

## GENERAL

## Operational Hours

**ATS Hours / AD Operator Hours:** H24

**Night Restriction**

2330-0600±

ACFT with a noise classification of 96 EPNdB or more are not permitted to be scheduled during the night period. ACFT with a noise classification of 96 EPNdB or more may be permitted to operate in exceptional circumstances subject to prior approval by the Airfield Duty Manager.

## Airport Information

**RFF:** CAT 9, CAT 10 under remission

**Fire:** "Birmingham Fire" 121.600 AVBL when fire vehicle attending ACFT on GND in EMERG.

**PCN:** RWY 15/33: 65/F/B/W/T

**Customs:** Unless prior agreement, ACFT arriving or departing on international flights must clear customs on stand 1-86.

## Operation

**Preferential RWY:** TKOF/LDG RWY 33

**Low Visibility Procedures**

ARR: Report "RWY vacated" when clear of the amber and green coded section of the TWY lead-off lights.

DEP: Use CAT I/II/III HLDG point A2, AL1 and S2 and CAT I/II/III HLDG points located at E1 and F1.

**TWY Restrictions**

TWY G width 18m / 59ft.

After LDG on RWY 15 and vacating onto TWY C, do not proceed beyond C2 without specific ATC instruction

Use MNM PWR when manoeuvring on TWY T, TWY U, Elmdon and Cargo APN.

TWY T, U and stands 81-86 inclusive may not be used between 2300-0700± (0800± SUN).

TWY D between TWY D4 and D5 MAX wingspan 42m / 138ft.

The loop TWY Alpha adjacent to RWY 15 AVBL up to code letter C ACFT.

**Taxi/Parking**

Operators that would like to taxi with less than all ENG operating should in the first instance contact the AD OPS Manager with details of the particular ACFT types involved and likely shedule times.

Long-wheelbase ACFT such as B777-300 should exercise caution when negotiating TWY curves and intersections as main-gear to pavement edge CLR may be limited.

ACFT requiring to back-track along the RWY must be capable of turning within the RWY width of 46m / 151ft.

Stands 5-7, 8L, 10-13, 20-25, 60, 70-77, 80-82, 83L/C/R, 84L/C/R, 85L/C/R, 86L/C/R, Elmdon APN (stands 501-506) marshaller mandatory

**Visual Docking Guidance System**

SAFEDOCK: Stands 1-4, 15, 16, 40, 41R/C/L, 42R/C/L, 54R/C/L, 55R/C/L, 56R/C/L, 57R/C/L, 58, 59.

## GENERAL

**APU**

APU must be shut down immediately on ARR on stand and restricted to 30min prior to DEP without permission from the AD operator. (Exception: Stands without fixed GPU). Use of APU prohibited on APN 2300-0600±.

**Noise Abatement Procedure**

Unless on radar vectors, avoid overflying of Hampton-in-Arden, Balsall Common to the SE and Dorridge, Knowle and Hockley Heath to the SW of AD.

## Warnings

The UK wake turbulence separation during APCH/DEP differ from ICAO, see CRAR United Kingdom.

Unauthorized GND based laser lights have been directed towards ACFT in the vicinity of the AD. All incidents shall be reported immediately to TWR.

Anticipate crosswinds and expect building induced turbulence and wind shear on AD in strong winds.

Pilots are warned that when the RWY surface condition is broadcast as wet, standing water could be encountered on RWY edge between TWYs F and B.

**EMERG FREQ:** 121.500 not AVBL on TWR.

Birds in vicinity of AD.

## ARRIVAL

## Speed

Expect following speed restrictions:

- 220KT from HLDG facility during intermediate APCH phase;
- 180KT on base leg/closing HDG to ILS;
- 180-160KT when first established on ILS;
- 160KT between D7-D4.

## Communication

**COM Failure:** See CRAR United Kingdom and in addition;

**Before ETA, or before EAT** when this has been received and acknowledged:

- Fly to appropriate HLDG point (GROVE, OLIVE or CHASE).
- Hold at last assigned LVL until last acknowledged ETA plus 10min or EAT when this has been given.
- Commence descent for LDG with APCH PROC for RWY in use and land within 30min (or later if able to APCH and land visually).

**After reporting to ATC that HLDG point has been reached:**

- Hold at last assigned LVL at GROVE, OLIVE or CHASE until:
  - ATA over HLDG point plus 10min or 10min after last acknowledged COM with ATC, whichever is later; or
  - EAT when this has been received and acknowledged.
- Commence descent for LDG in accordance with APCH PROC for RWY in use and land within 30min (or later if able to APCH and land visually).

**During radar vectoring****Initial APCH**

Continue visually or by means of an appropriate final APCH aid. If not possible proceed at 2500ft, or last assigned LVL if higher to NDB BHX.

**Intermediate and final APCH**

Continue visually or by means of an appropriate aid. If not possible follow MISAP to NDB BHX.

## ARRIVAL

**After/during MISAP**

- Fly appropriate MISAP to BHX NDB,
- Complete at least one HLDG pattern at 2500ft,
- Commence descent for LDG with APCH PROC for RWY in use and land within 30min (or later if able to APCH and land visually).

Follow PROC apply MISAP COM failure:

LDG direction 150°: Climb ahead to 1000ft (QNH). Turn right onto track 169° to 2500ft or D4 IBIR, whichever is the later, then turn left to BHX NDB.

LDG direction 330°: Climb ahead to 2500ft (QNH) or D2 IBM, whichever is the later, then turn right to BHX NDB.

**Route and LVL to be used when leaving Zone or HLDG area:**

BHX NDB, GROVE, CEDAR, CHASE, MAPLE, OLIVE: Track 270° at last assigned ALT.

**In case of MISAP**

RWY 15 RNAV

Climb ahead to 1000. Turn right onto track 167° to 2500 or D4 IBIR (D2 HON), whichever is later, then turn left to BHX NDB. No turn before THR.

RWY 33 RNAV

Climb ahead to 2500 or D2 IBM (D9.2 HON) whichever is later. Then procedure turn right to BHX NDB.

## Arrival Procedure

**Noise Abatement Procedures**

ILS APCH: Do not descend below 2000ft before intercepting GP.

APCH without ILS: Follow a descent path not lower than APCH path which would be followed using guidance from ILS.

Birmingham Mosun PROC

ACFT joining MOSUN requesting FL170 or above, the Birmingham-MOSUN PROC is AVBL between the following times only:

MON-FRI 1700-1000Z, FRI 1700-MON 1000Z. For turboprop ACFT joining at MOSUN FL160 or below the Birmingham-MOSUN PROC is AVBL without restriction.

**Visual APCH to RWY 33 or 15**

Unless otherwise instructed by ATC, do not descend below 2500ft on downwind legs until abeam AD.

Do not join final APCH track to any RWY below 1825ft, except when carrying out a right hand visual circuit to RWY 33 when MNM ALT for joining final APCH track will be 1225ft.

**Continuous Descent Approach (CDA)**

ACFT should be flown no faster than 250KT from the speed limiting points and below FL100 and 250KT-210KT during the intermediate APCH phase. CDAs will commence from 6000ft.

**DEPARTURE****Take-off Minima**

RWY		15/33	
All ACFT	ft - m/km	0 - 75R	-

**Speed**

For TNT and WHI SID see respective SID.

**Communication**

Report on first contact with LONDON CONTROL or MANCHESTER CONTROL:

- call-sign
- SID designator
- current ALT
- cleared LVL

After departure, remain on TWR FREQ until instructed.

**COM Failure:** See CRAR United Kingdom and in addition;

If RAD vectored, climb on HDG to first ALT detailed in CLR, maintain HDG for 2min, proceed according published radio failure PROC.

**Departure Procedure****Noise Abatement Procedures**

Standard Noise:

After TKOF no turn before 500ft QFE, and attain a ROC of at least 500FPM at PWR settings which ensure progressively decreasing noise levels at points under the flight path.

RWY 33: Obligations of noise preferential routings cease at 3000ft or above.

RWY 15 (northbound DEP including TNT, WHI): Obligations of noise preferential routings cease at 3000ft or above.

RWY 15 (southbound DEP including COWLY, CPT, DTY, WCO): Obligations of noise preferential routings cease at 4000ft or above.

TKOF RWY 15

Climb straight ahead D1.5 IBIR or 500ft QFE whichever is later then:

TKOF RWY	Routing	Procedures
15	Left turn to a track of less than 060° Left turn to a track of greater than 060° Right turn out (NON-MOSUN) MOSUN Unable RNAV	Turn left as instructed by ATC At D2 IBIR turn left as instructed by ATC At D4 IBIR turn right as instructed by ATC Track 165° to D4 IBIR. Track 165° to D4 IBIR.

AD DME out of service

Climb straight ahead D4.5 HON or 500ft QFE whichever is later then:

TKOF RWY	Routing	Procedures
15	Left turn to a track of less than 060° Left turn to a track of greater than 060° Right turn out (NON-MOSUN) MOSUN Unable RNAV	Turn left as instructed by ATC At D1.5 HON turn left as instructed by ATC At D1.5 HON turn right as instructed by ATC Track 165° to D2 HON. Track 165° to D2 HON.

**DEPARTURE**

TKOF RWY 33

Climb straight ahead D2 IBM or 500ft QFE whichever is later, then either:

TKOF RWY	Routing	Procedures
33	Left or right turn out	At D2 IBM turn as instructed by ATC

AD DME out of service

Climb straight ahead D9 HON or 500ft QFE whichever is later, then either:

TKOF RWY	Routing	Procedures
33	Left or right turn out	At D9 HON turn as instructed by ATC

Note 1: Directions of turn onto course shall be such that as far as possible the surrounding built-up areas will be avoided.

Note 2: Speed limit TKOF RWY 15

For Trent and Withegate SIDs a speed limit no greater than 210KT must be maintained until established on R018 HON. If unable to comply advise ATC for alternative instructions.

Except for EMERG and for safety reasons no ACFT movements or activities involving the running of ACFT engines shall take place on or along the first 100m / 328ft of RWY 15, TWY A or TWY B north of hold A6 2300-0700± unless ACFT landed at AD before 2300± and is proceeding to the APNs. Pilots should note under circumstances RWY 15 TORA/ASDA/TODA will be reduced by 150m / 492ft.

