

List of pages in this Trip Kit

Trip Kit Index

Airport Information For EGBB

Terminal Charts For EGBB

Revision Letter For Cycle 26-2012

Change Notices

Notebook

General Information

Location: Birmingham Gbr
IATA Code: BHX
Lat/Long: N52° 27.2' W001° 44.9'
Elevation: 328 ft

Airport Use: Public
Magnetic Variation: 2.0°W

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Pattern Altitude: 1000 ft AGL

Sunrise: 0816 Z
Sunset: 1612 Z,

Runway Information

Runway: 15
Length x Width: 8527 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 303 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 952 ft

Runway: 33
Length x Width: 8527 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 326 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 978 ft

Communication Information

ATIS 136.025
Birmingham Ground Tower 121.8
Birmingham Tower 118.3
Birmingham Approach Control 131.0
Birmingham Approach Control 118.05
Birmingham Radar 131.325
Birmingham Radar 118.05

1. GENERAL

1.1. ATIS

ATIS 136.02

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. General

All ACFT inbound or outbound from this aerodrome are required to conform to the following procedures; notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger.

Every operator of ACFT using the aerodrome shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome.

Unless on radar vectors, ACFT shall avoid the congested areas of Hampton-in-Arden and Balsall Common to the Southeast of the aerodrome and Dorridge, Knowle and Hockley Heath to the Southwest of the aerodrome.

1.2.2. Night Jet Restrictions/Allocations

Birmingham APT operates a night jet Policy restricting operations of certain types of ACFT during the periods between 2300-0600LT (0800LT Sundays). Full details are available from the Operations Duty Manager.

ACFT with a noise classification of 96 EPNdB or more must not operate during the night period. Dispensation to do so within strict guidelines must be sought from the Operations Duty Manager.

All movements recording a level above 102 EPNdB, 6.5 km from 'start of roll' during the night period will be subject to a RWY surcharge.

Records of night infringements are available on request from the Birmingham Airport Environment Unit.

1.2.3. Run-up Tests

Restrictions are imposed on the ground running of engines in the interests of noise abatement and operators are advised to contact the Operations Duty Manager (0121-767 7153).

1.2.4. Auxiliary Power Units (APUs)

Except for stands not equipped with a serviceable Fixed Electrical Ground Power Unit, APU must be shut down immediately on arrival on stand and not restarted more than 30 minutes prior to departure without permission from the aerodrome operator. Except in an emergency, no ACFT activities involving the running of APUs shall take place on the aprons between 2300-0600LT, unless such activities are necessary in the case of an ACFT which has landed at the aerodrome before 2330LT.

1.3. LOW VISIBILITY PROCEDURES

1.3.1. GENERAL

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

1.3.2. ARRIVAL

Pilots should delay the call "Runway vacated" until ACFT is clear of amber and green coded section of TWY lead-off lights.

ACFT should note that all appropriate RWY exits are illuminated.

Pilots should select the first convenient exit unless advised by ATC.

1.3.3. DEPARTURE

ATC will require ACFT to use CAT II/III holding points.

1. GENERAL

1.4. TAXI PROCEDURES

1.4.1. GENERAL

Use MIM power setting when manoeuvring.
Marshalling is mandatory for all ACFT parking on the Elmdon Apron.
Code E ACFT will be provided with Follow-me guidance when entering TWY F.
Use of TWY C is prohibited during RWY 33 operations.

TWY D adjacent to stands 42L and 54R MAX wingspan 138'/42m.

1.4.2. A380 ACFT OPERATIONS

Use of APT as an alternate for A380 operations is also subject to UK CAA approval on an individual airline basis.
Follow-me will be provided for all movements.
MAX push-back capability is 394000 kg (ACFT above this weight will have to complete fuelling after push-back).
Departing ACFT must use CAT III RWY holds at all times.

1.5. PARKING INFORMATION

1.5.1. GENERAL

All stands are nose-in/push-back.

1.5.2. AUXILIARY POWER UNIT (APU)

Fixed Electrical Ground Power must be used whenever available and serviceable. Use of APUs and diesel Ground Power Units is subject to strict controls as set out in published APT regulations. APUs should be shut down as soon as practicable following arrival and not restarted until 30 min prior to departure.

1.5.3. DOCKING GUIDANCE SYSTEMS

Stands 1 thru 4 have directional information provided by SAFEDOCK docking guidance system.

Stands 5 thru 7 and 10 thru 12 have directional information provided by mirror.

Stand 8C has directional information provided by marshaller's instructions and is provided with an apron drive airbridge.

Stands 8L and 8R have directional information provided by AGNIS and mirror and are provided with an apron drive airbridge.

Stand 13 has directional information provided by AGNIS and mirror.

Stands 14 thru 16 have directional information provided by AGNIS and PAPA and are provided with an apron drive airbridge.

Stands 20 thru 25 and 62 thru 86R will be under marshaller's instruction.

Stands 40, 41C, 42C, 54C thru 56C, 56R, 57C, 57R, 58 and 59 have directional information provided by SAFEDOCK docking guidance system and are provided with an apron drive airbridge.

Stands 41L, 41R, 42L, 42R, 56L and 57L have directional information provided by SAFEDOCK docking guidance system.

Stands 60 and 61 have directional information provided by AGNIS and PAPA.

Pilots of light ACFT not using full stand facilities should await marshaller's instructions before proceeding onto stand.

Mirror, AGNIS and PAPA stand entry guidance are all calibrated for use from the LEFT hand seat.

Safedock Visual Docking Guidance may be used from either seat.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

RWY 33 right-hand circuit.

WARNING: Unauthorised ground based laser lights have been directed towards ACFT in vicinity of APT. All incidents should be reported immediately via Tower to Airport Authority.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Pilots should typically expect the following speed restrictions to be enforced:

- 220 KT from the holding facility during the initial approach phase;
- 180 KT on base leg/closing heading to the final apch;
- between 180 KT and 160 KT when established on the final apch; and thereafter 160 KT to D4.0.

These speeds are applied for ATC separation purposes and are mandatory. In the event of a new (non-speed related) ATC clearance being issued (e.g. an instruction to descend on ILS), pilots shall continue to maintain a previously allocated speed. All speed restrictions are to be flown as accurately as possible. ACFT unable to conform to these speeds should inform ATC and state what speeds can be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for ACFT performance reasons.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. General

All ACFT inbound or outbound from this AD are required to conform to the following procedures; notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger.

Every operator of ACFT using the AD shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the AD.

Unless on radar vectors, ACFT shall avoid the congested areas of Hampton-in-Arden and Balsall Common to the Southeast of the AD and Dorridge, Knowle and Hockley Heath to the Southwest of the AD.

2.2.2. ILS Approaches

Unless otherwise instructed by ATC, ACFT using the ILS in IMC or VMC shall not descend below 2000' before intercepting the GS nor fly below the GS thereafter. An ACFT approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by an ACFT using the ILS GS.

2.2.3. Visual Circuits Approaches

2.2.3.1. Propeller driven ACFT MTWA 5700 kg or less

For ACFT in this category, the minimum altitude for joining the final approach track shall be 1330' for all approaches

2.2.3.2. All other ACFT

All ACFT carrying out visual circuits/approaches to RWYs 33 and 15 shall not, unless instructed by ATC, descend below 2510' on the downwind legs until they are abeam the AD, after which a continuous rate is to be maintained.

ACFT must not join the final approach track to any RWY at an altitude of less than 1830', except when carrying out a right hand visual circuit to RWY 33 when the minimum altitude for joining the final approach track will be 1230'.

2.2.4. Reverse Thrust

To minimise disturbance in areas adjacent to the AD, captains are requested to avoid the use of reverse thrust after landing, consistent with safe operation of the ACFT, especially between 2300-0700LT.

2. ARRIVAL

2.2.5. Continuous Descent Approach (CDA)

Turbo-jet and turbo-prop ACFT are expected to apply continuous descent, low power, low drag approach techniques at all times.

Subject to ATC instructions, inbound ACFT are to maintain as high an altitude as practical and adopt a low power, low drag, CDA profile. ATC will provide estimated track distance to touchdown to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the GP at the appropriate height for the distance without level flight.

To facilitate these techniques ACFT should be flown no faster than 250 KT from the SLP and below FL100 and 250 KT-210 KT during the intermediate approach phase. Thereafter speed should be managed so as to achieve a continuous descent using as little power or drag as possible. ATC may impose speed control if required for separation purposes.

CDAs will commence from 6000'. ATC will provide regular range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as the requirement is apparent.

2.3. CAT II/III OPERATIONS

RWYs 15 and 33 approved for CAT II/III operations, special aircrew & ACFT certification required.

2.4. RWY OPERATIONS

After landing on RWY 15 and vacating onto TWY C, no ACFT is to proceed beyond C2 without specific ATC instructions.

2.5. OTHER INFORMATION

WARNING: When landing on RWY 15 or 33, building induced turbulence and wind shear effects possible.

3. DEPARTURE

3.1. SPEED RESTRICTIONS

MAX 250 KT below FL100 unless cleared otherwise. ATC removes limitations by the phrase 'No ATC speed restriction'. This phrase must not be interpreted as relieving the pilot of his responsibility for the observance of any speed-power limitations due to noise abatement procedures.

3.2. NOISE ABATEMENT PROCEDURES

3.2.1. General

All ACFT inbound or outbound from this AD are required to conform to the following procedures; notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger.

Every operator of ACFT using the AD shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the AD.

Unless on radar vectors, ACFT shall avoid the congested areas of Hampton-in-Arden and Balsall Common to the Southeast of the AD and Dorridge, Knowle and Hockley Heath to the Southwest of the AD.

3.2.2. Take-off and Missed Approaches

Every jet ACFT using the AD shall, after take-off or 'go-around' attain as soon as safety permits, a rate of climb of at least 500' per minute at power settings which will ensure progressively decreasing noise levels at points under the flight path.

3. DEPARTURE

3.2.3. Noise Preferential Routings

The Noise Preferential Routeings given below are compatible with ATC requirements and shall apply in both VMC and IMC. The tracks are to be flown by all departing jet ACFT and by all other ACFT with a maximum certified weight not exceeding 5700 kg unless otherwise instructed by ATC or unless deviations are required in the interests of safety. The use of the route is supplementary to noise abatement take-off techniques.

After take-off, pilots should ensure that they are at a minimum altitude of 830' before initiating any turn. The obligations of Noise Preferential Routeings cease when an altitude of 3000' or above has been reached.

Take-off RWY 15:

Climb straight ahead to IBIR 1 DME or 830', whichever is later, then turn RIGHT, 170° track, then

- LEFT turn to a track of less than 060°: at IBIR 2 DME turn LEFT as instructed by ATC
- LEFT turn to a track of greater than 060°: at IBIR 4 DME turn LEFT as instructed by ATC
- RIGHT turn: at IBIR 4 DME turn RIGHT as instructed by ATC

Aerodrome DME out of service:

Climb straight ahead to HON 5 DME or 830', whichever is later, then turn RIGHT, 170° track, then

- LEFT turn to a track of less than 060°: at HON 4 DME turn LEFT as instructed by ATC
- LEFT turn to a track of greater than 060°: at HON 2 DME turn LEFT as instructed by ATC
- RIGHT turn: at HON 2 DME turn RIGHT as instructed by ATC

Take-off RWY 33:

Climb straight ahead to IBM 2 DME or 830', whichever is later, then

- either LEFT or RIGHT turn out: at IBM 2 DME turn as instructed by ATC

Aerodrome DME out of service:

Climb straight ahead to HON 9 DME or 830', whichever is later, then

- either LEFT or RIGHT turn out: at HON 9 DME turn as instructed by ATC

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

Speed Limit - Take-off RWY 15: for Trent and Whitegate SIDs, a speed limit no greater than 210 KT must be maintained until established on HON R-018. If ACFT are unable to comply please advise ATC for alternative instructions.

Except in emergency and for safety reasons no ACFT movements or activities involving the running of ACFT engines shall take place on or along the first 100m of RWY 15, TWY A or TWY B North of Hold A6 between 2300-0700LT, unless the ACFT landed at the APT before 2300LT and is proceeding to the aprons. Pilots should note that in such circumstances RWY 15 TORA/ASDA/TODA will be reduced by 150m.

ATIS
136.02

Apt Elev
328'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
Aircraft inbound from the FIR will normally be cleared by BIRMINGHAM
ATC to BHX.

