

EGBB/BHX
BIRMINGHAM

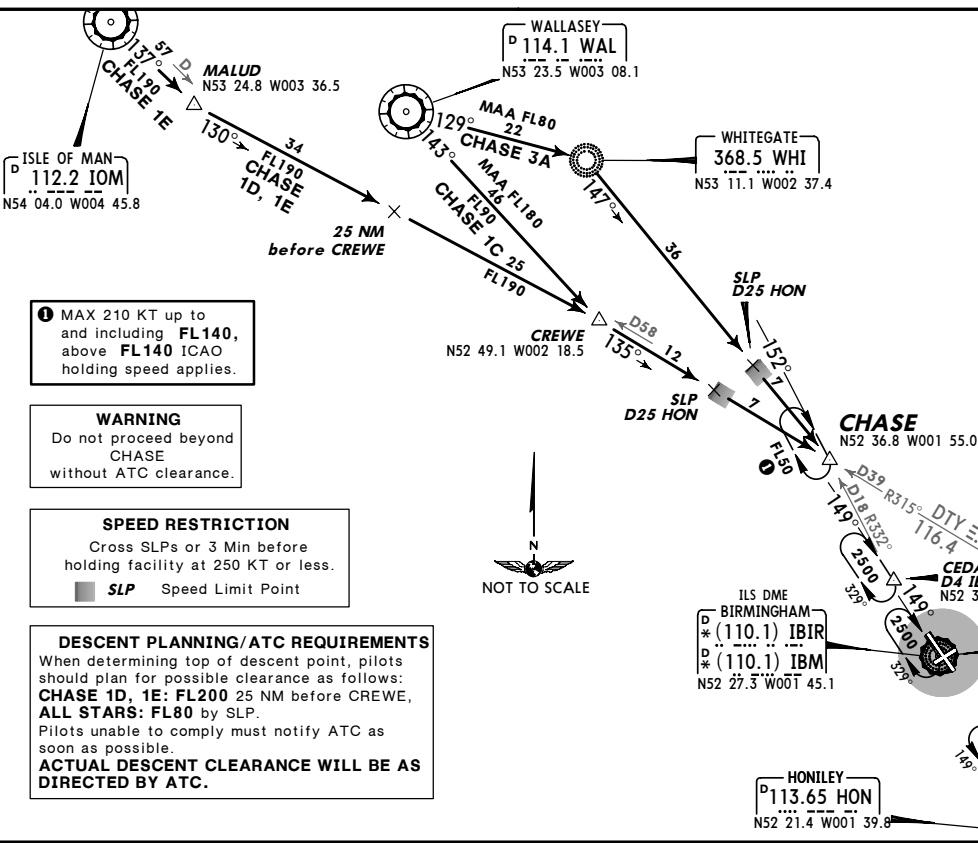
JEPPesen
 8 SEP 06 (10-2)

BIRMINGHAM, UK
STAR

ATIS 136.02	Appl Elev 327'	Alt Set: hPa Aircraft inbound from the FIR will normally be cleared by BIRMINGHAM ATC to BHX.	Trans level: By ATC Aircraft inbound from the FIR will normally be cleared by BIRMINGHAM ATC to BHX.	Trans alt: 4000'
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**CHASE THREE ALPHA (CHASE 3A) [CHAS3A]
 CHASE ONE CHARLIE (CHASE 1C) [CHAS1C]
 CHASE ONE DELTA (CHASE 1D) [CHAS1D]
 CHASE ONE ECHO (CHASE 1E) [CHAS1E]**

ARRIVALS
 FROM NORTHWEST
 WHEN HON VOR OR DME UNSERVICEABLE
 REFER TO CHARTS 10-2C AND 10-2D
 FOR CHASE STARS FROM NORTH & NORTHEAST
 REFER TO CHART 10-2A



MAX 210 KT up to and including FL140, above FL140 ICAO holding speed applies.

WARNING
 Do not proceed beyond CHASE without ATC clearance.

SPEED RESTRICTION
 Cross SLPs or 3 Min before holding facility at 250 KT or less.
 ■ SLP Speed Limit Point

DESCENT PLANNING/ATC REQUIREMENTS
 When determining top of descent point, pilots should plan for possible clearance as follows:
CHASE 1D, 1E: FL200 25 NM before CREWE, ALL STARS: FL80 by SLP.
 Pilots unable to comply must notify ATC as soon as possible.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

CHANGES: ATIS frequency.

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EGBB/BHX
BIRMINGHAM

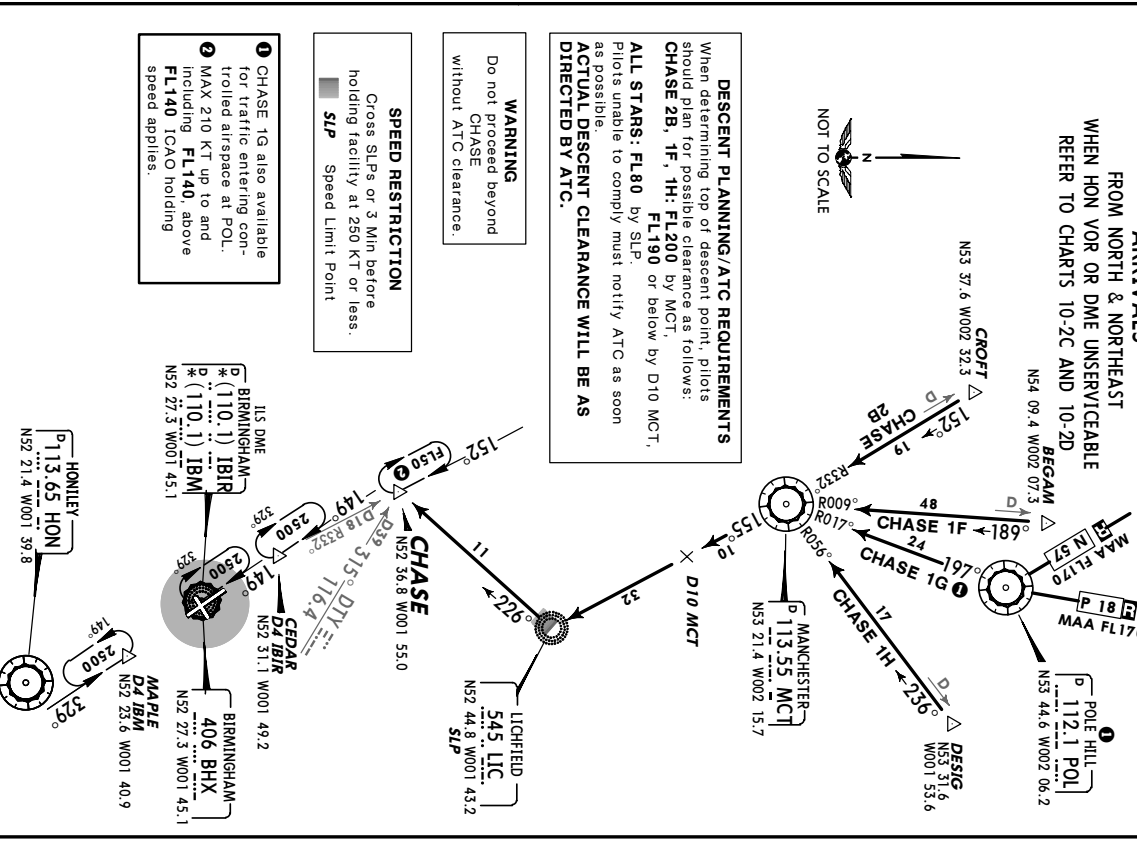
JEPPesen
 8 SEP 06 (10-2A)

BIRMINGHAM, UK
STAR

ATIS 136.02	Appl Elev 327'	Alt Set: hPa Aircraft inbound from the FIR will normally be cleared by BIRMINGHAM ATC to BHX.	Trans level: By ATC Aircraft inbound from the FIR will normally be cleared by BIRMINGHAM ATC to BHX.	Trans alt: 4000'
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**CHASE TWO BRAVO (CHASE 2B) [CHAS2B]
 CHASE ONE FOXTROT (CHASE 1F) [CHAS1F]
 CHASE ONE GOLF (CHASE 1G) [CHAS1G]
 CHASE ONE HOTEL (CHASE 1H) [CHAS1H]**

ARRIVALS
 FROM NORTH & NORTHEAST
 WHEN HON VOR OR DME UNSERVICEABLE
 REFER TO CHARTS 10-2C AND 10-2D



DESCENT PLANNING/ATC REQUIREMENTS
 When determining top of descent point, pilots should plan for possible clearance as follows:
CHASE 2B, 1F, 1H: FL200 by MCT, FL190 or below by D10 MCT, ALL STARS: FL80 by SLP.
 Pilots unable to comply must notify ATC as soon as possible.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
 Do not proceed beyond CHASE without ATC clearance.

SPEED RESTRICTION
 Cross SLPs or 3 Min before holding facility at 250 KT or less.
 ■ SLP Speed Limit Point

1 CHASE 1G also available for traffic entering controlled airspace at POL.
2 MAX 210 KT up to and including FL140, above FL140 ICAO holding speed applies.

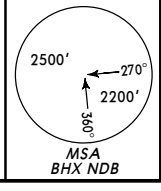
CHANGES: ATIS frequency.

