Visual Range (IRVR)

The IRVR is measured at three points along the runway; at the Touchdown Zone (TDZ), the mid-point and the stop-end. The minimum IRVR that can be measured is 50m and the maximum is 1500m.

Only the TDZ IRVR value is published in METARs, thus the remaining two IRVR values are 'unknown' to the VATSIM controller. When LVP are in force, pilots should be informed of the reported IRVR and any subsequent updates.

2.2.4 Category II/III Holding Points

The following Category II/III holding points are to be used during safeguarding/LVP:

- Runway 06 – A3 or V3
- Runway 24 – D3 or W3

During safeguarding/LVP all departing aircraft must line-up via the full length holds however, arriving aircraft may continue to vacate via B1 or C1 as appropriate.

2.2.5 Arrival Spacing

During Safeguarding/LVP, the minimum spacing used must be 10 NM (6 NM may be used if a gap is not required for a departure but this must be agreed with the AIR controller). This is to

ensure that aircraft have received a landing clearance by 2 NM from touchdown, exceptionally 1 NM from touchdown. During LVP, aircraft require to establish on the localiser at an early stage, therefore, aircraft must be vectored to intercept the localiser at a range of not less than 10 NM from touchdown.

2.3 Meteorological Information

Provision of an ATIS is the responsibility of the AIR controller (who may delegate the responsibility to another controller). Aircraft are required to confirm the current ATIS information on first contact. When LVP are in force then this should be included in the ATIS broadcast.

Chapter 3 Description of Airfield

3.1 Aerodrome Geographical Data

ICAO Code	EGPH
Aerodrome Reference Point (ARP)	Lat: 555700N Long: 0032221W
Elevation	136 ft
Transition Altitude	6000 ft
Safety Altitude	3900 ft (S)

3.2 ATC Communication Facilities

Callsign	Logon Callsign	Abbreviation	Frequency
Edinburgh Information	EGPH_ATIS	ATIS	131.355
Edinburgh Delivery	EGPH_DEL	GMP	121.980
Edinburgh Ground	EGPH_GND	GMC	121.755
Edinburgh Tower	EGPH_TWR	AIR	118.705
Edinburgh Radar	EGPH_APP	INT	121.205
Edinburgh Radar	EGPH_F_APP	FIN	128.980

***Note:** The GMP position is not published in the AIP but is available for use on VATSIM during periods of high workload.*

3.3 Radio Navigation and Landing Aids

Type	Identifier	Frequency	Remarks
ILS 06	I-VG	108.900 MHz	3° Glidepath
ILS 24	I-TH	108.900 MHz	3° Glidepath
NDB	EDN	341 kHz	IAF for ILS 24
NDB	UW	368 kHz	IAF for ILS 06

Chapter 4 Use of Runways

4.1 Preferential Runway

In calm conditions, Runway 24 is the preferred runway if the tailwind component is less than 5 knots and the runway surface is dry.

The selection of the runway in use shall be in reference to the current and forecast wind. In calm, changing or crosswind scenarios, the TAF and winds at 2000 ft should be used to identify the best runway in use.

4.2 Runway Change Procedures

In case of a change to the active runway, AIR shall initiate coordination with APC to agree a last arrival and time for the runway change. AIR should also consider the number of pending (taxiing) departures in determining a suitable time. APC shall inform Scottish Control.

Based on this time, AIR shall then coordinate with GMP and GMC as to the last departure. GMP will re-clear any previously cleared aircraft that will now depart on the new runway.

AIR must inform APC of the intended last 3 (if appropriate) departures before, and the first departure after, the runway change (callsign and routing). APC will inform AIR of the first arrival after the runway change at this time.

AIR must obtain a release from INT for the first departure after a runway change.

4.3 Runway Vacation

Pilots are notified via the AIP to, once vacated, follow Standard Taxi Route to the clearance limit specified below. However, on VATSIM, Edinburgh AIR should normally instruct the aircraft to hold at the applicable clearance limit prior to transfer to GMC.

For example: "Easy 12JF vacate left, taxi holding point A12"

Runway Exit Used	Clearance Limit	Via
A1	A8	Taxiway A
B1 (See *Note*)	A12	Taxiways B & A
C1 (See *Note*)	As instructed by ATC (Normally A15 or A16)	Taxiways C & A
D1	A18	Taxiways D & A

***Note:** Code E/F aircraft must vacate the runway at the end (via A1 or D1).*

4.4 Land After Procedures

Normally only one aircraft is permitted to land or take-off on the runway in use at any one time. When the traffic sequence is two successive landing aircraft, the second aircraft may be allowed to land before the first one has cleared the runway, in accordance with the requirements of MATS Part 1 (CAP 493) that:

1. The runway is long enough to allow safe separation between the two aircraft and there is no evidence to indicate that braking may be adversely affected,
2. It is during daylight hours,

3. The preceding landing aircraft is not required to backtrack in order to vacate the runway,
4. The controller is satisfied that the landing aircraft will be able to see the preceding aircraft which has landed, clearly and continuously, until it has vacated the runway, and,
5. The pilot of the following aircraft is warned - the AIR controller will provide said warning by issuing the second aircraft with the following instruction:

   "(Callsign) Runway (xx), land after the (traffic), surface wind (xxx) degrees (x) knots"

Responsibility for ensuring adequate separation between the two aircraft rests with the pilot of the second aircraft.

SEP | LOCAL SEPARATION STANDARDS

Chapter 1 General

1.1 Separation Standards

Except where described below, standard separation is to be provided in accordance with MATS Part 1 (CAP 493), Section 1, Chapter 3.

1.2 Wake Turbulence Separation

Wake turbulence separation shall be provided in accordance with MATS Part 1 (CAP 493), Section 1, Chapter 3.

1.3 Horizontal Radar Separation

Edinburgh APC controllers may apply reduced radar separation of 3 NM between aircraft provided that:

- Both aircraft are identified, and
- Both aircraft are within 40 NM of Edinburgh, and
- If greater than 3 NM, the appropriate wake turbulence separation is applied, and
- If applied against an aircraft under the control of another agency, direct voice communication is available between the controllers, and the other agency must also be approved to apply reduced radar separation.

Note: *Scottish TMA (Galloway & Talla or stations covering top-down), Glasgow APC and Prestwick APC are authorised to provide 3 NM radar separation within either Scottish TMA airspace or 40 NM of the aerodrome respectively. Scottish Area Control (and TMA controllers outside of TMA airspace) are* ***not*** *authorised to provide 3 NM radar separation.*

Chapter 2 Departure Separation

2.1 General Procedures

Standard departure separation detailed in MATS Part 1 (CAP 493) shall be replaced by a standard departure interval between aircraft departing on Edinburgh Standard Instrument Departures (SIDs). The responsibility for establishing the initial separation between departing aircraft is held by the AIR controller.

The separation between departing aircraft shall be achieved through the application of timed intervals between successive departures. These intervals are dependent on the departure route and aircraft speed groups as listed in the departure separation table and aircraft speed groups table.

Aircraft not included in the speed groups table, or following routes other than SIDs, must be subject to individual release by APC, as will the subsequent SID departure.

Any departure from the runway not in use shall be individually coordinated between the AIR and APC controllers, as will the subsequent departure from the runway in use.

2.2 Departure Intervals

Departure intervals defined in minutes are based upon full sixty seconds.

The basic departure interval for all routes is **2 minutes**.

The basic interval is to be applied between successive departures from the same speed group or when the following aircraft is one speed group slower than the leading aircraft.

The basic interval may be reduced by 1 minute when the following aircraft is two or more speed groups slower than the leading aircraft.

When the following aircraft is from a higher speed group, the basic interval shall be increased by 1 minute for each successive speed group, for example Group 2 leads vs Group 3 following is 2 + 1 = 3 minutes.

2.2.1 Table of Aircraft Speed Groups

Edinburgh uses the VATSIM UK harmonised speed table to categorise aircraft for departure separation. The table at time of writing is shown below – any subsequent updates to the harmonised table published via Procedure Change will apply to Edinburgh.

Aircraft not included in Groups 1 to 4 are to be the subject of a separation agreed by the receiving radar controller.

Group 4	Group 3	Group 2	Group 1
All jet aircraft **except**:	BAE146/Avro RJ	ATR variants	BN2P/T
Those in Group 3	CL35/CL60	DH8A/B/C	C208
Concorde	CRJ1/2/7/9/X	F50	DA62
Military fast jets	D328/J328	JS31/32/41	DHC6
	DH8D	King Air variants	E110
	E135/145	PC12	
	E50P/55P	SF34	
	P180	SW3/4	
	SB20	TBM7/8/9	
	Citations **except**: *C56X/680/68A/700/750*		

2.2.2 Reduced Separation in the Vicinity of an Aerodrome

Edinburgh ADC is not permitted to provide RSIVA to shorten the departure interval.

Chapter 3 Arrival Separation

3.1 Holding Stack Deemed Separations

The TARTN hold is deemed separated from GOW, TRN, LANAK, SUMIN, STIRA and FYNER at FL140 and below.

The STIRA hold is deemed separated from FOYLE (FL120 and below) and GOW, SUMIN, TARTN, and FYNER at FL140 and below.