CHASE 3A [CHAS3A]
CHASE 1C [CHAS1C]
CHASE 2D [CHAS2D]

ARRIVALS

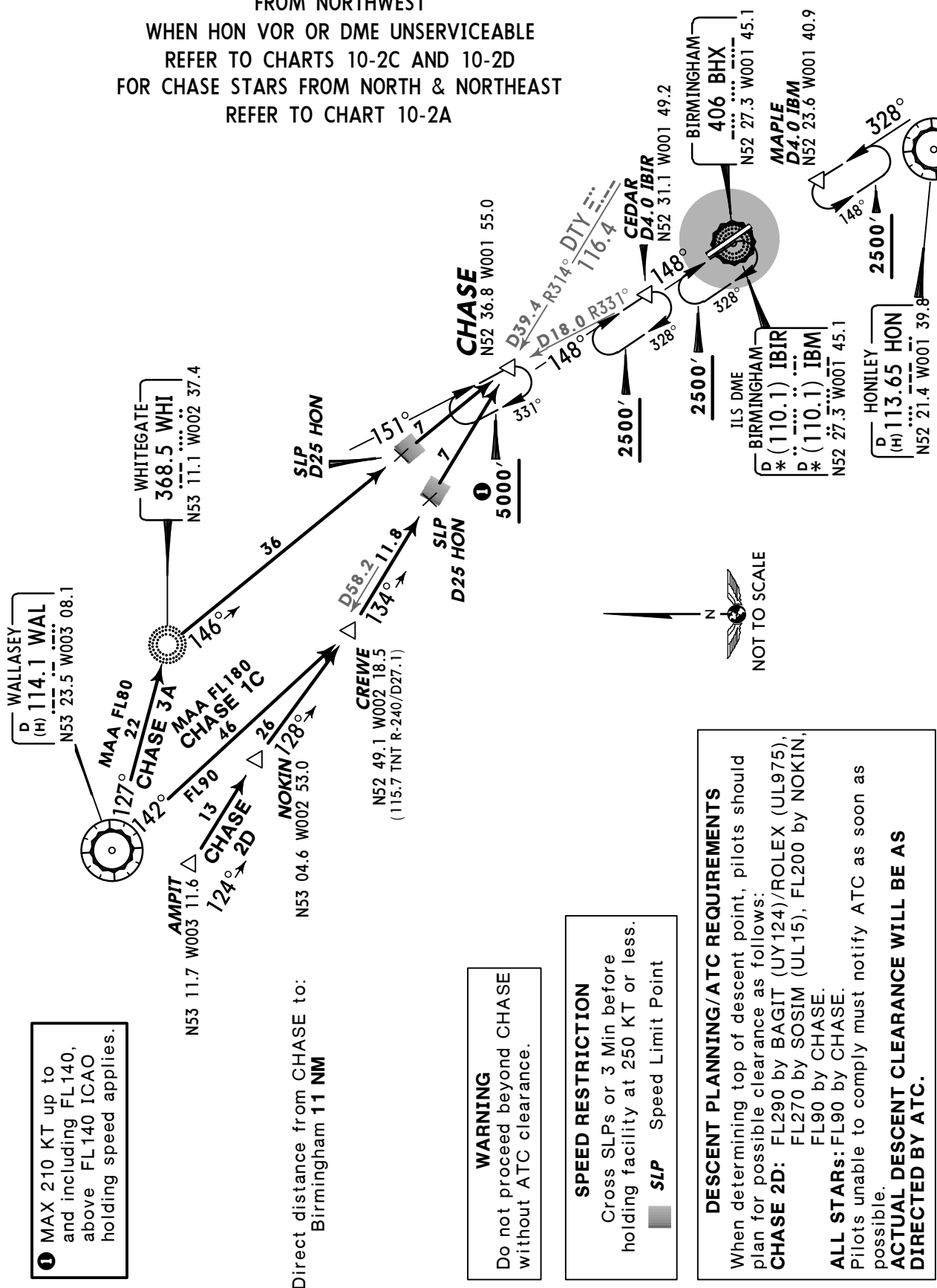
FROM NORTHWEST

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



ATIS
136.02

Apt Elev
328'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
Aircraft inbound from the FIR will normally be cleared by BIRMINGHAM
ATC to BHX.

CHASE 3B [CHAS3B]

CHASE 2F [CHAS2F]

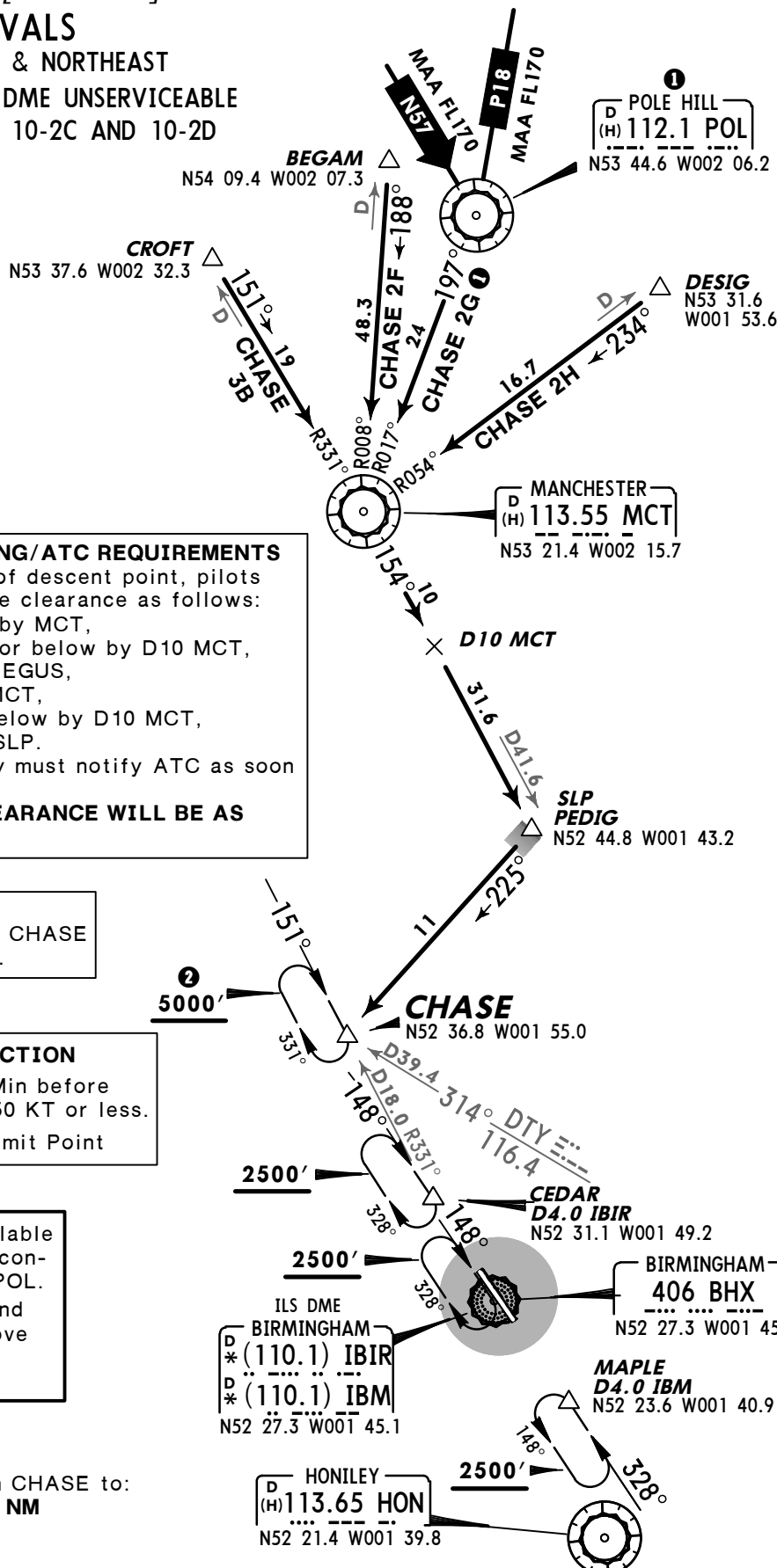
CHASE 2G [CHAS2G]

CHASE 2H [CHAS2H]

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 3B, 2F: FL200 by MCT,
FL190 or below by D10 MCT,

CHASE 2H: FL280 by VEGUS,
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 2G also available for traffic entering controlled airspace at POL.

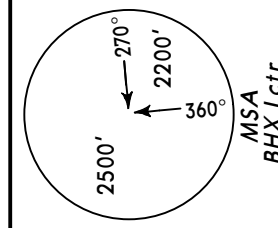
② MAX 210 KT up to and including FL140, above FL140 ICAO holding speed applies.

Direct distance from CHASE to:
Birmingham 11 NM

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
Aircraft inbound from the FIR will normally be cleared by BIRMINGHAM
ATC to BHX.

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,

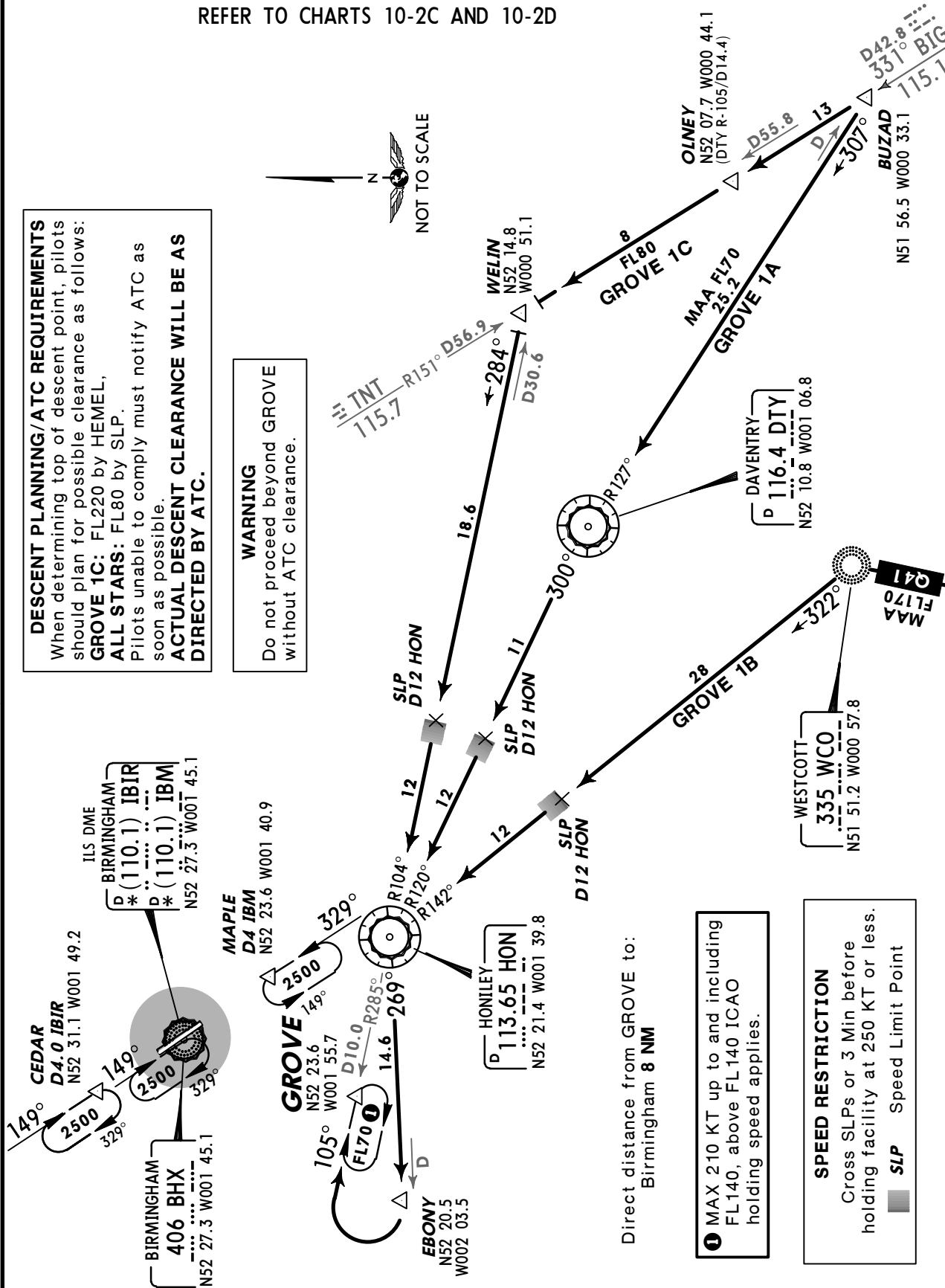
ALL STARS: FL80 by SLP.

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.



Direct distance from GROVE to:
Birmingham **8 NM**

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

SPEED RESTRICTION

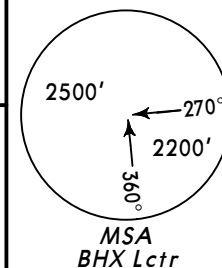
Cross SLPs or 3 Min before
holding facility at 250 KT or less.

Speed Limit Point

ATIS
136.02

Apt Elev
328'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
Aircraft inbound from the FIR will normally be cleared
by BIRMINGHAM ATC to BHX.



OLIVE 3A [OLIV3A] OLIVE 1B [OLIV1B] ARRIVALS

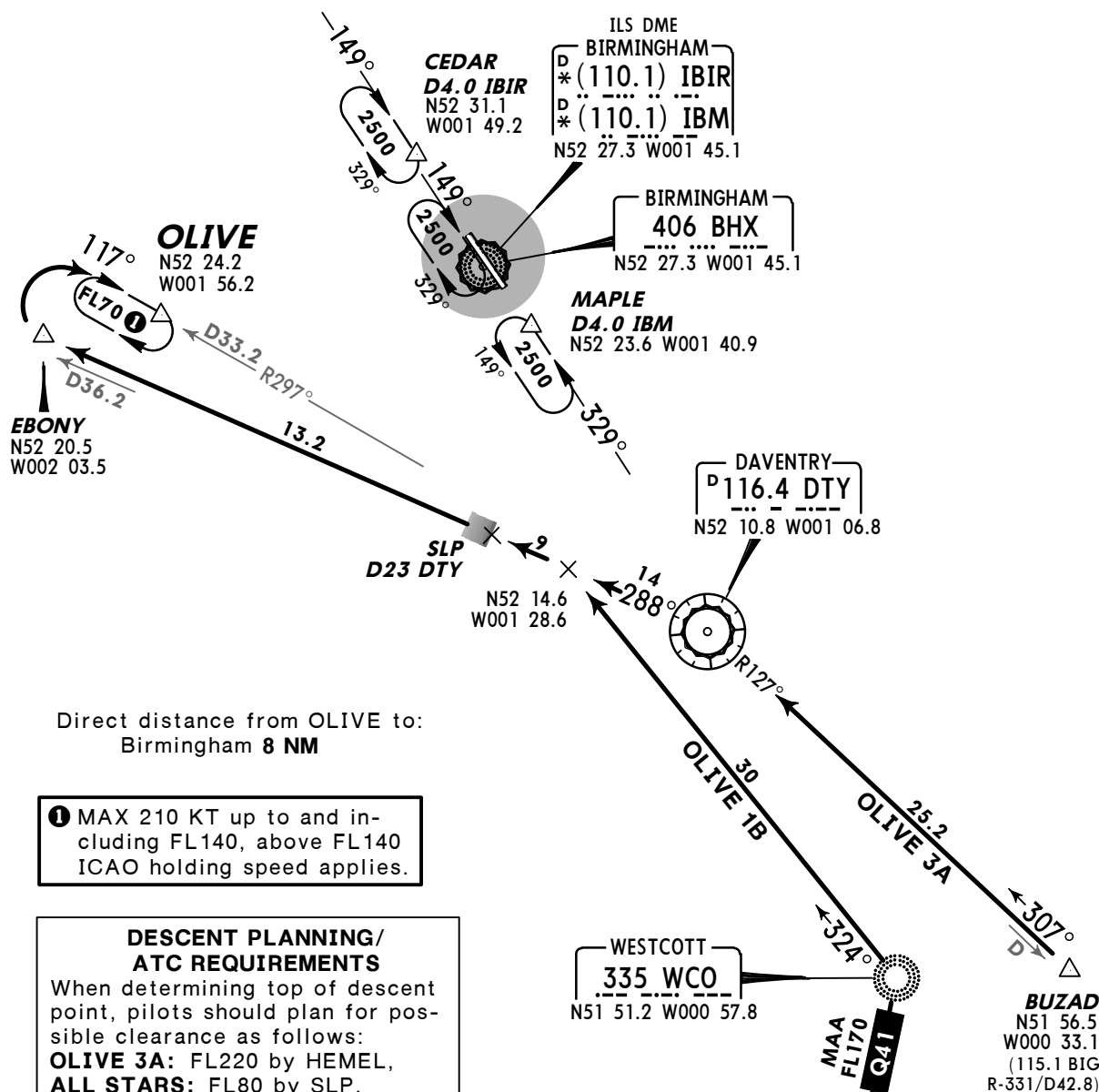
FROM SOUTHEAST

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.

