This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or

a) within 5NM of the aircraft*, and

b) within the sector defined by the lateral limits; 513723N 0003108W - 514239N 0003533E - 512606N 0003549E - 512207N 0000314E - 512556N 0000036E - 512038N 0000835W - 512426N 0001026W - 513022N 0001000W thence clockwise by an arc of a circle radius 3NM centred on 513016N 0000512W to 513022N 0001000W - 512426N 0001026W - 513022 0001000W .

The minimum initial altitude to be allocated by the approach surveillance controller is:

MINIMUM INITIAL ALTITUDE

centred on 511651N 0000005W to 511548N 0000613W - 512038N 0000835W.

a) within 5NM of the aircraft*, and

b) within the sector defined by the lateral limits; 513723N 0003108W - 514239N 0003533E - 512606N 0003549E - 512207N 0000314E - 512556N 0000036E - 512038N 0000835W - 512426N 0001026W - 513022N 0001000W thence clockwise by an arc of a circle radius 3NM centred on 513016N 0000512W to 513022N 0001000W - 512426N 0001026W - 513022 0001000W .

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The 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 (remaining outside the London CTR) or by means of an appropriate final approach aid. If not possible proceed at 2000FT, to LCY 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 LCY NDB(L)

In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Basic 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 ensure terrain clearance in conformity with Rule 33 of the Rules of the Air Regulations in respect of obstacles within the ATCSMA area.
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. 913FT vertical separation approved against the Crystal Palace mast to meet ATS operational requirements.
7. This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.
8. 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: ATCSMA AREA. COM.