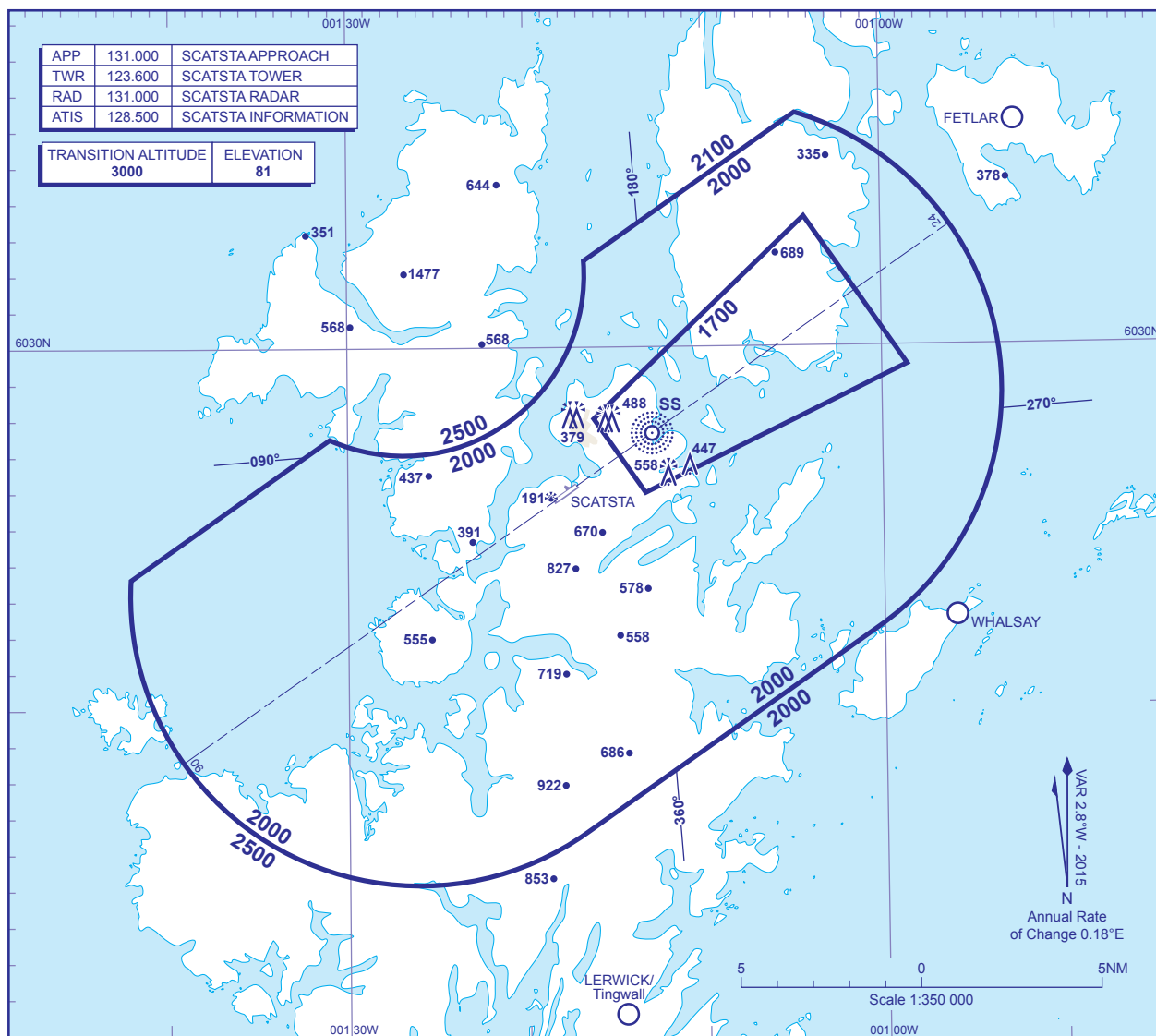


ATC SURVEILLANCE MINIMUM  
ALTITUDE CHART - ICAOBEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ELEVATIONS IN FEET AMSL 558

SCATSTA

**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; 602337N 0014209W - 602729N 0013058W - thence anticlockwise by an arc of a circle radius 5NM centred on 603202N 0012648W - 603223 0011641W - 603626N 0010444W thence clockwise by an arc of a circle radius 8NM centred on 602847N 0010930W to 602212N 0010019W - 601634N 0011649W thence clockwise by an arc of a circle radius 8NM centred on 602308N 0012601W to 602337N 0014209W.

**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.

**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 **SS NDB(L)†**.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **SS NDB(L)†**.

† 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**

- 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 are in conformance with the Standard European Rules of the Air - SERA.5015.
- Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the SS NDB.
- Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
- This chart should only be used for the cross-checking of assigned altitudes whilst 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 (4/16):** MAG VAR. APP FREQUENCY. RAD FREQUENCY.

AERO INFO DATE 11 JAN 16