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BIRMINGHAM
 8 SEP 06 (10-2B)
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BIRMINGHAM, UK
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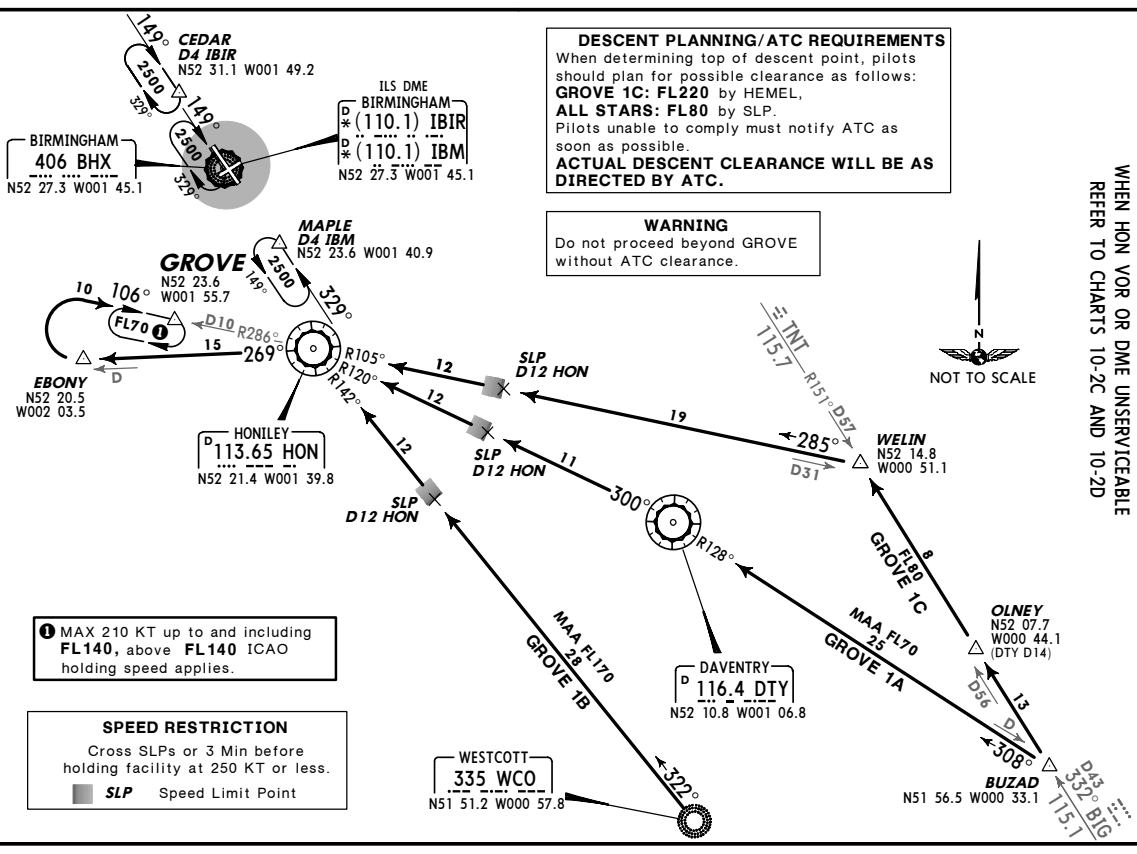
ATIS	136.02	Apf Elev	327'	Alt Set: hPa	Trans level: By ATC	Trans alt: 4000'
Aircraft inbound from the FIR will normally be cleared by BIRMINGHAM ATC to BHX.						

**GROVE ONE ALFA (GROVE 1A) [GROV1A]
 GROVE ONE BRAVO (GROVE 1B) [GROV1B]
 GROVE ONE CHARLIE (GROVE 1C) [GROV1C]**
ARRIVALS
 WHEN HON VOR OR DME UNSERVICEABLE
 REFER TO CHARTS 10-2C AND 10-2D



DESCENT PLANNING/ATC REQUIREMENTS
 When determining top of descent point, pilots should plan for possible clearance as follows:
GROVE 1C: FL220 by HEMEL,
ALL STARS: FL80 by SLP.
 Pilots unable to comply must notify ATC as soon as possible.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
 Do not proceed beyond GROVE without ATC clearance.



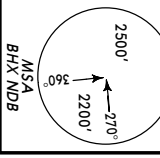
MAX 210 KT up to and including FL140, above FL140 ICAO holding speed applies.

SPEED RESTRICTION
 Cross SLPs or 3 Min before holding facility at 250 KT or less.
 SLP Speed Limit Point

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 8 SEP 06 (10-2C)
JEPPESSEN
BIRMINGHAM, UK
STAR

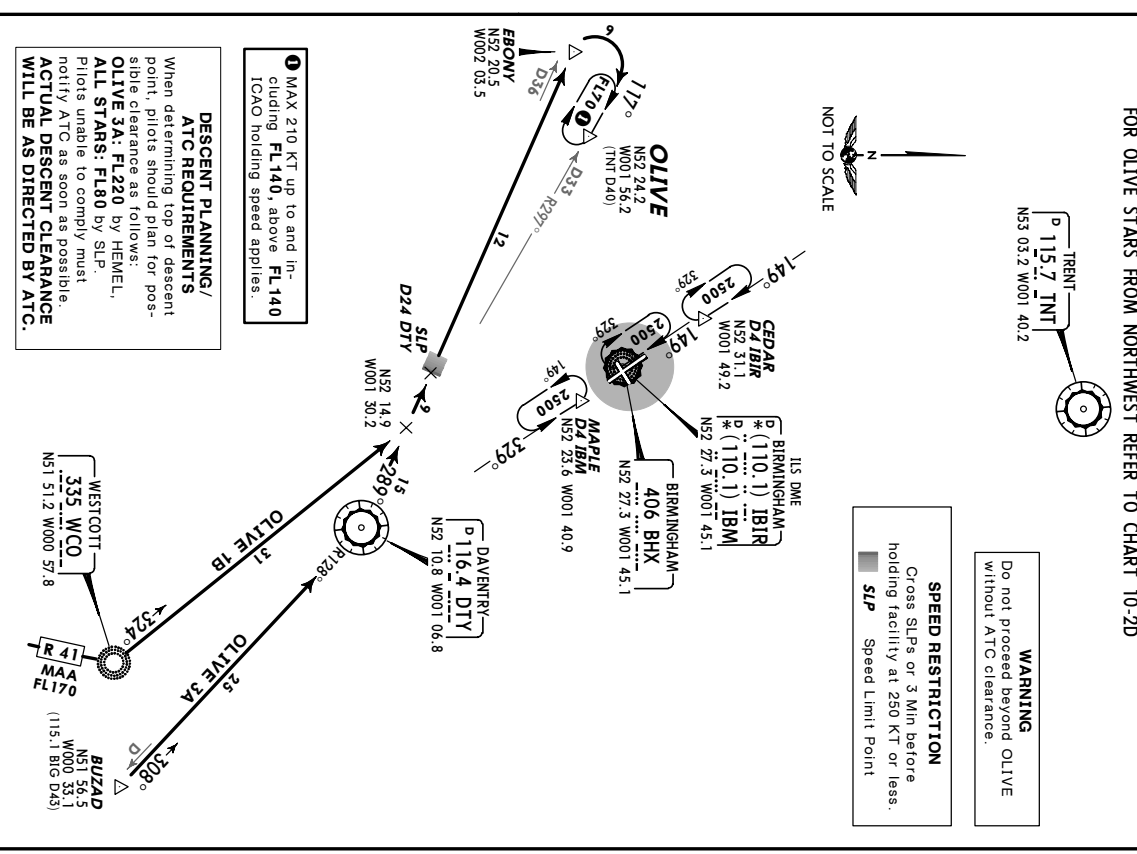
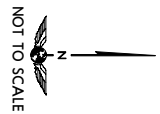
ATIS	136.02	Apf Elev	327'	Alt Set: hPa	Trans level: By ATC	Trans alt: 4000'
Aircraft inbound from the FIR will normally be cleared by BIRMINGHAM ATC to BHX.						

**OLIVE THREE ALFA (OLIVE 3A) [OLIV3A]
 OLIVE ONE BRAVO (OLIVE 1B) [OLIV1B]**
ARRIVALS
 FROM SOUTHEAST
 TO BE USED WHEN HON VOR OR DME UNSERVICEABLE
 FOR OLIVE STARS FROM NORTHWEST REFER TO CHART 10-2D



WARNING
 Do not proceed beyond OLIVE without ATC clearance.

SPEED RESTRICTION
 Cross SLPs or 3 Min before holding facility at 250 KT or less.
 SLP Speed Limit Point

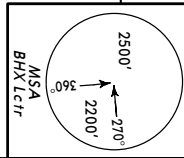


DESCENT PLANNING/ATC REQUIREMENTS
 When determining top of descent point, pilots should plan for possible clearance as follows:
OLIVE 3A: FL220 by HEMEL,
ALL STARS: FL80 by SLP.
 Pilots unable to comply must notify ATC as soon as possible.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

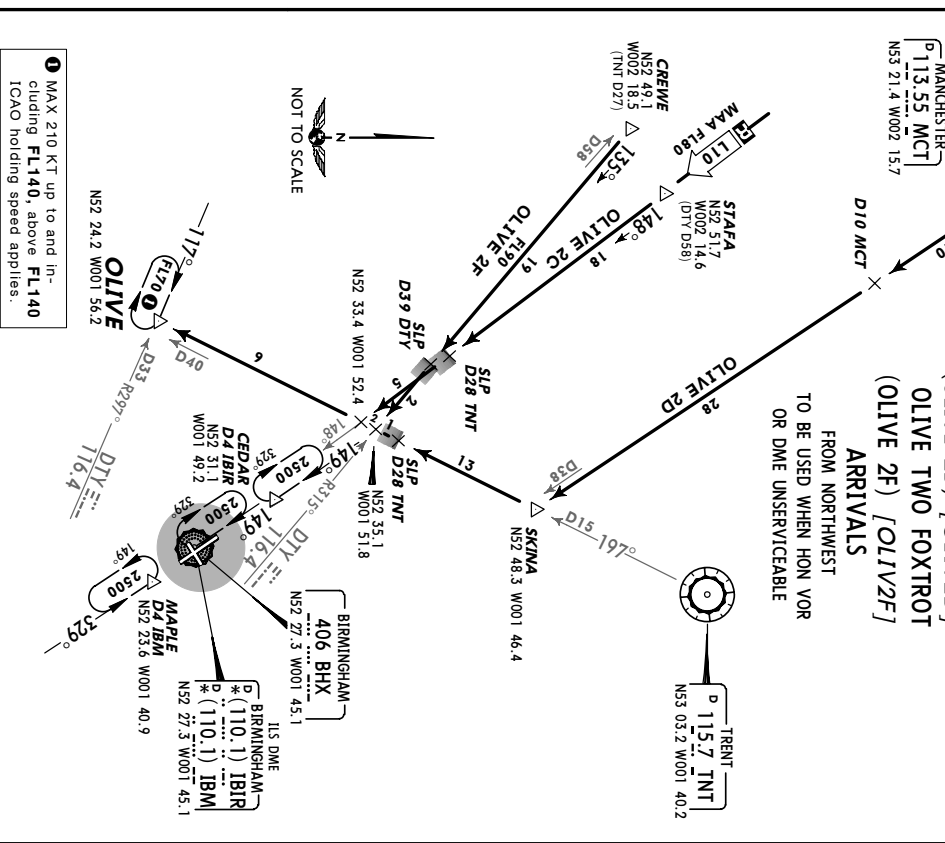
MAX 210 KT up to and including FL140, above FL140 ICAO holding speed applies.

