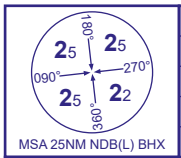
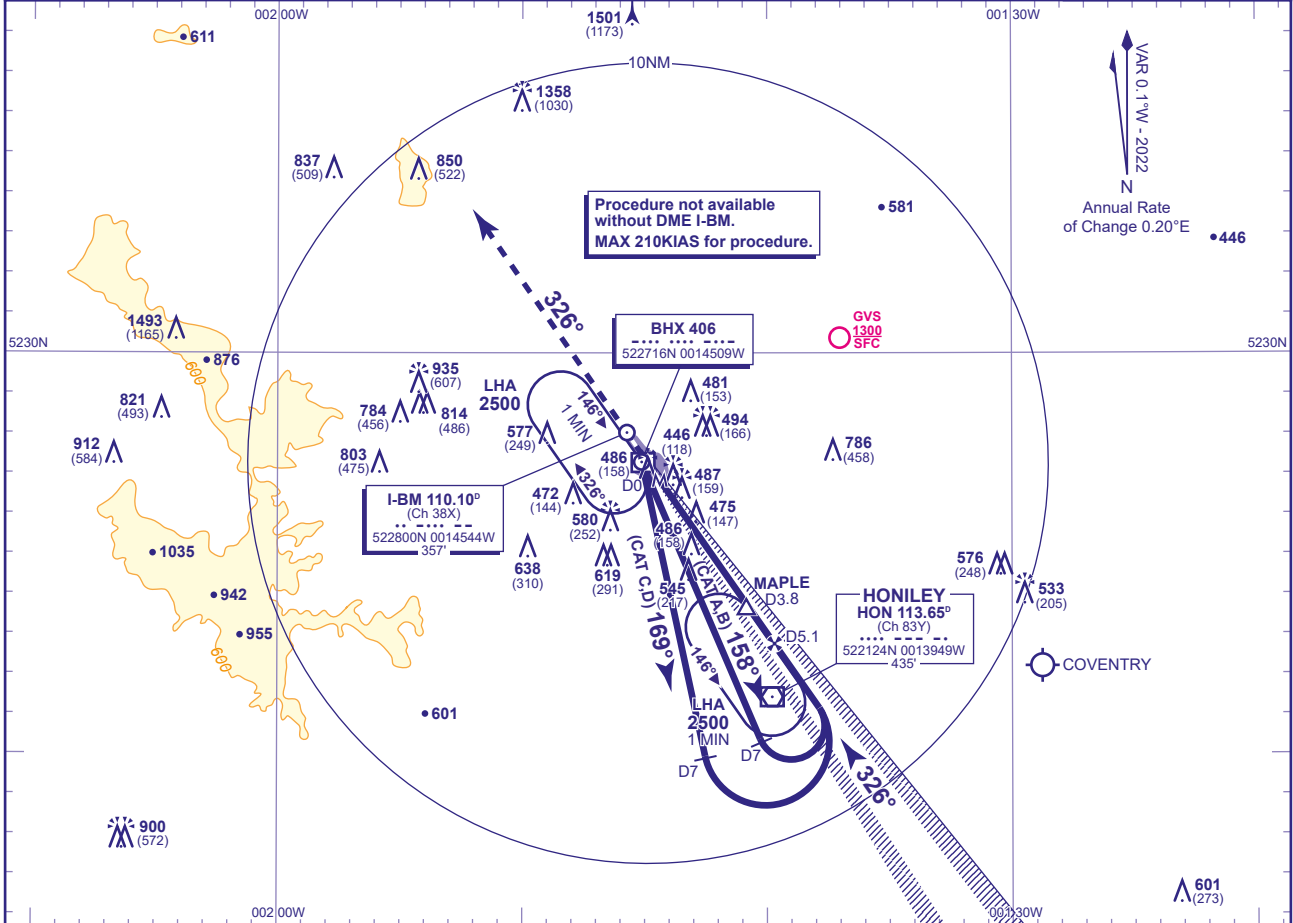


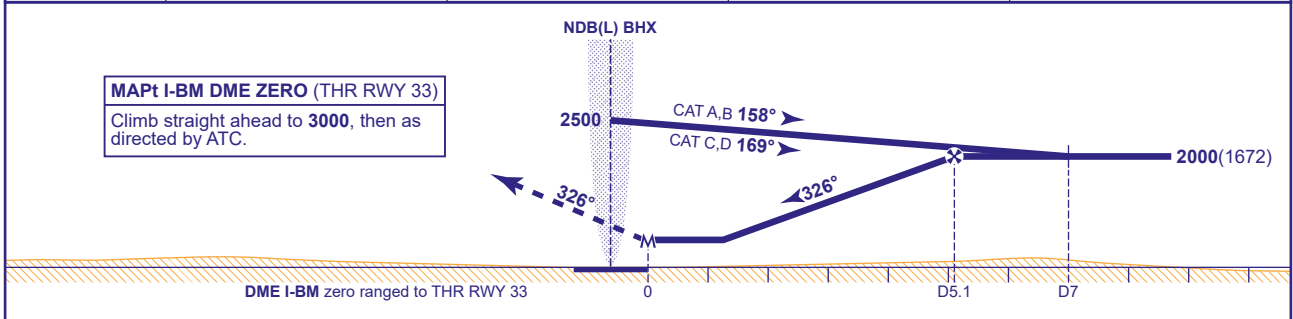
## INSTRUMENT APPROACH CHART - ICAO

BIRMINGHAM  
LOC/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 Gradient 5.24%, 320FT/NM				
DME I-BM	5	4	3	2
ALT(HGT)	1970(1642)	1660(1332)	1340(1012)	1020(692)



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	740(412)	740(412)	740(412)	740(412)		FT/MIN	850	740	640	530	420
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.

**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.	
AD 2-EGBB-8-6	