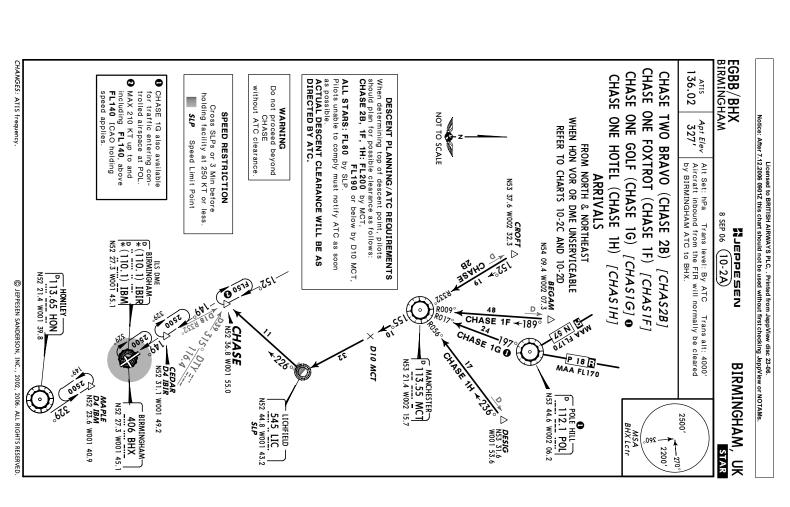
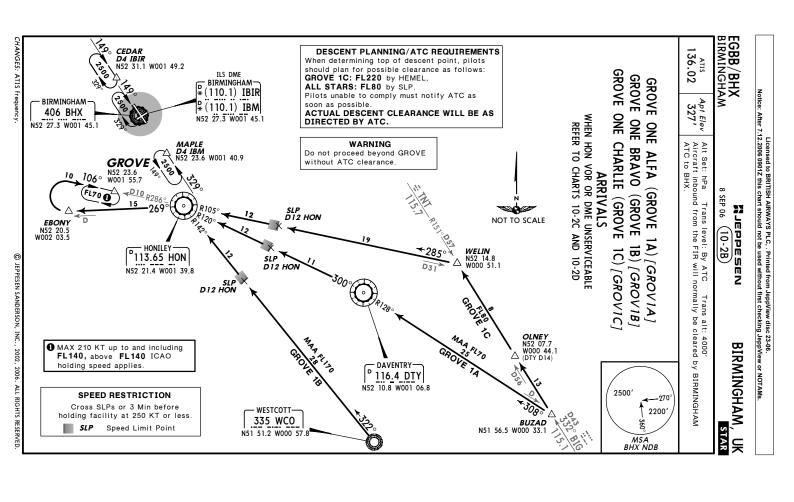
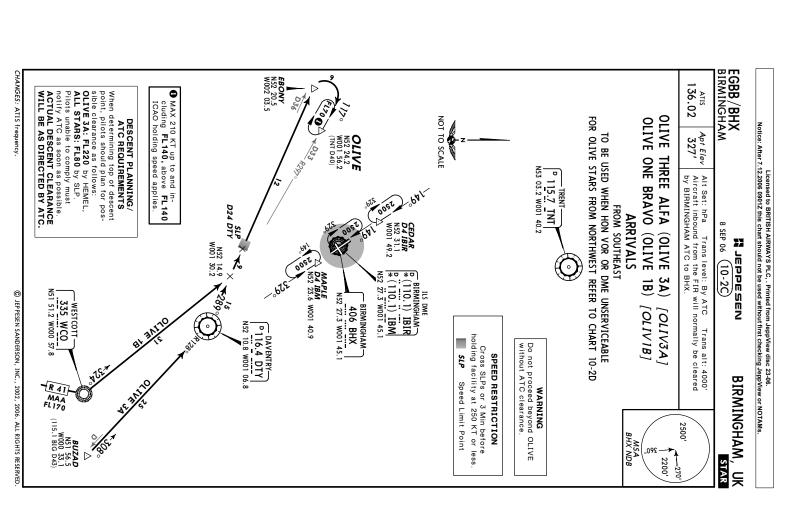
EGBB, Charleso I EGBB/BHX BIRMINGHAM WALLASEY 'HANGES: ATIS frequenc ATIS 136.02 D 114.1 WAL N53 23.5 W003 08.1 **MALUD** N53 24.8 W003 36.5 CHASE ONE CHARLIE (CHASE 1C) [CHASIC] CHASE THREE ALFA CHASE ONE DELTA (CHASE 1D) [CHAS1D] MAA FL80 129° 122 93° CHASE 3A Chase 3A Δ CHASE ONE ECHO (CHASE Apt Elev 327' Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs. WHITEGATE-FOR CHASE STARS FROM NORTH & NORTHEAST ISLE OF MAN-112.2 IOM CHASE 1C 368.5 WHI WHEN HON VOR OR DME UNSERVICEABLE N53 11.1 W002 37.4 REFER TO CHARTS 10-2C AND 10-2D N54 04.0 W004 45.8 Alt Set: hPa Trans level: By ATC Trans alt: 4000' Aircraft inbound from the FIR will normally be cleared by BIRMINGHAM ATC to BHX. 25 NM REFER TO CHART 10-2A before CREWE ROM NORTHWEST SLP D25 HON **ARRIVALS** MAX 210 KT up to and including FL140, above FL140 ICAO holding speed applies. (CHASE 3A) [CHAS3A] 8 SEP 06 **CREWE** N52 49.1 W002 18.5 MJEPPESEN SLP D25 HON 10-2 1E) [CHASIE] **CHASE** N52 36.8 W001 55.0 WARNING Do not proceed beyond CHASE JEPPESEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED. without ATC clearance SPEED RESTRICTION Cross SLPs or 3 Min before holding facility at 250 KT or less. **CEDAR D4 IBIR**N52 31.1 Speed Limit Point SLP NOT TO SCALE ILS DME BIRMINGHAM-W001 49.2 \* (110.1) IBIR (110.1) IBIR BIRMINGHAM **BIRMINGHAM** 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. 406 BHX N52 27.3 W001 45. N52 27.3 W001 45.1 **MAPLE D4 IBM** N52 23.6 W001 40.9 2500 Pilots unable to comply must notify ATC as soon as possible. 270 2200 ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC. - HONILEY 360 D113.65 HON STAR MSA N52 21.4 W001 39.8 BHX Lcti







