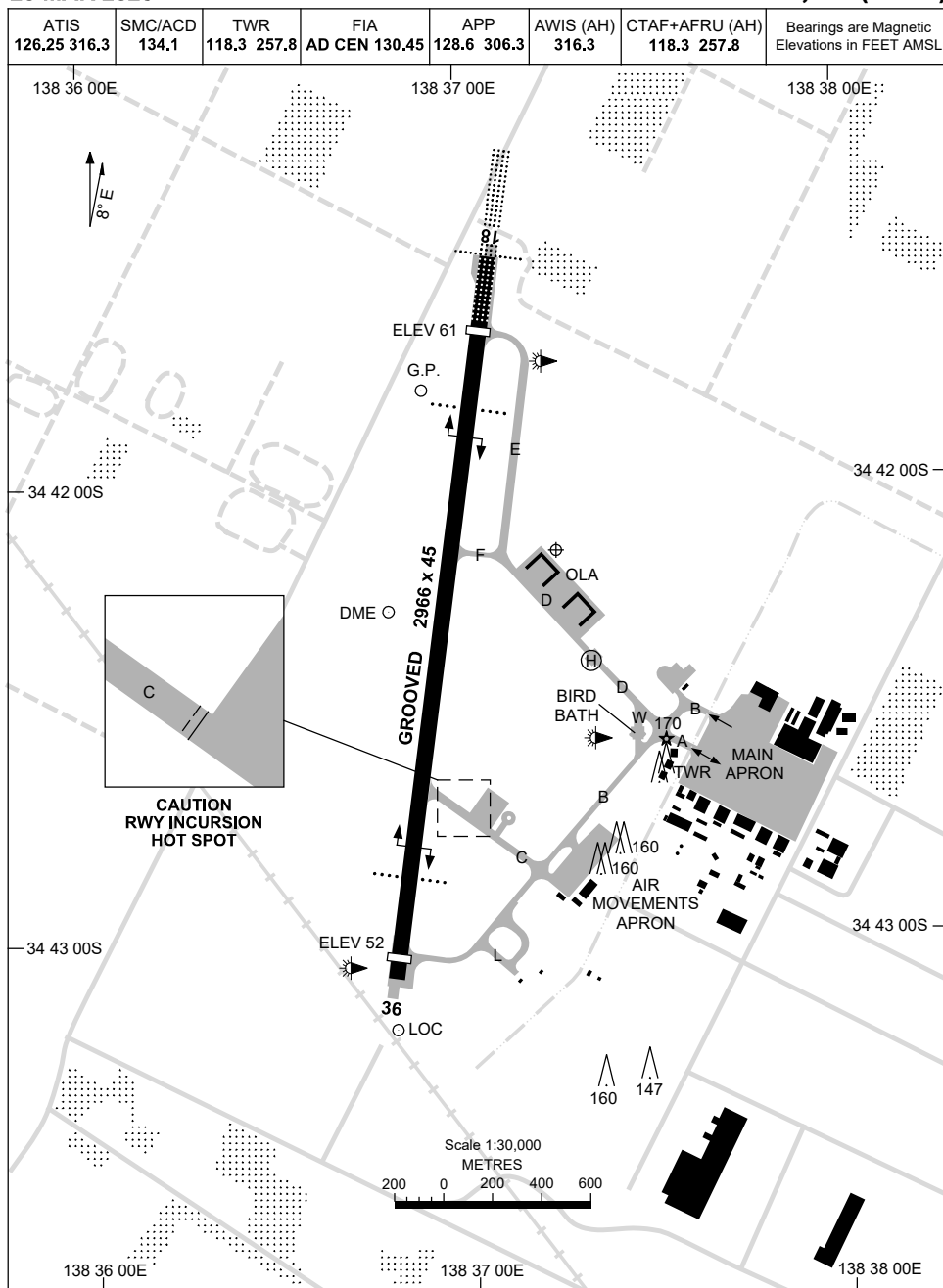


20 MAR 2025

AD ELEV 67
34 42 09S 138 37 15E

AERODROME CHART - Page 1
EDINBURGH, SA (YPED)



Changes: BUILDING ADDED, Editorial.

