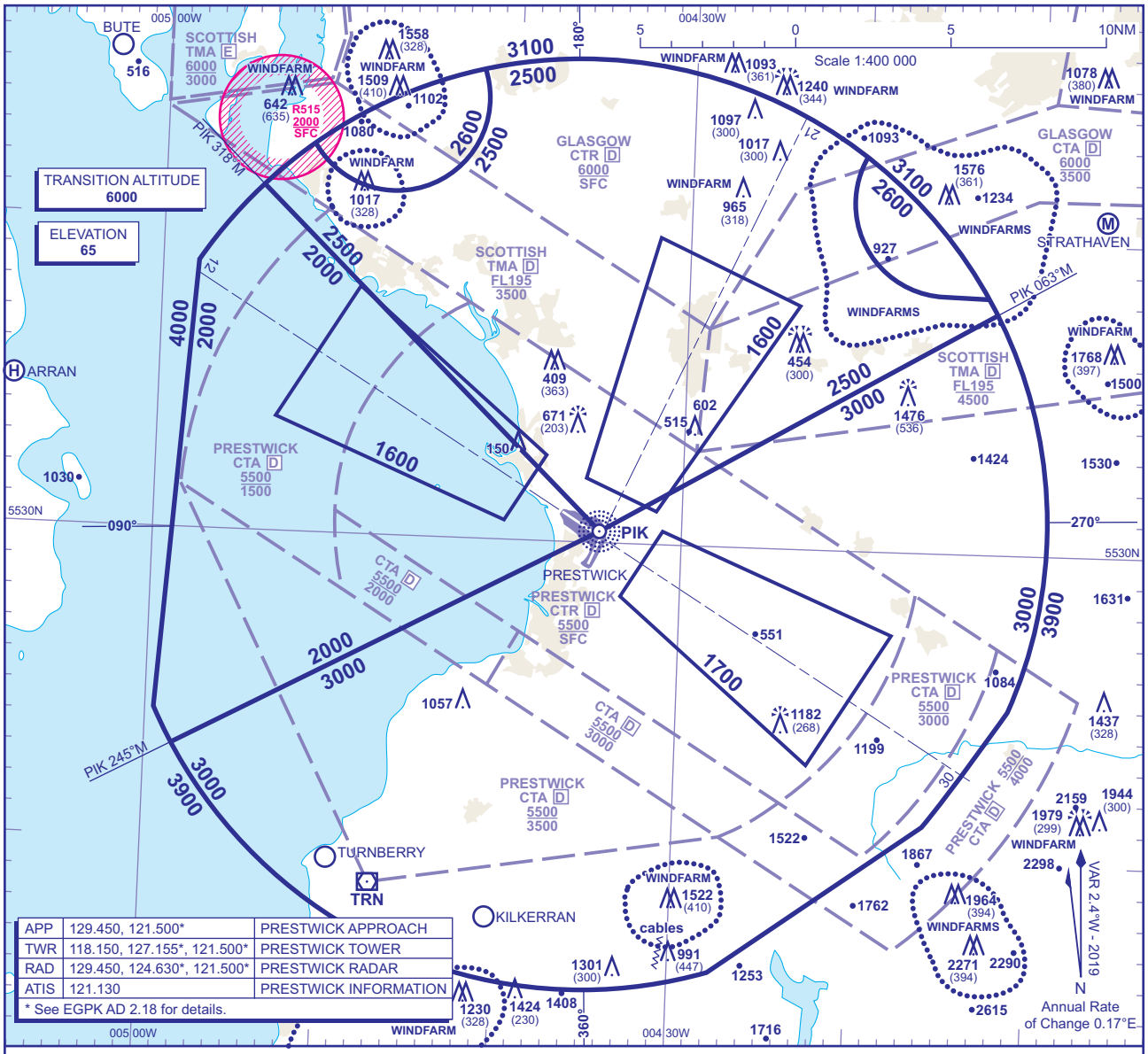
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
EVEVATIONS IN FEET AMSL 2271
HEIGHTS IN FEET (394)

PRESTWICK



APP	129.450, 121.500*	PRESTWICK APPROACH
TWR	118.150, 127.155*, 121.500*	PRESTWICK TOWER
RAD	129.450, 124.630*, 121.500*	PRESTWICK RADAR
ATIS	121.130	PRESTWICK INFORMATION

* See EGPK AD 2.18 for details.

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; 554107N 0045425W-553022N 0043438W-552303N 0045827W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 552411N 0045930W-553837N 0045758W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 554107N 0045425W.

b) **2500** in the sector defined by the lateral limits; 554107N 0045425W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 554230N 0045137W thence anticlockwise by an arc of a circle radius 3NM centred on 554404N 0044705W to 554505N 0044206W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 554241N 0042008W thence anticlockwise by an arc of a circle radius 3NM centred on 554117N 0041526W to 553817N 0041534W-553814N 0041258W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 553744N 0041228W-553022N 0043438W-554107N 0045425W.

c) **2600** in the sector defined by the lateral limits; 554505N 0044206W thence clockwise by an arc of a circle radius 3NM centred on 554404N 0044705W to 554230N 0045137W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 554505N 0044206W.

d) **2600** in the sector defined by the lateral limits; 554241N 0042008W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 553814N 0041258W-553817N 0041534W thence clockwise by an arc of a circle radius 3NM centred on 554117N 0041526W to 554241N 0042008W.

e) **3000** in the sector defined by the lateral limits; 552303N 0045827W-553022N 0043438W-553744N 0041228W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 552459N 0041113W-552112N 0041552W-551618N 0042742W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 552303N 0045827W.

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 ILS final approach procedure. If not possible proceed at **4000**, or last assigned level if higher to **PIK NDB**†.
Intermediate and Final Approach: Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **PIK NDB**†.
† 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.

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 may only be used for cross-checking of altitudes assigned when 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.**

CHANGE (4/19): FREQUENCIES. MAG VAR.

AERO INFO DATE 17 JAN 19