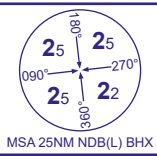


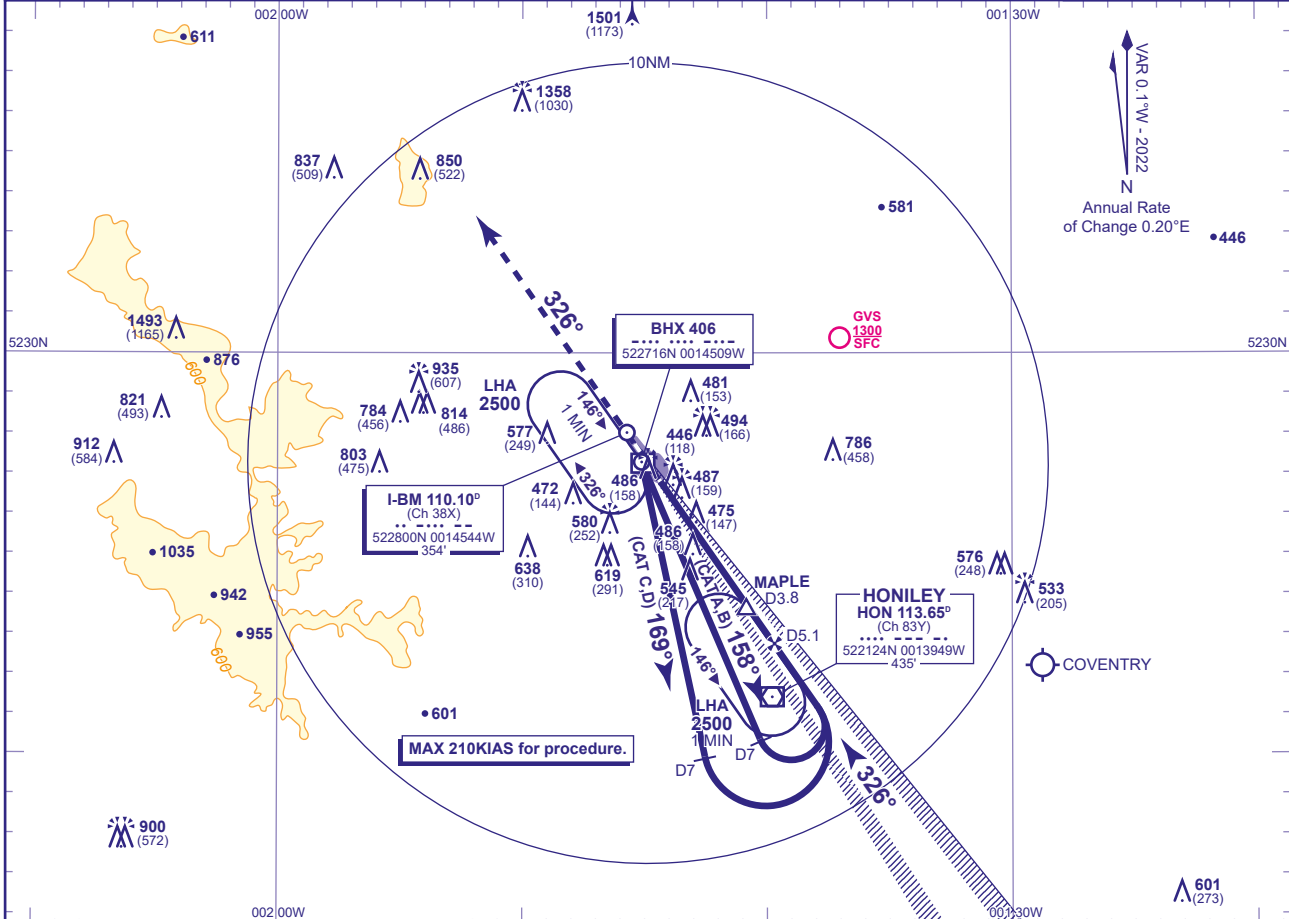
INSTRUMENT APPROACH - ICAO

**BIRMINGHAM**  
**ILS/DME/NDB(L)**  
**RWY 33**  
 (ACFT CAT A,B,C,D)



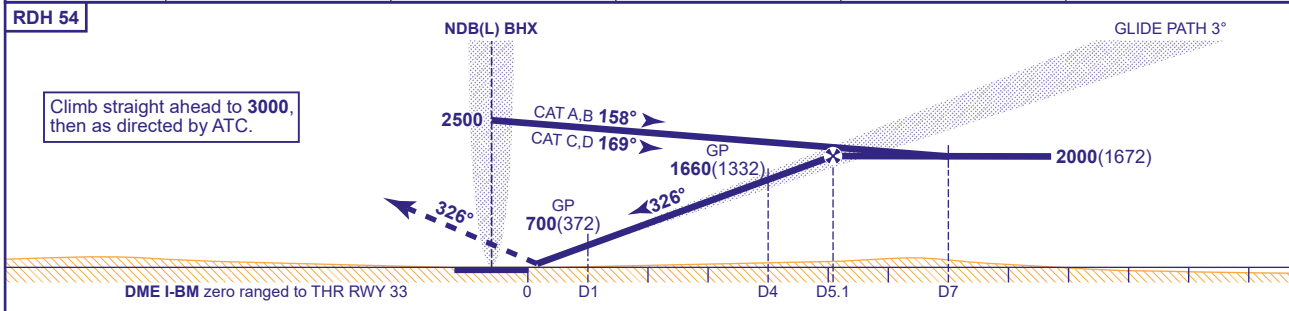
APP	123.980, 131.005	BIRMINGHAM APPROACH	AD ELEVATION	<b>339</b>
TWR	118.305	BIRMINGHAM TOWER	THR ELEVATION	<b>328</b>
	121.805	BIRMINGHAM GROUND	OBSTACLE ELEVATION	<b>1501 AMSL</b> (1173) (ABOVE THR)
RAD	123.980, 131.330	BIRMINGHAM RADAR		
ATIS	136.030	BIRMINGHAM INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE  
**6000**



**RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM**

<b>DME I-BM</b>	5	4	3	2	1
<b>ALT(HGT)</b>	1970(1642)	1660(1332)	1340(1012)	1020(692)	700(372)



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	488(160)	496(168)	503(175)	513(185)		FT/MIN	850	740	640	530	420
	CAT II	396(68)	407(79)	420(92)	432(104)							
VM(C)OCA (OCH AAL)	Total Area	810(471)	920(581)	1080(741)	1310(971)							

**ALTERNATIVE PROCEDURE FROM EXTENDED MAPLE HOLD**  
 Overhead MAPLE at 2500. Extend the outbound leg of the MAPLE holding pattern to 2000(1672). At I-BM DME 7 turn left 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 7NM outbound and at 4NM inbound.