PEDAD01-182

27 NOV 2025

AD ELEV 67
34 42 09S 138 37 15E

AERODROME CHART - Page 2
EDINBURGH, SA (YPED)

ATIS 126.25 316.3	SMC/ACD 134.1	TWR 118.3 257.8	FIA AD CEN 130.45	APP 128.6 306.3	AWIS (AH) 316.3	CTAF+AFRU (AH) 118.3 257.8	Bearings are Magnetic Elevations in FEET AMSL
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RWY	AERODROME LIGHTING						
	ABN	:	ALTN W/G 8 SEC				
	TAXIWAY	:	GREEN CL BTN NORTHERN INTERSECTION TWY B AND RUN UP BAY NOT AVBL. BLUE TWY EDGE LGT AVBL. RUN UP BAY HIGH MAST AND OBST LIGHTING U/S.				
	RL	:	MAN, SDBY (POSS 15-30 SEC)				
18 ¹⁸¹ 001 36	PAPI 3.0° 51FT HIRL		HIAL - CAT I SFL				
	PAPI 3.0° 49FT HIRL						

NOTES							

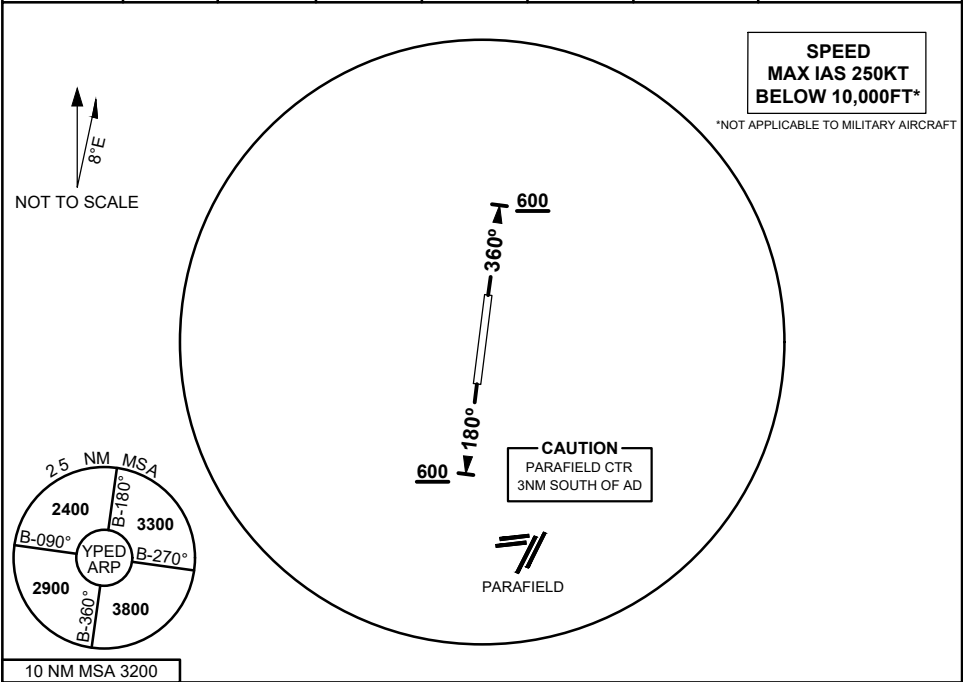
Changes: SDBY SWITCHOVER, PTBL LGT DELETED, Editorial.

PEDAD02-185

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.

