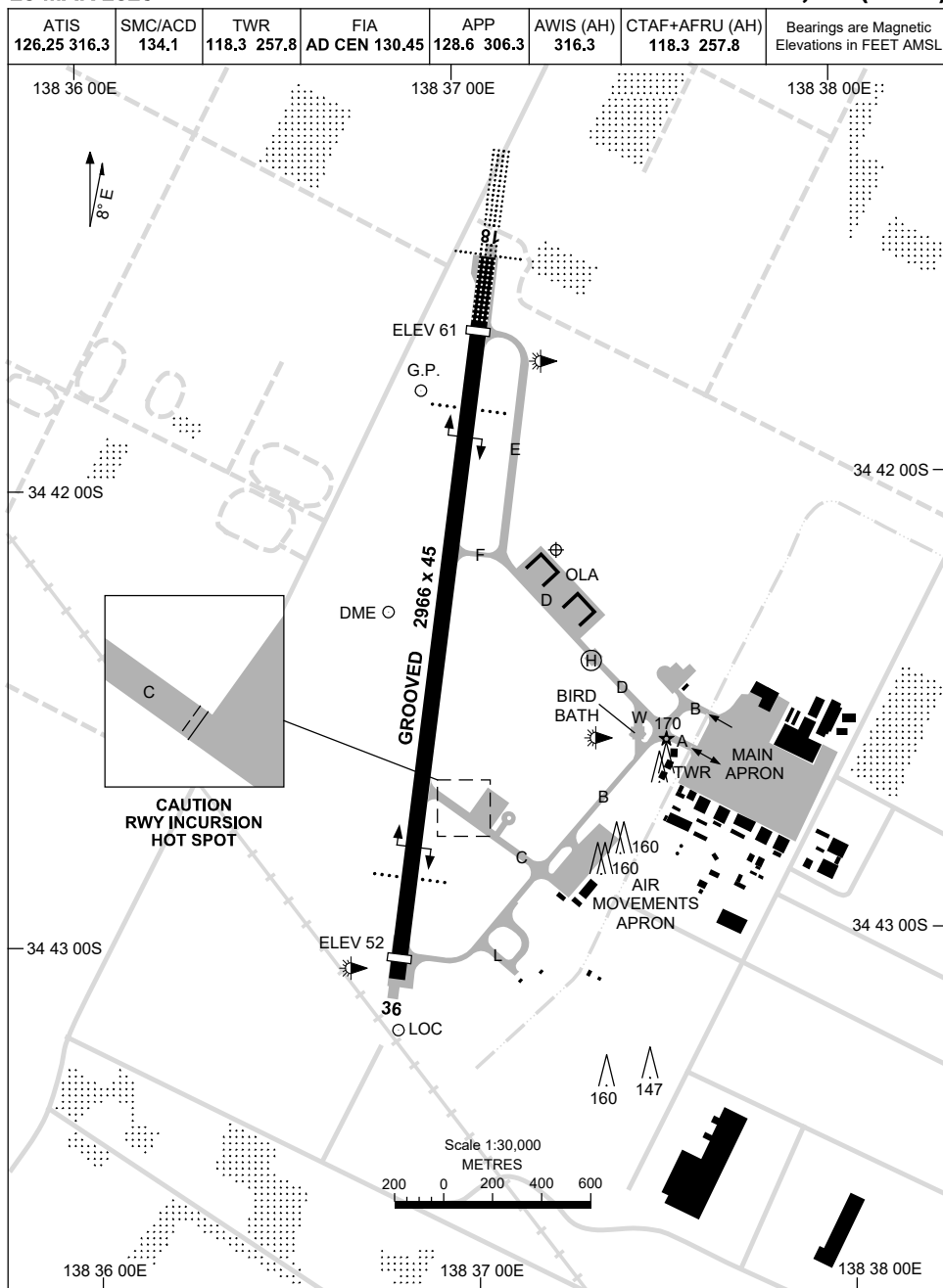


20 MAR 2025

AD ELEV 67  
34 42 09S 138 37 15E

AERODROME CHART - Page 1  
**EDINBURGH, SA (YPED)**



PEDAD01-182

27 NOV 2025

AD ELEV 67  
34 42 09S 138 37 15E

AERODROME CHART - Page 2  
**EDINBURGH, SA (YPED)**

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

|                  |                                      |                                                                                                                                                  |
|------------------|--------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| RWY              | AERODROME LIGHTING                   |                                                                                                                                                  |
|                  | ABN                                  | : ALTN W/G 8 SEC                                                                                                                                 |
|                  | TAXIWAY                              | : GREEN CL BTN NORTHERN INTERSECTION<br>TWY B AND RUN UP BAY NOT AVBL.<br>BLUE TWY EDGE LGT AVBL.<br>RUN UP BAY HIGH MAST AND OBST LIGHTING U/S. |
