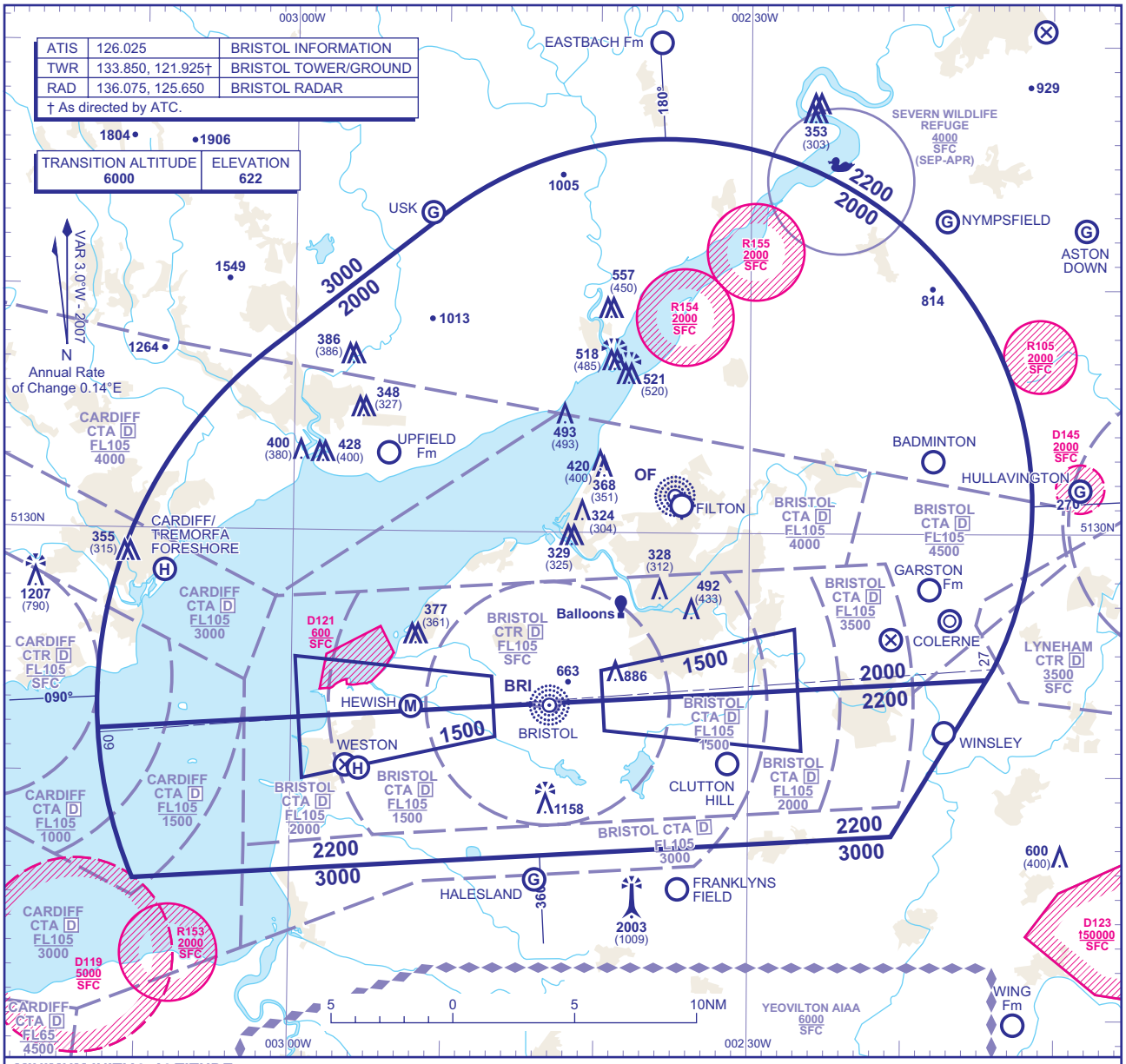
RADAR MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 2003
HEIGHTS IN FEET AGL (1009)

BRISTOL



MINIMUM INITIAL ALTITUDE

Within the Radar Minimum Altitude area the minimum initial altitude to be allocated by the radar controller is:

a) **2000** in the sector defined by the lateral limits; 513742N 0030103W - 514259N 0025015W thence clockwise by an arc of a circle radius 15NM centred on 513110N 0023527W to 512401N 0021422W - 512145N 0031237W thence clockwise by an arc of a circle radius 18.5NM centred on 512258N 0024309W to 513742N 0030103W.

b) **2200** in the sector defined by the lateral limits; 512145N 0031237W - 512401N 0021422W - 511735N 0022038W - 511538N 0031014W thence clockwise by an arc of a circle radius 18.5NM centred on 512258N 0024309W to 512145N 0031237W.

Further descent to **1500** may be given within the Approach Areas shown when on 40° leg or Final Approach.

OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the radar controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, or

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 **2500**, or last assigned level if higher to **NDB(L) BRI**†.

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) BRI**†.

† 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 area shown.
3. The minimum levels shown within the Radar Minimum Altitude area ensure terrain clearance in conformity with Rule 29 of the Rules of the Air Regulations in respect of obstacles within the RMA 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. Class D airway N864 FL55-FL105, transits the Cardiff CTA/CTR, but is not shown for purposes of clarity. See ENR 3.1 for details.
7. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of a radar service.**

CHANGE: RMAC & IAAs REALIGNED. NOTE 7. MAG VAR.

AERO INFO DATE 3 APR 07

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