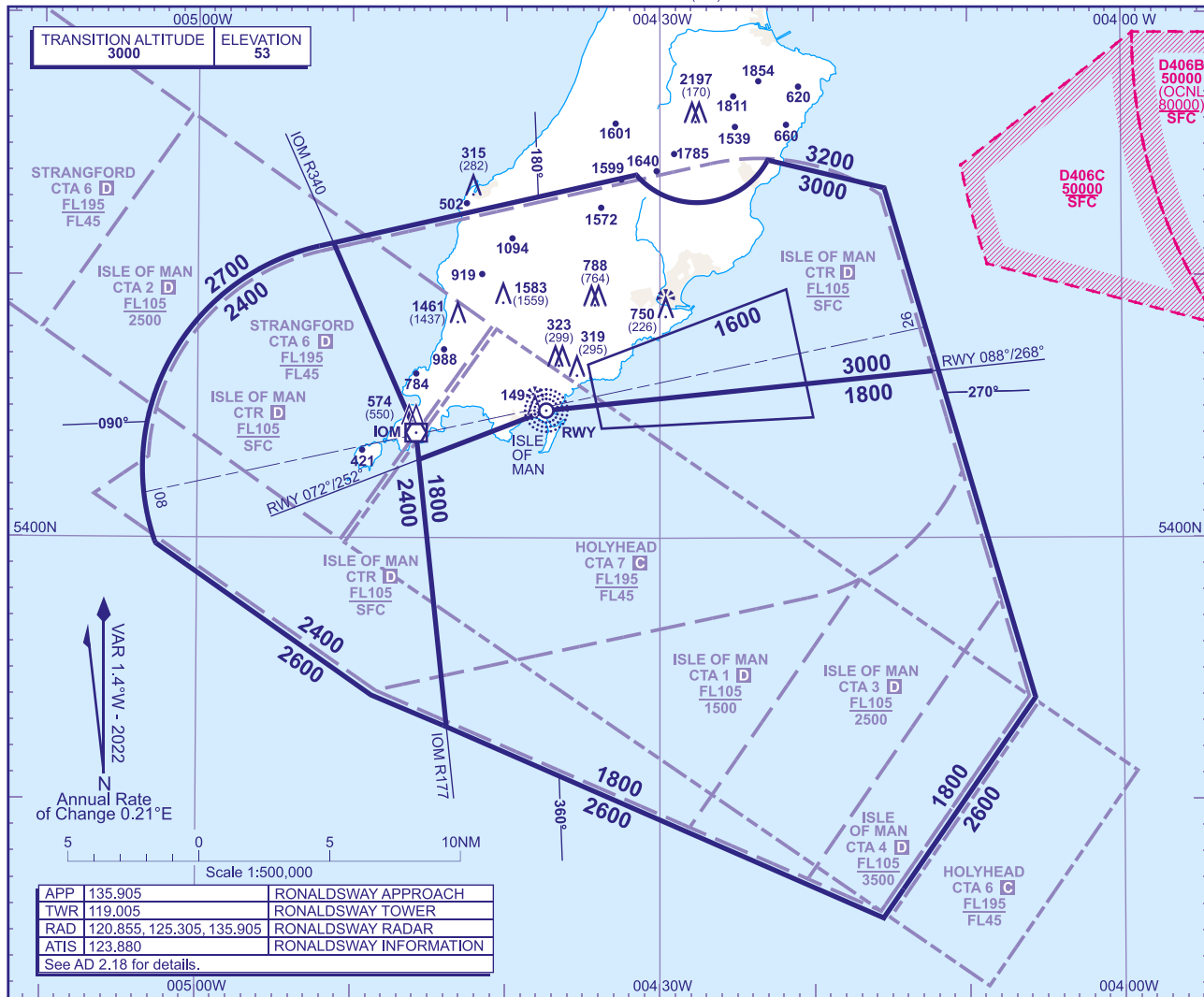


# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ELEVATIONS IN FEET AMSL 2197  
HEIGHTS IN FEET AGL (170)

ISLE OF MAN



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

- 1800** in the sector defined by the lateral limits; 540259N 0044539W - 540452N 0043722W - 540622N 0041218W - 535358N 0040608W - 534546N 0041545W - 535301N 0044350W - 540259N 0044539W.
- 2400** in the sector defined by the lateral limits; 535954N 0050223W thence clockwise by an arc of a circle radius 8.5NM centred on 540240N 0044845W to 541056N 0045159W - 541104N 0045105W - 540401N 0044549W - 535301N 0044350W - 535411N 0044823W - 535954N 0050223W.
- 3000** in the sector defined by the lateral limits; 541104N 0045105W - 541337N 0043147W - thence anti-clockwise by an arc of a circle radius 3NM centred on 541535N 0042755W to 541410N 0042323W - 541305N 0041540W - 540622N 0041218W - 540452N 0043722W - 540259N 0044539W - 540401N 0044549W - 541104N 0045105W.

**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:

- within 5NM of the aircraft\*, and
- 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 **3000**, or last assigned level if higher to **RWY NDB†**.  
**Intermediate and Final Approach**  
Continue visually or by means of an appropriate approved final approach aid. If not possible follow the Missed Approach Procedure to **RWY NDB†**.  
† In all cases where the aircraft returns to the holding facility the procedure to be adopted is that detailed at EGNS AD 2.22 Para 4.

**GENERAL INFORMATION**

- Levels shown are based on QNH.
- Only significant obstacles and dominant spot heights are shown.
- The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
- Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
- Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
- The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
- This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
- 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.**
- Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
- Detailed description of ATS airspace organized at the aerodrome see AD 2.17.