|                  | RL                                   | : MAN, SDBY (POSS 15-30 SEC)                                                                                                                     |
| 18 181<br>001 36 | PAPI 3.0° 51FT HIRL HIAL - CAT I SFL |                                                                                                                                                  |
|                  | PAPI 3.0° 49FT HIRL                  |                                                                                                                                                  |

NOTES

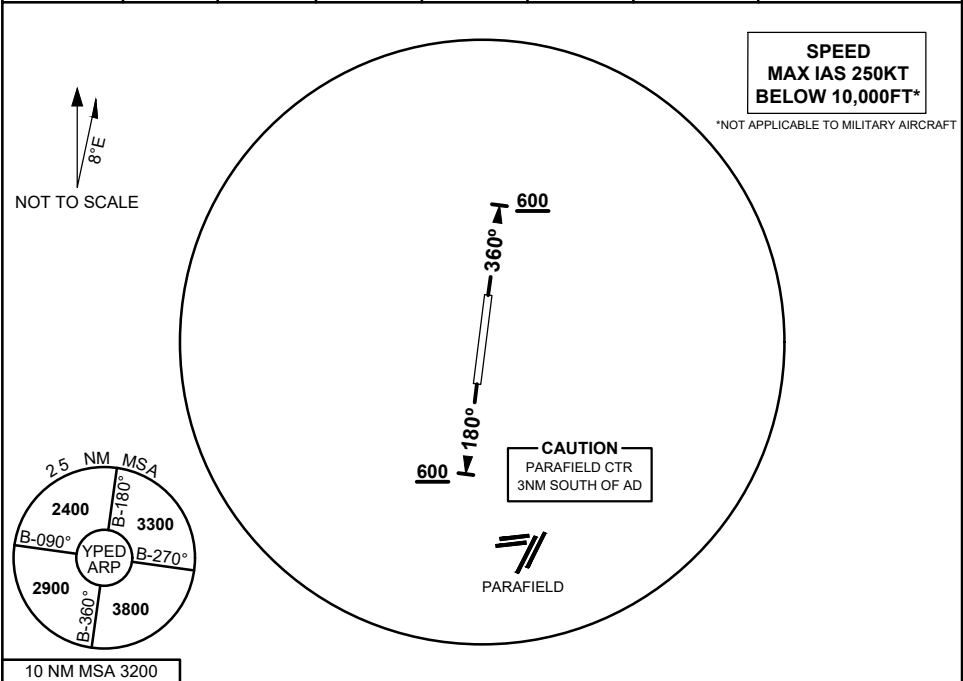
Changes: SDBY SWITCHOVER, PTBL LGT DELETED, Editorial.



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

04 SEP 2025

|              |           |           |             |             |           |               |                         |
|--------------|-----------|-----------|-------------|-------------|-----------|---------------|-------------------------|
| 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 |



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.

