

Future Airspace Strategy Implementation- ScTMA

Gateway Documentation:

Stage 3 Consultation Document Annex A: Edinburgh Airport
Interface Procedures

ACP-2019-74

NATS

Table of Contents

1. Edinburgh Airport Interface Procedures	4
1.1 Introduction	4
1.2 Edinburgh Airport: STARs	4
1.3 Edinburgh Airport: Holds	14
1.4 Edinburgh Airport: Transitions	19
1.5 Edinburgh Airport: SIDs	21

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Change History

Issue	Month/Year	Changes this issue (most recent first)
Version 3.0	August 2025	Updated following Cluster Gateway July 2025 including: Change history Added.
Version 2.0	December 2024	Updated Document following Gateway Feedback. Updates include: - Standardisation of SID/STAR naming format - Typo corrections
Version 1.0	August 2024	Original submission to CAA for Gateway Assessment.

1. Edinburgh Airport Interface Procedures

1.1 Introduction

1.1.1 The following pages provide information on the portion of the proposed Instrument Flight Procedures (IFPs) for Edinburgh Airport contained in the airspace above 7,000 ft.

1.1.2 Edinburgh Airport have provided points where they expect aircraft to reach 7,000 ft and these points are included in the figures below.

1.2 Edinburgh Airport: STARs

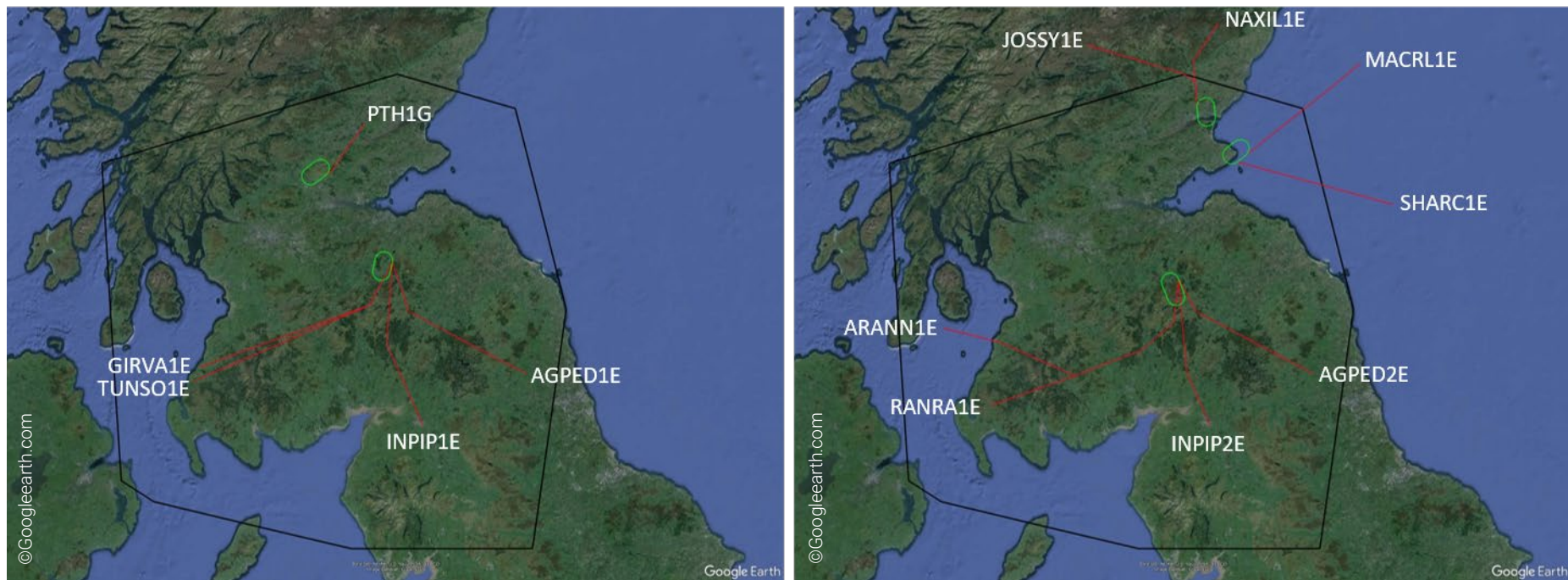


Figure 1: Existing STARs serving Edinburgh Airport (left image) and proposed STARs serving Edinburgh Airport (right image).

Existing			Proposed			Impact
IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	
PTH 1G (RNAV5)	PTH – GRICE – STIRA (FL70)	P600	NAXIL 1E (RNAV1)	NAXIL (FL200) – GANKI – STOBS (FL110)	P600	The NAXIL 1E STAR provides connectivity for aircraft arriving at Edinburgh Airport from the north via P600. Previously this traffic would have used the PTH 1G, however, this design proposes to remove the shared STIRA hold, making the PTH 1G STAR redundant. The IAF for traffic on this route is proposed to move from STIRA to a new point STOBS, situated overhead Dundee. Edinburgh Airport has agreed for all STARs to be RNAV1. The new NAXIL 1E STAR is proposed to have a RNAV1 navigation standard in line with the UK exceptions to PBN-IR. Edinburgh Airport's traffic is predominantly RNAV1 compliant (>99.9% (2023)). This STAR route will predominantly serve aircraft that have not arrived from FRA but could be used by them when the MACRL 1E STAR is not available, therefore a starting level of FL200 has been applied. Aircraft lower than FL200 will be able to join the STAR at an intermediate point. When D613 or D514 are active, this STAR will be utilised by aircraft that would normally use the MACRL 1E STAR as well as some traffic that would have used the SHARC 1E STAR (depending on their point of origin) The STAR will be named based on its new starting waypoint <i>NAXIL</i> and the 'E' designator used to denote the destination airport (Edinburgh). STOBS, the associated hold, will have a 230 kt speed limit. Therefore, it is deemed that a speed limit point is not required for this procedure as aircraft will be required to be at the

