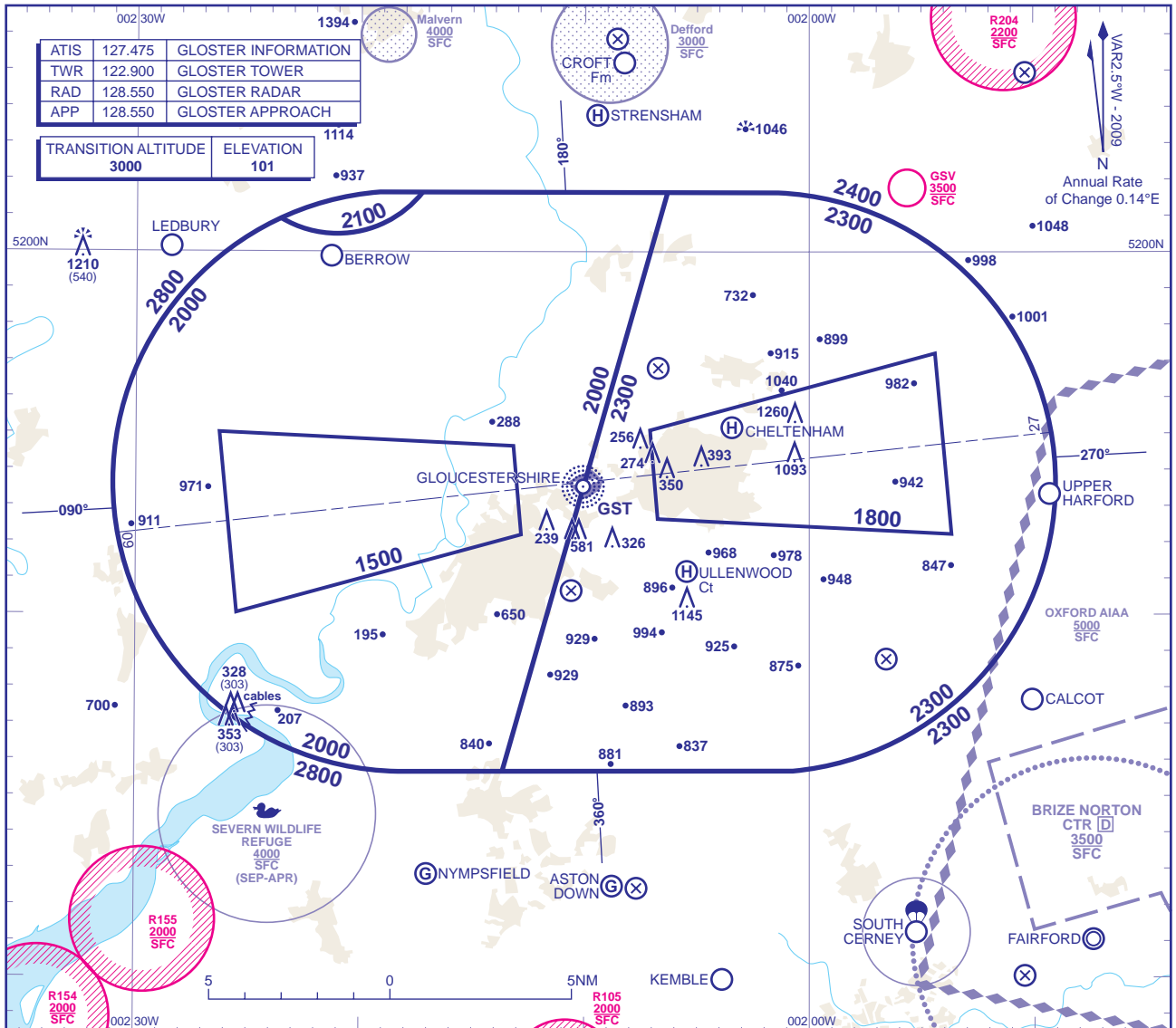


ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL **1210**
HEIGHTS IN FEET AGL (540)

GLOUCESTERSHIRE



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

- a) **2000** in the sector defined by the lateral limits; 520138N 0021716W - 520137N 0020620W - 514540N 0021339W - 514540N 0021816W thence clockwise by an arc of a circle radius 8NM centred on 515340N 0021805W to 520054N 0022334W thence anti-clockwise by an arc of a circle radius 3NM centred on 520329N 0022105W to 520138N 0021716W.
- b) **2100** in the sector defined by the lateral limits; 520054N 0022334W thence clockwise by an arc of a circle radius 8NM centred on 515340N 0021805W to 510138N 0021910W - 520138N 0021716W thence clockwise by an arc of a circle radius 3NM centred on 520329N 0022105W to 520054N 0022334W.
- c) **2300** in the sector defined by the lateral limits; 520137N 0020620W - 520138N 0020123W thence clockwise by an arc of a circle radius 8NM centred on 515339N 0020158W to 514541N 0020044W - 514540N 0021339W - 520137N 0020620W.

Further descent to **1500/1800** may be given within the Approach Areas shown when on 40° leg or Final Approach.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

- a) within 5NM of the aircraft*, or
- b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2800**, or last assigned level if higher to **NDB(L) GST†**.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) GST†**.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Basic Radio Failure Procedure detailed at ENR 1.1.3.

GENERAL INFORMATION

- 1. Levels shown are based on QNH.
- 2. Only significant obstacles and dominant spot heights are shown.
- 3. The minimum levels shown within the ATC Surveillance Minimum Altitude area ensure terrain clearance in conformity with Rule 33 of the Rules of the Air Regulations in respect of obstacles within the ATCSMA area.
- 4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
- 5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
- 6. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**

CHANGE: TITLE. NOTE 3.

AERO INFO DATE 22 JUL 09

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