ADC | AERODROME CONTROL

Chapter 1 Ground Movement Planner (GMP)

1.1 Area of Responsibility

Ground Movement Planner (GMP) (*"Edinburgh Delivery"*) provides full departure clearance to standard IFR departures. GMP shall ensure that an appropriate SSR code is set, initial altitude entered, and that the flight plan route is consistent with the standard route document. They will also provide and/or confirm ATIS information/QNH and provide any start-up delays/slots during events.

The GMP position is not published in the UK AIP but has been retained on VATSIM for use during busy periods. GMP shall therefore not be opened unless there is significant demand for departures – considered to be at least 15 aircraft on the ground pending departure, or when rostered for events.

1.2 Issuing Clearances

It is the responsibility of GMP to issue clearances. Pilots should report the following information when requesting clearance:

1. their stand number
2. their aircraft type
3. the ATIS information letter they are in receipt of
4. the current QNH.

GMP should ensure that both the stand number and aircraft type are confirmed by the pilot before issuing a clearance.

An IFR clearance should follow the format:

1. Callsign
2. Destination
3. Standard Instrument Departure
4. Squawk Code

Example: *"ABC123, cleared to Ibiza, GOSAM 1 Charlie departure, squawk 0356"*

GMP must obtain a full read back of the given clearance. If the QNH and/or ATIS Letter were not correctly reported by the pilot, the GMP controller will pass this to the pilot.

Example: *"ABC123, correct. Information Alpha, QNH 1020"*

On transfer to GMC, it is assumed that the aircraft has been informed of any changes to their clearance and has been issued the latest QNH.

1.2.1 Standard Instrument Departures (SIDs)

SID	RWY / Designator		Initial Altitude	Remarks
	24	06		
GOSAM	1C	1D	6000 feet	Jet aircraft only.
TLA	6C	6D	6000 feet	Non-jet aircraft - see ADC 1.3.2 for exceptions.
GRICE	3C	4D	6000 feet	

1.2.2 Flight Level Capping

Flights to certain destinations are capped, generally due to operational reasons. Controllers shall ensure adherence with this table, informing the pilot of necessary changes whilst being careful to prevent the pilot from misinterpreting the change as an initial climb. Controllers may inform pilots that, in some cases, it will be possible to obtain a higher climb from area controllers – but this shall not be coordinated on the ground.

Destination	Maximum FL
EGAA/AC	FL240
EGBB/BE/NX	FL270
EGGD/FF/SY	FL330
EGCC/GP/NR/NH/NJ/NM/NO	FL250
EGNT/PD	FL230
EGSH/TE/TK/UL/UN	FL330
EGVN/VA/BJ/BP	FL330
EIDW/ME/WT/CM	FL240

1.3 Departure Restrictions

The following restrictions are applied to the availability of Standard Instrument Departures (SIDs).

1.3.1 Allocation of GOSAM SID

The GOSAM SID is for jet aircraft only.

1.3.2 Allocation of Talla (TLA) SID

The TLA SID is always available to non-jet aircraft.

It is only available to jet aircraft if:

- They are routing via the **Y96** or leaving controlled airspace via **TLA**
- They are routing via the N57/L612/N864 between 2300-0600 local (*see note*)

Note: *Given the fact that traffic levels on VATSIM differ from real life, Scottish may elect to make the TLA SID unavailable for jet departures between 2300-0600. This shall be coordinated with Edinburgh AIR.*

GMP must re-route jet traffic requesting the TLA SID that is not permitted via an appropriate alternate route that does not involve TLA. Re-clearing via the GOSAM SID alone is insufficient to prevent conflict with arrivals.

1.4 Pre-Departure Clearance (PDC)

When both the controller and pilot are suitably equipped, a PDC may be offered in order to clear pilots electronically. The operation of the controller PDC clients is explained in operations guides for the separate options for hosting this facility – the TopSky plugin, vStrips, vSMR and Hoppie's ATC ACARS client host instructions as to how to use their programs on their respective websites.

Alternative methods of PDC may be used unless otherwise notified.

1.4.1 Availability of PDC

PDC clearances will not be available (and should not be issued) in the following circumstances:

- Up to half an hour before a runway change, to prevent the incorrect issuing of a SID. The actual availability of PDC will be at the GMP controller's discretion.

  ***Note:** Should the GMP controller elect to continue issuing PDC clearances within the 30-minute period before a runway change they shall only issue manual PDC clearances and deactivate auto-PDC. This is to prevent the inadvertent issue of an auto-PDC clearance with an incorrect SID without the GMP controller noticing.*

- When the route of an aircraft's flight plan needs to be changed, or for expedition due to a flow restriction on a certain routing.

In all the above cases, the pilot should be advised by ACARS message to call the controller by voice to obtain ATC clearance.

1.5 Flights to Local Airfields

A request for delay should be sent to the receiving Scottish departure sector (or as documented below) when a clearance to any airport in the list below is issued via the ATS route network and the Scottish sector should respond with any delay (a response without specifying a delay may be interpreted as no delay). Additional prenotes may be required (see the relevant section below).

The following airports are subject to this procedure and would also require a release by AIR before departure:

- Scottish TMA: EGPF, EGPK
- Other: EGNT

GMP shall take the following actions depending upon the delay:

1. Less than 10 minutes: Inform the pilot of the delay. No further coordination required.

2. 10 to 20 minutes: Inform the pilot of the delay. Send a courtesy message to the receiving Scottish sector when the delay is absorbed and the pilot is starting. *("GABCD starting for EGPK"*), no response is required from Scottish.
3. Greater than 20 minutes: Scottish to specify *"greater than 20 minutes"* or *"delay not determined"*. GMP to inform pilot of *"delay not determined, at least 20 minutes"* and ask whether they wish to proceed. GMP to re-coordinate at 20 minutes with Scottish.

In the event the relevant Scottish sector is offline, the receiving APC unit should receive this coordination.

In most situations, this coordination should ideally take place via text communication.

1.5.1 Flights to Glasgow

Coordinate with: Talla

Flights to Glasgow do not need to join the ATS route network and as such shall be handled between the Edinburgh and Glasgow radar controllers and not permitted above 6000 ft. GMP shall still follow the delay absorption procedure with Scottish (Talla) sector, though after this the flight should be coordinated with INT as a non-standard departure.

In the absence of Talla sector, coordinate with Glasgow INT.

1.5.2 Flights to Prestwick

Flight Plan (Jet): GOSAM P600 TRN DCT

Flight Plan (Non-jet): TLA DCT TRN

Coordinate with: Galloway

Aircraft are cleared on either the GOSAM departure (jets) or the TLA departure (non-jet). Traffic should expect cruise at the MSL + 1000 ft. Aircraft unable to accept this level should be specifically highlighted to Galloway (Note).

Regardless of the route, delay absorption shall be with the Galloway sector, though non-jet traffic must be specifically highlighted so that Galloway can coordinate with Talla.

In the absence of Galloway, coordination should be with Talla, then Prestwick Radar.

> ***Note***: Light aircraft wishing to fly to Prestwick IFR may prefer a routing outside of controlled airspace at 4000 ft. GMP shall consider this option and clarify with the aircraft before re-routing and initiating the delay absorption procedure.

1.5.3 Flights to Newcastle

Flight Plan: TLA Y96 NATEB DCT

Coordinate with: Talla

Traffic via this route should expect at least MSL + 1000 ft for cruise, otherwise they should be specifically highlighted to Talla.

In the absence of Talla, coordination should be with Newcastle Radar.

1.6 Flow Restrictions

1.6.1 Calculated Take-off Times (CTOT)

A Calculated Take-Off Time (CTOT), sometimes referred to as a 'slot', is issued to a sequence of departures as a long-term flow management system when there is a significant excess of aircraft wishing to depart the aerodrome. CTOTs will usually only be employed as a method of flow control on VATSIM during particularly busy events.

On VATSIM, the adherence to slot times is clearly not as important as the real world, and a deviance of 5 minutes before or 10 minutes after is typically required during events. Since CTOTs are generally locally assigned, instead of being based on restrictions in Europe, adherence rules as strict as this do not tend to be employed, although it may be deemed acceptable to delay aircraft who have not met a reasonable CTOT.

GMP should retain aircraft on stand until a reasonable time to facilitate the meeting of a slot time in order to prevent both RTF congestion on ground frequencies and the blocking of taxiways. The time for pushback and taxi distance should therefore be considered when determining a suitable time to transfer the aircraft to GMC.

1.7 VFR and SVFR Clearances

VFR traffic requesting to depart via Polmont or Kelty VRPs may be cleared by GMP without coordination. GMP shall issue clearance by the relevant exit lane not above 2000 ft and issue a squawk in the 0441-0443 range. GMP will then notify INT of the callsign, aircraft type, allocated squawk and route of any such cleared aircraft. Where GMP has utilised all squawks, they will contact INT for a squawk allocation.

Except for VFR circuits remaining within the ATZ, GMP shall coordinate all other VFR or SVFR clearances with INT, stating the aircraft type and requested routing. INT will issue appropriate departure instructions, plus a local squawk code or else shall clarify when those instructions will be given (typically at the runway holding point).