Birmingham Mosun PROC

ACFT leaving MOSUN requesting FL170 or above, the Birmingham-MOSUN PROC is AVBL between the following times only:

MON-FRI 1700-1000±, FRI 1700-MON 1000±. For turboprop ACFT leaving at MOSUN FL160 or below the Birmingham-MOSUN PROC is AVBL without restriction.

**ATC Slot, Clearance**

REQ CLR from GND for push-back, taxi or tow, state stand and ACFT type on initial call.

**De-Icing**

AVBL, check with handling agent.

**A380 OPS**

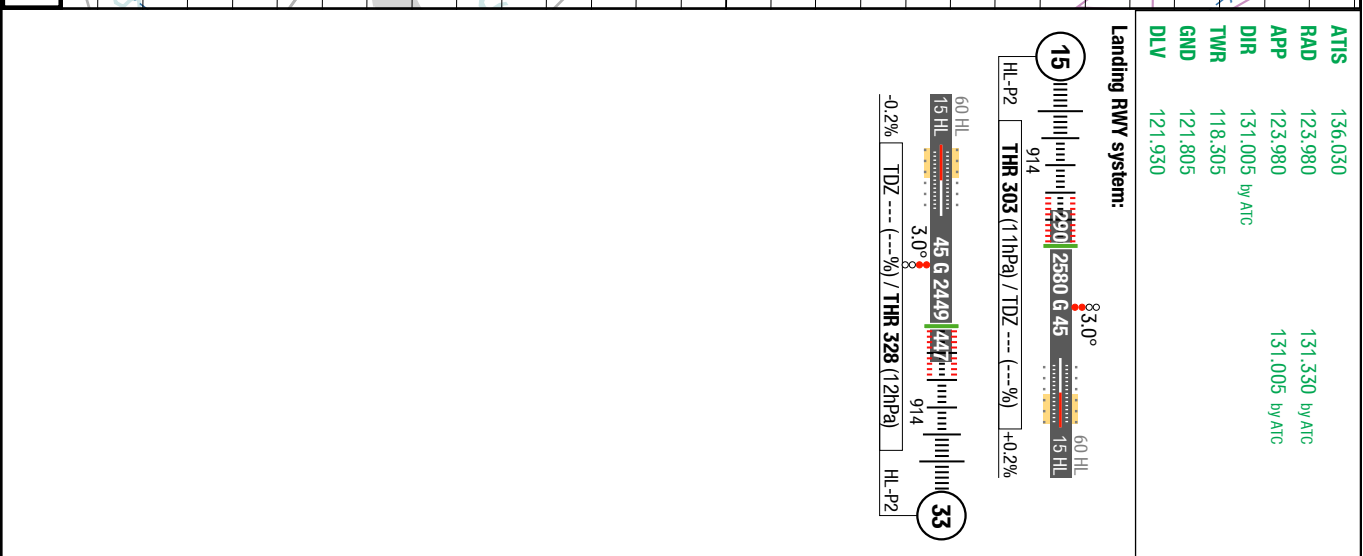
PPR for A380 OPS at EGBB.

MAX 3 A380 can be handled at any time (subject to stand availability).

Only one A380 can move around the AD at any time. If 2 ACFT are at the same time, one must be on stand at all times whilst the other is moving or stationary on TWY T/U.

Departing ACFT must use CAT III RWY holds at all times, irrespective of WX COND.

Diverting A380 will be provided with RFF CAT 9.