EGBB/BHX
BIRMINGHAM
 8 SEP 06 (10-2D)
STAR

ATIS 136.02
 Apt Elev 327'
 Alt Set: hPa
 Trans level: By ATC
 Trans alt: 4000'
 Aircraft Inbound from the FIR will normally be cleared by BIRMINGHAM ATC to BHX.



OLIVE TWO CHARLIE
 (OLIVE 2C) [OLIV2C]
OLIVE TWO DELTA
 (OLIVE 2D) [OLIV2D]
OLIVE TWO FOXTROT
 (OLIVE 2F) [OLIV2F]
ARRIVALS
 FROM NORTHWEST
 TO BE USED WHEN HON VOR
 OR DME UNSERVICEABLE



1 MAX 210 KT up to and including FL140, above FL140 ICAO holding speed applies.

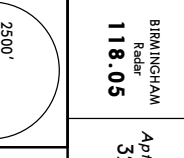
DESCENT PLANNING/ATC REQUIREMENTS
 When determining top of descent point, pilots should plan for possible clearance as follows:
OLIVE 2D: FL200 by MCT.
OLIVE 2F: FL190 or below by D10 MCT, abeam WHI.
ALL STARS: FL80 by SLP.
 Pilots unable to comply must notify ATC as soon as possible.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
 Do not proceed beyond without ATC clearance.

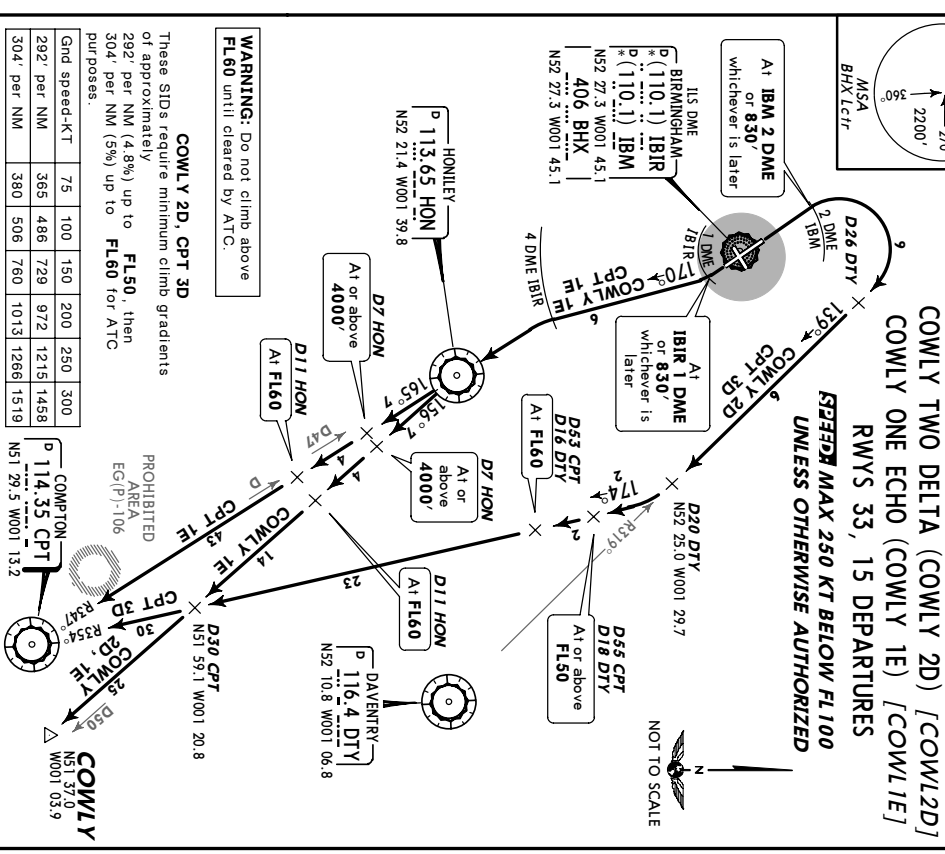
SPEED RESTRICTION
 Cross SLPs or 3 min before holding facility at 250 KT or less.
 SLP Speed Limit Point

EGBB/BHX
BIRMINGHAM
 21 MAY 04 (10-3)
STAR

BIRMINGHAM 118.05
 Radar 327'
 Trans level: By ATC
 Trans alt: 4000'
 1. After passing 2000' contact BIRMINGHAM Radar as soon as possible. 2. All SIDs include noise preferential routes. 3. Initial climb straight ahead to 830'. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until cleared by ATC.



COMPTON THREE DELTA (CPT 3D)
COMPTON ONE ECHO (CPT 1E)
COMPTON TWO DELTA (COMPLY 2D) [COMW2D]
COMPTON ONE ECHO (COMPLY 1E) [COMW1E]
RWYS 33, 15 DEPARTURES
3300 MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



WARNING: Do not climb above FL60 until cleared by ATC.

COMPLY 2D, CPT 3D
 These SIDs require minimum climb gradients of approximately 292' per NM (4.8%), up to FL50, then 304' per NM (5%) up to FL60 for ATC purposes.
 Gnd speed-KT: 75 100 150 200 250 300
 292' per NM 365 486 729 972 1215 1458
 304' per NM 380 506 760 1013 1266 1519

SID	RWY	INITIAL CLIMB
COMPLY 2D	33	Climb to IBM 2 DME or 830', whichever is later, turn RIGHT, intercept DTY R-319 inbound by D26 DTY, at D20 DTY turn RIGHT, intercept CPT R-354 inbound.
COMPLY 1E	15	Climb to IBIR 1 DME or 830', whichever is later, turn LEFT to HON.
CPT 1E		Continue to CPT.
CPT 3D		Continue to CPT.
CPT 1E		At HON, HON R-165 (CPT R-347 inbound) to CPT.

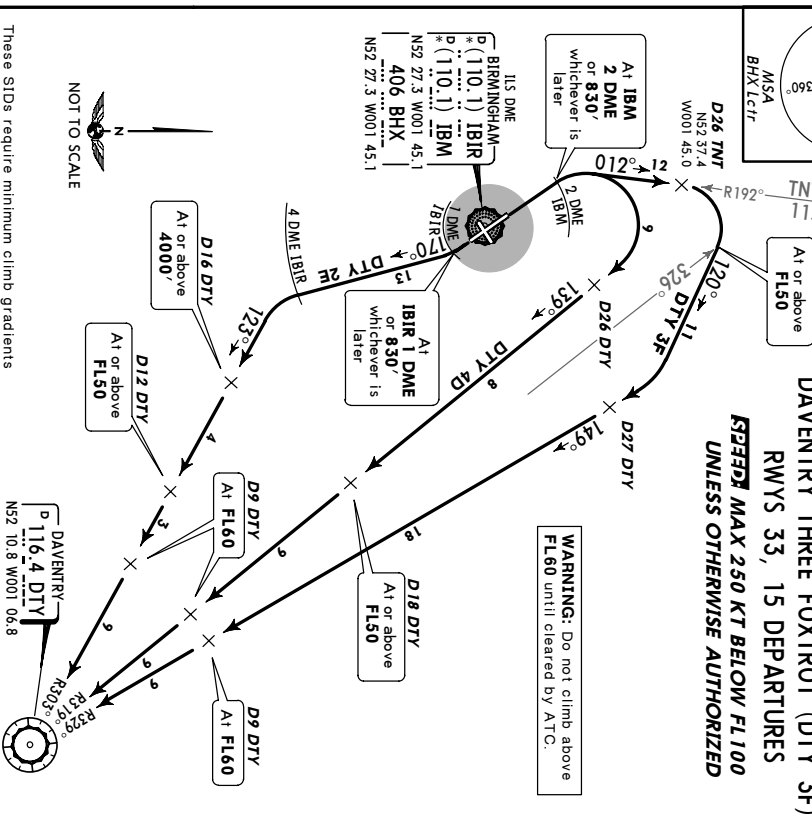
EGBB/BHX
BIRMINGHAM

JEPPesen
21 MAY 04 (10-3A)

BIRMINGHAM, UK
SID

BIRMINGHAM Radar 118.05	Apr/Elev 327'	Trans level: By ATC. Trans alt: 4000'. 1. After passing 2000' contact BIRMINGHAM Radar as soon as possible. 2. All SIDs include noise preferential routes. 3. Initial climb straight ahead to 830'. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until cleared by ATC.
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**DAVENTRY FOUR DELTA (DTY 4D)
DAVENTRY TWO ECHO (DTY 2E)
DAVENTRY THREE FOXTROT (DTY 3F)
RWYS 33, 15 DEPARTURES**
~~ESNED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of approximately:

DTY 4D: 292' per NM (4.8%) up to FL50 for ATC purposes.	316' per NM (5.2%) up to 4000' , then 298' per NM (4.9%) up to FL60 for ATC purposes.	298' per NM (7.8%) up to FL50 for ATC purposes.
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Grd speed-KT	75	100	150	200	250	300
474' per NM	592	790	1185	1580	1975	2370
316' per NM	395	527	790	1053	1317	1580
298' per NM	372	496	744	992	1241	1489
292' per NM	365	486	729	972	1215	1458

SID	RWY	INITIAL CLIMB/ROUTING
DTY 4D	33	Climb to IBM 2 DME or 830' whichever is later, turn RIGHT, intercept DTY R-319 inbound by D26 DTY to DTY.
DTY 2E	15	Climb to IBR 1 DME or 830' whichever is later, turn RIGHT, 170° track, at IBR 2 DME, turn LEFT, intercept DTY R-503 inbound to DTY.
DTY 3F	33	Climb to IBM 2 DME or 830' whichever is later, turn RIGHT, intercept TNT R-192 inbound to D26 TNT, turn RIGHT, 120° track, intercept DTY R-329 inbound by D27 DTY to DTY.

① Only usable when BIRMINGHAM Radar not available. © JEPPesen SANDERSON, INC., 2004. ALL RIGHTS RESERVED. CHANGES: MSA, new format.