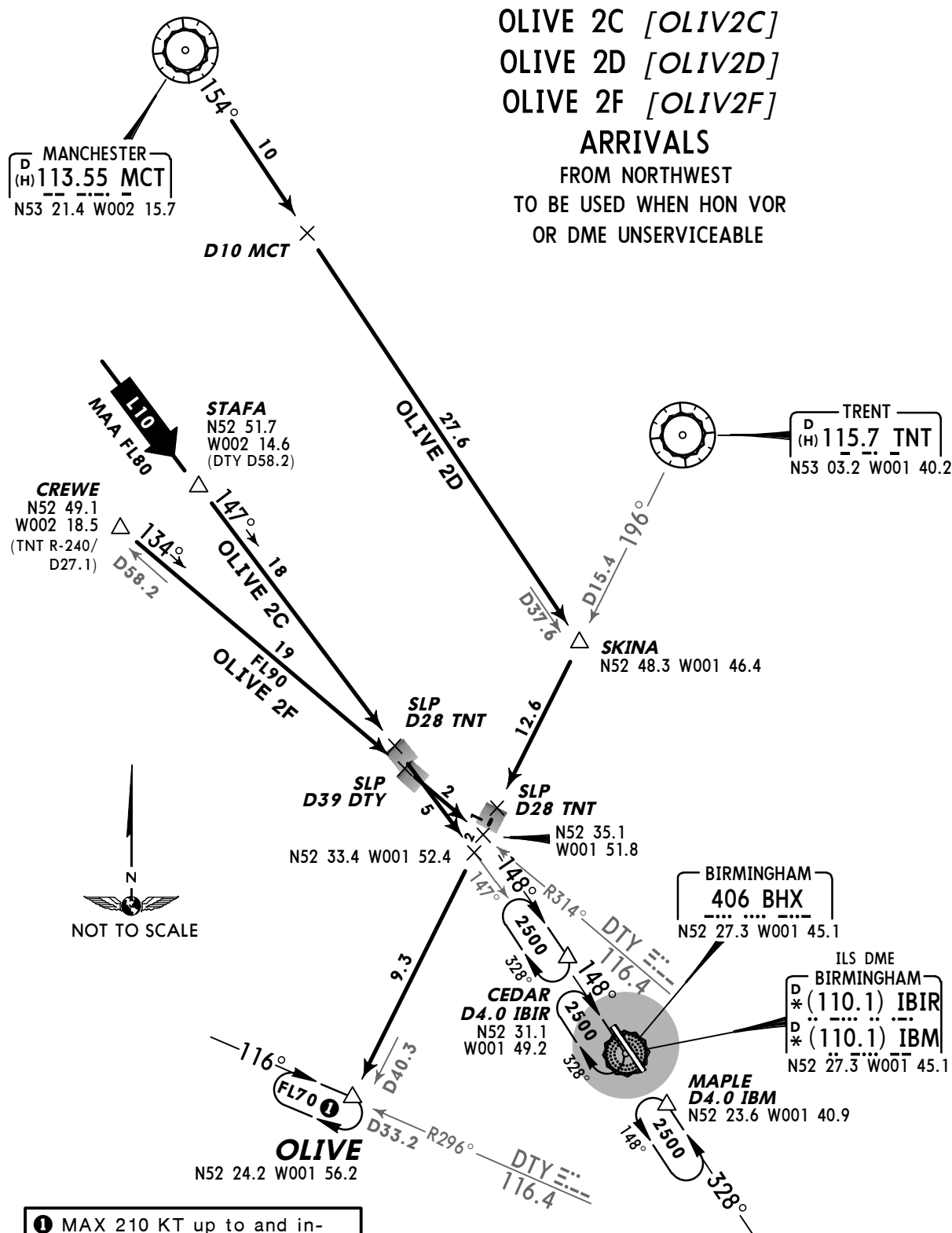
SPEED RESTRICTION
Cross SLPs or 3 Min before
holding facility at 250 KT or less.
SLP Speed Limit Point



ATIS
136.02

Apt Elev
328'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
Aircraft inbound from the FIR will normally be cleared by BIRMINGHAM
ATC to BHX.



① MAX 210 KT up to and in-
cluding 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,
FL190 or below by D10 MCT,
OLIVE 2F: FL200 by NOKIN,
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 OLIVE
without ATC clearance.

SPEED RESTRICTION

Cross SLPs or 3 Min before
holding facility at 250 KT or less.

■ SLP Speed Limit Point

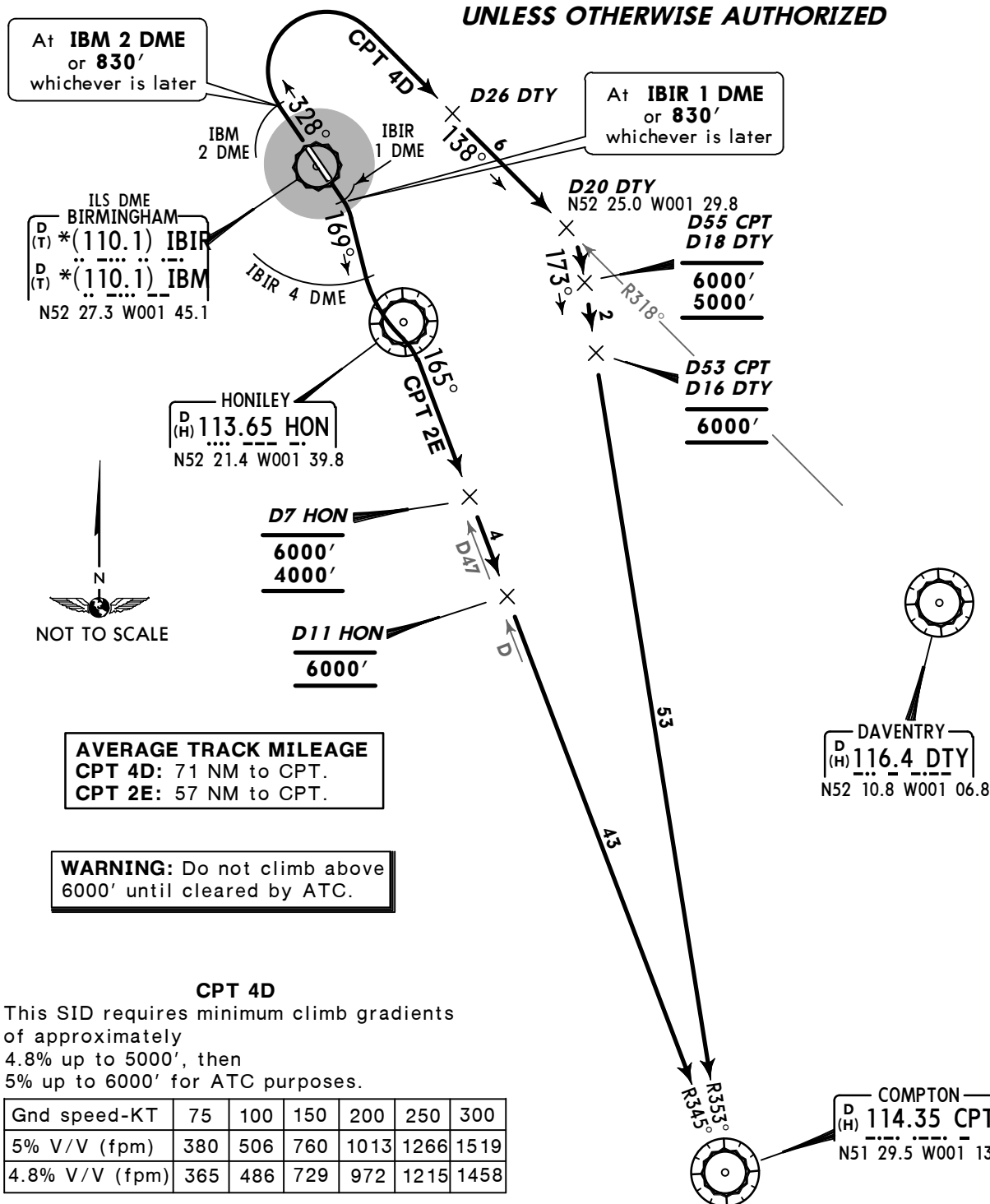
BIRMINGHAM
Radar
118.05

Apt Elev
328'

Trans level: By ATC Trans alt: 6000'
1. After passing 2000' contact BIRMINGHAM Radar as soon as possible.
2. All SIDs include noise preferential routes.
3. Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID level until cleared by ATC.

WARNING
No turns below 830'.

COMPTON 4D (CPT 4D)
COMPTON 2E (CPT 2E)
RWYS 33, 15 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

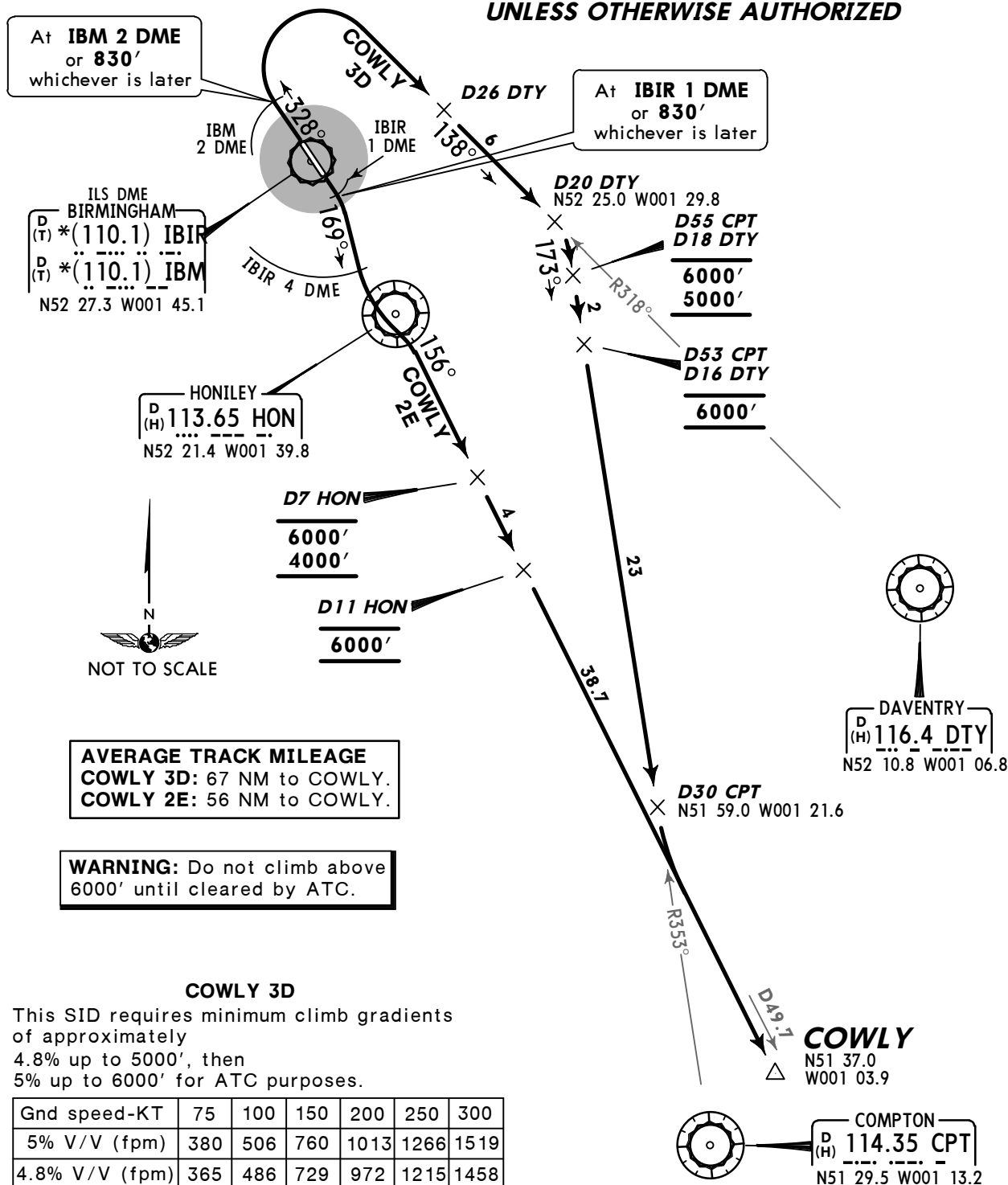


SID	RWY	ROUTING/ALTITUDE
CPT 4D	33	Climb to IBM 2 DME or 830', whichever is later, turn RIGHT, intercept DTY R-318 inbound by D26 DTY, at D20 DTY turn RIGHT, intercept CPT R-353 inbound, cross D55 CPT/D18 DTY at or above 5000' (MAX 6000'), D53 CPT/D16 DTY at 6000', then to CPT.
CPT 2E	15	Climb to IBIR 1 DME or 830', whichever is later, turn RIGHT, 169° track, at IBIR 4 DME turn LEFT, intercept HON R-165 (CPT R-345 inbound), cross D7 HON/D47 CPT at or above 4000' (MAX 6000'), D11 HON/D43 CPT at 6000', then to CPT.