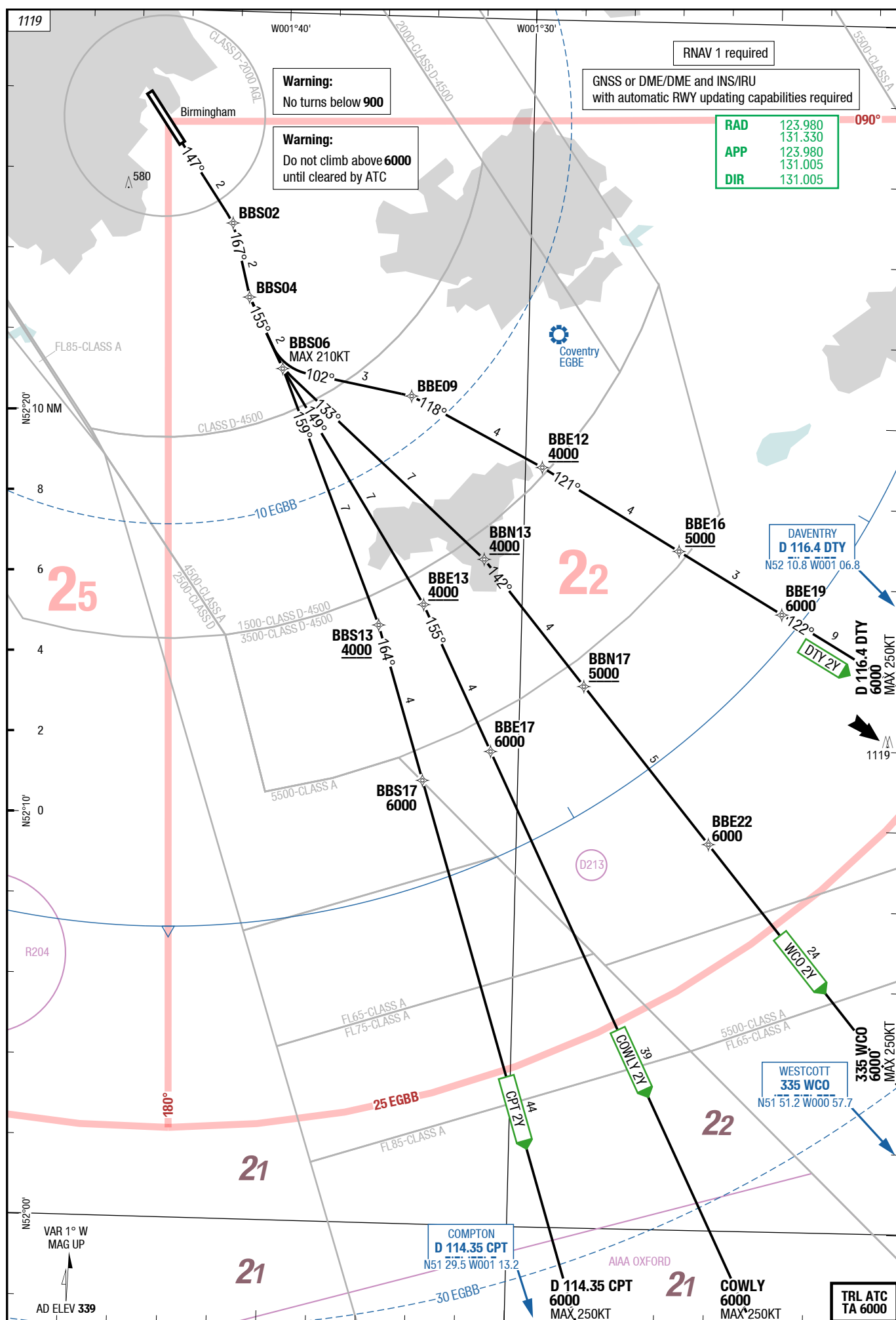


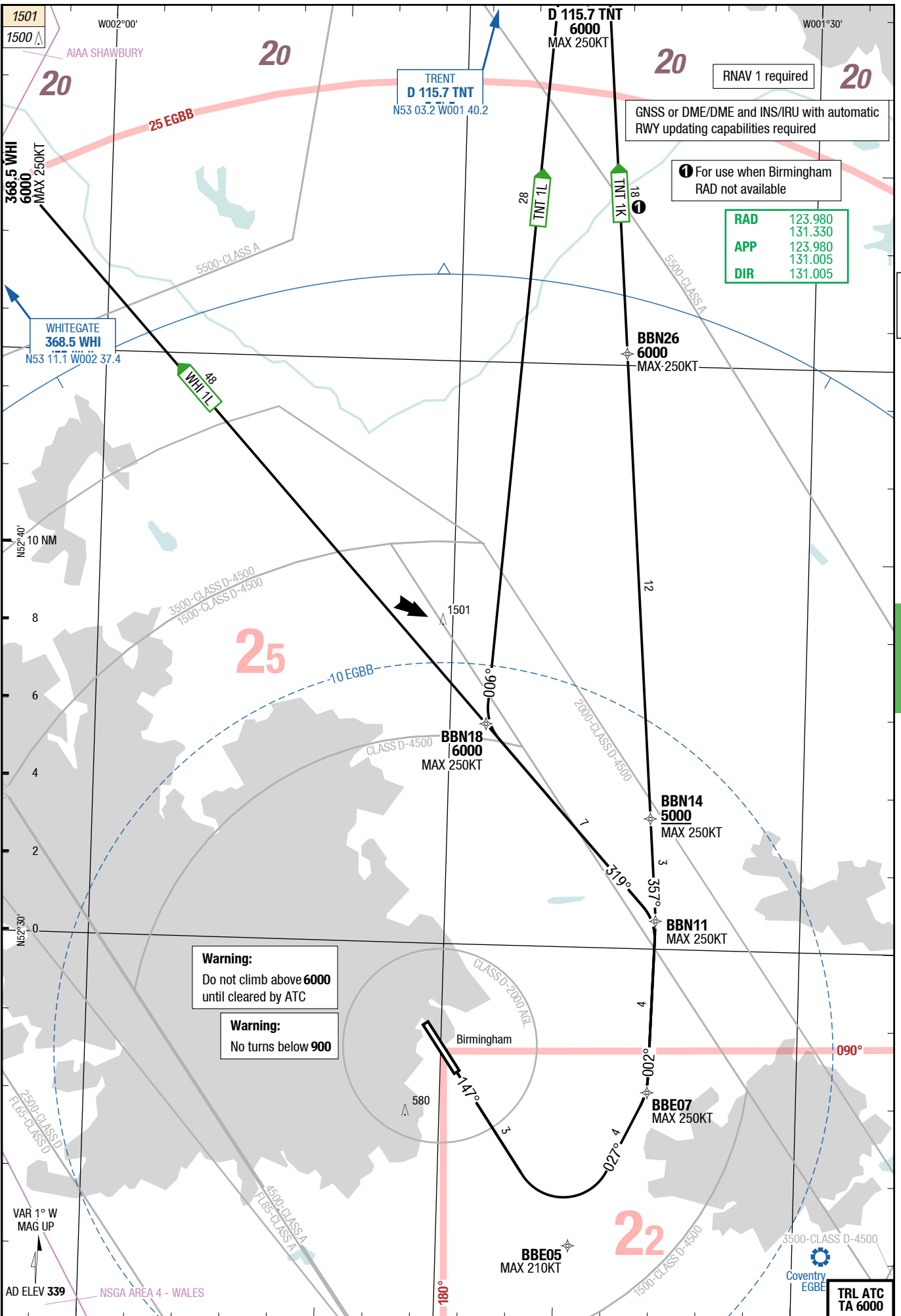


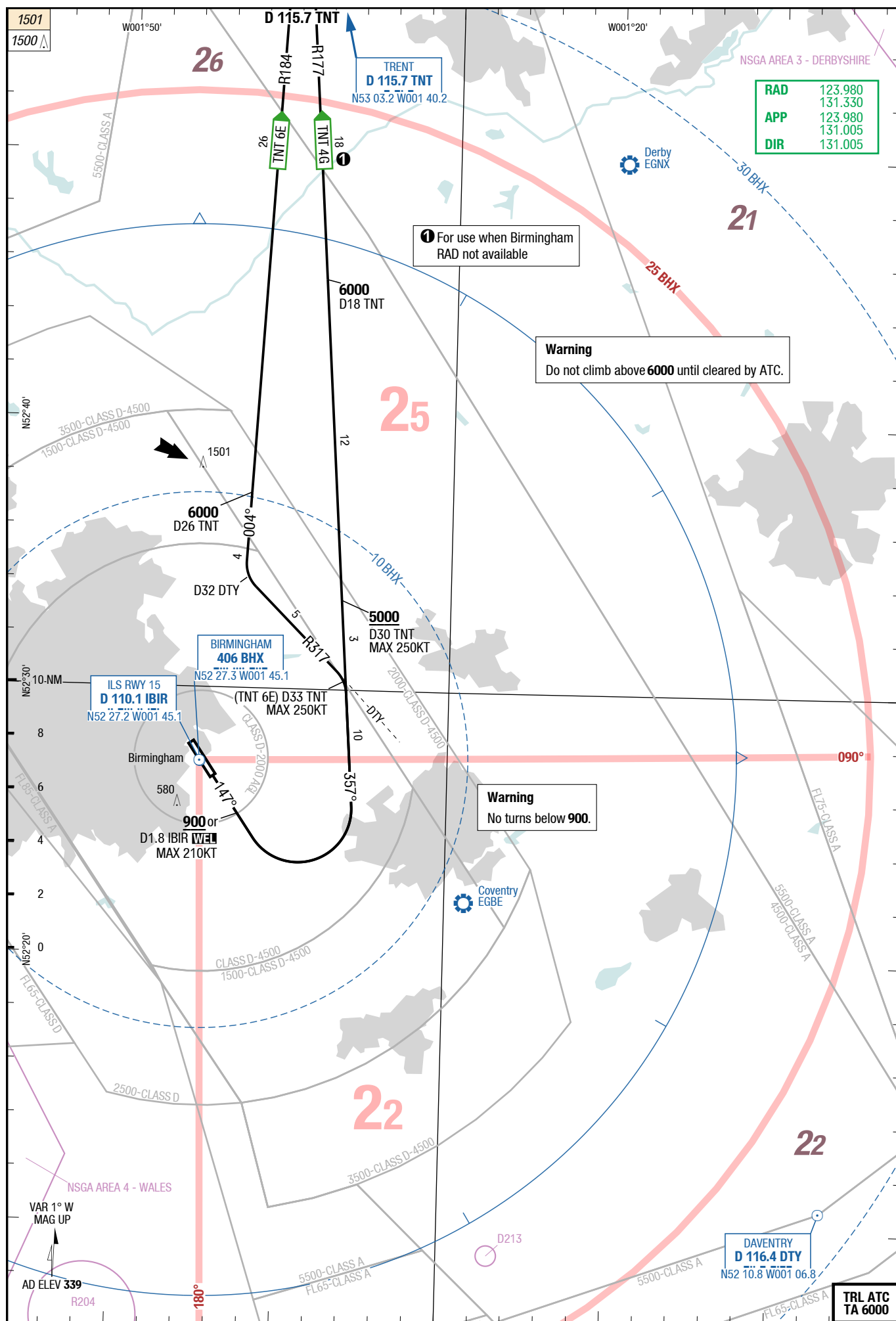


## Stand Coordinates

1-3	N52 27.0 W001 44.0
4-8R	N52 27.0 W001 44.1
10-11	N52 27.0 W001 44.2
12	N52 27.0 W001 44.1
13-14	N52 27.1 W001 44.1
15-16	N52 27.1 W001 44.0
20, 21	N52 27.0 W001 43.9
22	N52 27.0 W001 44.0
23-25	N52 26.9 W001 44.0
40	N52 27.2 W001 44.1
41L	N52 27.1 W001 44.2
41C	N52 27.2 W001 44.2
41R	N52 27.2 W001 44.2
42L	N52.27.1 W001 44.3
42C	N52 27.1 W001 44.2
42R	N52 27.1 W001 44.2
54L/C/R	N52 27.2 W001 44.3
55L/C/R	N52 27.2 W001 44.2
56L	N52 27.2 W001 44.1
56C	N52 27.2 W001 44.2
56R	N52 27.2 W001 44.2
57L	N52 27.3 W001 44.1
57C	N52 27.2 W001 44.1
57R	N52 27.2 W001 44.1
58-60	N52 27.3 W001 44.0
70	N52 27.2 W001 44.4
71	N52 27.3 W001 44.4
72-74	N52 27.3 W001 44.3
75-77	N52 27.3 W001 44.2
80	N52 27.3 W001 44.2
81	N52 27.4 W001 44.2
82	N52 27.4 W001 44.3
83L-84L	N52 27.3 W001 44.3
84C-85R	N52 27.3 W001 44.4
86L/C/R	N52 27.2 W001 44.5
501	N52 27.0 W001 44.9
502A, 502B	N52 27.1 W001 45.0
502C, 502D	N52 27.0 W001 45.0
503	N52 27.1 W001 45.0
504L/C/R	N52 27.0 W001 45.1