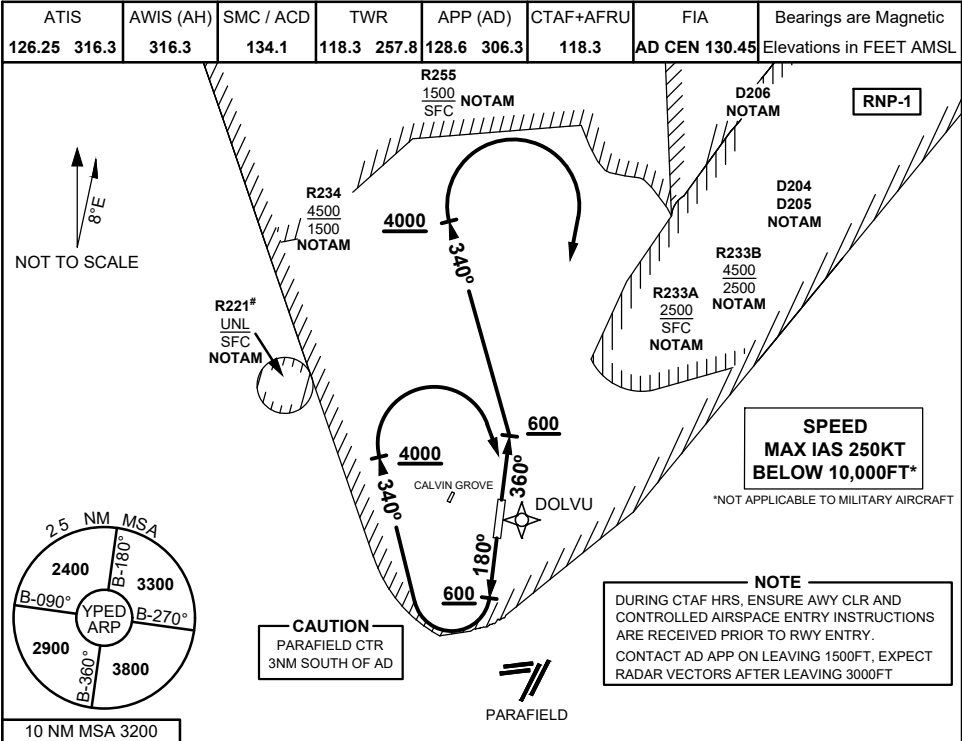
Changes: FROM SUP H63/25

PEDDP01-184



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

04 SEP 2025



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

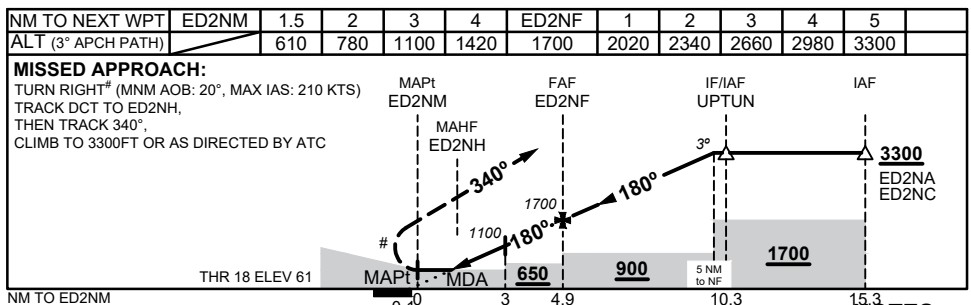
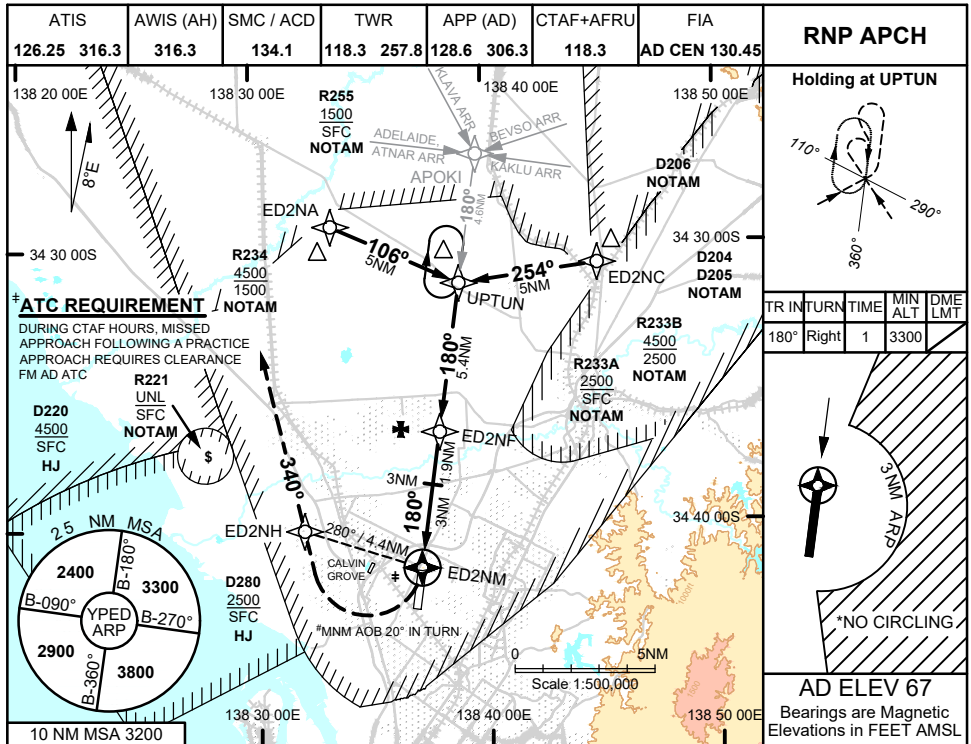
- Squawk 7600.
- Maintain last assigned vector for two minutes and, if necessary, climb to minimum safe altitude to maintain terrain clearance, then
- Proceed in accordance with the latest ATC route clearance acknowledged.