Existing			Proposed			Impact
IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	
						holding speed prior to entering the hold and will slow down at the optimal time for their aircraft.
			MACRL 1E (RNAV1)	MACRL (FL260) – WHALE (FL230) – WORM2 (+FL100)	FRA	The MACRL 1E STAR provides connectivity for aircraft arriving at Edinburgh Airport from over the northern North Sea via the proposed Firth of Forth connectivity. Previously this traffic would have routed to Aberdeen and along P600 to use the PTH 1G STAR. The intermediate approach IAF for traffic on this route is proposed to be WORM2, in the vicinity of CRAIL. Edinburgh Airport has agreed for all STARs to be RNAV1. The new MACRL 1E STAR is proposed to have a RNAV1 navigation standard in line with the UK exceptions to PBN-IR. Edinburgh Airport's traffic is predominantly RNAV1 compliant (>99.9% (2023)). This STAR route will serve aircraft that have arrived from FRA, therefore a starting level of FL260 has been applied. A FL230 restriction at WHALE has been proposed to ensure aircraft stay within the area of responsibility (sector) that the ATCO controlling them is responsible for. When D613 or D514 are active, this STAR will not be available, and aircraft will be required to use the NAXIL 1E STAR. The STAR will be named based on its new starting waypoint <i>MACRL</i> and the 'E' designator used to denote the destination airport (Edinburgh). WORM2, the associated hold, will have a 230 kt speed limit. Therefore, it is deemed that a speed limit point is not required for this procedure as aircraft will be required to be at the

Existing			Proposed			Impact
IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	
						holding speed prior to entering the hold and will slow down at the optimal time for their aircraft.
			SHARC 1E (RNAV1)	SHARC (FL260) – TROUT (FL230) – WORM2 (+FL100)	FRA	The SHARC 1E STAR provides connectivity for aircraft arriving at Edinburgh Airport from over the southern North Sea via the proposed Firth of Forth connectivity. Previously this traffic would have routed towards Newcastle (NATEB) and along Y96 to use the AGPED 1E STAR. The intermediate approach IAF for traffic on this route is proposed to be WORM2, in the vicinity of CRAIL. Edinburgh Airport has agreed for all STARs to be RNAV1. The new SHARC 1E STAR is proposed to have a RNAV1 navigation standard in line with the UK exceptions to PBN-IR. Edinburgh Airport's traffic is predominantly RNAV1 compliant (>99.9% (2023)). This STAR route will serve aircraft that have arrived from FRA, therefore a starting level of FL260 has been applied. A FL230 restriction at TROUT has been proposed to ensure aircraft stay within the area of responsibility (sector) that the ATCO controlling them is responsible for. When D613 or D514 are active, this STAR will not be available, and aircraft will be required to use the NAXIL 1E or AGPED 2E STARs (depending on their point of origin). The STAR will be named based on its new starting waypoint <i>SHARC</i> and the 'E' designator used to denote the destination airport (Edinburgh). WORM2, the associated hold, will have a 230 kt speed limit. Therefore, it is deemed that a speed limit point is not required

Existing			Proposed			Impact
IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	
						for this procedure as aircraft will be required to be at the holding speed prior to entering the hold and will slow down at the optimal time for their aircraft.
AGPED 1E (RNAV5)	AGPED (FL260) – HAVEN – TARTN (FL70)	Y96, N110	AGPED 2E (RNAV1)	AGPED (FL260) – BURNS (+FL200) – HAVEN (FL130) – TART3 (+FL100)	FRA Y96 N110	The AGPED 2E STAR provides connectivity for aircraft arriving at Edinburgh Airport from the east via Y96 and N110. Previously this traffic would have used the AGPED 1E STAR. The proposed STAR replicates the AGPED 1E STAR up to HAVEN before realigning to a new IAF, TART3. Edinburgh Airport has agreed for all STARs to be RNAV1. The new AGPED 2E STAR is proposed to have a RNAV1 navigation standard in line with the UK exceptions to PBN-IR. Edinburgh Airport's traffic is predominantly RNAV1 compliant (>99.9% (2023)). This STAR route will predominantly serve aircraft that has arrived from FRA, therefore a starting level of FL260 has been applied. Aircraft lower than FL260 will be able to join the STAR by following the track and joining the vertical profile at an intermediate point. The requirement to be above FL200 at BURNS is based on a decent profile to ensure overflight of D512A when active to its maximum altitude. The FL130 restriction at HAVEN is to ensure an appropriate descent profile for the TART3 Hold and to ensure aircraft remain within Borders CTA6. When D613 or D514 are active, this STAR will be utilised by some aircraft that would normally use the SHARC 1E STAR (depending on the aircrafts point of origin).