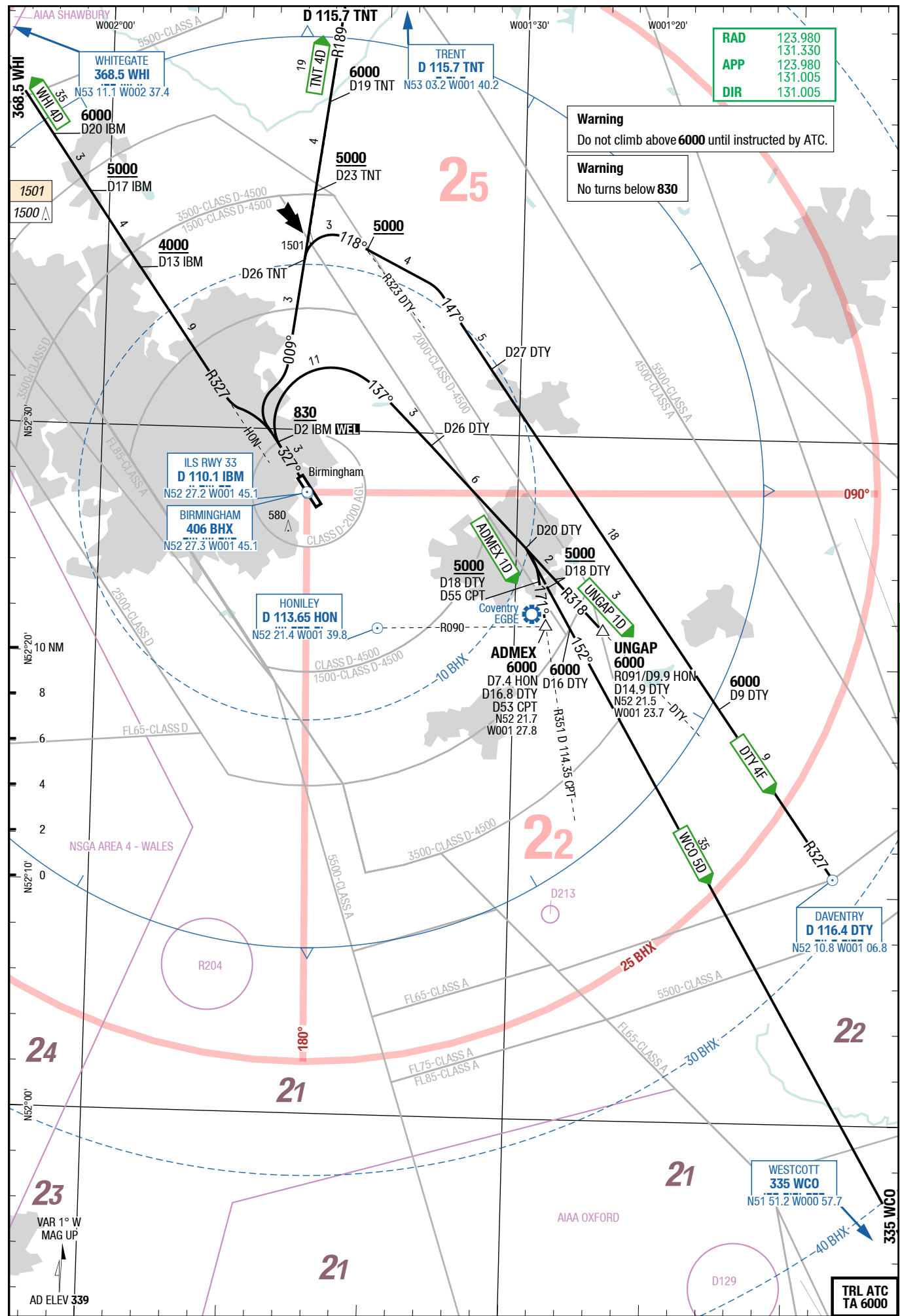




RAD	123.980
APP	123.980
DIR	131.005

**Warning**  
Do not climb above 6000 until instructed by ATC.

**Warning**  
No turns below 830



Changes: FREQ

## BHX-EGBB



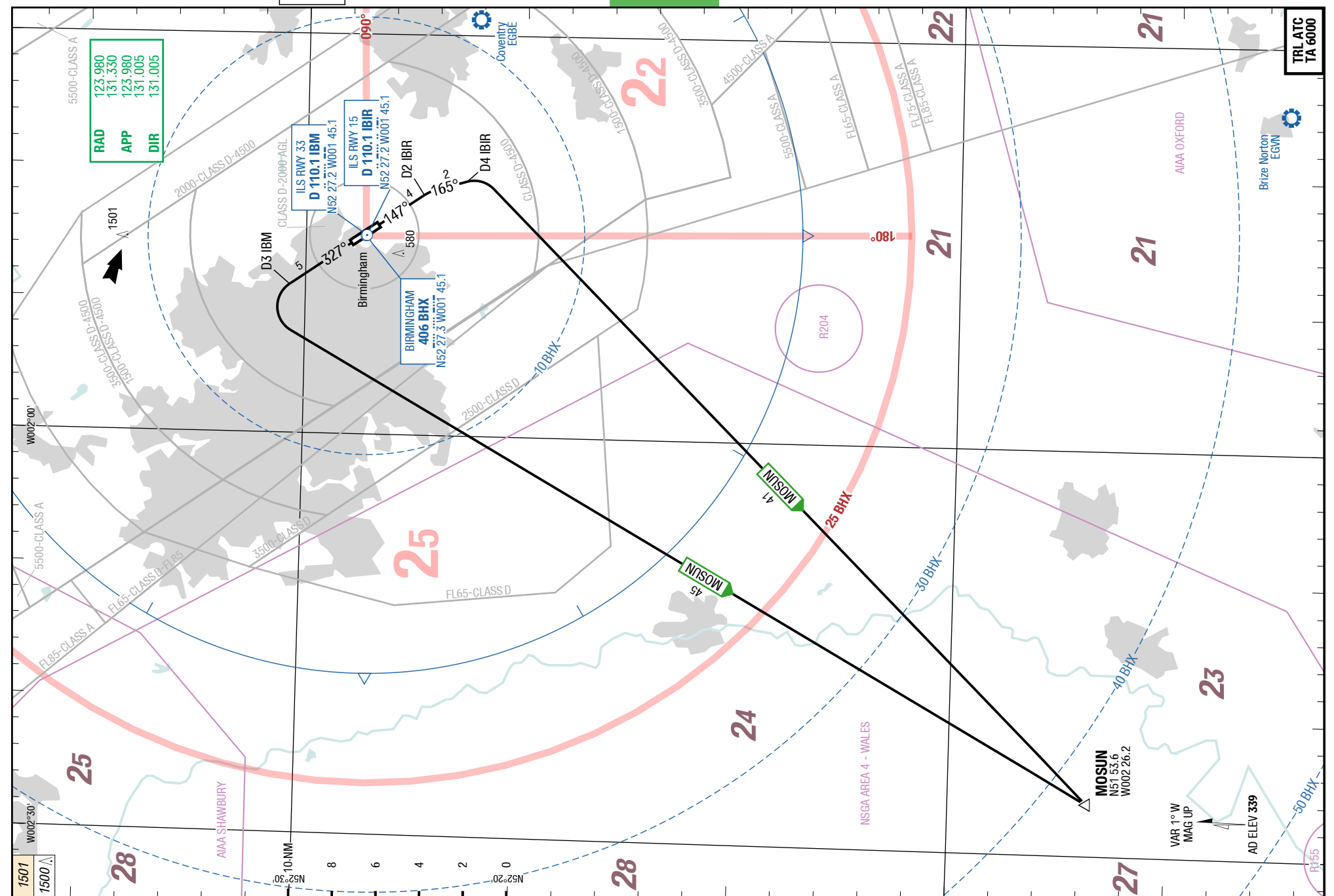
## DEPARTURES

SID

SID

NIL

## DEPARTURES



Changes: FREQ

**BHX-EGBB**

5-10

**COWLY/CPT/DTY/WCO 2Y RNAV****COMPTON 2Y / COWLY 2Y / DAVENTRY 2Y / WESTCOTT 2Y**

RWY 15 (147°)

**When instructed, contact London/Scottish CTL. Report callsign, SID designator, current altitude and cleared flight level on first contact.**

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 15</b>	
<b>COMPTON 2Y</b> <b>CPT 2Y</b> <b>123.980</b> ①②③	BBS02 [K210-] - BBS04 [K210-] - BBS06 [K210-] - BBS13 [K250-] - BBS17 [K250-] - CPT [K250-]	BBS13 MNM <b>4000</b> BBS17 at <b>6000</b> <b>CPT at 6000</b>  <b>initial climb 6000</b>
<b>COWLY 2Y</b> <b>123.980</b> ①②③	BBS02 [K210-] - BBS04 [K210-] - BBS06 [K210-] - BBE13 [K250-] - BBE17 [K250-] - COWLY [K250-]	BBE13 MNM <b>4000</b> BBE17 at <b>6000</b> COWLY at <b>6000</b>  <b>initial climb 6000</b>
<b>DAVENTRY 2Y</b> <b>DTY 2Y</b> <b>123.980</b> ①②③	BBS02 [K210-] - BBS04 [K210-] - BBS06 [K210-] - BBE09 [K250-] - BBE12 [K250-] - BBE16 [K250-] - BBE19 [K250-] - DTY [K250-]	BBE12 MNM <b>4000</b> BBE16 MNM <b>5000</b> BBE19 at <b>6000</b> <b>DTY at 6000</b>  <b>initial climb 6000</b>
<b>WESTCOTT 2Y</b> <b>WCO 2Y</b> <b>123.980</b> ①②③	BBS02 [K210-] - BBS04 [K210-] - BBS06 [K210-] - BBN13 [K250-] - BBN17 [K250-] - BBE22 [K250-] - WCO [K250-]	BBN13 MNM <b>4000</b> BBN17 MNM <b>5000</b> BBE22 at <b>6000</b> <b>WCO at 6000</b>  <b>initial climb 6000</b>

① Close-in obstacles exist.

② Do not climb above 6000ft unless instructed by ATC.

③ No turns below 900ft.

**BHX-EGBB**

5-20

**TNT 1K/TNT 1L/WHI 1L RNAV****TRENT 1K / TRENT 1L / WHITEGATE 1L**

RWY 15 (147°)

**When instructed, contact London/Scottish CTL. Report callsign, SID designator, current altitude and cleared flight level on first contact.**

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 15</b>	
<b>TRENT 1K</b> <b>TNT 1K</b> <b>123.980</b> <b>①②③④⑤</b>	BBE05 [K210- ;L] - BBE07 [K250- ;L] - BBN11 [K250- ;L] - BBN14 [K250-] - BBN26 [K250-] - TNT [K250-]	BBN14 MNM <b>5000</b> BBN26 at <b>6000</b> <b>TNT at 6000</b>  <b>initial climb 6000</b>
<b>TRENT 1L</b> <b>TNT 1L</b> <b>123.980</b> <b>②③④⑤</b>	BBE05 [K210- ;L] - BBE07 [K250- ;L] - BBN11 [K250- ;L] - BBN18 [K250- ;R] - TNT [K250-]	BBN18 at <b>6000</b> <b>TNT at 6000</b>  <b>initial climb 6000</b>
<b>WHITEGATE 1L</b> <b>WHI 1L</b> <b>123.980</b> <b>②③④⑤</b>	BBE05 [K210- ;L] - BBE07 [K250- ;L] - BBN11 [K250- ;L] - BBN18 [K250-] - WHI [K250-]	BBN18 at <b>6000</b> <b>WHI at 6000</b>  <b>initial climb 6000</b>

① For use when Birmingham RAD not available.

② Do not climb above 6000ft unless instructed by ATC.

③ Close-in obstacles exist.

④ No turns below 900ft

⑤ Expect first CPDLC logon code AWYs UP6/UN601 EGPX or AWYs UL70/L603 EGTT.



**BHX-EGBB**

5-30

**SIDs RWY 15****TRENT 4G / TRENT 6E**

RWY 15 (147°)

**When instructed, contact London/Scottish CTL. Report callsign, SID designator, current altitude and cleared flight level on first contact.**

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.2%	ft/MIN	700	800	1000	1200	1300	1500
5.6%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 15</b>	
<b>TRENT 4G</b> <b>TNT 4G</b> 5.2% to 840 5.6% to 5000 <b>123.980</b> ①②③④⑤⑥⑦	at D1.8 <b>IBIR</b> or <b>MNM 900</b> , whichever is later, (MAX 210KT) <b>LT</b> intercept R177 <b>TNT</b> (MAX 250KT) to <b>TNT</b>	D30 <b>TNT MNM 5000</b> D18 <b>TNT</b> at <b>6000</b>  <b>initial climb 6000</b>
<b>TRENT 6E</b> <b>TNT 6E</b> 5.2% to 840 5.0% to 6000 <b>123.980</b> ①③④⑤⑥⑦	at D1.8 <b>IBIR</b> or <b>MNM 900</b> , whichever is later, (MAX 210KT) <b>LT</b> intercept R177 <b>TNT</b> inbound (MAX 250KT) - at D33 <b>TNT LT</b> intercept R317 <b>DTY</b> - at D32 <b>DTY RT</b> intercept R184 <b>TNT</b> to <b>TNT</b>	D26 <b>TNT</b> at <b>6000</b>  <b>initial climb 6000</b>

- ① Climb gradient due to ATC separation purposes.
- ② For use when Birmingham RAD not available.
- ③ No turns below 900ft.
- ④ Close-in obstacles exist.
- ⑤ Expect first CPDLC logon code AWYs UP6/UN601 EGPX or AWYs UL70/L603 EGTT.
- ⑥ Climb gradient 5.2% due to obstacles.
- ⑦ Do not climb above 6000 until instructed by ATC.

