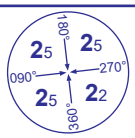
INSTRUMENT APPROACH CHART - ICAO

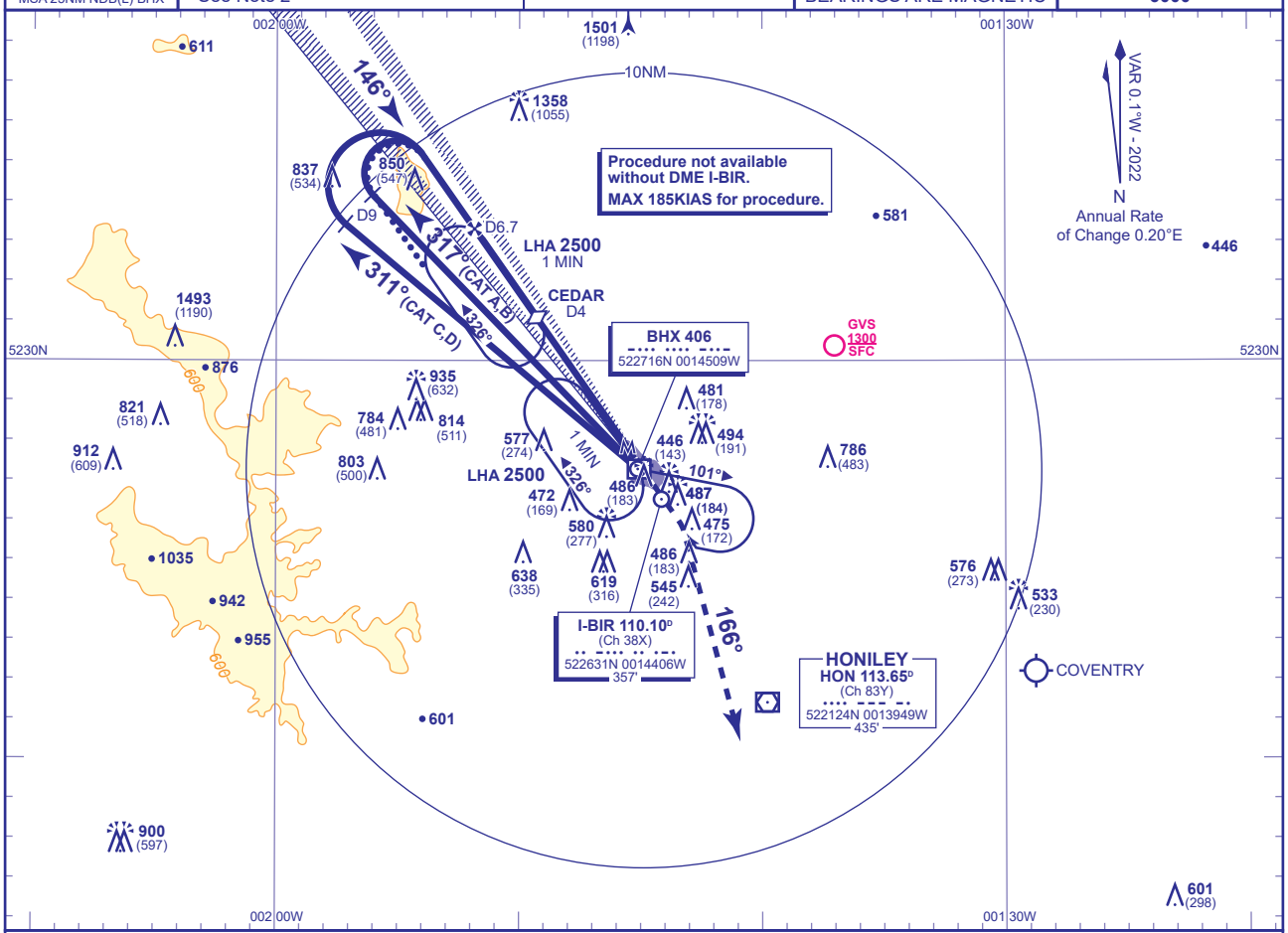
BIRMINGHAM LOC/DME/NDB(L) RWY 15
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) BHX

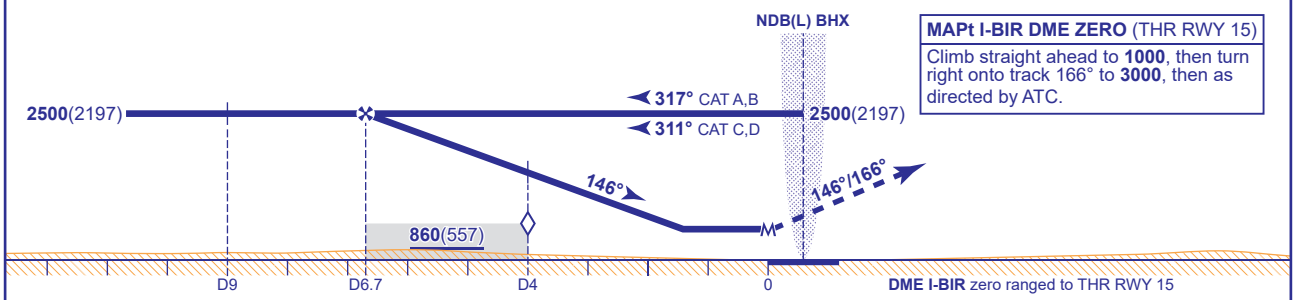
APP	123.980 (131.005 DIRECTOR)	BIRMINGHAM RADAR *	AD ELEVATION	339
TWR	118.305	BIRMINGHAM TOWER	THR ELEVATION	303
	121.805	BIRMINGHAM GROUND	OBSTACLE ELEVATION	
ATIS	136.030	BIRMINGHAM INFORMATION	1501 AMSL (1198) (ABOVE THR)	
* See Note 2			BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-BIR	6	5	4 (SDF)	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
OCA (OCH)	Procedure	**750**(447)	**750**(447)	**750**(447)	**750**(447)
VM(C)OCA (OCH AAL)	Total Area	**810**(471)	**920**(581)	**1080**(741)	**1310**(971)

Rate of descent					
G/S KT	160	140	120	100	80
FT/MIN	850	740	640	530	420

ALTERNATIVE PROCEDURE FROM EXTENDED CEDAR HOLD
Overhead CEDAR at **2500**. Extend the outbound leg of the CEDAR holding pattern to I-BIR DME 9, then turn right onto LOC. When established continue as for main procedure.

NOTE 1 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.
2 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.