Existing			Proposed			Impact
IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	
						The STAR will be named based on its new starting waypoint <i>AGPED</i> and the 'E' designator used to denote the destination airport (Edinburgh). TART3, the associated hold, will have a 230 kt speed limit. Therefore, it is deemed that a speed limit point is not required for this procedure as aircraft will be required to be at the holding speed prior to entering the hold and will slow down at the optimal time for their aircraft. In line with the proposed hold the STAR terminates at FL100, limiting the impact to ground-based stakeholders.
INPIP 1E (RNAV5)	INPIP (FL260) – INREV (FL200) – ESKDO – TARTN (FL70)	(U)N601	INPIP 2E (RNAV1)	INPIP (FL260) – INREV (FL200) – SPEDO (-FL180) – TART3 (FL100)	FRA N6016	The INPIP 2E STAR provides connectivity for aircraft arriving at Edinburgh Airport from the south via FRA or N601. Previously this traffic would have used the INPIP 1E STAR. The proposed STAR replicates the INPIP 1E STAR up to INREV before realigning to a new IAF, TART3. Edinburgh Airport has agreed that all STARs are to be RNAV1. The new INPIP 2E STAR is proposed to have a RNAV1 navigation standard in line with the UK exceptions to PBN-IR. Edinburgh Airport's traffic is predominantly RNAV1 compliant (>99.9% (2023)). This STAR route will serve aircraft that has arrived from FRA and N601, therefore a starting level between FL260 and FL200 has been applied. The requirement to be FL200 has been retained to avoid the D510 complex. The FL180 at SPEDO is to ensure aircraft under fly aircraft arriving via the BURNS 1G STAR.

Existing			Proposed			Impact
IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	
						The STAR will be named based on its new starting waypoint <i>INPIP</i> and the 'E' designator used to denote the destination airport (Edinburgh). The indicator will be updated to 2. TART3, the associated hold, will have a 230 kt speed limit. Therefore, it is deemed that a speed limit point is not required for this procedure as aircraft will be required to be at the holding speed prior to entering the hold and will slow down at the optimal time for their aircraft. In line with the proposed hold the STAR terminates at FL100, limiting the impact to ground-based stakeholders.
GIRVA 1E (RNAV5)	GIRVA (FL120) – TLA – TARTN (FL70)	P600	RANRA 1E (RNAV1)	RANRA (FL260/FL130) – MBR17 (-FL240) – OSMEG – DARON (-FL190) – KELVN – CHURN – TART3 (FL100)	FRA P620	The RANRA 1E STAR provides connectivity for aircraft arriving at Edinburgh Airport from the south-west via FRA and P620. Previously this traffic would have used either the GIRVA 1E or the TUNSO1 E STARs. Edinburgh Airport have agreed for all STARs to be RNAV1. The new RANRA 1E STAR is proposed to have a RNAV1 navigation standard in line with the UK exceptions to PBN-IR. Edinburgh Airport's traffic is predominantly RNAV1 compliant (>99.9% (2023)). This STAR route will serve aircraft that have arrived from FRA or P620. This arrival route will also serve aircraft arriving from Ireland that will not have flight planned to enter FRA. Therefore, a starting window of between FL130 and FL260 has been applied. The requirement to be below FL240 at MBR17 is to ensure aircraft remain below the Edinburgh Airport departures. The requirement to be not above FL190 at DARON is to adhere to the standing agreement between sectors and thus
TUNSO 1E (RNAV5)	GIRVA (FL170) – TLA – TARTN (FL70)	P600				

Existing			Proposed			Impact
IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	
						ensure separation from aircraft arriving on the ASLIB1G. This level also ensures separation for Glasgow Airport departures on the GREAN and BEEFY SIDs. The STAR will be named based on its new starting waypoint <i>RANRA</i> and the 'E' designator used to denote the destination airport (Edinburgh). TART3, the associated hold, will have a 230 kt speed limit. Therefore, it is deemed that a speed limit point is not required for this procedure as aircraft will be required to be at the holding speed prior to entering the hold and will slow down at the optimal time for their aircraft. In line with the proposed hold the STAR terminates at FL100, limiting the impact to ground-based stakeholders.
			ARANN 1E (RNAV1)	ARANN (FL260) – HERON – TRN – OSMEG – DARON (FL190) – KELVN – CHURN – TART3 (FL100)	FRA N562	The ARANN 1E STAR provides connectivity for aircraft arriving at Edinburgh Airport from the west via FRA and N562. Previously this traffic would have been tactically vectored from N562. The intermediate approach IAF for traffic on this route is proposed to be TART3. Edinburgh Airport have agreed for all STARs to be RNAV1. The new ARANN 1E STAR is proposed to have a RNAV1 navigation standard in line with the UK exceptions to PBN-IR. Edinburgh Airport's traffic is predominantly RNAV1 compliant (>99.9% (2023)). This STAR route will serve aircraft that have arrived from FRA and N562, therefore a starting level of between FL260 and FL120 has been applied.

