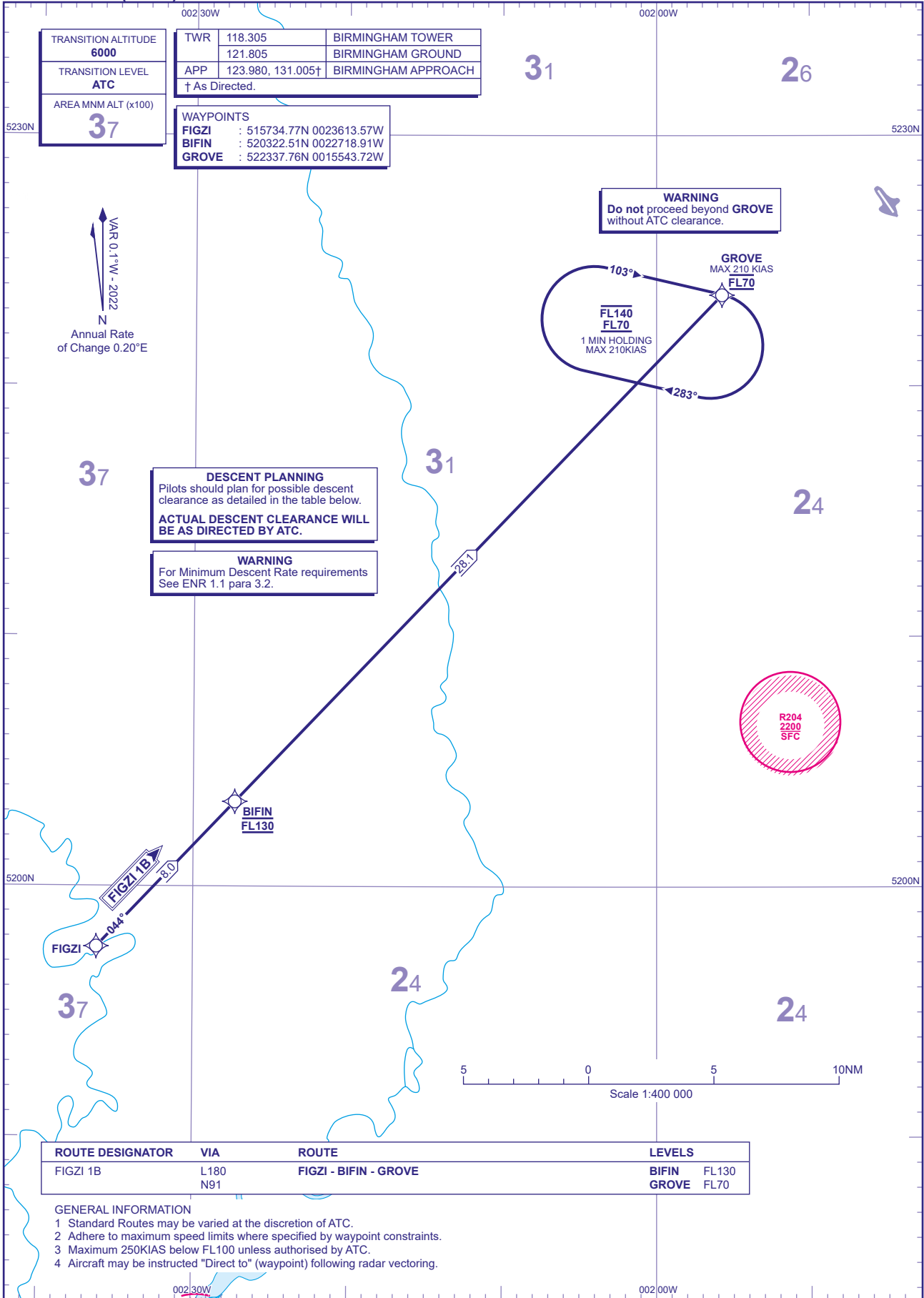


**SNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES  
TRACKS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET

**BIRMINGHAM FIGZI 1B**



TRANSITION ALTITUDE	<b>6000</b>
TRANSITION LEVEL	<b>ATC</b>
AREA MNM ALT (x100)	<b>37</b>

TWR	118.305	BIRMINGHAM TOWER
	121.805	BIRMINGHAM GROUND
APP	123.980, 131.005†	BIRMINGHAM APPROACH
† As Directed.		

WAYPOINTS	
FIGZI	: 515734.77N 0023613.57W
BIFIN	: 520322.51N 0022718.91W
GROVE	: 522337.76N 0015543.72W

**WARNING**  
Do not proceed beyond GROVE without ATC clearance.

**DESCENT PLANNING**  
Pilots should plan for possible descent clearance as detailed in the table below.  
**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

**WARNING**  
For Minimum Descent Rate requirements See ENR 1.1 para 3.2.

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
FIGZI 1B	L180 N91	FIGZI - BIFIN - GROVE	BIFIN FL130 GROVE FL70

**GENERAL INFORMATION**

- Standard Routes may be varied at the discretion of ATC.
- Adhere to maximum speed limits where specified by waypoint constraints.
- Maximum 250KIAS below FL100 unless authorised by ATC.
- Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.

CHANGE (13/20): MAG VAR. GROVE HOLD MAG TRACKS.