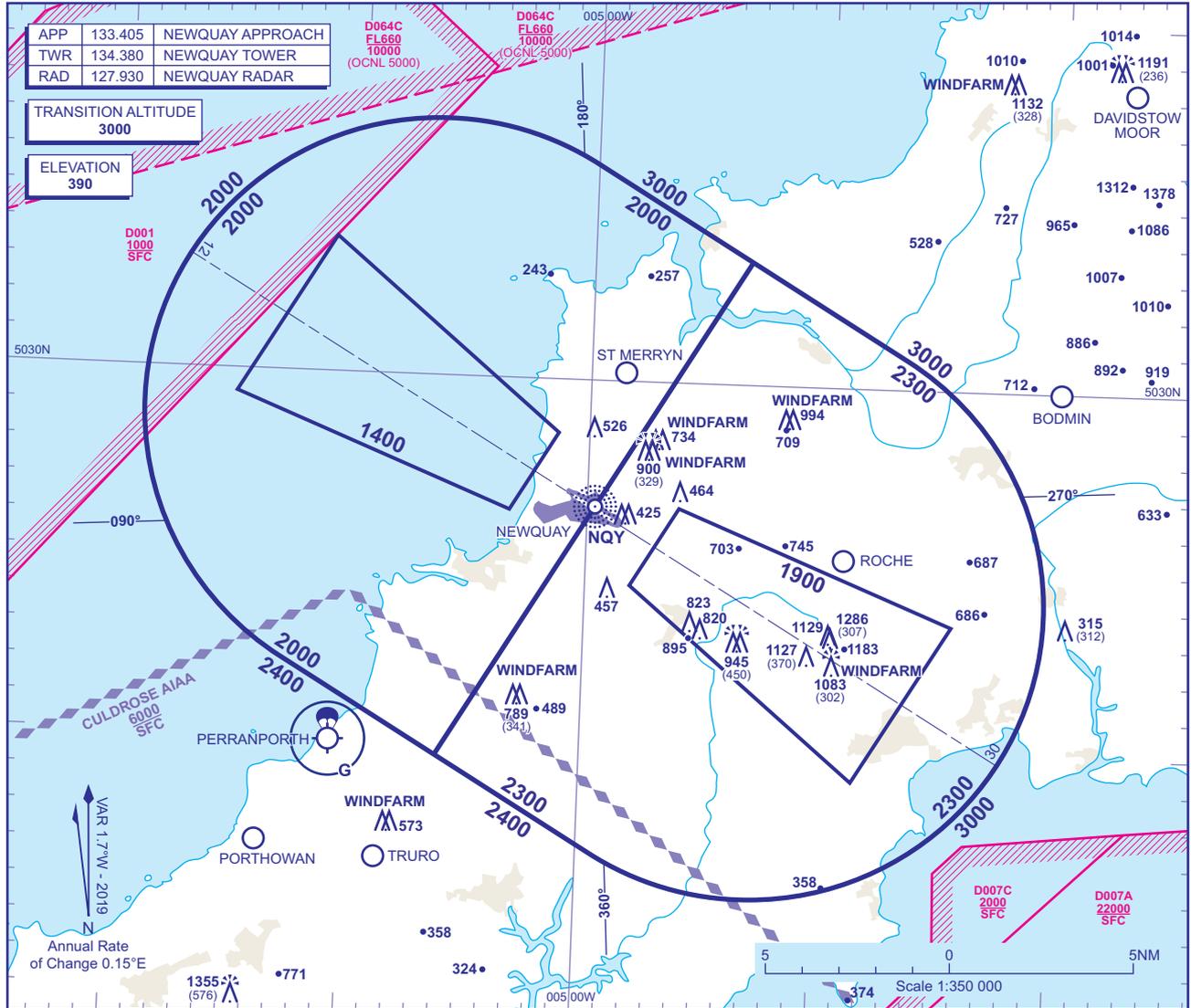


ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1355
HEIGHTS IN FEET AGL (576)

NEWQUAY



MINIMUM INITIAL ALTITUDE
Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:
a) 2300 in the sector defined by the lateral limits; 503320N 0045321W - 503047N 0044636W thence clockwise by an arc of a circle radius 8NM centred on 502351N 0045300W to 501702N 0045920W - 501933N 0050604W - 503320N 0045321W.
b) 2000 in the sector defined by the lateral limits; 503552N 0050006W - 503320N 0045321W - 501933N 0050604W - 502205N 0051246W thence clockwise by an arc of a circle radius 8NM centred on 502859N 0050628W - 503552N 0050006W.

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 an appropriate approved final approach aid. If not possible proceed at 2500, or last assigned level if higher to NDB(L) NQY†.
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) NQY†.
† 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/or Secondary Radar equipment.
7. This chart should only be used for the cross-checking of assigned altitudes whilst 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 (4/19): APP, RAD & TWR FREQUENCY. DANGER AREA D007 RENAMED D007C. MAG VAR. OBSTACLES.