Existing			Proposed			Impact
IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	
						The requirement to be not above FL190 at DARON is to adhere to the standing agreement between sectors and thus ensure separation from aircraft arriving on the ASLIB 1G. This level also ensures separation for Glasgow departures on the GREAN and BEEFY SIDs. The STAR will be named based on its new starting waypoint ARANN and the 'E' designator used to denote the destination airport (Edinburgh). TART3, the associated hold, will have a 230 kt speed limit. Therefore, it is deemed that a speed limit point is not required for this procedure as aircraft will be required to be at the holding speed prior to entering the hold and will slow down at the optimal time for their aircraft. In line with the proposed hold the STAR terminates at FL100, limiting the impact to ground-based stakeholders.
			JOSSY 1E (RNAV1)	JOSSY (FL260) – JONAS (+FL200) – ASNUD – C95C4 – STOBS (FL110)	FRA	The JOSSY 1E STAR provides connectivity for aircraft arriving at Edinburgh Airport from the northwest via FRA. Previously this traffic would have been tactically vectored arriving at the TMA via BRUCE across the north or south of the ScTMA to STIRA or TARTN. The IAF for traffic on this route is proposed to be STOBS. Edinburgh Airport have agreed for all STARs to be RNAV1. The new JOSSY1E STAR is proposed to have a RNAV1 navigation standard in line with the UK exceptions to PBN-IR. Edinburgh Airport's traffic is predominantly RNAV1 compliant (>99.9% (2023)).

Existing			Proposed			Impact
IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	IFP (Navigation Standard)	Route (FL/Altitude)	Connectivity	
						This STAR route will serve aircraft that have arrived from FRA, therefore a starting level of FL260 has been applied. The requirement to be above FL200 at JONAS is to ensure the traffic remains within the TAY CTA2. The STAR will be named based on its new starting waypoint JOSSY and the 'E' designator used to denote the destination airport (Edinburgh). STOBS, the associated hold, will have a 230 kt speed limit. Therefore, it is deemed that a speed limit point is not required for this procedure as aircraft will be required to be at the holding speed prior to entering the hold and will slow down at the optimal time for their aircraft.

Table 1: Description of the proposed STAR updates for Edinburgh Airport arrivals.

