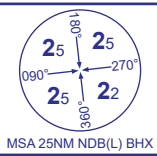


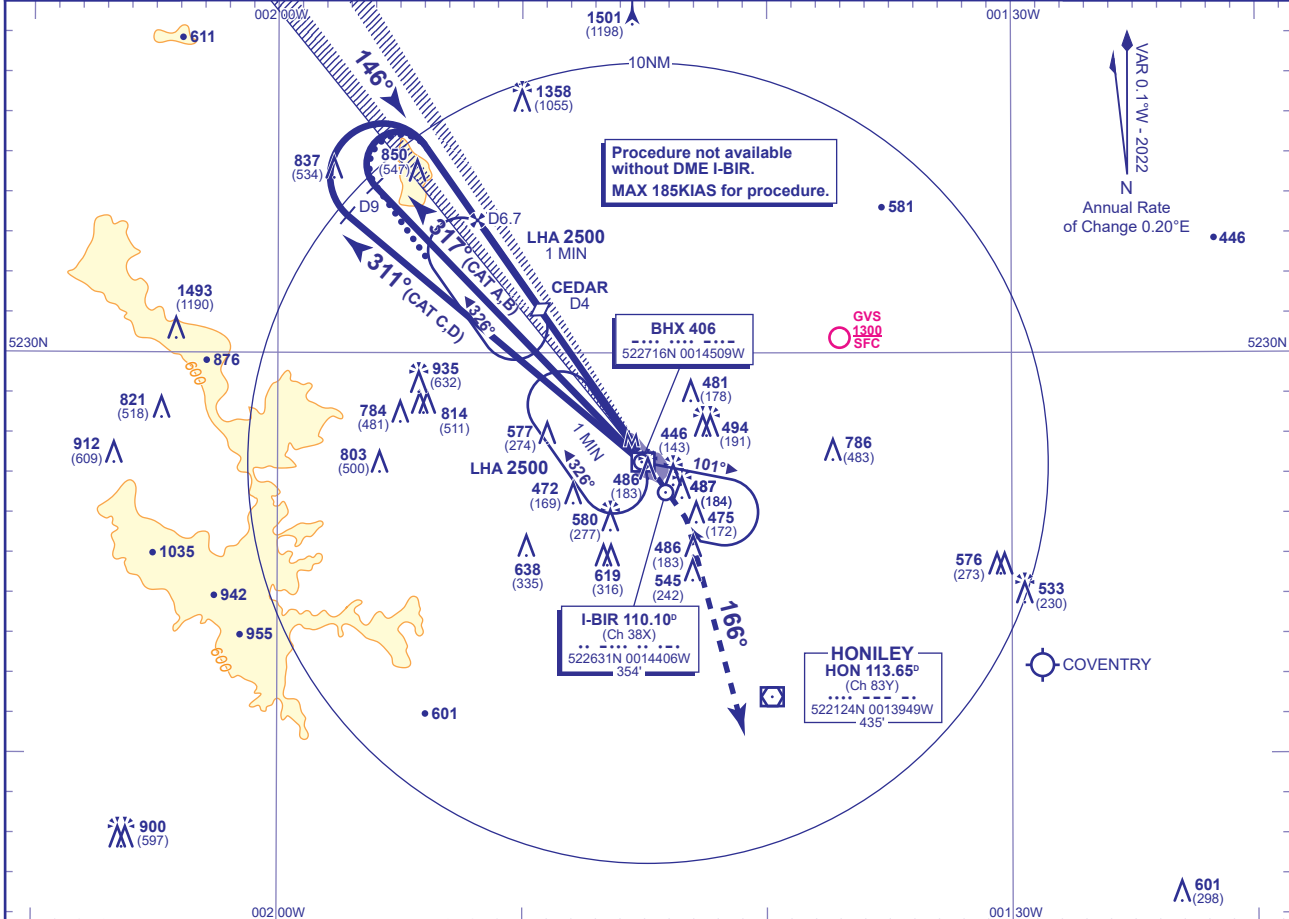
# INSTRUMENT DEPARTURE CHART - ICAO

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



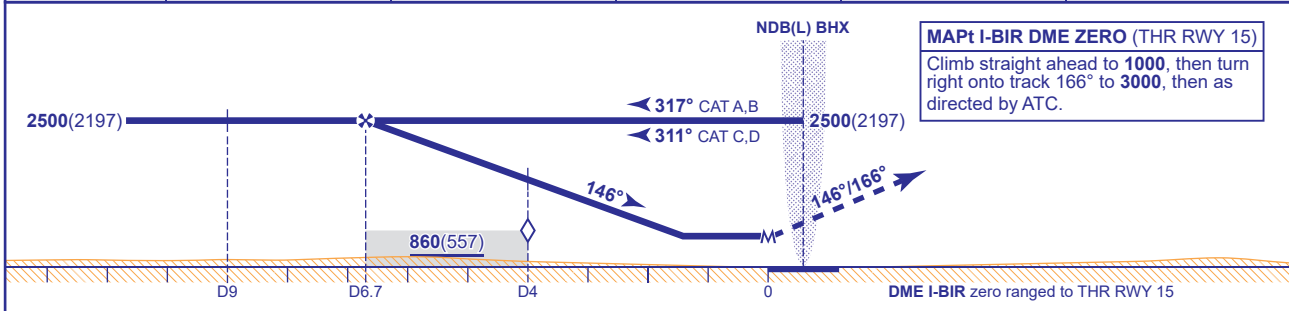
APP	123.980, 131.005	BIRMINGHAM APPROACH	AD ELEVATION	339
TWR	118.305	BIRMINGHAM TOWER	THR ELEVATION	303
	121.805	BIRMINGHAM GROUND	OBSTACLE ELEVATION	1501 AMSL (1198) (ABOVE THR)
RAD	123.980, 131.330	BIRMINGHAM RADAR		
ATIS	136.030	BIRMINGHAM INFORMATION	BEARINGS ARE MAGNETIC	

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)



Aircraft Category		A	B	C	D	Rate of descent FT/MIN	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	750(447)	750(447)	750(447)	750(447)			850	740	640	530	420
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.

**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.

**CHANGE (13/20):** MAG VAR. MAG TRACKS. CAT D VM(C) OCA (OCH AAL). DIRECT ARRIVALS NOTE 2 REMOVED.