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NaSaddar 1

EGBB/BHX BIRMINGHAM

21 MAY 04

(10-3

PEPPESEN

BIRMINGHAM, UK

SID

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BIRMINGHAM Radar

Apt Elev

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

118.05

EGBB/BHX BIRMINGHAM MANCHESTER 113.55 MCT N53 21.4 W002 15.7 136.02 ATIS MAX 210 KT up to and including FL140, above FL140 ICAO holding speed applies. When determining top of descent point, pilots should plan for possible clearance as follows: OLIVE 2D: FL200 by MCT, DIRECTED BY ATC. soon as possible.

ACTUAL DESCENT CLEARANCE WILL BE AS Pilots unable to comply must notify ATC as ALL STARS: FL80 by SLP. OLIVE 2F: FL200 abeam WHI, DESCENT PLANNING/ATC REQUIREMENTS NOT TO SCALE Apt Elev 327' D <sup>351</sup>(Q FL190 or below by D10 MCT, **OLIVE** N52 24.2 W001 56.2 **STAFA** N52 51.7 W002 14.6 (DTY D58) DIO MCT Aircraft inbound from the FIR will normally be cleared by BIRMINGHAM ATC to BHX. Alt Set: hPa Trans level: By ATC N52 33.4 W001 52.4 D39 DTY 8 SEP 06 (10-2D) 1 + D33 R297 SLP D28 TNT (OLIVE 2F) [OLIV2F] OLIVE 2D) [OLIV2D] (OLIVE 2C) [OLIV2C] OLIVE TWO FOXTRO OLIVE TWO CHARLIE TO BE USED WHEN HON VOR OLIVE TWO DELTA OR DME UNSERVICEABLE N/W FROM NORTHWEST **ARRIVALS** D28 TNT N52 35.1 W001 51.8 Do not proceed beyond OLIVE without ATC clearance. D Trans alt: 4000' Cross SLPs or 3 Min before holding facility at 250 KT or less. **SKINA** N52 48.3 W001 46.4 SPEED RESTRICTION  $\odot$ WARNING N52 **MAPLE D4 IBM**N52 23.6 W001 40.9 406 BHX Speed Limit Point BIRMINGHAM, UK 27.3 W001 45.1 BIRMINGHAM \*(110.1) IBIR \*(110.1) IBM TRENT TRENT TO THE NO. 2 TO THE N52 27.3 W001 45.1 2500' 270 2200' STAR

COWLY 2D CPT 3D COWLY 1E of approximately 292' per NM (4.8%) up to  $\mbox{ FL50}$  , then 304' per NM (5%) up to  $\mbox{ FL60}$  for ATC **WARNING:** Do not climb above **FL60** until cleared by ATC. COWLY 1E COWLY 2D Gnd speed-KT pur poses. These SIDs require minimum climb gradients 304' per NM 292' per NM BIRMINGHAM-CPT 1E At IBM 2 DME or 830' whichever is later 2500 N52 27.3 W001 45. N52 27.3 W001 45. (110<u>.1)</u> IBM MSA BHX Lct (110.1) IBIR 406 BHX P 113.65\_HON 2200' N52 21.4 W001 39.8 RWY 33 COWLY 2D, CPT 3D At HON, HON R-165 (CPT R-347 inbound) to CPT Continue to CPT At HON, HON R-156 to COWLY Continue towards CPT, at D30 CPT intercept HON R-156 to COWLY 380 365 Climb to IBIR 1 DME or 830', whichever is later, turn RIGHT, 170° track, at IBIR 4 DME turn LEFT to HON. Climb to IBM 2 DME or  $830^{\circ}$ , whichever is later, turn RIGHT, intercept DTY R-319 inbound by D26 DTY, at D20 DTY turn RIGHT, intercept CPT R-354 in- 
 100
 150
 200
 250

 486
 729
 972
 1215
 506 760 1013 1266 1519 D26 DTY 4 DME IBIF by LONDON Control. ATC. At or above **4000**′ D7 HON COWLY TWO DELTA (COWLY 2D) *[COWL2D]* COWLY ONE ECHO (COWLY 1E) [COWL1E] At IBIR 1 DME or 830' whichever is de lanc 1215 1458 At FL60 *011 но*м COMPTON THREE DELTA (CPT 3D) 300 STETE MAX 250 KT BELOW FL 100 COMPTON ONE ECHO (CPT 1E) A+ FL60 D53 CPT D16 DTY UNLESS OTHERWISE AUTHORIZED RWYS 33, 15 DEPARTURES N51 29.5 W001 13.2 D 114.35 CPT PROHIBITED AREA EG(P)-106 INITIAL CLIMB ROUTING At or above **4000**′ **D20 DTY** N52 25.0 W001 29.7 CPT 3D R3 A+ FL60 DII HON

**D30 CPT** N51 59.1 W001 20.8

COMTA

DAVENTRY
116.4 DTY
N52 10.8 W001 06.8

At or above FL50

D55 CPT

NOT TO SCALE

'HANGES: SIDs COWLY 2D, CPT 3D revised; MSA; new format

CHANGES: ATIS frequency

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EGBB/BHX BIRMINGHAM Trans level: By ATC 21 MAY 04 (10-3A) NaSaddar 1 Trans alt: 4000 BIRMINGHAM,

SID

BIRMINGHAM 118.05 Apt Elev 327' 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 by LONDON Control. ATC. DAVENTRY FOUR DELTA (DTY 4D)