BIRMINGHAM Radar 118.05	Apt Elev 328'	Trans level: By ATC Trans alt: 6000' 1. After passing 2000' contact BIRMINGHAM Radar as soon as possible. 2. All SIDs include noise preferential routes. 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until cleared by ATC.
-------------------------------	------------------	--

WARNING
No turns below 830'.

COWLY 3D [COWL3D]
COWLY 2E [COWL2E]
RWYS 33, 15 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



SID	RWY	ROUTING/ALTITUDE
COWLY 3D	33	Climb to IBM 2 DME or 830', whichever is later, turn RIGHT, intercept DTY R-318 inbound by D26 DTY, at D20 DTY turn RIGHT, intercept CPT R-353 inbound, cross D55 CPT/D18 DTY at or above 5000' (MAX 6000'), D53 CPT/D16 DTY at 6000', at D30 CPT intercept HON R-156 to COWLY.
COWLY 2E	15	Climb to IBIR 1 DME or 830', whichever is later, turn RIGHT, 169° track, at IBIR 4 DME turn LEFT, intercept HON R-156, cross D7 HON at or above 4000' (MAX 6000'), D11 HON at 6000', then to COWLY.

BIRMINGHAM
Radar
118.05

Apt Elev
328'

Trans level: By ATC Trans alt: 6000'
1. After passing 2000' contact BIRMINGHAM Radar as soon as possible.
2. All SIDs include noise preferential routes.
3. Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID level until cleared by ATC.

DAVENTRY 5D (DTY 5D)

DAVENTRY 3E (DTY 3E)

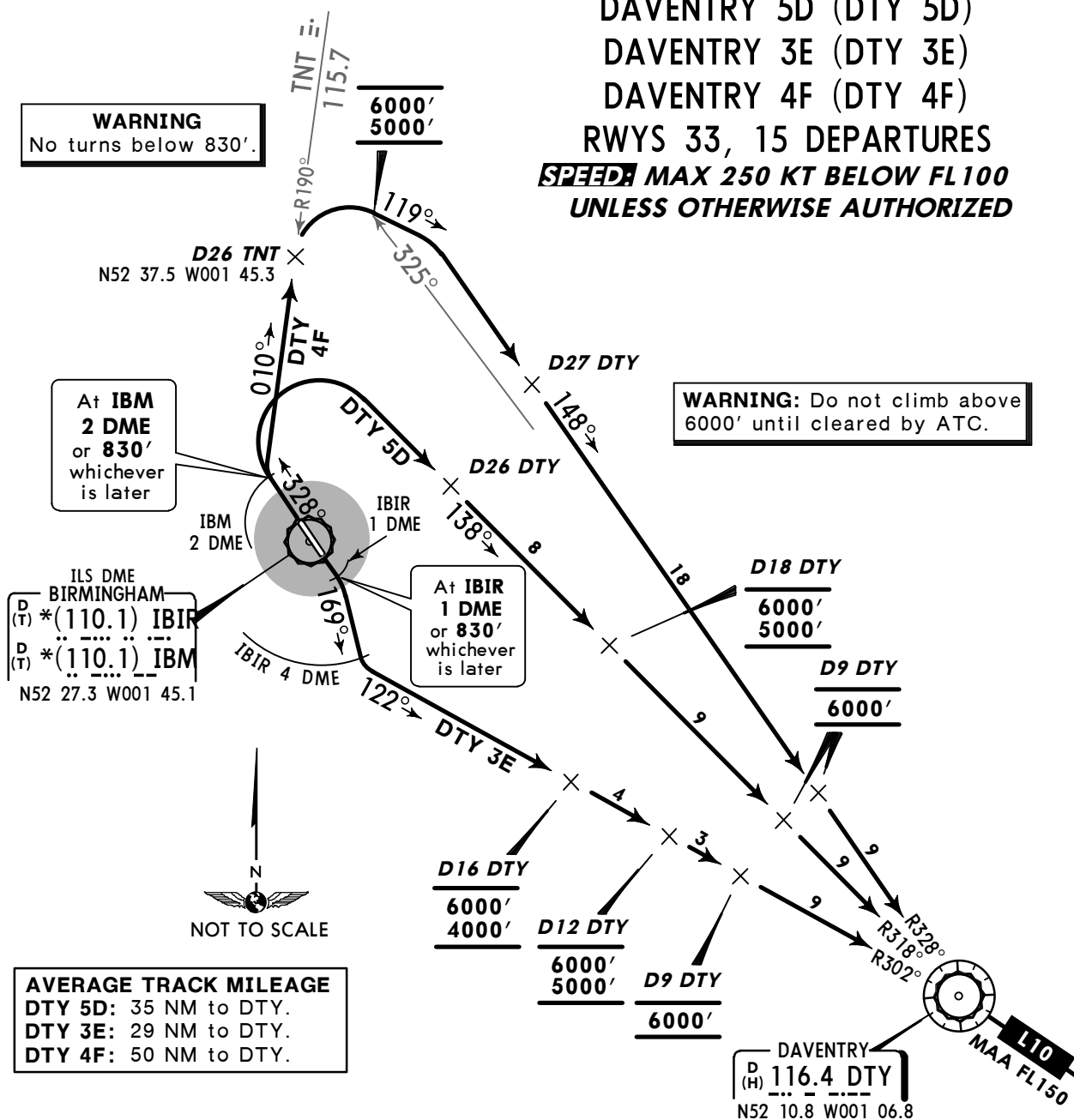
DAVENTRY 4F (DTY 4F)

RWYS 33, 15 DEPARTURES

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

WARNING
No turns below 830'.

**WARNING: Do not climb above
6000' until cleared by ATC.**



These SIDs require minimum climb gradients of approximately

DTY 5D: 4.8% up to 5000' for ATC purposes.

DTY 3E: 5.2% up to 4000', then

4.9% up to 6000' for ATC purposes.

DTY 4F: 7.8% up to 5000' for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
7.8% V/V (fpm)	592	790	1185	1580	1975	2370
5.2% V/V (fpm)	395	527	790	1053	1317	1580
4.9% V/V (fpm)	372	496	744	992	1241	1489
4.8% V/V (fpm)	365	486	729	972	1215	1458

SID	RWY	ROUTING/ALTITUDE
DTY 5D	33	Climb to IBM 2 DME or 830', whichever is later, turn RIGHT, intercept DTY R-318 inbound by D26 DTY, cross D18 DTY at or above 5000' (MAX 6000'), D9 DTY at 6000', then to DTY.
DTY 3E	15	Climb to IBIR 1 DME or 830', whichever is later, turn RIGHT, 169° track, at IBIR 4 DME turn LEFT, intercept DTY R-302 inbound, cross D16 DTY at or above 4000' (MAX 6000'), D12 DTY at or above 5000' (MAX 6000'), D9 DTY at 6000', then to DTY.
DTY 4F 1	33	Climb to IBM 2 DME or 830', whichever is later, turn RIGHT, intercept TNT R-190 inbound to D26 TNT, turn RIGHT, 119° track, cross DTY R-325 at or above 5000' (MAX 6000'), intercept DTY R-328 inbound by D27 DTY, cross D9 DTY at 6000', then to DTY.

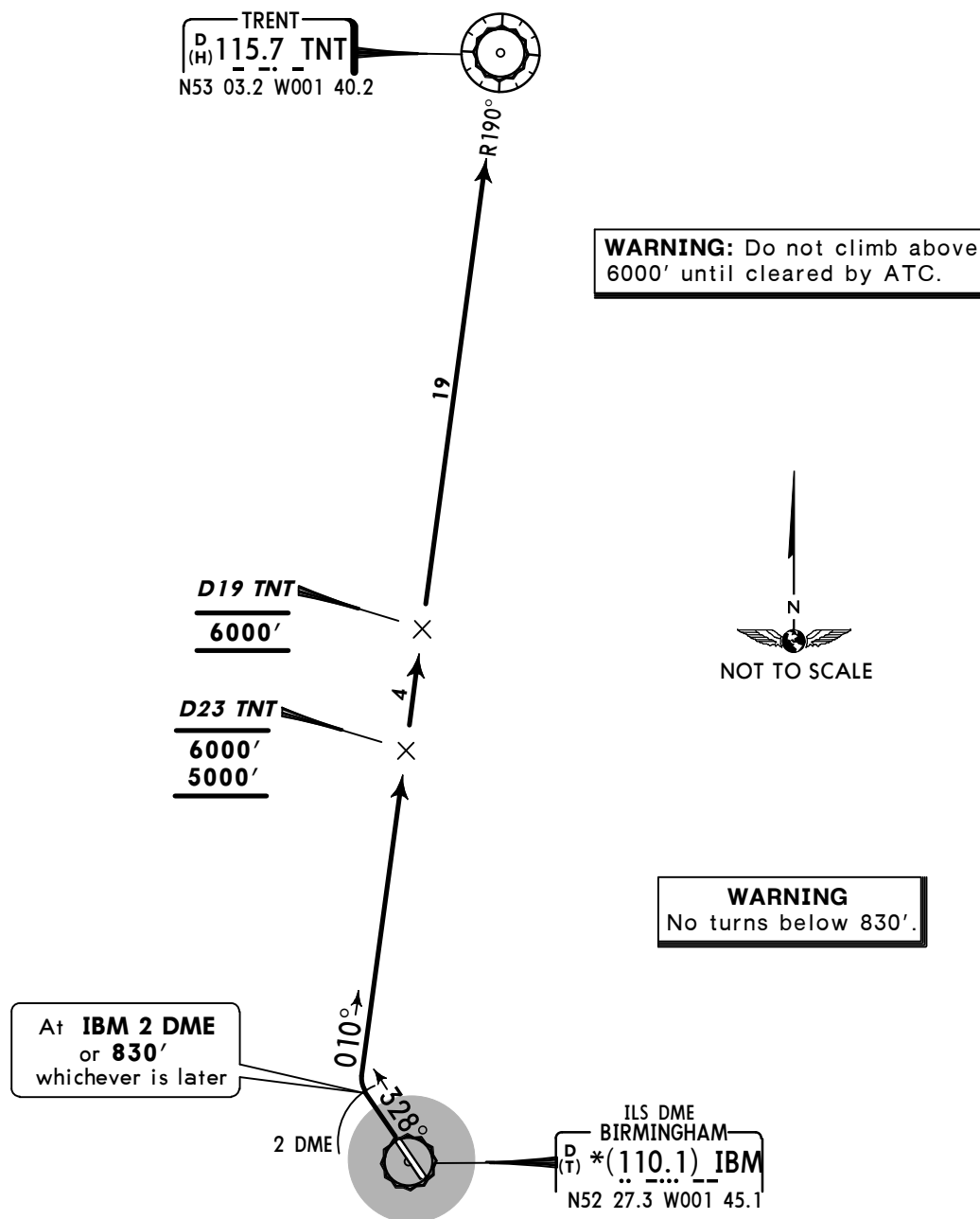
1 Only usable when BIRMINGHAM Radar not available.

BIRMINGHAM
Radar
118.05

Apt Elev
328'

Trans level: By ATC Trans alt: 6000'
1. After passing 2000' contact BIRMINGHAM Radar as soon as possible.
2. All SIDs include noise preferential routes.
3. Cruising levels will be issued after take-off by SCOTTISH Control.
4. Do not climb above SID level until cleared by ATC.

TRENT 4D (TNT 4D)
RWY 33 DEPARTURE
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



This SID requires a minimum climb gradient of approximately 5.9% up to 5000' for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
5.9% V/V (fpm)	448	597	896	1195	1494	1792

AVERAGE TRACK MILEAGE
35 NM to TNT.

ROUTING/ALTITUDE

Climb to IBM 2 DME or 830', whichever is later, turn RIGHT, intercept TNT R-190 inbound, cross D23 TNT at or above 5000' (MAX 6000'), D19 TNT at 6000', then to TNT.

BIRMINGHAM
Radar
118.05

Apt Elev
328'

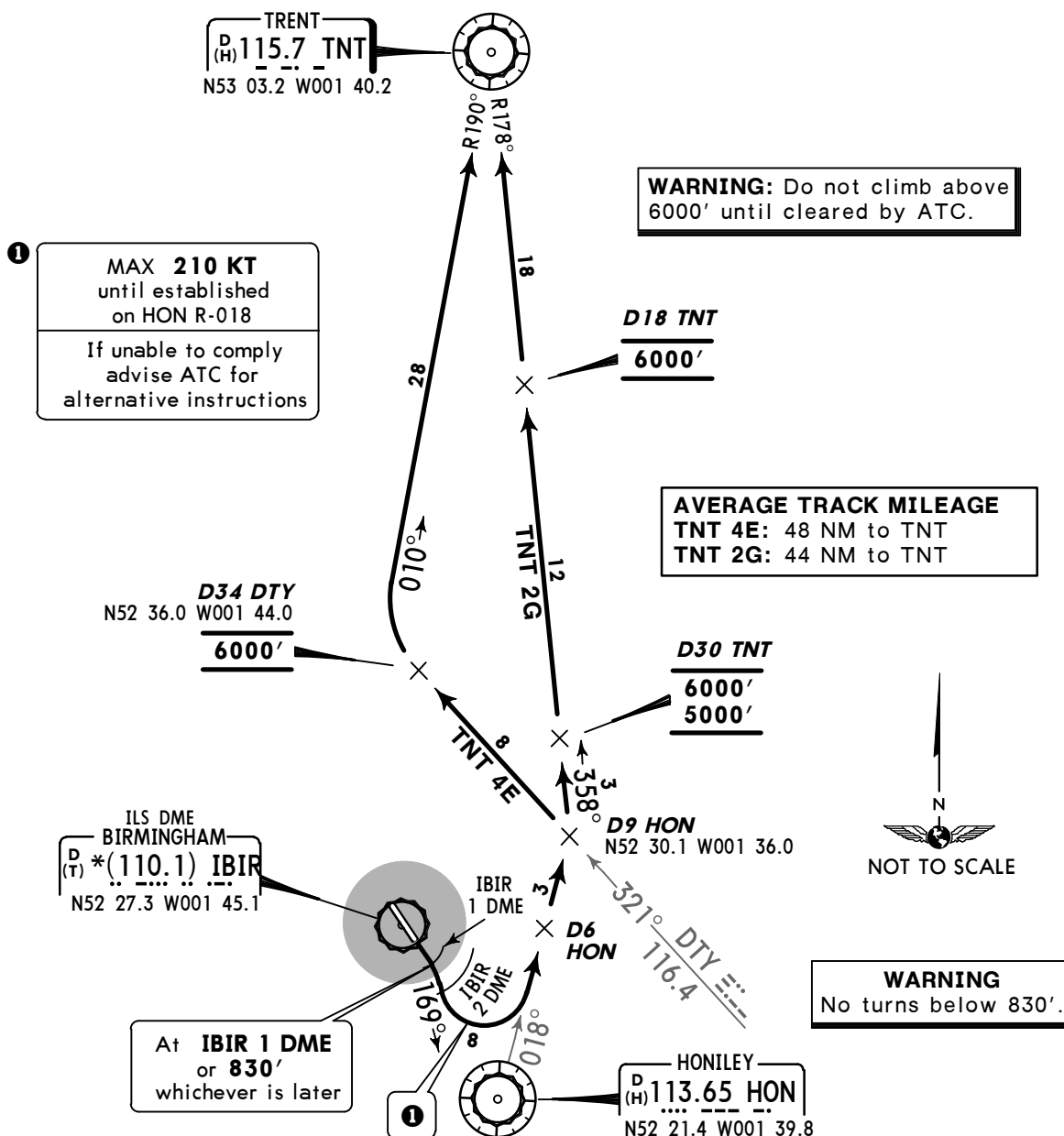
Trans level: By ATC Trans alt: 6000'
1. After passing 2000' contact BIRMINGHAM Radar as soon as possible.
2. All SIDs include noise preferential routes.
3. Cruising levels will be issued after take-off by SCOTTISH Control.
4. Do not climb above SID level until cleared by ATC.

