BEARINGS, TRACKS AND RADIALS ARE MAGNETIC ATC SURVEILLANCE MINIMUM **ELEVATIONS IN FEET AMSL** 2502 ALTITUDE CHART - ICAO **MANCHESTER** HEIGHTS IN FEET AGL (771) 515 002 30W 002 00W 1414 🐧 1283 H 1480 TRANSITION ALTITUDE 118.580, 135.005†, 121.355 MANCHESTER RADAR/DIRECTOR 5000 TWR 118.630, 121.855, 119.405 MANCHESTER TOWER STÄNEDGE † As Directed by ATC ELEVATION MANCHESTER -TMA A 257 MANCHESTER TMA A FL195 3500 19 FL195 3500 /.\ 2502 1908 CTA D **714** ∧(162) **588** 1010 153 MANCHESTER CTA D 766 •1775 5330N 3500 2400 / ₁₂₉₃ 407/\\ 1309 MANCHESTER/ **476 544** (358) (403) 1300 Barton Ē •2060 2077 **∆**505 (391) 426 (351) \(\) 788 ROUTE MAN 2037 MANCHESTER CTA D 3500 2500 •1759 1785 945 348 A489 3100 WARRINGTON MANCHESTER CTR D A495 2047 (604) 3500 SFC 1600 -1937 2087 1073 **1 469** (450) 270° 1867 o3 1622 1545 MANCHESTER \odot LPL₀₉₀ STRETTON (WOODFORD 1805 1338 O (8) 390 CTA DAVENTR 1351 . 1345• 1600 2900 3700 1663 375 •1028 LIVERPOOL CTR D 1584 MANCHESTER TMA A FL195 3500 1834 1249 /. (378) AMLET 2500 SFC 1801 (118) **560 778** DAYNE 1795 **•1437** D314 900 SEC AR 1473 1555 •1683 570 **•1378** . 1°₩

MINIMUM INITIAL ALTITUDE

MANCHESTER TMA A

Y53 A 3500+

2019

N

Annual Rate

of Change 0.16°E

5

745

(M)

ARCI ID

10NM

2400

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:
a) 2400 in the sector defined by the lateral limits; 533037N 0023746W - 533351N 0020941W - 532541N 0015838W - 531358N 0021029W thence anti-clockwise by an arc of a circle radius 3.1NM centred on 531222N 0020603W to 530916N 0020558W - 530706N 0020723W -531108N 0023744W - 533037N 0023746W.

1125

1102

MANCHEST TMA A

1263

FL19

1657

851

002 00

1264

DAVENTRY CTA

FL195 4500

D30/

1604

•1519

- b) 2800 in the sector defined by the lateral limits; 533351N 0020941W 533430N 0020400W 532906N 0015617W 532541N 0015838W -
- 533351N 0020941W.
- c) 2900 in the sector defined by the lateral limits; 532406N 0020014W 532207N 0015735W 530916N 0020558W thence clockwise by an arc of a circle radius 3.1NM centred on 531222N 0020603W to 531358N 0021029W 532406N 0020014W.
 d) 3100 in the sector defined by the lateral limits; 532406N 0020014W 532541N 0015838W 532906N 0015617W 532730N 0015400W -532207N 0015735W - 532406N 0020014W.

OASHCROFT

Scale 1:400 000

MANCHESTER

CTA D

5

002 30W

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.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at FL60, or last assigned level if higher, to DAYNE hold via AMLET or ROSUN hold via BURNI, as appropriate to the final approach chart†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to DAYNE hold via AMLET or ROSUN hold via BURNI, as appropriate to the final approach and the possible following the missed representations and the results and the results are results and results are results are results and results are results are results and results are results and results are results and results are results and results are results are results are results and results are results are results are results are results are results are results and results are results a

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

 Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (3/19): MAG VAR. GVS ADDED. FREQUENCIES

AERO INFO DATE 30 NOV 18

1296

1289

1272

1247

1312