**DTY 2E:** 316' per NM (5.2%) up to 298' per NM (4.9%) up to BIRMINGHAM \* (110.1) IBIR b (110.1) IBM of approximately DTY 4D: 292' per NM (4.8%) up to FL50 for These SIDs require minimum climb gradients 406 BHX N52 27.3 W001 45.1 2500' N52 27.3 W001 45. At IBM
2 DME
or 830'
whichever is NOT TO SCALE 270 2200' **D26 TNT** N52 37.4 W001 45.0 ATC purposes 012° 115.7 115.7 At or above 4000' 4 DME IBIR D 16 DTY At or above FL50 At IBIR 1 DME or 830' whichever is later 4000', then FL60 for At or above FL50 D12 DTY DAVENTRY THREE FOXTROT (DTY 3F) DAVENTRY TWO ECHO (DTY 2E) ਸਿਤੁਸ਼ਤਾਸ਼ MAX 250 KT BELOW FL 100 D27 DTY Gnd speed-KT 474' per NM UNLESS OTHERWISE AUTHORIZED RWYS 33, At FL60 D9 DTY DAVENTRY
116.4 DTY
N52 10.8 W001 06.8 **WARNING:** Do not climb above **FL60** until cleared by ATC. 592 75 | 100 | 150 | 200 | 250 | 300 15 DEPARTURES At or above FL50 D 18 DTY 790 1185 1580 D9 DTY A↑ FL60 1975 2370

THANGES: MSA; new format

0

Only usable when BIRMINGHAM Radar not available

DTY 3F DTY 2E DTY 4D

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 in-Climb to IBIR 1 DME or 830' whichever is later, turn RIGHT, 170° track, at IBIR 4 DME turn LEFT, intercept DTY R-303 inbound to DTY. Climb to IBM 2 DME or  $\,$  830' whichever is later, turn RIGHT, intercept DTY R-319 inbound by D26 DTY to DTY. DTY 3F: 474' per NM (7.8%) up to ATC purposes.

FL50 for

SID

R₩Y

INITIAL CLIMB/ROUTING

292' per NM 298' per NM 316' per NM

365 486

372 395

496

744

992 1241 1489

33

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THANGES: MSA; new format

Only usable when BIRMINGHAM Radar not available.

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EGBB/BHX BIRMINGHAM BIRMINGHAM Radar 18.05 Apt Elev 327' 1. After passing 2000' contact BIRMINGHAM Radar as soon as possib-le. 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 MANCHESTER Control. by ATC. Trans level: By ATC 28 MAY 04 (10-3B) PEPPESEN Trans alt: 4000 BIRMINGHAM, SID

286' per NM (4.7%) up to 267' per NM (4.4%) up to 358' per NM (5.9%) up to जिज्जनकी MAX 250 KT BELOW FL 100 These SIDs require minimum climb gradients MAX 210 KT until established on HON R-018. If unable to comply advise ATC for alternative in-structions. TNT 1G O 3E Do not climb above I until cleared by ATC. TNT 3D TRENT THREE DELTA (TNT 3D) UNLESS OTHERWISE AUTHORIZED TRENT THREE ECHO (TNT 3E) RWYS 33, 15 DEPARTURES NOT TO SCALE TRENT ONE GOLF (TNT 1G) WARNING RWY 5 33 EIRMINGHAM

(110.1) IBIR
(110.1) IBIN
(110.1) IBM
(110.1) IBM
(10.1) IBM
(10. WINCHEVER IS later, turn RIGHT, 170° track to BIR 2 DME, turn LEFT, intercept HON R-018, intercept DTY R-322 to D34 DTY, turn RIGHT, intercept TNT R-192 inbound to TNT. R-192 inbound to TNT. Climb to IBIR 1 DME or **830**° whichever is later, turn RIGHT, 170° track to IBIR 2 DME, turn LEFT, intercept HON R-018 by D6 HON, at D9 HON turn TNT 1G up to FL50 for ATC pur-TNT 3D
ID to FL50 for ATC pur-TNT 3E FL60 At IBM 2 DME or 830' whichever is later intercept TNT R-180 inbound to TNT FL60 for ATC pur-At
IBIR 1 DME
or 830'
whichever is
later At or above FL50 TNT 3D 830' whichever is later, turn RIGHT, intercept TNT D23 TN1 A↑ FL60 TNT 3D D19 TN1 N53 03.2 W001 40.2 INITIAL CLIMB/ROUTING D 115.7 INT 267' per NM Gnd speed-KT 286' per NM 358' per NM 2 DME N52 36.0 W001 44.0 At FL60 **D9 HON** N52 30.1 W001 36.0 
 448
 597
 896
 1195
 1494
 1792

 357
 476
 714
 952
 1190
 1428

 334
 446
 668
 891
 1114
 1337
 75 100 0 0 018 ગહ D6 HON 150 °095<del>→</del> At FL60 P113.65 HON N52 21.4 W001 39.8 D 18 TNT 200 At or above FL50 D30 TNT 2500' 250 MSA BHX Lctr 2200′ 270 300

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EGBB/BHX BIRMINGHAM

28 MAY 04 (10-3C) Nasaddar 1

BIRMINGHAM,

SID

N52 27.3 W001 45.1 406 BHX WCO 3E 310' per NM (5.1%) up to 292' per NM (4.8%) up to 273' per NM (4.5%) up to BIRMINGHAM—

(110.1) IBIR 292' per NM (4.8%) up to **FL50**, then 304' per NM (5%) up to **FL60** for ATC of approximately 273' per NM purposes These SIDs require minimum climb gradients N52 27.3 W001 45. BIRMINGHAM Radar 304' per NM 310' per NM Gnd speed-KT At
IBM 2 DME
or 830'
whichever
is later 292' per NM 118.05 SID NOT TO SCALE N52 21.4 W001 39.8 P113.65 HON Apt Elev 327' 75 342 365 380 387 4 DME IBIR WESTCOTT THREE ECHO (WCO 3E) WESTCOTT FOUR DELTA (WCO 486 516 100 456 506 ਤਿਭੁਤਰਸ MAX 250 KT BELOW FL 100 1. After passing 2000' contact BIRMINGHAM Radar as soon as possib-le. 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. 4000', then FL50, then FL60 for ATC 729 775 684 760 150 200 250 300 UNLESS OTHERWISE AUTHORIZED RWYS 33, D26 DTY 972 1215 1458 911 1139 1367 At or above **4000**′ 1013 1266 1519 1033 1291 1549 ATC or **830**' whichever is later IBIR I DME D7 HON 0 At or above FL50 15 DEPARTURES INITIAL CLIMB/ROUTING DI8 DTY At or above FL50 At FL60 D16 DTY D11 HON **D20 DTY** N52 25.0 W001 29.7 A↑ FL60 DI6 HON 335 WC0 N51 51.2 W000 57.8 WARNING
Do not climb above FL60
until cleared by ATC. **4**D) DAVENTRY 116.4 DTY N52 10.8 W001 06.8 2500′ MSA BHX Lctr 270 2200'

