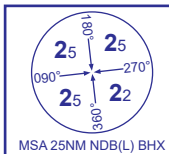
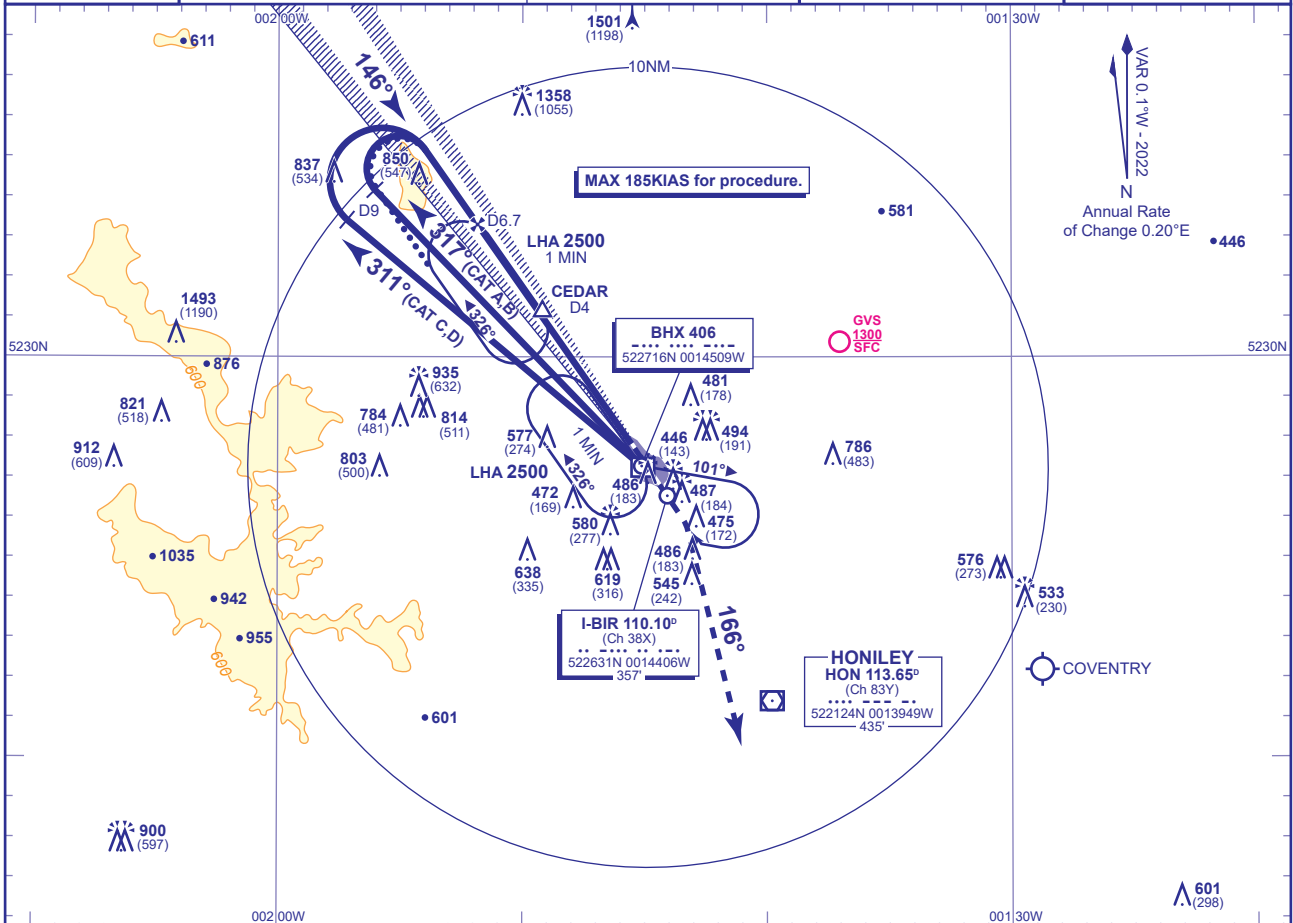


INSTRUMENT APPROACH CHART - ICAO

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

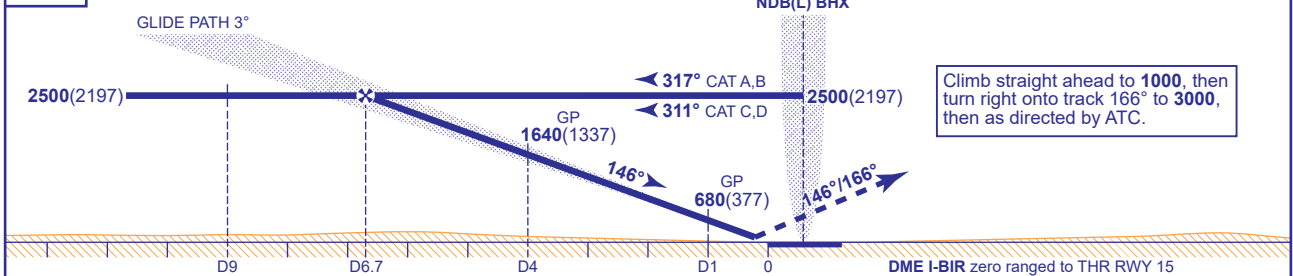
APP	123.980 (131.005 DIRECTOR)	BIRMINGHAM RADAR *	AD ELEVATION	339
TWR	118.305	BIRMINGHAM TOWER	THR ELEVATION	303
	121.805	BIRMINGHAM GROUND	OBSTACLE ELEVATION	1501 AMSL (1198) (ABOVE THR)
ATIS	136.030	BIRMINGHAM INFORMATION	BEARINGS ARE MAGNETIC	
* See Note 2				TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

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

RDH 55



Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	466(163)	474(171)	485(182)	497(194)	FT/MIN	850	740	640	530	420
	CAT II	385(82)	388(85)	397(94)	413(110)						
VM(C)OCA (OCH AAL)	Total Area	810(471)	920(581)	1080(741)	1310(971)						

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.

AIRCRAFT UNABLE TO RECEIVE DME
Advise ATC and continue as for normal procedure. Radar ranges will be provided at 9NM outbound and at 4NM inbound.

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.