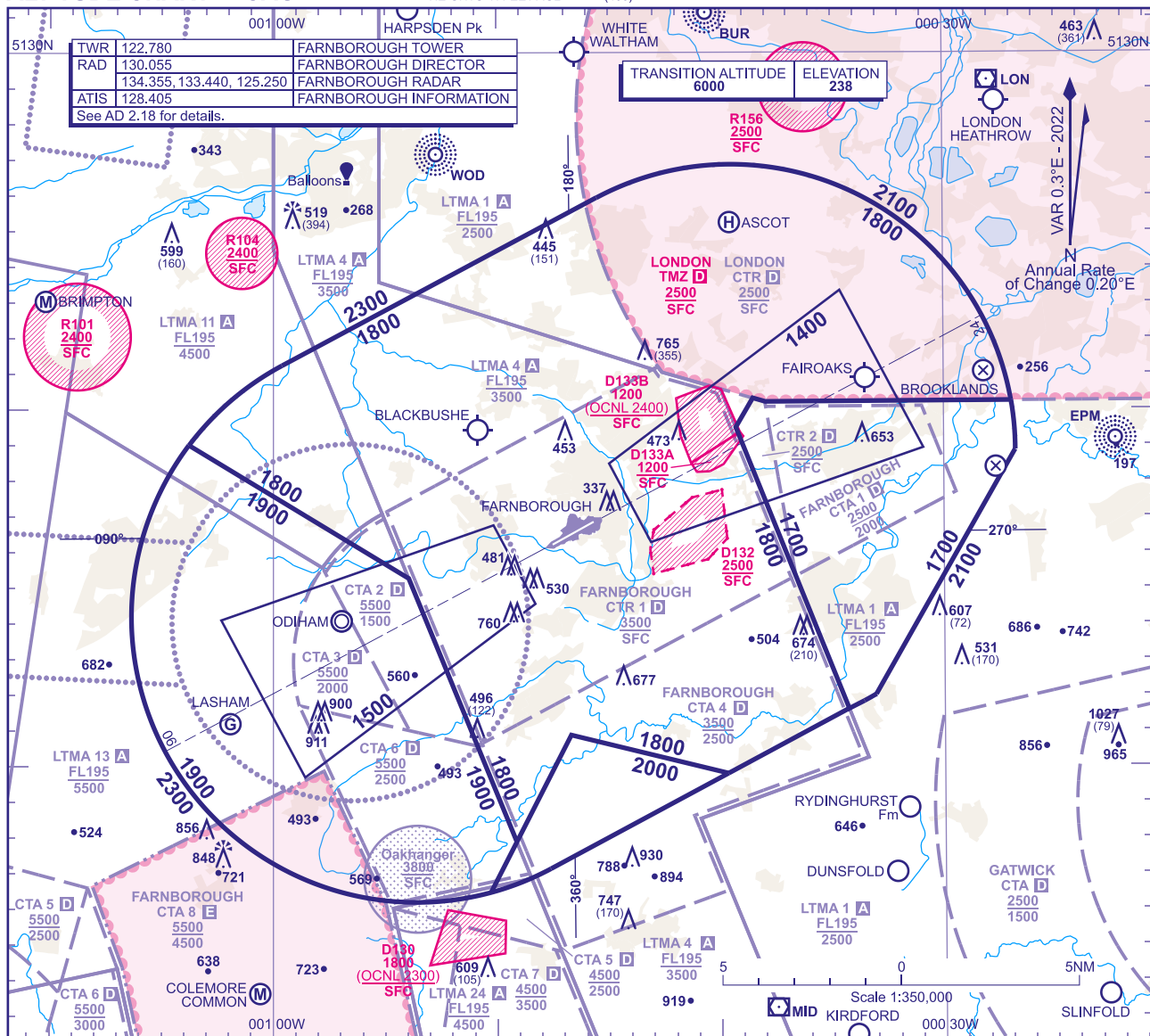


# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ELEVATIONS IN FEET AMSL 794  
HEIGHTS IN FEET AGL (466)



## MINIMUM INITIAL ALTITUDE

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

- 1700** in the sector defined by the lateral limits: 512020N 0003837W - 512013N 0003800W - 512014N 0002659W thence clockwise by an arc of a circle radius 8NM centred on 511853N 0003933W to 511851N 0002648W - 511200N 0003304W thence clockwise by an arc of a circle radius 8NM centred on 511853N 0003933W - 511149N 0003336W - 511136N 0003417W - 511930N 0003918W - 512020N 0003837W.
- 1800** in the sector defined by the lateral limits: 511901N 0010347W thence clockwise by an arc of a circle radius 8NM centred on 511412N 0005336W to 512115N 0005937W - 512557N 0004531W thence clockwise by an arc of a circle radius 8NM centred on 511853N 0003933W to 512014N 0002659W - 512013N 0003800W - 512020N 0003837W - 511930N 0003918W - 511136N 0003417W - 510948N 0003941W - 511053N 0004642W - 510754N 0004909W - 511517N 0005357W - 511901N 0010347W.
- 2000** in the sector defined by the lateral limits: 511053N 0004642W - 510948N 0003941W - 510709N 0004738W thence clockwise by an arc of a circle radius 8NM centred on 511412N 0005336W to 510629N 0005018W - 511053N 0004642W.
- 1900** in the sector defined by the lateral limits: 511901N 0010347W - 511517N 0005357W - 510754N 0004909W - 510629N 0005018W thence clockwise by an arc of a circle radius 8NM centred on 511412N 0005336W to 511901N 0010347W.

## 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:

- within 5NM of the aircraft\*, and
- 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 Caution: Oakhanger HIRTA; Avoid active Danger Areas at all times; Intense gliding activity at Lasham.

### Initial Approach

Continue visually or by means of ILS final approach procedure. If not possible proceed to **VEXUB** at **3000** and carry out the appropriate ILS initial approach as detailed at AD-2-EGLF-7-9 or AD-2-EGLF-7-10 followed by the relevant Instrument Approach Procedure at AD-2-EGLF-8.

### Intermediate and Final Approach

Continue visually or by means of the appropriate Instrument Approach Procedure. If not possible see Loss of Communication Procedures in EGLF AD 2.22 Flight Procedures.

## GENERAL INFORMATION

- Levels shown are based on QNH.
- Only significant obstacles and dominant spot heights are shown.
- The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
- Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
- Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
- This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
- When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be Issued if the aircraft is either established on the final approach track or on an Intercept of 40° or less, and In the case of Instrument approaches other than SRA is cleared to Intercept the final approach track.**

CHANGE (13/23): OCK REMOVED. FREQUENCY. LASHAM GLIDERSITE. DOMINANT OBSTACLES. LOSS OF COMMUNICATIONS PROCEDURES.