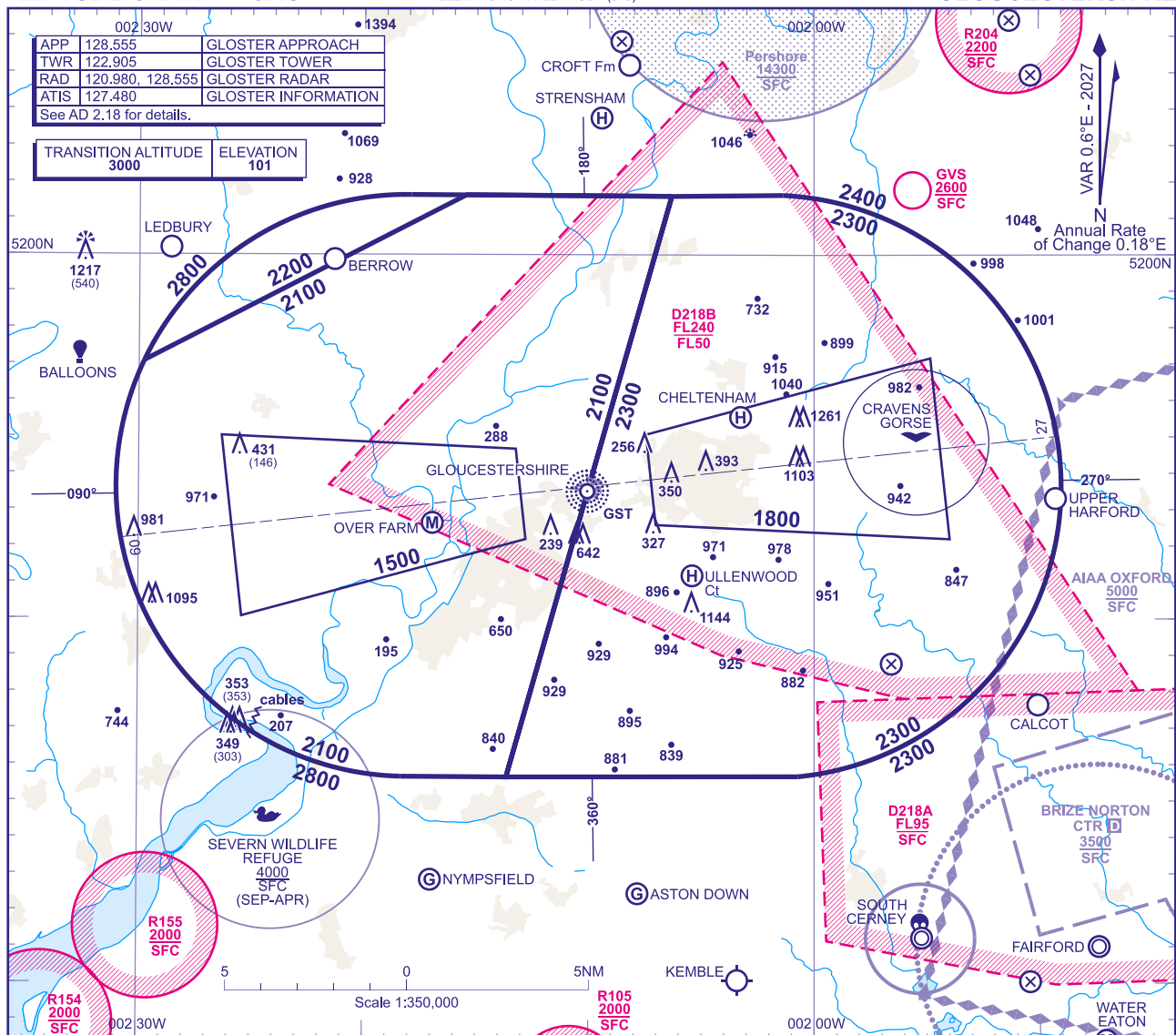


GLOUCESTERSHIRE

TRANSITION ALTITUDE 3000	ELEVATION 101
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MINIMUM INITIAL ALTITUDE

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

- a) **2100** in the sector defined by the lateral limits: 520137N 0020620W - 514540N 0021339W - 514540N 0021816W thence clockwise by an arc of a circle radius 8NM centred on 515340N 0021805W to 515705N 0022946W - 520139N 0021527W - 520137N 0020620W.
- b) **2200** in the sector defined by the lateral limits: 520139N 0021527W - 515705N 0022946W thence clockwise by an arc of a circle radius 8NM centred on 515340N 0021805W to 520139N 0021754W - 520139N 0021527W.
- 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.

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:

- 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 Radio Failure Procedure detailed at ENR 1.1.3.4.

GENERAL INFORMATION

- 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. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of **NDB(L) GST**.
 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.**
 7. **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.**