## BHX-EGBB

5-40

## SIDs RWY 33

ADMEX 1D / DAVENTRY 4F / TRENT 4D / UNGAP 1D / WESTCOTT 5D

RWY 33 (327°)

When instructed, contact London/Scottish CTL. Report callsign, SID designator, current altitude and cleared flight level on first contact.

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.9%	ft/MIN	800	900	1100	1300	1500	1700
7.8%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
<b>ADMEX 1D</b> 4.8% to 5000 5.0% to 6000 <b>123.980</b> ①③	at D2 <b>IBM</b> or MNM <b>830</b> , whichever is later, <b>RT</b> intercept R318 <b>DTY</b> inbound by D26 <b>DTY</b> - at D20 <b>DTY RT</b> intercept R351 <b>CPT</b> to ADMEX	D55 <b>CPT</b> (D18 <b>DTY</b> ) MNM <b>5000</b> ADMEX <b>6000</b> <b>initial climb 6000</b>
<b>DAVENTRY 4F</b> <b>DTY 4F</b> 7.8% to 5000 <b>123.980</b> ①②③	at D2 <b>IBM</b> or MNM <b>830</b> , whichever is later, <b>RT</b> intercept R189 <b>TNT</b> inbound - at D26 <b>TNT RT</b> 118° after crossing R323 <b>DTY</b> intercept R327 <b>DTY</b> to <b>DTY</b> by D27 <b>DTY</b>	R323 <b>DTY</b> MNM <b>5000</b> D9 <b>DTY</b> at <b>6000</b> <b>initial climb 6000</b>
<b>TRENT 4D</b> <b>TNT 4D</b> 5.9% to 5000 <b>123.980</b> ①③④⑤	at D2 <b>IBM</b> or MNM <b>830</b> , whichever is later, <b>RT</b> intercept R189 <b>TNT</b> to <b>TNT</b>	D23 <b>TNT</b> MNM <b>5000</b> D19 <b>TNT</b> at <b>6000</b> <b>initial climb 6000</b>
<b>UNGAP 1D</b> 4.8% to 5000 <b>123.980</b> ①③	at D2 <b>IBM</b> or MNM <b>830</b> , whichever is later, <b>RT</b> intercept R318 <b>DTY</b> by D26 <b>DTY</b> to UNGAP	D18 <b>DTY</b> MNM <b>5000</b> UNGAP at <b>6000</b> <b>initial climb 6000</b>
<b>WESTCOTT 5D</b> <b>WCO 5D</b> 4.8% to 5000 5.0% to 6000 <b>123.980</b> ①③	at D2 <b>IBM</b> or MNM <b>830</b> , whichever is later, <b>RT</b> intercept R318 <b>DTY</b> inbound by D26 <b>DTY</b> - at D20 <b>DTY RT</b> intercept QDM 152 <b>WCO</b> to <b>WCO</b>	D18 <b>DTY</b> MNM <b>5000</b> D16 <b>DTY</b> at <b>6000</b> <b>initial climb 6000</b>

① Climb gradient due to ATC separation purposes.

② For use when Birmingham RAD not available.

③ No turns below 830ft.

④ Expect first CPDLC logon code AWYs UP6/UN601 EGPX or AWYs UL70/L603 EGTG.

⑤ Do not climb above 6000 until instructed by ATC.

**WHITEGATE 4D**

RWY 33 (327°)

**When instructed, contact London/Scottish CTL. Report callsign, SID designator, current altitude and cleared flight level on first contact.**

	GS	120	150	180	210	240	270
4.7%	ft/MIN	600	800	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 33</b>	
<b>WHITEGATE 4D</b> <b>WHI 4D</b> 4.7% to 6000 <b>123.980</b> ①②③④	at D2 <b>IBM</b> or MNM <b>830</b> , whichever is later, intercept R327 <b>HON to WHI</b>	D13 <b>IBM</b> MNM <b>4000</b> D17 <b>IBM</b> MNM <b>5000</b> D20 <b>IBM</b> at <b>6000</b>  <b>initial climb 6000</b>

① Climb gradient due to ATC separation purposes.

② No turns below 830ft.

③ Expect first CPDLC logon code AWYs UP6/UN601 EGPX or AWYs UL70/L603 EGTT.

④ Do not climb above 6000 until instructed by ATC.

**MOSUN**

RWYs 15 (147°) / 33 (327°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
<b>MOSUN</b> <b>123.980</b>	at D2 <b>IBIR RT</b> 165° - at D4 <b>IBIR RT</b> cleared to leave controlled airspace to MOSUN	<b>initial climb 6000</b>
	Runway 33	
<b>MOSUN</b> <b>123.980</b>	at D3 <b>IBM LT</b> cleared to leave controlled airspace to MOSUN	<b>initial climb 6000</b>