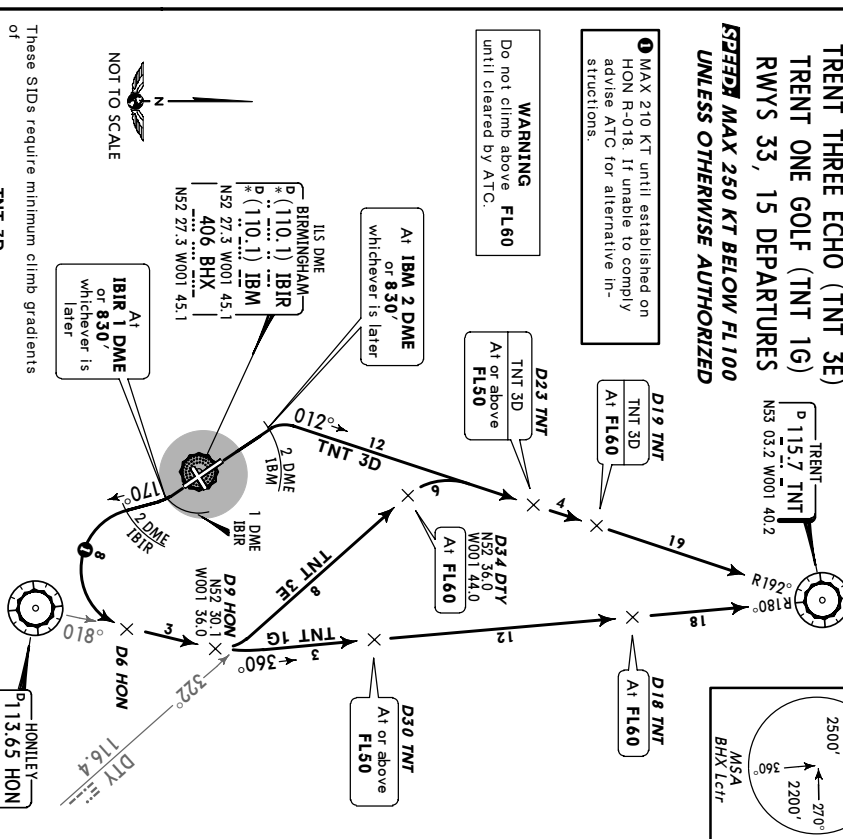
EGBB/BHX
BIRMINGHAM

JEPPesen
28 MAY 04 (10-3B)

BIRMINGHAM, UK
SID

BIRMINGHAM Radar 118.05	Apr/Elev 327'	Trans level: By ATC. Trans alt: 4000'. 1. After passing 2000' contact BIRMINGHAM Radar as soon as possible. 2. SIDs include noise preferential routes. 3. Initial climb straight ahead to 830'. 4. Cruising levels will be issued after take-off by MANCHESTER Control. 5. Do not climb above SID level until cleared by ATC.
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**TRENT THREE DELTA (TNT 3D)
TRENT THREE ECHO (TNT 3E)
TRENT ONE GOLF (TNT 1G)
RWYS 33, 15 DEPARTURES**
~~ESNED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of approximately:

TNT 3D: 358' per NM (5.9%) up to FL50 for ATC purposes.	TNT 3E: 267' per NM (4.4%) up to FL60 for ATC purposes.	TNT 1G: 286' per NM (4.7%) up to FL50 for ATC purposes.
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Grd speed-KT	75	100	150	200	250	300
358' per NM	448	597	896	1195	1494	1792
267' per NM	357	476	714	952	1190	1428
286' per NM	334	446	668	891	1114	1337

SID	RWY	INITIAL CLIMB/ROUTING
TNT 3D	33	Climb to IBM 2 DME or 830' whichever is later, turn RIGHT, intercept TNT R-192 inbound to TNT.
TNT 3E	15	Climb to IBR 1 DME or 830' whichever is later, turn RIGHT, 170° track to IBR 2 DME, turn LEFT, intercept HON R-018, intercept DTY R-322 to D34 DTY, turn RIGHT, intercept TNT R-192 inbound to TNT.
TNT 1G	15	Climb to IBR 1 DME or 830' whichever is later, turn RIGHT, 170° track to IBR 2 DME, turn LEFT, intercept HON R-018 by D6 HON, at D9 HON turn LEFT, intercept TNT R-180 inbound to TNT.

② Only usable when BIRMINGHAM Radar not available. © JEPPesen SANDERSON, INC., 2004. ALL RIGHTS RESERVED. CHANGES: MSA, new format.

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BIRMINGHAM

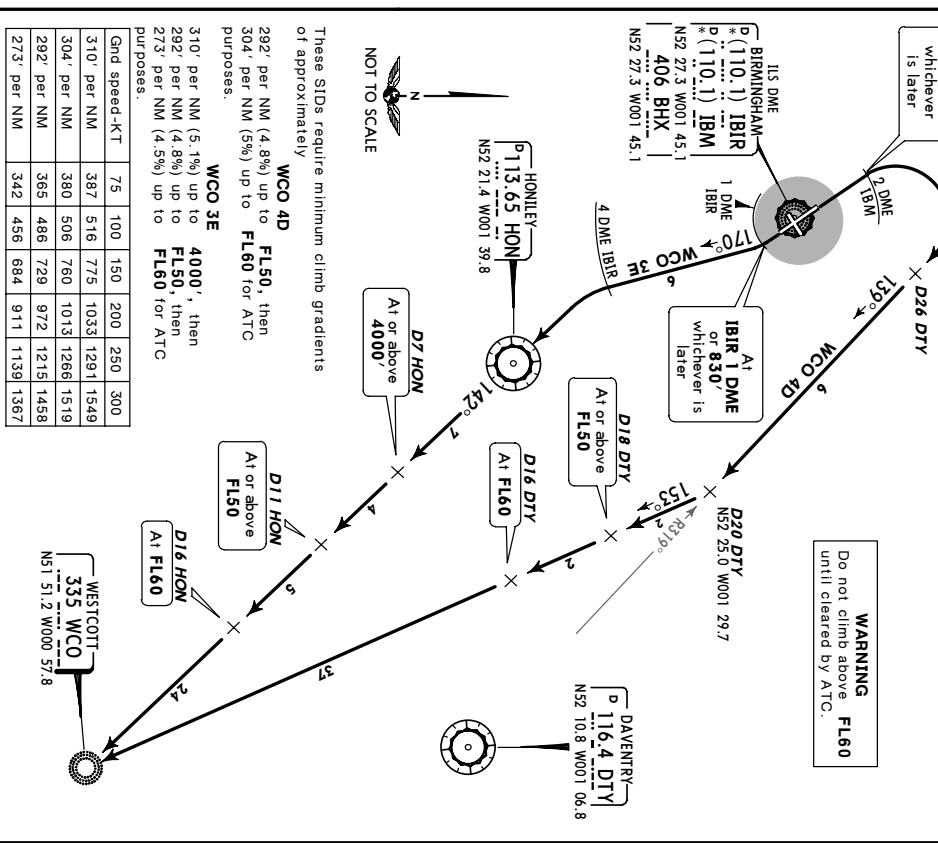
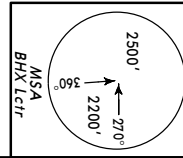
JEPPESSEN
28 MAY 04 (10-3D)

BIRMINGHAM, UK
SID

BIRMINGHAM Radar	Appt Elev	Trans level: By ATC	Trans alt: 4000'
118.05	327'	1. After passing 2000' contact BIRMINGHAM Radar as soon as possible. 2. SIDs include noise preferential routes. 3. Initial climb straight ahead to 830'. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until cleared by ATC.	

**WESTCOTT FOUR DELTA (WCO 4D)
WESTCOTT THREE ECHO (WCO 3E)
RWYS 33, 15 DEPARTURES**

**SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED**



SID	RWY	INITIAL CLIMB/ROUTING
WCO 4D	33	Climb to IBM 2 DME or 830' whichever is later, turn RIGHT, intercept DTY R-319 inbound by D26 DTY, at D20 DTY turn RIGHT, intercept 153° bearing to WCO.
WCO 3E	15	Climb to IBR 1 DME or 830' whichever is later, turn RIGHT, 170° track to IBR 4 DME, turn LEFT to HON, HON R-142 to WCO.

CHANGES: MSA, new format. © JEPPESSEN SANDERSON, INC., 2004. ALL RIGHTS RESERVED.

EGBB/BHX
BIRMINGHAM

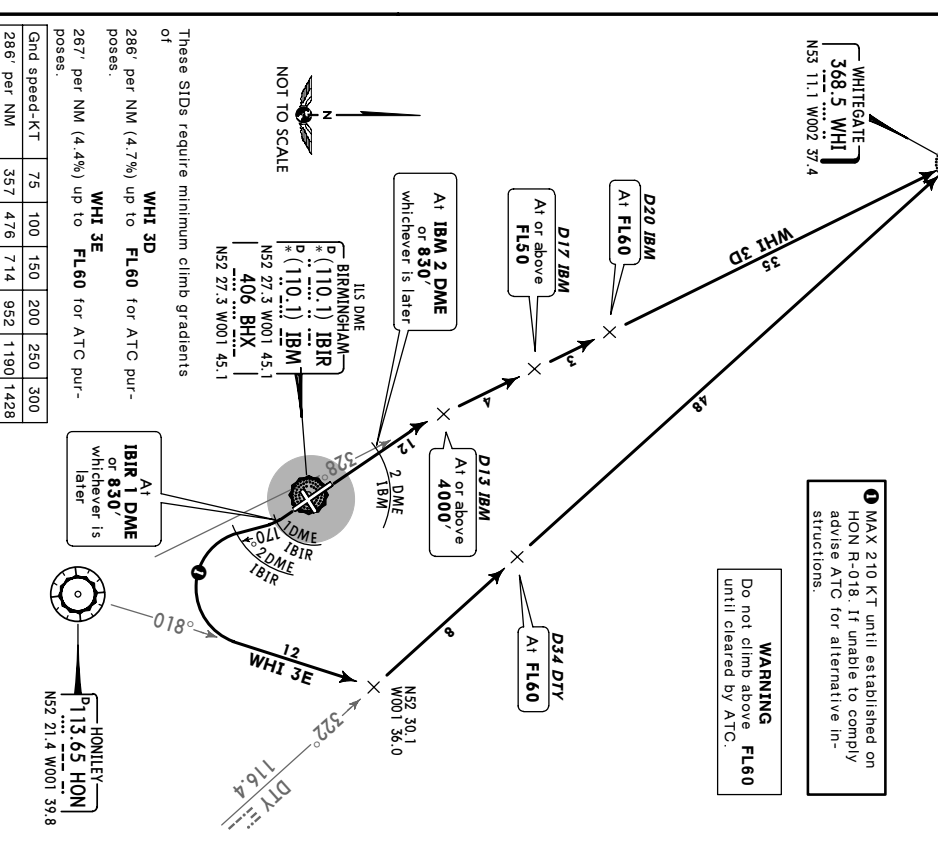
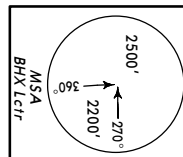
JEPPESSEN
28 MAY 04 (10-3D)

BIRMINGHAM, UK
SID

BIRMINGHAM Radar	Appt Elev	Trans level: By ATC	Trans alt: 4000'
118.05	327'	1. After passing 2000' contact BIRMINGHAM Radar as soon as possible. 2. SIDs include noise preferential routes. 3. Initial climb straight ahead to 830'. 4. Cruising levels will be issued after take-off by MANCHESTER Control. 5. Do not climb above SID level until cleared by ATC.	