1.3 Edinburgh Airport: Holds

1.3.1 Proposed STOBS hold

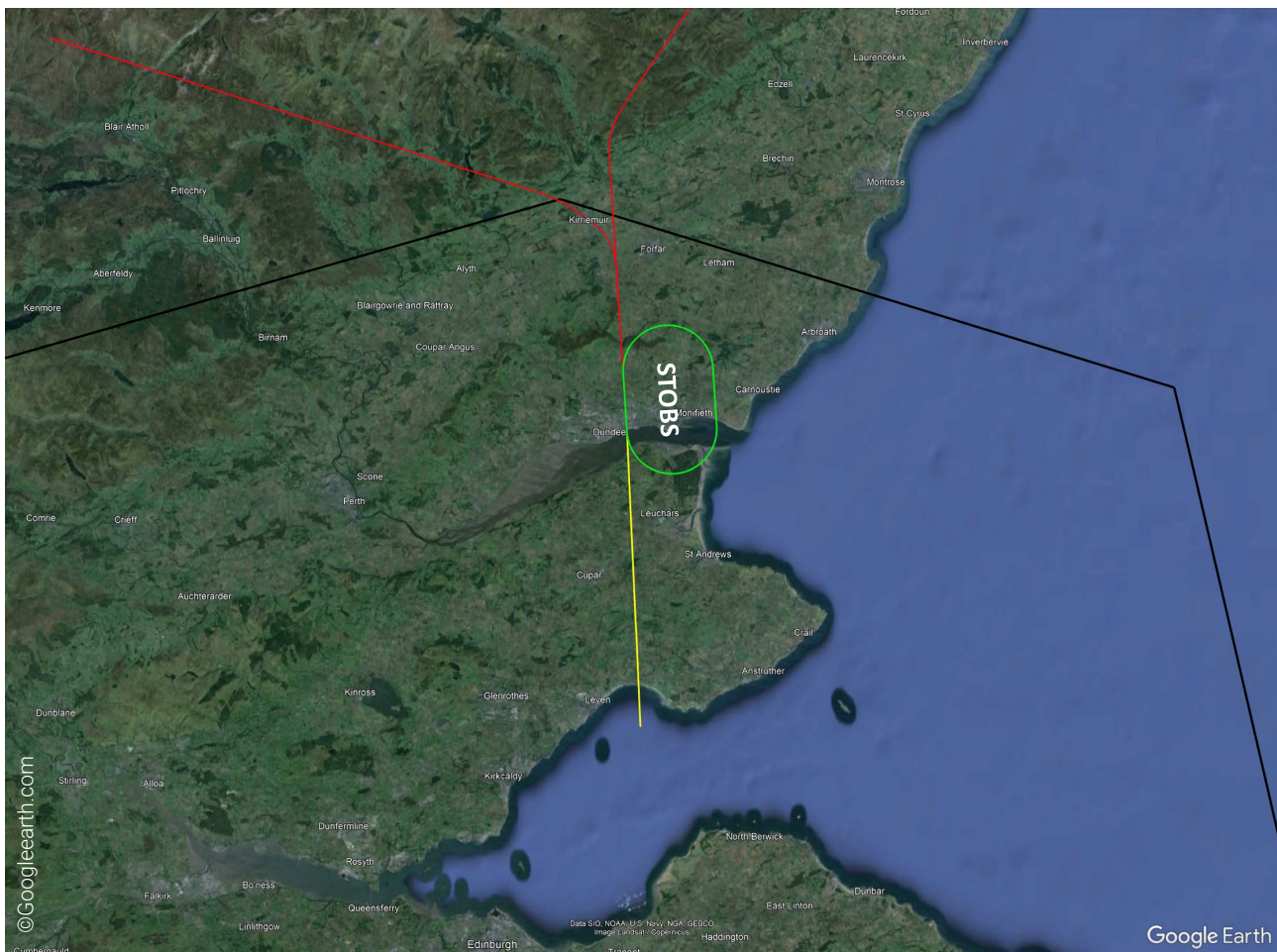


Figure 2: Location of proposed STOBS hold (green line) and arrival transition above 7,000 ft (yellow line).

	STIRA (2027)	STIRA (2036)	STOBS (2027)	STOBS (2036)
Holding Fix Location	560802.11N 0035000.98W		562744.9633N 0025621.8256W	
Inbound track	232.2		176.9	
Direction of PTN	Right		Left	
Speed (kts)	230		230	
Outbound Leg	4 NM		3.5NM	
Levels	FL70 – FL140		FL110 – FL140	
Highest Terrain (overflight agl)	2,366 ft (5634 ft)		571 ft (10,429 ft)	
Total Aircraft Holding	1811	2930	957	1365
Average Daily holding	~ 5	~8	<3	~4
Average Hold duration	5 min 6 s	5 min 36 s	3 min 30 s	4 min 0 s
Population overflown by hold	41,973		Not calculated due to planned holding occurring substantially above 7,000ft agl.	
Highest population elevation	873 ft			

Table 2: Impact comparison between extant STIRA and proposed STOBS hold.

1.3.2 Proposed WORM2 Hold



Figure 3: Location of proposed WORM2 hold (green line) and arrival transition above 7,000 ft (yellow line).

	WORM2 (2027)	WORM2 (2036)
Holding Fix Location	561344.0600N 0023500.2500W	
Inbound track	233.0	
Direction of PTN	Right	
Speed (kts)	230	
Outbound Leg	3.5 NM	
Levels	FL100 – FL140	
Highest Terrain (overflight agl)	No significant terrain above 500ft	
Total Aircraft Holding	2290	3785
Average Daily holding	~6	~10
Average Hold duration	3 min 42 s	4 min 24 s
Population overflown by hold	Not calculated due to planned holding occurring substantially above 7,000ft agl.	
Highest population elevation		

Table 3: Impact assessment for proposed WORM2 hold.

1.3.3 Proposed TART3 hold



Figure 4: Location of proposed TART3 hold (green line) and arrival transitions for westerly and easterly arrivals above 7,000 ft (yellow line).

	TARTN (2027)	TARTN (2036)	TART3 (2027)	TART3 (2036)
Holding Fix Location	554301.89N 0030818.73W		553800.1095N 0030910.9298W	
Inbound track	013.5		340	
Direction of PTN	Left		Left	
Speed (kts)	230		230	
Outbound Leg	3.5 NM		1 min	
Levels	FL70 – FL140		FL100 – FL140	
Highest Terrain (overflight agl)	1,975 ft (5,025 ft)		2,435 ft (7,565 ft)	
Total Aircraft Holding	25,212	33,832	20,803	29,859
Average Daily holding	~ 69	~93	~57	~82
Average Hold duration	3 min 30 s	4 min 18 s	3 min 36 s	4 min 12 s
Population overflowed by hold	10,239		9,648 (153 new)	
Highest population elevation	1,066 ft		1,017 ft	
National Landscape/National Park/ NSA area overflowed	43.0 km ²		50.4 km ²	

Table 4: Impact comparison between extant TARTN and proposed TART3 hold.

