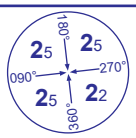
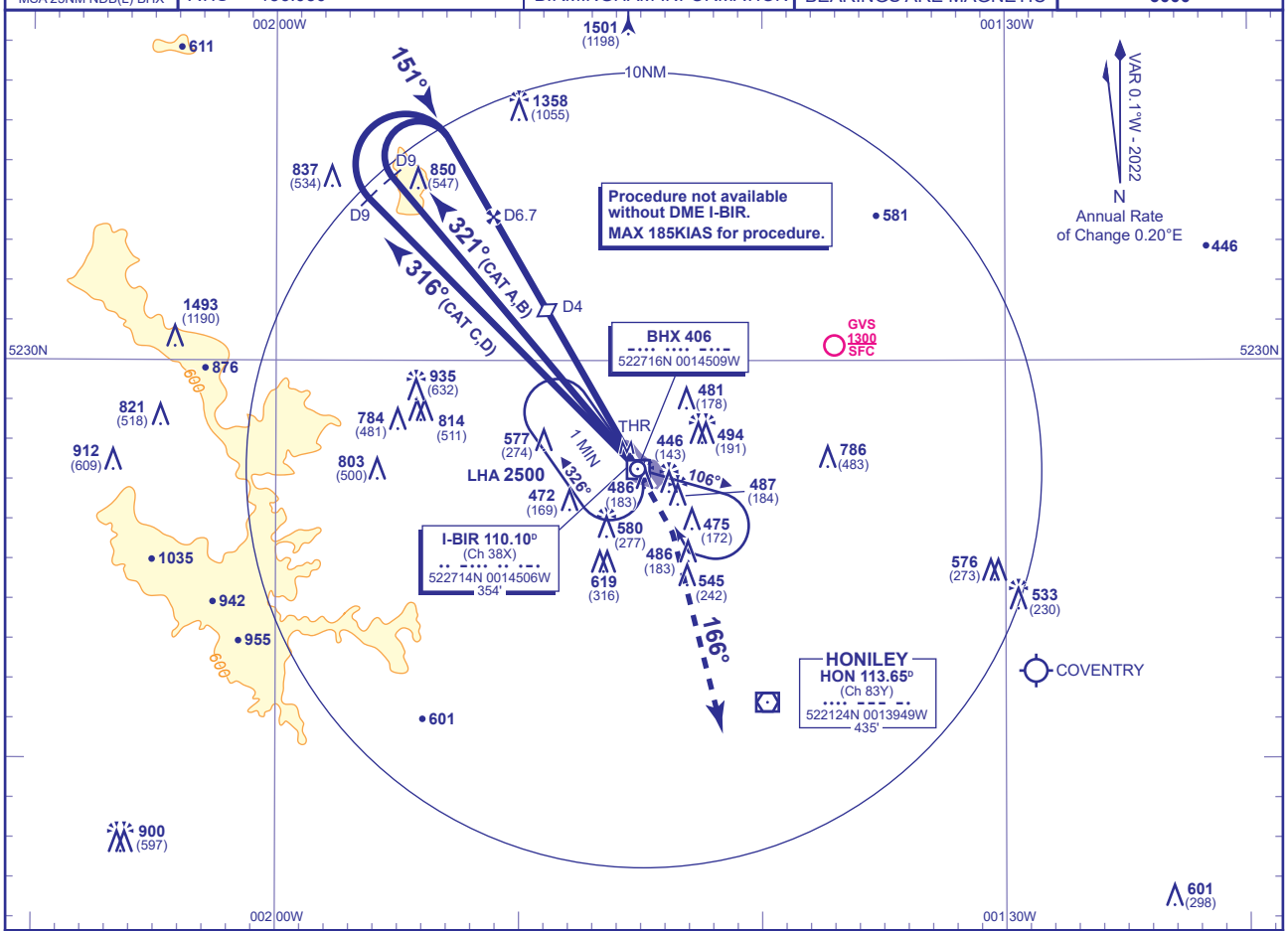
INSTRUMENT APPROACH CHART - ICAO

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



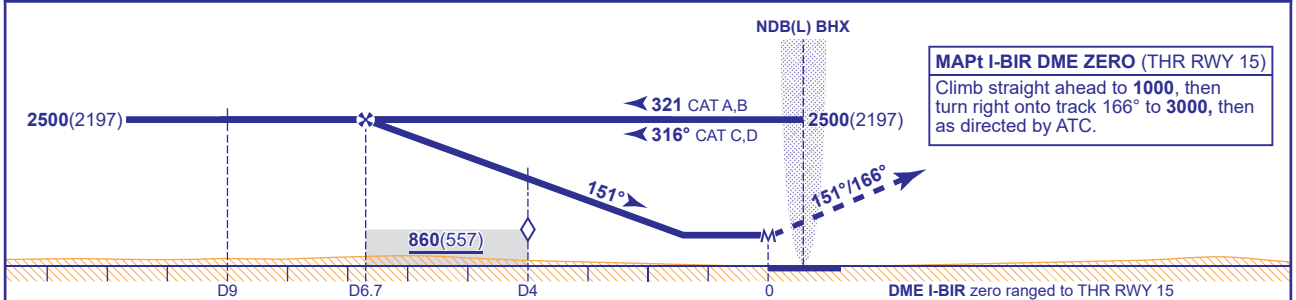
MSA 25NM NDB(L) BHX

APP	123.980, 131.005	BIRMINGHAM APPROACH	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)		
RAD	123.980, 131.330	BIRMINGHAM RADAR			
ATIS	136.030	BIRMINGHAM INFORMATION	BEARINGS ARE MAGNETIC		



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 166° 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**(471)	**920**(581)	**1080**(741)	**1310**(971)

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 (13/20): MAG VAR. MAG TRACKS. CAT D VM(C) OCA (OCH AAL). PAGE RENUMBERED.