#### ATC SURVEILLANCE MINIMUM BEARINGS, TRACKS AND RADIALS ARE MAGNETIC **BELFAST ELEVATIONS IN FEET AMSL** 1950 **ALTITUDE CHART - ICAO ALDERGROVE** HEIGHTS IN FEET AGL (260) 005 30W 006/30W 006 00W 1033 (200) 1003 (200) ATIS 126.130 ALDERGROVE INFORMATION TRANSITION ALTITUDE **FI EVATION** APP 128.500 ALDERGROVE APPROACH/RADAR 6000 268 TWR 118.300 ALDERGROVE TOWER •1523 RAD 120 905 ALDERGROVE DIRECTOR 30<sub>00</sub> LOWER LIMITS OF TMA ARE AS SHOWN OR 2500 **•**1260 700'AGL WHICHEVER •653 2000 IS HIGHER. BELFAST TMA D FL105 3500 M 425 •1556 MHH SOOO WINDFARM /**1338** (328) **600** BELFAST TMA D FL105 2000 1038 (74) 1047 Å<sup>(210)</sup> $\langle x \rangle$ •1733 6714 BELFAST CIT CTA D 2000 1500 P6 [D] 1018 (663) 3000 1009 (120) O OY 5000) BEL BELFAST AND ALDERGROVE 241 1172 090 2500 **545** (310) LANGFORD 200 Ø 433 BELFAST LODGE 1699 1080 358 (314) 1125 (130) 65 BELFAST CIT 780 NEWTOWNARDS BELFAST TMA D 457 5430N 2000 Ø O DUNGANNON SAOO TARSAN 621e LANE /AR 2.9°W - 2019 5430N (M) TMA

## 817 MINIMUM INITIAL ALTITUDE

Annual Rate

of Change 0.17°E

**738** (131)

10NM

588

•719

1752

1950BEPFA (260)

TMA

FL105

3000

006 00W

Ø

2200

424

- MINIMUM INITIAL ALTITUDE
  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; 545357N 0061923W 545226N 0061135W 544625N 0061551W 543940N 0061348W 542623N 0060435W 542333N 0060733W 542444N 0061744W thence clockwise by an arc of a circle radius 15NM centred on 543927N 0061257W to 543577N 0061923W.
  b) 2100 in the sector defined by the lateral limits; 545357N 0061923W thence clockwise by an arc of a circle radius 15NM centred on 543927N 0061257W to 545257N 0061923W.
  c) 2200 in the sector defined by the lateral limits; 545357N 0061923W.
  c) 2200 in the sector defined by the lateral limits; 545000N 0053935W thence clockwise by an arc of a circle radius 15NM centred on 543705N 0055221W to 542208N 0055411W thence anti-clockwise by an arc of a circle radius 3NM centred on 542031N 0055823W to 542253N 0060130W 542333N 0060733W 545300N 0053315W
- 545000N 0053935W. 2500 in the sector defined by the lateral limits; 545421N 0061023W thence clockwise by an arc of a circle radius 15NM centred on 543927N 0061257W to 545409N 0060806W - 545309N 0055918W thence anti-clockwise by an arc of a circle radius 3NM centred on 545047N 0055605W to 545215N 0055132W -
- 545147N 0054723W thence clockwise by an arc of a circle radius 15NM centred on 543705N 0055221W to 545000N 0053935W + 543721N 0055303W 543934N 0055920W 543953N 0060220W 543852N 0060451W 543426N 0061008W 543940N 0061348W 544625N 0061551W 545421N 0061023W. 2600 in the sector defined by the lateral limits; 545309N 0055918W thence anti-clockwise by an arc of a circle radius 3NM centred on 545047N 0055605W to 545215N 0055132W 545309N 0055918W. 2800 in the sector defined by the lateral limits; 545400N 0061008W 543852N 0060451W 54394N 0055920W 54394N 0055920W 543721N 0055303W 545205N 0060450W 543426N 0061008W 543852N 0060451W 543953N 0060220W 543934N 0055920W 543721N 0055303W 542623N 0060435W 543426N 0061008W.

- 3000 in the sector defined by the lateral limits; 542208N 0055411W thence clockwise by an arc of a circle radius 15NM centred on 543705N 0055221W to 542223N 0055716W 542253N 0060130W thence clockwise by an arc of a circle radius 3NM centred on 542028N 0055827W to 542208N 0055411W.

# OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

325

KERNAN (M)

Scale 1:550 000

006 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

### LOSS OF COMMUNICATION PROCEDURES

Intermediate and Final Approach

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 BEL VOR†.

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **BEL VOR**†. † 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

- Controlled airspace with a base in excess of **500**0 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.

  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 (2/19): ATIS/RAD FREQUENCIES