All clearances issued should be communicated to AIR prior to start, along with any additional information passed by INT.

1.7.1 Visual Circuits

GMP shall seek approval for visual circuit traffic from AIR prior to transferring the aircraft to GMC, but shall not issue the circuit clearance. To prevent confusion, GMP should inform GMC that an aircraft has been approved for circuits by AIR.

1.8 Transfer to GMC

GMP shall use the following phraseology when transferring to GMC:
"(Callsign), hold position. Contact Edinburgh Ground 121.755"

GMP shall not issue start clearances on stand.

1.9 Runway Change Procedures

When GMP is informed of a planned runway change by AIR, AIR and GMP should coordinate to agree on the last departure from the current runway. AIR will need to inform APC of the last 3 departures (or fewer when there are less than 3 active departures). GMC should be informed of the decision.

In the case that aircraft which have already been cleared will be departing from the new duty runway, these aircraft will need to be re-cleared. If the aircraft is still on the GMP controller's frequency, then they may issue the new clearance. If the aircraft has already moved to a GMC / AIR frequency, GMP must arrange the re-clearing of the aircraft. The aircraft will need to either:

- re-contact GMP for an amended clearance; or
- get a clearance relayed by GMC or AIR which has been issued by GMP.

1.10 Stand Allocation

Stands will normally be assigned automatically by the UK Controller Plugin (UKCP). In the event of a UKCP failure, it is the responsibility of the GMP controller to assign suitable stands to aircraft.

GMP should avoid amending the assigned stand after the aircraft has landed unless the change is communicated with GMC.

Chapter 2 Ground Movement Controller (GMC)

2.1 Area of Responsibility

Ground Movement Controller (GMC) ("*Edinburgh Ground*") is responsible for the safe and expeditious movement of aircraft on the aprons and taxiways. Aircraft will be given pushback instructions when required. Departures will be taxied to the runway holding point and handed to AIR as early as possible, clear of potential conflicts. Arrivals will be taxied to stand.

In the absence of GMP, GMC is responsible for the GMP functions.

2.2 Pushback Clearance

GMP shall transfer aircraft to GMC on stand, having received the active QNH. Clearance to push should include the stand number to improve situational awareness of other aircraft on the frequency.

Example: *"ABC123 stand 24, push and start approved face east"*

Turboprop aircraft should be passed the outside air temperature if they have not acknowledged receipt of the ATIS.

Pushback directions are at the discretion of the controller for all stands.

Simultaneous pushbacks are only to be given where there is a whole stand gap between two aircraft and 2 stand gaps when the aircraft is code D.

2.3 VFR and SVFR Traffic

Clearances and coordination of VFR & SVFR traffic is performed by GMP, however it is common for aircraft to make initial contact with GMC. GMC will ensure appropriate contact has been made with GMP before allowing start or taxi.

Given the limited role of GMP for circuit traffic, should an aircraft requesting VFR circuits contact GMC first, GMC shall perform the GMP role rather than transfer the aircraft to GMP.

For VFR and SVFR traffic, including circuit traffic, GMC should normally taxi aircraft to C1 for Runway 24 and to B1 for Runway 06.

2.4 Taxiway Restrictions

2.4.1 Taxiway Limits

Code E/F aircraft must only depart from Holding Points A1 and D1.

Code E aircraft are limited to:

- Taxiway A
- Taxiway D
- Taxiway E from E1 as far as Stand 2A
- Taxiway F
- Taxiway M from M1 to M3
- Taxiway G between G1 and Stand 25.

- Taxiway L

A Code E aircraft movement chart is available via the UK AIP (AD.2.EGPH-2-3)

2.4.2 Simultaneous Use of Lima and Mike Taxiways

Aircraft up to and including Code D are permitted to pass abeam each other on taxiway Lima and taxiway Mike. When a Code E aircraft is on taxiway Lima or taxiway Mike, the other taxiway (Mike or Lima) is only available for up to and including code C aircraft.

2.4.3 Simultaneous Use of Lima and Golf Taxiways

When a maximum Code C aircraft is stationary at L2, any aircraft up to maximum Code E is permitted to pass behind on taxiway Golf. Aircraft pushing back from Stands 15A and 15B facing north may be instructed to pull forward to L2, if necessary.

2.4.4 Taxiway Alpha Loops

At either end of Taxiway A, passing places (V and W loops) allow aircraft to hold and/or pass aircraft holding on the Taxiway Alpha. Aircraft may pass other aircraft at these locations only when both aircraft concerned have a wingspan of less than 36m (i.e. code C).

2.5 Non-Direct Taxi Instructions to Stand

Where a clear route and taxi instruction cannot be issued to take an aircraft to its stand, the phrase “expect stand” should be used to inform the aircraft of their parking position.

Example: *“ABC123 taxi to holding point A12, expect stand 8”*

2.6 Departure Handoffs

Aircraft shall be transferred to AIR with reasonable timing to prevent excessive delays. GMC should only retain traffic if a potential confliction exists. It is expected that aircraft will have made contact with AIR well in advance of their holding point.

In the absence of AIR or INT, GMC shall transfer the traffic to the Scottish Control sector covering INT top-down.

2.7 Helicopter Traffic

All helicopters must use the runways for takeoffs and landings. Helicopters may not carry out direct approaches to or take-off from apron areas or taxiways. Helicopters landing on Runway 06/24 should normally be instructed to vacate at C1 after which they can be instructed to ground taxi or air taxi to the most appropriate location selected by GMC, such as the GA apron.

Typically departures will occur also from C1. When runway 06 in use, this poses a potential confliction with vacating aircraft. GMC will therefore typically need to coordinate with AIR prior to proceeding a helicopter past L1/M1.

Chapter 3 Air Control (AIR)

3.1 Area of Responsibility

Air Control (AIR) ("*Edinburgh Tower*") is responsible for the safe and expeditious use of the active runway and exit taxiways. AIR is also responsible for giving information to aircraft on an instrument approach and VFR remaining in the visual circuit and operating within the vicinity of the ATZ with visual reference to the surface. AIR is also responsible for transferring departures to the relevant radar unit and obtaining releases for non-standard operations or when otherwise required.

3.1.1 Delegated Responsibilities

AIR is responsible for traffic operating under VFR within and in the vicinity of the ATZ. Traffic in the vicinity of the ATZ should be coordinated with FIN. FIN should also be informed of the presence of aircraft within the visual circuit.

3.2 Runway Change Procedures

In case of a change to the active runway, AIR shall initiate coordination with INT to agree a last arrival and time for the runway change. INT will coordinate with FIN.

Based on this time, AIR should then coordinate with GMC and GMP as to the last departure. GMP will re-clear any previously cleared aircraft that will now depart on the new runway.

AIR must then inform FIN of the intended last 3 (if appropriate) departures before, and the first departure after, the runway change (callsign and routing).

AIR must obtain a release from FIN before the first aircraft departs off the new runway.

3.3 Line Up Procedures

3.3.1 RT Phraseology

All instructions to enter a runway shall include:

1. The relevant runway designator
2. The holding point designator at which the aircraft is to enter the runway, including from full length.

***Example**: "ABC123, via A1 line up runway 24"*

3.3.2 Multiple Aircraft on the Runway

If lining up multiple aircraft on the runway, the departure from the threshold should be informed of any intersection departure ahead of them.

***Example:** "ABC123, via D1 line up runway 24, caution, intersection departure ahead."*

***Example:** "ABC123, hold position, there will be an intersection departure ahead from C1"*

3.4 Conditional Clearances

3.4.1 Runway Safeguarding Phraseology

The word "follow" must not be used in conditionals in the runway holding area. Aircraft should not be instructed to "follow" another one to prevent two aircraft lining up with only one of them having clearance to do so.

Aircraft should not be told their number in the intended departure sequence. Instead, AIR may issue approximate airborne times as either a time past the hour, or an approximate wait in minutes.

3.4.2 Intersection Conditionals

Aircraft at an intersection may only be issued a conditional line up or crossing instruction behind the next departing aircraft. i.e. The aircraft should be able to perform the intended action behind the next aircraft that passes them.

3.5 Stopping a Departure

Where possible, departures who are rolling beyond 300m or over 80 knots ground speed should not be instructed to cancel their take-off roll, in accordance with MATS Part 1 (CAP 493). At Edinburgh, 300m is approximately abeam holding point A16 for Runway 24, and A8 for Runway 06.

3.6 Flights to Local Airfields

GMP will have coordinated initially with the relevant local controllers – see ADC 1.5. A release shall be obtained from the receiving Scottish controller by AIR for flights to all the following local airfields:

- Scottish TMA: EGPF, EGPK (Note)
- Other: EGNT

Note: *GMP coordination for EGPK traffic is with Galloway. However, non-jet aircraft are cleared via TLA – therefore requiring Galloway to coordinate with Talla. AIR shall request release from the controller receiving the aircraft i.e. Galloway for jet via GOSAN and Talla for non-jet via TLA.*

3.7 Wake Separation

3.7.1 Wake Turbulence Separation

Wake turbulence separation shall be provided in accordance with MATS Part 1 (CAP 493).

3.7.2 Holding Points

All holding points are considered to be different points for the purpose of providing wake turbulence separation.

