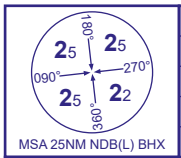
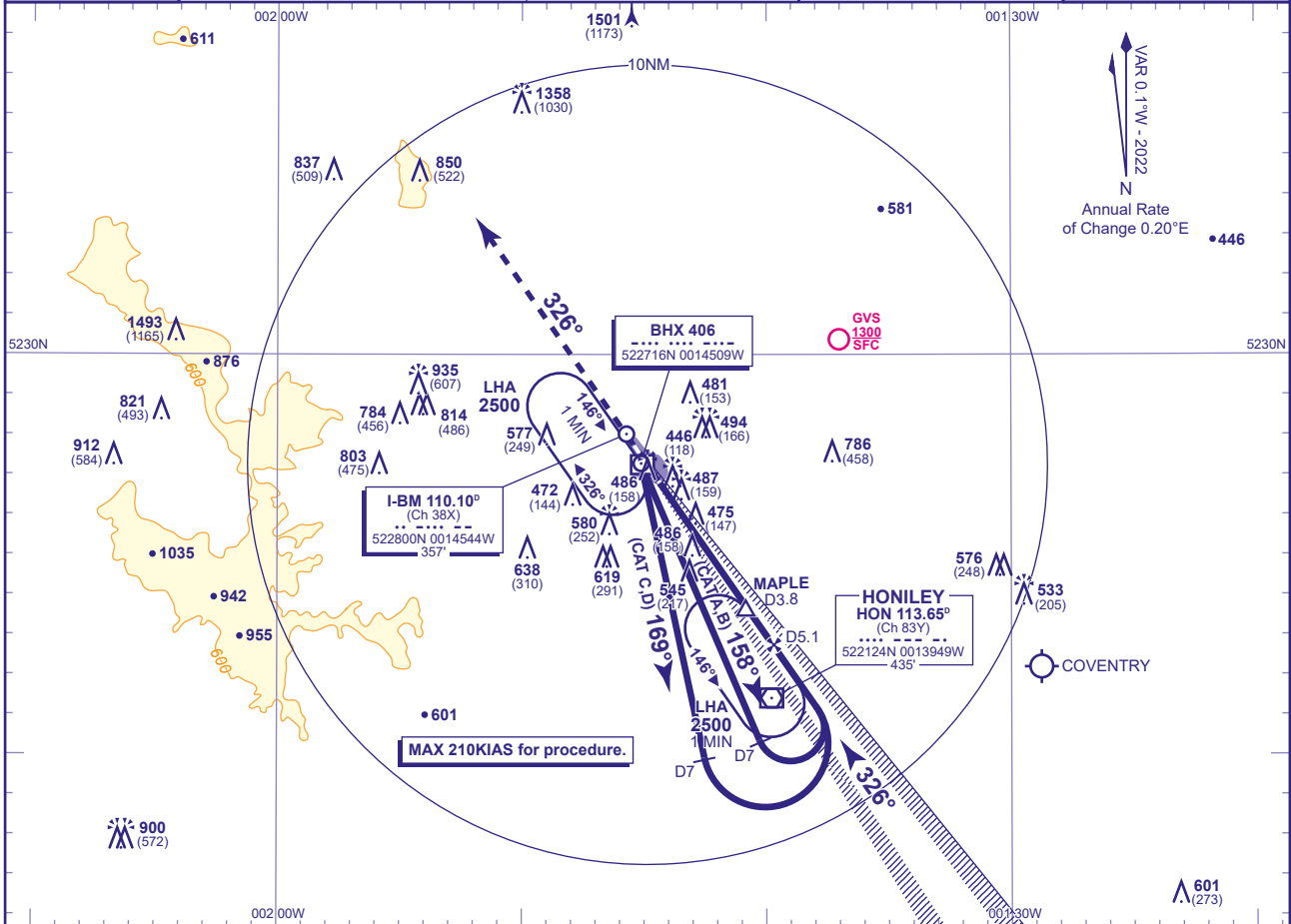


## INSTRUMENT APPROACH CHART - ICAO

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

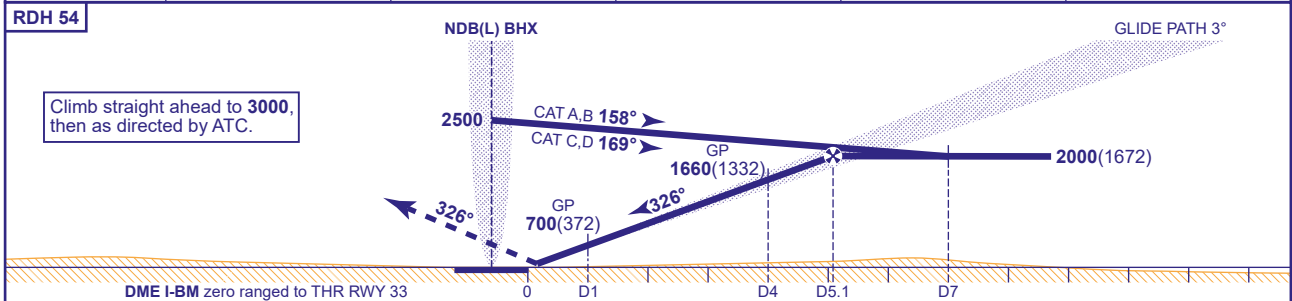
APP	123.980 (131.005 DIRECTOR)	BIRMINGHAM RADAR *	AD ELEVATION	339
TWR	118.305	BIRMINGHAM TOWER	THR ELEVATION	328
	121.805	BIRMINGHAM GROUND	OBSTACLE ELEVATION	1501 AMSL (1173) (ABOVE THR)
ATIS	136.030	BIRMINGHAM INFORMATION	BEARINGS ARE MAGNETIC	
* See Note 1				TRANSITION ALTITUDE 6000



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

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

RDH 54

Climb straight ahead to **3000**,  
then as directed by ATC.

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.

**NOTE 1** In the event of a radar failure, BIRMINGHAM APPROACH callsign should be used on 123.980 or 131.005.

CHANGE (12/22): DME I-BM ELEVATION.