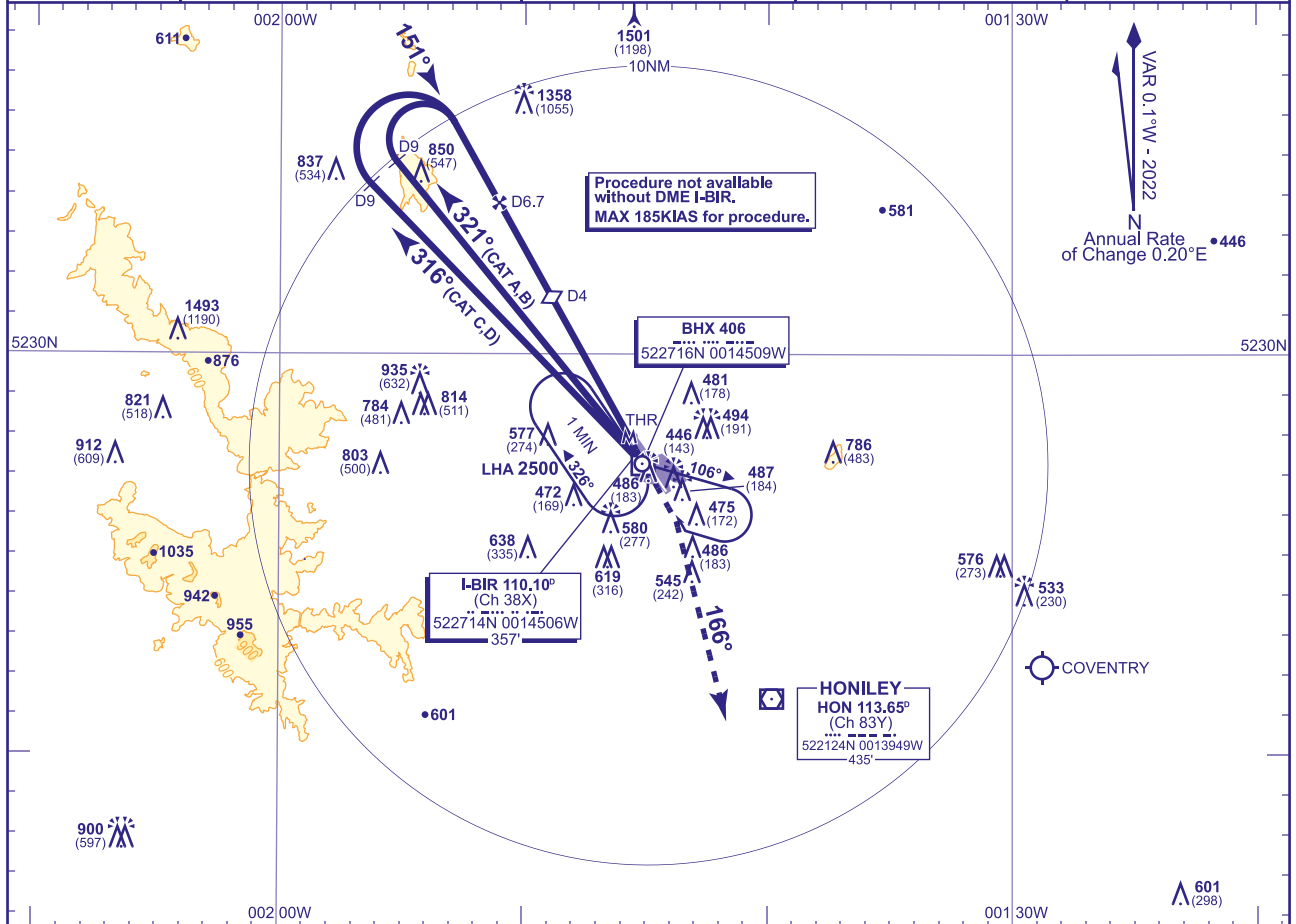


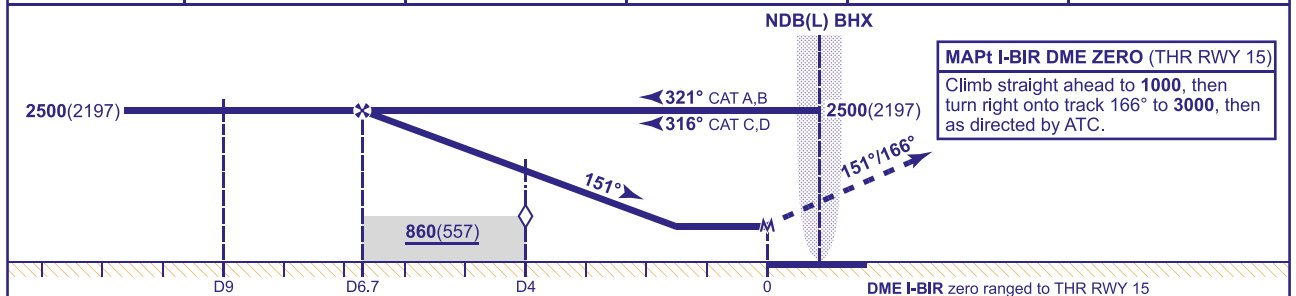
INSTRUMENT APPROACH CHART - ICAO

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

	APP 123.980 (131.005 DIRECTOR)	BIRMINGHAM RADAR *	AD ELEVATION 339	TRANSITION ALTITUDE 6000
	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	
MSA 25NM NDB(L) BHX	* See Note 4			



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)



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)	1410(1071)							

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.