Changes: FROM SUP H63/25

PEDDP02-184



04 SEP 2025



## NOTES

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

| CATEGORY  | A               | B               | C               | D |
|-----------|-----------------|-----------------|-----------------|---|
| LNAV      | 610 (543 - 2.3) |                 |                 |   |
| CIRCLING  | 800 (733 - 2.4) | 900 (833 - 4.0) | 900 (833 - 5.0) |   |
| ALTERNATE | (1233 - 4.4)    | (1333 - 6.0)    | (1333 - 7.0)    |   |

Changes: FROM SUP H63/25, CIRCLING AND ALTERNATE CAT A&amp;B, Editorial

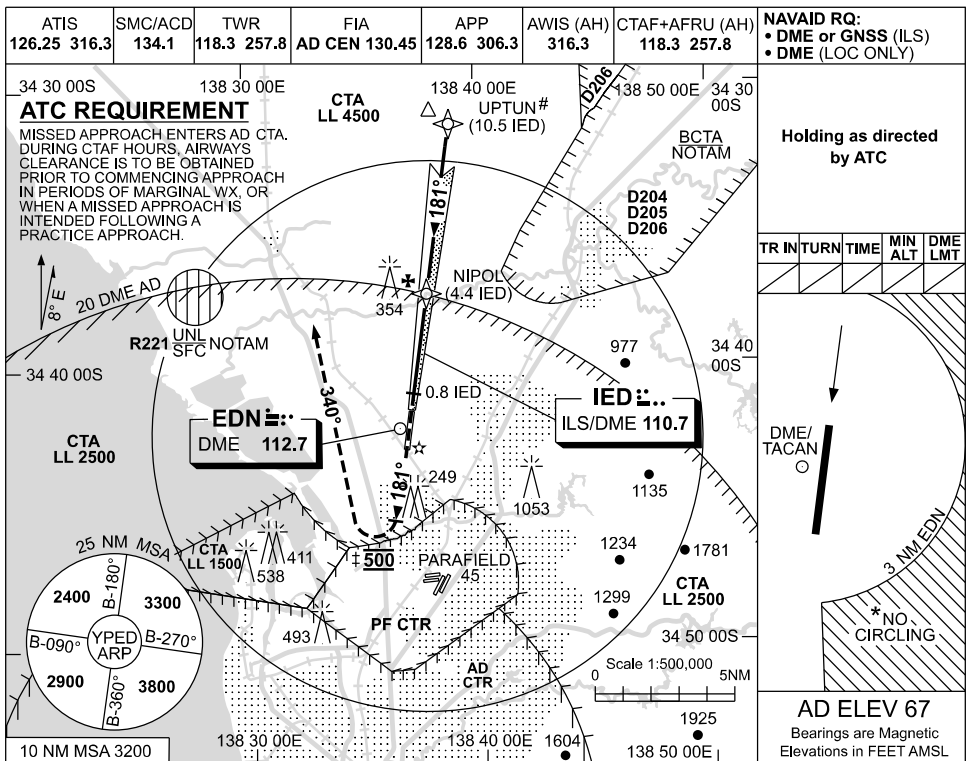
PEDGN01-184



USE QNH

ILS-Z or LOC-Z RWY 18  
EDINBURGH, SA (YPED)