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EGBB/BHX BIRMINGHAM BIRMINGHAM Radar 118.05 Apt Elev 327' Trans level: By ATC Trans alt: 4000'

1. After passing 2000' contact BIRMINAHAM 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 MANCHESTER Control. by ATC.

28 MAY 04 (10-3D) Nasaddar 1

> BIRMINGHAM, SID

WHITEGATE THREE DELTA WHITEGATE THREE ECHO (WHI 3E) MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED RWYS 33, 15 DEPARTURES . WHI 3D 2500' A-270 2200′

MSA BHX Lctr

N H-328 to WHI.	whichever is later, intercept HON H-328 to WHI.		Climb to IBM 2 DME or	MAIO	i mb t	+	33	WHIS
	INITIAL CLIMB/ROUTING		,			$\top$	RWY	SID
		1114 1337	891	668	446	334	Z	267' per NM
		1190 1428	952	714	476	357	≤	286' per NM
NJZ 21.4 WOOT 37.0		250 300	200	150	100	75	-KT	Gnd speed-KT
1 13.65 HON	later	FL60 for ATC pur-	) for A	FL60	рto	ln (%1	4 (4.4	267' per NM (4.4%) up to poses.
HONILEY	whichever is			т	WHI 3E	_		poses.
	IBIR 1 DME	FL60 for ATC pur-	for A	FL60	6.4	'%) ⊔	M (4.7	286' per NM (4.7%) up to
	0180	dients	າb grac	n clim	inimu	ire m	requ	These SIDs require minimum climb gradients of
4.9		)1 45.1	406 BHX N52 27.3 W001 45.	N52 2				
, id	LL JOME PARTIE IN THE SECOND	IBM 1BM	* (1 <u>110.1)</u> <u>IBM</u>	* (11 * (11		Ħ	O SCA	NOT TO SCALE
1182 T	_	IBIR	ILS DME BIRMINGHAM- (110.1) IBIF	*() 			-	
N52 30.1 W001 36.0			later	830' ver is	or 830' whichever is later	< .		
	At or above	× <b>/</b> ¥		ა ე	? <b>5</b>			
0	× At FL60	× × /ş		At or above FL50	₽° 0			
		<b>*</b> ^	*/_		At FL60	<u></u> _		
		\s\ <sup>8</sup> 1	/			_		
ING bove FL60 y ATC.	WARNING Do not climb above until cleared by ATC			05 141	UE IHN			
blished on o comply tive in-	MAX 210 KT until established on HON R-018. If unable to comply advise ATC for alternative in- structions.					7.4	WHI	WHITEGATE 368.5 WHI N53 11.1 W002 37
MSA BHX Lctr	UNLESS OTHERWISE AUTHORIZED	OTHERWI	LESS (	Š		Ø		

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15 Climb to IBIR 1 DME or 830' whichever is later, turn RIGHT, 170° track to IBIR 2 DME, turn LEFT, intercept HON R-018, intercept DTY R-322 to WHI.

WHI 3E

THANGES: MSA; new format

WCO 3E

5

WCO 4D

33

Climb to IBM 2 DME or  $830^{\prime}$  whichever is later, turn RIGHT, intercept DTY R-319 inbound by D26 DTY, at D20 DTY turn RIGHT, intercept  $153^{\circ}$  bearing

Climb to IBIR 1 DME or  $\,$  830' whichever is later, turn RIGHT, 170° track to IBIR 4 DME, turn LEFT to HON, HON R-142 to WCO.

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EGBB/BHX Apt Elev 327' N52 27.2 W001 44.9 52-27 52-28 01-46 136.02 447 des Trees E/3 Up to 429' E/3 E/3 ATIS 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. Feet 323 \*Clearance Delivery Pilots are warned, when landing on rwy 15 or 33, of the possibility of building induced turbulence and wind shear effects. WARNING: 15 SEP 06 . 92 Nassadar 1 ower WESTERN
APRON 01-45 (10-9)400 378′ \*BIRMINGHAM Ground 121.8 M°50 BIRMINGHAM, UK BIRMINGHAM 363 FOR PARKING
POSITIONS
SEE 10-98 01-44 01-44 Trees پرې up to لارې 410′ 118.3 ર્દ જુ 3 Trees up to 369' Trees up to 384' Trees up to 387' 52-28 *(*}

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NaSaddar #

BIRMINGHAM, UK BIRMINGHAM

GENERAL

15 SEP 06 (10-9A)

EGBB/BHX

Special procedures are necessary for taxiing and parking aircraft with a wingspan in excess of 164 /50m; contact ATC or Airport Authority. Birds in vicinity of airport. Rwy 15 & 33 are approved for CAT II/III operations, special aircrew & acft certification required. Rwy 33 right-hand circuit.

Use of twy C is prohibited during rwy 33 operations. After landing on rwy 15 and vacating onto twy C, no acft is to proceed beyond C2 without specific ATC instructions.