TRENT 4E (TNT 4E), TRENT 2G (TNT 2G)

RWY 15 DEPARTURES

~~SPEED~~ MAX 250 KT BELOW FL100

UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of
TNT 4E: 4.4% up to 6000' for ATC purposes.
TNT 2G: 4.7% up to 5000' for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337
4.7% V/V (fpm)	357	476	714	952	1190	1428

SID	ROUTING/ALTITUDE
TNT 4E	Climb to IBIR 1 DME or 830', whichever is later, turn RIGHT, 169° track to IBIR 2 DME, turn LEFT, intercept HON R-018, intercept DTY R-321 to D34 DTY cross at 6000', turn RIGHT, intercept TNT R-190 inbound to TNT.
TNT 2G ②	Climb to IBIR 1 DME or 830', whichever is later, turn RIGHT, 169° track to IBIR 2 DME, turn LEFT, intercept HON R-018 by D6 HON, at D9 HON turn LEFT, intercept TNT R-178 inbound, cross D30 TNT at or above 5000' (MAX 6000'), D18 TNT at 6000', then to TNT.

② Only usable when BIRMINGHAM Radar not available.

BIRMINGHAM
Radar
118.05

Apt Elev
328'

- Trans level: By ATC Trans alt: 6000'
1. After passing 2000' contact BIRMINGHAM Radar as soon as possible.
 2. All SIDs include noise preferential routes.
 3. Cruising levels will be issued after take-off by LONDON Control.
 4. Do not climb above SID level until cleared by ATC.

WESTCOTT 5D (WCO 5D)

WESTCOTT 4E (WCO 4E)

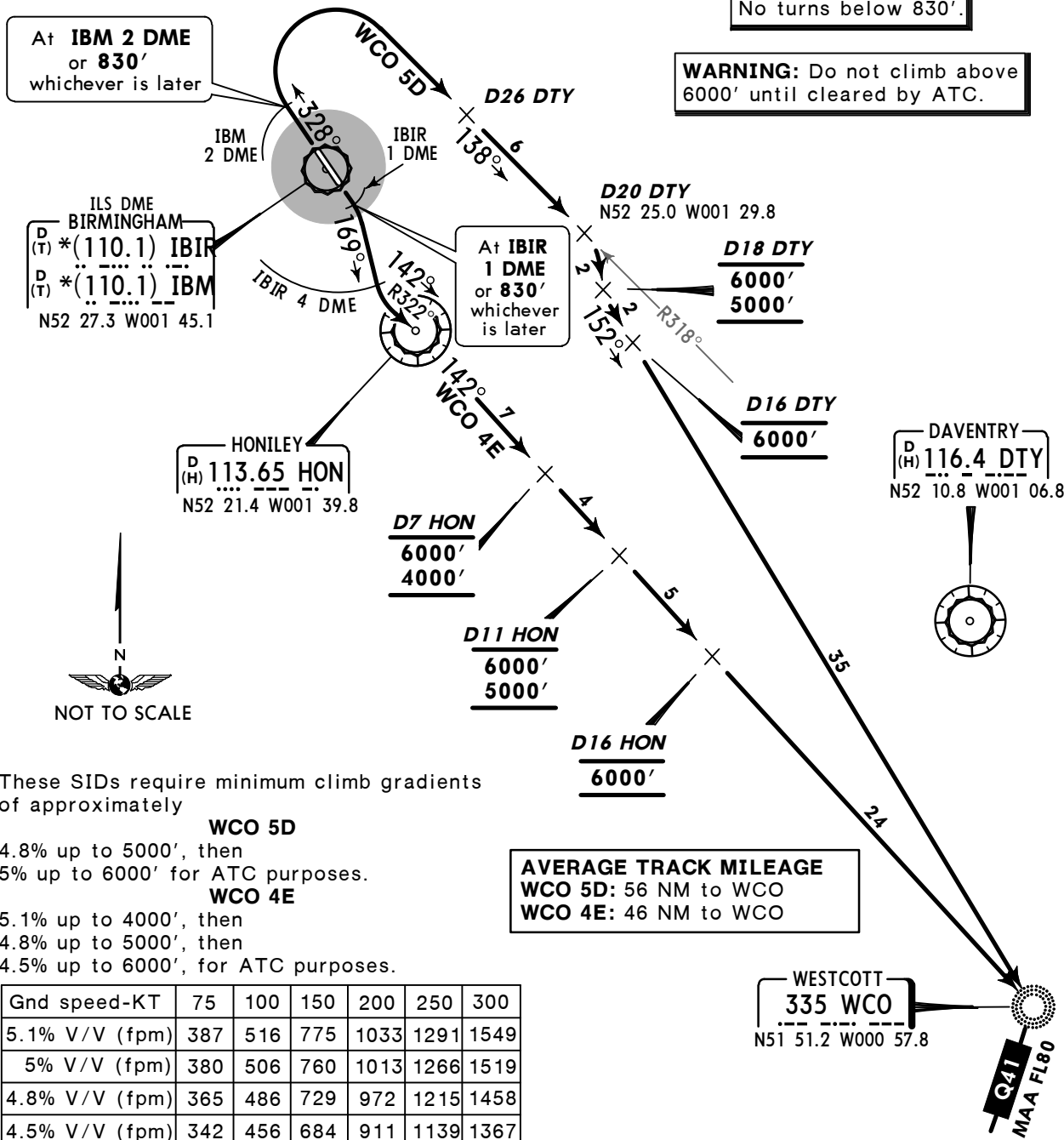
RWYS 33, 15 DEPARTURES

~~SPEED~~ MAX 250 KT BELOW FL100

UNLESS OTHERWISE AUTHORIZED

WARNING
No turns below 830'.

WARNING: Do not climb above 6000' until cleared by ATC.



BIRMINGHAM
Radar
118.05

Apt Elev
328'

- Trans level: By ATC Trans alt: 6000'
1. After passing 2000' contact BIRMINGHAM Radar as soon as possible.
 2. All SIDs include noise preferential routes.
 3. Cruising levels will be issued after take-off by SCOTTISH Control.
 4. Do not climb above SID level until cleared by ATC.

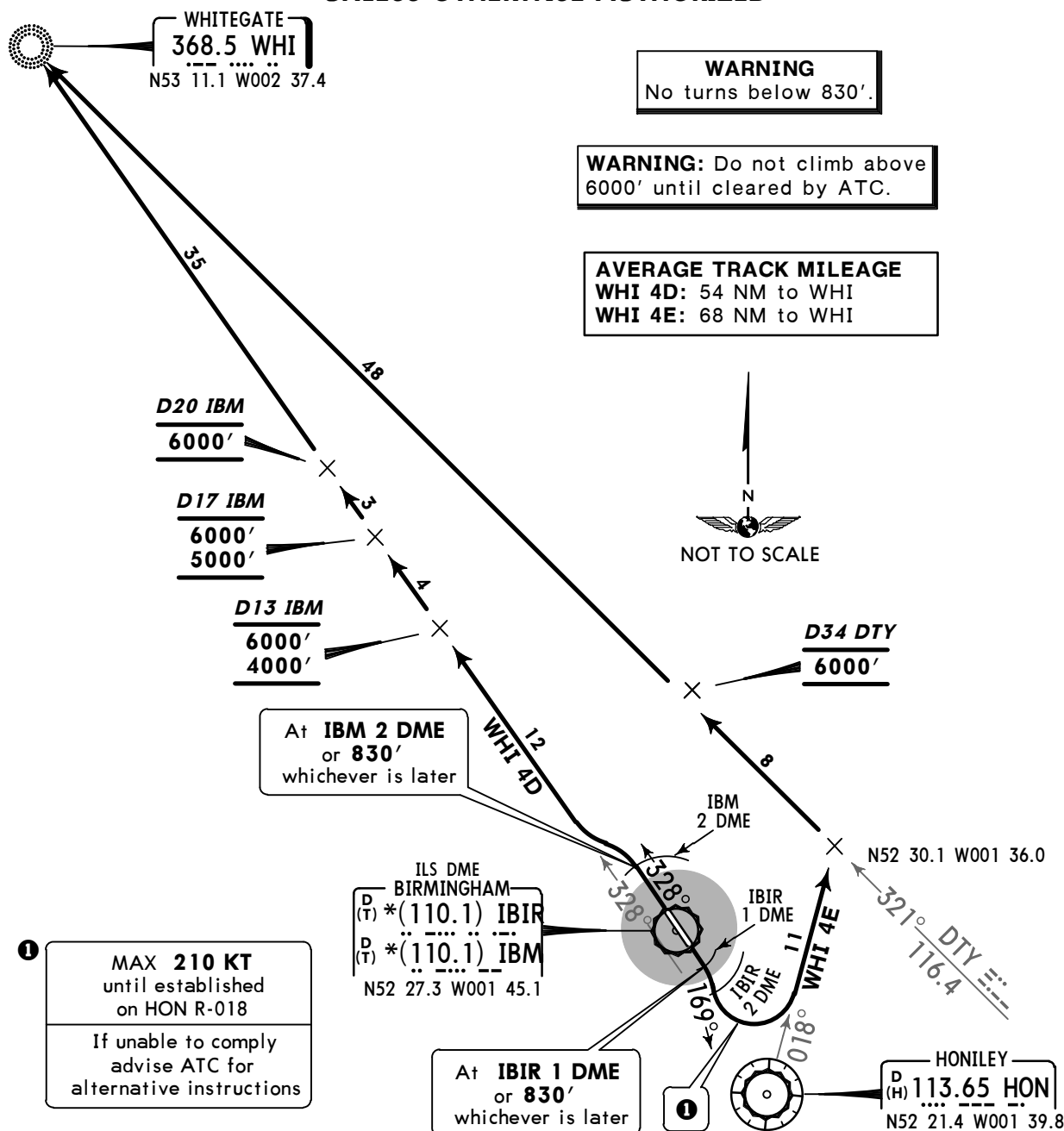
WHITEGATE 4D (WHI 4D)

WHITEGATE 4E (WHI 4E)

RWYS 33, 15 DEPARTURES

SPEED MAX 250 KT BELOW FL100

UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of
WHI 4D: 4.7% up to 6000' for ATC purposes.
WHI 4E: 4.4% up to 6000' for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
4.4% V/V (fpm)	334	446	668	891	1114	1337

SID	RWY	ROUTING/ALTITUDE
WHI 4D	33	Climb to IBM 2 DME or 830', whichever is later, intercept HON R-328, cross D13 IBM at or above 4000' (MAX 6000'), D17 IBM at or above 5000' (MAX 6000'), D20 IBM at 6000', then to WHI.
WHI 4E	15	Climb to IBIR 1 DME or 830', whichever is later, turn RIGHT, 169° track, to IBIR 2 DME, turn LEFT, intercept HON R-018, intercept DTY R-321, cross D34 DTY at 6000', then to WHI.