**WHITEGATE THREE DELTA (WHI 3D)
WHITEGATE THREE ECHO (WHI 3E)
RWYS 33, 15 DEPARTURES**

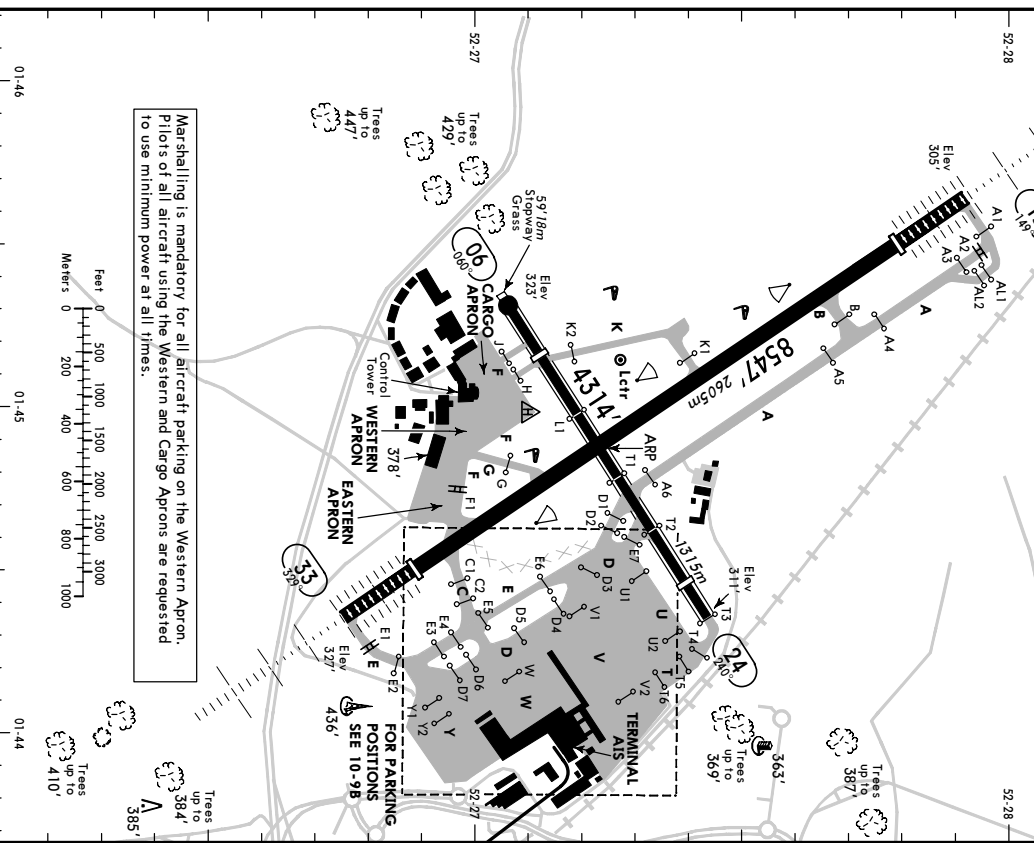
**SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED**



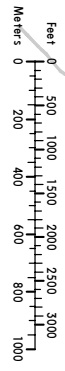
SID	RWY	INITIAL CLIMB/ROUTING
WHI 3D	33	Climb to IBM 2 DME or 830' whichever is later, intercept HON R-328 to WHI.
WHI 3E	15	Climb to IBR 1 DME or 830' whichever is later, turn RIGHT, 170° track to IBR 4 DME, turn LEFT, intercept HON R-018, intercept DTY R-322 to WHI.

CHANGES: MSA, new format. © JEPPESSEN SANDERSON, INC., 2004. ALL RIGHTS RESERVED.

WARNING:
 Pilots are warned, when landing on rwy 15 or 33, of the possibility of building induced turbulence and wind shear effects.



Marshalling is mandatory for all aircraft parking on the Western Apron. Pilots of all aircraft using the Western and Cargo Aprons are requested to use minimum power at all times.



RWY	APAP1-L (angle 3.50°) PART-L (angle 3.50°)	USABLE LENGTHS			WIDTH
		Threshold	GLIDE SLOPE	TAKE-OFF	
06		3563' 1025m	98'	4134' 1260m	98'
24		3898' 1188m			30m

15	HIRL CL (15m) HIALS-II TDZ PAP1-L(3.00°)	7477' 2279m	6569' 1941m	151'
33		7559' 2302m	6405' 1952m	46m

ATC LOW VISIBILITY PROCEDURE

During CAT II/III operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed by ATIS broadcast or by RTF when these procedures are in operation.

Departing aircraft: ATC will require departing aircraft to use the Category II/III holding points.
 Arriving aircraft: Pilots should delay the call "Runway vacated" until the aircraft is clear of the amber and green coded section of the taxiway lead-off lights.

Taxiways G and K will be closed when Low Visibility Procedures are in force. Runway 06/24 will be closed for arriving and departing aircraft.

JAR OPS	TAKE-OFF I	All Rwys
Rwys 15/33		

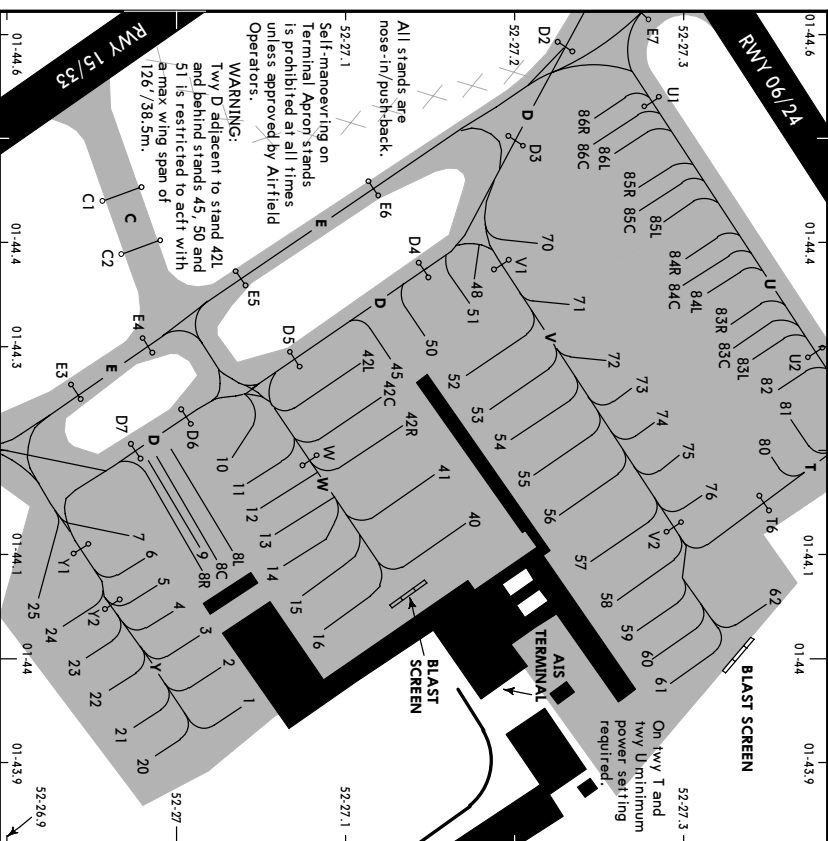
LVP must be In Force		LVP must be In Force	
Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	RVR 125m	RVR 150m	RVR 250m
B	RVR 150m	RVR 200m	RVR 400m
C	RVR 200m	RVR 250m	RVR 500m
D	RVR 250m	RVR 300m	

Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

EGBB / BHX

JEPPesen
 15 SEP 06 (10-9B) EFF 28 SEP

BIRMINGHAM, UK
 BIRMINGHAM



PARKING PROCEDURES

Stand 8C has directional information provided by marshaller's instructions and is provided with an apron drive airbridge.
 Stands 8R and 8L have directional information provided by AGNIS and Mirror and are provided with an apron drive airbridge.
 Stand 4 has directional information provided by a Safedock Docking Guidance system.
 Stands 5, 6, 7, 10, 11 and 12 have directional information provided by Mirror.
 Stand 13 has directional information provided by AGNIS and Mirror.
 Stands 40 and 41 have directional information provided by a Safedock Docking Guidance system and are provided with an apron drive airbridge.
 Stands 52, 53, 54, 55 and 56 have directional information provided by a Safedock Docking Guidance system and are provided with a fixed nose loader airbridge.
 Stands 1, 2, 3, 14, 15 and 16 have directional information provided by AGNIS and PAPA and are provided with an apron drive airbridge.
 Stands 57 thru 61 and 70 thru 74 have directional information provided by AGNIS and PAPA.
 Stands 9, 45, 50, 51, 62, 75, 76, 80 thru 84R will be under marshaller's instructions. Pilots of light aircraft not using the full stand facilities should await marshaller's instructions before proceeding on to the stands to park.

