

**AIP SUPPLEMENT
(SUP)****AIRAC****H63/25****Effective: 202505141600 UTC**AERONAUTICAL INFORMATION SERVICE,
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CANBERRA ACT 2601For **DISTRIBUTION** queries, contact:
Email: aim_editorial@airservicesaustralia.comFor **CONTENT** queries regarding this SUP, contact:
Email: bas@globalairspaceolutions.com**EDINBURGH AERODROME (YPED)
NEW DEPARTURE AND APPROACH
PROCEDURES****1. INTRODUCTION**

- 1.1 This AIP SUP cancels and replaces SUP H57/25 with a change to Appendix 2.
- 1.2 This AIP SUP introduces new procedures for Edinburgh Aerodrome (YPED).

2. IMPLEMENTATION

- 2.1 The charts in the appendices become effective 202505141600 UTC.

3. NEW WAYPOINTS

WAYPOINT	LATITUDE	LONGITUDE	APPROACH POINT
ED2NA	342920.14S	1383324.58E	RIGHT IAF RNP RWY 18
ED2NC	343045.60S	1384454.62E	LEFT IAF RNP RWY 18
ED2NF	343643.13S	1383757.13E	FAF RNP RWY 18
ED2NH	344011.24S	1383201.39E	MAWP RNP RWY 18
ED2NM	344134.37S	1383704.38E	MAPt RNP RWY 18

4. CANCELLATION

- 4.1 This SUP will be cancelled when it is incorporated into AIP DAP, expected to be in DAP Amendment 184, effective 04 SEP 2025.

5. DISTRIBUTION

- 5.1 Airservices Australia website only.

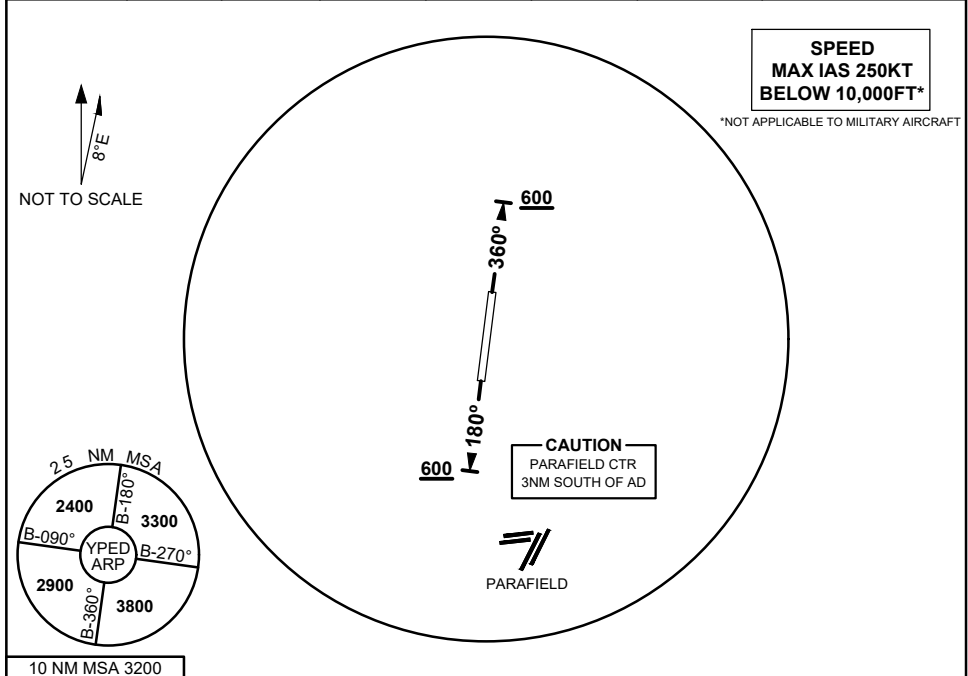
Appendices

1. SID EDINBURGH FIVE DEPARTURE (RADAR)
2. SID DOLVU ONE DEPARTURE (RNAV)
3. RNP RWY 18
4. STAR ADELAIDE TWO ECHO (RNAV)
5. STAR ATNAR TWO ECHO (RNAV)
6. STAR BEVSO TWO ECHO (RNAV)
7. STAR KAKLU TWO ECHO (RNAV)
8. STAR KLAVA TWO ECHO (RNAV)