TEMPORARY MINIMUMS DUE TO SHORTENING OF HIALS RWY 33

REFER ALSO TO SUP 030/2012

11-2:

NDB ILS DME Rwy 33

Standard		STRAIGHT-IN LANDING RWY 33		CIRCLE-TO-LAND	
ILS		LOC (GS out) CDFA			
DA(H) 526' (200')		DA/MDA(H) 740' (414')			
FULL	ALS out		ALS out	Max Kts	MDA(H) VIS
A	RVR 750m	RVR 1200m	RVR 1500m	100	810' (482') 1500m
B				135	920' (592') 1600m
C			RVR 1500m RVR 1900m	180	1080' (752') 2400m
D				205	1180' (852') 3600m

16-2:

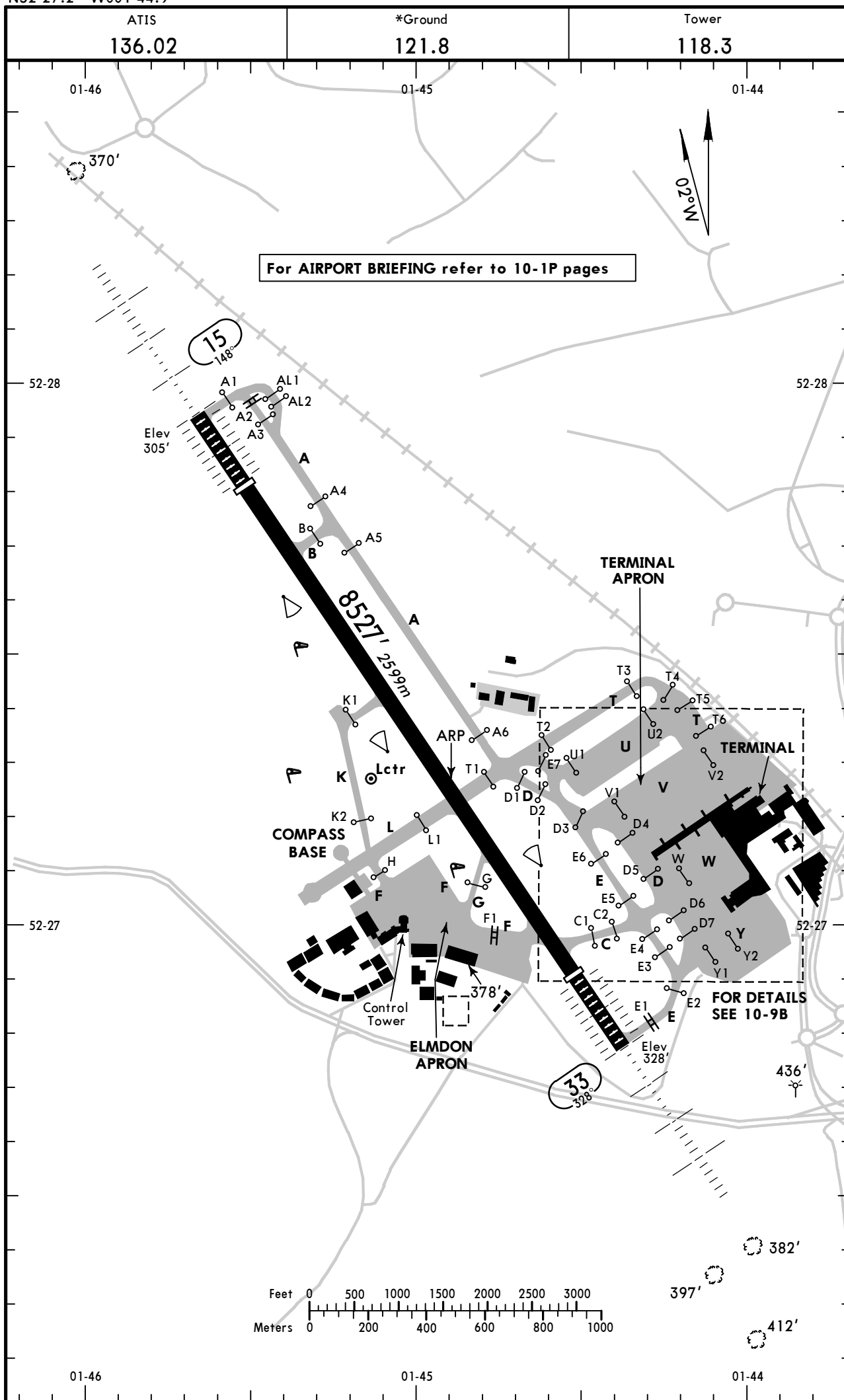
NDB DME Rwy 33

Standard		STRAIGHT-IN LANDING RWY 33		CIRCLE-TO-LAND	
		CDFA			
		DA/MDA(H) 800' (474')			
			ALS out	Max Kts	MDA(H) VIS
A	RVR 1500m			100	810' (482') 1500m
B				135	920' (592') 1600m
C	RVR 1800m		CMV 2200m	180	1080' (752') 2400m
D				205	1180' (852') 3600m

18-1:

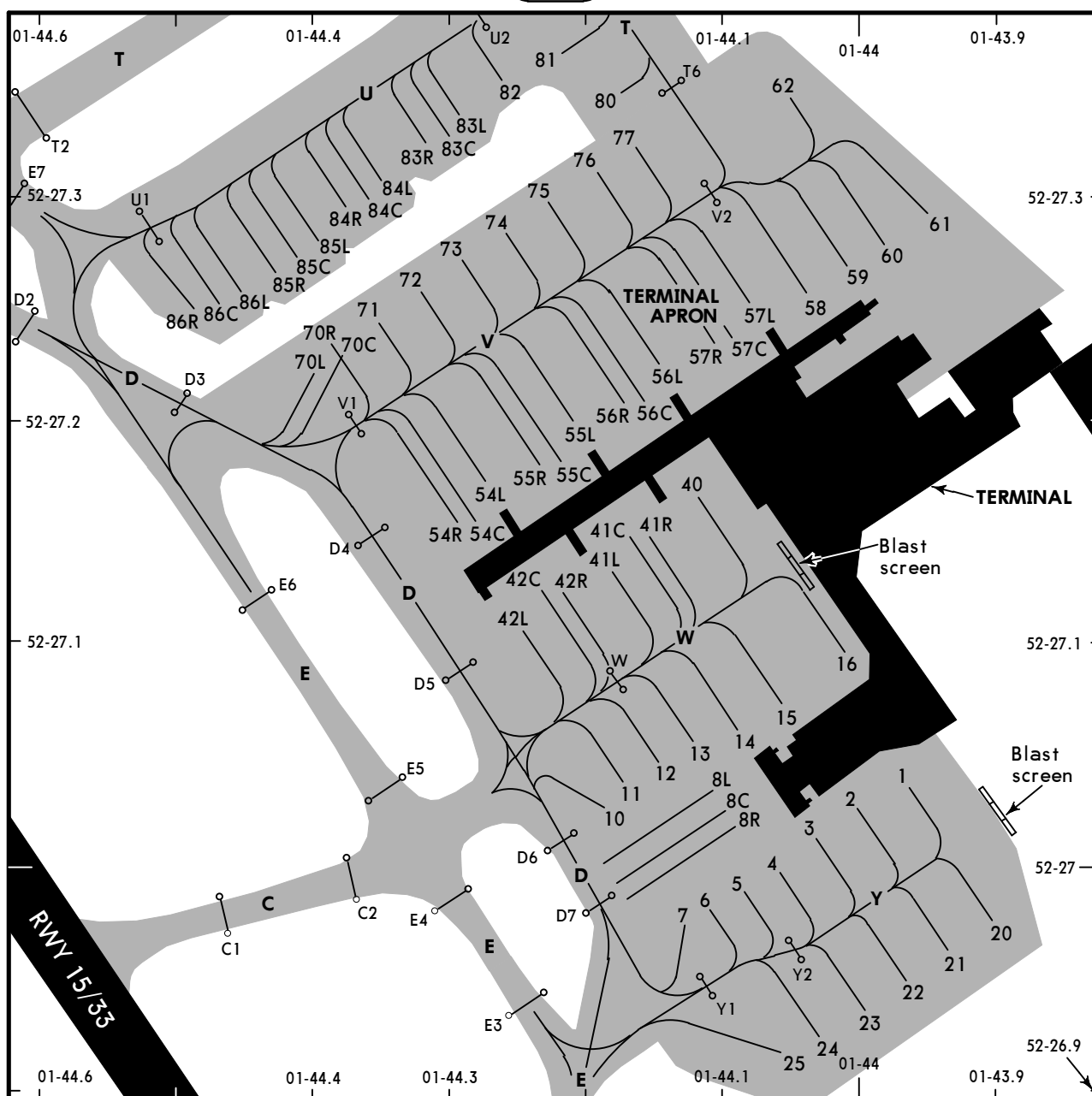
SRA All Rwys

Standard		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
SRA 15 non-CDFA		SRA 33 non-CDFA		After SRA 15	
MDA(H) 860' (557')		MDA(H) 830' (504')			
	ALS out		ALS out	Max Kts	MDA(H) VIS
A	RVR 2000m	CMV 2700m	CMV 2100m	100	890' (562') 2700m
B				135	920' (592') 2700m
C	CMV 2200m	CMV 2900m	CMV 2300m	180	1080' (752') 2900m
D				205	1180' (852') 3600m



ADDITIONAL RUNWAY INFORMATION						
RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			LANDING BEYOND			
			Threshold	Glide Slope		
15 ❶ 33	HIRL CL (15m) HIALS-II TDZ PAPI-L(3.0°)	RVR	7477' 2279m	6383' 1946m	❷	151' 46m
			7533' 2296m	6379' 1944m		
❶ grooved ❷ TAKE-OFF RUN AVAILABLE RWY 15: From rwy head 8428' (2569m) twy B int 6608' (2014m) twy K int 4675' (1425m) twy L/T int 3301' (1006m) twy G int 2579' (786m) RWY 33: From rwy head 8511' (2594m) twy C int 7293' (2223m) twy F int 7008' (2136m) twy G int 5942' (1811m) twy L/T int 5256' (1602m) twy K int 3802' (1159m)						

Standard TAKE-OFF ①						
	LVP must be in Force					
	Approved Operators 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)
A	RVR 125m	RVR 150m	RVR 200m	RVR 250m	RVR 400m	RVR 500m
B						
C						
D	RVR 150m	RVR 200m	RVR 250m	RVR 300m		
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.						



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3	N52 27.0 W001 44.0	54L/C/R	N52 27.2 W001 44.3
4 thru 8	N52 27.0 W001 44.1	55L/C/R	N52 27.2 W001 44.2
10, 11	N52 27.0 W001 44.2	56L	N52 27.2 W001 44.1
12	N52 27.0 W001 44.1	56C/R	N52 27.2 W001 44.2
13, 14	N52 27.1 W001 44.1	57L	N52 27.3 W001 44.1
15, 16	N52 27.1 W001 44.0	57C/R	N52 27.2 W001 44.1
20, 21	N52 27.0 W001 43.9	58 thru 61	N52 27.3 W001 44.0
22	N52 27.0 W001 44.0	62	N52 27.4 W001 44.1
23 thru 25	N52 26.9 W001 44.0	70L/C/R	N52 27.2 W001 44.4
40	N52 27.2 W001 44.1	71	N52 27.3 W001 44.4
41L	N52 27.1 W001 44.2	72 thru 74	N52 27.3 W001 44.3
41C/R	N52 27.2 W001 44.2	75 thru 80	N52 27.3 W001 44.2
42C	N52 27.1 W001 44.2	81	N52 27.4 W001 44.2
42L	N52 27.1 W001 44.3	82	N52 27.4 W001 44.3
42R	N52 27.1 W001 44.2	83L/C/R	N52 27.3 W001 44.3
		84C thru 85R	N52 27.3 W001 44.4
		86L/C/R	N52 27.2 W001 44.5

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
15	CAT 2 ILS DME	403' (100')	RA 98' - 300m
	ILS DME	503' (200')	500m / 1000m
	LOC	750' (447')	800m / 1000m
	NDB DME	770' (467')	1000m / 1000m
	SRA	860' (557')	1000m / 1000m
33	CAT 2 ILS DME	426' (100')	RA 98' - 300m
	ILS DME	526' (200')	500m / 1000m
	LOC	740' (414')	800m / 1000m
	NDB DME	800' (474')	1000m / 1000m
	SRA	830' (504')	1000m / 1000m

CIRCLE-TO-LAND	MDA(H)	VIS
	810' (482') ❶	1000m

- ❶ After SRA 15: 860' (532').
 After SRA 33: 830' (502').

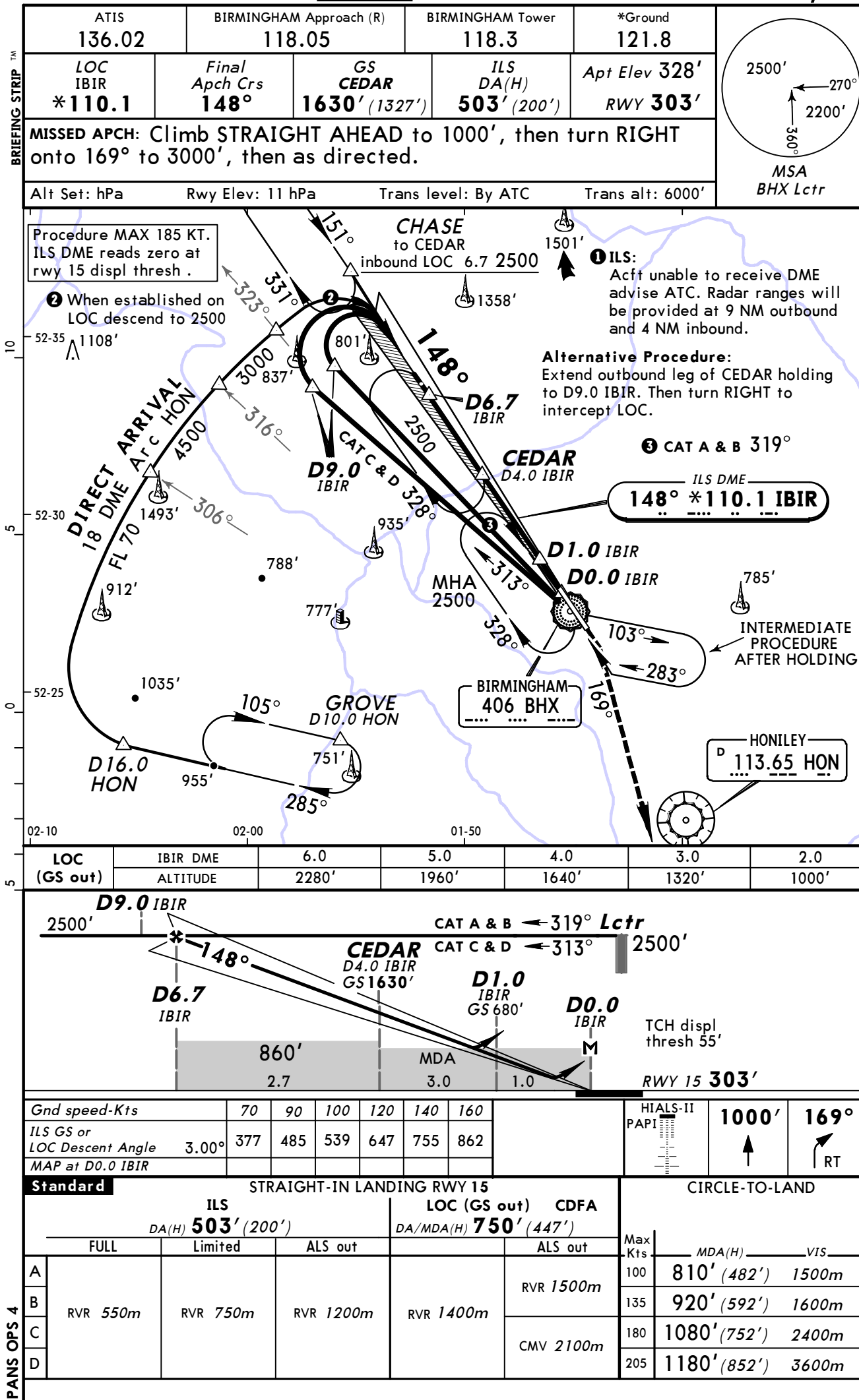
TAKE-OFF RWY 15, 33				
LVP must be in Force ❷				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❸	800m

- ❷ Without LVP 400m are stipulated.
 ❸ Or rejected take-off distance whichever is the greater.

