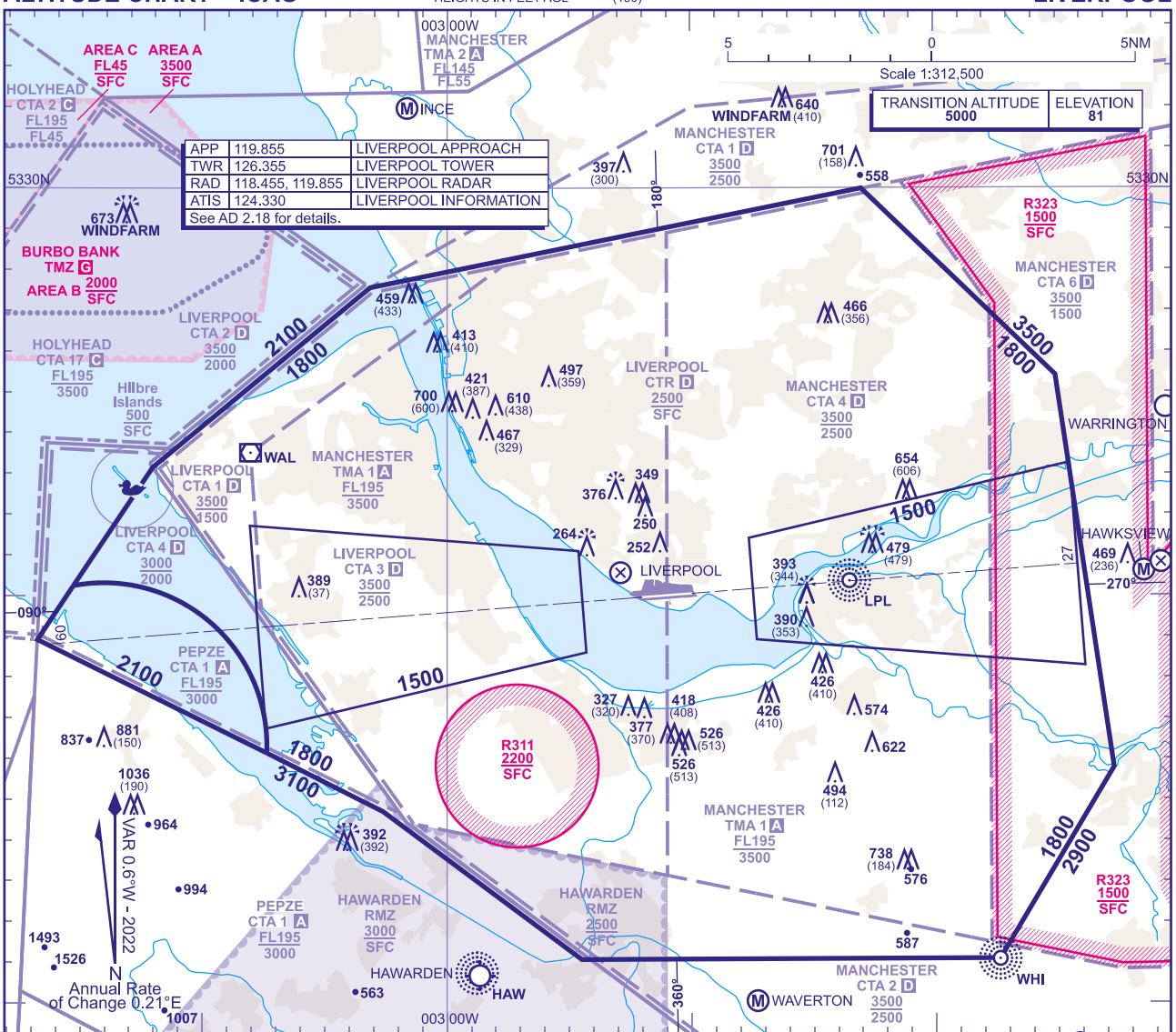
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL **1036**
HEIGHTS IN FEET AGL (190)

LIVERPOOL



MINIMUM INITIAL ALTITUDE

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

a) **1800** in the sector defined by the lateral limits; 532014N 0031520W - 532309N 0031205W - 532734N 0030310W - 533000N 0024259W - 532525N 0023502W - 531547N 0023242W - 531106N 0023723W - 531105N 0025408W - 531427N 0030140W - 531609N 0030723W thence anticlockwise by an arc of a circle radius 4NM centred on 531619N 0031403W to 532014N 0031520W.

b) **2100** in the sector defined by the lateral limits; 531609N 0030723W thence anticlockwise by an arc of a circle radius 4NM centred on 531619N 0031403W to 532014N 0031520W - 531855N 0031647W - 531609N 0030723W.

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) LPL**†.

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) LPL**†.

† 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 or the special procedure for the Manchester CTR and TMA (EGGP AD 2.22).

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. When receiving Radar Vectors for Runway 27 approaches, pilots should question ATC if no base leg turn has been passed by the time the aircraft reaches 8 DME east of the airfield, due to the proximity of the Manchester CTA.
8. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of a ATC Surveillance service.**
9. **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 (2/25): LOW LEVEL ROUTE REMOVED. R323 ADDED. MANCHESTER CTA UPDATED & CTA 6 ADDED.