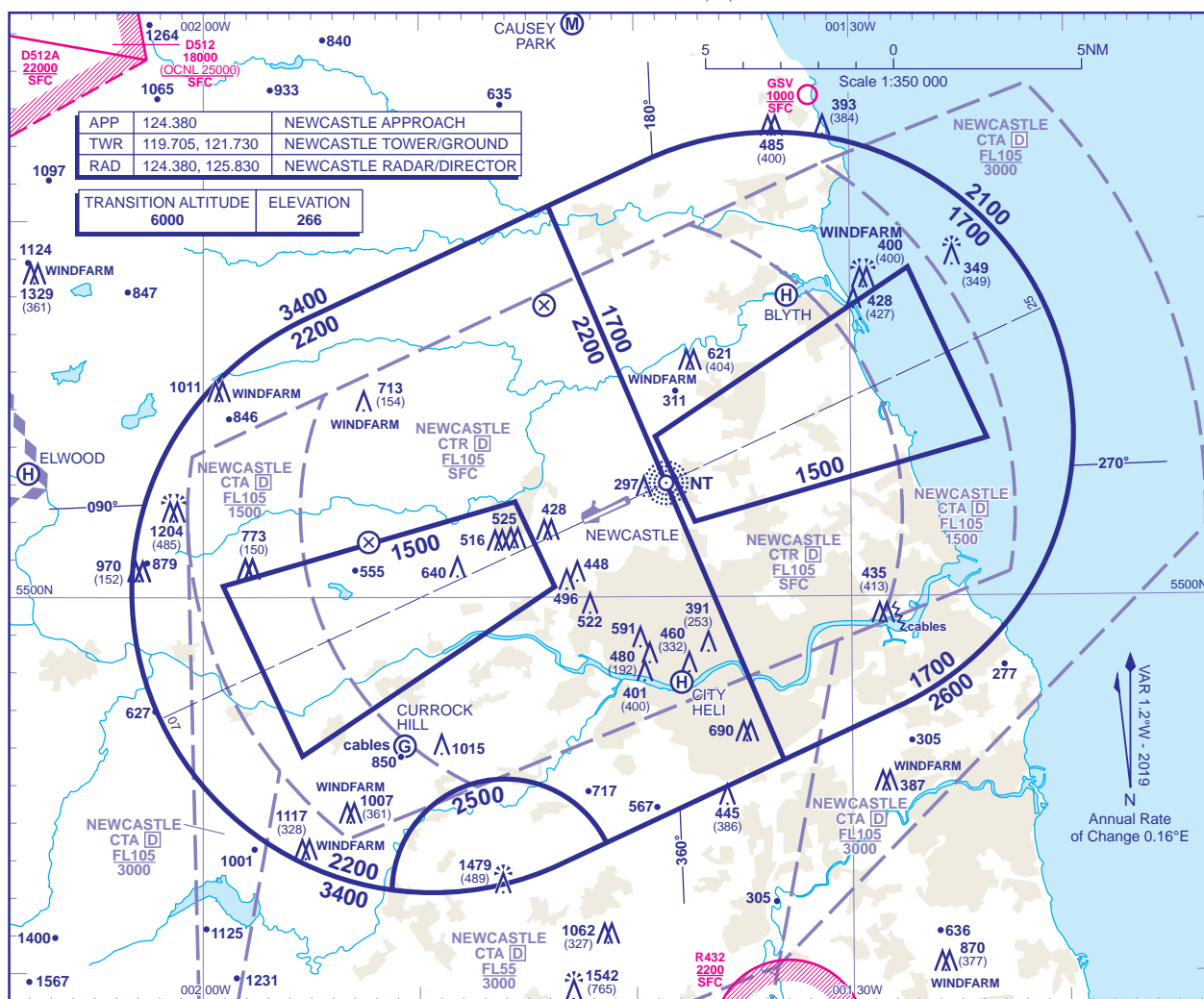


# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ELEVATIONS IN FEET AMSL 1542  
HEIGHTS IN FEET AGL (765)

## NEWCASTLE



### 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; 551023N 0014359W - 551137N 0013926W thence clockwise by an arc of a circle radius 8NM centred on 550420N 0013337W to 545705N 0012748W - 545539N 0013310W - 551023N 0014359W.
- 2200** in the sector defined by the lateral limits; 550724N 0015517W - 551023N 0014359W - 545539N 0013310W - 545329N 0014123W thence anti-clockwise by an arc of a circle radius 3NM centred on 545210N 0014605W to 545214N 0015117W thence clockwise by an arc of a circle radius 8NM centred on 550009N 0014923W to 550724N 0015517W.

For right hand circuits to RWY 07 further descent to **2200** may be given on base leg when north of CTA boundary.

- 2500** in the sector defined by the lateral limits; 545214N 0015117W thence clockwise by an arc of a circle radius 3NM centred on 545210N 0014605W to 545329N 0014123W - 545254N 0014331W thence clockwise by an arc of a circle radius 8NM centred on 550009N 0014923W to 545214N 0015117W.

### 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:

- within 5NM of the aircraft\*, and
- 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 **2500**, or last assigned level if higher to **NDB(L) NT†**.

#### 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) NT†**.

† 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 area 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 NDB(L) NT.
- Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
- 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.

CHANGE (5/18): FREQUENCIES.

AERO INFO DATE 12 FEB 18