EGBB / BHX

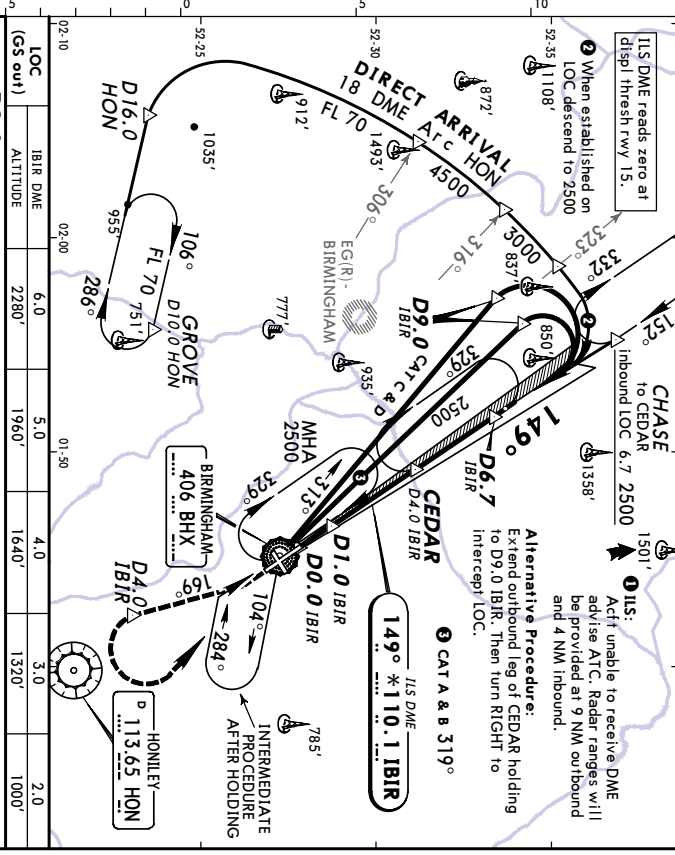
JEPPesen
 15 SEP 06 (10-9C) EFF 28 SEP

BIRMINGHAM, UK
 BIRMINGHAM

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3	N52 27.0 W001 44.0	56, 57	N52 27.2 W001 44.1
4 thru 9	N52 27.0 W001 44.1	58 thru 61	N52 27.3 W001 44.0
10, 11	N52 27.0 W001 44.2	62	N52 27.4 W001 44.1
12	N52 27.0 W001 44.1	70	N52 27.2 W001 44.4
13, 14	N52 27.1 W001 44.1	71 thru 73	N52 27.3 W001 44.3
15, 16	N52 27.1 W001 44.0	74 thru 76	N52 27.3 W001 44.2
20, 21	N52 27.0 W001 43.9	80	N52 27.3 W001 44.2
22	N52 27.0 W001 44.0	81	N52 27.4 W001 44.2
23 thru 25	N52 26.9 W001 44.0	82	N52 27.4 W001 44.3
40	N52 27.2 W001 44.1	83L thru 83R	N52 27.3 W001 44.3
41	N52 27.2 W001 44.2	84L thru 85C	N52 27.3 W001 44.4
42C, 42R	N52 27.1 W001 44.2	85L thru 85R	N52 27.3 W001 44.4
42L, 45	N52 27.1 W001 44.3	86L thru 86R	N52 27.2 W001 44.5
48, 50 thru 52	N52 27.2 W001 44.3		
53 thru 55	N52 27.2 W001 44.2		

EGBB/BHX
BIRMINGHAM
 15 SEP 06 **(1-1)** **JEPPERSEN**
 NDB ILS DME Rwy 15

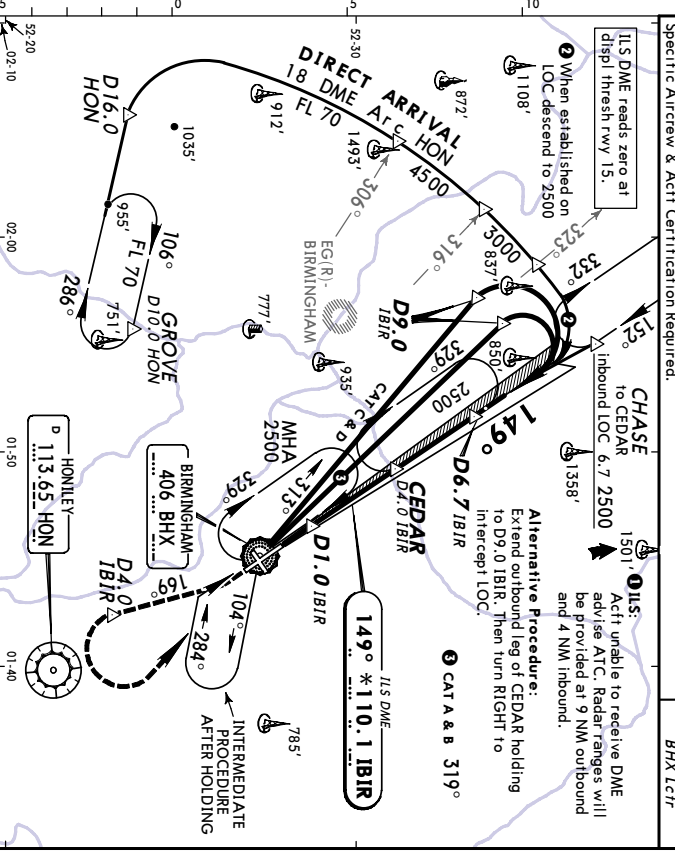
ATIS	BIRMINGHAM Approach (R)	BIRMINGHAM Tower	*Ground
136.02	118.05	118.3	121.8
LOC IBR	Final Appch Crs	GS CEDAR	RA/DA(H) Refer to Minimums
*110.1	149°	1637' (1334')	Rwy 303'
MISSED APCH: Climb STRAIGHT AHEAD to 1000', then turn RIGHT onto track 169° climbing to 2500' or D4.0 IBR whichever is the later, then turn LEFT to return to Lctr, or as directed.			
All Set: Hpa Rwy Elev: 11 Hpa Trans level: By ATC Trans alt: 4000'			



Grnd speed-Kts	70	90	120	140	160	HIAS-II	1000'	169°	
ILS GS 3.00° or LOC Descrnt Gradient 5.2%	377	485	539	647	755	PAPI	RT		
MAP at D0.0 IBR	STRAIGHT-IN LANDING RWY 15 LOC (GS out) MDA(H) 790' (487')								
JAR-OPS ILS STRAIGHT-IN LANDING RWY 15 LOC (GS out) MDA(H) 790' (487')									
FULL DA(H) 503' (200') ALS out MDA(H) 790' (487') ALS out Max ILS 930' (603') 1500m VIS									
A	RVR 550m					RVR 1000m			
B	RVR 1000m					RVR 1500m			
C	RVR 1200m					RVR 2000m			
D	RVR 1600m					RVR 2000m			

EGBB/BHX
BIRMINGHAM
 15 SEP 06 **(1-1A)** **JEPPERSEN**
 CAT II NDB ILS DME Rwy 15

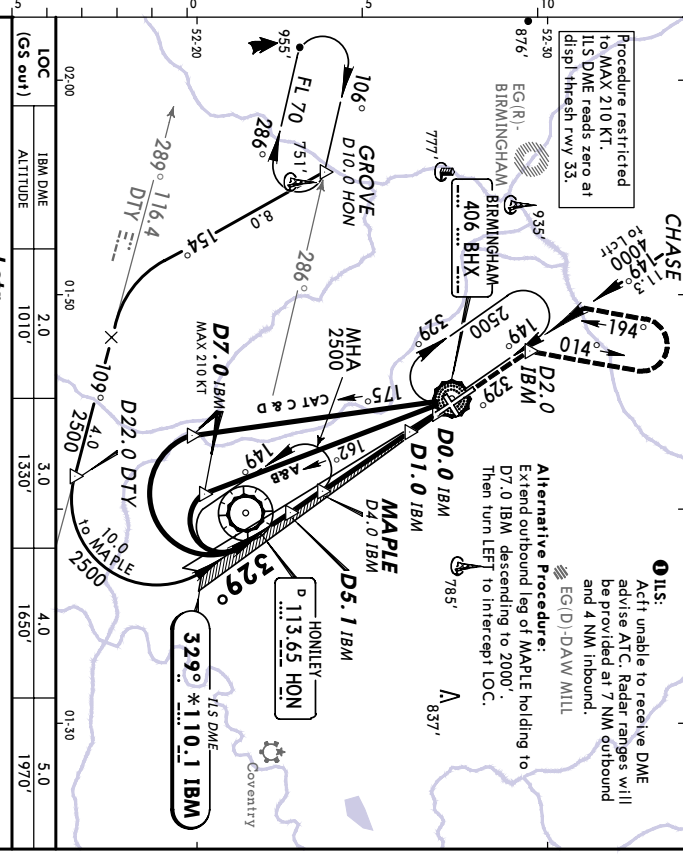
ATIS	BIRMINGHAM Approach (R)	BIRMINGHAM Tower	*Ground
136.02	118.05	118.3	121.8
LOC IBR	Final Appch Crs	GS CEDAR	RA/DA(H) Refer to Minimums
*110.1	149°	1637' (1334')	Rwy 303'
MISSED APCH: Climb STRAIGHT AHEAD to 1000', then turn RIGHT onto track 169° climbing to 2500' or D4.0 IBR whichever is the later, then turn LEFT to return to Lctr, or as directed.			
All Set: Hpa Rwy Elev: 11 Hpa Trans level: By ATC Trans alt: 4000'			



Grnd speed-Kts	70	90	120	140	160	HIAS-II	1000'	169°
GS	3.00°	377	485	539	647	755	862	
STRAIGHT-IN LANDING RWY 15 CAT II ILS								
JAR-OPS ABC RA 98' DA(H) 403' (100') D RA 106' DA(H) 413' (110')								
Operator's applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.								
FULL DA(H) 403' (100') RVR 300m								

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BIRMINGHAM
 15 SEP 06 **(1-2)**
JEPPRESEN
NDB ILS DME Rwy 33
BIRMINGHAM, UK

ATIS	BIRMINGHAM Approach (R)	BIRMINGHAM Tower	*Ground
136.02	118.05	118.3	121.8
LOC IBM	Final Apch Crs	GS MAPLE	ILS DA(H)
*110.1	329°	1650' (1325')	525' (200')
			Rwy 325'
			Appl Elev 327'
			MSA BHx Lctr



PANS OPS 4

CHANGES: ATIS

JAR-OPS
 STRAIGHT-IN LANDING RWY 33
 LOC (GS out)
 MDA(H) 740' (415')