24	90	RWY			
24 PAPI-L (angle 3.50°)	APAPI-L (angle 3.50°)		-		ADDITIONAL RUNWAY INFORMATION
3898' 1188m	3363' 1025m	Threshold	LANDING	_	Y INFORMATION
		Threshold   Glide Slope   TAKE-OFF	LANDING BEYOND	ISABLE LENGTH	
	4134' 1260m			_	
30m	98′	WIDTH			

46m	٥	1952m	6405′	7559' 2304m 6405' 1952n	7559′	C X V X	HIKE CE (19m) HIMES-II IDZ FAF1-E(3.00 )	-	1	33	
151	•	1941m	6369'	1477' 2279m   6369' 1941m	7477'		VIE- HIALS II TOZ BABI I Z DOO	2	-	٥.	15

grooved

② TAKE-OFF RUN AVAILABLE

twy K int 3812' (1162m)	twy G int 2605' (794m)
int with rwy 06/24 5249' (1600m)	int with rwy 06/24 3310' (1009m)
twy G int 5935' (1809m)	twy K int 4708' (1435m)
twy F int 7208' (2197m)	twy B int 6565' (2001m)
From rwy head 8530' (2600m)	From rwy head 8448' (2575m)
NAAL 20:	RVV 1 13:

## 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

aircraft is clear of the amber and green coded section of the taxiway II/III holding points. Arriving aircraft: Pilots should delay the call "Runway vacated" until the lead-offlights.

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

L	JAR-OPS		TAKE	TAKE-OFF 1		
	5	Rwys 15/33 LVP must be in Force	Ĉ		All Rwys	
	Approved Operators			LVP must be in Force		
	HIRL, CL & multi. RVR req	RL, CL & multi. RVR req	RL, CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
в >	RVR 125m	RVR <i>150m</i>	RVR 200m	RVR 250m		
0					RVR 400m	RVR 500m
J	RVR 150m	RVR 200m	RVR 250m	RVR 300m		

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

CHANGES: None

CHANGES: ATIS. Apron

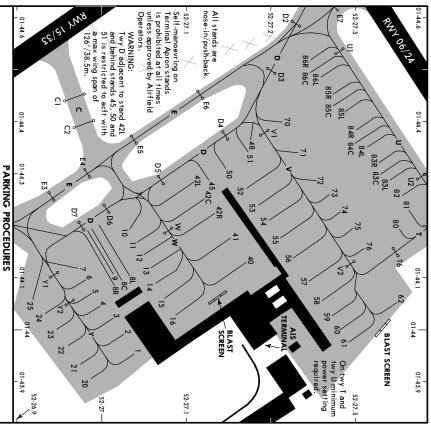
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EGBB/BHX 15 SEP 06 (10-9B) Nasaddar 1 Eff 28 Sep BIRMINGHAM, UK BIRMINGHAM



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

Stand 4 has directional information provided by a Safedock Docking Guidance system. and are provided with an apron drive airbridge.

Stand 13 has directional information provided by AGNIS and Mirror. Stands 5, 6, 7, 10, 11 and 12 have directional information provided by Mirror.

system and are provided with an apron drive airbridge. Stands 40 and 41 have directional information provided by a Safedock Docking Guidance

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.

and are provided with an apron drive airbridge. Stands 1, 2, 3, 14, 15 and 16 have directional information provided by AGNIS and PAPA

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.

CHANGES: Apron. Stands

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Masaddar

BIRMINGHAM, UK

EGBB/BHX

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	INS COO	INS COORDINATES	
STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3	W001	56, 57	27.2 W001
4 thru 9		58 thru 61	N52 27.3 W001 44.0
10, 11	¥ 00 1	62	27.4 W001
12	<b>⊗</b> 01	70	27.2 W001
13, 14	N52 27.1 W001 44.1	71 thru 73	27.3 W001
15, 16	27.1 W001	74 thru 76	27.3 W001
20, 21	N52 27.0 W001 43.9	80	N52 27.3 W001 44.2
22	27.0 W001	81	27.4 W001
23 thru 25	26.9 W001	82	27.4 W001
40	27.2 W001	83L thru 83R	27.3 W001
41	27.2 W001	thru	27.3 W001
42C, 42R	27.1 W001	85L thru 85R	N52 27.3 W001 44.4
42L, 43	N52 27.1 W001 44.3 N52 27.2 W001 44.3	Thru	2/.2 VV 00 I
40.00	27.2 W001		

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Na Saddar M

BIRMINGHAM,

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Apch Crs | 149° | 1637′ [1334′] | 503 [222] | 149° | 1637′ [1334′] | 503 [222] | 149° | 1637′ [1334′] | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000′ | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° | 1000° PANS OPS 4 OIREC 18 DINE EGBB/BHX BIRMINGHAM - 52-35 1108′ 02-10 - 52-25 (GS out) ILS GS 3.00° or LOC Descent Gradient 5.2% 3nd speed-Kts AR-OPS ILS DME reads zero at displ thresh rwy 15. When established on LOC descend to 2500 136.02 HON: RVR ATIS 550m 1035′ D6.7 IBIR DME ALTITUDE 503'(200' BIRMINGHAM als 377 02-00 FL 70 751' BIRMINGHAM RVR 1000m STRAIGHT-IN LANDING RWY 15 837 <u>=</u> 1640′ 485 90 2280′ GROVE DIO,O HON . 05 777 Approach (R) 539 100 15 SEP 06 (11-1 CEDAR CATC&D -313° inbound LOC 6.7 2500 647 CHASE to CEDAR RVR 1200m RVR 1600m RVR 1000m 755 140 °64 1960′ LOC (GS out) MDA(H) **790'** (487', BIRMINGHAM Tower CAT A & B -- 319° Lctr 2500' 5.0 01-50 862 160 **(4)** 1358′ 118.3 **D1.0** IBIR \_\_406\_BHX BIRMINGHAM-CEDAR D4.0 IBIR RVR 1500m 1640′ intercept LOC. Alternative Procedure:
Extend outbound leg of CEDAR holding to D9.0 IBIR. Then turn RIGHT to D1.0 IBIR 2000m .0 0 DO. O IBIR D0.0 D4.0 IBIR Apt Elev 327 O ILS: NDB ILS DME Rwy rans alt: 4000' RWY 303' PAPI 1040 Acft unable to receive DME advise ATC. Radar ranges will be provided at 9 NM outbound and 4 NM inbound. 121.8 205 180 135 00 \*Ground 284° thresh 55' 149° \*110.1 IBIR **6** CAT A & B 319° RWY 15 303' 1190'(863') 1030′(703′) 930' (603') 1320′ 930' (603') 0 CIRCLE-TO-LAND MDA(H) 1000′ INTERMEDIATE
PROCEDURE
AFTER HOLDING .1.13.<u>65</u> HON 2500' MSA BHX Lctr HONILEY— 2500′ 390 3600m 2400m 2.0 1600m 1500m 270 169° 2200′ 召

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PANS OPS 4 track 169° climbing to 2500' or D4.0 IBIR whichever is the later, then turn LEFT to return to Lctr, or as directed.

