BEARINGS, TRACKS AND RADIALS ARE MAGNETIC ATC SURVEILLANCE MINIMUM **ELEVATIONS IN FEET AMSL** 1501 **ALTITUDE CHART - ICAO EAST MIDLANDS** HEIGHTS IN FEET AGL (1001) HILCOTE 001 30W 001 00W 1243 640 •1057 TRANSITION ALTITUDE FI EVATION ATIS 122,680 EAST MIDLANDS INFORMATION 6000 306 EAST MIDLANDS TOWER 124.005 EAST MIDLANDS RADAR/DIRECTOR RAD 126.180, 134.180, 120.130* 1030 See EGNX AD 2.18 for full details. 978 EAST MIDLANDS CTA D FL105 WATNALL EAST MIDLANDS SYERSTON 515 CTA D FL10: **ASHBOURNE** WINDFARM 5500 4000 LAMBLEY 624 5300N A 597 248 AR PARK HALL (426)M M DARLEY MOOR 459 0.7°W •513 ⊗ 2700 LINCOLNSHIRE AIAA 2019 2000 EAST MIDLANDS CTA D FL105 2500 FL130 SFC (314) 405**• BROOK** N 570 Annual Rate EAST MIDLANDS CTA D 5500 2500 CTAD WINDFARM of Change 0.15°E NOTTINGHAM 5500 3000 **C**LANGAR 758 (566) Ø (300) •326 DERB' 1800 CTAD 4500 3500 NOTTINGHAM EAST MIDLANDS 1800 EME •310 H_{EAST} DONINGTON 478 -0 MIDLANDS -0 MIDLANDS TATENHIL 468 FL1 1500 509 000 EMW HANGLEY PRIORY • 568 TAD 325 ANDS EAST MIDLANDS CTR D EAST MID CTR D FL105 SFC 604 5500 SFC 4500 2500 2000 STAFFORDSHIRE EAST MIDL ANDS EAST MIDE 2500 CTA D FL105 2500 CTA D (H) GRANGEWOOD WEST (H •561 BEAC CATTON 2000 **M**PACKINGTON SITTLES Fm 912• M₁₀₃₇ 689 WINDFARM **596** (422) CTAD FISHERWICK DAVENTRY EAST MIDLANDS CTA D FL105 4500 4500 3500 (M) •433 565¢ COTTAGE Fm

MINIMUM INITIAL ALTITUDE

CTR D

≛'41487

B'HAM CTAD 4500 1500

(1001)

B'HAM

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

a) 2000 in the sector defined by the lateral limits; 525742N 0012817W - 525800N 0011144W thence clockwise by an arc of a circle radius 8NM centred on 525000N 0011121W to 524201N 0011059W - 524143N 0012726W thence clockwise by an arc of a circle radius 8NM centred on 524942N 0012751W to 525742N 0012817W, except;
b) 2100 in the sector defined by the lateral limits; 524150N 0012147W thence clockwise by an arc of a circle radius 3NM centred on 524239N 0011703W to 5254200N 0011214W - 524150N 0012147W.

EAST MIDLANDS CTA D

5500 4500

501 (308) A

LEICESTER

Scale 1:400 000

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

BAXTERLEY 001 30W

TWYCROSS (

WHARF Fn

STOKE GOLDING

8

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 an ead 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) EMW** for RWY 09 approaches or **NDB(L) EME** for RWY 27 approaches†.

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) EMW for RWY 09 approaches or NDB(L) EME for RWY 27 approaches†. † 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 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 (4/19): FREQUENCIES

AERO INFO DATE 07 JAN 19

754

•668 10NM

•600

001 00W

725