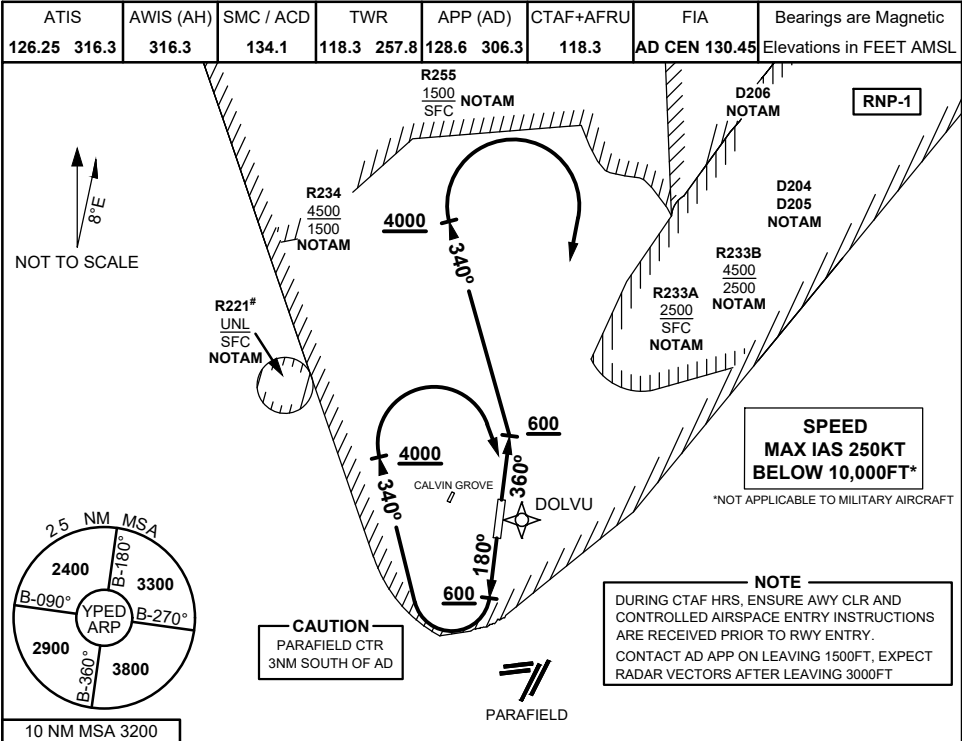
Changes: FROM SUP H63/25

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

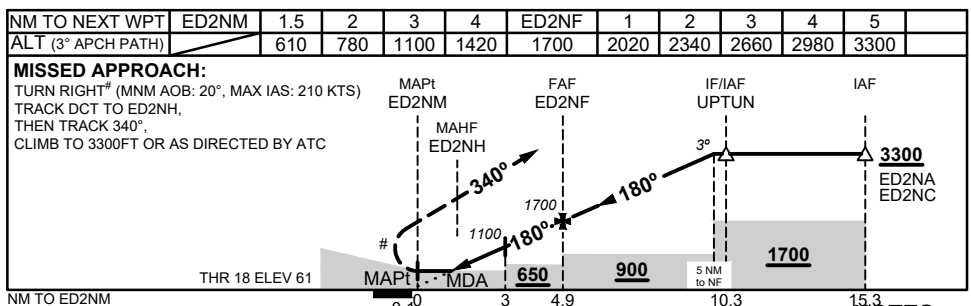
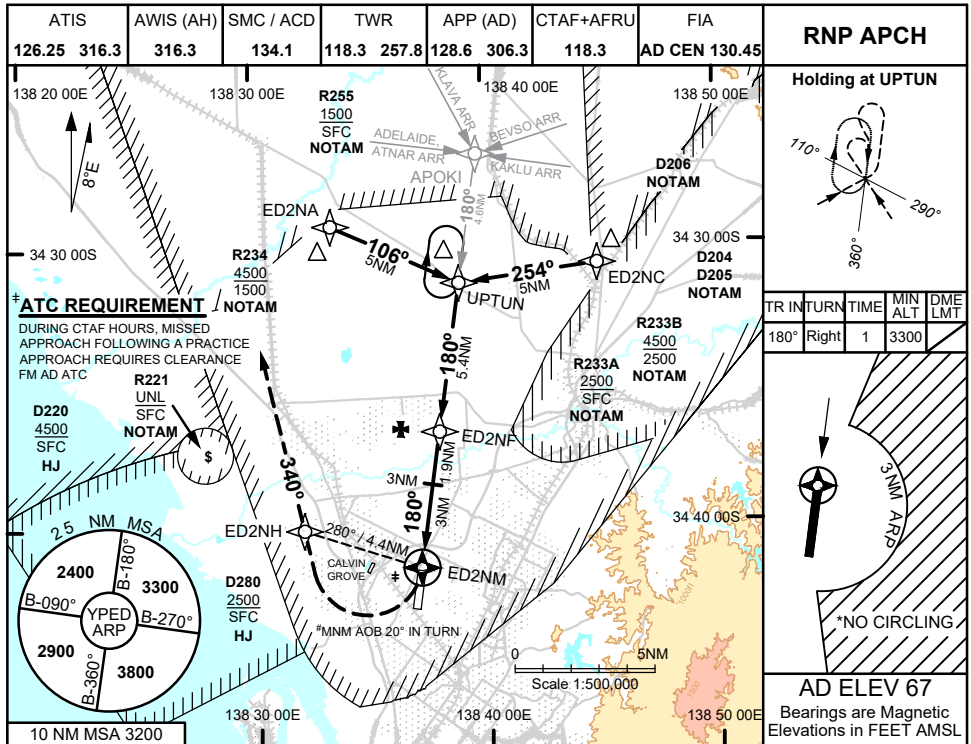
- Squawk 7600.
- Maintain last assigned vector for two minutes and, if necessary, climb to minimum safe altitude to maintain terrain clearance, then
- Proceed in accordance with the latest ATC route clearance acknowledged.

