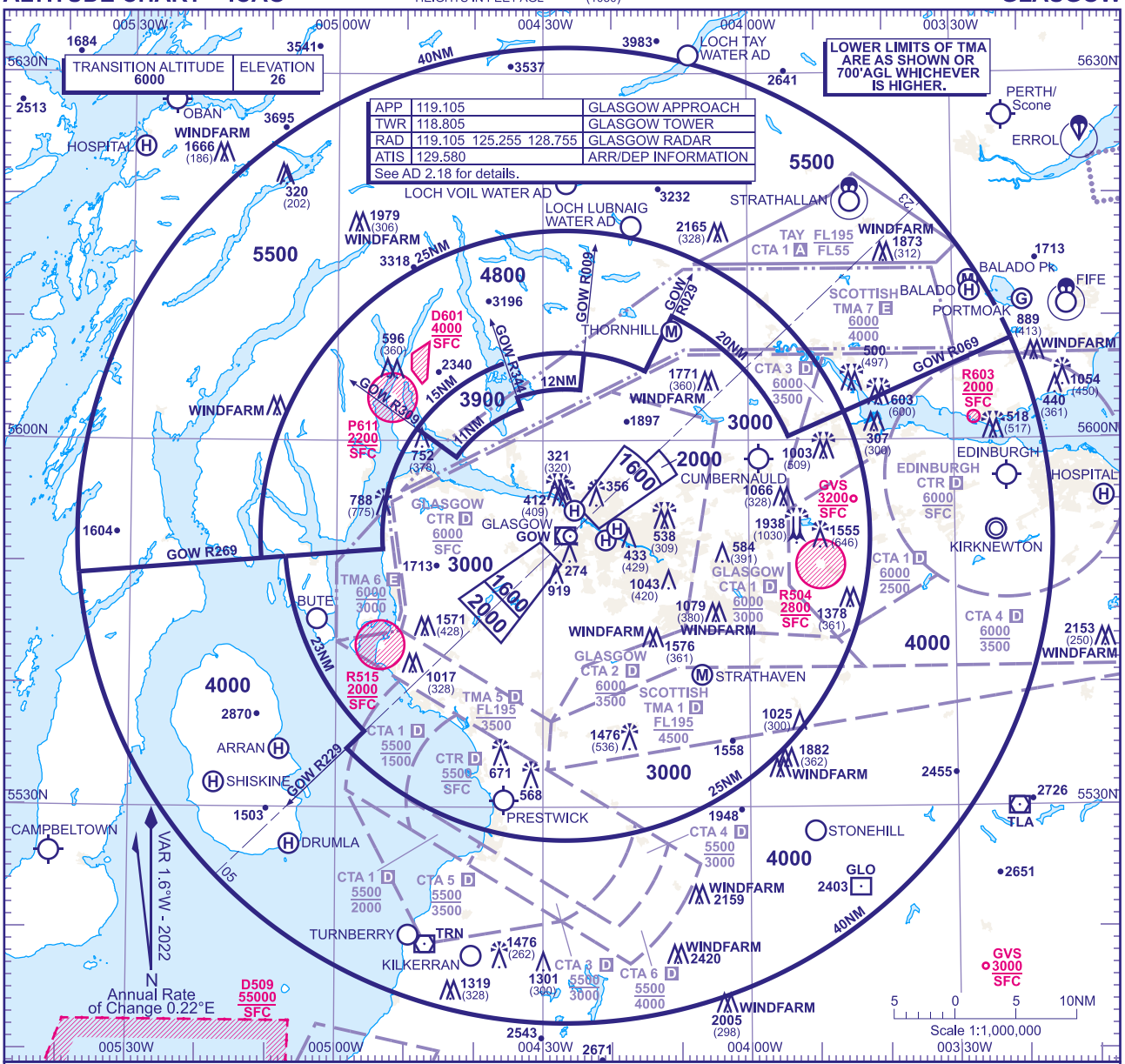
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1938
HEIGHTS IN FEET AGL (1030)

GLASGOW



MINIMUM INITIAL ALTITUDE
For coordinates see EGPF 5-2.

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 **3500**, or last assigned level if higher, to **GOW VOR**†.
Intermediate and Final Approach
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **GOW VOR**†.
† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3 or the procedure for the Scottish TMA & Glasgow CTA detailed at EGPF AD 2.22.

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 are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
5. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
6. **RWY 05: Further descent to 2000/1600 may be given within the approach areas shown when an aircraft is either established on the final approach track or an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track. RWY 23: Pilots should not accept descent below 3000FT unless established on a 40° or less, closing heading to the final approach track and within 9.5NM from the runway threshold when closing from the south and 8NM from the runway threshold when closing from the north and instructed to intercept the ILS LOC or specified VOR approach radial.**
7. **RWY 23: Aircraft shall not be vectored to an NDB approach.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (6/25): ATIS, APP, RAD FREQ UPDATED. GVS REMOVED.