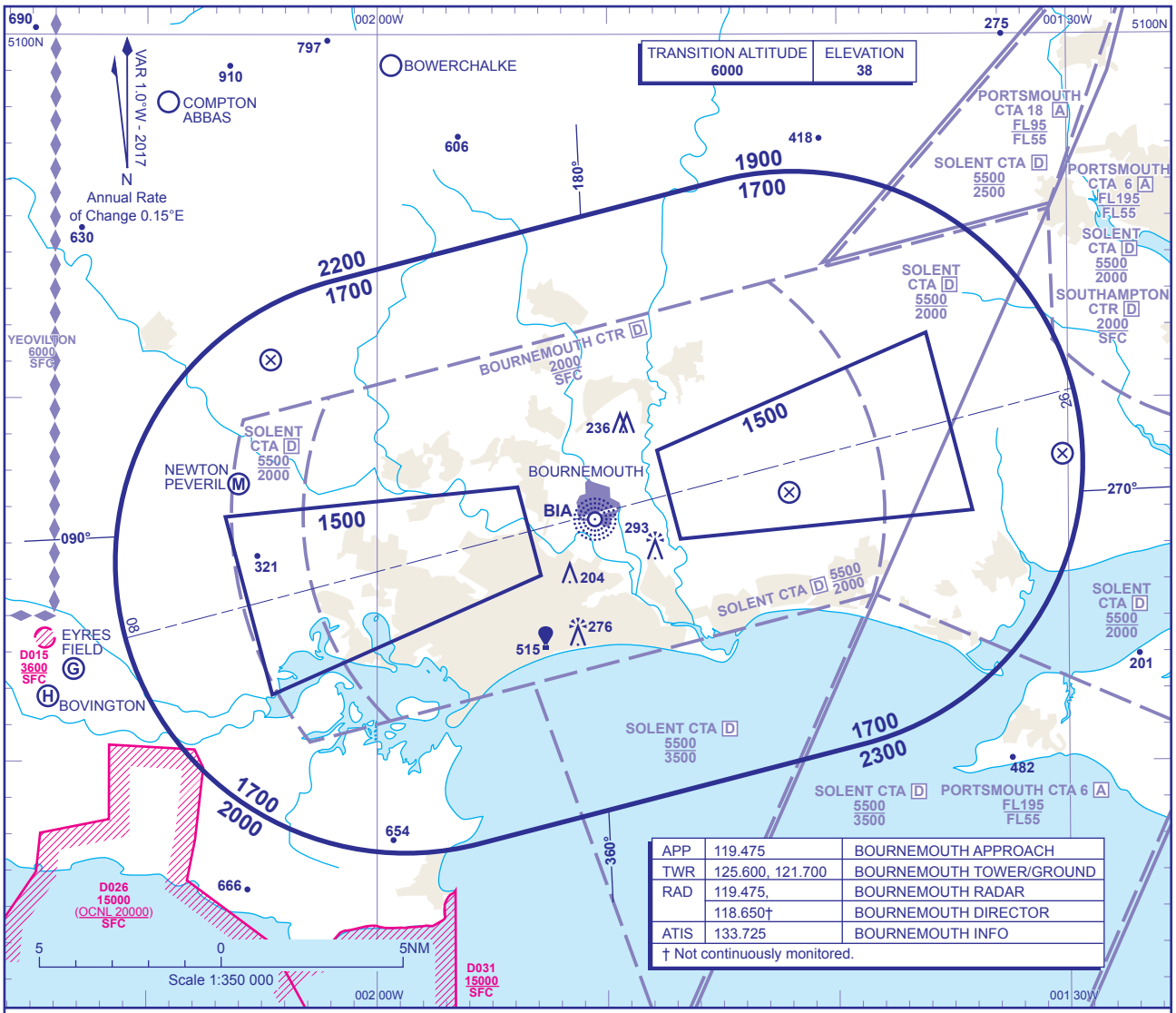
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
EVEVATIONS IN FEET AMSL **293**
HEIGHTS IN FEET (293)

BOURNEMOUTH



APP	119.475	BOURNEMOUTH APPROACH
TWR	125.600, 121.700	BOURNEMOUTH TOWER/GROUND
RAD	119.475,	BOURNEMOUTH RADAR
	118.650†	BOURNEMOUTH DIRECTOR
ATIS	133.725	BOURNEMOUTH INFO
† Not continuously monitored.		

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; 505310N 0020158W - 505557N 0014510W thence clockwise by an arc of a circle radius 8NM centred on 504813N 0014159W to 504029N 0013849W - 503742N 0015532W thence clockwise by an arc of a circle radius 8NM centred on 504526N 0015845W to 505310N 0020158W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum atltitude 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 **2000**, or last assigned level if higher to **NDB(L) BIA†**.

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) BIA†**.

† 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 the Aerodrome Reference Point.
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 altitudes assigned when 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 (9/17): DANGER AREAS UPDATED.