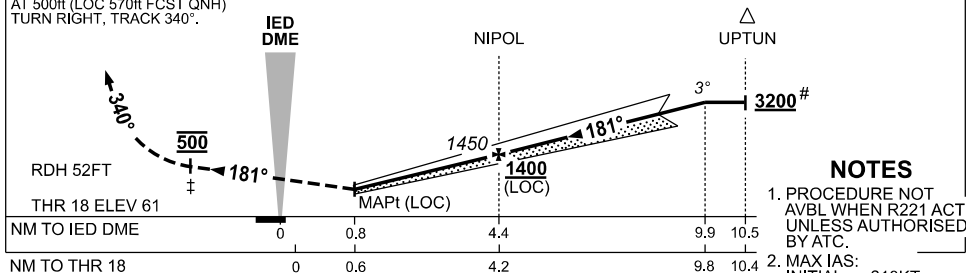
04 SEP 2025



|                    |     |     |      |      |       |      |      |      |      |      |      |  |  |
|--------------------|-----|-----|------|------|-------|------|------|------|------|------|------|--|--|
| NM TO IED DME      | 1.6 | 2   | 3    | 4    | NIPOL | 5    | 6    | 7    | 8    | 9    | 9.9  |  |  |
| ALT (3° APCH PATH) | 570 | 690 | 1010 | 1330 | 1450  | 1650 | 1970 | 2280 | 2600 | 2920 | 3200 |  |  |

**MISSED APPROACH:**

TRACK 181°, CLIMB TO 3200ft.  
AT 500ft (LOC 570ft FCST QNH)  
TURN RIGHT, TRACK 340°.

**NOTES**

- PROCEDURE NOT AVBL WHEN R221 ACT UNLESS AUTHORISED BY ATC.
- MAX IAS:  
INITIAL : 210KT.  
MISSED APPROACH  
TURN : 180KT.
- \*3. NO CIRCLING E OF RWY 18/36 BEYOND 3NM EDN.
- \*4. ACFT MAY BE RADAR VECTORED TO IAF (UPTUN) AT 3200ft.
- \*5. 570ft (LOC FCST QNH).

| CATEGORY  | A             | B             | C             | D             |
|-----------|---------------|---------------|---------------|---------------|
| S-I ILS   |               | 380 (319) 1.0 |               |               |
| S-I LOC # |               | 570 (503-2.1) |               |               |
| CIRCLING* | 800 (733-2.4) |               | 900 (833-4.0) | 900 (833-5.0) |
| ALTERNATE | (1233-4.4)    |               | (1333-6.0)    | (1333-7.0)    |

