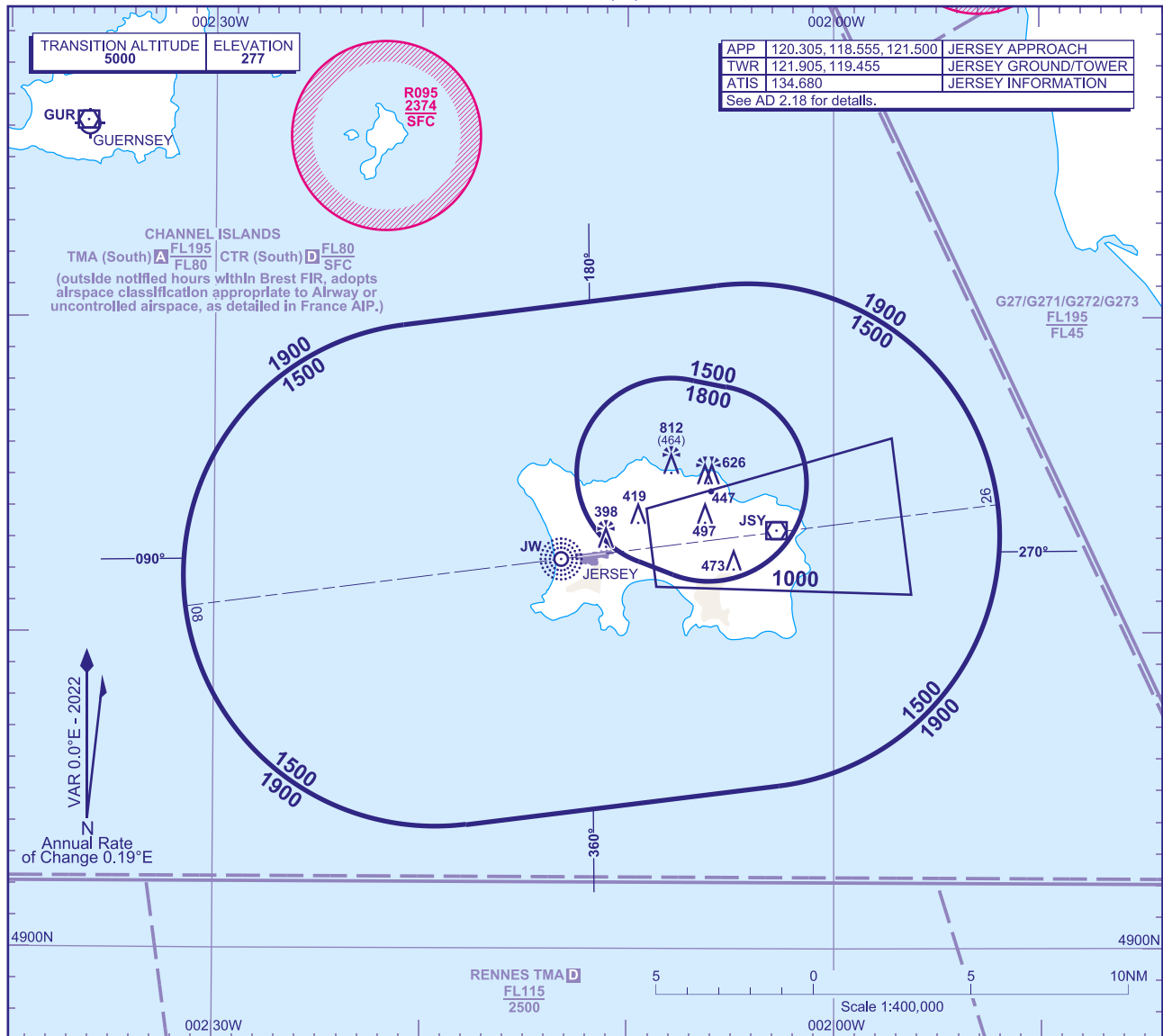


ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 812
HEIGHTS IN FEET AGL (464)

JERSEY



APP	120.305, 118.555, 121.500	JERSEY APPROACH
TWR	121.905, 119.455	JERSEY GROUND/TOWER
ATIS	134.680	JERSEY INFORMATION

See AD 2.18 for details.

MINIMUM INITIAL ALTITUDE

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

- 1500** in the sector defined by the lateral limits; 491946N 0022052W - 492102N 0020541W thence clockwise by an arc of a circle radius 8NM centred on 491306N 0020410W to 490510N 0020239W - 490355N 0021745W thence clockwise by an arc of a circle radius 8NM centred on 491151N 0021918W to 491946N 0022052W, except;
- 1800** in the sector defined by the lateral limits; 491801N 0020647W - 491749N 0020514W thence clockwise by an arc of circle radius 3.1NM centred on 491446N 0020604W to 491152N 0020747W - 491217N 0020926W thence clockwise by an arc of circle radius 3NM centred on 491506N 0020752W to 491801N 0020647W.

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*.

*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 **2000**, or last assigned level if higher to **JW NDB(L)** for RWY 08 approaches or **VOR JSY** for RWY 26 approaches†.

Intermediate and Final Approach
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **JW NDB(L)** for RWY 08 approaches or **VOR JSY** for RWY 26 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.

GENERAL INFORMATION

- Levels shown are based on QNH.
- Only significant obstacles and dominant spot heights are shown.
- The minimum levels shown within the SMAA ensure terrain clearance in accordance with Rule 36 (SERA.5015) of the Air Navigation (Rules of the Air) (Jersey) Regulations 2017 for obstacles within the SMAA.
- Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
- Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
- The chart may only be used for cross-checking of altitudes assigned when 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.**
- 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 (1/23): FRENCH AIRSPACE WITH BASE ABOVE FL55 REMOVED.