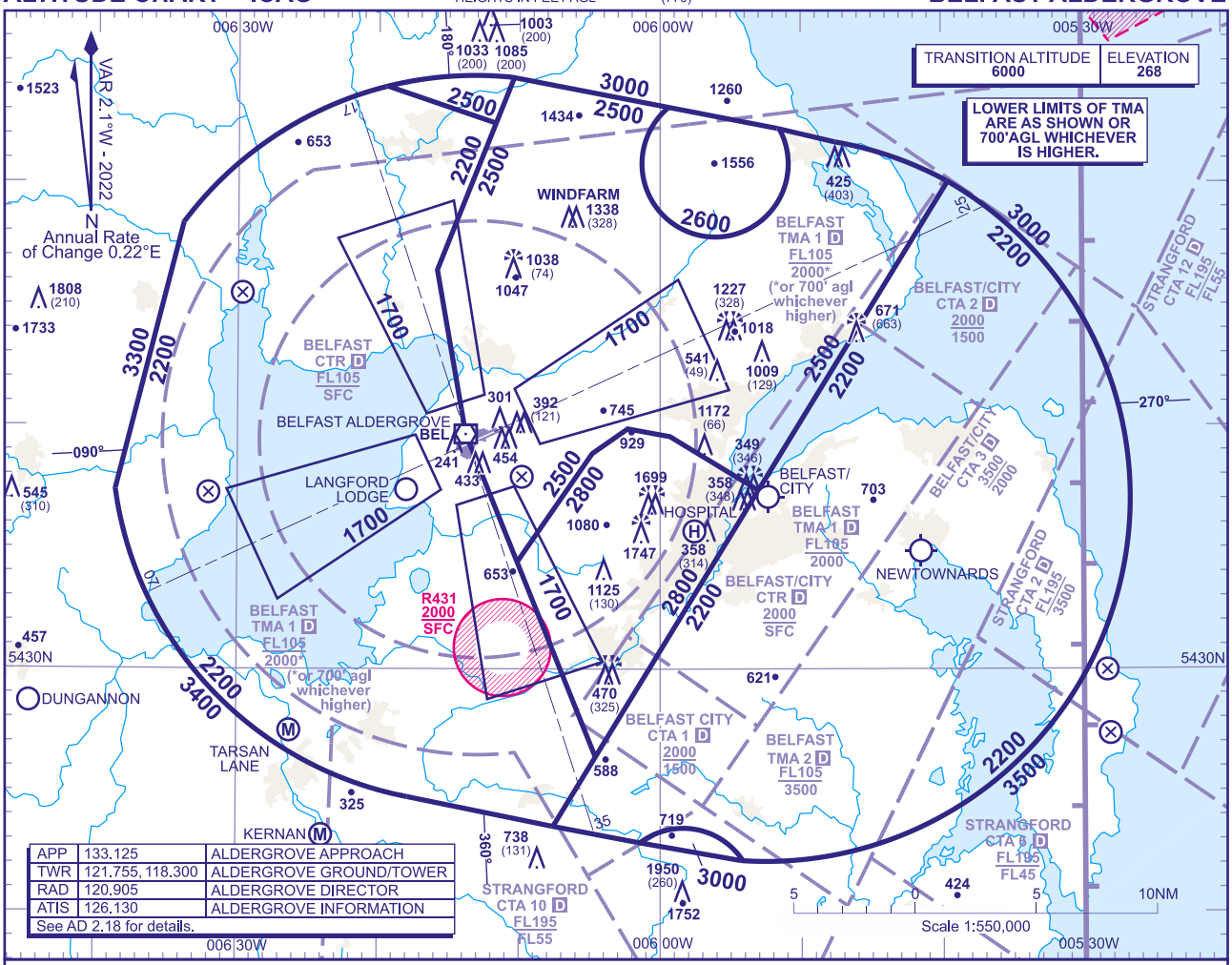
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL **1950**
HEIGHTS IN FEET AGL (770)

BELFAST ALDERGROVE



APP	133.125	ALDERGROVE APPROACH
TWR	121.755, 118.300	ALDERGROVE GROUND/TOWER
RAD	120.905	ALDERGROVE DIRECTOR
ATIS	126.130	ALDERGROVE 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:

a) **2200** in the sector defined by the lateral limits; 545357N 0061923W - 545226N 0061135W - 544625N 0061551W - 543940N 0061348W - 542623N 0060435W - 542333N 0060733W - 542444N 0061744W thence clockwise by an arc of a circle radius 15NM centred on 543927N 0061257W to 543723N 0063830W - 544821N 0063345W thence clockwise by an arc of a circle radius 15NM centred on 543927N 0061257W to 545357N 0061923W.

b) **2500** in the sector defined by the lateral limits; 545357N 0061923W thence clockwise by an arc of a circle radius 15NM centred on 543927N 0061257W to 545421N 0061023W - 545226N 0061135W - 545357N 0061923W.

c) **2200** in the sector defined by the lateral limits; 545000N 0053935W thence clockwise by an arc of a circle radius 15NM centred on 543705N 0055221W to 542208N 0055411W thence anti-clockwise by an arc of a circle radius 3NM centred on 542031N 0055823W to 542253N 0060130W - 542333N 0060733W - 545000N 0053935W.

d) **2500** In the sector defined by the lateral limits; 545421N 0061023W thence clockwise by an arc of a circle radius 15NM centred on 543927N 0061257W to 545409N 0060806W - 545309N 0055918W thence anti-clockwise by an arc of a circle radius 3NM centred on 545047N 0055605W to 545215N 0055132W - 545147N 0054723W thence clockwise by an arc of a circle radius 15NM centred on 543705N 0055221W to 545000N 0053935W - 543721N 0055303W - 543934N 0055920W - 543953N 0060220W - 543852N 0060451W - 543426N 0061008W - 543940N 0061348W - 544625N 0061551W - 545421N 0061023W.

e) **2600** in the sector defined by the lateral limits; 545309N 0055918W thence anti-clockwise by an arc of a circle radius 3NM centred on 545047N 0055605W to 545215N 0055132W - 545309N 0055918W.

f) **2800** in the sector defined by the lateral limits; 543426N 0061008W - 543852N 0060451W - 543953N 0060220W - 543934N 0055920W - 543721N 0055303W - 542623N 0060435W - 543426N 0061008W.

g) **3000** in the sector defined by the lateral limits; 542208N 0055411W thence clockwise by an arc of a circle radius 15NM centred on 543705N 0055221W to 542223N 0055716W - 542253N 0060130W thence clockwise by an arc of a circle radius 3NM centred on 542028N 0055827W to 542208N 0055411W.

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.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3000**, or last assigned level if higher to **BEL VOR**†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **BEL VOR**†.

† 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 (6/25): AREA A & B MINIMUM INITIAL ALTITUDE REVISED.