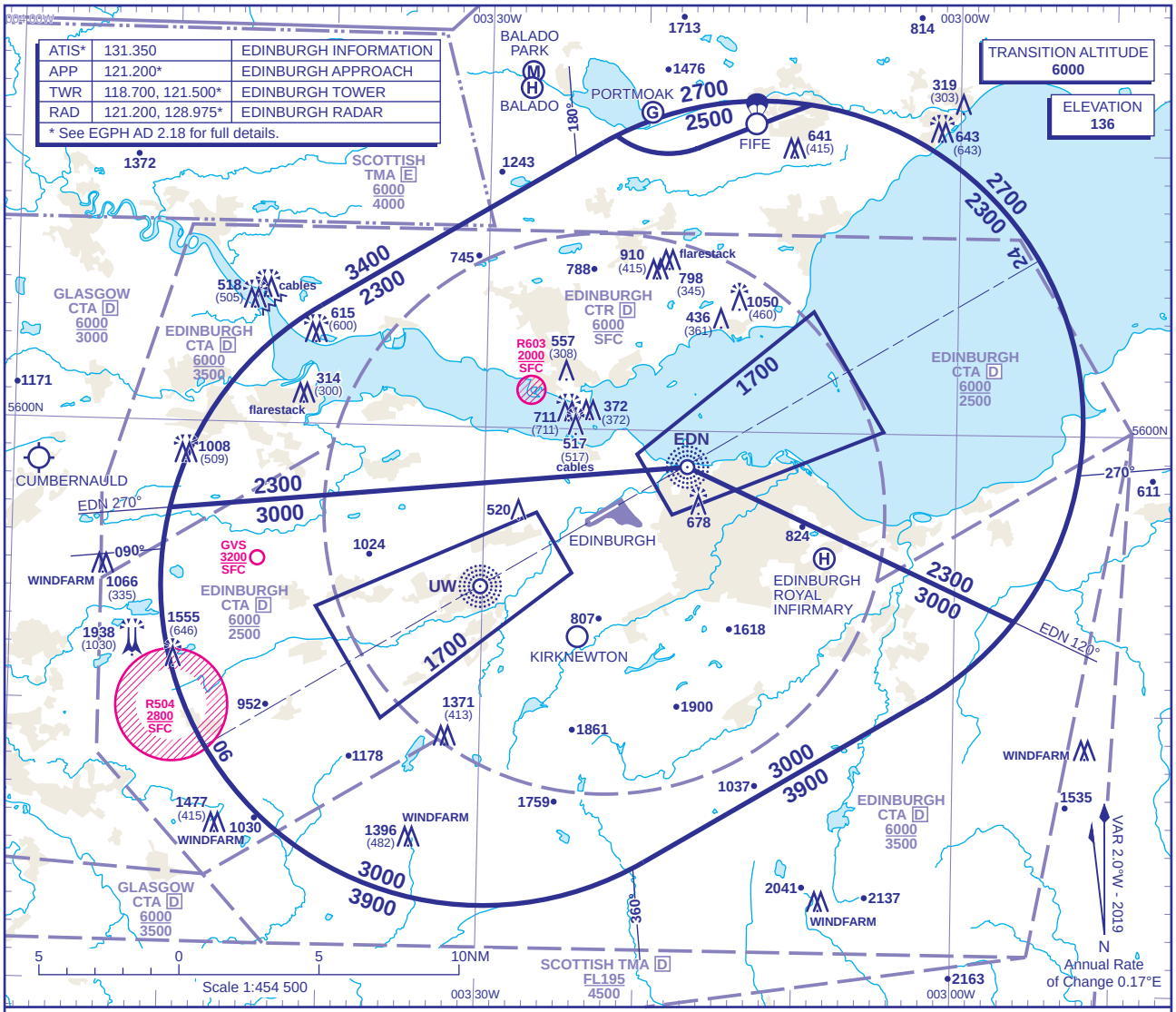
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

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

EDINBURGH



MINIMUM INITIAL ALTITUDE

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

a) **2300** in the sector defined by the lateral limits; 560412N 0034039W - 561030N 0032203W thence anti-clockwise by an arc of a circle radius 3NM centred on 561253N 0031848W to 561005N 0031656W - 561146N 0030923W thence clockwise by an arc of a circle radius 11.5NM centred on 560024N 0031217W to 555321N 0025608W - 555843N 0031708W - 555652N 0034958W thence clockwise by an arc of a circle radius 11.5NM centred on 555424N 0033000W to 560412N 0034039W.

b) **2500** in the sector defined by the lateral limits; 561030N 0032203W thence clockwise by an arc of a circle radius 11.5NM centred on 560024N 0031217W to 561146N 0030923W - 561005N 0031656W thence clockwise by an arc of a circle radius 3NM centred on 561253N 0031848W to 561030N 0032203W.

c) **3000** in the sector defined by the lateral limits; 555652N 0034958W - 555843N 0031708W - 555321N 0025608W thence clockwise by an arc of a circle radius 11.5NM centred on 560024N 0031217W to 555033N 0030147W - 554435N 0031927W thence clockwise by an arc of a circle radius 11.5NM centred on 555424N 0033000W to 555652N 0034958W.

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*, and

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 **3000**, or last assigned level if higher to **NDB(L) EDN**†, except for RWY 06, in which case proceed to **NDB(L) UW**.

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) EDN**†, except for RWY 06, in which case proceed to **NDB(L) UW**.

† 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 Scottish TMA & Edinburgh CTR detailed at (EGPH 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. 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.**
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.**
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 (1/19): NOTES 8 & 9 ADDED.