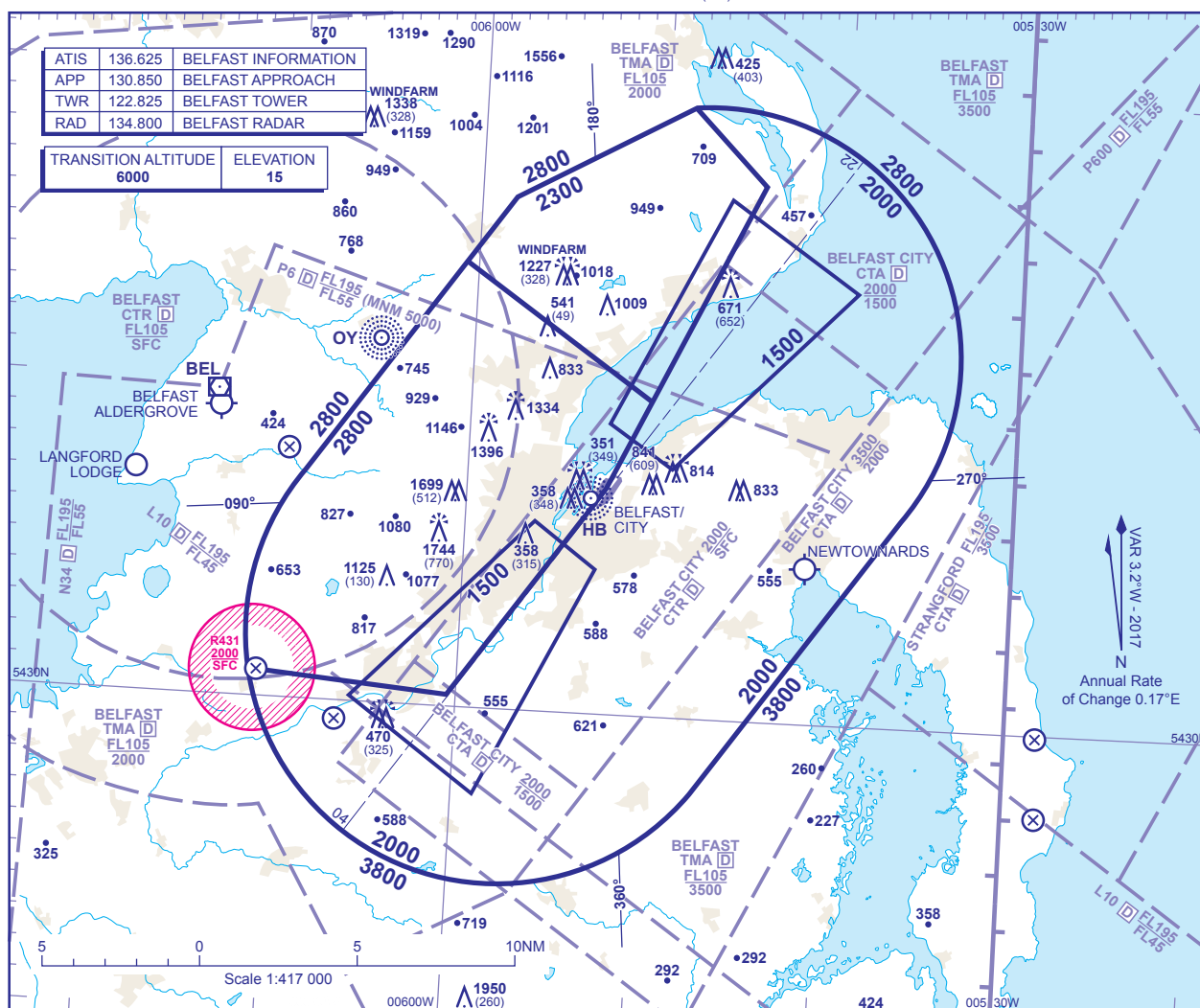


ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1744
HEIGHTS IN FEET AGL (770)

**BELFAST/
CITY**



MINIMUM INITIAL ALTITUDE

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

- 2000** in the sector defined by the lateral limits; 544924N 0054828W thence clockwise by an arc of a circle radius 8NM centred on 544127N 0054707W to 543636N 0053610W - 542737N 0054658W thence clockwise by an arc of a circle radius 8NM centred on 543227N 0055753W to 543049 0061119W - 543020N 0060024W - 543708N 0055218W - 544659N 0054421W - 544924N 0054828W.
- 2300** in the sector defined by the lateral limits; 544924N 0054828W - 544659N 0054421W - 543958N 0055001W - 544409N 0060039W - 544616N 0055807W - 544924N 0054828W.
- 2800** in the sector defined by the lateral limits; 544409N 0060039W - 543958N 0055001W - 543708N 0055218W - 543020N 0060024W - 543049N 0061119W thence clockwise by an arc of a circle radius 8NM centred on 543227N 0055753W to 543714N 0060853W - 544409N 0060039W.

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 **2900**, or last assigned level if higher to

NDB(L) HB†

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) HB†**.

† 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

- 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.
- 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.**

CHANGE (7/16): AIRWAY L10 FL.

AERO INFO DATE 29 MAR 16