3.8 VFR/SVFR Departures

Coordination for VFR/SVFR departure routing is performed by GMP, who should inform AIR for the routing agreed with INT. All VFR/SVFR departures request a release from INT before departure.

3.9 Departures Subject to Radar Approval

AIR is to obtain a **departure release** from **INT** prior to issuing take-off clearance for:

- Non-standard IFR departures;
- VFR/SVFR departures;
- when required by Edinburgh APC;
- whenever the AIR controller intends to depart successive aircraft which would be separated by less than the specified time interval;
- aircraft not on the speed table, plus the subsequent departure. (This information shall be specifically coordinated in the release request);
- where the following aircraft is 3 groups faster than the leading aircraft. (This information shall be specifically coordinated in the release request).
- whenever the AIR controller requires an aircraft to deviate from the NPR;
- aircraft departing immediately prior to and following a change of runway direction;

The Edinburgh AIR controller must obtain a departure release from Edinburgh FIN before clearing aircraft in any of the following categories for take-off:

- the next IFR departure following an IFR/SVFR missed approach, touch-and-go or low approach;

3.10 Transfer of Control

3.10.1 Departures

Departures may only be transferred to the appropriate frequency once all aerodrome conflictions have been resolved. Ideally transfer shall occur no later than 2000 feet or 2.5 NM from the end of the runway, though if required to retain traffic to resolve a confliction, the AIR controller shall look out for pilots climbing above their initial (cleared) level and take action.

If the departure time separation applied does not achieve the expected airborne separation, then the AIR controller should co-ordinate with the INT controller to provide headings to establish separation. This action is to be retrospectively co-ordinated with the appropriate TC controller.

3.10.2 Handoff Priority

Departure	1	2	3	4	5	6	7
GOSAM	STW	ST	SD	SWD	SS	S	INT
TLA	STE	ST	SD	SWD	SS	S	INT
GRICE	SS	SE	S	INT	-	-	-

- INT – *Edinburgh Intermediate Director*
- STW – *(TMA) Galloway*
- STE – *(TMA) Talla*
- ST – *Scottish TMA*
- SD – *Deancross*
- SWD – *West-Deancross*
- SS – *Scottish South*
- SE – *Scottish East*
- S – *Scottish Bandbox*

INT Top-Down Order: STE – ST – SD – SWD – SS – SCO

Edinburgh APC may elect to work certain departures. If this is the case, they will coordinate with AIR which departures should be transferred to APC, the frequency, and when this arrangement shall cease.

3.11 Aircraft on Approach

The transfer of communications of an aircraft from INT/FIN to AIR should ideally occur by 6 NM from touchdown, but no later than 4 NM. This is prior to the transfer of control.

FIN remains responsible for radar separation and wake turbulence separation of aircraft until touchdown and therefore no changes to speed may be given by AIR without agreement with FIN.

3.12 Landing Clearance

3.12.1 Runway Designator

The runway designator should be included in all landing clearances.

> ***Example:*** *"ABC123, runway 24, cleared to land, surface wind 280 degrees 10 knots"*

3.12.2 Cancelling Approach Clearance

It is the responsibility of the AIR controller to issue landing clearances to all aircraft. If they are not satisfied that an approach can continue safely, they may issue instructions to re-position a particular aircraft or instruct the aircraft to "go around".

3.13 Arrival Spacing

In routine operations, FIN will endeavour to achieve spacing of at least 7 NM to allow 1 departure or at least 9 NM to allow 2 departures. However, this is subject to coordination between FIN and AIR, dependent on the traffic situation.

> ***Note:*** *6 NM spacing applied until the preceding aircraft passes 4 NM is not normally sufficient for a departure at Edinburgh, particularly if the arrival does not vacate via B1/C1.*

3.14 Missed Approaches

The standard missed approach procedures are as published on approach charts, and the table below.

Runway	Approach	Missed Approach Procedure
06	**ILS/LOC**	**Continuous** climb straight ahead to 3000 feet, then as directed.
	NDB	Climb on NDB(L) UW QDR 060° to 3000, then as directed.
24	**ILS/LOC**	**Continuous** climb straight ahead to 3000 feet, then as directed.
	NDB	Climb on NDB(L) EDN QDM 240° to 3000 feet, then as directed.

3.14.1 Go Around Procedure

On becoming aware of, or after initiating a 'go around', the AIR controller is to:

1. Activate the UKCP Go-Around Alarm (if in use)
2. Establish separation between the 'go-around' and all departing traffic:
    a. Go-around traffic shall not be cleared above the missed approach altitude.
    b. Tactical headings may be issued ONLY if necessary to avoid an immediate conflict and should be limited to turns of 30 degrees from the runway track.
    c. Ensure separation is maintained and monitor aircraft visually, or via the ATM
3. Co-ordinate with FIN to agree tactical headings and action required for all traffic. FIN will issue a frequency for the aircraft to contact and any revised heading and/or altitude.
4. After coordinating with FIN, resume departures once the departure track is clear. A departure release should be obtained from FIN for the first departure after a missed approach.

APC | APPROACH CONTROL

Chapter 1 General

1.1 Area of Responsibility

Edinburgh Radar is responsible for the Edinburgh CTR and the airspace contained within the Edinburgh Local Area (see below).

Edinburgh Radar shall provide approach control services to aircraft from the time and place at which:

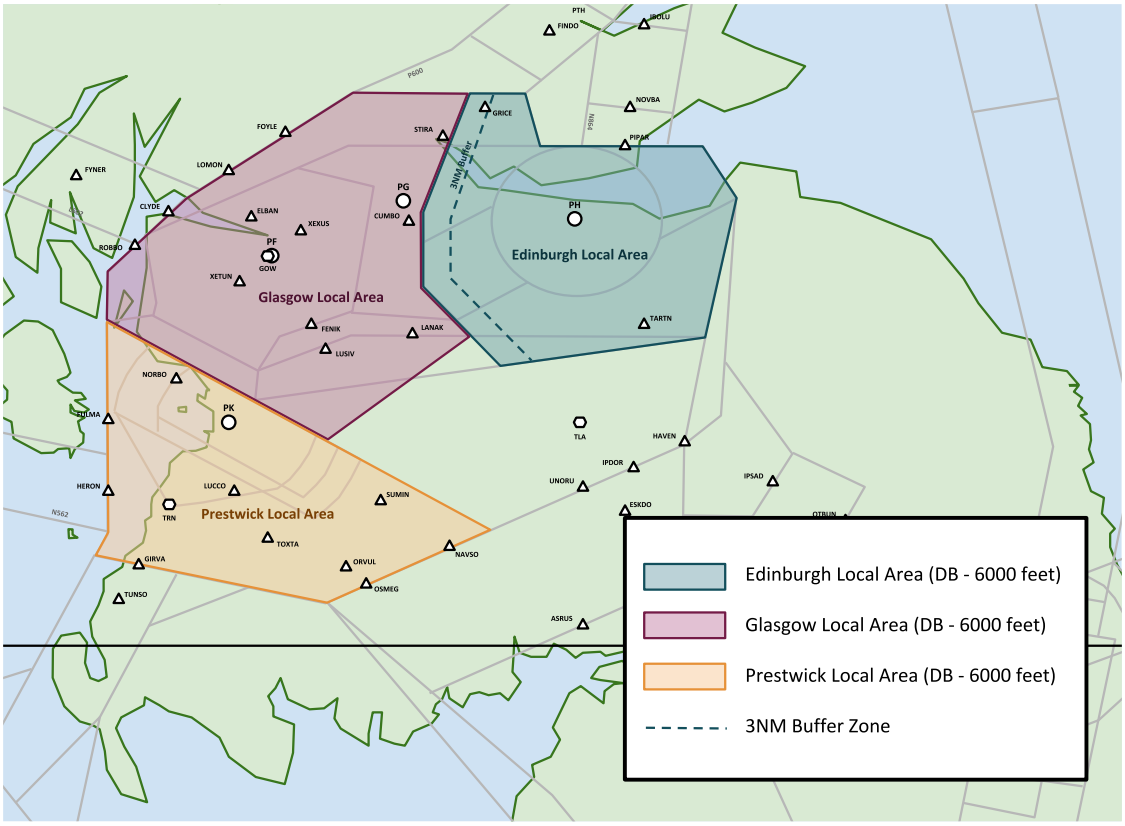
- Arriving aircraft are released by Scottish Control until transferred to ADC.
- Aircraft approaching from outside controlled airspace place themselves under the control of Approach Control until control is transferred to ADC.
- Overflying aircraft within the relevant controlled airspace.

1.2 Local Area

1.2.1 Airspace

Edinburgh APC are responsible for the Edinburgh CTR/CTA and the airspace delegated to them by Scottish Control below 6000 feet – the 'Edinburgh Local Area'.

Figure 1 – Scottish TMA Airfield Local Areas and 3 NM Buffer Zone



1.2.2 3 NM Buffer

A 3 NM buffer is established to ensure separation between traffic being worked by Edinburgh and Glasgow APC. Edinburgh shall not vector inbound traffic into the buffer zone without prior coordination with Glasgow APC.