**STANDARD INSTRUMENT DEPARTURES (SID)
EDINBURGH FIVE DEPARTURE (RADAR)
EDINBURGH, SA (YPED)**

**APPENDIX 1
TO SUP H63/25**

ATIS	AWIS (AH)	SMC / ACD	TWR	APP (AD)	CTAF+AFRU	FIA	Bearings are Magnetic Elevations in FEET AMSL
126.25 316.3	316.3	134.1	118.3 257.8	128.6 306.3	118.3	AD CEN 130.45	



10 NM MSA 3200

EDINBURGH FIVE DEPARTURE

RWY 18

- GRAD 3.7% to 3000FT, thence 3.3%
- Track 180°
- AT 600FT, but not before DER, turn to assigned heading or track

RWY 36

- GRAD 3.3%
- Track 360°
- AT 600FT, but not before DER, turn to assigned heading or track.

COMMUNICATIONS FAILURE PROCEDURE

On recognition of communication failure

- Squawk 7600.
- Maintain last assigned vector for two minutes and, if necessary, climb to minimum safe altitude to maintain terrain clearance, then
- Proceed in accordance with the latest ATC route clearance acknowledged.

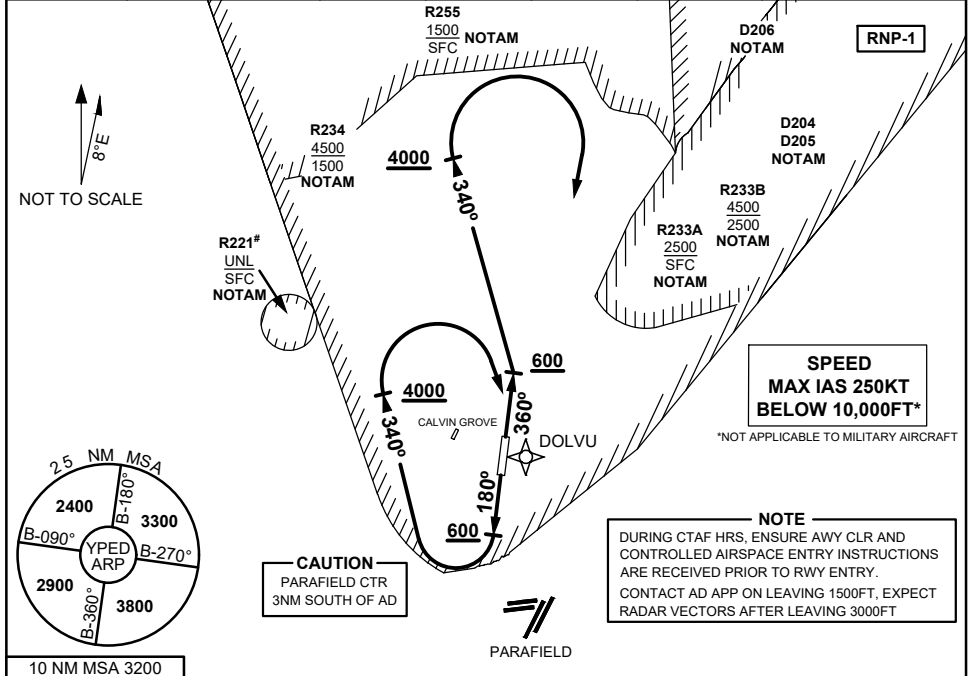
Changes: NEW PROCEDURE

PEDDP01-SUP

**STANDARD INSTRUMENT DEPARTURES (SID)
DOLVU ONE DEPARTURE (RNAV)
EDINBURGH, SA (YPED)**

**APPENDIX 2
TO SUP H63/25**

ATIS 126.25 316.3	AWIS (AH) 316.3	SMC / ACD 134.1	TWR 118.3 257.8	APP (AD) 128.6 306.3	CTAF+AFRU 118.3	FIA AD CEN 130.45	Bearings are Magnetic Elevations in FEET AMSL
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DOLVU ONE DEPARTURE