Trans level: By ATC Trans alt: 40 DIRECT BIRECT ■ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. EGBB/BHX BIRMINGHAM CHANGES: ATIS. 52-20 Alt Set: hPa Specific Aircrew & Acft Certification Required ILS DME reads zero at displ thresh rwy 15. AR-OPS \*110.1 When established on 02-10 1108 1BIR LOC descend to 2500 **/**♣912′ 872′ D9.0 IBIR 1035′ ABC RA 98' DA(H) 403'(1 D6.7 3.00° Apch Crs 7/490 SLS 377 FL 70 EG(R)-(100') 485 2.7 GROVE D10.0 HON 15 SEP 06 (11-1A) O CAT II NDB ILS DME RWY 1637' (1334') 777 539 STRAIGHT-IN LANDING RWY 15 CEDAR CEDAR D4.0 IBIR GS1637' GS Masaddar 647 inbound LOC 6.7 2500 RVR 300m CHASE to CEDAR Trans level: By ATC 86V\ CAT II ILS 755 <sup>™</sup> 1.13.65\_HON 862 CAT A & B -- 319°Lctr 2500' 01-50 **3**1358′ 3.0 CAT II ILS RA/DA(H) Refer to Minimums BIRMINGHAM— 406 BHX **D6.7** IBIR © JEPPESEN SANDERSON, INC., 1998, 2006. ALL RIGHTS RESERVED CEDAR DA.O IBIR BIRMINGHAM Tower D1.0 IBIR GS 678' Alternative Procedure:
Extend outbound leg of CEDAR holding to D9.0 IBIR. Then turn RIGHT to intercept LOC. 1501 D1.0 IBIR Apt Elev 327' STO RA 106' DA(H) 413'(110') TCH displ thresh 55' Trans alt: 4000 1040 Acft unable to receive DME advise ATC. Radar ranges will be provided at 9 NM outbound RWY 303' and 4 NM inbound. P API 149° \*110.1 IBIR BIRMINGHAM, RWY 15 303' **②** CAT A & B 319° 01-40 1000′ INTERMEDIATE
PROCEDURE
AFTER HOLDING 2500' 270 MSA BHX Lctr 2500' -092 2200' 곡

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PANS OPS 4 EGBB/BHX BIRMINGHAM Procedure restricted to MAX 210 KT.
ILS DME reads zero at displ thresh rwy 33. 876′ ILS GS 3.00° or LOC Descent Gradient 5.2% - 52-30 MISSED APCH: Climb STRAIGHT AHEAD to 2500' or D2.0 IBM whichever is the later, then level procedure turn RIGHT to Lctr, or as directed. LOC (GS out) Alt Set: hPa AR-OPS \*110.1 FL 70 WBI 700 136.02 106° DO.O IBM EG(R)-RVR 550m RWY 33 325' 751 GROVE D10.0 HON ALTITUDE IBM DME TCH displ thresh 54' BIRMINGHAM Final Apch Crs **329**° 525' (200') Rwy Elev: 12 hPa 406 BHX 2500′ 1270 V CHASE 377 STRAIGHT-IN LANDING RWY33

LOC (GS out) Letr 162° CATA & B RVR 1000m 286 485 **DO. 0** MAPLE 1650' (1325') M Approach (R) 175° CAT C & D 1010′ 539 15 SEP 06 (11-2) MHA 2500 MAX 210 KT D7.0 IBMI ×-109° 25.0 0140 GS 647 D2.0 IBM **D1.0** IBM GS 697' Trans level: By ATC R K RVR 1000m RVR 900m 755 D22.0 DTY MDA(H) 740' (415') 118.3 1400m **DO. 0** IBM DA(H) **525′**(200′) 862 D1.0 IBM 160 1330 Alternative Procedure:
Extend outbound leg of MAPLE holding to D7.0 IBM descending to 2000'. Then turn LEFT to intercept LOC. MAPLE D4.0 IBM GS1650 D4.0 IBM MAPLE RVR 2000m RVR 1500m RVR 1800m 618 Q11.5:
Acff unable to receive DME
Advise ATC. Radar ranges will
be provided at 7 NM outbound
and 4 NM inbound. **3** 785′ • NDB ILS DME Rwy 33 ₩ EG(D)-DAW MILL Apt Elev 327' D5. 1 IBM Trans alt: 4000' \_329°-#-<sup>D</sup> 113.65 HON RWY 325' 121.8 PAPI HIALS: 4.0 1650' 205 180 135 8 Max Kts -HONILEY-329º \*1.10.1 IBM **D5. 1** IBM 1190′(863′) 1030' (703') 930' (603') 930' (603') CIRCLE-TO-LAND MDA(H) ILS DME\_ 01-30 Refer to Missed Apch above Coventry **D7.0** 2500′ MSA BHX Lctr 5.0 1970' 2500′ 2000′ 3600m 390 2400m 1600m 1500m 2200' \_VIS\_ 

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EGBB/BHX BIRMINGHAM 15 SEP 06 (11-2A) O CAT II NDB ILS DME RWY Nacadar 1 BIRMINGHAM,

