BEARINGS, TRACKS AND RADIALS ARE MAGNETIC ATC SURVEILLANCE MINIMUM **ELEVATIONS IN FEET AMSL** 1975 **ALTITUDE CHART - ICAO CARDIFF** HEIGHTS IN FEET AGI (410) 003 30W 003 000 WINDFARM M 1426 (181) 1254 1264 TRANSITION ALTITUDE ELEVATION 6000 220 1368 **1094** 474 (444) 1145 WINDFARM 984 Λ_{407} 471 (429) CARDIFF CTA D FL105 4000 3900 **400** 1007 CARDIFF CTA D FL105 2000 2400 0 CARDIFF CTA D 414 (398) **^** • 359 FL105 3000 CARDIFF/ H Tremorfa Foreshore 1297 (874) 331 1600 CARDIFF CTR D FL105 ⑻ 2400 1600 ST ATHAN CARDIFE O (343)CARDIFI CTA D FL105 1500 000 CDE 358 CARDIFF CTR D VAR 1.3°W - 2019 FL105 SFC 1500 2564 BRISTOL CITA D FL105 2000 CARDIFF CTA D FL105 1000 1600 CARDIFF CTA D FL105 3000 3000 Annual Rate of Change 0.15°E BRISTOL CTA D FL105 3000 APP 125.855 CARDIFF APPROACH CARDIFF TOWER TW/R 133,100 RAD 119.150†, 125 850 CARDIFF RADAR † LARS 1598 1704 630 (496) YEOVILTON

MINIMUM INITIAL ALTITUDE

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

 a) 2400 in the sector defined by the lateral limits; 513039N 0035438W 513302N 0032847W 513655N 0030733W 512913N 0030413W 512416N 0031053W thence clockwise by an arc of a circle radius 5NM centred on 512734N 0031654W to 512241N 0031835W 512715N 0035305W 513039N 0035438W.

CARDIFF CTA D

•1175

003 00W

b) 1600 in the sector defined by the lateral limits; 512715N 0035305W - 512241N 0031835W thence anticlockwise by an arc of a circle radius 5NM centred on 512734N 0031654W to 512416N 0031053W - 512913N 0030413W - 512435N 0030213W thence clockwise by an arc of a circle radius 9NM centred on 512224N 0031610W to 511348N 0032026W - 512111N 0035021W - 512715N 0035305W.

NOTE: Radar headings will be allocated so as to avoid Danger Area D119 when active. OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

10NM 1250

003 30W

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.

Scale 1:400 000

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) CDF†.

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) CDF†. † 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.

 This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.

 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. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (1/19): NOTES 8 & 9 ADDED.