## BHX-EGBB

**GROVE**  
**CHASE**

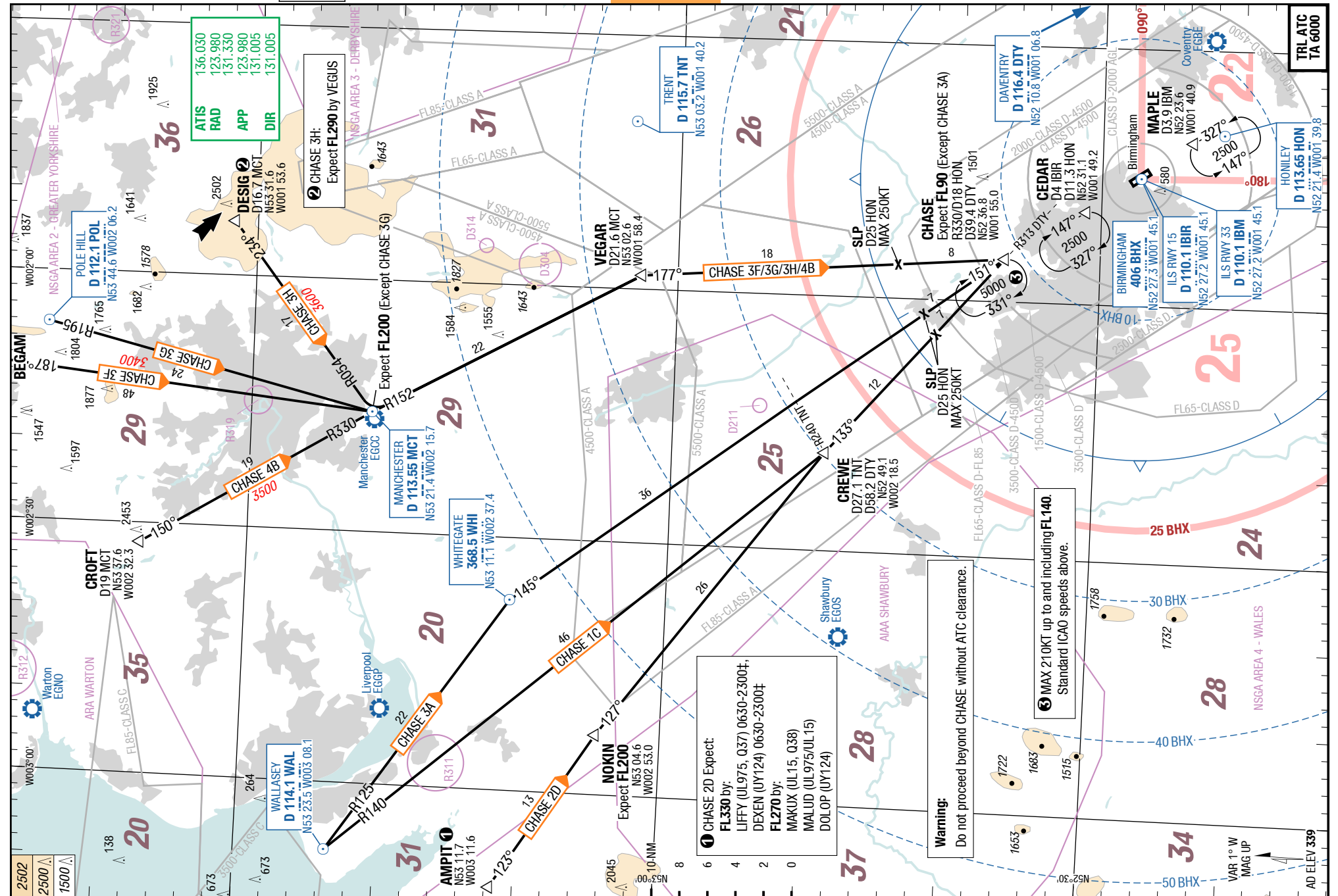
# STAR

# STAR



**GROVE**  
**CHASE**

**6-10**



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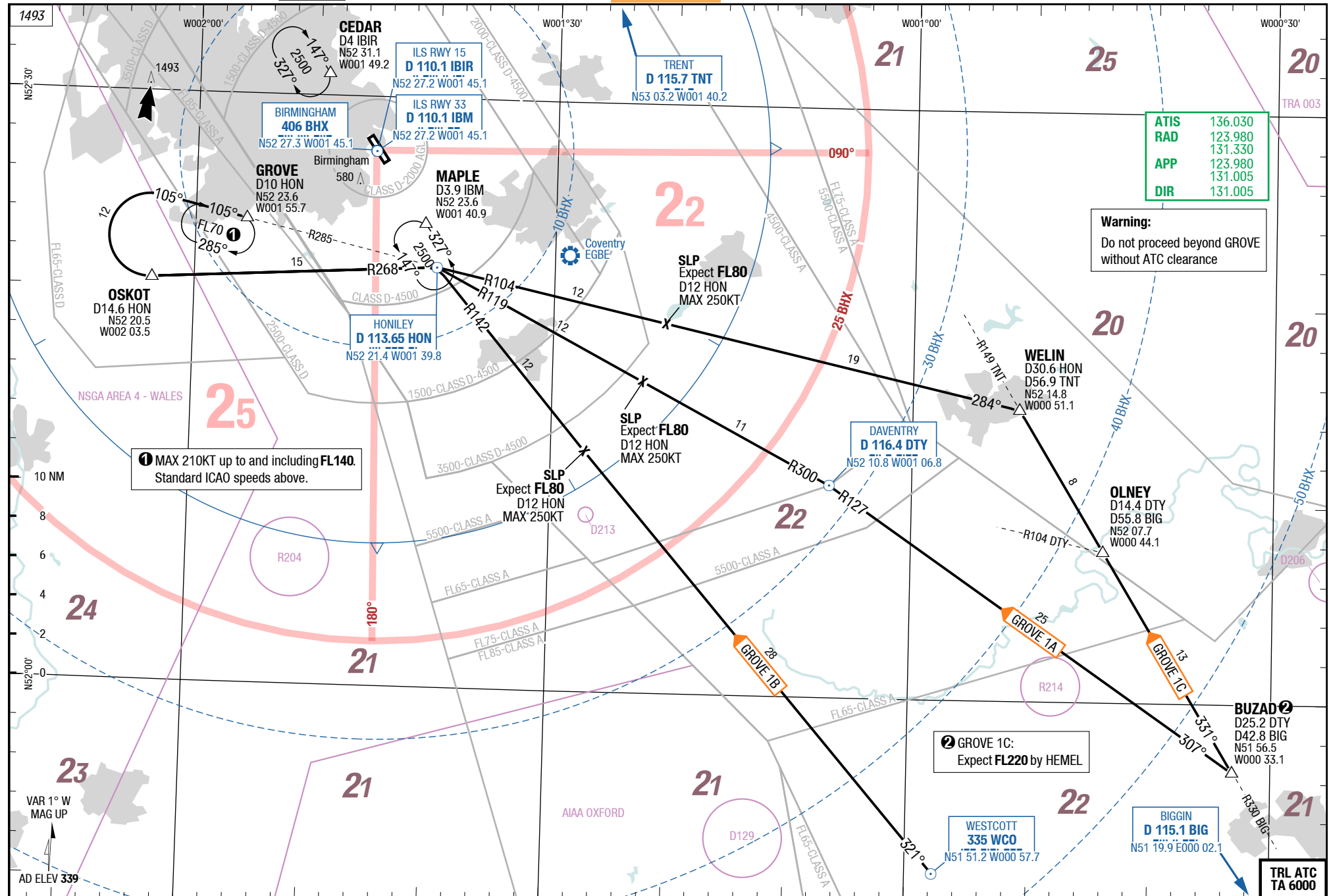
## BHX-EGBB

# GROVE

# STAR

**GROVE**

**6-20**



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## BHX-EGBB

NIL

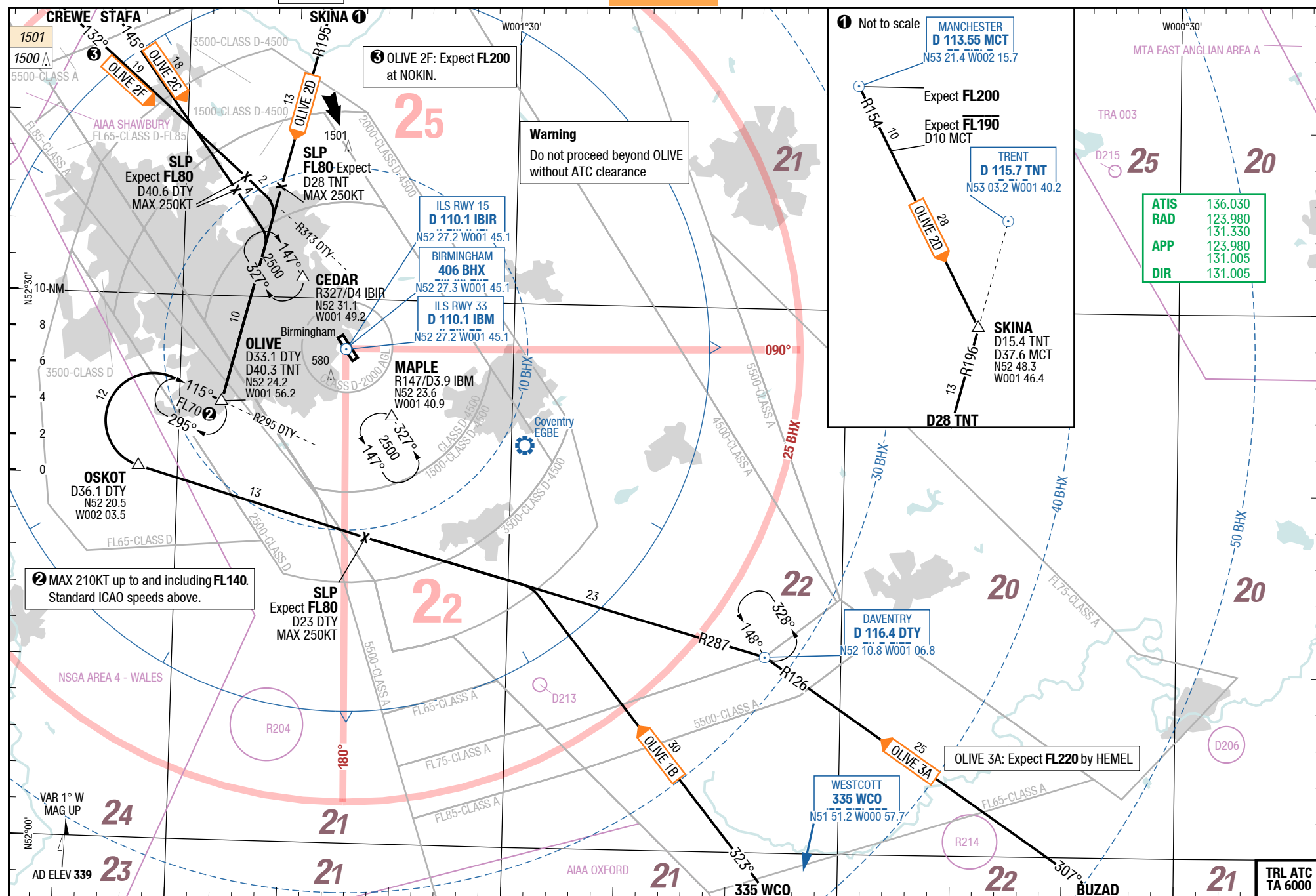
6-30

**OLIVE (HON VOR or DME INOP)**

# STAR

# STAR

NIL

**OLIVE (HON VOR or DME INOP)**

Changes: FREQ

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12-JUL-2018

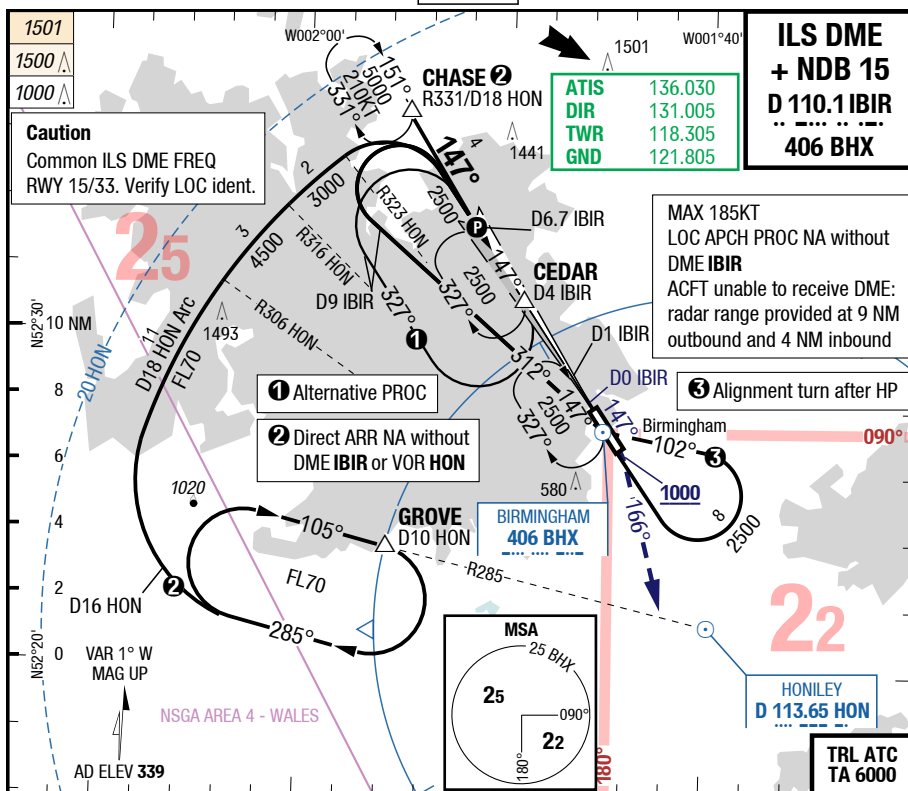
United Kingdom **Birmingham**

# IAC

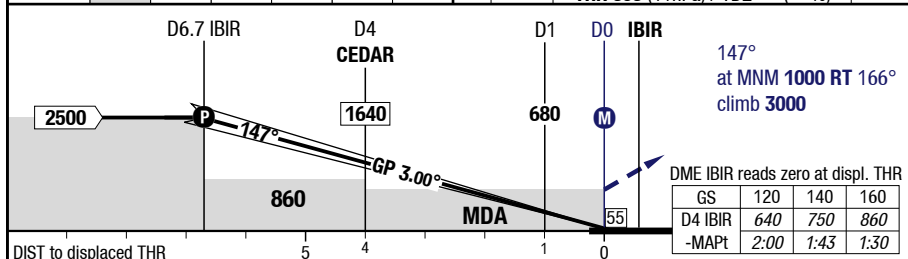
## BHX-EGBB

7-10

## ILS DME + NDB 15



LOC 3.00° D IBIR	6.7	6	5	3	2	
	2500	2280	1960	1310	990	



15		Cat 3b	Cat 2	Cat 1 <sup>1)</sup>	Cat 1 <sup>1)</sup>	LOC DME	Circling
C	ft - m/km ft	0 - 75R <b>Company</b>	100 - 300R <b>97 RA</b>	200 - 400 <b>520</b>	200 - 550 <b>520</b>	440 - 1.3 <b>750</b>	750 - 2.4V <b>1080</b>
D	ft - m/km ft	0 - 75R <b>Company</b>	110 - 300R <b>106 RA 2)</b>	200 - 400 <b>520</b>	200 - 550 <b>520</b>	440 - 1.3 <b>750</b>	850 - 3.6V <b>1180</b>

