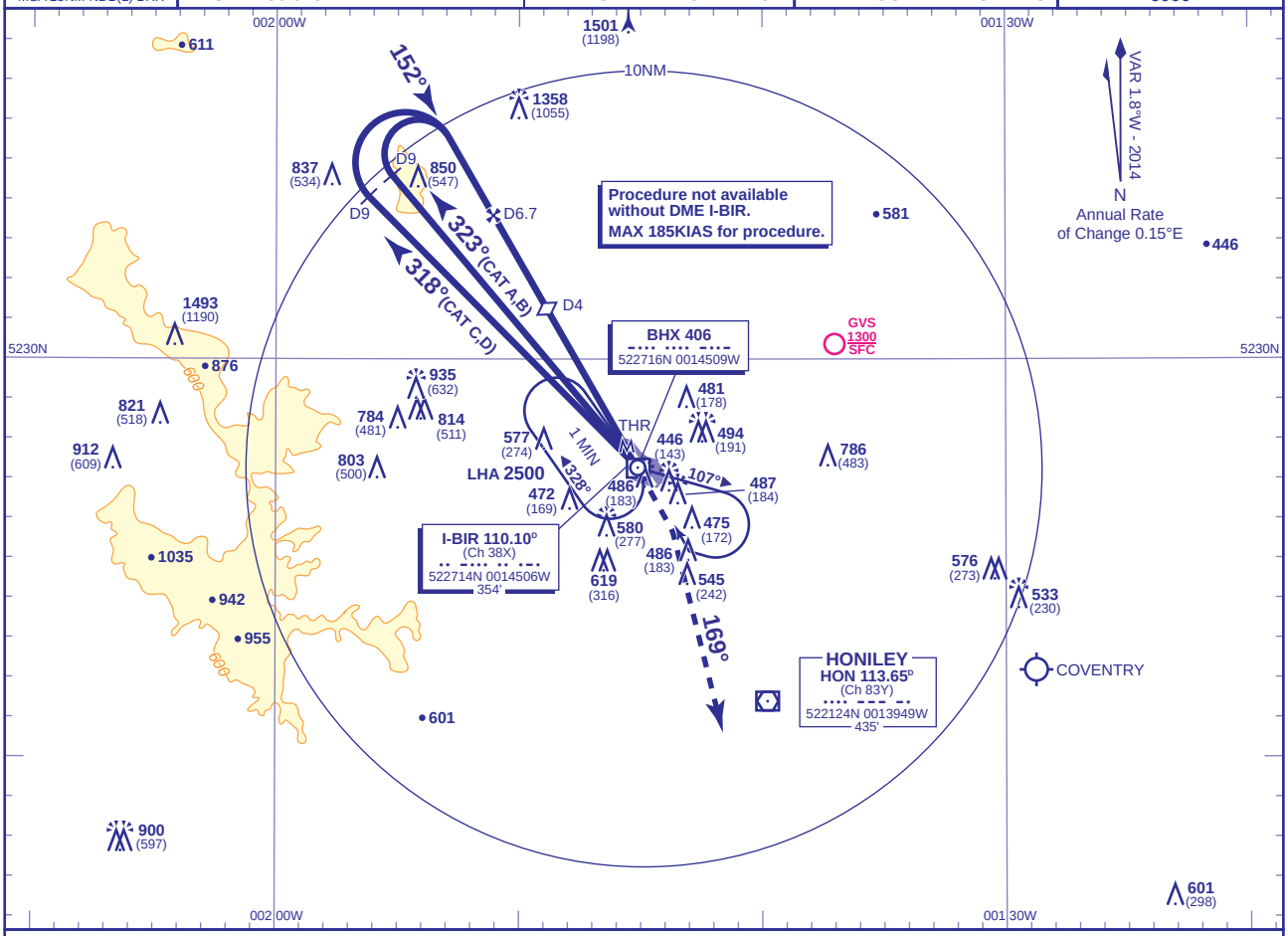
INSTRUMENT APPROACH CHART - ICAO

BIRMINGHAM NDB(L)/DME RWY 15

(ACFT CAT A,B,C,D)

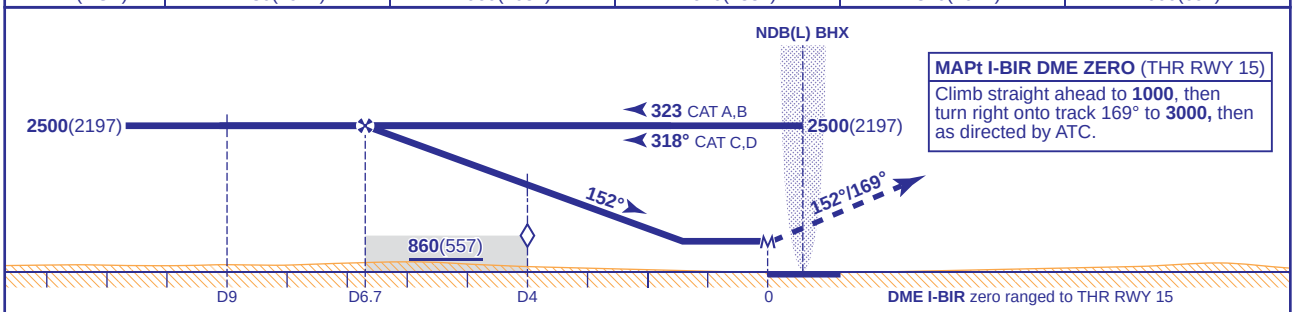
MSA 25NM NDB(L) BHX: 2.5 (090°–270°), 2.5 (180°–360°), 2.2	APP	118.050, 131.000	BIRMINGHAM APPROACH	AD ELEVATION 328
	TWR	118.300	BIRMINGHAM TOWER	THR ELEVATION 303
		121.800	BIRMINGHAM GROUND	OBSTACLE ELEVATION 1501 AMSL (1198) (ABOVE THR)
	RAD	118.050, 131.325	BIRMINGHAM RADAR	
	ATIS	136.025	BIRMINGHAM INFORMATION	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 169° to **3000,** then as directed by ATC.

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**770**(467)	**770**(467)	**770**(467)	**770**(467)
VM(C)OCA (OCH AAL)	Total Area	**810**(482)	**920**(592)	**1080**(752)	**1180**(852)

Rate of descent					
G/S KT	160	140	120	100	80
FT/MIN	860	740	640	540	420

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.

CHANGE (2/14): MAG VAR. DME CO-ORDINATES/ELEVATION. GVS ALTITUDE. OBSTACLES.

AERO INFO DATE 31 OCT 13