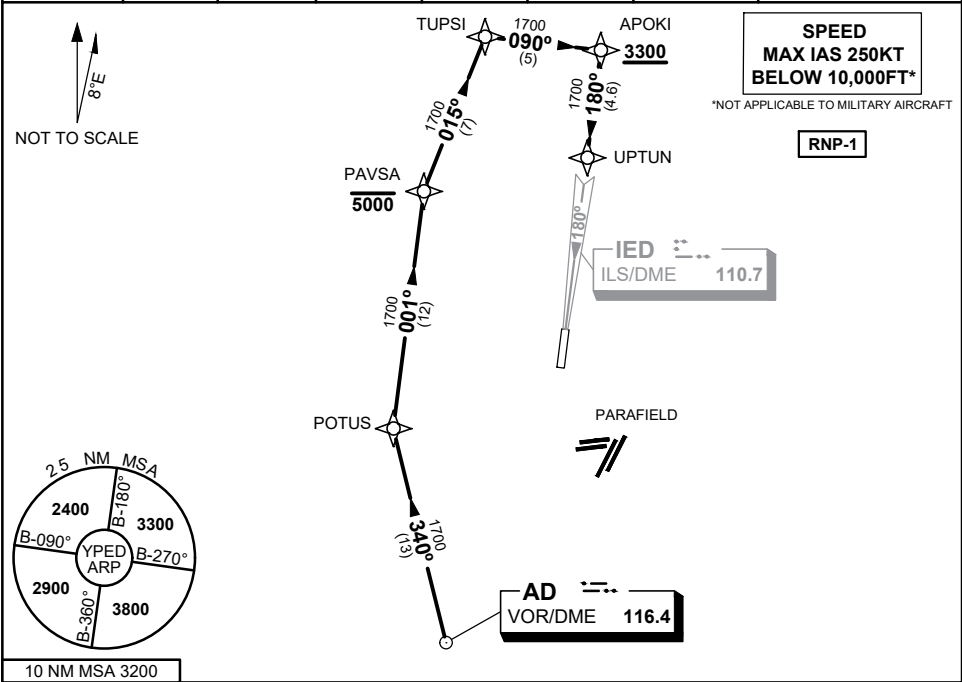
Changes: CAT C AND CAT D CIRCLING, CAT C AND CAT D ALTERNATE.

PEDII01-184

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

04 SEP 2025

|              |           |           |             |             |           |               |                         |
|--------------|-----------|-----------|-------------|-------------|-----------|---------------|-------------------------|
| 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: ADELAIDE TWO ECHO**

**RWY 18:**

- 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:**

- 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.

