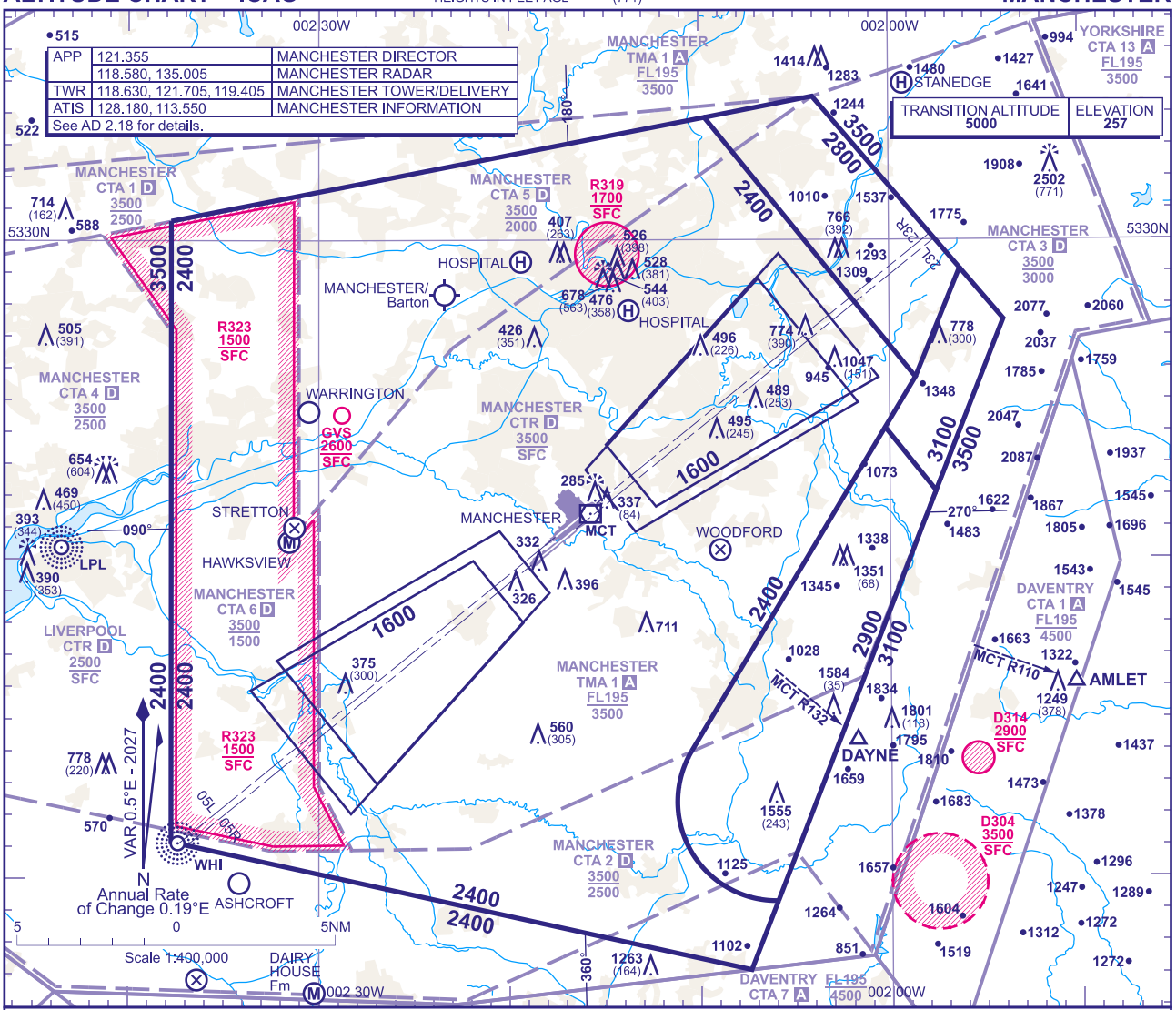
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL **2502**
HEIGHTS IN FEET AGL (771)

MANCHESTER



MINIMUM INITIAL ALTITUDE

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

a) **2400** in the sector defined by the lateral limits; 533037N 0023746W - 533351N 0020941W - 532541N 0015838W - 531358N 0021029W - thence anti-clockwise by an arc of a circle radius 3.1NM centred on 531222N 0020603W to 530916N 0020558W - 530706N 0020723W - 531108N 0023744W - 533037N 0023746W.

b) **2800** in the sector defined by the lateral limits; 533351N 0020941W - 533430N 0020400W - 532906N 0015617W - 532541N 0015838W - 533351N 0020941W.

c) **2900** in the sector defined by the lateral limits; 532406N 0020014W - 532207N 0015735W - 530916N 0020558W thence clockwise by an arc of a circle radius 3.1NM centred on 531222N 0020603W to 531358N 0021029W - 532406N 0020014W.

d) **3100** in the sector defined by the lateral limits; 532406N 0020014W - 532541N 0015838W - 532906N 0015617W - 532730N 0015400W - 532207N 0015735W - 532406N 0020014W.

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 **FL60**, or last assigned level if higher, to **DAYNE** hold via **AMLET** or **ROSUN** hold via **BURNI**, as appropriate to the final approach chart†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **DAYNE** hold via **AMLET** or **ROSUN** hold via **BURNI**, as appropriate to the final approach chart†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

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. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
7. **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.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (12/25): MAG INFO UPDATED.