1.3 Function

Edinburgh APC shall provide services appropriate for the Approach and Approach Radar control functions, as specified in MATS Part 1 (CAP 493).

1.3.1 Intermediate Director (INT)

- Provide an approach radar service to aircraft within 50 NM of the Aerodrome below FL195.
- The acceptance of releases and control of aircraft released by Scottish until control is released to PH FIN or ADC.
- The control of overflying aircraft within the Edinburgh CTR including transits within Edinburgh CAS.
- Coordination with ADC (AIR) for all except range checks, final approach spacing, low approach/landing clearances and missed approaches.
- Coordination with other relevant ATSUs.
- Provision of UK FIS (subject to workload) to aircraft operating within the AOR.
- Issuing clearances to VFR/SVFR traffic entering the CTR and VFR entering the CTA.
- Provision of a Radar Service to traffic joining the ATS route network via non-Standard departure routes;

1.3.2 Final Director (FIN)

FIN shall only be opened with the agreement of the INT controller.

- Radar vectoring and sequencing of traffic received from PH INT for ILS and visual approaches.
- Provision of a Radar Service to non-airways departures (though this traffic is coordinated via INT).
- Coordination of missed approaches and control of such traffic unless agreed with PH INT.
- Coordination with ADC with respect to range checks, final approach spacing and low approach/landing clearances.

Chapter 2 Radar Directors General Operational Procedures

2.1 General Procedures

INT will control inbound traffic from the two holding stacks – TARTN and STIRA – and coordinate with adjacent units for inbound releases.

FIN will control inbound traffic from after transfer of control from INT.

Both positions will coordinate with adjacent sectors or other agencies as required and manage their own flight progress strip display.

2.2 Inbound Releases

2.3 Transfer of Data and Control between INT and FIN

Transfer of data to FIN will be by electronic transfer of the aircraft track data-block at the point of transfer of communication. Transfer should typically be initiated once the aircraft is cleared below 6000 ft and clean of conflict from traffic unknown to FIN. Where a conflict unknown to FIN delays transfer, INT should consider whether resolving the conflict themselves or coordinating with FIN will be most expeditious.

Where FIN is working traffic ahead in sequence, INT shall not routinely clear traffic to below 4000 ft. Cleared level shall be recorded on the electronic data-block before transfer.

To reduce RT congestion on the FIN frequency, the following phrase shall typically be used for transfer from INT to FIN:

"Contact Edinburgh Radar 128.980, with callsign only"

2.4 Separation Requirements for Edinburgh APC

See SEP | Chapter 1.

2.5 Terrain Clearance and Obstacle Clearance

The Minimum Sector Altitude (MSA) within 25 NM of the airfield is:

Cardinal Direction	MSA	Cardinal Direction	MSA
North West	3400 feet	North East	3000 feet
South West	3900 feet	South East	3900 feet

2.6 Change to MSL Procedure

When the pressure changes across an MSL boundary:

- The first APC/Enroute controller to notice the change shall notify all affected units who also refer to the MSL.
- The first controller shall coordinate the agreement of an effective time that is at least 5 minutes from the time the pressure change was noticed.

Aircraft operating at the old MSL are deemed separated from aircraft operating at the Transition Altitude until the new MSL is agreed to be in effect.

2.7 Liaison with Aerodrome Control

APC shall supply the following information to Aerodrome Control:

- The type of approach for IFR aircraft if anything other than ILS, with a range check provided by 10 NM.
- Any delay being imposed on departing IFR flights by Edinburgh APC and the reason for the delay.
- Information on VFR or SVFR aircraft intending to land or transit the Edinburgh ATZ.
- Missed approach instructions when required.
- Departure releases together with after departure instructions when required.

2.7.1 Transfer of Arriving Aircraft

- IFR aircraft shall be transferred to ADC in the intended landing order.
- VFR aircraft shall be transferred to ADC when visual with the airfield or at the CTR boundary as coordinated. Transfer of control/communications may only occur once co-ordinated with ADC.
- SVFR aircraft shall be transferred when visual with the airfield and any preceding aircraft and only once co-ordinated with ADC.

2.7.2 Tower Check

Aerodrome Control is equipped with an ATM displaying both primary and secondary radar and therefore it is only necessary to give a 10 NM check to the ADC controller in respect of an inbound aircraft for the following:

- Non-transponding aircraft.
- Aircraft whose Squawk is not Code/Callsign converted.
- Training traffic which does not intend to land.
- Aircraft carrying out anything other than an ILS approach (type of approach must be given).

Chapter 3 Inbound Procedures

3.1 Information to Arriving Aircraft

After an arriving aircraft has made its initial call to Approach Control, the following information shall be passed as soon as practicable:

- Runway in use and the type of approach, if not already received from the ATIS
- Position in landing sequence
- Current ATIS code, if not correctly reported by the pilot
- LVP in operation, if not already received from the ATIS
- Any delay to be expected.

INT shall confirm the cleared level of any aircraft coming under their control on first contact. If the pilot does not report their cleared level, it is to be requested and verified by the controller before giving any executive instruction. In addition, INT shall confirm the aircraft type, including type variant.

Subsequent Changes

Aircraft that have received the information above must be kept informed of the following until they have landed:

- Significant changes in the meteorological and runway conditions
- Relevant reports from other pilots
- Implementation or cancellation of LVP.

3.2 Standard Arrival Routes (STARs)

Aircraft leaving the ATS route network will be instructed to follow the appropriate STAR by Scottish Control. All STARs terminate at either the TARTN or STIRA stack and aircraft must not pass the stacks without ATC clearance.

STAR Designator	Via	Route	Descent Planning
AGPED 1E	Y96, N110	AGPED – HAVEN – TARTN	FL260 by AGPED FL70 by TARTN
GIRVA 1E	P600	GIRVA – TLA – TARTN	FL120 by GIRVA FL70 by TARTN
INPIP 1E	(U)N601	INPIP – INREV – ESKDO – TARTN	FL260 by INPIP FL200 by INREV FL70 by TARTN
PTH 1G	P600	PTH – GRICE – STIRA	FL70 by STIRA
TUNSO 1E	P600	TUNSO – TLA – TARTN	FL170 by TUNSO FL70 by TARTN

3.3 Holding Procedures

Stack	Inbound Radial / Direction	Minimum Holding Level	Maximum Holding Level	Holding Speed Limit
TARTN	015° / Left Hand	MSL	FL140	230 knots
STIRA	233° / Right Hand	5000 feet	FL140	230 knots
EDN	240° / Left Hand	3000 feet	6000 feet	210 knots
	294° / Right Hand	FL70	-	
UW	060° / Right Hand	4000 feet	FL140	210 knots
TLA	331° / Left Hand	MSL	FL140	-

Note 1: *MSL is to be determined by the Glasgow QNH.*

Note 2: *Care should be taken when holding aircraft at or below 6,000 feet at STIRA as this is Class E airspace.*

Note 3: *The STIRA hold can be used for both Glasgow and Edinburgh arrivals.*

3.3.1 Phraseology Requirement

To reduce instances of incorrect direction holding, controllers are to use the following phraseology when instructing aircraft to hold: "(callsign) hold at (name), (left/right) hand turns, (as published)".

Example: *"EZY40LD hold at TARTN, left hand turns, as published".*

If there is no published hold, or the direction given differs from the published hold, controllers shall also specify the inbound course and leg time/distance.

3.4 Expected Approach Times

Expected approach times are not issued. The arrival order is derived from the stack arrival time subject to tactical considerations.

Where traffic is holding, INT shall endeavour to provide an expected **delay** in increments of 5 minutes up to 20 minutes, after which traffic may be informed *"delay not determined"*.

3.5 Release Procedures

3.5.1 Agreed Levels

Except for traffic via the N864, the agreed level between Scottish Control and Edinburgh APC shall be MSL. The MSL shall be allocated to one aircraft and subsequent arrivals will therefore be retained by Scottish until MSL is clear, or vertically separated on transfer if holding.

When traffic is not holding, Edinburgh APC should be proactive in descending traffic below MSL to facilitate the descent and transfer of following arrivals.

The table below summarises the agreed levels for inbounds transferred from Scottish to Edinburgh APC. The subsequent sections add further specific conditions.

Via	From	Agreement
TARTN	Talla	MSL
STIRA	ScAC South	MSL lvl STIRA
N864	ScAC South	Individually coordinated

During low traffic levels, direct routings may be individually coordinated using a reduced radar handover.

Reduced radar handover format: *"Callsign, descending to level, heading, (speed)"*.

Transfer of control is coincident with transfer of communications unless otherwise stated, as long as each aircraft is handled in the manner set out in 3.8 below and APC 4.4.

3.5.2 Arrivals via TARTN

Talla will transfer inbounds via TARTN by **silent handover** descending to the MSL. Talla shall endeavour to stream successive inbounds and shall not descend a subsequent inbound to the MSL until the preceding aircraft has vacated the level. In case this is not possible, transfer is possible by **electronic abbreviated release** at 'stacked' levels.

Scottish will typically only release traffic up to MSL+2, therefore Edinburgh must make clearance of levels a priority, or proactively confirm to Talla that levels are available.