TEMPORARY MINIMUMS DUE TO SHORTENING OF HIALS RWY 33

REFER ALSO TO SUP 030/2012

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
33	CAT 2 ILS DME	426' (100')	RA 98' - 300m
	ILS DME	526' (200')	600m / 1000m
	LOC	740' (414')	1000m / 1000m
	NDB DME	800' (474')	1000m / 1000m
	SRA	830' (504')	1000m / 1000m



PANS OPS 4

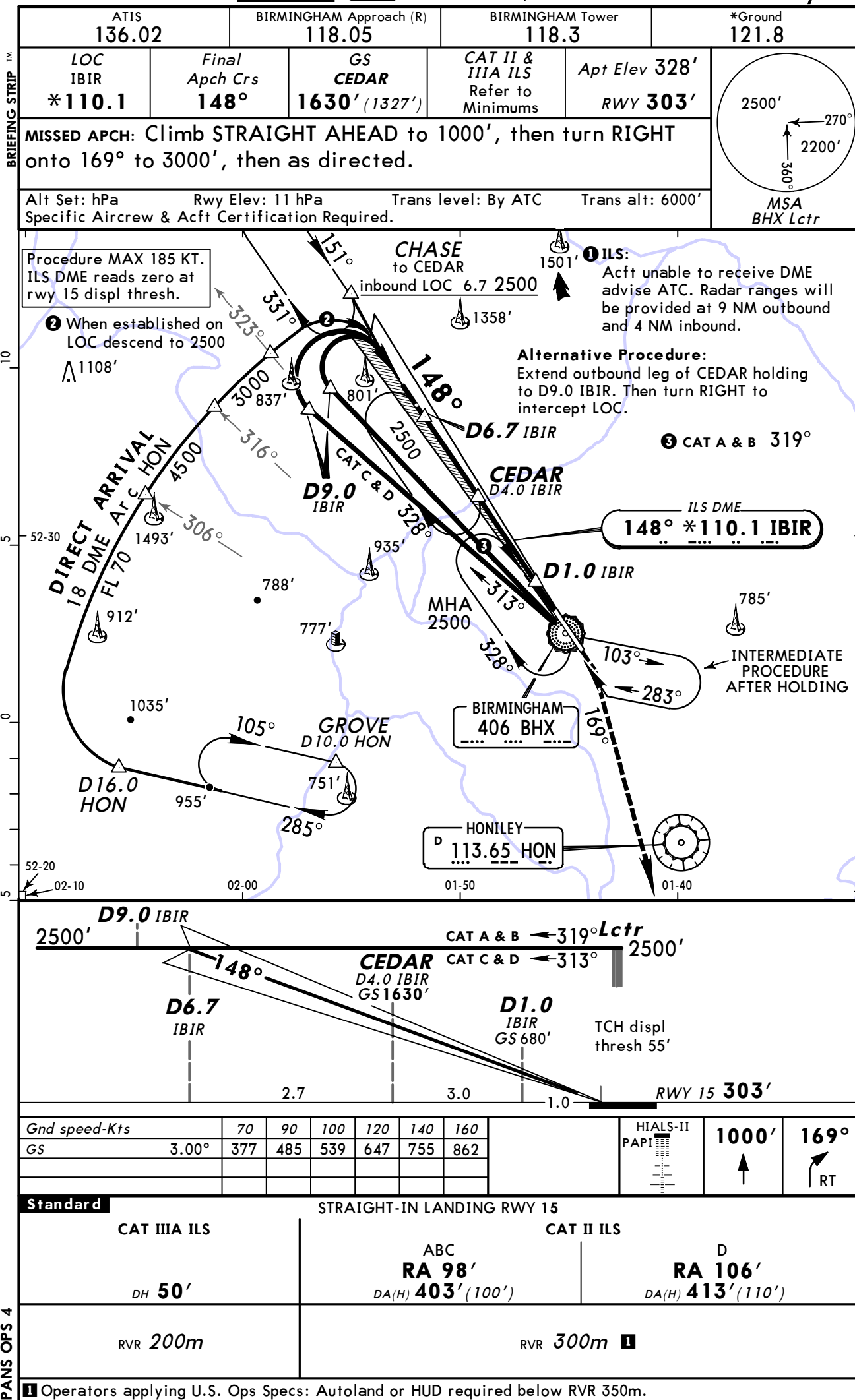
EGBB/BHX
BIRMINGHAM

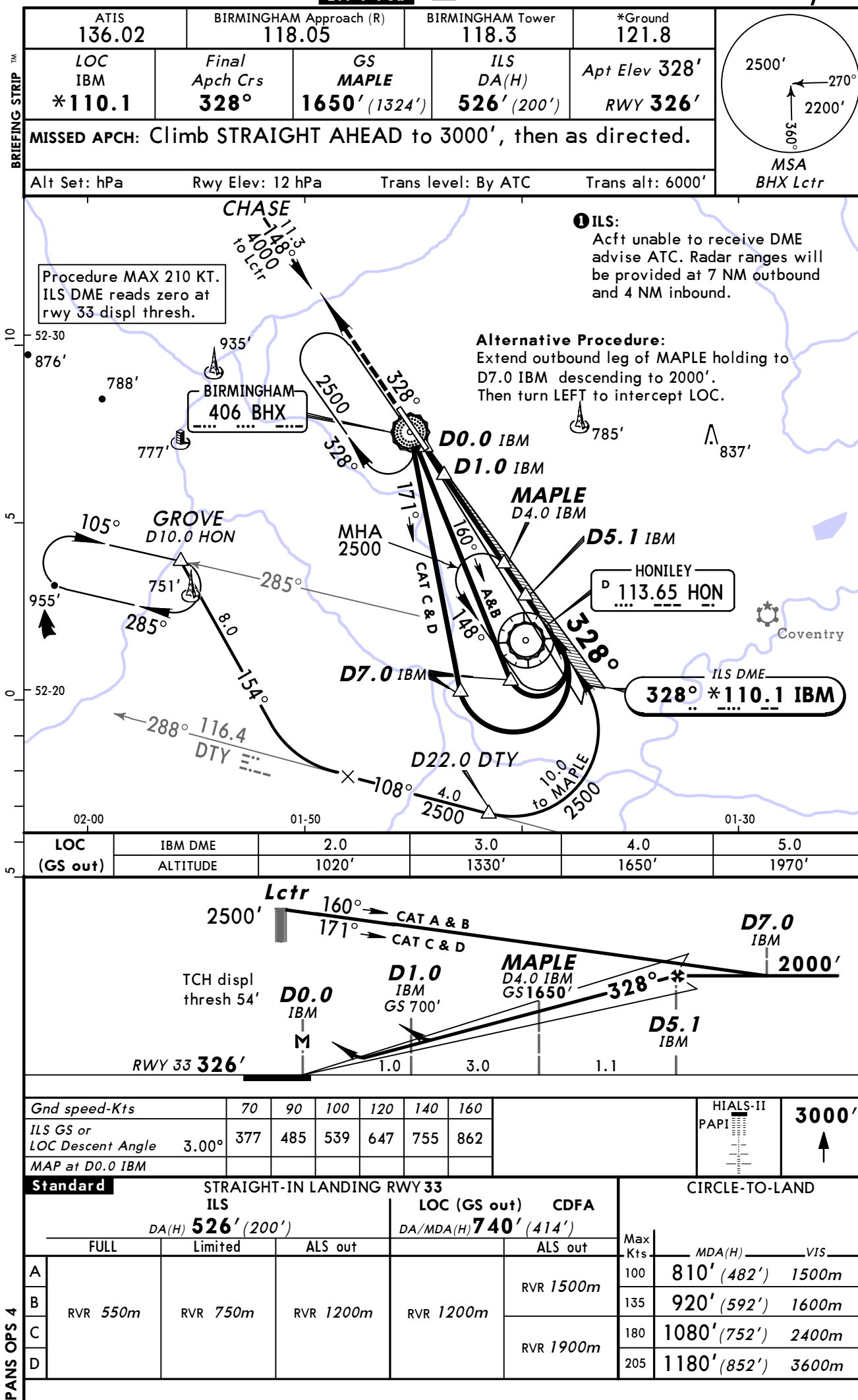
3 FEB 12
Eff 9 Feb

JEPPesen

11-1A

CAT II/III NDB ILS DME Rwy 15
BIRMINGHAM, UK





EGBB/BHX
BIRMINGHAM

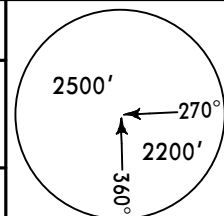
3 FEB 12
Eff 9 Feb

11-2A

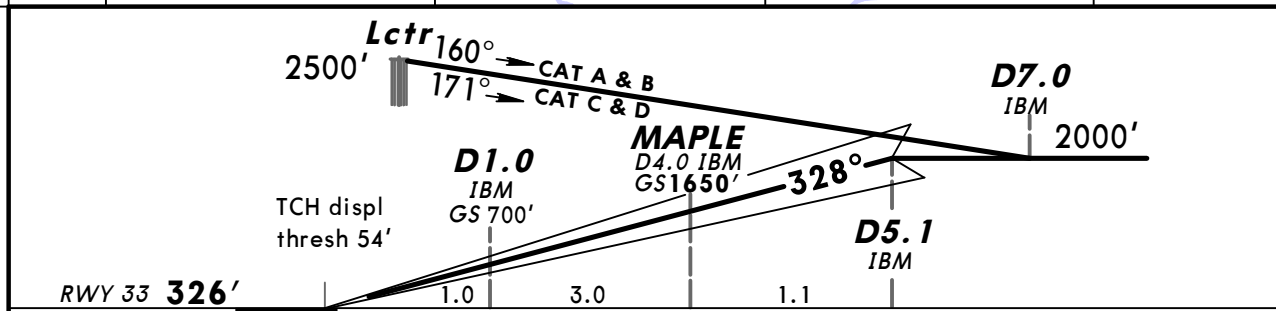
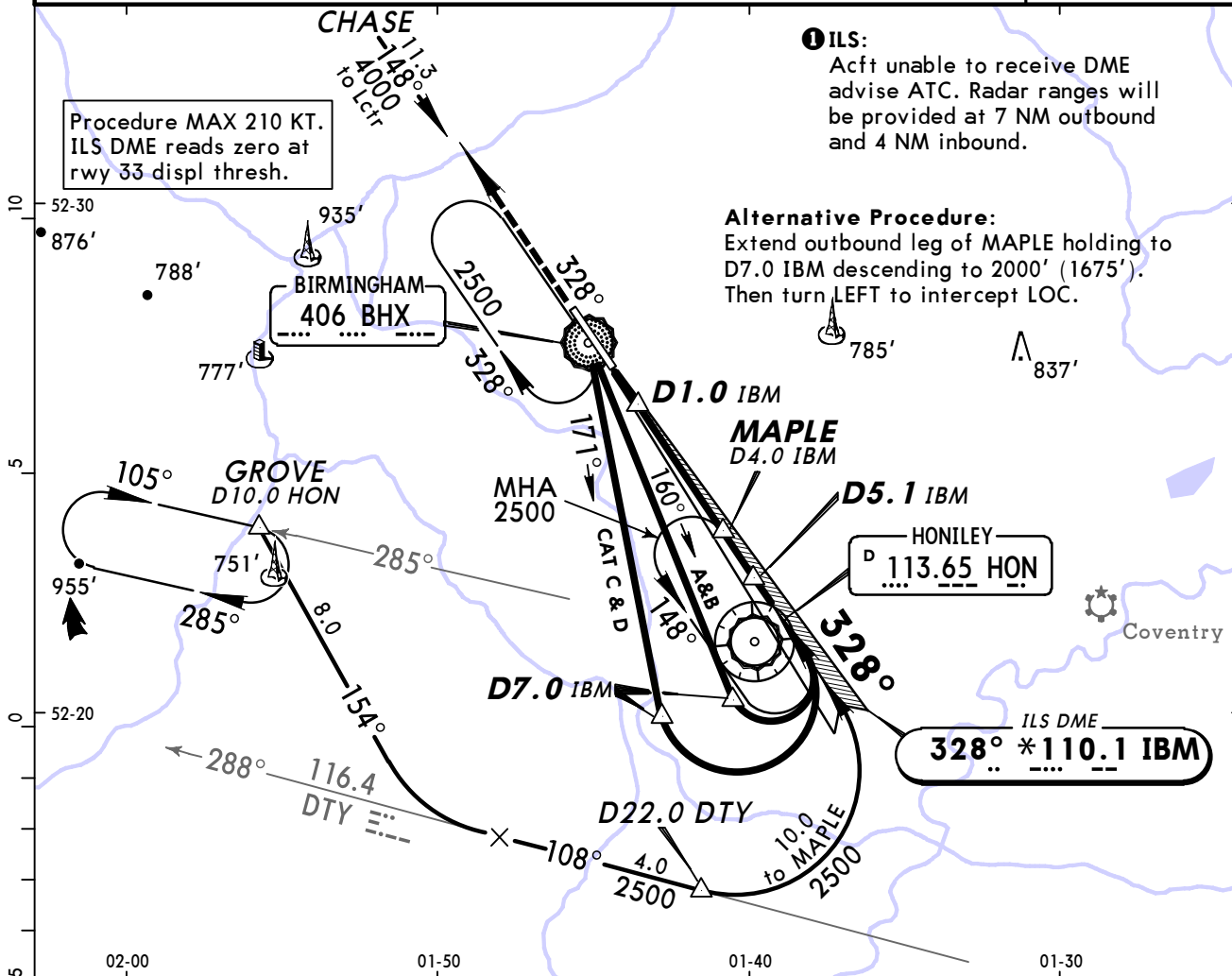
JEPPESSEN
CAT II/III NDB ILS DME Rwy 33

BIRMINGHAM, UK

ATIS 136.02	BIRMINGHAM Approach (R) 118.05	BIRMINGHAM Tower 118.3	*Ground 121.8
LOC IBM *110.1	Final Apch Crs 328°	GS MAPLE 1650' (1324')	CAT II & IIIA ILS Refer to Minimums
Apt Elev 328' RWY 326'			
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.			
Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 6000'			
Specific Aircrew & Acft Certification Required.			