CIRCLE-TO-LAND

GRD speed-Kts
 70 90 100 120 140 160

ILS GS 3.00° or LOC Descrnt Gradient 5.2%
 377 485 539 647 755 862

MAP at D0.0 IBM

JAR-OPS
 STRAIGHT-IN LANDING RWY 33
 LOC (GS out)
 MDA(H) 740' (415')

CIRCLE-TO-LAND

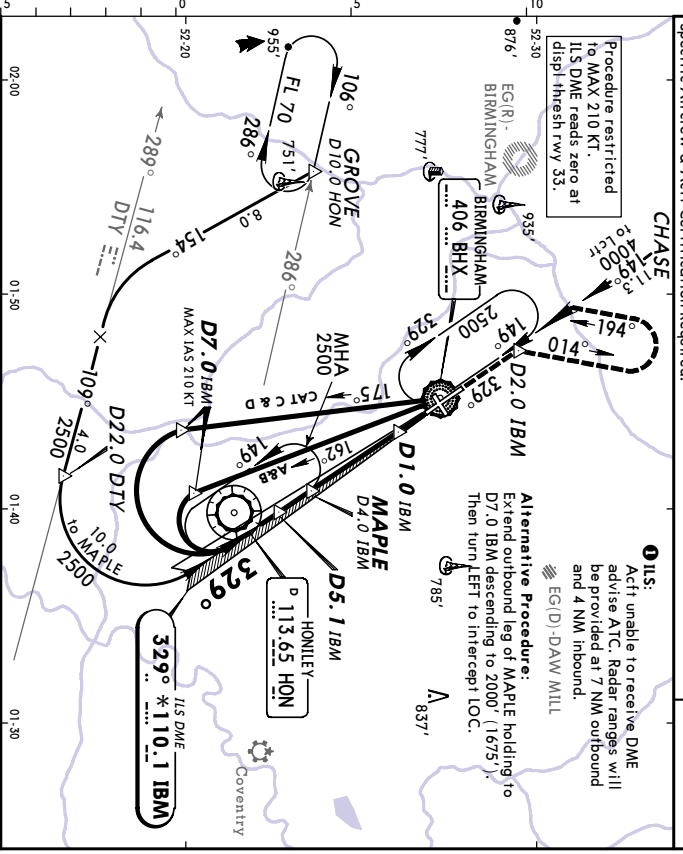
GRD speed-Kts
 70 90 100 120 140 160

ILS GS 3.00° or LOC Descrnt Gradient 5.2%
 377 485 539 647 755 862

MAP at D0.0 IBM

EGBB/BHX
BIRMINGHAM
 15 SEP 06 **(1-2A)**
JEPPRESEN
CAT II NDB ILS DME Rwy 33
BIRMINGHAM, UK

ATIS	BIRMINGHAM Approach (R)	BIRMINGHAM Tower	*Ground
136.02	118.05	118.3	121.8
LOC IBM	Final Apch Crs	GS MAPLE	CAT II ILS DA(H)
*110.1	329°	1650' (1325')	RA 98' (425/100')
			Rwy 325'
			Appl Elev 327'
			MSA BHx Lctr



PANS OPS 4

CHANGES: ATIS

JAR-OPS
 STRAIGHT-IN LANDING RWY 33
 LOC (GS out)
 MDA(H) 740' (415')

CIRCLE-TO-LAND

GRD speed-Kts
 70 90 100 120 140 160

ILS GS 3.00° or LOC Descrnt Gradient 5.2%
 377 485 539 647 755 862

MAP at D0.0 IBM

JAR-OPS
 STRAIGHT-IN LANDING RWY 33
 LOC (GS out)
 MDA(H) 740' (415')

CIRCLE-TO-LAND

GRD speed-Kts
 70 90 100 120 140 160

ILS GS 3.00° or LOC Descrnt Gradient 5.2%
 377 485 539 647 755 862

MAP at D0.0 IBM

EGBB/BHX
BIRMINGHAM

Jeppesen
15 SEP 06 (6-1)

BIRMINGHAM, UK
NDB DME Rwy 15

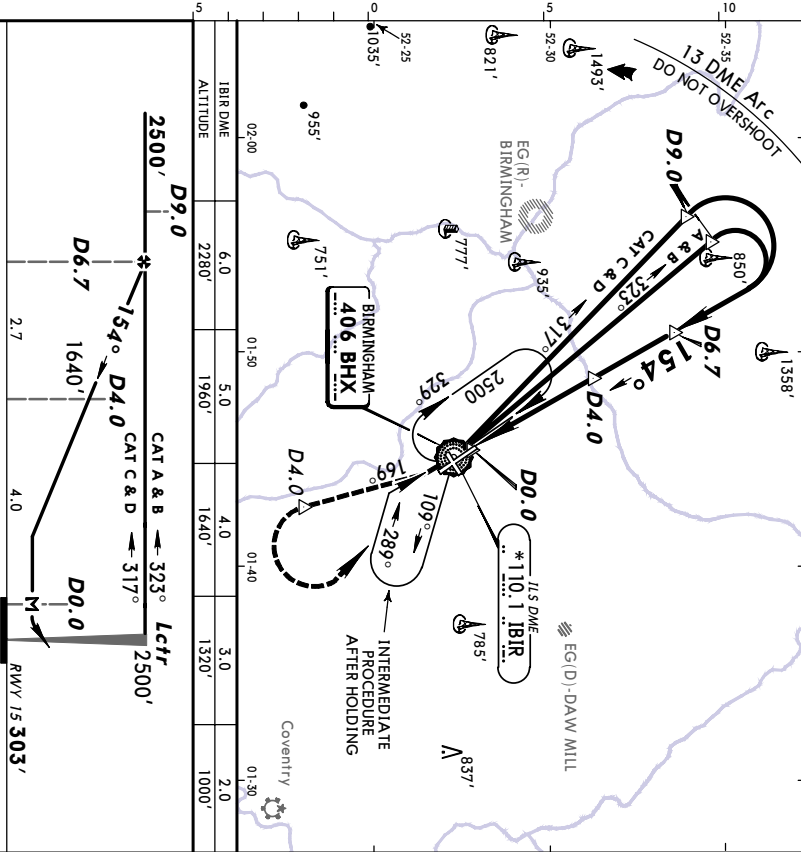
ATIS	BIRMINGHAM Approach (R)	BIRMINGHAM Tower	*Ground
136.02	118.05	118.3	121.8
Lctr BHX	Final Appch Crs	Minimum Alt D6.7	MDA(H) 790' (487')
406	154°	2500' (2197')	Appt Elev 327' Rwy 303'

MISSED APCH: Climb STRAIGHT AHEAD to 1000', then turn RIGHT onto track 169° climbing to 2500' or DA.0 whichever is the later, then turn LEFT to Lctr, or as directed.

Alt Set: MPA Rwy Elev: 11 Hpa Trans level: By ATC Trans alt: 4000'

1. ILS DME reads zero at displ threshold rwy 15.
2. Final apch track offset 5° from rwy centerline.

MSA
BHX Lctr



PANS OPS 4

Grnd speed-Kts	70	90	100	120	140	160	HIAS-II 1000'	169°		
	Descent Gradient	5.2%	369	474	527	632			737	843
MAP at D0.0										
JAR-OPS				CIRCLE-TO-LAND						
STRAIGHT-IN-LANDING Rwy 15				CIRCLE-TO-LAND						
MDA(H) 790' (487')				ALS out						
A	RVR 1000m	RVR 1500m			Max Kts 100				MDA(H) 930' (603')	VIS 1500m
B	RVR 1200m	RVR 2000m			Max Kts 135				MDA(H) 930' (603')	VIS 1600m
C	RVR 1200m	RVR 2000m			Max Kts 180				MDA(H) 1030' (703')	VIS 2400m
D	RVR 1600m	RVR 2000m			Max Kts 205				MDA(H) 1190' (863')	VIS 3600m

CHANGES: ATIS.

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Jeppesen
15 SEP 06 (6-2)

BIRMINGHAM, UK
NDB DME Rwy 33

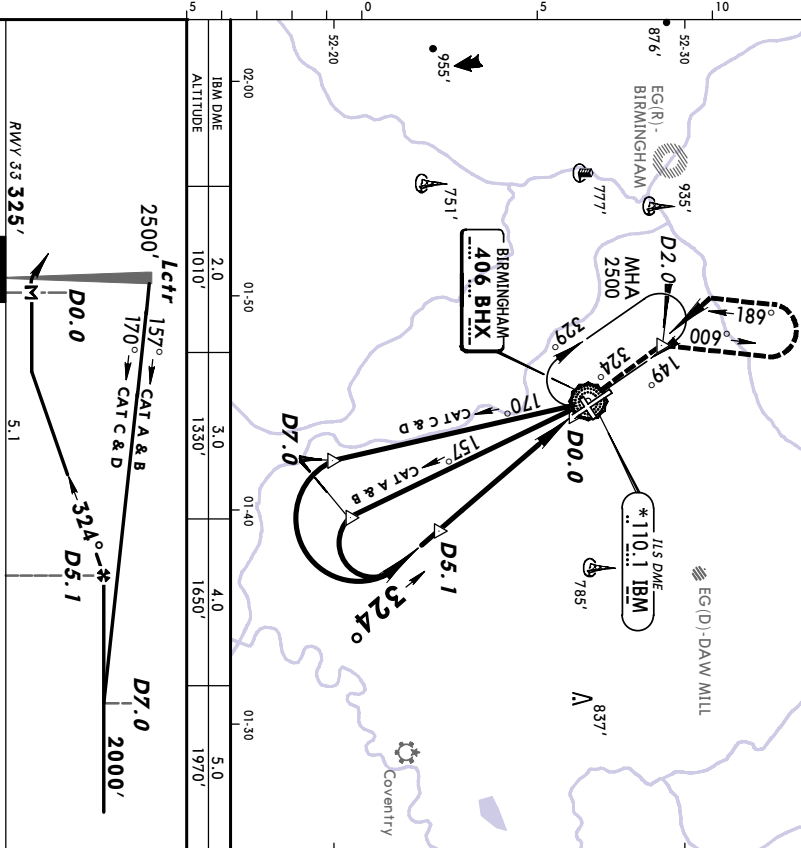
ATIS	BIRMINGHAM Approach (R)	BIRMINGHAM Tower	*Ground
136.02	118.05	118.3	121.8
Lctr BHX	Final Appch Crs	Minimum Alt D5.1	MDA(H) 800' (475')
406	324°	2000' (1675')	Appt Elev 327' Rwy 325'

MISSED APCH: Climb STRAIGHT AHEAD to 2500' or D2.0 whichever is the later, then level procedure turn RIGHT to Lctr, or as directed.