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&B, Editorial

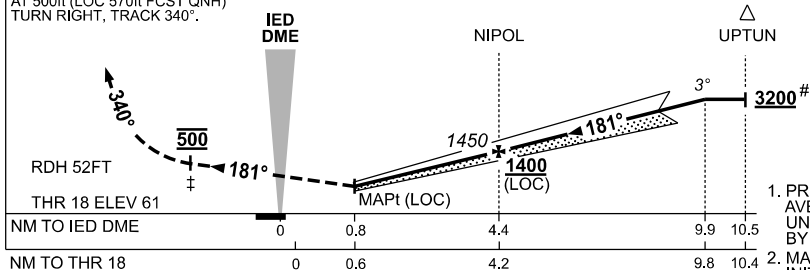
PEDGN01-184



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

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		

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



1. PROCEDURE NOT
AVBL WHEN R221 ACT
UNLESS AUTHORISED
BY ATC.

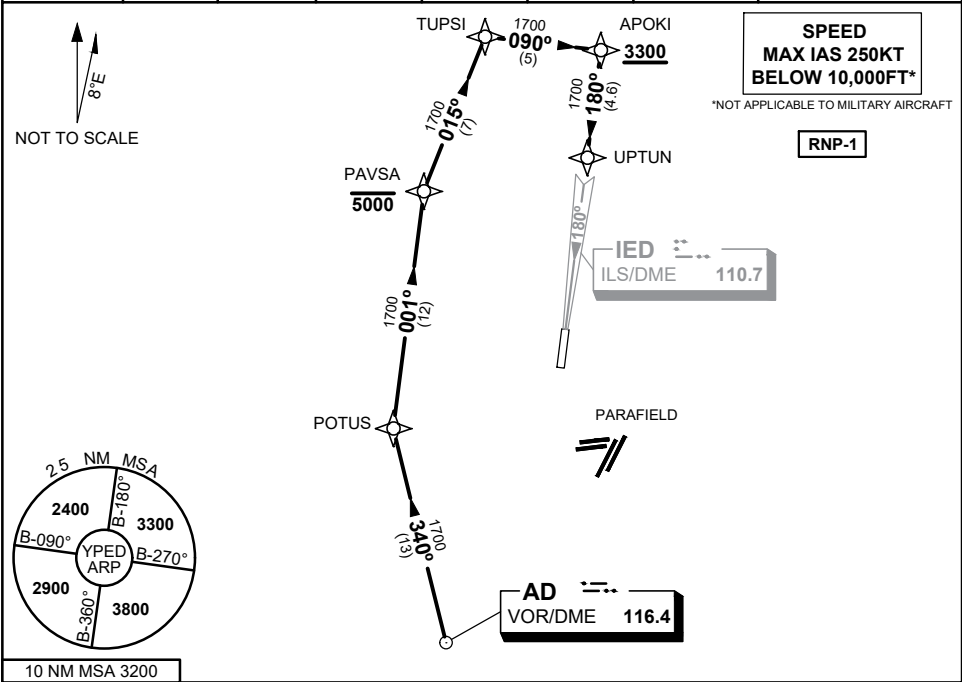
2. MAX IAS:
INITIAL : 210KT.
MISSED APPROACH
TURN : 180KT.
- *3. NO CIRCLING E OF
RWY 18/36 BEYOND
3NM EDN.
- # 4. ACFT MAY BE RADAR
VECTORED TO IAF
(UPTUN) AT 3200ft.
- ±5. 570ft (LOC FCST QNH).

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.