RWY 18#

- GRAD 3.3%
- Track 180°
- **(MAX IAS 180KT IN TURN)**
- AT 600FT, but not before DER, turn RIGHT track 340°
- AT 4000FT turn RIGHT track DCT to DOLVU
- Intercept route as cleared

PROC NOT AVAILABLE WHEN R221 ACTIVE

RWY 36

- GRAD 3.3%
- Track 360°
- AT 600FT, but not before DER, turn LEFT track 340°
- AT 4000FT turn RIGHT track DCT DOLVU
- Intercept route as cleared

COMMUNICATIONS FAILURE PROCEDURE

On recognition of communication failure

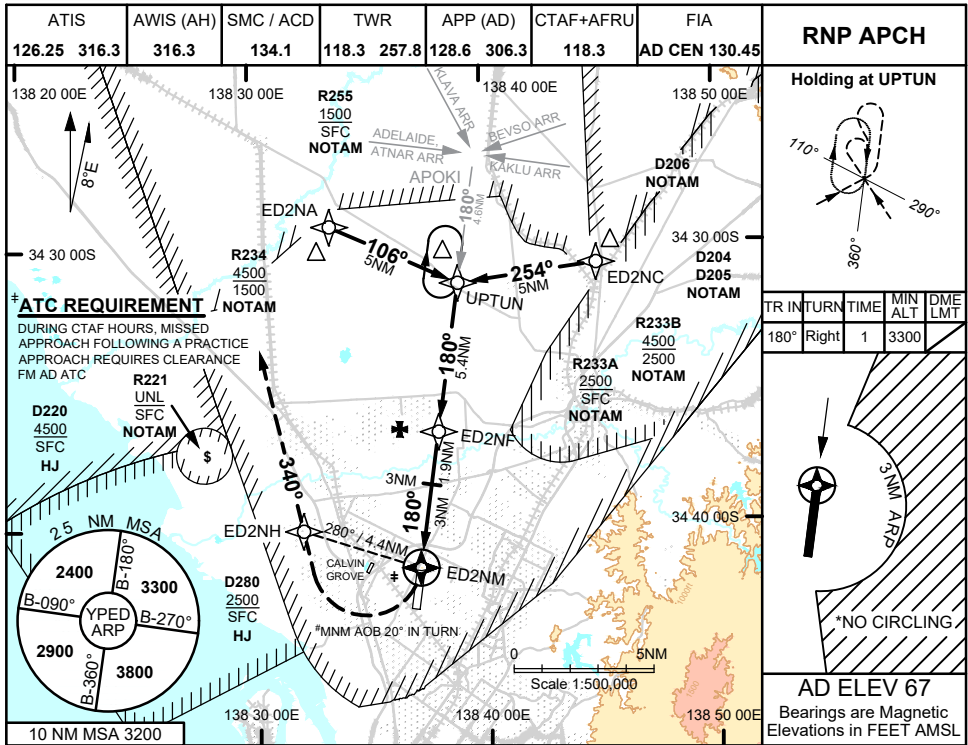
- Squawk 7600.
- Maintain last assigned vector for two minutes and, if necessary, climb to minimum safe altitude to maintain terrain clearance, then
- Proceed in accordance with the latest ATC route clearance acknowledged.