Changes: FROM SUP H63/25, Editorial

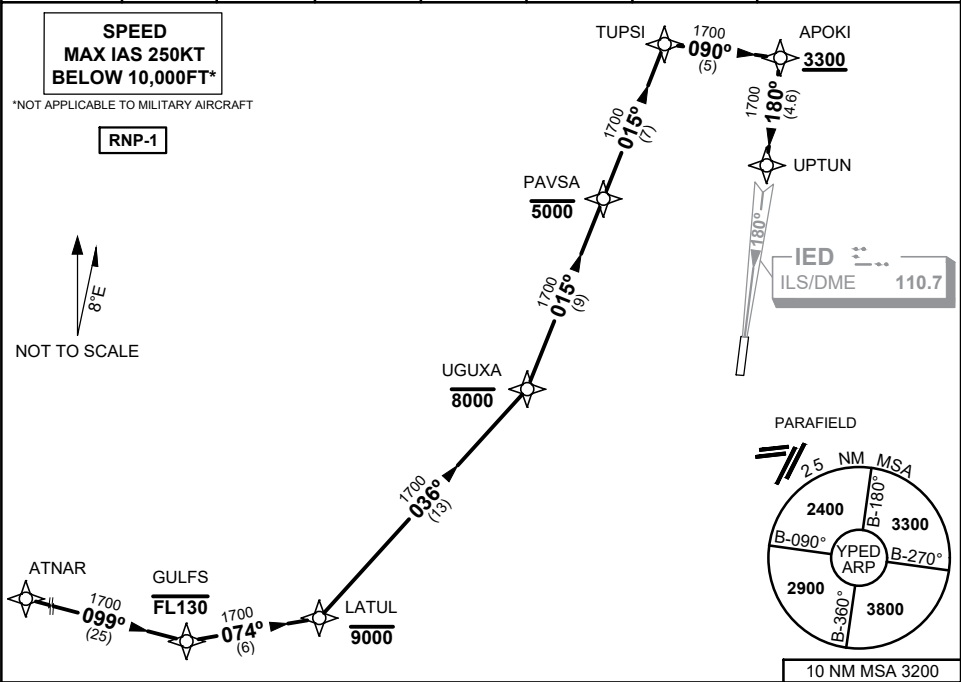
PEDSR01-184



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

04 SEP 2025

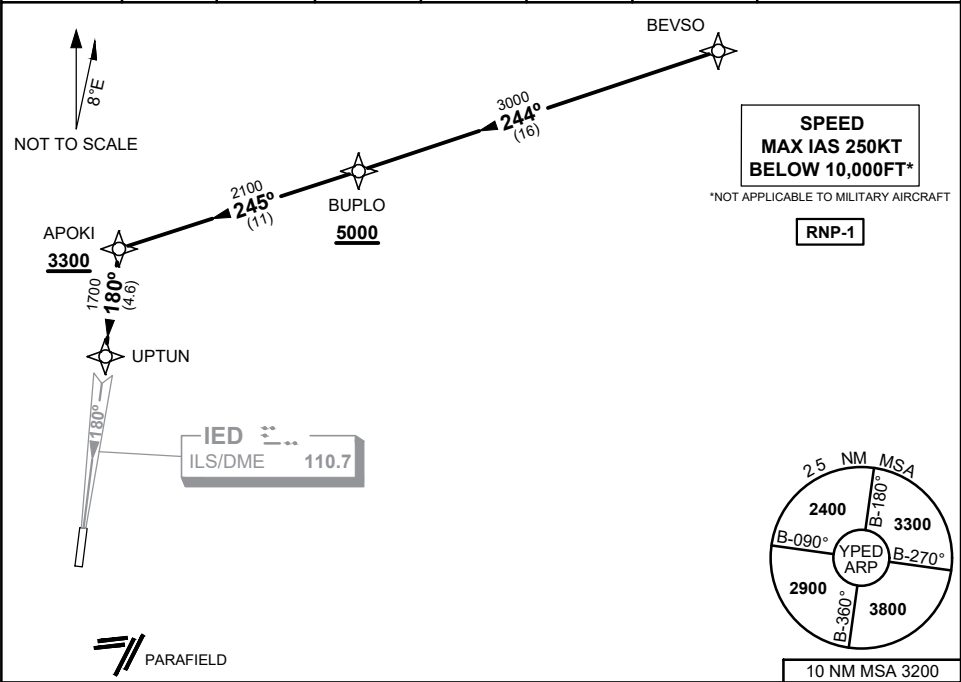
| ATIS         | AWIS (AH) | SMC / ACD | TWR         | APP (AD)    | CTAF+AFRU | FIA           | Bearings are Magnetic   |
|--------------|-----------|-----------|-------------|-------------|-----------|---------------|-------------------------|
| 126.25 316.3 | 316.3     | 134.1     | 118.3 257.8 |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



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

04 SEP 2025

| 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 ECHO

RWY 18:

- 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:

- 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: FROM SUP H63/25, Editorial

