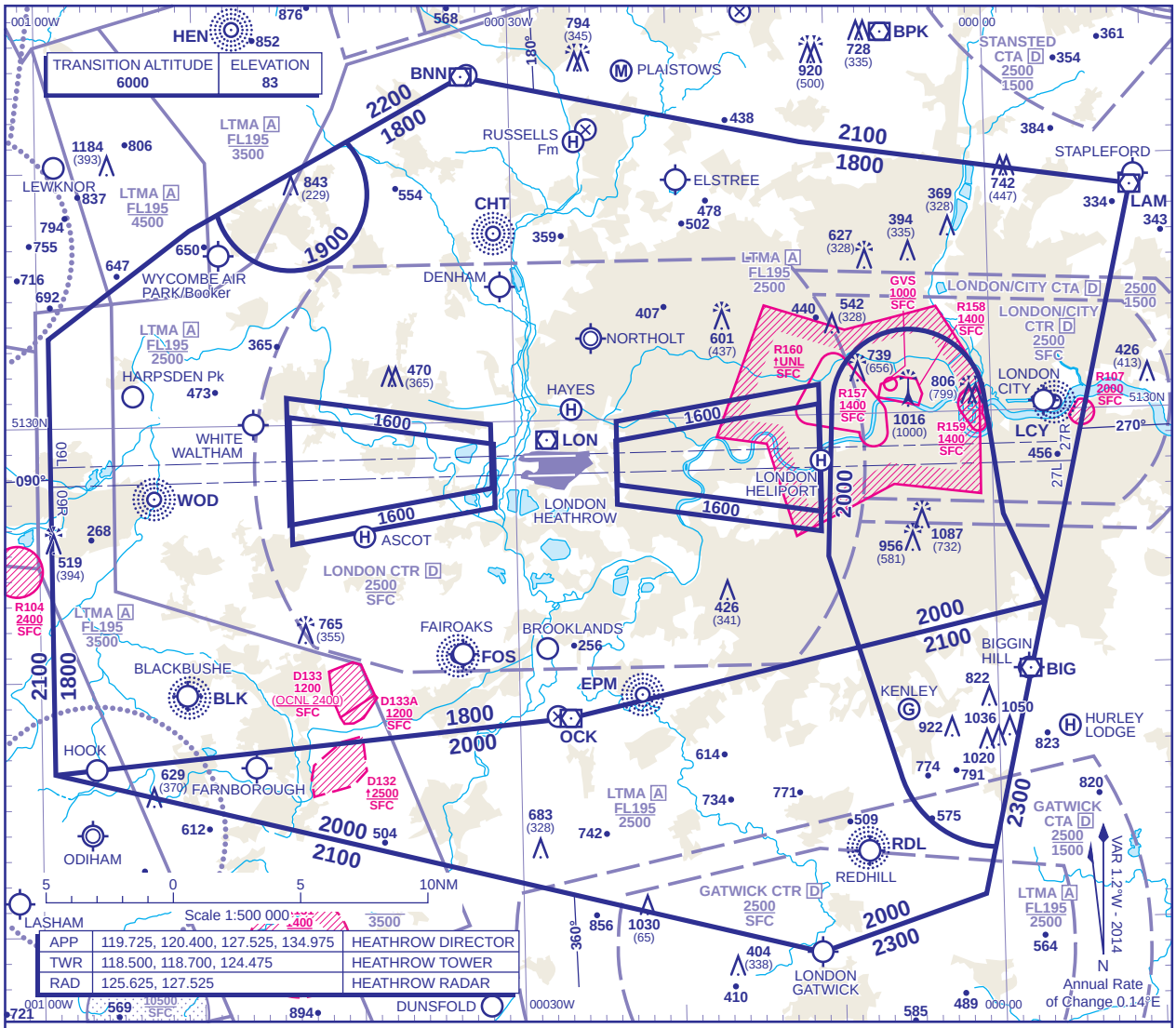
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES ARE IN FEET 1184
HEIGHTS IN AGL (393)

LONDON HEATHROW



MINIMUM INITIAL ALTITUDE

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

a) **1800** in the sector defined by the lateral limits; 513331N 0005917W - 513742N 0005019W - 513819N 0004830W thence anticlockwise by an arc of a circle radius 3NM centred on 513905N 0004351W to 514106N 0004017W - 514334N 0003259W - 514044N 0001141W - 513846N 0000906E - 512225N 0000302E - 512556N 0000036E - 513040N 0000026W then anticlockwise by an arc of a circle radius 3NM centred on 513016N 0000512W to 513022N 0001000W - 512426N 0001026W - 512049N 0000840W - 511818N 0002650W - 511624N 0005911W - 513331N 0005917W.

b) **1900** in the sector defined by the lateral limits; 513819N 0004830W - 514106N 0004017W thence clockwise by an arc of a circle radius 3NM centred on 513905N 0004351W to 513819N 0004830W.

c) **2000** in the sector defined by the lateral limits; 511624N 0005911W - 511818N 0002650W - 512049N 0000840W - 511548N 0000613W - thence anticlockwise by an arc of a circle radius 4NM centred on 511651N 0000005W to 511252N 0000025W - 511101N 0000106W - 510853N 0001125W - 511624N 0005911W.

d) **2000** in the sector defined by the lateral limits; 513022N 0001000W thence clockwise by an arc of a circle radius 3NM centred on 513016N 0000512W to 513040N 0000026W - 512556N 0000036E - 512225N 0000302E - 512049N 0000840W - 512426N 0001026W - 513022N 0001000W.

e) **2100** in the sector defined by the lateral limits; 512049N 0000840W - 512225N 0000302E - 511252N 0000025W thence clockwise by an arc of a circle radius 4NM centred on 511651N 0000005W to 511548N 0000613W - 512049N 0000840W.

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 proceed to **EPM NDB**† (RWY 09R, 27L) or **CHT NDB** (RWY 09L, 27R) or last assigned level if higher.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **EPM NDB**† (RWY 09R, 27L) or **CHT NDB** (RWY 09L, 27R).

†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 or the Modified Procedure for the Missed Approach Radio Failure detailed at AD 2-EGLL-1-18.

For **GENERAL INFORMATION** see EGLL 5-2.

CHANGE (10/14): LONDON CTR RECLASSIFIED CLASS D. MAG VAR.

AERO INFO DATE 4 JUN 14