3.5.3 Arrivals via STIRA

Arrivals via STIRA may be transferred by **silent handover** descending to the MSL. Due to the shared nature of the STIRA arrival route with traffic inbound to Glasgow, a **reduced radar handover** may be required.

3.5.4 Arrivals via the N864

Inbounds are subject to coordination. PH INT will suggest a routing – likely direct/on a heading toward the EDN for Runway 24, and as required for Runway 06 – and ScAC South shall offer a level. ScAC South shall notify Galloway of all inbounds via the N864.

Traffic shall be transferred to PH INT by means of a **reduced radar handover** no later than 30 NM from Edinburgh. Should Edinburgh be unable to descend the inbound to the MSL or below by the ScAC South and Galloway boundary, they shall notify Galloway and agree a descent profile.

3.5.5 Arrivals from the FIR

FIR arrivals (mainly from the east of the TMA) can normally expect a joining clearance on track EDN for Runway 24. The routing shall be coordinated when on Runway 06. ScAC South shall give Edinburgh APC at least 10 minutes notice and transfer traffic as agreed by **reduced radar handover**, no later than 30 NM from Edinburgh.

3.6 Continuous Descent Approaches

The aim of a continuous descent approach is to enable aircraft to make a continuous descent from transition altitude (6000 ft) to the establishing point on the localiser with the minimum use of flaps or other high-lift, high-drag devices. The use of a continuous descent, where level-offs do not occur reduces fuel consumption and noise levels.

ATC Actions

INT will give a descent from transition altitude at the point at which he/she believes the aircraft will be able to maintain a continuous 3° glide path during descent. The controller will pass the estimated track mileage to touchdown, allowing the pilot will then select a vertical speed which he/she judges will give a continuous descent.

3.6.1 Range from Touchdown

The range from touchdown information should be passed:

- When issuing the first clearance to descend below 6000 ft
- Upon first contact with the Final Director
- If it is judged to help the pilot with their descent planning
- When a previous estimate becomes invalid or inaccurate.

3.7 Intermediate Approach Procedures

3.7.1 Phraseology Requirement

PH INT handles the initial vectoring for Edinburgh. PH INT shall confirm the type of approach and runway and airport the aircraft will be landing at on first contact. If the ATIS code is not reported by the pilot, the pilot should be informed of the active ATIS letter. The aircraft type should also be confirmed if not given by the pilot on first contact. On a full release from Scottish TMA, PH INT must confirm the above information.

> ***Example:*** *"ABC123, vectoring for an ILS approach, runway 24. (You are number # in traffic)".*

3.7.2 Vectoring of Inbounds

Traffic transferred on own navigation are released for turns in the *same general direction* towards the Edinburgh Local Area whilst within the airspace of the transferring unit. Talla expect turns towards the duty runway, therefore Edinburgh shall not make turns towards the non-duty runway until the aircraft is within the Edinburgh Local Area.

Traffic transferred on a heading from any Scottish sector should be individually coordinated prior to transfer of communications. In the absence of coordination, Edinburgh shall not turn aircraft until coordination is affected, or the traffic enters the Edinburgh Local Area.

Edinburgh shall duly consider the track of Runway 06 jet departures when vectoring inbounds from the N864.

3.7.2.1 Arrivals via TARTN

Vectoring for Runway 06

Traffic shall be vectored to remain west of the holding pattern/direct route to TARTN. It must also cross the 180° track from the UW at or below 6000 feet to remain separated from the LANAK hold.

Vectoring for Runway 24

Traffic shall be vectored to remain east of the holding pattern/direct route to TARTN, except when direct routings have been individually coordinated.

3.7.3 Descent of Inbounds

Whenever not holding, Edinburgh should endeavour to descend traffic below the MSL a soon as able so that MSL is available for subsequent arrivals. When Edinburgh descend arriving aircraft below MSL, it is Edinburgh APC's responsibility to ensure separation against departures and any other traffic in the local area.

3.7.4 Transfer of aircraft from INT to FIN

In a normal traffic situation, aircraft should be transferred to FIN as follows:

- Descending to altitude 4000 feet
- On a base leg (for 06) or a short downwind (for 24).

In all cases, INT shall hand aircraft to FIN with separation ensured against all other known traffic. Transfer of communication should take place as soon as possible (subject to these conditions) once the aircraft in question has begun the descent as instructed by INT. Should the above conditions not be possible, an alternative should be coordinated to ensure the handover can take place to allow FIN adequate time to integrate the traffic into the final approach sequence.

3.8 Final Approach Procedures

3.8.1 Final Approach Separation

FIN is responsible for applying both radar and wake turbulence **separation** on final approach until touchdown.

The radar separation minima are described in SEP 1.3 and wake turbulence separation between aircraft on final approach shall be applied in accordance with MATS Part 1 (CAP 493).

The 'catch-up' or compression that occurs after the leading aircraft passes 4 NM from touchdown must be factored into the spacing provided to ensure that radar and wake turbulence separation are provided until touchdown. In most cases, adding 1 NM to the required **separation** between aircraft and maintaining this until 4 NM from touchdown will act as a sufficient buffer.

> ***Note 1:*** *FIN shall not assume Reduced Separation in the Vicinity of an Aerodrome is being applied without coordination.*

> ***Note 2:*** *Aircraft performing a visual approach are responsible for their own wake turbulence separation.*

If either radar or wake turbulence separation are eroded below the required minima, the approach must be discontinued and the aircraft taken off the approach.

3.8.2 Final Approach Spacing

FIN is responsible for applying final approach **spacing** until 4 NM from touchdown, accounting for any 'catch-up' due to speed/performance differences.

The requirement to apply radar and wake turbulence **separation** until **touchdown** (see below) overrides any spacing guidance or agreement.

The minimum spacing of aircraft on final approach shall be 4 NM. Larger gaps are required to allow for departures. The following should be used as a guide:

- 7 NM – 1 departure
- At least 9 NM – 2 departures

FIN shall endeavour to provide 7 NM spacing between successive inbounds during normal operations. Regular coordination with AIR is required to increase or decrease spacing on final approach in order to maximise efficiency. A minimum of 15 NM gap must be used ahead of and behind a known emergency aircraft.

> ***Note:*** *Due to a lack of rapid exits, 6 NM spacing applied to 4 NM from touchdown is not usually sufficient for a departure, hence 7 NM shall be the norm to account for the catch-up as the preceding arrival slows down. However, FIN may apply 6 NM spacing* ***until touchdown*** *which should achieve the same effect.*

Controllers should note that a reduced landing rate and therefore increased spacing is required during LVP – see guidance in GEN 2.2.5.

3.8.2.1 Coordination with AIR

3.8.3 Vectoring to Final Approach

Traffic being vectored for an instrument approach should normally be vectored to establish at not less than 9 NM from touchdown. At the request of the pilot, this distance may be reduced.

3.8.4 Speed Control

Speed control may be applied on a tactical basis to the extent determined by the Radar Controller. For aircraft which are unable to maintain 160 knots, FIN will ascertain the final approach speed and inform AIR.

3.8.5 Final Approach Vectoring Area (FAVA)

FIN may descend traffic below the minimum levels on the ATC Surveillance Minimum Altitude Chart (ATCSMAC) within the final approach areas if the aircraft is:

- Within the FAVA
- Established on the final approach track, or

- At an intercept of 40° or less and cleared to intercept the final approach track.

3.8.6 Visual Approaches for IFR Traffic

APC should not suggest visual (or self-positioning) approaches, and such requests must only be approved if they will not delay following aircraft.

INT or FIN should ensure they coordinate with AIR no later than 10NM from touchdown for traffic conducting a visual approach. Where coordination with AIR has taken place, provided the aircraft has reported visual with the airfield and the position of traffic permitting, aircraft may be cleared for a visual approach subject to the following limitations:

- Propeller driven aircraft whose MTWA does not exceed 5700 kg will not join the final approach below 1000 feet AGL.
- All visual approaches from the south to Runway 24 by aircraft with an MTWA in excess of 5700 kg are to be made from a position not less than 7 NM DME on the extended centreline. Aircraft are not to descend below 2000 feet QNH until after crossing the Firth of Forth coastline northbound.
- All visual approaches from the north to Runway 24 by aircraft with an MTWA in excess of 5700 kg are to be made from a position not less than 4 NM DME on the extended centreline.
- Aircraft approaching runway 06 are to join the extended runway centreline not below 1500 feet AGL.

Between the hours of 2230 and 0630 local, visual approaches by inbound IFR flights are not to be approved. Aircraft in an emergency are exempt from this restriction.

When clearing an aircraft for a visual approach, if necessary, the pilot may be given a level restriction to keep the aircraft within CAS. Recommended wake turbulence spacing shall be passed if the pilot is visually positioning behind another aircraft and wake turbulence spacing is required.

3.8.7 Non-Precision Approaches

Aircraft flying a non-precision approach will be vectored as usual then depending on the approach type will be cleared for the procedure as per the relevant chart. QNH should be restated to the pilot and read back even if previously provided when descending to an altitude.

***Example**: "EZY113, cleared NDB/DME Approach runway 24, QNH XXXX"*

A 10 NM range check must be given to AIR. Once on final approach the aircraft will be transferred to AIR.