Changes: NEW PROCEDURE

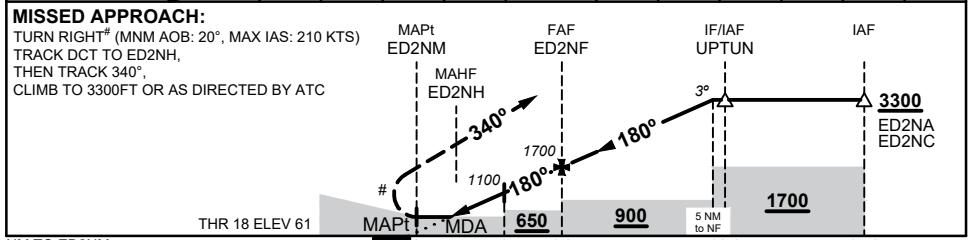
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**APPENDIX 3
TO SUP H63/25**

**RNP RWY 18
EDINBURGH, SA (YPED)**



NM TO NEXT WPT	ED2NM	1.5	2	3	4	ED2NF	1	2	3	4	5
ALT (3° APCH PATH)		610	780	1100	1420	1700	2020	2340	2660	2980	3300



NOTES

1. MAX IAS:
INITIAL : 210KTS
#MA TURN : 210KTS
#2.MNM AOB IN MA TURN OF 20°
- *3.NO CIRCLING EAST OF RWY 18/36 BEYOND 3NM FM ARP
- \$4.PROC NOT AVBL WHEN R221 ACT UNLESS AUTHORISED BY ATC

CATEGORY	A	B	C	D
LNAV	610 (543 - 2.3)			
CIRCLING	710 (643 - 2.4)	900 (833 - 4.0)		900 (833 - 5.0)
ALTERNATE	(1143 - 4.4)		(1333 - 6.0) (1333 - 7.0)	

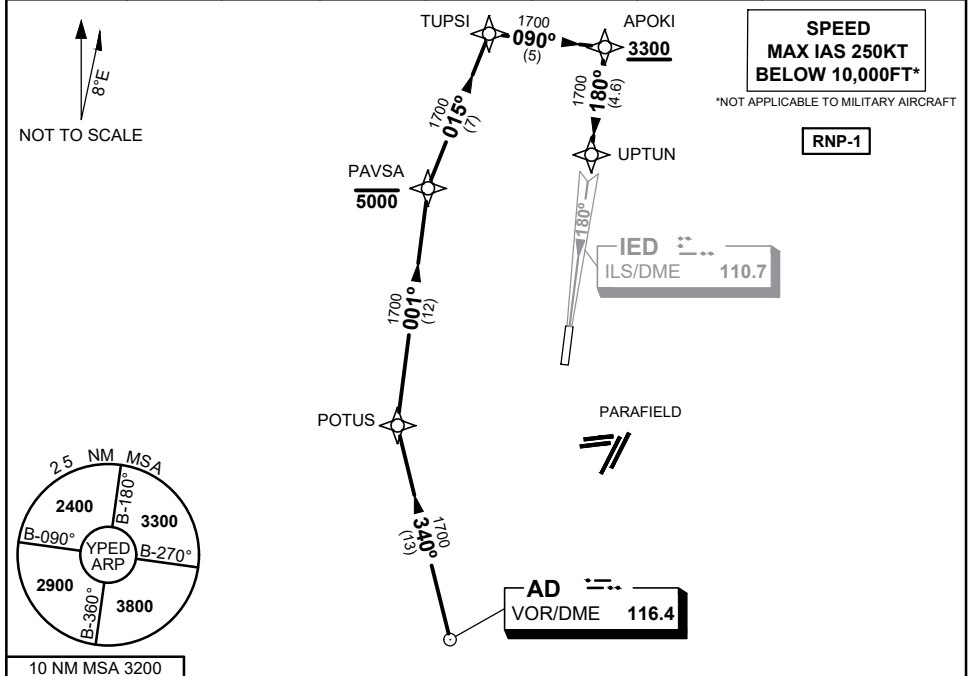
Changes: NEW PROCEDURE

PEDGN01-SUP

**APPENDIX 4
TO SUP H63/25**

**STANDARD INSTRUMENT ARRIVAL (STAR)
ADELAIDE TWO ECHO (RNAV)
EDINBURGH, SA (YPED)**

ATIS 126.25 316.3	AWIS (AH) 316.3	SMC / ACD 134.1	TWR 118.3 257.8	APP (AD) 128.6 306.3	CTAF+AFRU 118.3	FIA AD CEN 130.45	Bearings are Magnetic Elevations in FEET AMSL
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ARRIVAL: ADELAIDE TWO