1) With EVS 350m

2) If not conducting autoland RVR 350m required

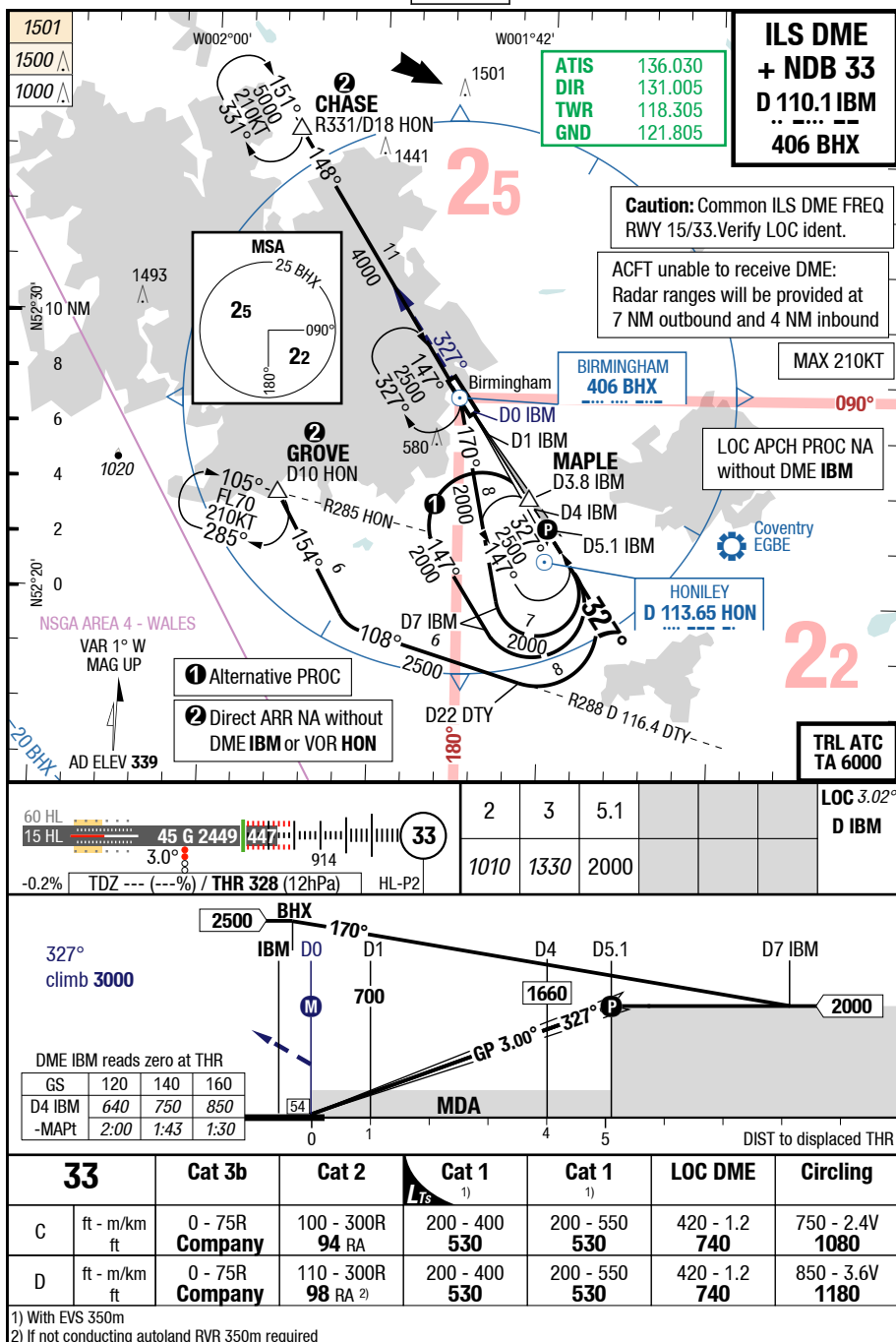
Changes: Track, MIN, FREQ



## BHX-EGBB

7-20

## ILS DME + NDB 33

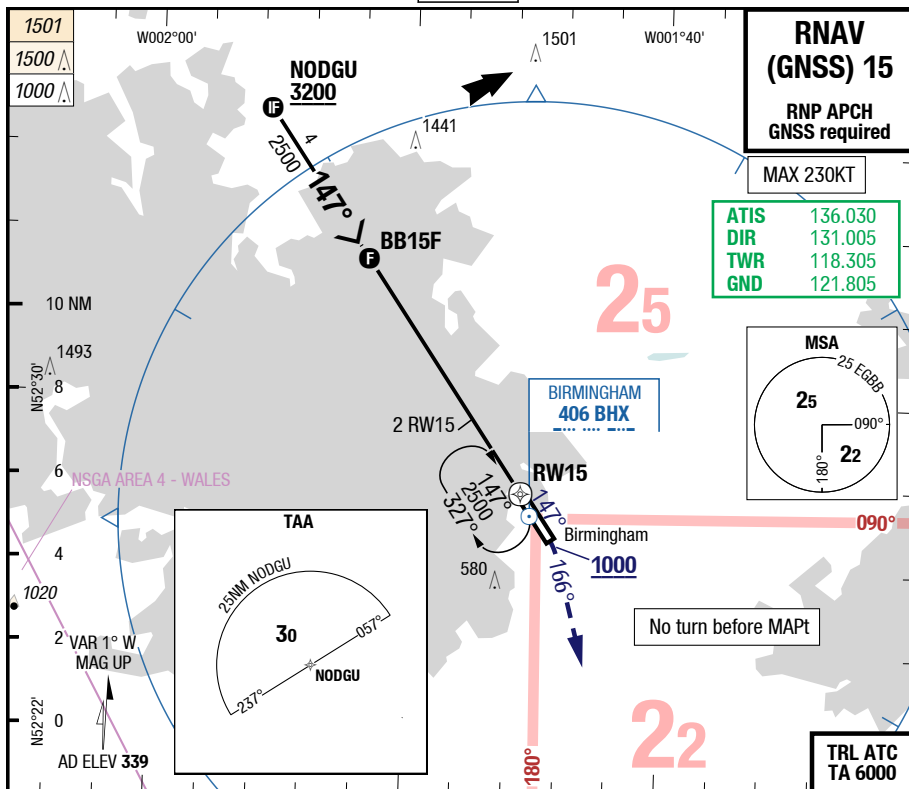


Changes: Track, MIN, FREQ

BHX-EGBB

7-30

RNAV (GNSS) 15



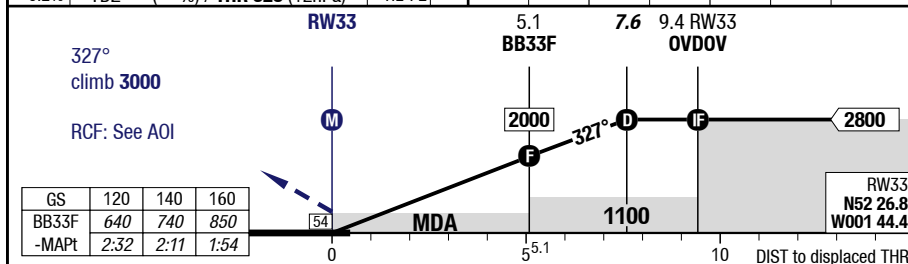
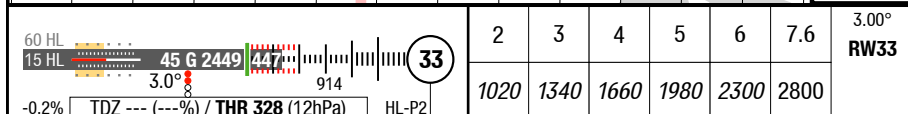
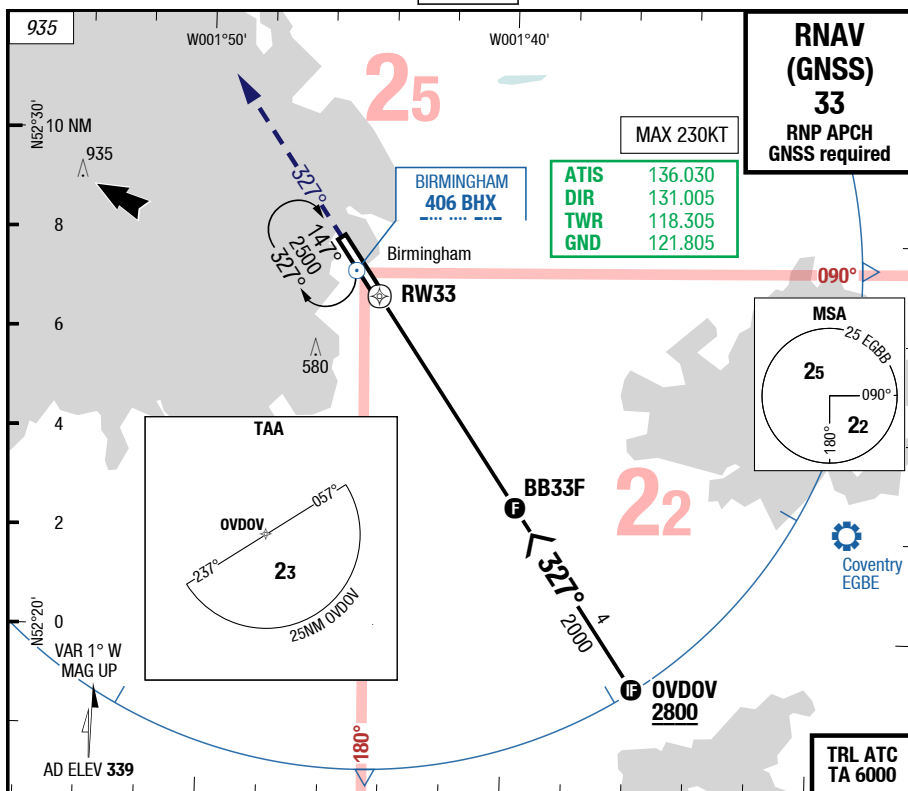
15		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV	Circling	
C	ft - m/km ft	430 - 1.3 740	430 - 1.3 740		750 - 2.4V 1080
D	ft - m/km ft	430 - 1.3 740	430 - 1.3 740		850 - 3.6V 1180