1.4 Edinburgh Airport: Transitions

IFP (Navigation Standard)	Runway served	Route (FL/Altitude impacting above 7A only))	Hold	Description above 7,000 ft
STOBS 24 RNAV1	24	STOBS (FL110) - PHN01 (Above FL80) – DAVIS (above 6,000 ft) - PHE05 – WHITE - PH24F	STOBS	The STOBS 24 is an arrival transition to connect the STOBS hold to runway 24. FL110 is the base level of the STOBS hold. Above FL80 at PHN01 is to provide a continuous descent profile in line with the 3% requirement. Above 6,000 ft at DAVIS is to ensure the aircraft remain within CAS.
STOBS 06 RNAV1	06	STOBS (FL110) – DAVIS (below FL100) - PHE02 - PHE03 (below FL100) - PHE04 (below FL80) – SELBY (above 5,000 ft) – MURPY - PH06I - PH06F	STOBS	The STOBS 06 is an arrival transition to connect the STOBS hold to runway 06. FL110 is the base level of the STOBS hold. Below FL100 at DAVIS is to provide separation from the 06 Edinburgh Airport departures. Below FL 100 at PHE03 is to provide separation from the 06 Edinburgh Airport departures. Below FL 80 at PHE04 is to provide separation from the STEPS 1B SID and to ensure a 3% descent profile is achieved. Above 5,000ft at SELBY is to provide CAS containment based on the 3% descent profile.
TART3 24 RNAV1	24	TART3 (FL100) - PHS02 (below FL80) – HIGIN (between 6,000 ft – 5,000 ft) – HENRY – WHITE - PH24F	TART3	The TART3 24 is an arrival transition to connect the TART3 hold to runway 24. FL100 is the base level of the TART3 hold. Below FL80 at PHS02 is to provide a continuous descent profile in line with the 3% requirement whilst deconflicting from the BERRY 1A SID.
TART3 06 RNAV1	06	TART3 (FL100) - PHS01 (below FL80) - PHS14 (Not above 6,000 ft) – SELBY – MURPY - PH06I - PH06F	TART3	The TART3 06 is an arrival transition to connect the TART3 hold to runway 06. FL100 is the base level of the TART3 hold.

IFP (Navigation Standard)	Runway served	Route (FL/Altitude impacting above 7A only))	Hold	Description above 7,000 ft
				Below FL80 at PHS01 is to provide separation from the STEPS 1B and SKIRL 1B SIDS Not Above 6,000 ft at PHS14 is to provide separation from the SKIRL 1B SID.
WORM2 24 RNAV1	24	WORM2 (FL100) – DAVIS (above 6,000 ft) - PHE05 – WHITE - PH24F	WORM2	The WORM2 24 is an arrival transition to connect the WORM2 hold to runway 24. FL100 is the base level of the WORM2 hold. Above 6,000 ft at DAVIS is to ensure the aircraft remain within CAS.
WORM2 06 RNAV1	06	WORM2 (FL100) – DAVIS - PHE02 - PHE03 (below FL100) - PHE04 (below FL80) – SELBY (above 5,000 ft) – MURPY - PH06I - PH06F	WORM2	The WORM2 06 is an arrival transition to connect the WORM2 hold to runway 06. FL100 is the base level of the WORM2 hold. FL100 at PHE03 is to provide separation from the 06 Edinburgh Airport departures. Below FL80 at PHE04 is to provide separation from the STEPS 1B SID and to ensure a 3% descent profile is achieved. Above 5,000 ft at SELBY is ensure aircraft remain within CAS and there is an appropriate vertical profile.

Table 5: Description of the proposed Edinburgh Airport transitions. (The portion of the transition above 7,000 ft is shown in green, below 7,000 in red. Only the levels which impact the above 7,000 ft description are included.)

