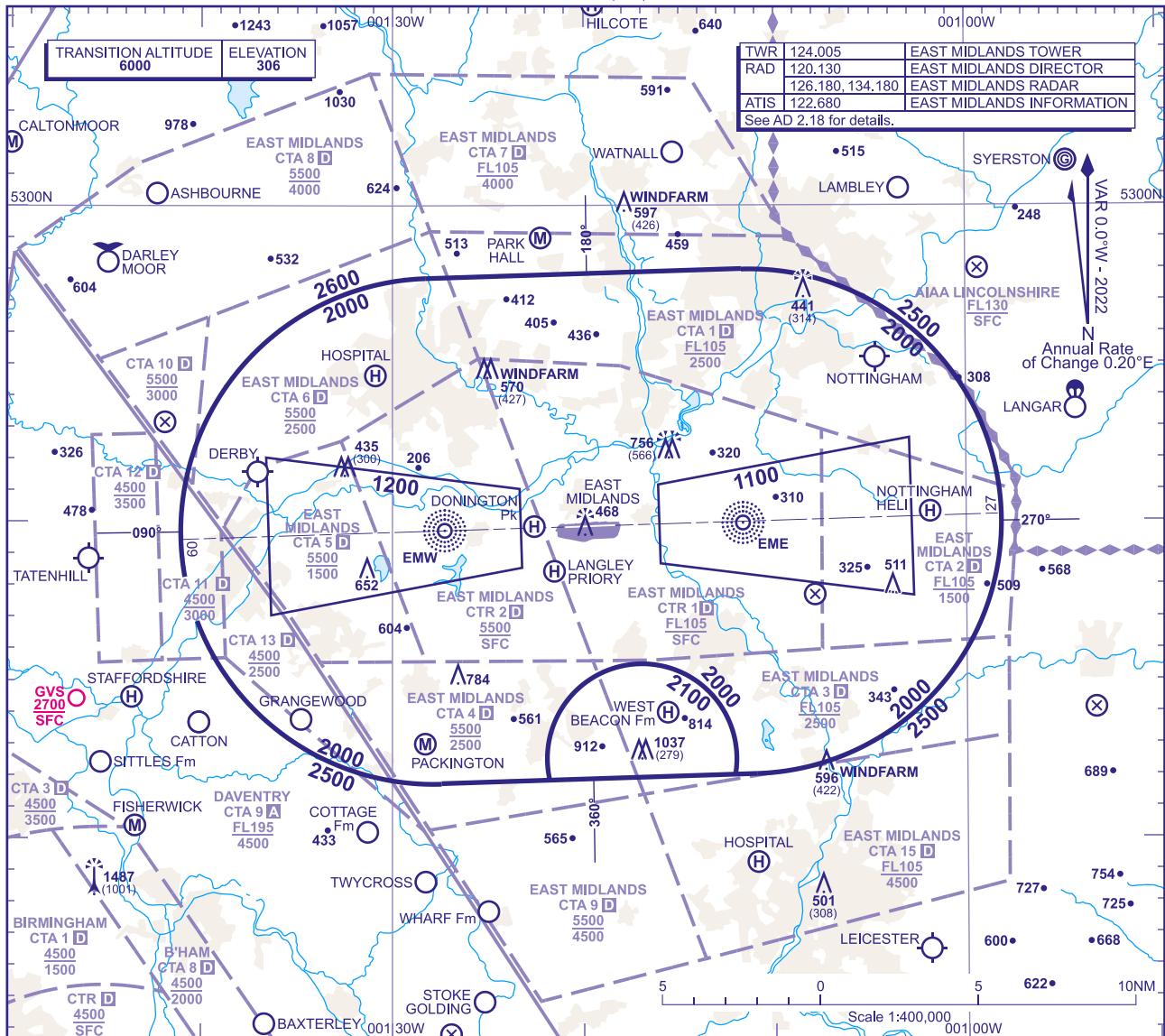


ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1501
HEIGHTS IN FEET AGL (1001)

EAST MIDLANDS



MINIMUM INITIAL ALTITUDE

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

a) **2000** in the sector defined by the lateral limits; 525742N 0012817W - 525800N 0011144W thence clockwise by an arc of a circle radius 8NM centred on 525000N 0011121W to 524201N 0011059W - 524143N 0012726W thence clockwise by an arc of a circle radius 8NM centred on 524942N 0012751W to 525742N 0012817W, except;

b) **2100** in the sector defined by the lateral limits; 524150N 0012147W thence clockwise by an arc of 3NM radius centred on 524230N 0011659W to 524200N 0011207W 524150N 0012147W,

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

Approach 2 or by means of an appropriate approved final approach aid. If not possible proceed at 3000, or last assigned level if higher to NDB(L) EMW for RWY 09 approaches or to RWY 27 approachest.

Intermediate and Final Approach Continue visually or by means of a

Establish an appropriate final approach aid. If not possible follow the Missed Approach Procedure to NDB(L) EMW for RWY 27 approaches; 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

In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.5.4.

GENERAL INFORMATION

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 may only be used for cross-checking of altitudes assigned when 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 is cleared to intercept the final approach track.**
9. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
10. Detailed description of ATS airspace organized at the aerodrome see AD 2.17