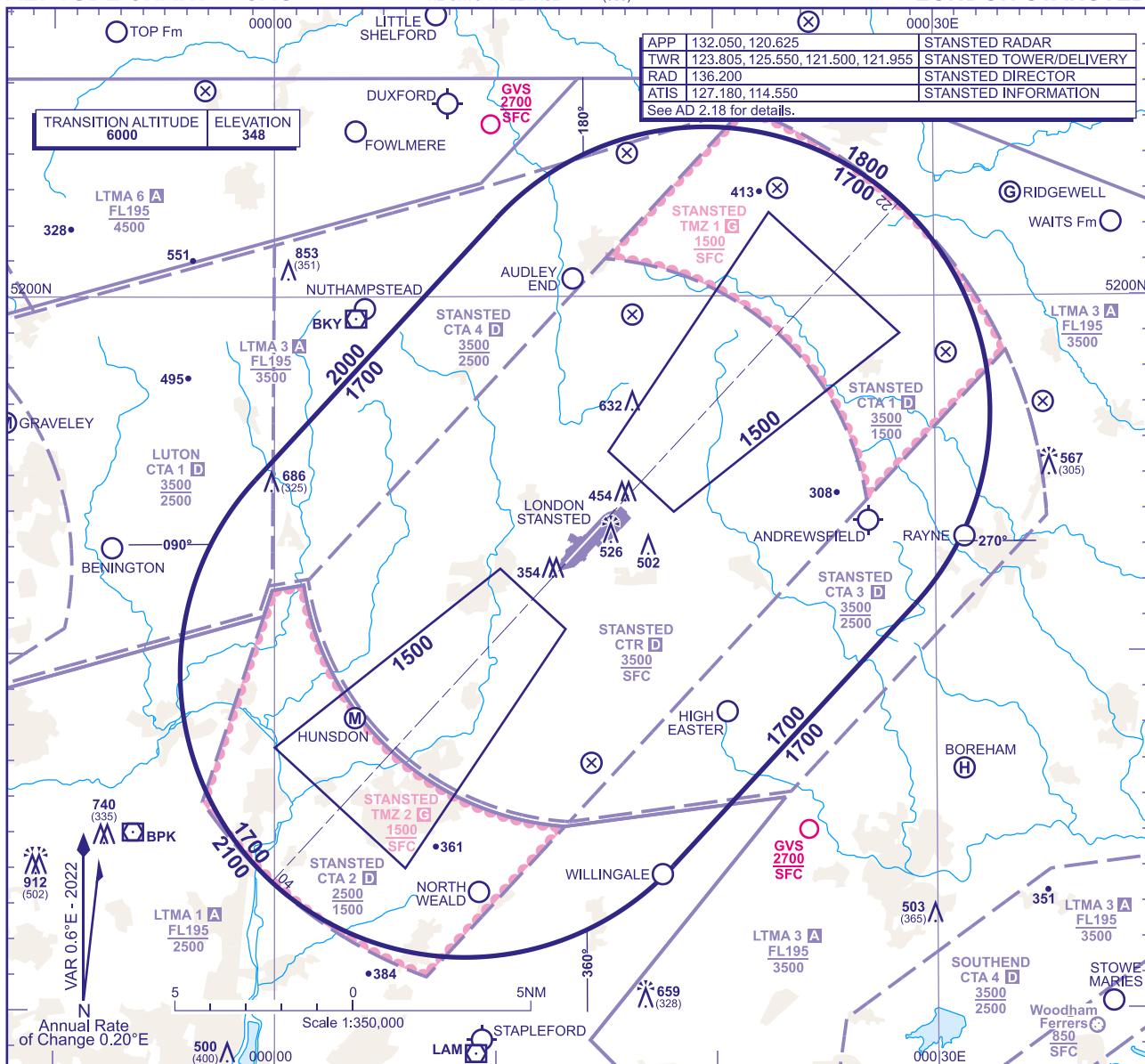


## ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ELEVATIONS IN FEET AMSL 920  
HEIGHTS IN FEET AGL (500)

## LONDON STANSTED



#### MINIMUM INITIAL ALTITUDE

MINIMUM INITIAL ALTITUDE  
Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is 1700 in the sector defined by the lateral limits; 515452N 0000052W - 520212N 000100E thence clockwise by an arc of a circle radius 8NM centred on 515646N 0001935E to 515119N 0002902E - 514401N 0001803E thence clockwise by an arc of a circle radius 8NM centred on 514927N 0000837E to 515452N 0000052W.

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

a) within 5NM of the aircraft; and  
b) within the sector 15NM ahead of and within 20° either side of the aircraft's track\*  
on the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b)

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

## Initial Approach

Approve the appropriate approved final approach aid. If not possible proceed at 3000, or last assigned level if higher, to BRY VOR and adopt the procedure detailed at ESSS AD 2.22.

## Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure and then proceed to BRY VOR at 3000 and continue in accordance with the Radio Failure Procedure detailed at ENR 1.1.3.4.

## GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstructions and dominant spot heights are shown.

2. Only significant obstacles
3. The minimum levels should

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 should only be used for the cross-checking of assigned altitudes whilst 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 (2/25) - DASHCAMERED, DIVINAHALL, DISCLOSED AD REMOVED

CHANGE (2/25): PANSHAN