성두

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	ANS OPS 4	Sign Co	Gnd sy	87	5		955, ✓	5	876'			ING STRIP TM	
ES: ATIS.			Gnd speed-Kts GS	RWY 33 <b>325</b>	02-00	*-289°	286°	6°	EG(R). BIRMINGHAM 777	Procedure restricted to MAX 210 KT. ILS DME reads zero at displ thresh rwy 33.	the later, then I Alt Set: hPa Specific Aircrew &	*110.1	136.02
ig c.s. Ope			3.00° 377	TCH displ thresh 54'	2500′	D)	#51 0:8	GROVE 010.0 HON	935' AM BIRMINGHAM- 406 BHX	CHASE CHASE CHOSE COOL COOL COOL COOL COOL COOL COOL COO	Rwy Elev: 1: Acft Certific	Apch Crs 329°	<b>—</b> 6
DEPERSENTATION SHIP CHARACES: ADTORATED OF THE SHIP BETWEEN SANDERSON, INC.  CHARACES: ATIS.	A	o in Air	90 100 1 485 539 6	D1.0 IBM GS 697	01-50 1750 1750	× ×	286° D7.018M	7	515 0051 by	-194° 014°	hPa tion Require	MAPLE 1650' (1325')	18.05
© Gold Ico	RVR 300m	ABCD RA 98'  DA(H) 425'(100')	120 140 160 647 755 862	o   <b> </b>	CAT A & B	D22.0	O IBM D I I	/ 4. \	D2.0 IBM		IGHT to Lctr Trans level: By ed.	CAT <b>RA</b> 1325') 425'	118.3
) JEPPESEN SAND		00')			01-40	DIX 10.00 ELE		MAPLE D4.0 IBM		•	r, or as dir	CAT II ILS RA 98' DA(H) 425'(100')	
© JEPPESEN SANDERSON, INC., 1998, 2006. ALL RIGHTS RESERVED	250-		HIALS	- ig N -	_ /	329:	" 113.65	` '	Alternative Procedure: Extend outbound leg of MAPIE holding D7.0 IBM descending to 2000' (1675'). Then turn LEFT to intercept LOC.  9785' 837'	OILS:  Acft unable to receive DME advise ATC. Radar ranges will be provided at 7 NM outbound and 4 NM inbound.  EG(D)-DAW MILL	r, or as directed.  y ATC Trans alt: 4000	Apt Elev 327' RWY <b>325</b> '	121.8
8, 2006. ALL RIG				18M 2000'	01-30	! <u>*</u>	ᅜᄼᆝᇎ		©: MAPLE hold 5 2000' (167: cept LOC.  \$\lambda_{837'}\$	o receive DA Radar ranges it 7 NM outbound.	0	5' (090°—	
SHTS RESERVED.			Refer to Missed Apch above			I IBM	Coventry		ing to	AE will	MSA BHX Lctr	0' 2200'	2500′

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13 ONO 10 18 18 100 0 PANS OPS 4 BRIEFING EGBB/BHX BIRMINGHAM 1035 □ ∩ □ > C 821' MISSED APCH: Climb STRAIGHT AHEAD to 1000', then turn RIGHT onto track 169° climbing to 2500' or D4.0 whichever is the later, then turn LEFT to Lctr, or as directed. 52-25 - 52-30 Descent Gradient
MAP at D0.0 Alt Set: hPa Gnd speed-Kts AR-OPS ILS DME reads zero at displ thresh rwy 15. Final apch track offset 5° from rwy centerline. BHX 406 ALTITUDE IBIR DME 136.02 955′ 2500′ 02-00 R ₩ RVR 1200m RVR 1600m EG(R)-1000m Rwy Elev: 11 hPa D9.0 Apch Crs STRAIGHT-IN LANDING RWY 15 70 369 6.0 2280 751 90 474 790' (487' ~154° 2500' (2197') BIRMINGHAM-Minimum Alt 100 120 140 527 632 737 18.05 15 SEP 06 (16-1 1640′ D6.7 MIEDDESEN 1358 Trans level: By ATC D4.0 1960 D4.0 R\R R R 1500m 2000m CAT A & B - 323° Lctr CAT C & D 160 843 D4.0 790′ (487′) MDA(H)D0.0 109% 4.0 1640 **★** 317° \*110.1 IBIR 205 180 135 8 .Kts. D0.0 Apt Elev 327' Trans alt: 4000 RWY 303' 785' 1190' (863') 1030' (703') 930′ HIALS-II 930' (603') - INTERMEDIATE
PROCEDURE
AFTER HOLDING BIRMINGHAM, 2500′ NDB DME Rwy 3.0 1320' MDA(H) CIRCLE-TO-LAND RWY 15 303' (603') 1000′ Coventry 121.8 Å<sup>837</sup>′ 2500' MSA BHX Lctr 270 2500′ 2.0 1000' 2400m .092 3600m 1600m 1500m 2200' 169° 콕

CHANGES: ATIS.

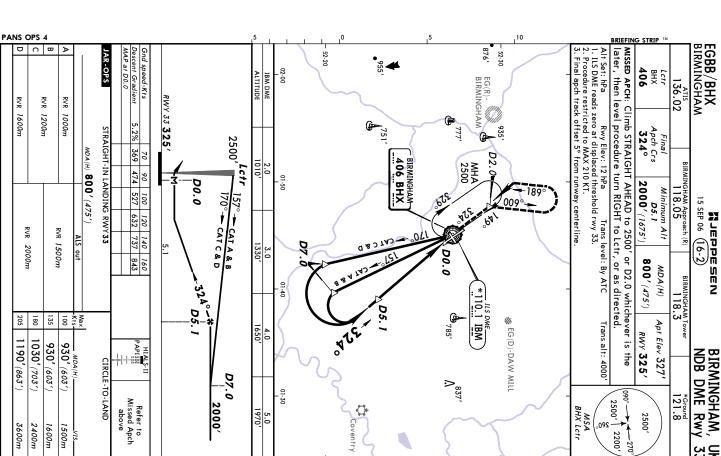
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EGBB/BHX BIRMINGHAM Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