1) Uncompensated BARO VNAV NA below -10°C (14°F)  
2) With EVS 900m

## BHX-EGBB

7-40

## RNAV (GNSS) 33



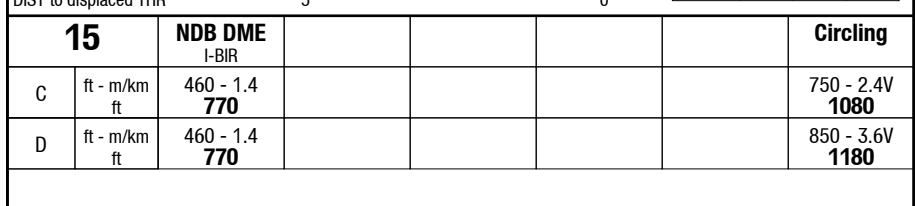
33		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV	Circling	
C	ft - m/km ft	420 - 1.2 740	430 - 1.3 750		750 - 2.4V 1080
D	ft - m/km ft	420 - 1.2 740	430 - 1.3 750		850 - 3.6V 1180

1) Uncompensated BARO VNAV NA below -10°C (14°F)

2) With EVS 800m

Changes: FREQ

## NDB + DME 15



Effective 19-JUL-2018

12-JUL-2018

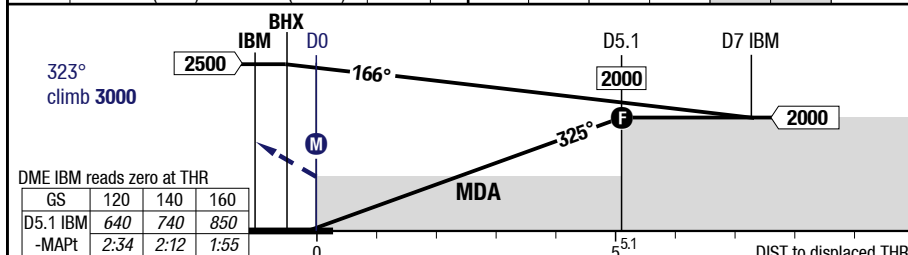
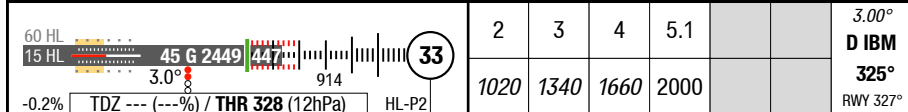
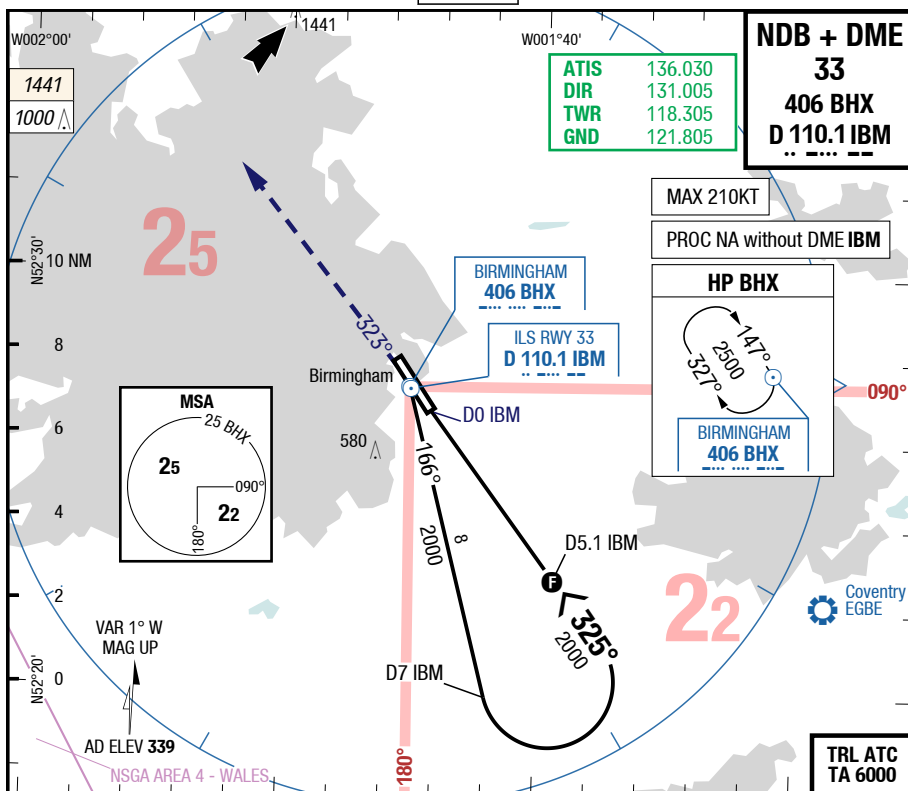
United Kingdom Birmingham

IAC

BHX-EGBB

7-60

NDB + DME 33



33		NDB DME I-BM					Circling
C	ft - m/km ft	480 - 1.5 800					750 - 2.4V 1080
D	ft - m/km ft	480 - 1.5 800					850 - 3.6V 1180

Changes: Track, FREQ

Effective 26-MAY-2016

19-MAY-2016

BHX-EGBB

United Kingdom Birmingham

NIL

MRC

MRC

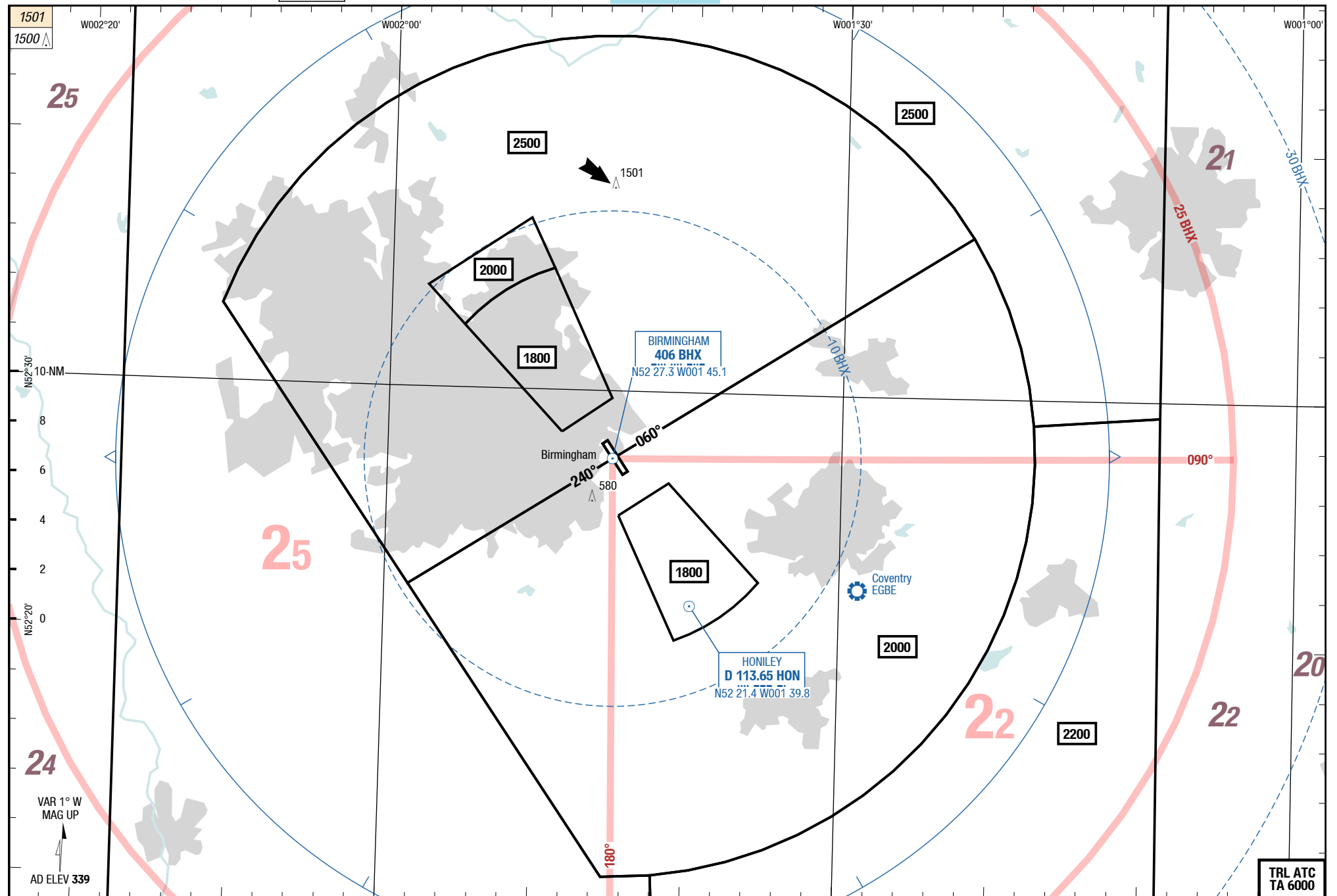
MRC

Birmingham United Kingdom

NIL

MRC

8-10



Changes: VAR