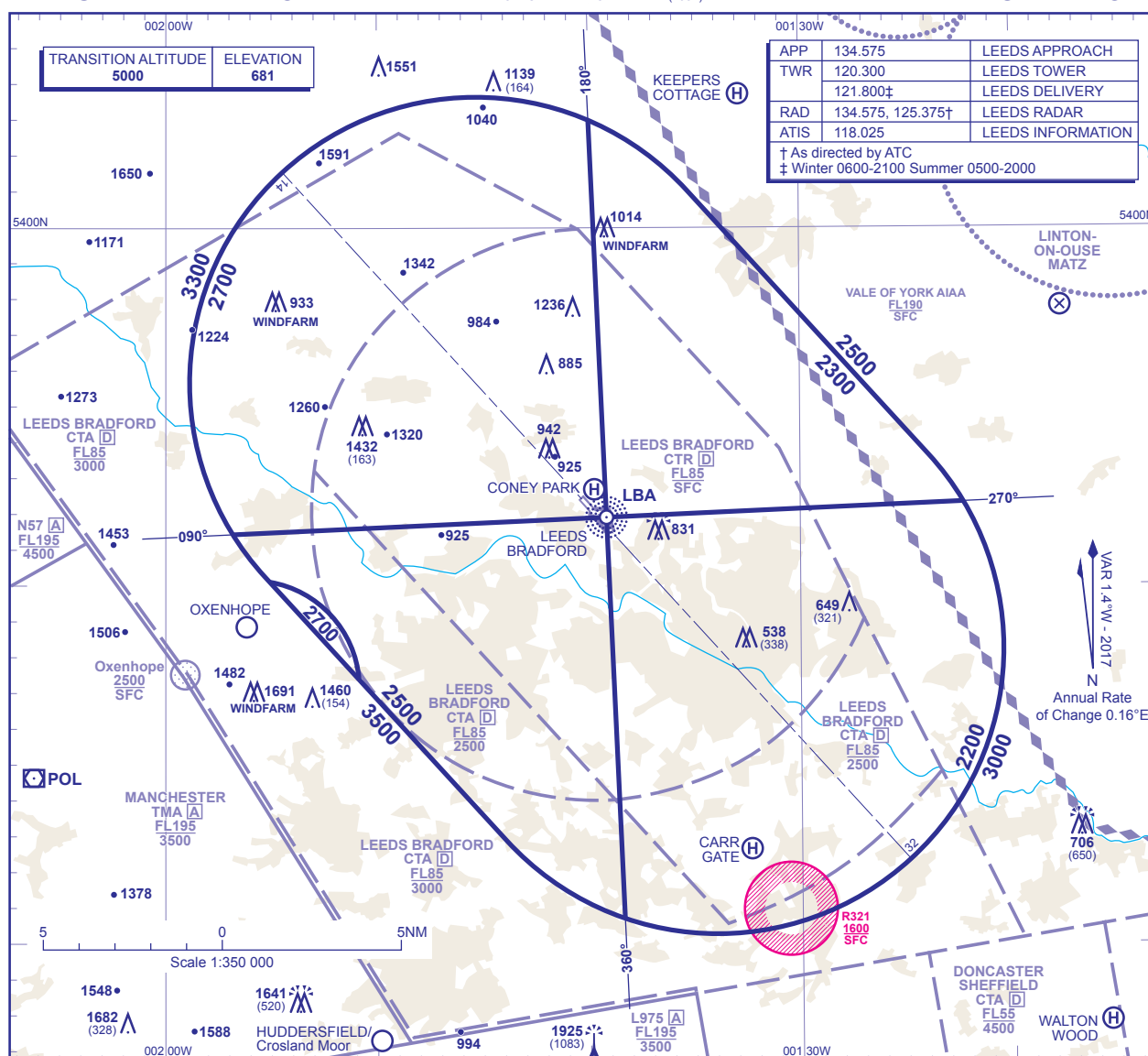


ATC SURVEILLANCE MINIMUM  
ALTITUDE CHART - ICAOBEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ELEVATIONS IN FEET AMSL  
HEIGHTS IN FEET AGL  
1924  
(1084)

## LEEDS BRADFORD



## MINIMUM INITIAL ALTITUDE

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

- 2700 in the sector defined by the lateral limits; 535126N 0015650W thence clockwise by an arc of a circle radius 8NM centred on 535539N 0014519W to 540259N 0013958W - 535154N 0013910W - 535126N 0015650W.
- 2300 in the sector defined by the lateral limits; 540259N 0013958W thence clockwise by an arc of a circle radius 8NM centred on 535539N 0014519W to 540101N 0013518W - 535337N 0012356W thence clockwise by an arc of a circle radius 8NM centred on 534815N 0013358W to 535218N 0012219W - 535154N 0013910W - 540259N 0013958W.
- 2200 in the sector defined by the lateral limits; 535154N 0013910W - 535218N 0012219W thence clockwise by an arc of a circle radius 8NM centred on 534815N 0013358W to 534042N 0013822W - 535154N 0013910W.
- 2500 in the sector defined by the lateral limits; 535126N 0015650W - 535154N 0013910W - 534042N 0013822W thence clockwise by an arc of a circle radius 8NM centred on 534815N 0013358W to 534253N 0014356W - 534724N 0015053W thence anticlockwise by an arc of a circle radius 3NM centred on 534709N 0015556W to 535007N 0015505W - 535016N 0015519W thence clockwise by an arc of a circle radius 8NM centred on 535539N 0014519W to 535126N 0015650W.
- 2700 in the sector defined by the lateral limits; 535007N 0015505W thence clockwise by an arc of a circle radius 3NM centred on 534709N 0015556W to 534724N 0015053W - 535007N 0015505W.

## 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 NDB(L) LBA†.

## 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) LBA†.

† 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 NDB LBA.
- 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 should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**

CHANGE (3/17): APP, RADAR FREQ. MAG VAR.

AERO INFO DATE 30 NOV 16