BEARINGS, TRACKS AND RADIALS ARE MAGNETIC ATC SURVEILLANCE MINIMUM **DURHAM EVEVATIONS IN FEET AMSL** 982 **TEES VALLEY ALTITUDE CHART - ICAO** HEIGHTS IN FEET AGL (328) 1011 001 30W 001 00W NEWCASTLE CTA D FL55 4500 **∧**(512) AR 2100 1.0°W 800 733 (304) **^** FISHBURN 2019 WINDFARMS **671** / M WINDFARM 118 850 DURHAM APPROACH APP 649 (410) Annual Rate 119.800 **DURHAM TOWER** 328 of Change 0.16°E RAD 118 850 DURHAM RADAR TRANSITION ALTITUDE WINDFARM 729 6000 405 607 (410) **339** (316) **ELEVATION** 376 (351) ... 425 cables 374 /EARBY DURHAM 120 TEES VALLEY CTR D 6000 SFC 493 332 587 TD O 624 •604 STAINSBY HALL DURHAM VALLEY 1051 1079 5430N 5430N 1800 1064 CTA D DURHAM 1500 TEES VALLEY 1099 6864 CROFT 6000 SFC 2500 D408 3000 •1230 3300 218 1339 1427 •1317 1422• D 6000 1200 1490 981 1326 1379 **2298** (1050

MINIMUM INITIAL ALTITUDE

001,30W

1800

3400 LEEMING

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

a) 1800 in the sector defined by the lateral limits; 543239N 0014208W - 544012N 0012800W thence clockwise by an arc of a circle radius 8NM centred on 543419N 0011841W to 543610N 0010519W thence anticlockwise by an arc of a circle radius 3NM centred on 543324N 0010718W to 543053N 0011448W - 542029N 0014242W thence clockwise by an arc of a circle radius 8NM centred on 542647N 0013249W to 542221N 0014413W thence anti-clockwise by an arc of a circle radius 8NM centred on 54265N 0014843W to 543056N 0014432W thence clockwise by an arc of a circle radius 8NM centred on 542647N 0013249W to 543239N 0014208W.

b) 2000 in the sector defined by the lateral limits; 543153N 0011145W thence clockwise by an arc of a circle radius 3NM centred on 543324N 0010718W to 543310N 0010519W thence clockwise by an arc of a circle radius 8NM centred on 543419N 0011841W to 543526N 0010504W -

300

CLIFFE MAT

•545

1309

Scale 1:350 000

- c) 2400 in the sector defined by the lateral limits; 543056N 0014432W thence clockwise by an arc of a circle radius 5NM centred on 542635N 0014843W to 542221N 0014413W thence clockwise by an arc of a circle radius 8NM centred on 542647N 0013249W to 543056N 00144432W.

 d) 2500 in the sector defined by the lateral limits; 542632N 0012148W 543526N 0010504W thence clockwise by an arc of a circle radius 8NM centred on 543419N 0011841W to 542825N 0010926W 542054N 0012333W thence clockwise by an arc of a circle radius 8NM centred on 543419N 0011841W to 542825N 0010926W 542054N 0012333W thence clockwise by an arc of a circle radius 8NM centred on
- 542647N 0013249W to 542029N 0012424W 542632N 0012148W

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.

Initial Approach

LOSS OF COMMUNICATION PROCEDURES

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) TD†.

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) TD†.
† 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 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.

- 6
- Controlled airspace with a base in excess of 5000 or FL55, as appropriate, is not shown.

 The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.

 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.
- 10. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.
- CHANGE (1/19): MAG VAR. NOTES 9 & 10 ADDED.

AERO INFO DATE 18 OCT 18

1234

FADMOOR

001 00W

1017_e

5NM

1048