3.9 Missed Approach Procedures

The Standard Missed Approach procedures are published in the UK AIP and detailed below.

Runway	Approach	Missed Approach Procedure
06	**ILS/LOC**	**Continuous** climb straight ahead to 3000 feet, then as directed.

	NDB	Climb on NDB(L) UW QDR 060° to 3000, then as directed.
24	**ILS/LOC**	**Continuous** climb straight ahead to 3000 feet, then as directed.
	NDB	Climb on NDB(L) EDN QDM 240° to 3000 feet, then as directed.

3.9.1 ATC Actions for Missed Approaches

- AIR will first sound the UKCP Go-Around alarm and take any immediate actions to ensure separation
- AIR will then coordinate with FIN any actions taken (for missed approach and any departures) and FIN will issue further instructions and contact frequencies for all aircraft.
- APC must ensure departures return to the SID track and vertical profile before handoff to area control. FIN must therefore work any traffic that has been vectored off the SID profile.

3.10 Transfer of Communication Procedures

Transfer of communication will be effected by Scottish in the correct order of aircraft for each holding stack.

Aircraft will be transferred to Edinburgh APC in sufficient time for contact to be established before reaching the holding facility so that heading or holding instructions may be passed. If this is not possible, Scottish may coordinate a heading with APC or instruct the aircraft to hold.

Chapter 4 Outbound Procedures

4.1 General

The separation between departing aircraft is the responsibility of Edinburgh ADC and is normally achieved by the application of timed intervals between successive departures, as derived from the Departure Speed Group Table (see SEP 1.2).

Edinburgh APC will work non-ATS route IFR departures and traffic unable to comply with a SID. INT will assume all coordination responsibilities with ADC regarding these, however IFR traffic not joining the ATS route network may be worked by either INT or FIN – which shall be specified in the departure release.

4.2 Departures Subject to Release

The Edinburgh AIR controller must obtain departure release from Edinburgh INT before clearing aircraft in any of the following categories for take-off:

- Non-standard IFR departures;
- VFR/SVFR departures;
- when required by Edinburgh APC;
- whenever the AIR controller intends to depart successive aircraft which would be separated by less than the specified time interval;
- aircraft not on the speed table, plus the subsequent departure. (This information shall be specifically coordinated in the release request);
- where the following aircraft is 3 groups faster than the leading aircraft. (This information shall be specifically coordinated in the release request).
- whenever the AIR controller requires an aircraft to deviate from the NPR;
- aircraft departing immediately prior to and following a change of runway direction.

The Edinburgh AIR controller must obtain a departure release from Edinburgh FIN before clearing aircraft in any of the following categories for take-off:

- the next IFR departure following an IFR/SVFR missed approach, touch-and-go or low approach.

Edinburgh AIR will normally clear all other departures for take-off without prior reference to APC. Such departures will be transferred direct to the appropriate Scottish sector, unless otherwise instructed by APC.

The AIR controller will inform Edinburgh INT if an aircraft is observed to deviate from the SID to the extent that departure separation may be eroded.

4.3 APC Responsibilities

Edinburgh APC is responsible for monitoring Edinburgh departures and providing radar and/or vertical separation between:

- departures on the same or conflicting routes, when requested by Edinburgh ADC;
- inbounds in the EDN, UW, STIRA or TARTN holding patterns that have been descended below the MSL against departures;

- all other inbounds against departures.

4.4 Verification of Mode C

The first radar controller to be in contact with the aircraft is responsible for verifying the Mode C readout, in accordance with the procedures detailed in MATS Part 1, Chapter 5 - therefore aircraft must also be instructed to report their passing altitude (if omitted from the first call) to verify the Mode C readout (readout has to be +/- 200 feet from the reported altitude).

4.5 Non-Standard IFR Departures

Non-standard IFR departures include non-ATS route departures and ATS route network departures unable to confirm with a SID. Both types are coordinated between GMP and INT.

4.5.1 Non-ATS Route Network Departures

GMP will initially coordinate all non-ATS route network departures with INT, who will be expected to issue a local squawk at this point. INT may choose to pass after departure instructions now or inform GMP that they will be provided at the holding point with the release.

Depending on direction of travel, INT shall decide whether the traffic is best worked by INT or FIN. Normally, traffic routing towards the final approach (e.g. east/northeast when runway 24 is in use) should be worked by FIN. If being worked by FIN, coordination should take place before INT issues a release and after departure instructions.

Traffic must not be climbed outside of the Edinburgh Local Area before it leaves controlled airspace. Therefore the maximum climb for this traffic is always 6000 ft until it leaves controlled airspace.

4.5.2 Non-Standard ATS Route Network Departures

Where traffic is unable to comply with the restrictions of a SID, GMP will coordinate a non-standard instruction/routing with INT but will obtain a squawk code from UKCP.

INT may choose to pass after departure instructions now or inform GMP that they will be provided at the holding point. GMC will issue a 6000 ft initial climb if not given alternative instructions.

It is expected that Edinburgh APC (INT unless coordinated) will work this traffic after departure to identify and undertake SSR validation/verification and then provide vectoring onto an appropriate route equivalent to the SID track for the direction of flight. The receiving Scottish sector should be informed of such traffic being worked by Edinburgh, but a release is not required.

Traffic should be transferred to the appropriate Scottish departure sector control once on an appropriate radar heading and should be instructed to “report your heading to Scottish Control...”.

4.6 Transfer of Departures

All outbounds will be transferred on the SID directly to the appropriate Scottish sector in accordance with the table in ADC 3.8.1.

If Edinburgh APC requires to work departures, they shall coordinate with Edinburgh AIR which departures they wish to work, the frequency for transfer, and when this arrangement shall cease.

4.6.1 Silent Handover

If Edinburgh APC elect to work a departure, it may be transferred by **silent handover** to Scottish provided it is climbing to the SID altitude, following the agreed route, and separated from all local area traffic.

Transfer of communications must take place before the local area boundary.

4.7 Vectoring of Departures

By Edinburgh APC

Edinburgh is responsible for monitoring departures and ensuring separation against inbound traffic below MSL. In particular, they shall be responsible for conflict detection and resolution between GOSAM SID departures and GRICE departures/STIRA inbounds, coordinating with Galloway and/or ScAC South as appropriate.

Departures may be vectored by Edinburgh APC within the local area to achieve separation without coordination with area control. This traffic must be resumed own navigation on the SID track by the local area boundary, else coordinated. Edinburgh shall take due care not to erode the separation provided by the departure interval applied by AIR.

By Scottish

GOSAM departures from Runway 24 are released for right turn provided the aircraft has passed either 3000 feet or the UW, whichever is sooner. Galloway shall not turn traffic further right than a track of 290 degrees without coordination with Edinburgh. Edinburgh remain responsible for conflict detection between this traffic and GRICE/STIRA as above.

No other vectoring or deviation from the SID is permitted until the traffic is above MSL. Scottish is responsible for separation against traffic released to Edinburgh at and above MSL.

4.8 Climb above SID Levels

Edinburgh APC is not to climb outbound aircraft above the SID altitude without prior coordination with the appropriate Scottish departure sector.

LOW | LOW LEVEL OPERATIONS

Chapter 1 General Principles

1.1 Provision of Air Traffic Services

INT is responsible for all VFR and SVFR aircraft operating within the Edinburgh CTR/CTA.

INT may, subject to controller workload and suitable radar and VHF coverage, offer UK Flight Information Services (UK FIS) to aircraft operating outside controlled airspace within 40 NM of Edinburgh.

ADC is delegated responsibility for VFR aircraft operating within the ATZ below 1500 ft.

1.2 Coordination

1.2.1 Departure Coordination

GMP is permitted to clear traffic wishing to depart VFR via Polmont or Kelty without prior coordination. GMP shall issue clearance by the relevant exit lane not above 2000 ft and may utilise the 0441-0443 range. GMP will notify INT of the callsign, aircraft type, allocated squawk and route of any such cleared aircraft. Where GMP has utilised all squawks, they will contact INT for a squawk allocation.

GMP will coordinate with INT to obtain all other VFR/SVFR clearances and code allocations. GMP will inform AIR of all departure clearances issued.

AIR will obtain a release from INT for all VFR/SVFR departures.

1.2.2 Arrival Coordination

INT will coordinate with AIR with regards to traffic wishing to operate within or in the vicinity of the ATZ, and with FIN with regards to traffic likely to conflict with the final approach track.

1.2.3 Circuit Traffic

AIR shall inform INT when the circuit becomes active and again when it is no longer active. INT is responsible for informing FIN.

1.3 SSR Code Allocations

1.3.1 Edinburgh

Edinburgh is allocated the local SSR code ranges 0430-0437 and 0441-0443. INT is responsible for code allocation to all VFR/SVFR/non-standard IFR traffic, though GMP is permitted to issue 0441-0443 for VFR traffic cleared via the Polmont/Kelty lane.

Listening Squawk

Aircraft within 10 NM of the Edinburgh CTR or operating underneath the Edinburgh CTA may select the code 0440. This indicates that the aircraft is maintaining a listening watch on Edinburgh Radar's frequency (121.205 MHz), however the Mode A and C readout displayed must be considered unvalidated and unverified, respectively.