1.5 Edinburgh Airport: SIDs

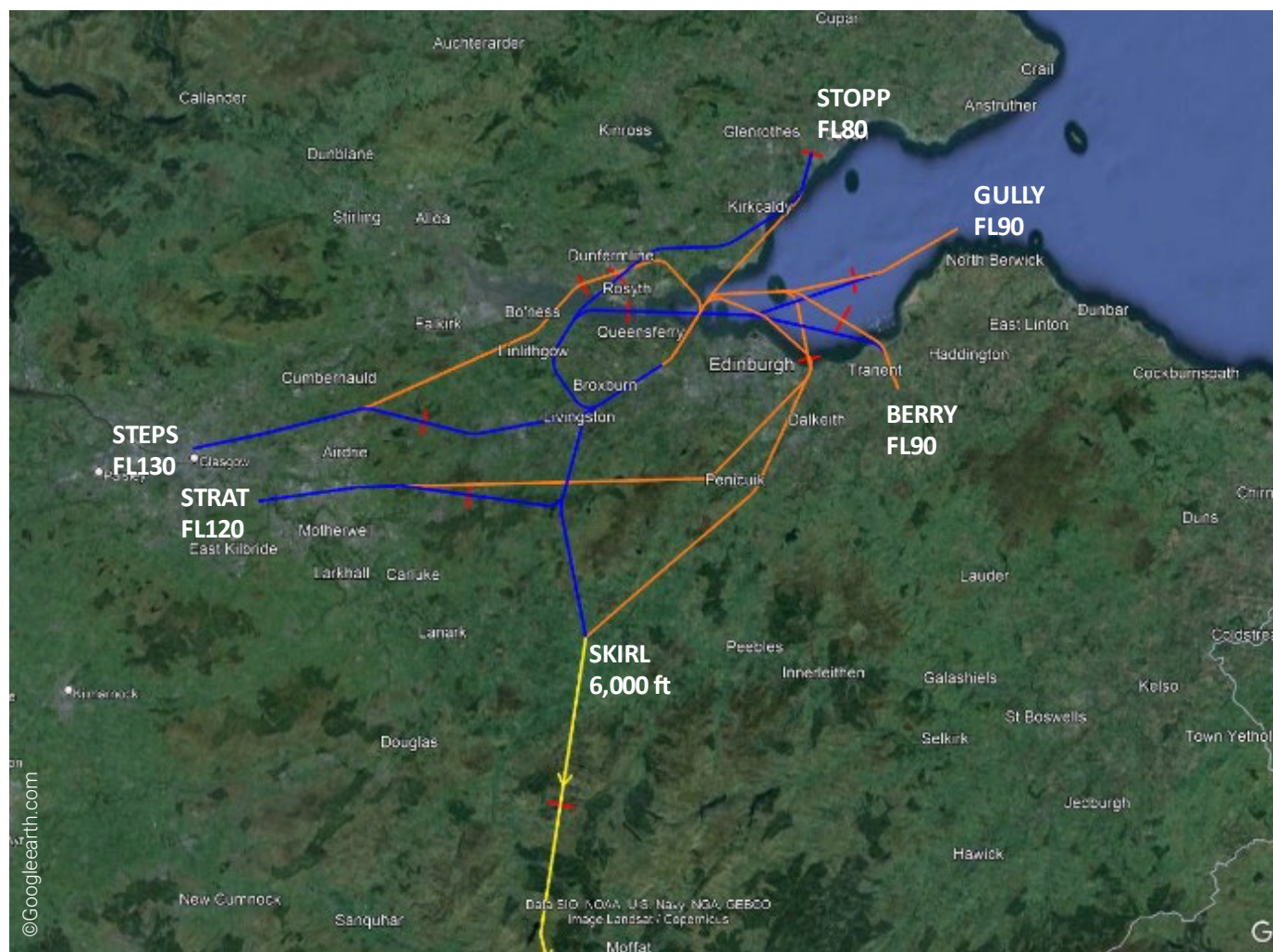


Figure 5: Proposed SID end levels where the Edinburgh Airport departure procedures will join the ATS Network (Westerly departures are blue, Easterly departures are orange). N864, an ATS route joined by the SKIRL departures is shown in yellow. The points where aircraft are expected to reach 7,000 ft are shown by the red lines.

IFP (Navigation Standard)	Runway served	Route (FL/Altitude impacting above 7A only) (Portion of procedure above 7,000 ft is shown in green)	Connectivity	Description above 7,000 ft
BERRY 1A RNAV1	24	PHW07 - PHE08 - PHE09 (5,000ft) - PHE10 (above FL80) - PHE11 (FL90)- PHS13 – BERRY (FL90)	Z249	The BERRY 1A SID provides connectivity for aircraft departing Edinburgh Airport, runway 24 to Z249. This route connects the ScTMA to Northern Europe and the East. Aircraft plan to reach 7,000 ft between PHE09 and PHE10. FL80 at PHE10 is to provide separation from the WORM2 24 transition. FL90 at PHE11 is to provide separation from the TART3 24 transition. The procedure joins the network at FL90 at BERRY.
BERRY 1B RNAV1	06	FIJ34 - PHE06 (not above 6,000 Ft) - PHE07 (not above FL80) - PHS13 – BERRY (FL90)	Z249	The BERRY 1B SID provides connectivity for aircraft departing Edinburgh Airport, runway 06 to Z249. This route connects the ScTMA to Northern Europe and the East. Aircraft plan to reach 7,000 ft between PHE06 and PHE07. Not above FL80 at PHE07 is to provide separation from the STOBs and WORM2 06 transitions. The procedure joins the network at FL90 at BERRY.
GULLY 1A RNAV1	24	PHW07 - PHE08 - PHE09 (not above 5,000 ft)- PHE10 (not above FL80) - PHE11 (FL90)- PHE12 – GULLY (FL90)	R3G	The GULLY 1A SID provides connectivity for aircraft departing Edinburgh Airport, runway 24 to R3G. This route provides connectivity to the Firth of Forth routes connecting the ScTMA to the East. Aircraft plan to reach 7,000 ft between PHE09 and PHE10. Not above FL80 at PHE10 is to provide separation from the WORM2 24 transition. FL90 at PHE11 is to provide separation from the TART3 24 transition. The procedure joins the network at FL90 at GULLY.
GULLY 1B RNAV1	06	FIJ34 - PHE06 (not above 6,000 ft) - PHE07 (not above FL80) - PHE12 – GULLY (FL90)	R3G	The GULLY 1B SID provides connectivity for aircraft departing Edinburgh Airport, runway 06 to R3G. This route provides connectivity to the Firth of Forth routes connecting the ScTMA to the East. Aircraft plan to reach 7,000 ft between PHE06 and PHE07. Not above FL80 at PHE07 is to provide separation from the STOBs and WORM2 06 transitions. The procedure joins the network at FL90 at GULLY.
SKIRL 1A RNAV1	24	PHW07 - PHS10 - SKIRL	N864	Procedure does not extend above 7,000 ft.