Alt Set: MPA Rwy Elev: 12 Hpa Trans level: By ATC Trans alt: 4000'

1. ILS DME reads zero at displaced threshold rwy 33.
2. Procedure restricted to MAX 210 KT.
3. Final apch track offset 5° from runway centerline.

MSA
BHX Lctr



PANS OPS 4

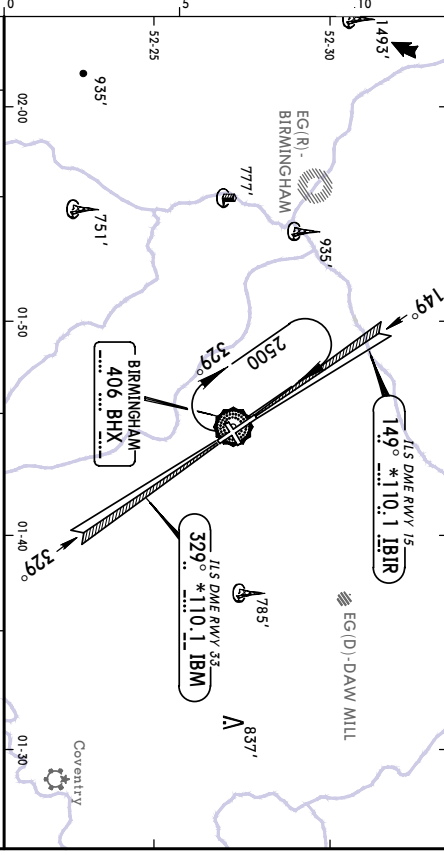
Grnd speed-Kts	70	90	100	120	140	160	HIAS-II Refer to Missed Apch above			
	Descent Gradient	5.2%	369	474	527	632		737	843	
MAP at D0.0										
JAR-OPS				CIRCLE-TO-LAND						
STRAIGHT-IN-LANDING Rwy 33				CIRCLE-TO-LAND						
MDA(H) 800' (475')				ALS out						
A	RVR 1000m	RVR 1500m			Max Kts 100				MDA(H) 930' (603')	VIS 1500m
B	RVR 1200m	RVR 2000m			Max Kts 135				MDA(H) 930' (603')	VIS 1600m
C	RVR 1200m	RVR 2000m			Max Kts 180				MDA(H) 1030' (703')	VIS 2400m
D	RVR 1600m	RVR 2000m			Max Kts 205				MDA(H) 1190' (863')	VIS 3600m

CHANGES: ATIS.

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EGBB/BHX
BIRMINGHAM
 15 SEP 06 (18-1)
JEPPesen
BIRMINGHAM, UK
SRA All Rwy's

ATIS	BIRMINGHAM Approach (R)	BIRMINGHAM Radar (SRA)	BIRMINGHAM Tower	*Ground
136.02	118.05	118.05	118.3	121.8
RADAR	Final Apch Crs By ATC	Minimum Alt table below	MDA(H) Refer to Chart 18-1A	Appt Elev 327'
Missed Approach - See below				RWY - See below
Alt Ser: hPa	Appt Elev: 12 hPa	Trans level: By ATC	Trans alt: 4000'	
1. QFE altimeter setting normally used during final approach. 2. ILS DME reads zero at 15 & 33 thresholds.				



SRA	RADAR FIX	ALTITUDE (HAT)	4.0	3.0	2.0
06	RADAR FIX	1810' (1491')	1440' (1121')	1070' (751')	2.0
SRA	RADAR FIX	4.0	3.0	2.0	2.0
15	RADAR FIX	1580' (1277')	1260' (957')	940' (637')	2.0
SRA	RADAR FIX	4.0	3.0	2.0	2.0
24	RADAR FIX	1800' (1489')	1430' (1119')	1060' (749')	2.0
SRA	RADAR FIX	4.0	3.0	2.0	2.0
33	RADAR FIX	1610' (1285')	1290' (965')	970' (645')	2.0
SRA	RADAR FIX	4.0	3.0	2.0	2.0

MISSSED APPROACH:
 Runway 06: Climb STRAIGHT AHEAD to 2500', then turn RIGHT and proceed to lctr, or as directed.
 Runway 15: Climb STRAIGHT AHEAD to 1000', then turn RIGHT onto track 169° climbing to 2500', then turn left and proceed to lctr, or as directed.
 Runway 24: Climb STRAIGHT AHEAD to 2500', then turn LEFT and proceed to lctr, or as directed.
 Runway 33: Climb STRAIGHT AHEAD to 2500', then level procedure turn RIGHT to lctr, or as directed.

Minimum Alt/MM	5.0 FAF	4.0	3.0	3.0	15	24	33
SRA 06	2200' (1881')	—	1440' (1121')	ELEV	319'	303'	325'
SRA 15	1900' (1597')	—	—	—	—	—	—
SRA 24	2190' (1879')	1800' (1489')	—	—	—	—	—
SRA 33	1930' (1605')	—	—	—	—	—	—

PANS OPS 4
 Descend Gradient Rwy 06/24 6.2% 440 565 628 753 879 1005
 Descend Gradient Rwy 15/33 5.2% 369 474 527 632 737 843
 SRA 06/24: MAP 2NM from touchdown
 SRA 15/33: MAP 1NM from touchdown or
 TMM 2 to MAP 1.0 0.51 0.40 0.36 0.30 0.26 0.23
 Lighting - Refer to Airport Chart
FOR LANDING MINIMUMS SEE 18-1A
 CHANGES: ATIS @ JEPPESEN SANDERSON, INC., 1998, 2004. ALL RIGHTS RESERVED.

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BIRMINGHAM
 15 SEP 06 (18-1A)
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BIRMINGHAM, UK
BIRMINGHAM

LANDING MINIMUMS							
JAR OPS	SRA 06	STRAIGHT-IN LANDING		SRA 24	SRA 33		
A	RVR 1500m	MDA(H) 1030' (711')	MDA(H) 860' (557')	MDA(H) 1010' (699')	MDA(H) 810' (485')	ALS out	
B	RVR 2000m	RVR 1500m	ALS out	RVR 1500m	RVR 1000m	RVR 1500m	
C	RVR 2000m	RVR 2000m	RVR 2000m	RVR 2000m	RVR 1200m	RVR 2000m	
D	NOT APPLICABLE	RVR 1600m	RVR 2000m	NOT APPLICABLE	RVR 1600m	RVR 2000m	

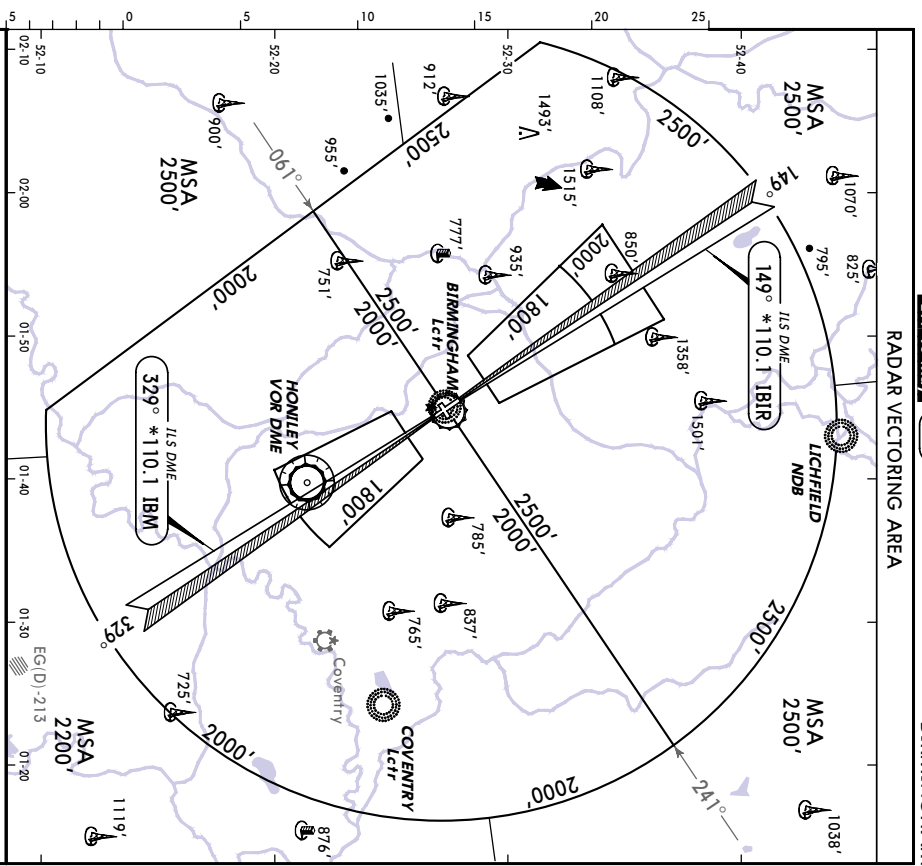
JAR OPS							
CIRCLE-TO-LAND							
	After SRA 15 & 33	After SRA 06		After SRA 24			
Max	MDA(H) 930' (603')	VIS 1500m	MDA(H) 1030' (703')	VIS 1500m	MDA(H) 1010' (683')	VIS 1500m	
100	930' (603')	1500m	1030' (703')	1600m	1010' (683')	1600m	
135	1030' (703')	2400m	1030' (703')	2400m	1030' (703')	2400m	
180	1190' (863')	3600m	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	

CHANGES: None.
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JEPPesen
 30 APR 04
 Eff 13 May 18-2

BIRMINGHAM, UK
 BIRMINGHAM



Within the Radar Vectoring Area the minimum initial altitude to be allocated by the radar controller is:
 2500' north of bearing 061°/241° to BIRMINGHAM Lctr.
 2000' south of bearing 061°/241° to BIRMINGHAM Lctr.
 Further descent to 2000'/1800' may be given within the approach areas shown when on 40° leg or final approach.

LOSS OF COMMUNICATION PROCEDURE

PROCEDURE	INITIAL APPROACH	INTERMEDIATE AND FINAL APPROACH
ALL Rwys	Continue visually or by means of an appropriate final approach aid. If not possible proceed to BIRMINGHAM Lctr at 2500' or at last assigned level if higher.	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to BIRMINGHAM Lctr.