ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

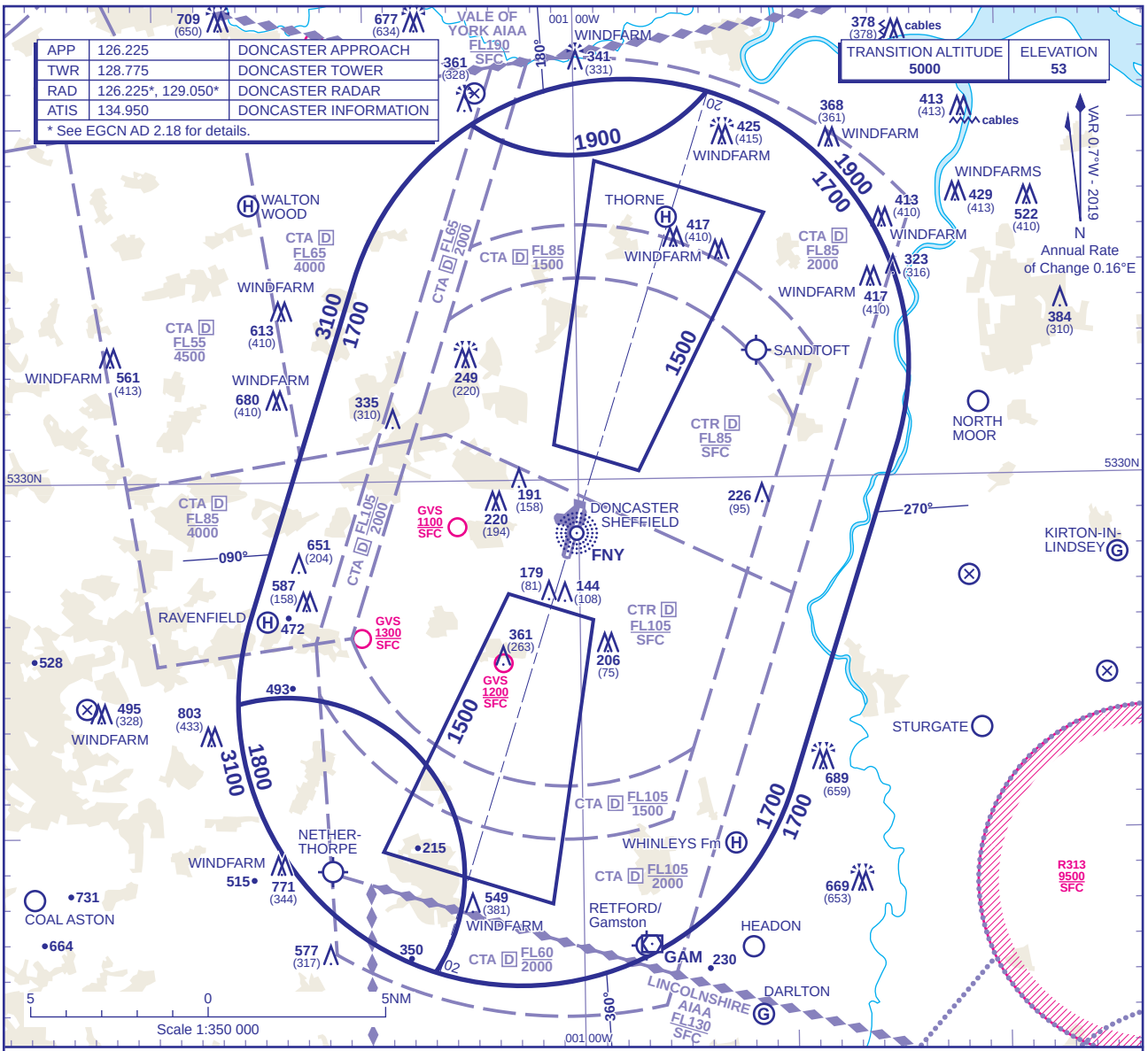
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
EVEVATIONS IN FEET AMSL **706**
HEIGHTS IN FEET (650)

DONCASTER SHEFFIELD

APP	126.225	DONCASTER APPROACH
TWR	128.775	DONCASTER TOWER
RAD	126.225*, 129.050*	DONCASTER RADAR
ATIS	134.950	DONCASTER INFORMATION

* See EGCN AD 2.18 for details.

TRANSITION ALTITUDE	ELEVATION
5000	53



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **1700** in the sector defined by the lateral limits; 532610N 0011532W - 533541N 0011030W thence clockwise by an arc of a circle radius 8NM centred on 533316N 0005742W to 533050N 0004456W - 532119N 0005004W thence clockwise by an arc of a circle radius 8NM centred on 532345N 0010247W to 532610N 0011532W, except;

b) **1800** in the sector defined by the lateral limits; 532349N 0011609W thence clockwise by an arc of a circle radius 5NM centred on 531859N 0011401W to 531612N 0010707W thence clockwise by an arc of a circle radius 8NM centred on 532345N 0010247W to 532349N 0011609W.

c) **1900** in the sector defined by the lateral limits; 534002N 0010450W thence clockwise by an arc of a circle radius 8NM centred on 533316N 0005742W to 534053N 0005340W thence clockwise by an arc of a circle radius 5NM centred on 534409N 0010002W to 534002N 0010450W.

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.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3500**, or last assigned level if higher to **FNY NDB(L)**†.

Intermediate and Final Approach

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

† 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

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
7. There is an increased risk of Controlled airspace infringements by unknown aircraft in the vicinity of Sandtoft and Netherthorpe airfields.
8. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
9. **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.**
10. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
11. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (1/19): NOTES 10 & 11 ADDED.