BEARINGS, TRACKS AND RADIALS ARE MAGNETIC ATC SURVEILLANCE MINIMUM **ELEVATIONS IN FEET AMSL** 1938 ALTITUDE CHART - ICAO **GLASGOW** HEIGHTS IN FEET AGL (1030) 1684 005 30W 005 00W 003 30W 004 30W 004 00W •3983 3541 40NM TRANSITION ALTITUDE ELEVATION 3537 LOCH TAY WATER AD 6000 2641 26 LOWER LIMITS OF TMA ARE AS SHOWN OR 3695 ATIS 129.575 ARR/DEP INFORMATION WINDFARM 700'AGL WHICHEVER 119 100 **GLASGOW APPROACH** 1666 M APP IS HIGHER. TWR 118.800 GLASGOW TOWER 5500 320 (202) 119.100, 128.750†, 125.250† **GLASGOW RADAR** RAD STRATHALLAN † As directed by ATC /\(\)\1979 WINDFARM (306) LOCH LUBNAIG WATER AD P600A 2165 M WINDFARM 331 MOS 5500 ORTMOAK **GOW** SCOTTISH TMA E 4800 596 6000 4000 THORNHILL FIFF 500_ 2340 WINDFARM GOW 603 CTA 1054 (460) 1771 (360) X WINDFARM 3900 WINDFARM 5600N 3000 •1897 W W 56001 1003 XX 307 321 CUMBERNAULD 1066 788; (775) EDINBURGH (EDINBURGH CTR D GLASGOW GLW 1604 (646) 3000 **GOW R269** \433 (429) ۸ •1713 KIRKNEWTON 274 GLASG 6000 3000 BUTE 1078 A 6000 (380) A 3000 1378 WINDFARM 1576 CTA D 2153 (250) M WINDFARM 6000 3500 4000 STRATHAVEN (361) 4000 CTA M 2870

TMA

1558

25NI

1948

WINDFARM 2159

7A\\WINDFARM 2005

004 00W

WINDFARM 2420

1476 X (536) X

3000

1025 (300)

4000

1882

(362) WINDFARMS

OSTONEHILL

• 2403

2455

-2726

10NM

•2651

5

Scale 1:1 000 000

GVS 3000 SFC

003 30W

MINIMUM INITIAL ALTITUDE For coordinates see EGPF 5-2

/AR 2.4°W - 2019

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Annual Rate

of Change 0.17°E

CAMPBELTOWN

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

TURNBERRY (

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*, or

ARRAN (H)

(H)SHISKINE

1503

DRUMLA

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*

KILKERRAN O

M 1319

*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.

568

1476 (262)

2543 004 30W

PRESTWICK

STAIR

1301

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at 3500, or last assigned level if higher, to

GOW VOR+

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **GOW VOR**†. † 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 the Scottish TMA & Glasgow CTA detailed at EGPF AD 2.22.

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.

 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. RWY 05: Further descent to 2000/1600 may be given within the approach areas shown when an aircraft is either established on the final approach track or an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final

approach track.
RWY 23: Pilots should not accept descent below 3000FT unless established on a 40° or less, closing heading to the final approach track and within 9.5NM from the runway threshold when closing from the south and 8NM from the runway threshold when closing from the north and instructed to intercept the ILS LOC or specified VOR approach radial.

- RWY 23: Aircraft shall not be vectored to an NDB approach.
- Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
 Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (1/19): MAG VAR. NOTES 8 & 9 ADDED.