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EGBB/BHX BIRMINGHAM Alt Set: hPa Apt Elev: 12 hPa Trans level: By ATC 1. QFE altimeter setting normally used during final approach. 2. ILS DME reads zero at 15 & 33 thresholds. 136.02 RADAR BIRMINGHAM Approach (R) 118.05 Final Apch Crs By ATC Missed Approach - See below Minimum Alt See table below 15 SEP 06 (18-1) BIRMINGHAM Radar (SRA) MDA(H) Refer to chart 18-1A Apt Elev 327' RWY- See below Trans alt: 4000' BIRMINGHAM Tower BIRMINGHAM, UK SRA All Rwys 090° --- 270° 2500' 1 099 MSA BHX Lctr 2500′ \*Ground 121.8 2200'

SRA 33	SRA 24	SRA 15	SRA 06	Minimu	33	SRA	24	SRA	15	SRA	8	SRA		_	- 52-25				- 52-30	1493'
				Minimum Alt/NM	ALTITUDE (HAT)	RADAR FIX	ALTITUDE (HAT)	RADAR FIX	ALTITUDE (HAT)	RADAR FIX	ALTITUDE (HAT)	RADAR FIX	02-00	935'			777'	EG(R)-		
1930′	2190′	,006	2200′	5.0	ľ								<b>@</b>	751,	7	Œ	-	Co-	in.	
1605	(1879′	1900' (1597')	2200' (1881',	5.0 FAF	161		1800		158		1810				3			S	025	
	) 1800' <i>(1489')</i>		_	4.0	1610'(1285')	4.0	1800' <i>(1489')</i>	4.0	1580' <i>(1277')</i>	4.0	1810′ <i>(1491′)</i>	4.0	01-50	BIRMINGHAM— 406 BHX		, bls.	0097			
I	1	1	1440′ (1121′)	3.0	1290	3	1430'	G.	1260	2	1440′	3			The state of the s					149° *110.1 IBIR
			ELEV	RWY	1290' (965')	3.0	1430′ (1119′)	3.0	1260' (957')	3.0	1440' (1121')	3.0	-01 -01 -01 -01 -01 -01 -01 -01 -01 -01			329°				
			319′	06	L											11S DME RWY 33	785'		₩ EG(I	
			303′	15			_				10				[	. /			■ EG(D)-DAW MILL	
			311′	24	970'(645'	2.0	1060' (749')	2.0	940' (637'	2.0	1070' <i>(751',</i>	2.0	01-30	2		>	<b>8</b> 37′		WILL	$\sim$
			325′	33	)		')		(1)		')					(	~	4		

## MISSED APPROACH:

proceed to Lctr, or as directed. Runway 06: Climb STRAIGHT AHEAD to 2500', then turn RIGHT and

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.

RIGHT to Lctr, or as directed. Runway 33: Climb STRAIGHT AHEAD to 2500', then level procedure turn

PAN	S	OP:	5 4			
FOR	TMN 2 to MAP 1.0	SRA 15/33: MAP INM from touchdown or	SRA 06/24: MAP 2NM from touchdown	Descent Gradient Rwy 15/33 5.2%	Descent Gradient Rwy 06/24 6.2%	Gnd speed-Kts
LAN	1.0   0:51   0:40   0:36   0:30   0:26   0:23			5.2% 369 474 527 632 737 843	6.2% 440   565   628   753   879   100:	70
DIN	0:40			474	565	90   100   120   140   160
G M	0:36			527	628	100
MINI	0:30			632	753	120
SWN	0:26			737	879	140
SEE	0:23			843	1005	160
FOR LANDING MINIMUMS SEE 18-1A						
		Chari	Airport	Refer to	Lighting-	

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15 SEP 06 (18-1A)

BIRMINGHAM, UK BIRMINGHAM

EGBB/BHX

MDA(H		STRAIGHT-IN LANDING STRAIGHT-IN LANDING SRA 2 SO (557') ALS out  RNR 1500m RNR 150		4 4 0m
RVR 1000		RVR 1500	)m	
RVR 1600	RVR 2000m	NOT APPLICA	ABLE	
	CIRCLE	:-TO-LAND	-	
333	Afte	SRA 06		
NS N	1030' (702')		_	3[
1500m	1030' (703')		_	
1600m	1030 (703")	1600m	+	
2400m	1030' (703')	2400m	-	03(
3600m		PPLICABLE		
	MDA(). R 1000 R 1200 R 1600 VR 1600 VR 1600 400 M	RVR 1000m RVR 1000m RVR 1600m RVR 1600m 11000m	SRA 15  SRA 15  SRA 15  MDA(H) 860 (557')  ALS out  RVR 1000m  RVR 1500m  RVR 2000m  RVR 2000m  RVR 2000m  RVR 2000m  RVR 1600m  RVR 2000m  1030' (703')  1600m  1030' (703')  2400m  1030' (703')	STRAIGHT-IN LANDING  SRA 15  MDA(H) 860 (557')  MDA(H) 1600m  RVR 1500m  RVR 1500m  RVR 1500m  RVR 2000m  RVR 2000m  RVR 2000m  RVR 1500m  RVR 2000m  RVR 3000m  RVR

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- 52-10 02-10 EGBB/BHX 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. - 52-20 PROCE-DURE ΑL 1035, 1108′ MSA 2500' 1493 N Continue visually or by means of an appropriate final approach aid. If not possible proceed to BIRMINGHAM Letrat 2500' or at last assigned level if higher. Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06. Notice: After 7.12 2006 0991Z this chart should not be used without first checking JeppView or NOTAMs. 955′ A1070' MSA 2500' 02-00 INITIAL APPROACH 777 LOSS OF COMMUNICATION PROCEDURE 751' 795' 825' ( 149° 10081 BIRMINGHAN Lctr 30 APR 04 Eff 13 May (18-2) \*110.1 IBIR 01-50 RADAR VECTORING AREA 1358′ 329° \*110.1 IBM HONILEY VOR DME (A) 1501 NDB 01-40 Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to BIRMINGHAM Lctr. 13/1 785′ INTERMEDIATE AND FINAL APPROACH , FRE EG(D)-213 837′ 765′ BIRMINGHAM, UK MSA 2500' MSA 2200 COVENTRY Letr BIRMINGHAM 5000, 11119, **(** 1038′

CHANGES: MSA

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