1.3.2 Glasgow

Aircraft operating in the vicinity of Glasgow being worked by Glasgow Radar may display a Glasgow local squawk code between the ranges of 2601-2617. Squawk 2620 is used to show that an aircraft displaying this code is maintaining a listening watch on Glasgow Radar (119.100 MHz).

1.3.3 Leuchars

Aircraft operating in the vicinity of Leuchars being worked by Leuchars ATC may display a Leuchars squawk code between the ranges of 7403-7427. The conspicuity squawk for Leuchars is 7402, which is to be considered unvalidated.

1.3.4 Dundee

The conspicuity squawk for Dundee is 7374 (IFR Procedural Approach) or 7376 (VFR Conspicuity). The Mode A and C readout displayed must be considered unvalidated and unverified, respectively.

1.3.5 Scottish Information

Aircraft in receipt of a Basic Service from Scottish Information (119.875 MHz) shall be assigned the squawk 7401. the Mode A and C readout displayed must be considered unvalidated and unverified, respectively.

Chapter 2 Airspace

2.1 Classification

The Edinburgh Control Zone (CTR) is classified as Class D airspace from the surface up to 6000 feet. Aircraft are permitted to operate in VMC and IMC conditions under either VFR or SVFR as appropriate.

2.2 Visual Reference Points (VRPs)

The following VRPs are for use by aircraft operating to and from Edinburgh.

VRP	
Arthur's Seat	555638N 0030942W
Bathgate Railway Station	555349N 0033810W
Cobbinshaw Reservoir	554828N 0033400W
Dalkeith	555336N 0030406W
Forth Road Bridge (North Tower)	560022N 0032414W
Hillend Ski Slope	555318N 0031230W
Kirkcaldy Harbour	560650N 0030900W
Kirknewton	555315N 0032505W
Longannet Power Station	560256N 0034057W
M8 Junction 1 (Hermiston)	555530N 0031843W
M9 Junction 1A (Kirkliston)	555718N 0032508W
M9 Junction 2 (Philpstoun)	555854N 0033043W
M9 Junction 4 (Polmont)	555920N 0034100W
M90 Junction 4 (Kelty)	560747N 0032339W
Musselburgh Racecourse	555650N 0030225W
Penicuik	554955N 0031325W
West Linton Golf Course	554509N 0032244W

Chapter 3 VFR Operations

Aircraft shall normally enter and exit the Edinburgh CTR "not above altitude 2000 ft" on the Edinburgh QNH via either general "compass-point" directions or a published VRP. However, to permit VFR flight in IMC conditions, an entry/exit lane system has been established (see LOW 3.2 below).

> ***Note:*** *Due to terrain, routing via Penicuik or West Linton Golf Course VRPs will normally be not above altitude 3000 ft.*

Details of inbound VFR traffic should be passed to AIR and transfer of control and communication shall take place when the pilot reports visual with the airfield.

SVFR inbounds will be retained by APC until such time as APC can safely integrate the aircraft into the inbound stream, maintain standard separation, and when the aircraft has become number one to land; to ensure that it cannot execute any manoeuvre which will erode the separation against the aircraft ahead.

3.1 Penetration of ATZ

VFR/SVFR fixed-wing aircraft shall be coordinated with Edinburgh AIR prior to entering the ATZ. Edinburgh APC will coordinate a course of action with Edinburgh AIR that will facilitate the safe passing of the aircraft through the ATZ and transfer communication prior to the ATZ boundary (unless otherwise agreed). Any crossing overhead the airfield below 2000 ft should be made at the landing threshold of the runway in use.

3.2 Entry/Exit Lanes

To permit aircraft to operate to and from Edinburgh in IMC but not under, VFR entry/exit lanes have been established for use under specific conditions:

- **Polmont Lane:** A lane 3 NM wide with its centreline on the M9 Motorway from abeam Grangemouth eastwards, via the Polmont Roundabout, Linlithgow Loch and Philpstoun to a point where joins the Edinburgh ATZ.
- **Kelty Lane:** A lane 3 NM wide with centreline on the M90 Motorway Kelty southwards to the M90 Junction 1B, then with centre-line on the A9000 across the Forth Road Bridge to M90 Junction 1, then with centre-line on the M90 Motorway to a point where joins the Edinburgh ATZ.

Use of the above lanes are subject to clearance from Edinburgh APC irrespective of weather conditions. Clearance must be obtained before entering the lane.

Aircraft using these lanes must remain clear of cloud and in sight of the ground or water, not above 2000 feet on the Edinburgh QNH and with visibility of not less than 3km.

Aircraft using the lanes shall keep the centreline on its left unless otherwise instructed by ATC. Where instructions differ, traffic information will be provided to aircraft concerned.

Pilots always remain responsible for ground clearance.

3.3 Helicopter Operations

3.3.1 Overflight Procedures

Helicopters wishing to operate in the Edinburgh CTR/CTA will be cleared on direct routings under VFR (or, when requested at night in the Edinburgh Control Zone, on Special VFR clearance in accordance with the procedures for Special VFR flights).

VFR helicopters may be only routed overhead with the prior approval of the AIR controller.

Once this approval from the AIR controller has been received, the pilots of helicopters will receive a required VFR clearance across the airfield with an Edinburgh Squawk.

> ***Note:*** *There is no specific helicopter VRPs, so helicopters obtain entry through a published VRP then are simply asked to report to the field.*

Before the helicopter reaches the ATZ; PH INT is to coordinate the flight with the AIR controller and confirm; direction of flight, contact frequency after crossing (if not INT), current squawk. PH INT remains responsible to pass necessary information regarding aircraft making IFR approaches until such crossing traffic is transferred over to ADC.

The Edinburgh AIR controller will retain control of the transiting aircraft until clear of any conflicts, once the controller is happy that there are no conflicts that may present, the AIR controller can then transfer the aircraft back to APC for onward clearance.

3.3.2 Inbounds and Outbounds

3.3.2.1 Manoeuvring

While helicopters are operating on the manoeuvring area extreme caution must be exercised regarding wingtip/rotor blade clearance and turbulence.

3.3.2.2 Use of Runways

All helicopters must use the runways for takeoffs and landings. Helicopters may not carry out direct approaches to or take-off from apron areas or taxiways.

Standard wake turbulence separation requirements must be applied between a helicopter movement and the traffic which precedes it.

Helicopters landing on Runway 06/24 should normally be instructed to vacate at C1. When using Runway 06 for arrival, helicopters should be instructed to "land long" to vacate at C1.

3.3.2.2.1 After Landing

After landing, helicopters will ground taxi or air taxi to an allocated parking area. There is no specific parking for helicopters, therefore the most appropriate location shall be selected by GMC.

3.3.2.3 Outbound Procedures

Standard MATS Part 1 (CAP 493) wake turbulence separation procedures must be applied between a helicopter movement and the traffic which precedes it. All helicopter traffic must depart from the active runway. Taxi requirements will be advised by Edinburgh Ground and departures may be made from an intersection – although care should be taken when taxiing

departures via C when Runway 06 is in use due to the potential for conflict with an arriving aircraft.

3.4 SVFR Procedures

SVFR visual circuits are subject to agreement between AIR and INT. Only one SVFR aircraft is permitted in the visual circuit at a time. INT shall provide a 20 NM range check to AIR on IFR arriving aircraft. When an IFR aircraft is approximately 20 track miles from the airport the SVFR aircraft must be instructed to leave the circuit or land to maintain standard separation between IFR and SVFR aircraft.

SVFR aircraft transiting the zone must route overhead the airfield and remain clear of the extended centreline. SVFR aircraft are not permitted to fly inside of the Edinburgh CTR if the reported airport visibility is less than 3km and the cloud ceiling is less than 1000 feet.

Only one SVFR aircraft shall be using an entry/exit lane at any one time. INT shall not allow two SVFR aircraft within the entry/exit lanes except where:

- the first aircraft is a departure in contact with INT and
- the first aircraft is already 3NM or greater away from the other exit lane and the ATZ and
- the second aircraft is to be cleared into the other exit lane.

GLOSSARY

Abbreviation	Section
AC	Area Control
ADC	Aerodrome Control
AIR	Air Controller (i.e. Tower Controller)
APC	Approach Control
CTA	Control Area
CTR	Control Zone
DME	Distance Measuring Equipment
EAT	Estimated Approach Time
FIS	Flight Information Service
FL	Flight Level
Ft	Foot (feet)
GMC	Ground Movement Control
GMP	Ground Movement Planner
GS	Groundspeed
hPa	Hectopascal
IAS	Indicated Airspeed
ICAO	International Civil Aviation Organisation
ILS	Instrument Landing System
KIAS	Knots Indicated Airspeed
MDI	Minimum Departure Interval
MHz	Megahertz
MSL	Minimum Stack Level
NM	Nautical Mile
RFC *	Released for Climb
RFD *	Released for Descent
RFT *	Released for Turn
SID	Standard Instrument Departure
SSR	Secondary Surveillance Radar
STAR	Standard Terminal Arrival Route
UKCP	UK Controller Plugin

* Although these acronyms are not used in this document, they may be useful for controllers to be aware of as common notation in text coordination.