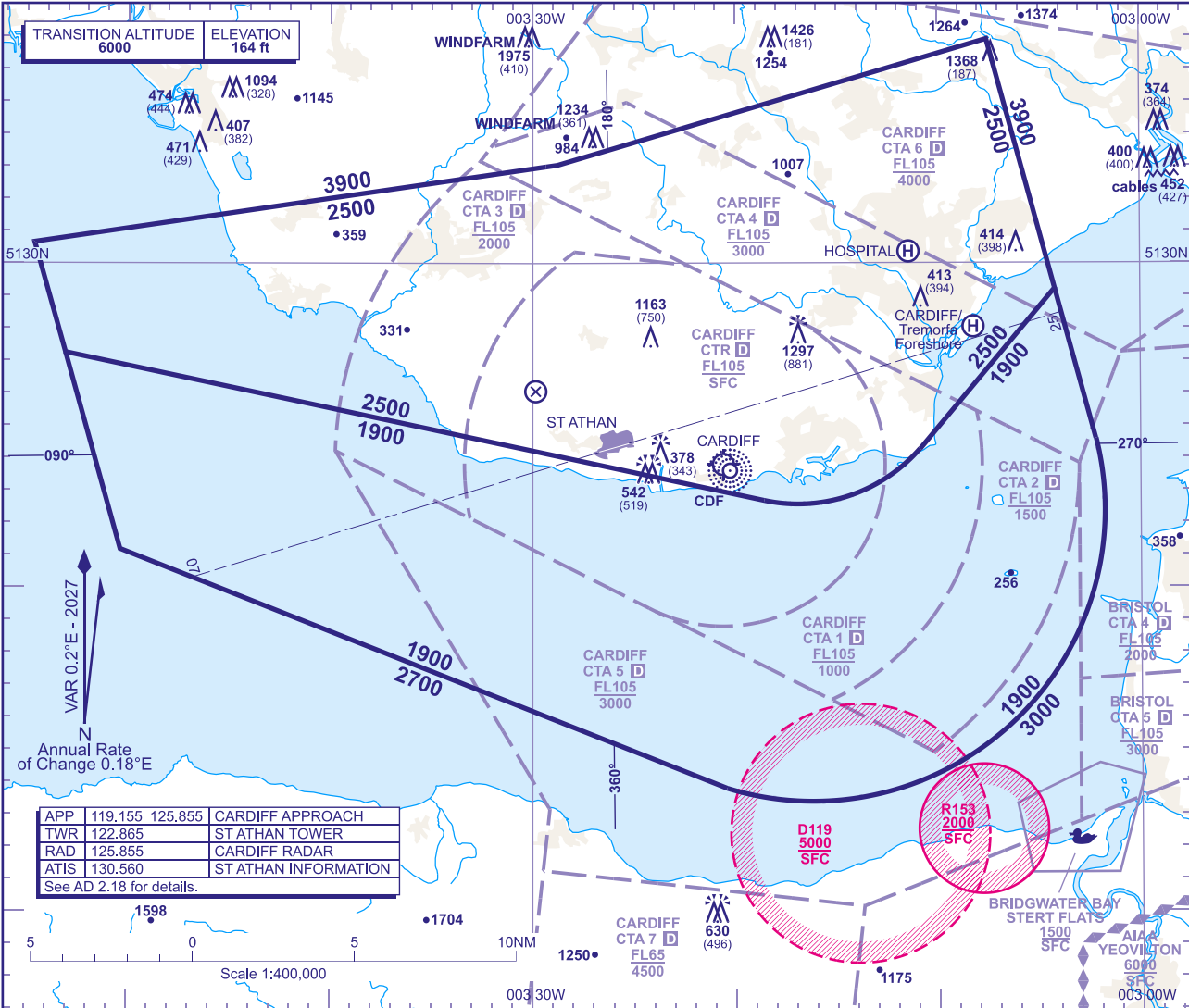


ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1975
HEIGHTS IN FEET AGL (410)



MINIMUM INITIAL ALTITUDE

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

- a) **2500** in the sector defined by the lateral limits; 513039N 0035438W - 513302N 0032847W - 513655N 0030733W - 512913N 0030413W - 512416N 0031053W thence clockwise by an arc of a circle radius 5NM centred on 512734N 0031654W to 512241N 0031835W - 512715N 0035305W - 513039N 0035438W.
- b) **1900** in the sector defined by the lateral limits; 512715N 0035305W - 512241N 0031835W thence anticlockwise by an arc of a circle radius 5NM centred on 512734N 0031654W to 512416N 0031053W - 512913N 0030413W - 512435N 0030213W thence clockwise by an arc of a circle radius 9NM centred on 512224N 0031610W to 511348N 0032026W - 512111N 0035021W - 512715N 0035305W.

NOTE: Radar headings will be allocated so as to avoid Danger Area D119 when active.

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, continue on last assigned heading until reaching **5000** then turn to enter the hold at **NDB(L) CDF†**.

Intermediate and Final Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible follow the RCF Procedure to **NDB(L) CDF†**.

† 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

- 1. Radar vectoring for initial approach to St Athan is provided by CARDIFF APPROACH.
- 2. Levels shown are based on QNH.
- 3. Only significant obstacles and dominant spot heights are shown.
- 4. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
- 5. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
- 6. Controlled airspace with a base in excess of **5000** or **FL55**, as appropriate, is not shown.
- 7. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
- 8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
- 9. Detailed description of ATS airspace organized at Cardiff Airport see EGFF AD 2.17.