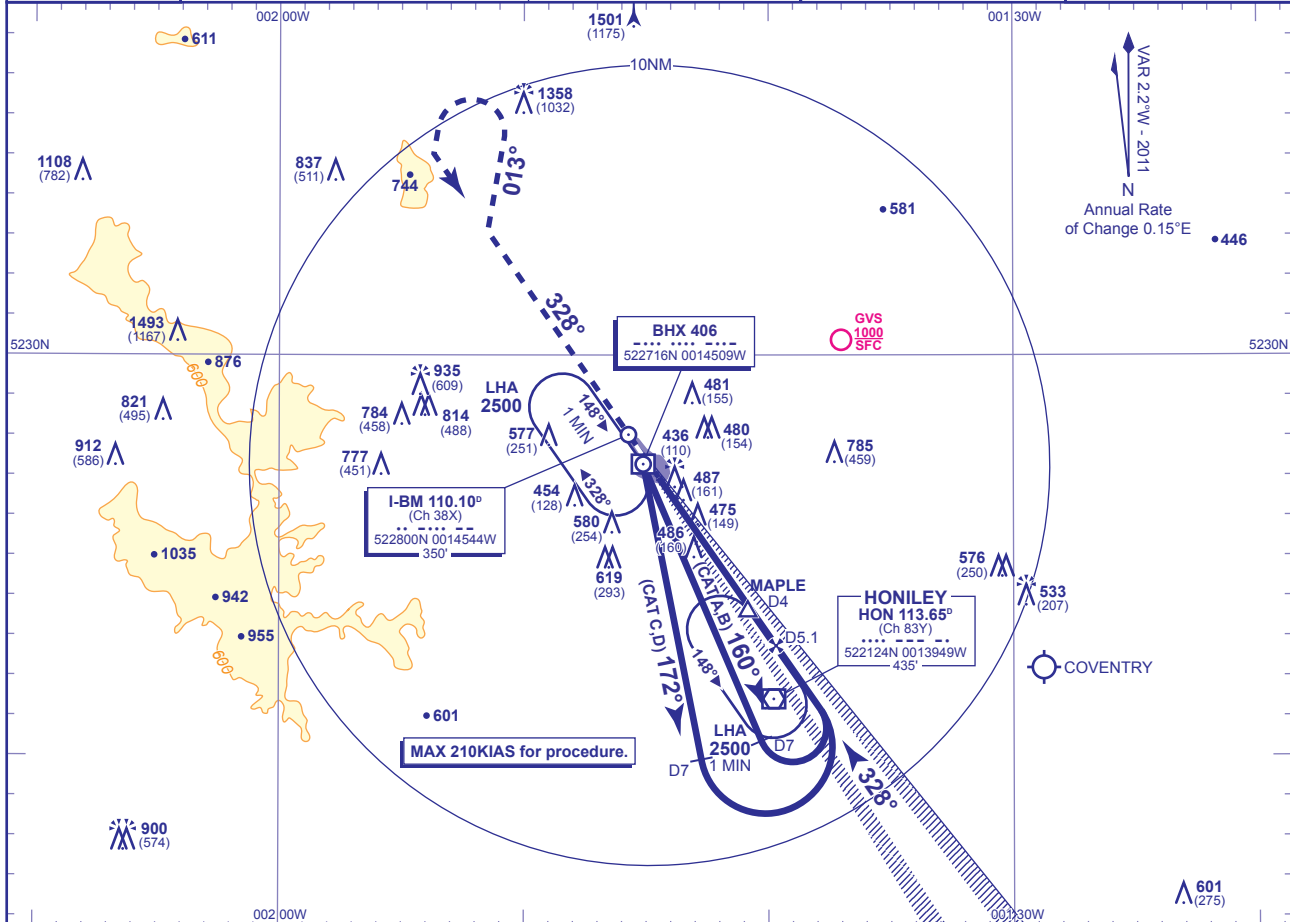


INSTRUMENT APPROACH CHART - ICAO

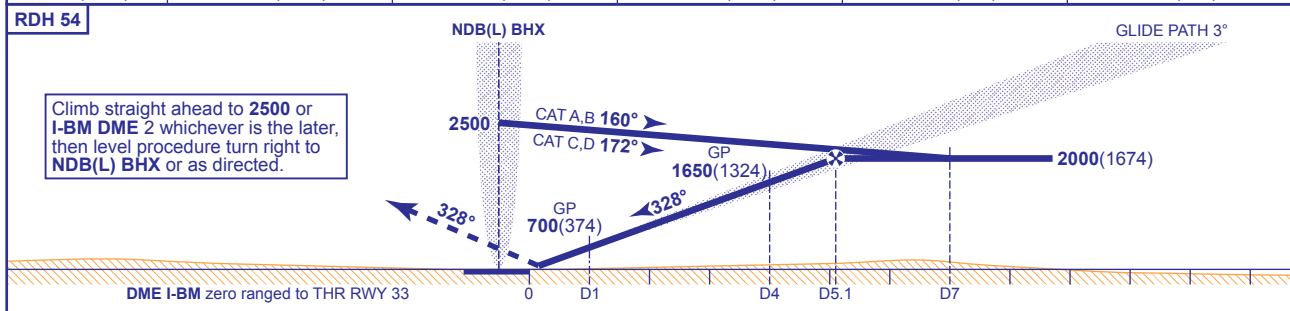
**BIRMINGHAM
ILS/DME/NDB(L)
RWY 33**
(ACFT CAT A,B,C,D)

<p>MSA 25NM NDB(L) BHX</p>	APP 118.050, 131.000	BIRMINGHAM APPROACH	AD ELEVATION 328
	TWR 118.300	BIRMINGHAM TOWER	THR ELEVATION 326
	121.800	BIRMINGHAM GROUND	OBSTACLE ELEVATION
	RAD 118.050, 131.325	BIRMINGHAM RADAR	1501 AMSL (1175) (ABOVE THR)
	ATIS 136.025	BIRMINGHAM INFORMATION	BEARINGS ARE MAGNETIC
			TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-BM	5	4	3	2	1
ALT(HGT)	1970(1644)	1650(1324)	1330(1004)	1020(694)	700(374)



Aircraft Category	Aircraft Category				Rate of descent	Rate of descent					
	A	B	C	D		G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	487(161)	494(168)	505(179)	517(191)	FT/MIN	860	740	640	540	420
	CAT II	378(52)	392(66)	405(79)	424(98)						
VM(C)OCA (OCH AAL)	Total Area	810(482)	920(592)	1080(752)	1180(852)						

ALTERNATIVE PROCEDURE FROM EXTENDED MAPLE HOLD
Overhead MAPLE at 2500. Extend the outbound leg of the MAPLE holding pattern to 2000(1674). 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.

NOTE Direct arrivals are detailed on AD 2-EGBB-8-8.

CHANGE: MAG VAR. PROCEDURE. MINIMA. RECOMMENDED PROFILE. OBSTACLES. NOTE.

AERO INFO DATE 14 FEB 11

AMDT 5/11

Civil Aviation Authority