RWY 18 ECHO:

- FROM AD VOR TRACK 340° to POTUS
- Track 001° to PAVSA
 Cross PAVSA AT or BLW 5000FT
- Track 015° to TUPSI
- Track 090° to APOKI
 Cross APOKI AT or ABV 3300FT
- Track 180° to UPTUN
- Track via ILS-Z or LOC-Z RWY 18 or RNP RWY 18

RWY 36 ECHO:

- FROM AD VOR TRACK 340° to POTUS
- Track 001° to PAVSA
 Cross PAVSA AT or BLW 5000FT
- Track 015° to TUPSI
- Track 090° to APOKI
 Cross APOKI AT or ABV 3300FT
- Track 180° to UPTUN
- Track via ILS-Z or LOC-Z RWY 18 or RNP RWY 18 and make CIRCLING approach RWY 36

COMMUNICATIONS FAILURE PROCEDURE

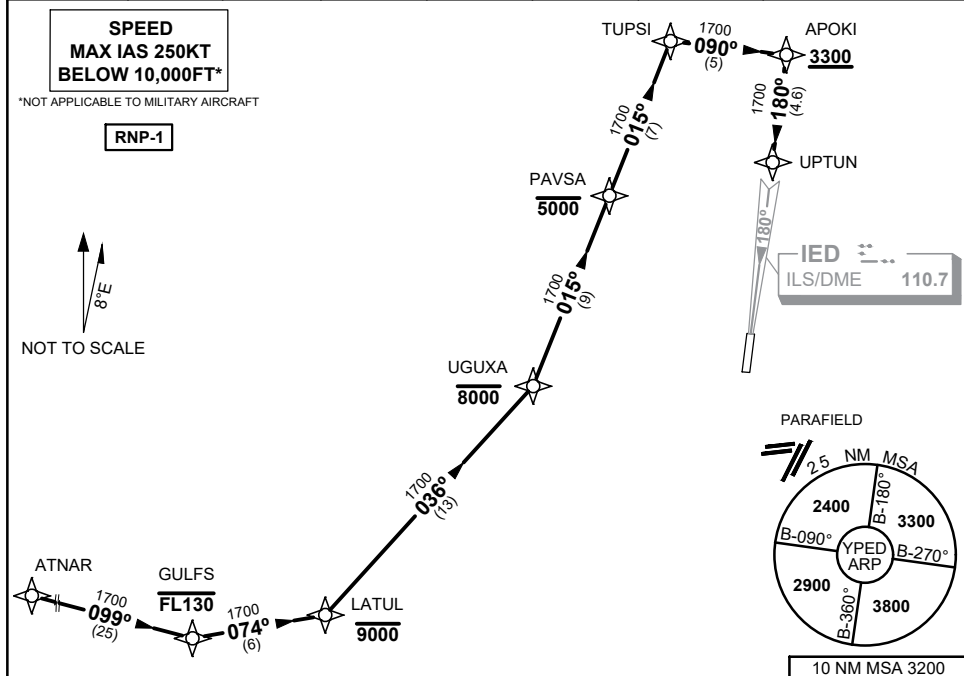
On recognition of communication failure

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

**STANDARD INSTRUMENT ARRIVAL (STAR)
ATNAR TWO ECHO (RNAV)
EDINBURGH, SA (YPED)**

**APPENDIX 5
TO SUP H63/25**

ATIS	AWIS (AH)	SMC / ACD	TWR	APP (AD)	CTAF+AFRU	FIA	Bearings are Magnetic
126.25 316.3	316.3	134.1	118.3 257.8	128.6 306.3	118.3	AD CEN 130.45	Elevations in FEET AMSL



ARRIVAL: ATNAR TWO

RWY 18 ECHO:

- FROM ATNAR TRACK 099° to GULFS
Cross GULFS AT or BLW FL130
- Track 074° to LATUL
Cross LATUL AT or BLW 9000FT
- Track 036° to UGUXA
Cross UGUXA AT or BLW 8000FT
- Track 015° to PAVSA
Cross PAVSA AT or BLW 5000FT
- Track 015° to TUPSI
- Track 090° to APOKI
Cross APOKI AT or ABV 3300FT
- Track 180° to UPTUN
- Track via ILS-Z or LOC-Z RWY 18 or RNP RWY 18

RWY 36 ECHO:

- FROM ATNAR TRACK 099° to GULFS
Cross GULFS AT or BLW FL130
- Track 074° to LATUL
Cross LATUL AT or BLW 9000FT
- Track 036° to UGUXA
Cross UGUXA AT or BLW 8000FT
- Track 015° to PAVSA
Cross PAVSA AT or BLW 5000FT
- Track 015° to TUPSI
- Track 090° to APOKI
Cross APOKI AT or ABV 3300FT
- Track 180° to UPTUN
- Track via ILS-Z or LOC-Z RWY 18 or RNP RWY 18 and make CIRCLING approach RWY 36

COMMUNICATIONS FAILURE PROCEDURE

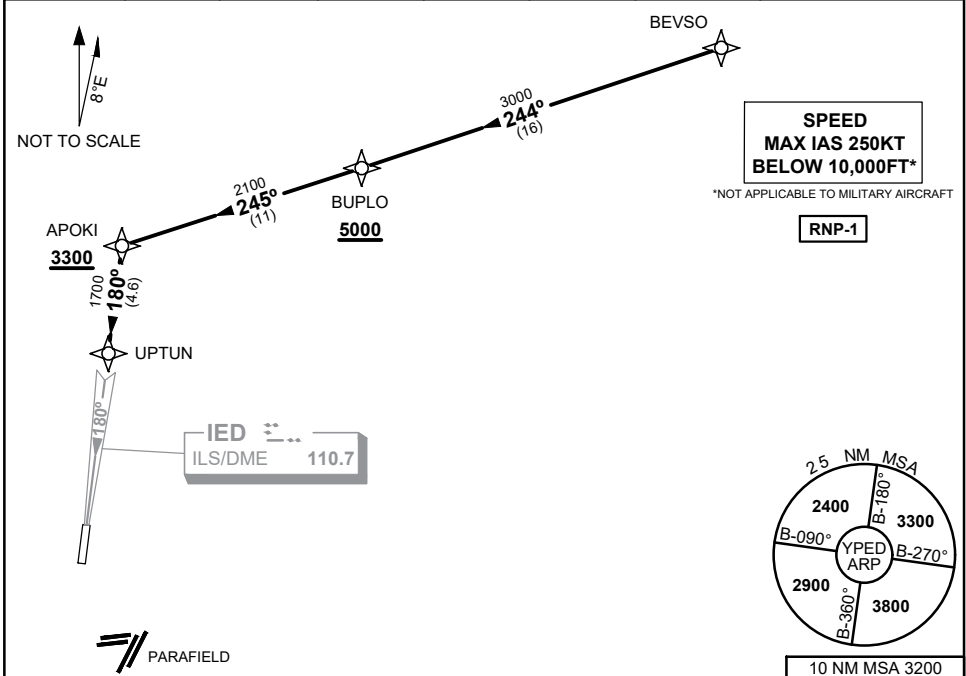
On recognition of communication failure

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERS A EMERG Section 1.5.

**STANDARD INSTRUMENT ARRIVAL (STAR)
BEVSO TWO ECHO (RNAV)
EDINBURGH, SA (YPED)**

**APPENDIX 6
TO SUP H63/25**

ATIS	AWIS (AH)	SMC / ACD	TWR	APP (AD)	CTAF+AFRU	FIA	Bearings are Magnetic
126.25 316.3	316.3	134.1	118.3 257.8	128.6 306.3	118.3	AD CEN 130.45	Elevations in FEET AMSL



ARRIVAL: BEVSO TWO

RWY 18 ECHO:

- FROM BEVSO TRACK 244° to BUPLO
Cross BUPLO AT or ABV 5000FT
- Track 245° to APOKI
Cross APOKI AT or ABV 3300FT
- Track 180° to UPTUN
- Track via ILS-Z or LOC-Z RWY 18 or RNP RWY 18