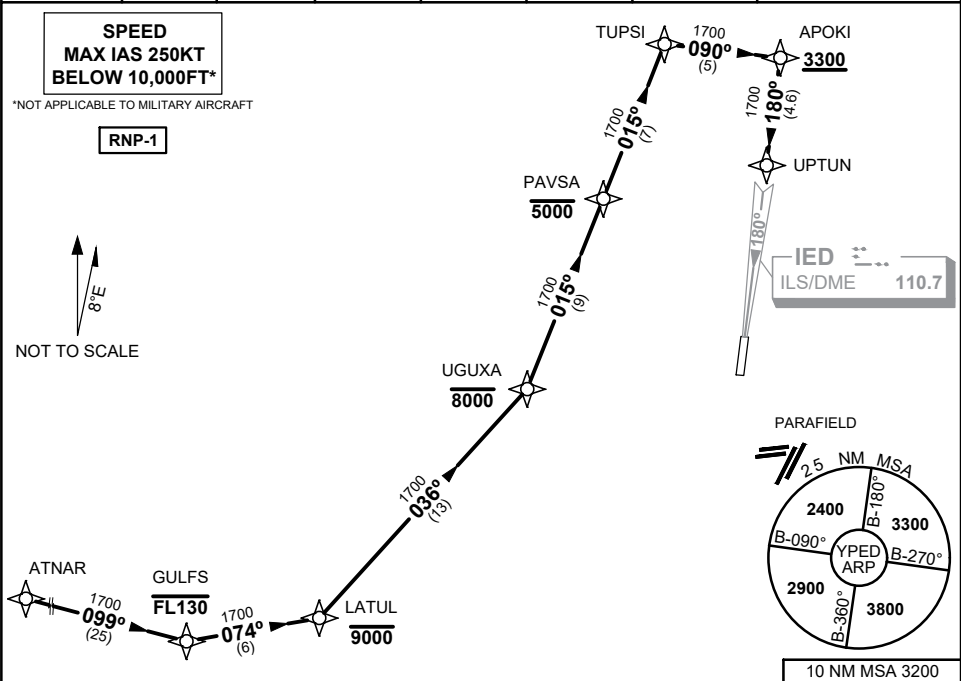
Changes: FROM SUP H63/25, Editorial

PEDSR01-184

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

04 SEP 2025

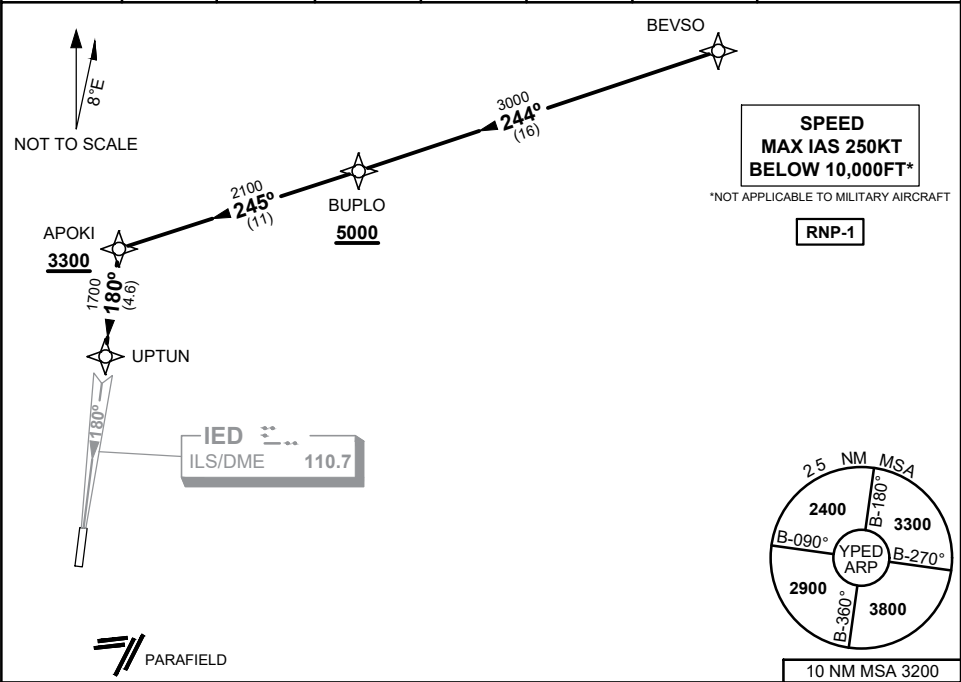
ATIS	AWIS (AH)	SMC / ACD	TWR	APP (AD)	CTAF+AFRU	FIA	Bearings are Magnetic
126.25 316.3	316.3	134.1	118.3 257.8	128.6 306.3	118.3	AD CEN 130.45	Elevations in FEET AMSL