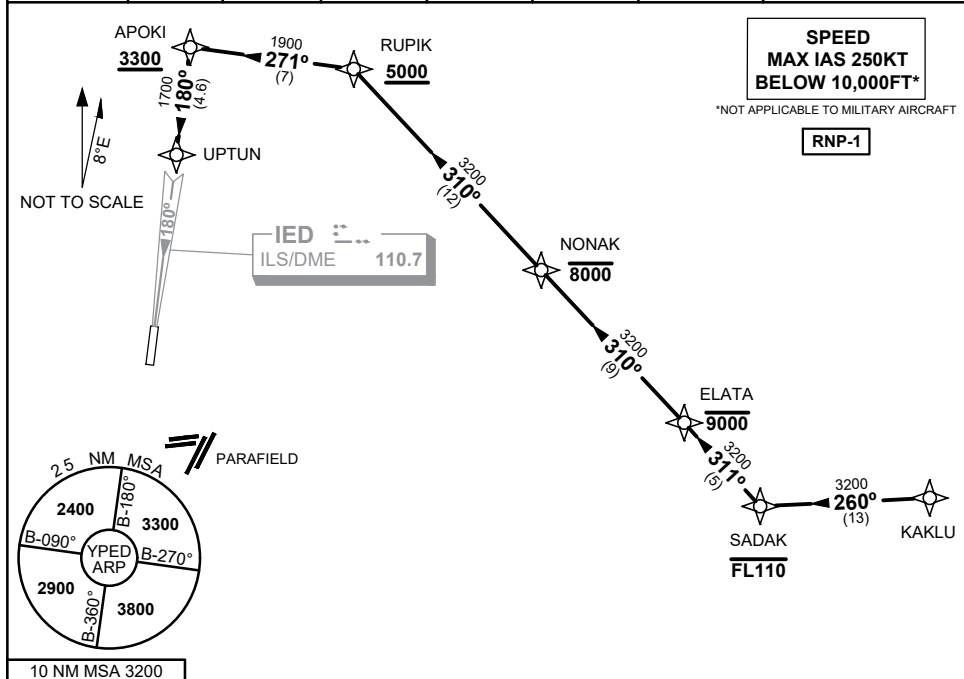
PEDSR03-184



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

**04 SEP 2025**

| 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 ECHO**

**RWY 18:**

- 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:**

- 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.

Changes: FROM SUP H63/25, Editorial

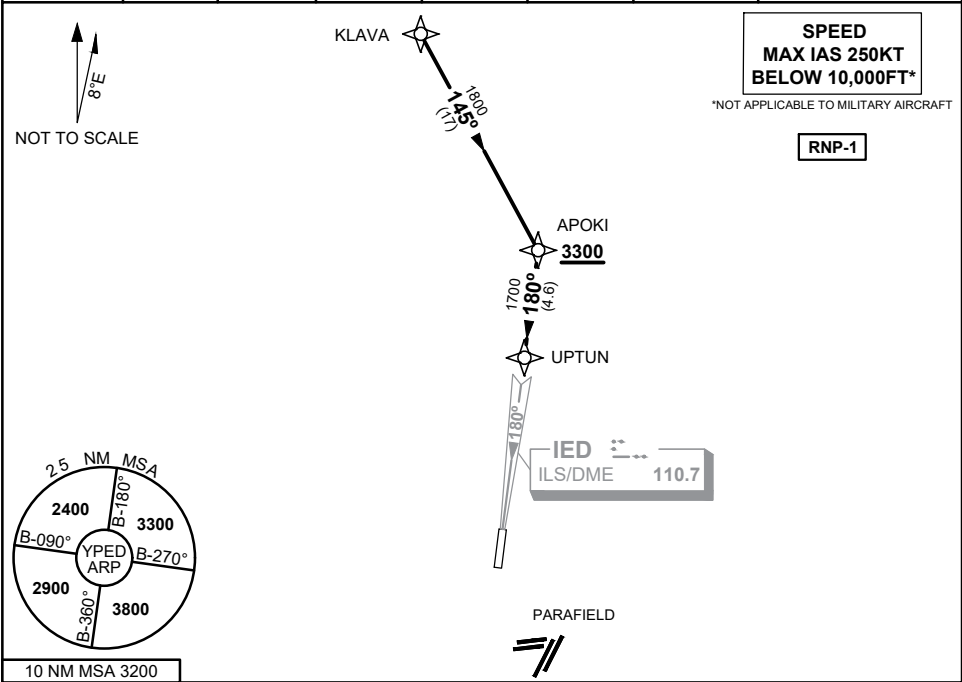
PEDSR04-184



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

04 SEP 2025

| 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 |



|                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>ARRIVAL: KLAVA TWO ECHO</b><br><b>RWY 18:</b> <ul style="list-style-type: none"><li>FROM KLAVA TRACK 145° to APOKI<br/><b>Cross</b> APOKI AT or ABV 3300FT</li><li>Track 180° to UPTUN</li><li>Track via ILS-Z or LOC-Z RWY 18 or RNP RWY 18</li></ul> | <b>RWY 36:</b> <ul style="list-style-type: none"><li>FROM KLAVA TRACK 145° to APOKI<br/><b>Cross</b> APOKI AT or ABV 3300FT</li><li>Track 180° to UPTUN</li><li>Track via ILS-Z or LOC-Z RWY 18 or RNP RWY 18 and make CIRCLING approach RWY 36</li></ul> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

COMMUNICATIONS FAILURE PROCEDURE

|                                                                                                                                                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| On recognition of communication failure                                                                                                                                                                                                                                           |
| <ul style="list-style-type: none"><li>Squawk 7600, comply with vertical navigation requirements, but not below MSA.</li><li>Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.</li></ul> |