IFP (Navigation Standard)	Runway served	Route (FL/Altitude impacting above 7A only) (Portion of procedure above 7,000 ft is shown in green)	Connectivity	Description above 7,000 ft
SKIRL 1B RNAV1	06	FIJ34 - PHE06 - PHS08 - PHS09 - PHS11 - PHS12 - SKIRL	N864	Procedure does not extend above 7,000 ft.
STEPS 1A RNAV1	24	PHW07 (above 2,000 ft) – PHW08 – PHS06 (above FL90) - PHW09 (above FL105)- PHW10 (above FL120) – STEPS (FL130)	T3G Q602 L186	The STEPS 1A SID provides connectivity for aircraft departing Edinburgh Airport, runway 24 to T3G, Q602 and L186. This route provides connectivity to the North, Ireland, the Canaries, Africa, the Iberian Peninsula and the Atlantic. Aircraft plan to reach 7,000 ft between PHW07 and PHW06. Above FL90 at PHS05 is to provide separation from the LESMA 1T transition. Above FL105 at PHW09 is to provide separation from the LESMA 1T transition. Above FL120 at PHW10 is to provide separation from the LESMA 1T transition and BEEFY 05 SID. The procedure joins the network at FL130 at STEPS to provide separation from the BEEFY 1Y SID.
STEPS 1B RNAV1	06	FIJ34 - PHW01 (below 6,000 ft) - PHW02 – (5,000 ft – FL80) - PHW03 - PHW04 (below FL100) - PHW06 (above FL90)- PHW09 (above FL105) - PHW10 (above FL120) – STEPS (FL130)	T3G Q602 L186	The STEPS 1B SID provides connectivity for aircraft departing Edinburgh Airport, runway 06 to T3G, Q602 and L186. This route provides connectivity to the North, Ireland, the Canaries, Africa, the Iberian Peninsula and the Atlantic. Aircraft plan to reach 7,000 ft between PHW01 and PHW03. 5,000 ft to FL80 window at PHW02 is to provide separation from the STOPS and WORM2 06 transitions whilst ensuring aircraft remain inside CAS. Not above FL100 at PHW04 is to provide separation from the Glasgow Airport MOODI departures. Above FL90 at PHW06 is to provide separation from the LESMA 1T transition. Above FL105 at PHW09 is to provide separation from the LESMA 1T transition. Above FL120 at PHW10 is to provide separation from the LESMA 1T transition and Beefy 05 SID. The procedure joins the network at FL130 at STEPS to provide separation from the BEEFY 1Y SID.

IFP (Navigation Standard)	Runway served	Route (FL/Altitude impacting above 7A only) (Portion of procedure above 7,000 ft is shown in green)	Connectivity	Description above 7,000 ft
STOPP 1A RNAV1	24	PHW07 - PHE08 - PHE09 (above 5,000 ft) - PHN03 - PHN04 (FL80) - PHN02 – STOPP (FL80)	T8G	The STOPP 1A SID provides connectivity for aircraft departing Edinburgh Airport, runway 24 to T8G. This route provides connectivity to the North. Aircraft plan to reach 7,000 ft between PHE09 and PHN04. Not above FL80 at PHN04 is to provide separation from the STOPS 24 transition. The procedure joins the network at not above FL80 at STOPP.
STOPP 1B RNAV1	06	FIJ34 - PHE06 (Below 6,000 ft) - PHN02 - STOPP (FL80)	T8G	The STOPP 1B SID provides connectivity for aircraft departing Edinburgh Airport, runway 06 to T8G. This route provides connectivity to the North. Aircraft plan to reach 7,000 ft between PHE06 and STOPP. The procedure joins the network at not above FL80 at STOPP to deconflict from the STOPS and WORM2 06 transitions.
STRAT 1A RNAV1	24	PHW07 (above 2,000 ft) - PHS10 - PHS05 (above FL90) - PHS06 (above FL100) - PHS07 (above FL110) – STRAT (FL120)	P600	The STRAT 1A SID provides connectivity for aircraft departing Edinburgh Airport, runway 24 to P600. This route provides connectivity to Ireland, the Iberian Peninsula, the Canaries, Africa and the Atlantic. Aircraft plan to reach 7,000 ft between PHW07 and PHS05. Above FL90 at PHS05 is to provide separation from the LESMA 1T transition. Above FL100 at is to provide separation from the LESMA 1T transition. Above FL110 at PHS07 is to provide separation from the LESMA 1T transition. The procedure joins the network at FL120 at STRAT to provide separation from the BEEFY 1Y SID.
STRAT 1B RNAV1	06	FIJ34 PHE06 (below 6,000 ft) - PHE07 (below FL80) - PHS03 - PHS04 (above FL100) - PHS06 - PHS07 (above FL110) – STRAT (FL120)	P600	The STRAT 1B SID provides connectivity for aircraft departing Edinburgh Airport, runway 06 to P600. This route provides connectivity to Ireland, the Iberian Peninsula, the Canaries, Africa and the Atlantic. Aircraft plan to reach 7,000 ft between PHE06 and PHE07. Not Above FL80 at PHE07 is to provide separation from the STOPS and WORM2 06 transitions. Not below FL100 at PHS04 is to provide separation from the STOPS, WORM2 and TART3 06 transitions. Above FL110 at PHS07 is to provide separation from the LESMA 1T transition. The procedure joins the network at FL120 at STRAT to provide separation from the BEEFY 1Y SID.

Table 6: Description of the proposed Edinburgh Airport SIDs. (The portion of the SID below 7,000 ft is shown in red, above 7,000 in green. Only the levels which impact the above 7,000 ft description are included.)

End of Future Airspace Strategy Implementation- ScTMA Stage 3 Consultation Document Annex A: Edinburgh Airport Interface Procedures