RWY 36 ECHO:

- FROM BEVSO TRACK 244° to BUPLO
Cross BUPLO AT or ABV 5000FT
- Track 245° to APOKI
Cross APOKI AT or ABV 3300FT
- Track 180° to UPTUN
- Track via ILS-Z or LOC-Z RWY 18 or RNP RWY 18 and make CIRCLING approach RWY 36

COMMUNICATIONS FAILURE PROCEDURE

On recognition of communication failure

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

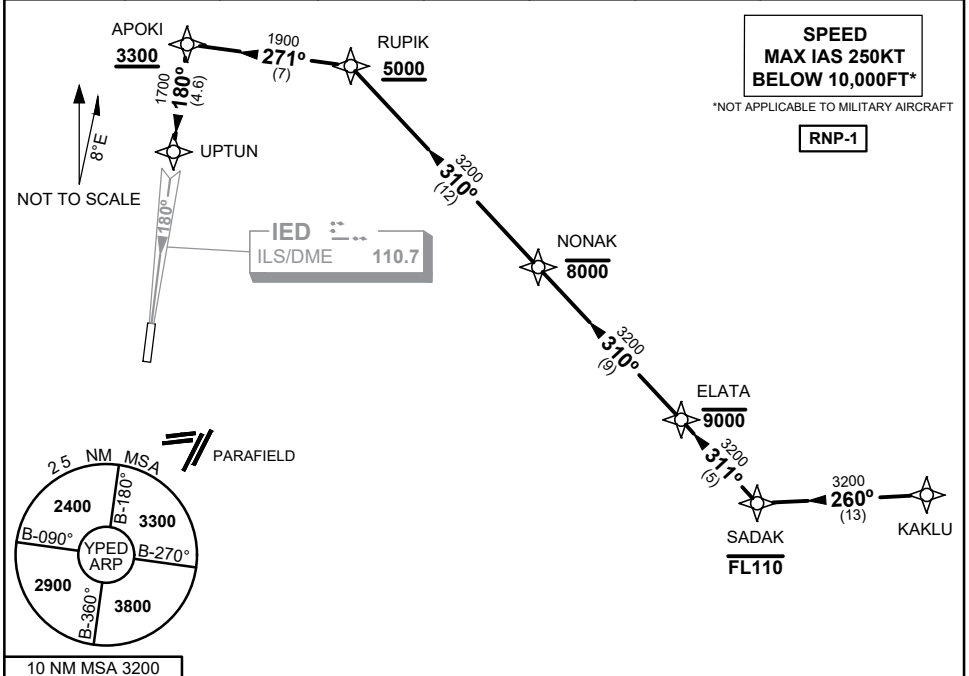
Changes: NEW PROCEDURE

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**STANDARD INSTRUMENT ARRIVAL (STAR)
KAKLU TWO ECHO (RNAV)
EDINBURGH, SA (YPED)**

**APPENDIX 7
TO SUP H63/25**

ATIS	AWIS (AH)	SMC / ACD	TWR	APP (AD)	CTAF+AFRU	FIA	Bearings are Magnetic
126.25 316.3	316.3	134.1	118.3 257.8	128.6 306.3	118.3	AD CEN 130.45	Elevations in FEET AMSL



ARRIVAL: KAKLU TWO

RWY 18 ECHO:

- FROM KAKLU TRACK 260° to SADAK
Cross SADAK AT or BLW FL110
- Track 311° to ELATA
Cross ELATA AT or BLW 9000FT
- Track 310° to NONAK
Cross NONAK AT or BLW 8000FT
- Track 310° to RUPIK
Cross RUPIK AT or ABV 5000FT
- Track 271° to APOKI
Cross APOKI AT or ABV 3300FT
- Track 180° to UPTUN
- Track via ILS-Z or LOC-Z RWY 18 or RNP RWY 18

RWY 36 ECHO:

