BEARINGS, TRACKS AND RADIALS ARE MAGNETIC ATC SURVEILLANCE MINIMUM ELEVATIONS IN FEET AMSL 1893 **ALTITUDE CHART - ICAO HAWARDEN** HEIGHTS IN FEET AGL (785) 003 00W A 467 (329) HOLYHEAD CTA C FL195 3500 HOLYHEAD CTA C FL195 FL45 CTA D 3500 LIVERPOOL CTR D **WAL** 2500 SFC AR MANCHESTER TMA A FL195 3500 M 125.430 HAWARDEN INFO .4°W ATIS 1800 TWR 124 955 HAWARDEN TOWER -2019 RAD 120.055 HAWARDEN RADAR **393** (344) HAWARDEN DIRECTOR 130.015* * As directed by ATC, Not continuously monitored IVERPOOL I PI Annual Rate LIVERPOOI CTA D 390 of Change 0.16°E TRANSITION ALTITUDE ELEVATION LIVERPOOL CTA D 5000 3000 RHEDYN NITON CTA A FL195 3000 **426** (410) E N MANCHEST TMA A FL195 3500 ROUT 837 M₅₂₆ BRYNGWYN BACHC LEVEL T 1300' 2900 2900 LOW LE MAX ALT 1 MANCHESTER CTA D 3500 2500 1500 392 1893 174 **(G)** 576 •994 LEWEN HAWARDEN HAWARDEN PARC RMZ 3000 SFC RMZ MANCHESTER 570 CTA D 3500 2500 wні **(**82 NITON CTA A FL195 3000 2709 HAW 0 HAWARDEN WAVERTON ASHCROFT 0909 MANCHESTER TMA A FL195 3500 N 1818 MANCHESTER CTA D 191/ NITON 2000 CTA A FL195 4500 \otimes **2**900 3500 2500 NITON CTA A FL195 3000 NITON HAWARDE 3100 (X) . 1105 1800 3000 SFC 2400 DAVENTRY CTA 745 1297 1240 FL195 4500 HAWARDEN RMZ 1355 NANTCLWYD (LLANDEGLA 4500 SFC SHAWBURY AIAA 2200 ଜ 1509 2400 .ANTIŚILIO 2045 CTA A FL195 4500 5300N 5300N 0 5NM CHIRK SHAWBURY Scale 1:350 000 M 2066 003 00W MINIMUM INITIAL ALTITUDE

- Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:
 a) 1800 in the sector defined by the lateral limits; 531902N 0030414W 531959N 0030250W thence clockwise by an arc of a circle radius 8NM centred on 531445N 0025246W to 530929N 0024245W 530339N 0025113W 531258N 0025906W 531902N 0030414W.
 - b) 2200 in the sector defined by the lateral limits; 531258N 0025913W 5313258N 0025913W 531022N 0030414W.
 b) 2200 in the sector defined by the lateral limits; 531258N 0025906W 5303910025913W 530123N 0025431W thence clockwise by an arc of a circle radius 8NM centred on 530637N 0030432W to 525957N 0025712W 531258N 0025906W.
 c) 2900 in the sector defined by the lateral limits; 531151N 0031435W 531902N 0030414W 531258N 0025906W 525957N 0025712W thence clockwise by an arc of a circle radius 8NM centred on 530637N 0030432W to 525838N 0030434W thence anti-clockwise by an arc of a circle radius 8NM centred on 530637N 0031728W thence clockwise by an arc of a circle radius 8NM centred on 530637N 0030432W to 530450N 0031728W thence clockwise by an arc of a circle radius 8NM centred on 530637N 0030432W to 530450N 0031728W thence clockwise by an arc of a circle radius 8NM centred on 530637N 0030432W to 531151N 0031435W.
 - d) 3100 in the sector defined by the lateral limits; 530450N 0031728W thence clockwise by an arc of a circle radius 5NM centred on 530205N 0031032W to 525838N 0030434W thence clockwise by an arc of a circle radius 8NM centred on 530637N 0030432W to 530450N 0031728W.
- OUTSIDE THE DESIGNATED APPROACH 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

cleared to intercept the final approach track.

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) HAW†. 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) HAW†.
† 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.

- Don't 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 a approach 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

CHANGE (8/18): NITON CTA ADDED

AERO INFO DATE 24 APR 18