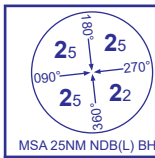
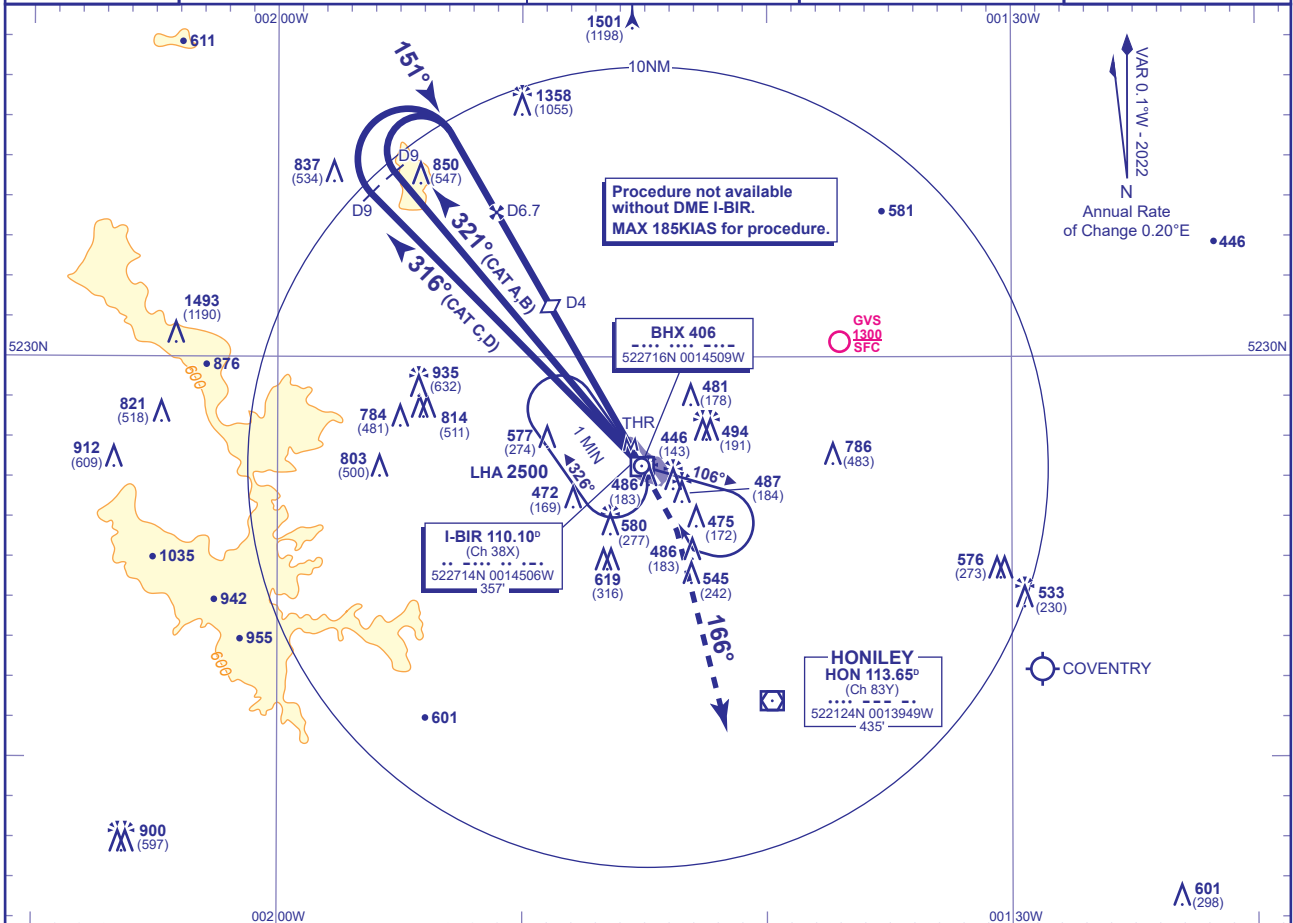


## INSTRUMENT APPROACH CHART - ICAO

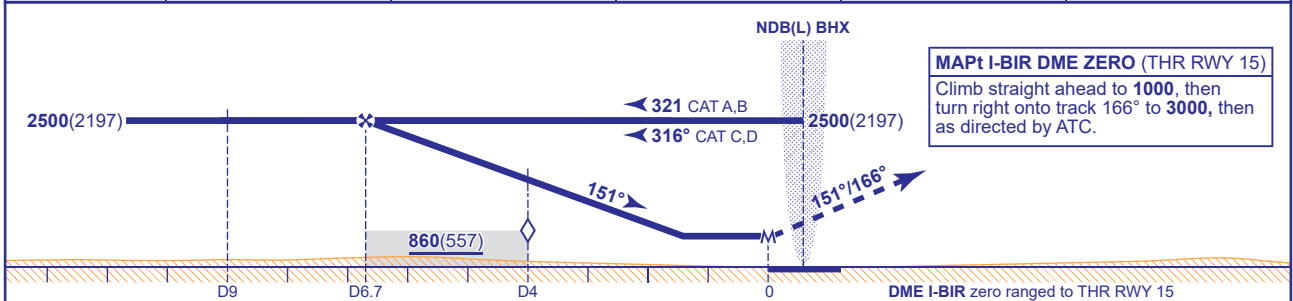
BIRMINGHAM  
NDB(L)/DME  
RWY 15  
(ACFT CAT A,B,C,D)

APP	123.980 (131.005 DIRECTOR)	BIRMINGHAM RADAR *	AD ELEVATION	339
TWR	118.305	BIRMINGHAM TOWER	THR ELEVATION	303
	121.805	BIRMINGHAM GROUND	OBSTACLE ELEVATION	1501 AMSL (1198) (ABOVE THR)
ATIS	136.030	BIRMINGHAM INFORMATION		
* See Note 2			BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE  
6000

## RECOMMENDED PROFILE Gradient 5.3%, 320FT/NM

DME I-BIR	6	5	4	3	2
ALT(HGT)	2280(1977)	1960(1657)	1640(1337)	1320(1017)	1000(697)



## MAPt I-BIR DME ZERO (THR RWY 15)

Climb straight ahead to 1000, then turn right onto track 166° to 3000, then as directed by ATC.

Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	770(467)	770(467)	770(467)	770(467)		FT/MIN	860	740	640	540	420
VM(C)OCA (OCH AAL)	Total Area	810(471)	920(581)	1080(741)	1310(971)							

- NOTE 1** FAT offset 5° from RWY C/L and intercepts RWY C/L 0.8NM before THR.  
**2** Remain within I-BIR DME 13 during baseturn.  
**3** Aircraft commencing from the NDB(L) BHx holding pattern make a 1NM procedure turn left at NDB(L) BHx to establish on appropriate outbound QDR.  
**4** In the event of a radar failure, BIRMINGHAM APPROACH callsign should be used on 123.980 or 131.005.

CHANGE (12/22): DME I-BIR ELEVATION.