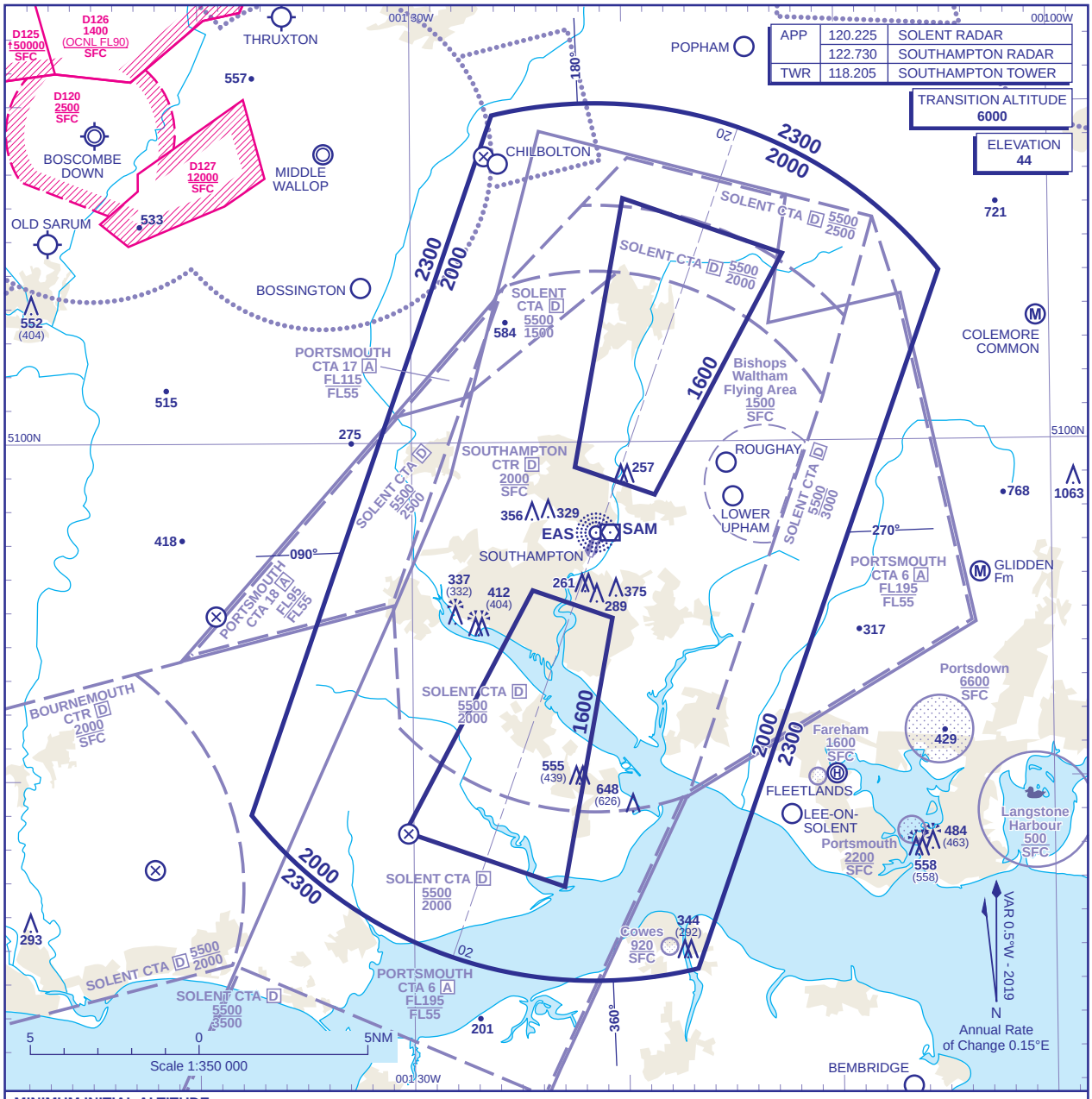
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 947
HEIGHTS IN FEET AGL (498)

SOUTHAMPTON



MINIMUM INITIAL ALTITUDE
Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is **2000** in the sector defined by the lateral limits; 504900N 0013734W - 510940N 0012608W thence clockwise by an arc of a circle radius 13NM centred on 505701N 0012124W to 510500N 0010510W - 504422N 0011645W thence clockwise by an arc of a circle radius 13NM centred on 505701N 0012124W to 504900N 0013734W.

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.

LOSS OF COMMUNICATION PROCEDURES
Initial Approach
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2000**, or last assigned level if higher to **NDB(L) EAS**†.
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) EAS**†.
† 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. The ATC Surveillance service is provided by Primary and Secondary Radar equipment, or exceptionally by only Primary or Secondary Radar equipment.
7. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
8. **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 (3/18): MAG VAR. SOUTHAMPTON RADAR/TOWER FREQUENCIES. OBSTACLES.

AERO INFO DATE 12 DEC 17