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

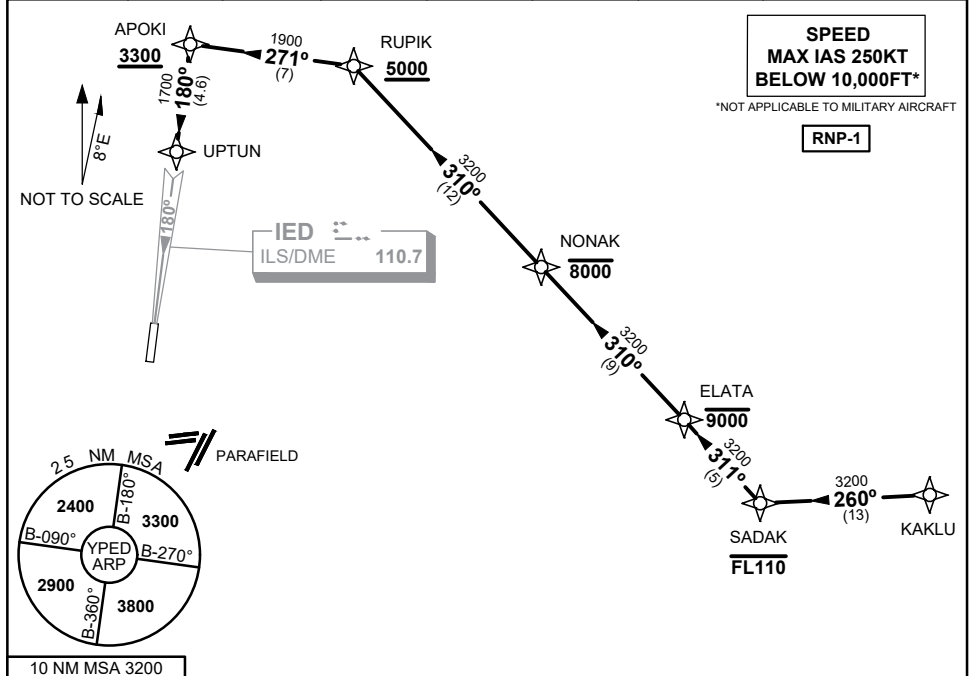
PEDSR03-184



**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.

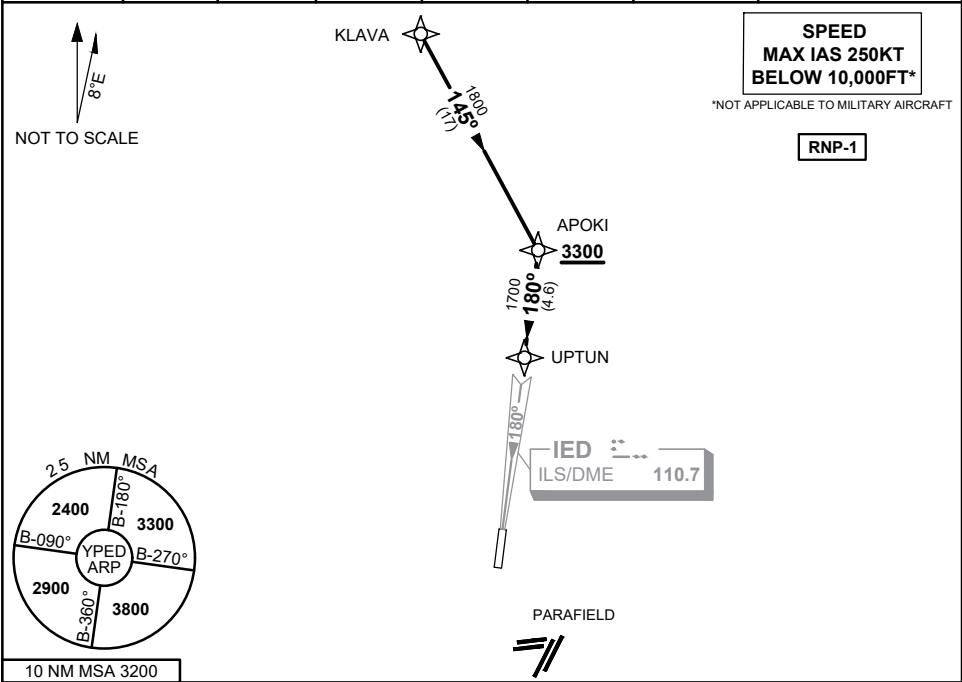
Changes: FROM SUP H63/25, Editorial

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



ARRIVAL: KLAVA TWO ECHO	
<u>RWY 18:</u> - FROM KLAVA TRACK 145° to APOKI <u>Cross</u> APOKI AT or ABV 3300FT - Track 180° to UPTUN - Track via ILS-Z or LOC-Z RWY 18 or RNP RWY 18	<u>RWY 36:</u> - FROM KLAVA TRACK 145° to APOKI <u>Cross</u> 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.