BEARINGS, TRACKS AND RADIALS ARE MAGNETIC ATC SURVEILLANCE MINIMUM ELEVATIONS IN FEET AMSL 2003 **ALTITUDE CHART - ICAO** BRISTOL HEIGHTS IN FEET AGL (1009) 003 00W 002 30W 10NM BRISTOL INFORMATION 126 030 TWR 133.850, 121.930† BRISTOL TOWER/GROUND Scale 1:500 000 APP 125.650 **BRISTOL RADAR** • 929 BRISTOL DIRECTOR RAD 136.080 SEVERN WILDLIFE REFUGE † As directed by ATC 4000 SFC (SEP-APR) 1804° **•**1906 TRANSITION ALTITUDE **ELEVATION** 368 6000 622 1005 WINDFARM USK (G NYMPSEIEL D **(**G) **/**\ 939 VAR 1.1°W 1005 / WINDFARM ASTON 3000 1549 814 CHAVENAGE 1358 • 1013 2019 389 (386) Cables 1374 389 1264 N 3000 1, 1, 521 1368 Annual Rate 2400 of Change 0.15°E (364) 417 400 452 (400) 452 (427) WINDEARM cables CARDIFF CTA D FL105 WINDFARM 338 (328) RADMINITON (H) 4000 NEWPORT CITY **429** (426) ⊗ BRISTOL WINDFARM 433BERWICK BRISTOL CTA D 51 105 5130N AVONMOUTH (H) CARDIFF **413** (394) HEMORFA FORESHORE TREMORFA 510 /\ (241) 329 GARSTON 7. BRISTOL CTA D CARDIFF CTA D FL105 3000 A52 (350) 377 (361) 1299 Balloons **BRISTOL** 0 CTR D FL105 SFC CARDIFI COLERNE 780 1500 WADSWICK 663 A\ 888 2000 BRI 2200 CTA D FL105 กจก 1500 BRISTOL WINSLEY NESTON BRISTOL CTA D FL105 BRISTOL CTA D FL105 CARDIFI CTA D FL105 1500, BROWN CLUTTON CARDIF SHUTTERS **1158** HILL CTA D KEEVIL (G 2200 BRISTOL CTA D

MINIMUM INITIAL ALTITUDE

D119

CARDIFF CTA D FL105

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; 513822N 0025935W - 514259N 0025015W thence clockwise by an arc of a circle radius 15NM centred on 513110N 0023527W to 512356N 0021426W - 512140N 0031237W thence clockwise by an arc of a circle radius 18.5NM centred on 512258N 0024309W to 513315N 0030744W thence anticlockwise by an arc of a circle radius 5NM centred on 513813N 0030737W to 513822N 0025935W

YEOVILTON AIAA 6000 SFC

b) 2200 in the sector defined by the lateral limits; 512140N 0031237W - 512356N 0021426W - 511751N 0022022W - 511553N 0031024W thence clockwise by an arc of a circle radius 18.5NM centred on 512258N 0024309W to 512140N 0031237W.

7.\ 1083

2003 (1009)

M 1113 (322)

WINDFARM

002 30W

3000

c) 2400 in the sector defined by the lateral limits; 513315N 0030744W thence clockwise by an arc of a circle radius 18.5NM centred on 512258N 0024309W - 513822N 0025935W thence clockwise by an arc of a circle radius 5NM centred on 513813N 0030737W - 513315N 0030744W

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.

2200

3000 X (300)

LOSS OF COMMUNICATION PROCEDURES

Initial Approach 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) BRI†.

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to NDB(L) BRI†.
† 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

HALESLAND

Intermediate and Final Approach

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 NDB(L) BRI.
- Minimum Sector Allitudes are based on obstaclastic spot neighbor many activity of INDIC) Brit.

 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 degrees or less and is cleared to intercept the final approach.
- 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 (3/19): BRISTOL FILTON HELI REMOVED. ALMONDSBURY HELI ADDED.

607(410)

D123

BLUE BARN