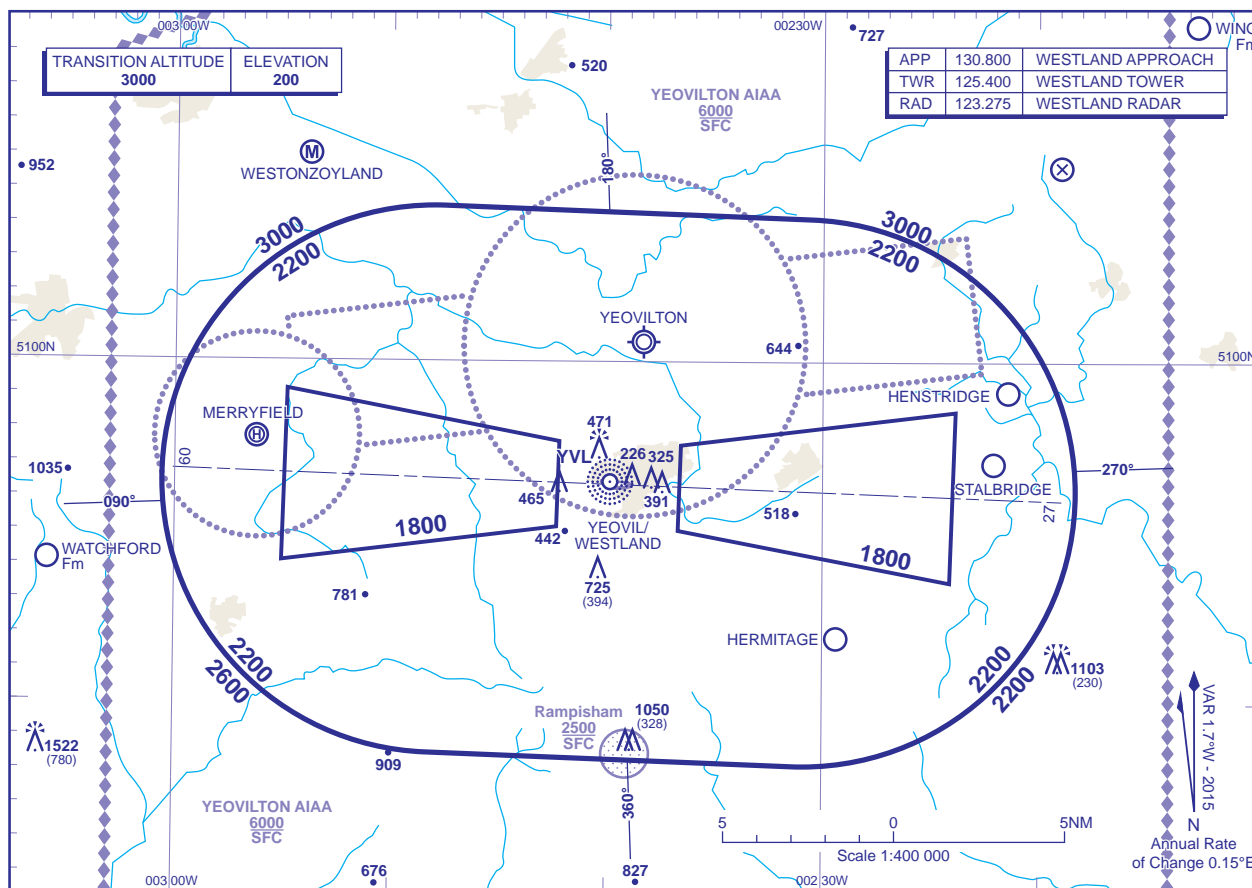


ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1522
HEIGHTS IN FEET AGL (780)

YEOVIL/
WESTLAND



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is **2200** in the sector defined by the lateral limits; 510434N 0024738W - 510413N 0023037W thence clockwise by an arc of a circle radius 8NM centred on 505614N 0023103W to 504814N 0023129W - 504835N 0024823W thence clockwise by an arc of a circle radius 8NM centred on 505634N 0024801W to 510434N 0024738W.

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.

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) YVL†.

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) YVL†**.

† 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 ensure terrain clearance in conformity with Rule 33 of the Rules of the Air Regulations in respect of obstacles within the ATCSMA area.
- 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 should only be used for the cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
- When vectored onto 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 (8/15): MAG VAR. AERODROME ELEVATION. RAD FREQUENCY.

AERO INFO DATE 27 APR 15