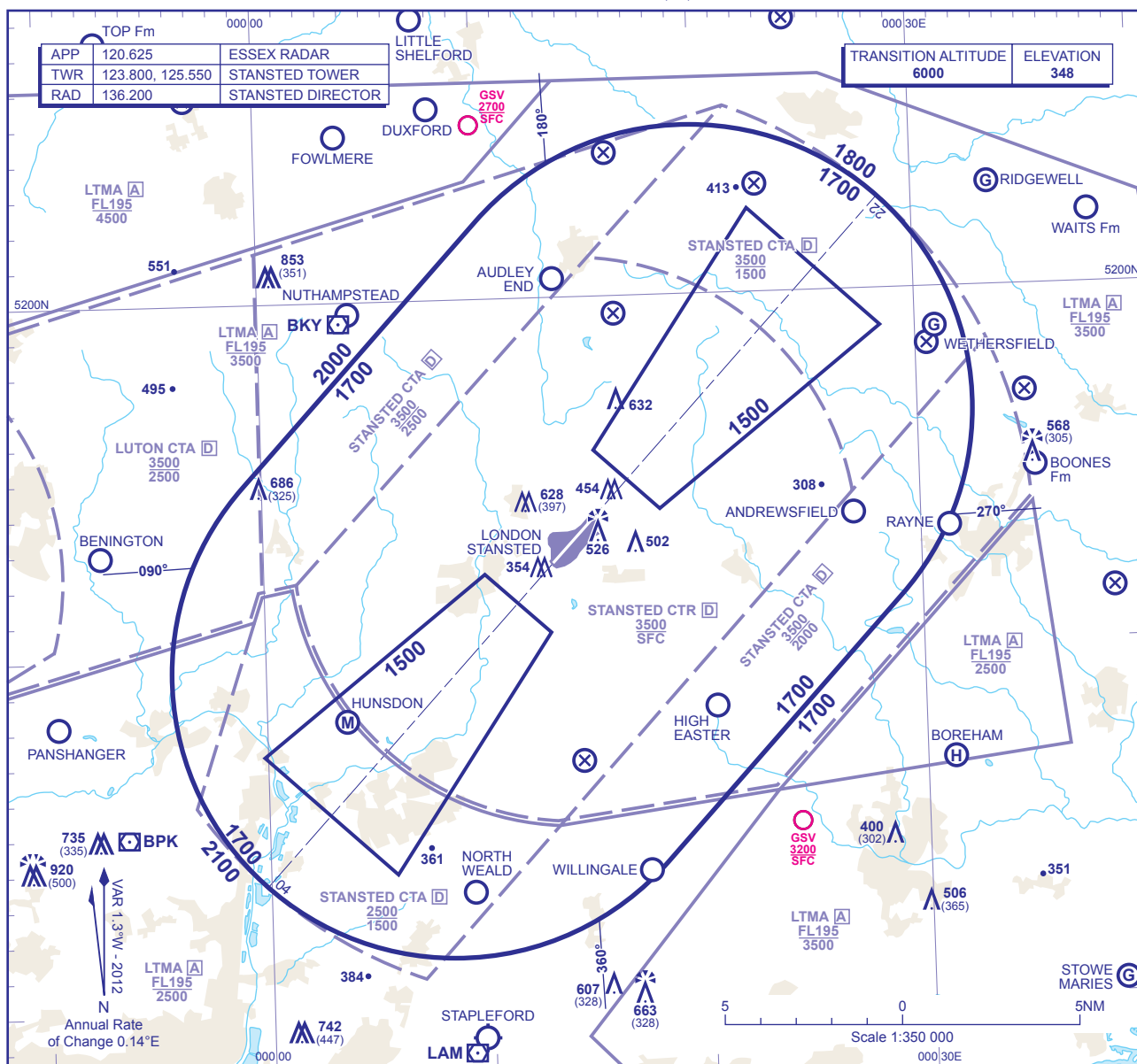


BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL **920**
HEIGHTS IN FEET AGL (500)

**LONDON
STANSTED**



Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is **1700** in the sector defined by the lateral limits; 515452N 0000052W - 520212N 0001006E thence clockwise by an arc of a circle radius 8NM centred on 515646N 0001935E to 515119N 0002902E - 514401N 0001803E thence clockwise by an arc of a circle radius 8NM centred on 514927N 0000837E to 515452N 0000052W.

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

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3000**, or last assigned level if higher, to **3000** and adopt the procedure detailed at EGSS AD 2.22.

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure and then proceed to **BKY VOR** at **3000** and continue in accordance with the Basic Radio Failure Procedure detailed at ENR 1.1.3.

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. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
7. **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: SE MSA HEIGHT, OBSTACLES, MAG VAR.