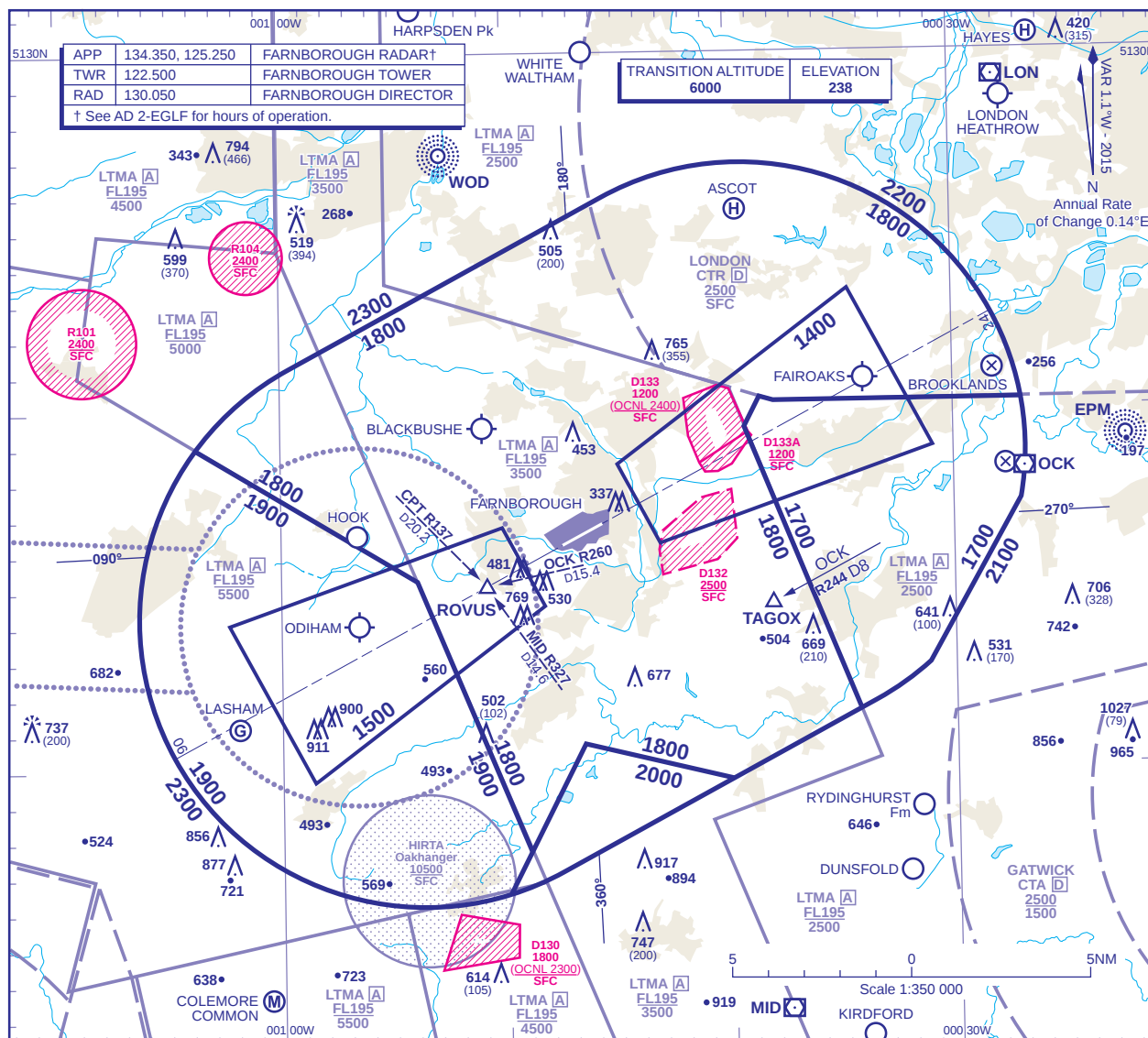


ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAOBEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET794
(466)

FARNBOROUGH



MINIMUM INITIAL ALTITUDE

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

- 1700 in the sector defined by the lateral limits; 512020N 0003837W - 512013N 0003800W - 512014N 0002659W thence clockwise by an arc of a circle radius 8NM centred on 511853N 0003933W to 511725N 0002701W - 511252N 0003111W thence clockwise by an arc of a circle radius 8NM centred on 511853N 0003933W - 511149N 0003336W - 511136N 0003417W - 511930N 0003918W - 512020N 0003837W.
- 1800 in the sector defined by the lateral limits; 511901N 0010347W thence clockwise by an arc of a circle radius 8NM centred on 511412N 0005336W to 512115N 0005937W - 512557N 0004531W thence clockwise by an arc of a circle radius 8NM centred on 511853N 0003933W to 512014N 0002659W - 512013N 0003800W - 512020N 0003837W - 511930N 0003918W - 51136N 0003417W - 510941N 0004001W - 511042N 0004634W - 510742N 0004901W - 511517N 0005357W - 511901N 0010347W.
- 2000 in the sector defined by the lateral limits; 511042N 0004634W - 510941N 0004001W - 510709N 0004738W thence clockwise by an arc of a circle radius 8NM centred on 511412N 0005336W to 510633N 0004958W - 511042N 0004634W.
- 1900 in the sector defined by the lateral limits; 511901N 0010347W - 511517N 0005357W - 510742N 0004901W - 510633N 0004958W thence clockwise by an arc of a circle radius 8NM centred on 511412N 0005336W to 511901N 0010347W.

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:

- within 5NM of the aircraft*, and
- 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 Caution: Oakhanger HIRTA; Avoid active Danger Areas at all times; Intense gliding activity at Lasham.

Initial Approach

Continue visually or by means of ILS final approach procedure. If not possible proceed to TAGOX at 2400 and carry out the appropriate ILS approach procedure as detailed at AD-2-EGLF-8.

Intermediate and Final Approach

Continue visually or by means of ILS final approach procedure. If not possible follow the Missed Approach Procedure.

GENERAL INFORMATION

- Levels shown are based on QNH.
- Only significant obstacles and dominant spot heights are shown.
- The minimum levels shown within the ATC Surveillance Minimum Altitude area ensure terrain clearance in conformity with Rule 33 of the Rules of the Air Regulations in respect of obstacles within the ATCSMA area.
- Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
- Controlled airspace with a base in excess of 5000 or FL55, as appropriate, is not shown.
- This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.
- 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 (3/15): D131 REMOVED. MAG VAR.

AERO INFO DATE 9 DEC 15