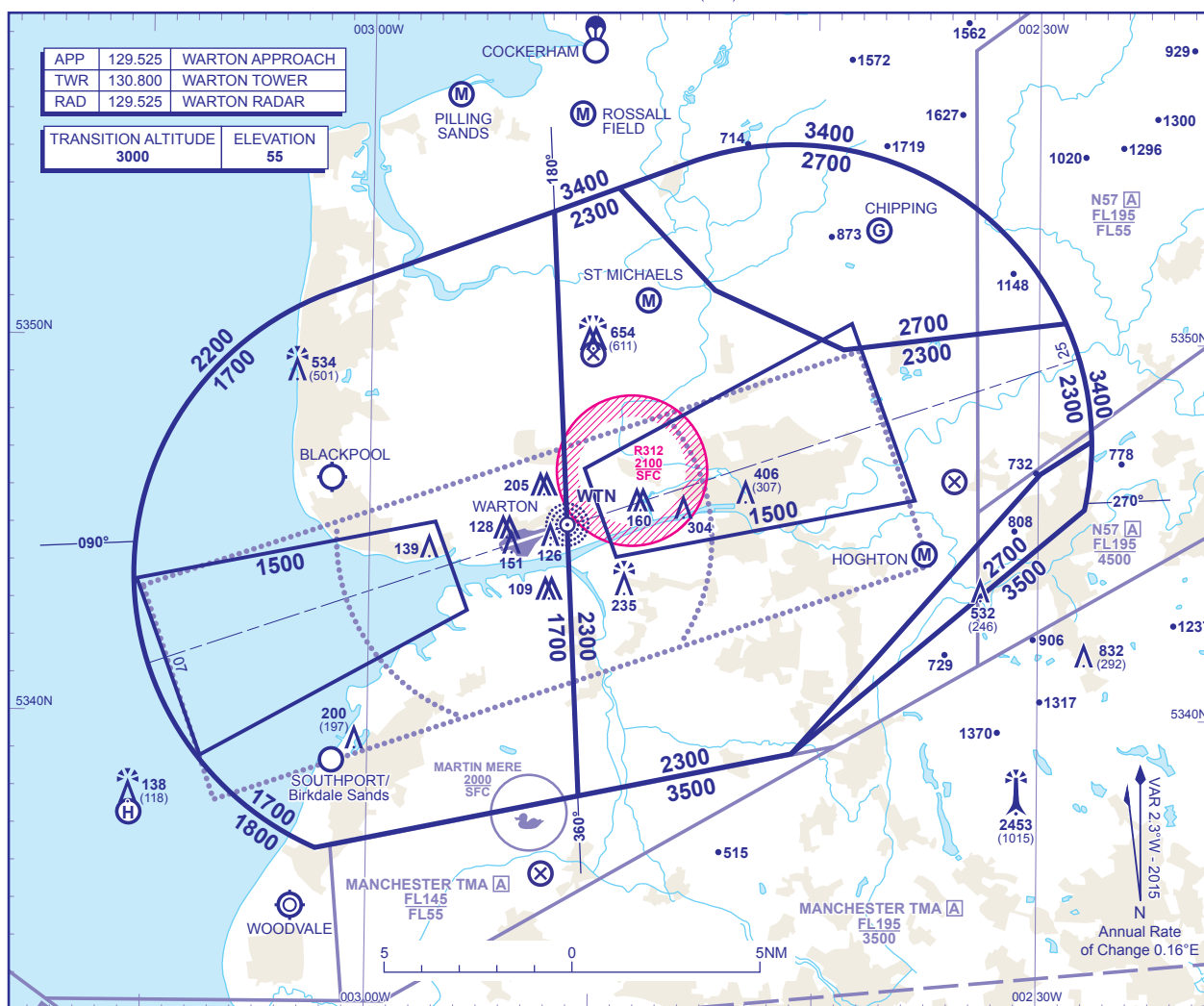


ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAOBEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 2452
HEIGHTS IN FEET AGL (1015)

WARTON



MINIMUM INITIAL ALTITUDE

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

- 1700 in the sector defined by the lateral limits; 535115N 0030138W - 535325N 0025152W - 533753N 0025030W - 533625N 0030215W thence clockwise by an arc of a circle radius 8NM centred on 534346N 0025704W - 535115N 0030138W.
- 2300 in the sector defined by the lateral limits; 535325N 0025152W - 535404N 0024858W - 535122N 0024436W - 534950N 0023847W - 535033N 0022848W thence clockwise by an arc of a circle radius 8NM centred on 534716N 0024107W to 534725N 0022738W - 534632N 0022954W - 533903N 0024059W - 533753N 0025030W - 535325N 0025152W.
- 2700 in the sector defined by the lateral limits; 535404N 0024858W - 535440N 0024548W thence clockwise by an arc of a circle radius 8NM centred on 534716N 0024107W to 535033N 0022848W - 534950N 0023847W - 535122N 0024436W - 535404N 0024858W.
- 2700 in the sector defined by the lateral limits; 534632N 0022954W - 534725N 0022738W thence clockwise by an arc of a circle radius 8NM centred on 534716N 0024107W to 534536N 0022756W - 533903N 0024059W - 534632N 0022954W.

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 at 3500, or last assigned level if higher, to WTN NDB†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to WTN NDB†.

†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

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of WTN NDB.
5. Controlled airspace with a base in excess of 5000 or FL55, as appropriate, is not shown.
6. This chart may only be used for cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.
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 (13/15): SMAA AREA C COORDINATE CORRECTION.

AERO INFO DATE 22 SEP 15