## BEARINGS, TRACKS AND RADIALS ARE MAGNETIC LONDON STANSTED ATC SURVEILLANCE MINIMUM ELEVATIONS IN FEET AMSL 920 ALTITUDE CHART - ICAO HEIGHTS IN FEET AGL (500) 000 00 000 30E TOP Fm LITTLE APP 120.625 ESSEX RADAR TRANSITION ALTITUDE FI EVATION 6000 348 TWR 123.805, 125.550 STANSTED TOWER RΔD 136.200 STANSTED DIRECTOR DUXFORD O X FOWLMERE RIDGEWELL 413• LTMA A FL195 WAITS Fm 853 (351) AUDLEY END NUTHAMPSTEAD LTMA A вку 🗗 $\otimes$ **©** ⊗ we FL195 LTMA Se Control of the Con THERSFIELD FL195 100 $\otimes$ 495 1500 632 LUTON CTA D 3500 2500 686 (325) 308 ANDREWSFIELD 270 RAYNE LONDON BENINGTON **1**502 STANSTED 354/ 090 **(X)** CIP STANSTED STANSTED CTR ID 1500 LTMA A FL195 2500 100 100 HUNSDON ⊗ BOREHAM (H) Ø 740 (335) BPK NORTH WEALD 912 (502) WILLINGALE 351 LTMA A VAR 0.1°W STANSTED CTA D FL195 LTMA A FL195 SOUTHEND CTA 4 D STOWE MARIES LTMA A 3500 2500 2019 **659** (328)

# 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; 515452N 0000052W - 520212N 0001006E thence clockwise by an arc of a circle radius 8NM centred on 515646N 0001935E to 515119N 0002902E - 514401N 0001803E thence clockwise by an arc of a circle radius 8NM centred on 514927N 0000837E to

Annual Rate

of Change 0.15°E

515452N 0000052W

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:
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.

STAPLEFORD

**500** (400)

000 00

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 **BKY VOR** and adopt the procedure detailed at EGSS AD 2.22.

Intermediate and Final Approach
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure and then proceed to **BKY VOR** at **3000** and continue in accordance with 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): NOTE 8 & 9 ADDED. OBSTACLES. AERO INFO DATE 23 OCT 18

5NM

Scale 1:350 000

000 30E