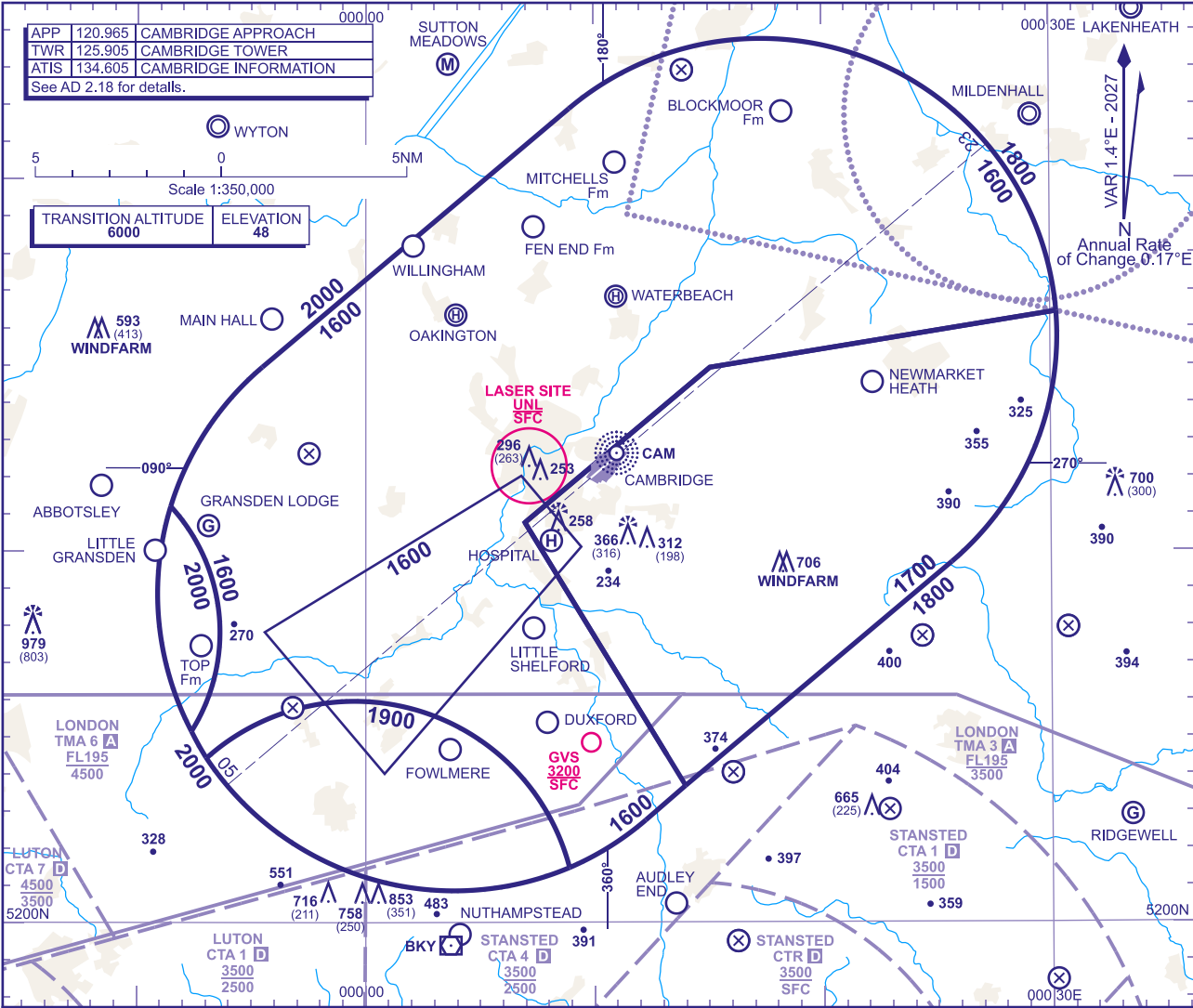


ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ELEVATIONS IN FEET AMSL 979  
ELEVATIONS IN FEET AGL (801)

CAMBRIDGE



MINIMUM INITIAL ALTITUDE

- Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:
- a) **1600** in the sector defined by the lateral limits: 521457N 0000432W - 522155N 0000854E thence clockwise by an arc of a circle radius 8NM centred on 521548N 0001717E to 521625N 0003014E - 521456N 0001505E - 521046N 0000658E - 520341N 0001358E - 520245N 0001214E thence clockwise by an arc of a circle radius 8NM centred on 520852N 0000352E to 520130N 0000853E - thence anticlockwise by an arc of a circle radius 6NM centred on 515959N 0000029W - 520427N 0000659W thence clockwise by an arc of a circle radius 8NM centred on 520852N 0000352E - 520509N 0000737W thence anticlockwise by an arc of a circle radius 5NM centred on 520748N 0001430W - 521112N 0000833W thence clockwise by an arc of a circle radius 8NM centred on 520852N 0000352E - 521457N 0000432W;
  - b) **1900** in the sector defined by the lateral limits: 520427N 0000659W thence clockwise by an arc of a circle radius 6NM centred on 515959N 0000029W to 520130N 0000854E thence clockwise by an arc of a circle radius 8NM centred on 520852N 0000352E to 520427N 0000659W;
  - c) **2000** in the sector defined by the lateral limits: 521112N 0000833W thence clockwise by an arc of a circle radius 5NM centred on 520748N 0001430W to 520509N 0000737W thence clockwise by an arc of a circle radius 8NM centred on 520852N 0000352E to 521112N 0000833W;
  - d) **1700** in the sector defined by the lateral limits: 521046N 0000658E - 521456N 0001505E - 521625N 0003014E thence clockwise by an arc of a circle radius 8NM centred on 521548N 0001717E to 520941N 0002539E - 520341N 0001358E - 521046N 0000658E.

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 **2000**, or last assigned level if higher to **NDB(L) CAM†**.

**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) CAM†**.  
† 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 **NDB(L) CAM**.
- 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 should only be used for the cross-checking of assigned altitudes whilst 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 in the case of instrument approaches is cleared to intercept the final approach track.**