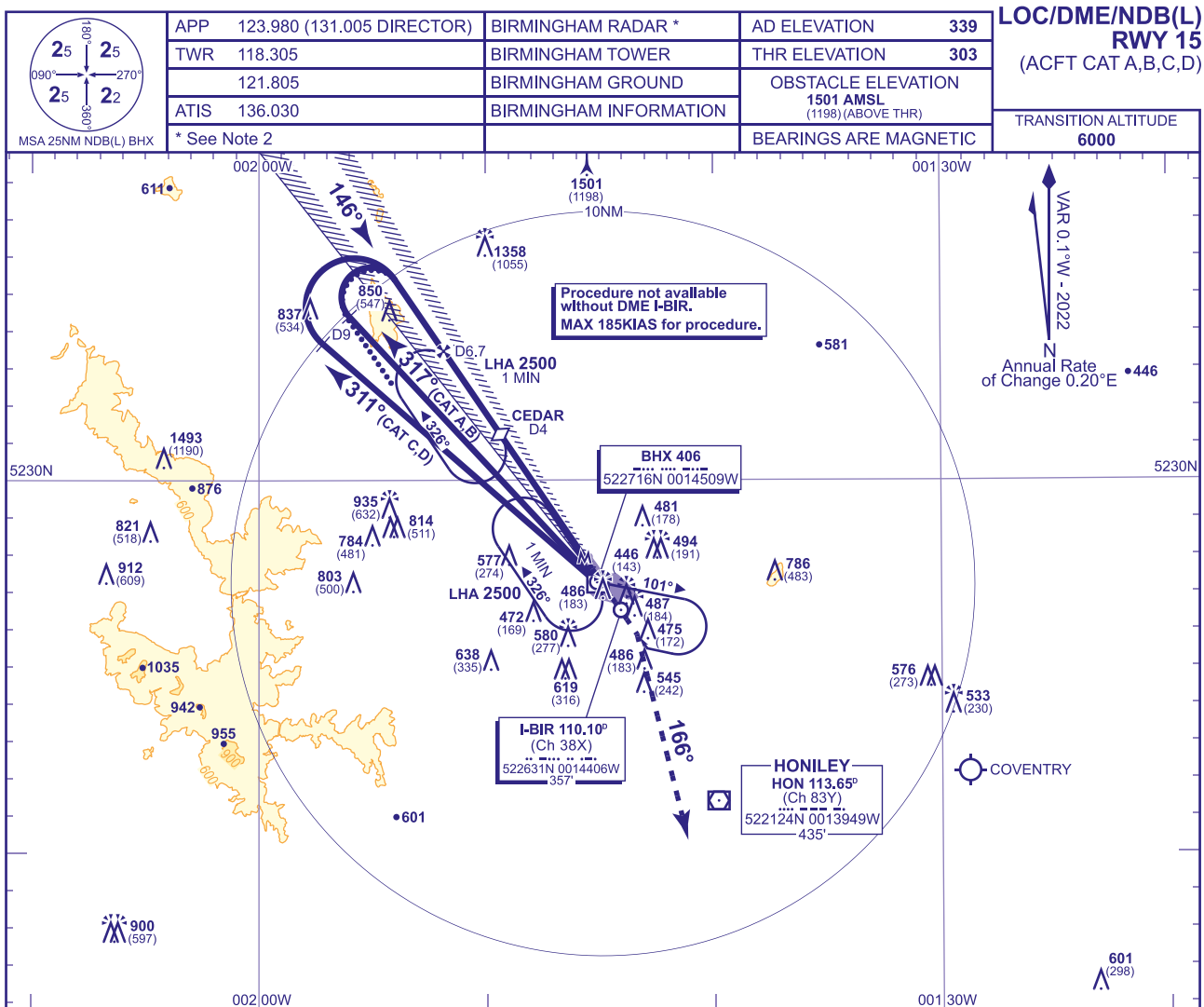
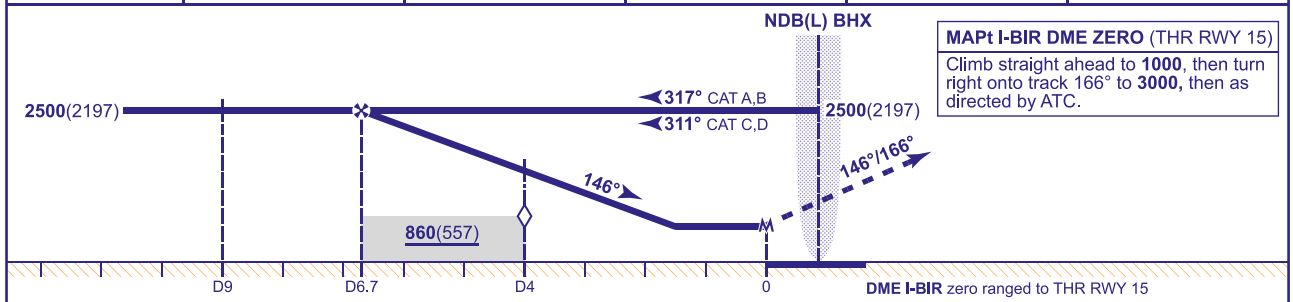


BIRMINGHAM
LOC/DME/NDB(L)
RWY 15
(ACFT CAT A,B,C,D)



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)



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	750(447)	750(447)	750(447)	750(447)		FT/MIN	850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	810(471)	920(581)	1080(741)	1410(1071)							

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	<p>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.</p> <p>2 In the event of a radar failure, BIRMINGHAM APPROACH callsign should be used on 123.980 or 131.005.</p>
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CHANGE (7/24): VM(C) OCA (OCH AAL) CAT D REVISED. SPECIFICATION CHANGE.