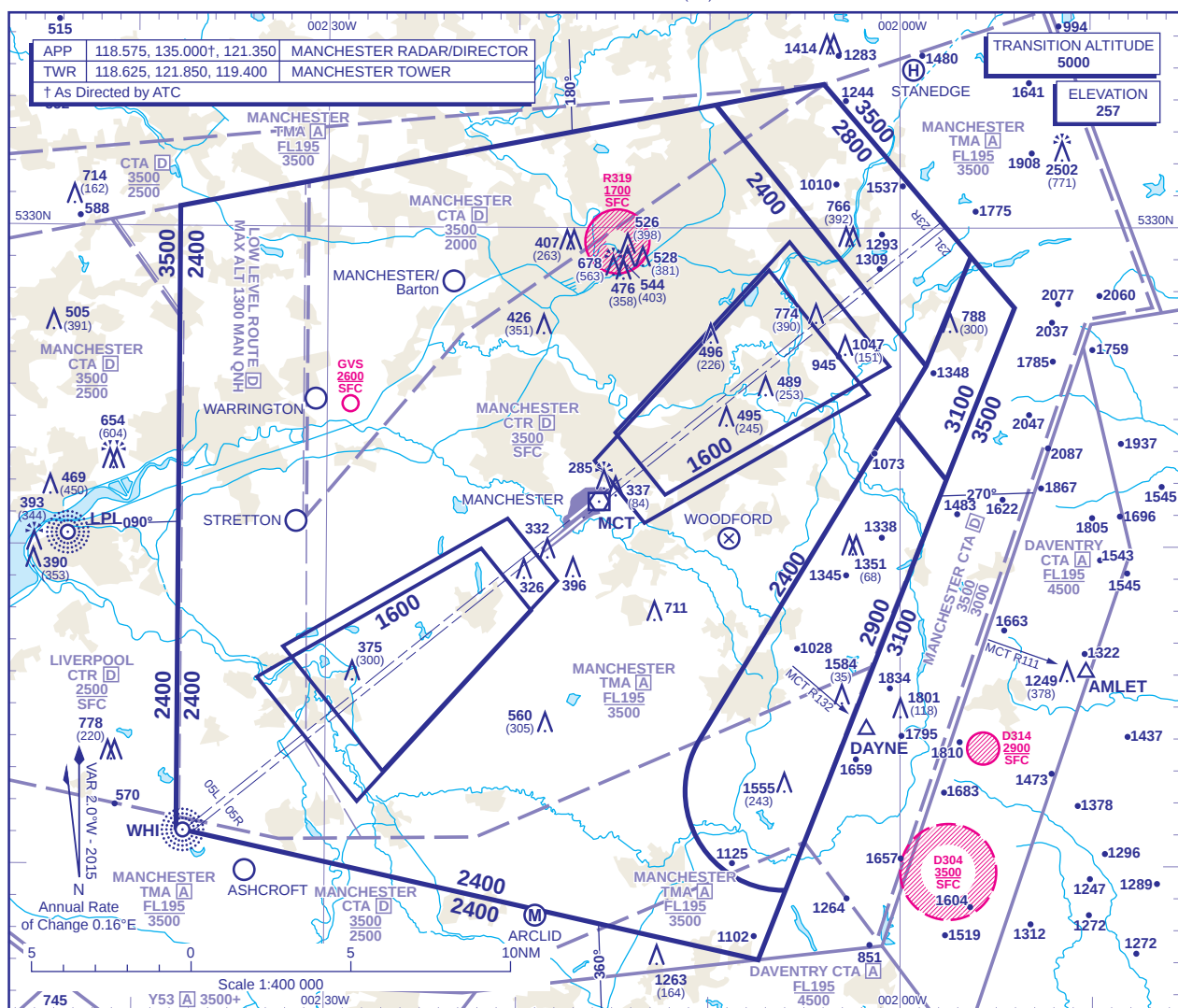


BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL **2502**
HEIGHTS IN FEET AGL (771)



a) **2400** in the sector defined by the lateral limits; 533037N 0023746W - 533351N 0020941W - 532541N 0015838W - 531358N 0021029W - thence anti-clockwise by an arc of a circle radius 3.1NM centred on 531222N 0020603W to 530916N 0020558W - 530706N 0020723W - 531108N 0023744W - 533037N 0023746W.

b) **2800** in the sector defined by the lateral limits; 533351N 0020941W - 533430N 0020400W - 532906N 0015617W - 532541N 0015838W - 533351N 0020941W.

c) **2900** in the sector defined by the lateral limits; 532406N 0020014W - 532207N 0015735W - 530916N 0020558W thence clockwise by an arc of a circle radius 3.1NM centred on 531222N 0020603W to 531358N 0021029W - 532406N 0020014W.

d) **3100** in the sector defined by the lateral limits; 532406N 0020014W - 532541N 0015838W - 532906N 0015617W - 532730N 0015400W - 532207N 0015735W - 532406N 0020014W.

- within 5NM of the aircraft*, and
- within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **FL60**, or last assigned level if higher, to **DAYNE** hold via **AMLET** or **ROSUN** hold via **BURNI**, as appropriate to the final approach chart.

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **DAYNE** hold via **AMLET** or **ROSUN** hold via **BURNI**, as appropriate to the final approach chart.

† 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.

2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude area ensure terrain clearance in conformity with Rule 33 of the Rules of the Air Regulations in respect of obstacles within the ATCSMA area.
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.

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.

CHANGE (2/15): MAG VAR. WOODFORD DISUSED AERODROME SYMBOL ADDED.

AERO INFO DATE 12 NOV 14