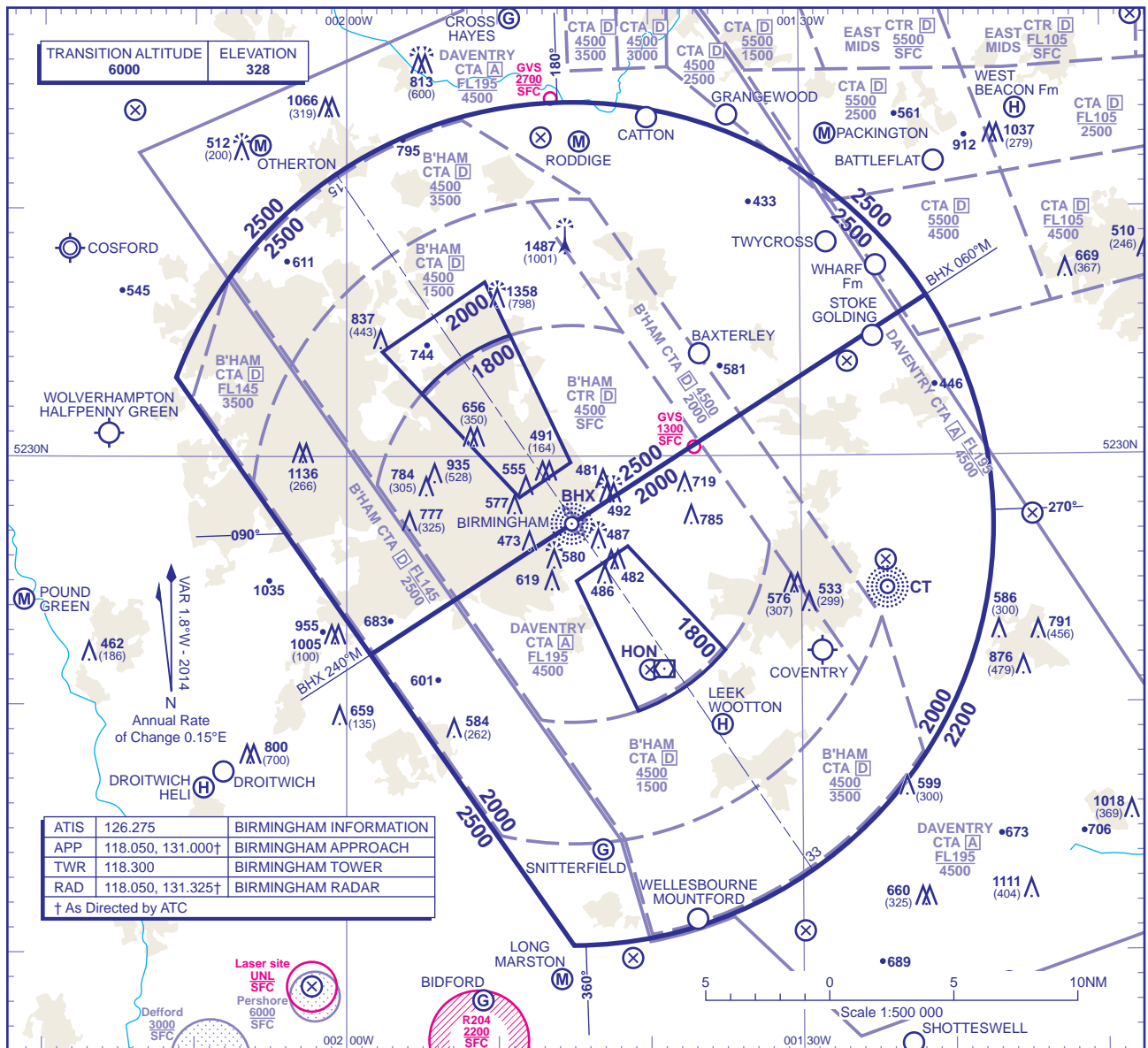


**ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAO**BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET AGL
1501
(1001)**BIRMINGHAM****MINIMUM INITIAL ALTITUDE**

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

- 2000 in the sector defined by the lateral limits; 522201N 0015826W - 523630N 0012133W thence clockwise by an arc of a circle radius 17NM centred on 522722N 0014502W to 521023N 0014512W - 522201N 0015826W.
- 2500 in the sector defined by the lateral limits; 522201N 0015826W - 523630N 0012133W thence anti-clockwise by an arc of a circle radius 17NM centred on 522722N 0014502W to 523308N 0021112W - 522201N 0015826W.

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) BHX†.

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) BHX†.

† 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 ensure terrain clearance in conformity with Rule 33 of the Rules of the Air Regulations in respect of obstacles within the ATCSMA area.
- Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of BHX NDB.
- 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° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.

CHANGE (4/14): OBSTACLES. MAG VAR.

AERO INFO DATE 23 JAN 14