- FROM KAKLU TRACK 260° to SADAK
Cross SADAK AT or BLW FL110
- Track 311° to ELATA
Cross ELATA AT or BLW 9000FT
- Track 310° to NONAK
Cross NONAK AT or BLW 8000FT
- Track 310° to RUPIK
Cross RUPIK AT or ABV 5000FT
- Track 271° to APOKI
Cross APOKI AT or ABV 3300FT
- Track 180° to UPTUN
- Track via ILS-Z or LOC-Z RWY 18 or RNP RWY 18 and make CIRCLING approach RWY 36

COMMUNICATIONS FAILURE PROCEDURE

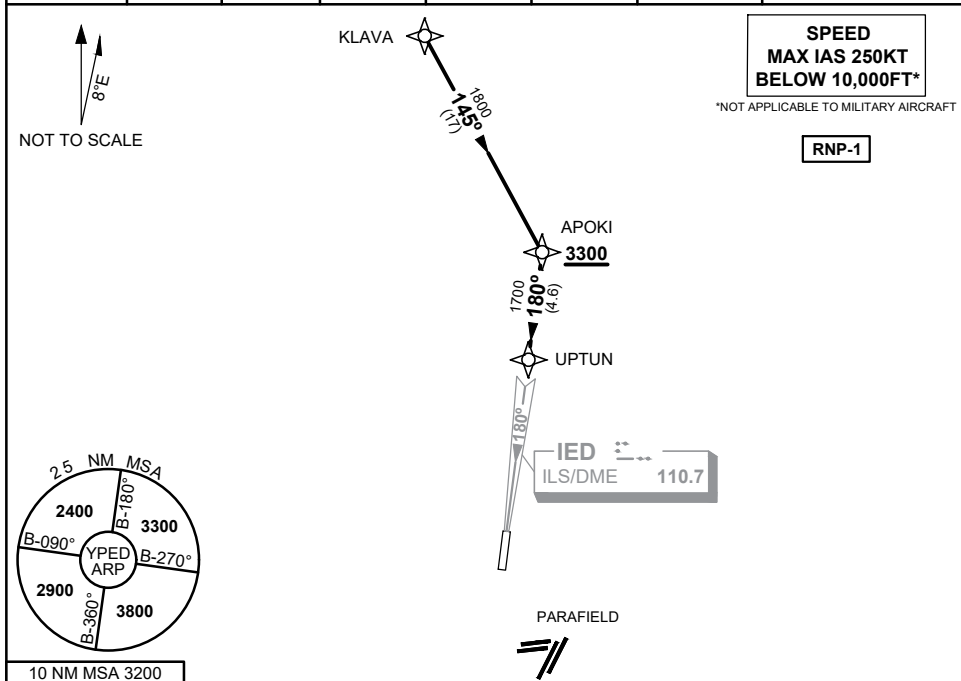
On recognition of communication failure

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

**STANDARD INSTRUMENT ARRIVAL (STAR)
KLAVA TWO ECHO (RNAV)
EDINBURGH, SA (YPED)**

**APPENDIX 8
TO SUP H63/25**

ATIS	AWIS (AH)	SMC / ACD	TWR	APP (AD)	CTAF+AFRU	FIA	Bearings are Magnetic Elevations in FEET AMSL
126.25 316.3	316.3	134.1	118.3 257.8	128.6 306.3	118.3	AD CEN 130.45	



ARRIVAL: KLAVA TWO

RWY 18 ECHO:

- FROM KLAVA TRACK 145° to APOKI
Cross APOKI AT or ABV 3300FT
- Track 180° to UPTUN
- Track via ILS-Z or LOC-Z RWY 18 or RNP RWY 18

RWY 36 ECHO:

- FROM KLAVA TRACK 145° to APOKI
Cross APOKI AT or ABV 3300FT
- Track 180° to UPTUN
- Track via ILS-Z or LOC-Z RWY 18 or RNP RWY 18 and make CIRCLING approach RWY 36

COMMUNICATIONS FAILURE PROCEDURE

On recognition of communication failure

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: NEW PROCEDURE

PEDSR05-SUP