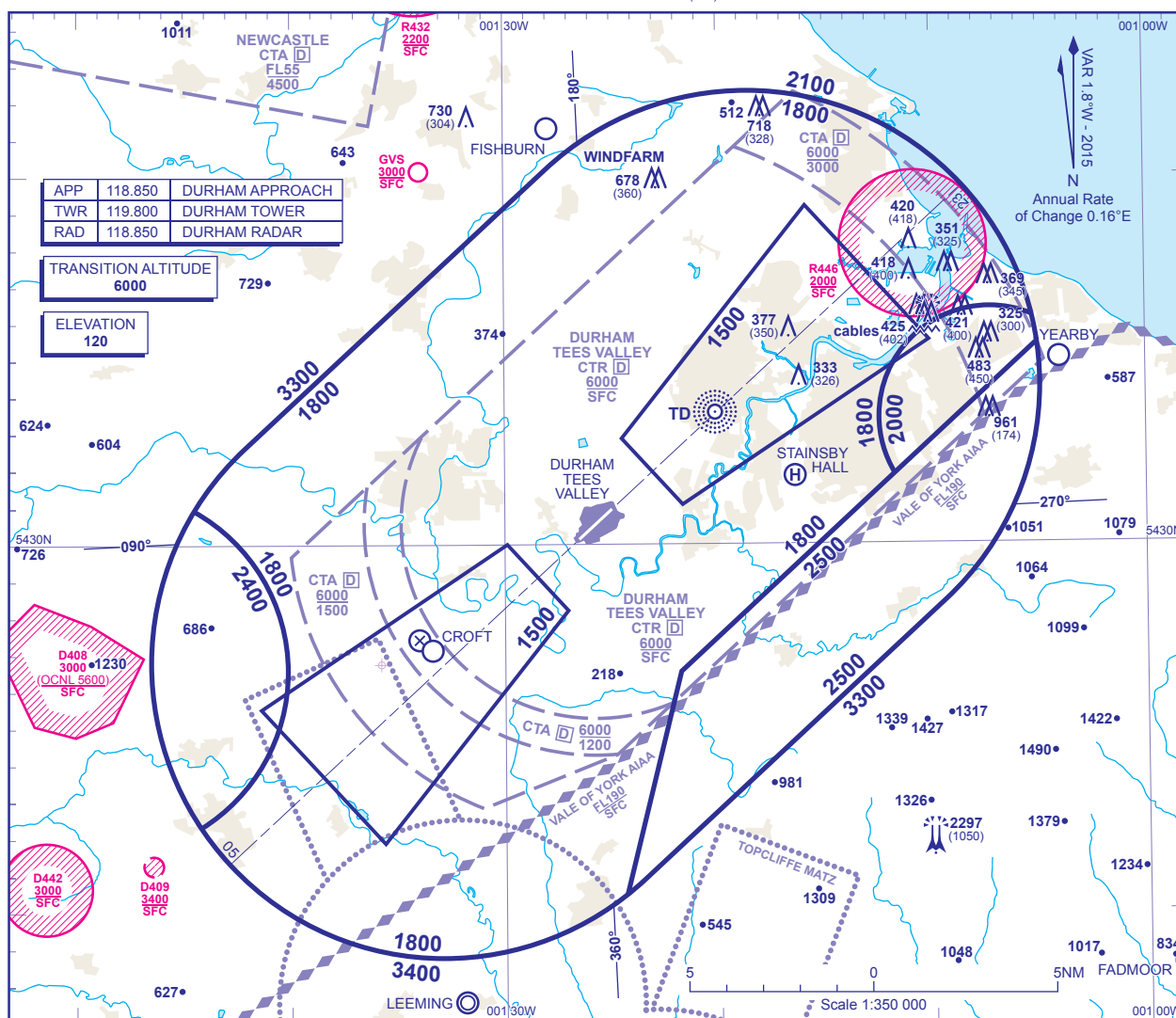


ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAOBEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 982
HEIGHTS IN FEET AGL (328)DURHAM
TEES VALLEY

MINIMUM INITIAL ALTITUDE

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

- 1800** in the sector defined by the lateral limits; 543239N 0014208W - 544012N 0012800W thence clockwise by an arc of a circle radius 8NM centred on 543419N 0011841W to 543610N 0010519W thence anticlockwise by an arc of a circle radius 3NM centred on 543324N 0010718W to 543153N 0011145W - 542632N 0012148W - 542029N 0012424W thence clockwise by an arc of a circle radius 8NM centred on 542647N 0013249W to 542221N 0014413W thence anti-clockwise by an arc of a circle radius 5NM centred on 542635N 0014843W to 543056N 0014432W thence clockwise by an arc of a circle radius 8NM centred on 542647N 0013249W to 543239N 0014208W.
- 2000** in the sector defined by the lateral limits; 543153N 0011145W thence clockwise by an arc of a circle radius 3NM centred on 543324N 0010718W to 543610N 0010519W thence clockwise by an arc of a circle radius 8NM centred on 543419N 0011841W to 543526N 0010504W - 543153N 0011145W.
- 2400** in the sector defined by the lateral limits; 543056N 0014432W thence clockwise by an arc of a circle radius 5NM centred on 542635N 0014843W to 542221N 0014413W thence clockwise by an arc of a circle radius 8NM centred on 542647N 0013249W to 543056N 0014432W.
- 2500** in the sector defined by the lateral limits; 542632N 0012148W - 543526N 0010504W thence clockwise by an arc of a circle radius 8NM centred on 543419N 0011841W to 542825N 0010926W - 542054N 0012333W thence clockwise by an arc of a circle radius 8NM centred on 542647N 0013249W to 542029N 0012424W - 542632N 0012148W.

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 **2500**, or last assigned level if higher to **NDB(L) TD†**.

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) TD†**.

† 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 Aerodrome Reference Point.
- 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 may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
- When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA or 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): MAG VAR. NOTE 3. SMAA COORDINATE CORRECTIONS AREAS A, B.

AERO INFO DATE 17 SEP 15