MSA
BHX Lctr



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II PAPI 	3000' ↑
GS	3.00°	377	485	539	647	755		

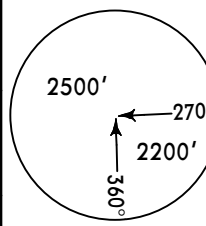
Standard		STRAIGHT-IN LANDING RWY 33	
CAT IIIA ILS		CAT II ILS	
ABCD		RA 98'	
DH 50'		DA(H) 426' (100')	
RVR 200m		RVR 300m	

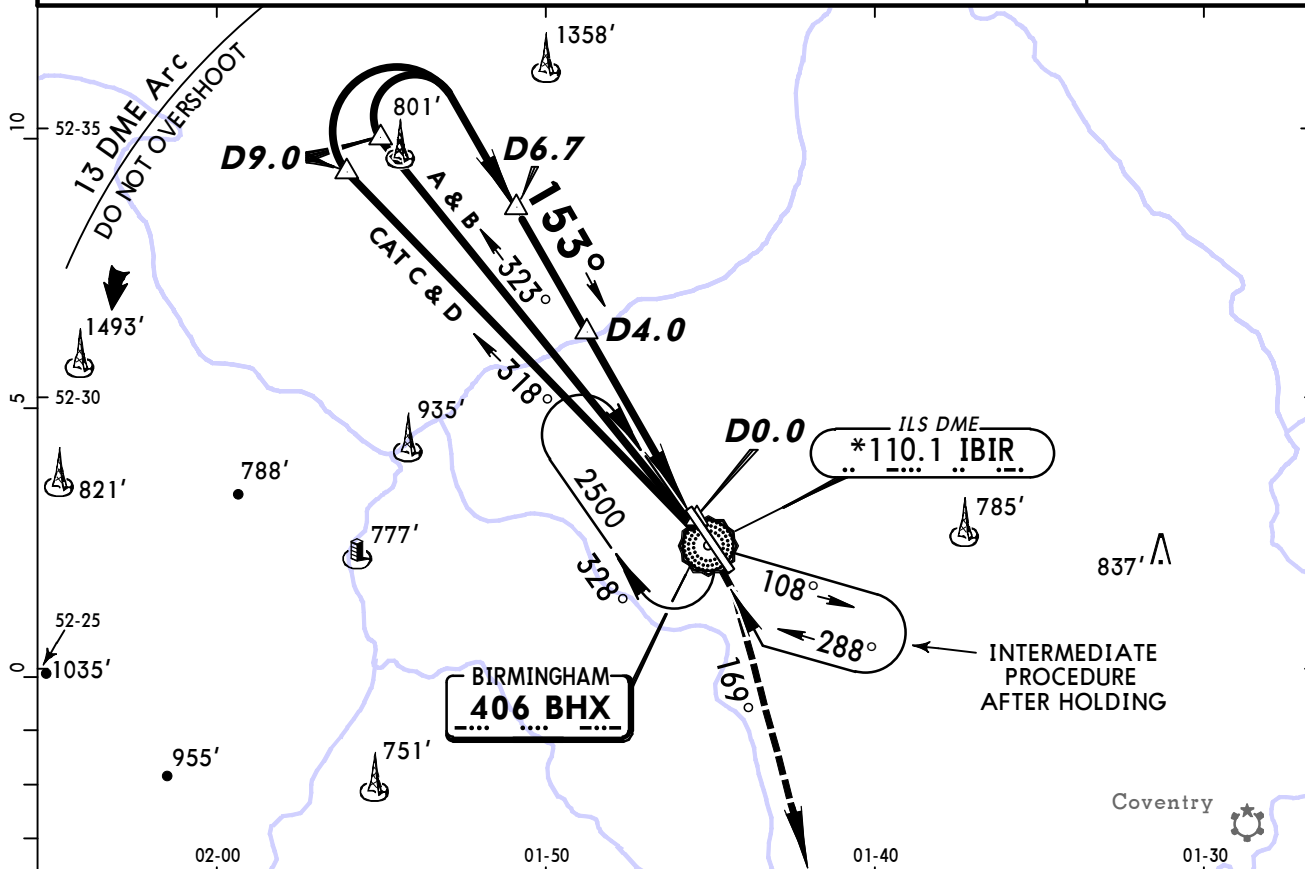
Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Procedure.

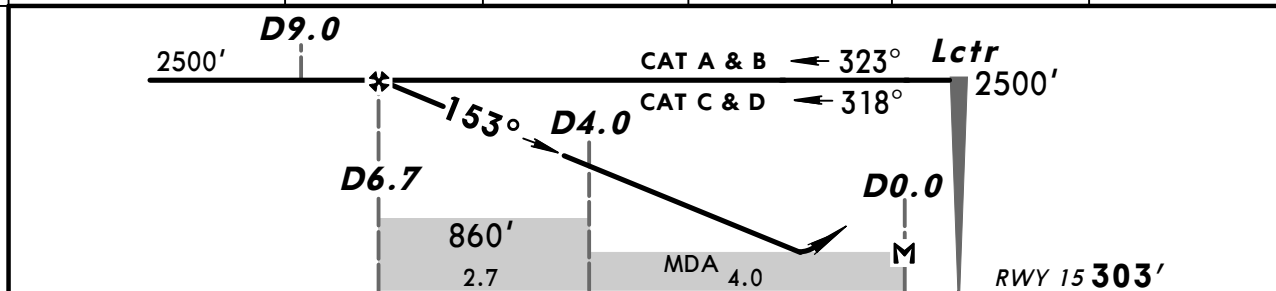
© JEPPESSEN, 1998, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP™

ATIS 136.02		BIRMINGHAM Approach (R) 118.05		BIRMINGHAM Tower 118.3		*Ground 121.8	
Lctr BHX 406	Final Apch Crs 153°	Procedure Alt D6.7 2500' (2197')	DA/MDA(H) 770' (467')	Apt Elev 328' RWY 303'			 MSA BHX Lctr
MISSED APCH: Climb STRAIGHT AHEAD to 1000', then turn RIGHT onto 169° to 3000', then as directed.							
Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 6000' 1. ILS DME reads zero at rwy 15 displ thresh. 2. Final apch track offset 5° from rwy centerline. 3. Procedure MAX 185 KT.							

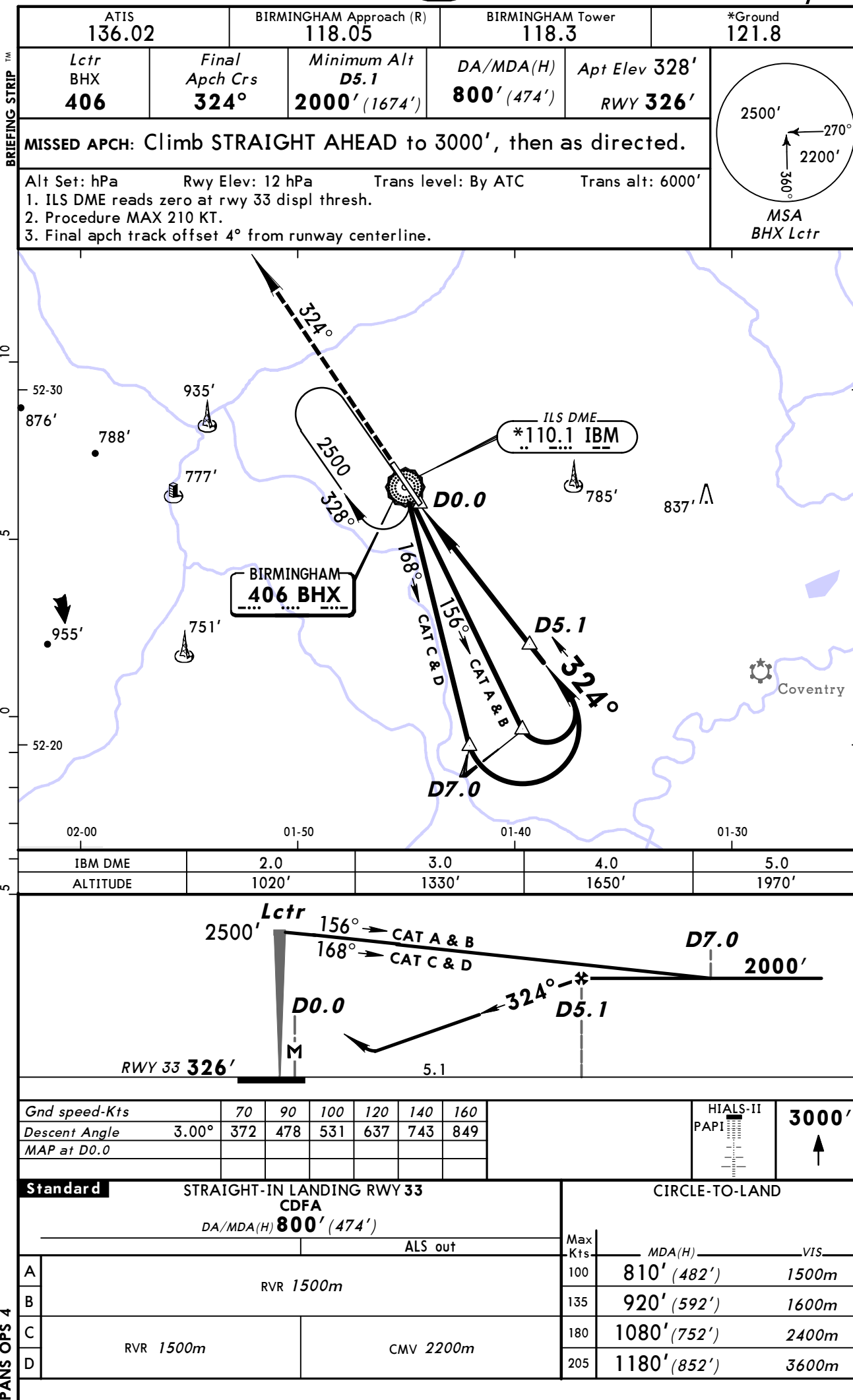


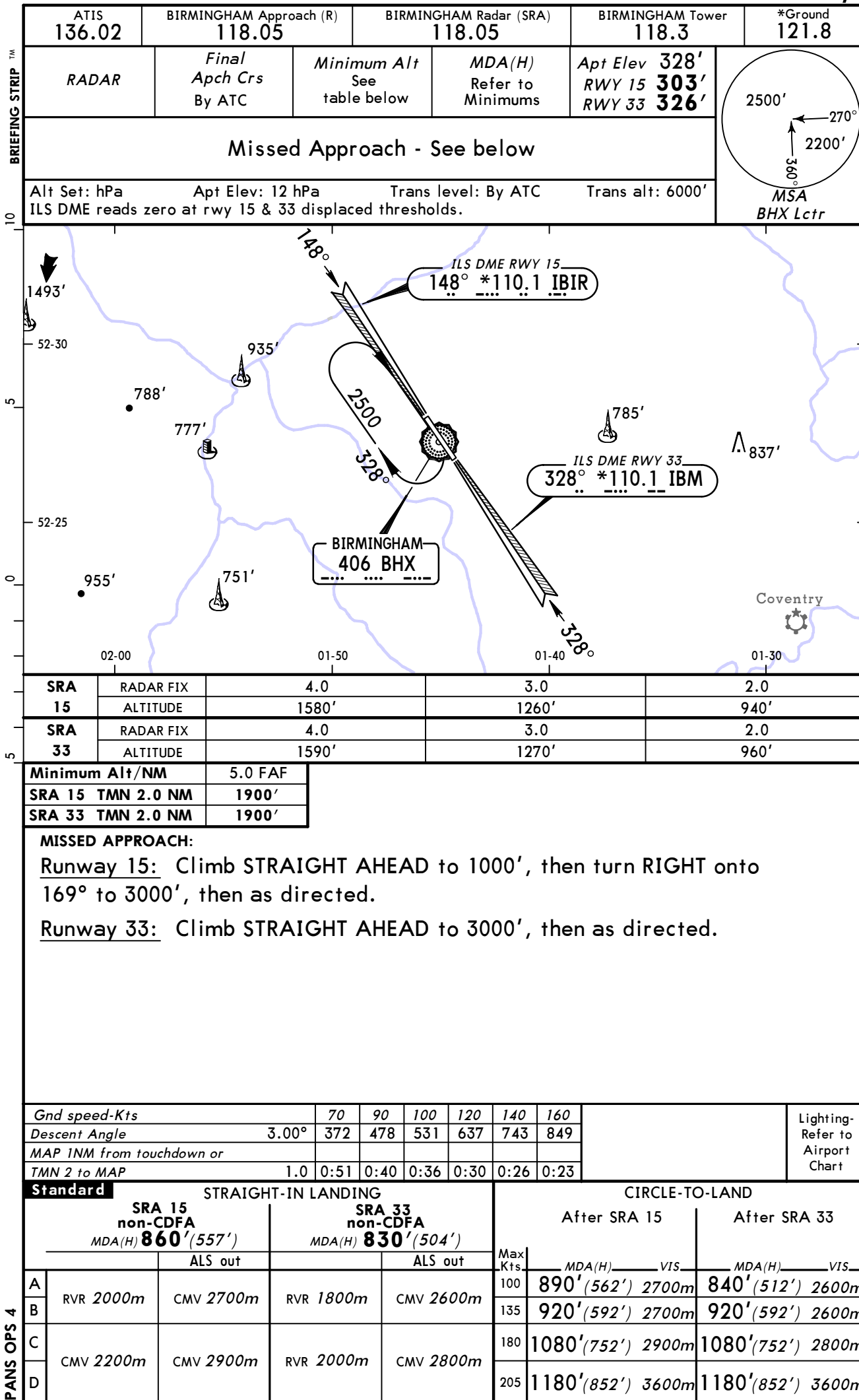
IBIR DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2280'	1960'	1640'	1320'	1000'

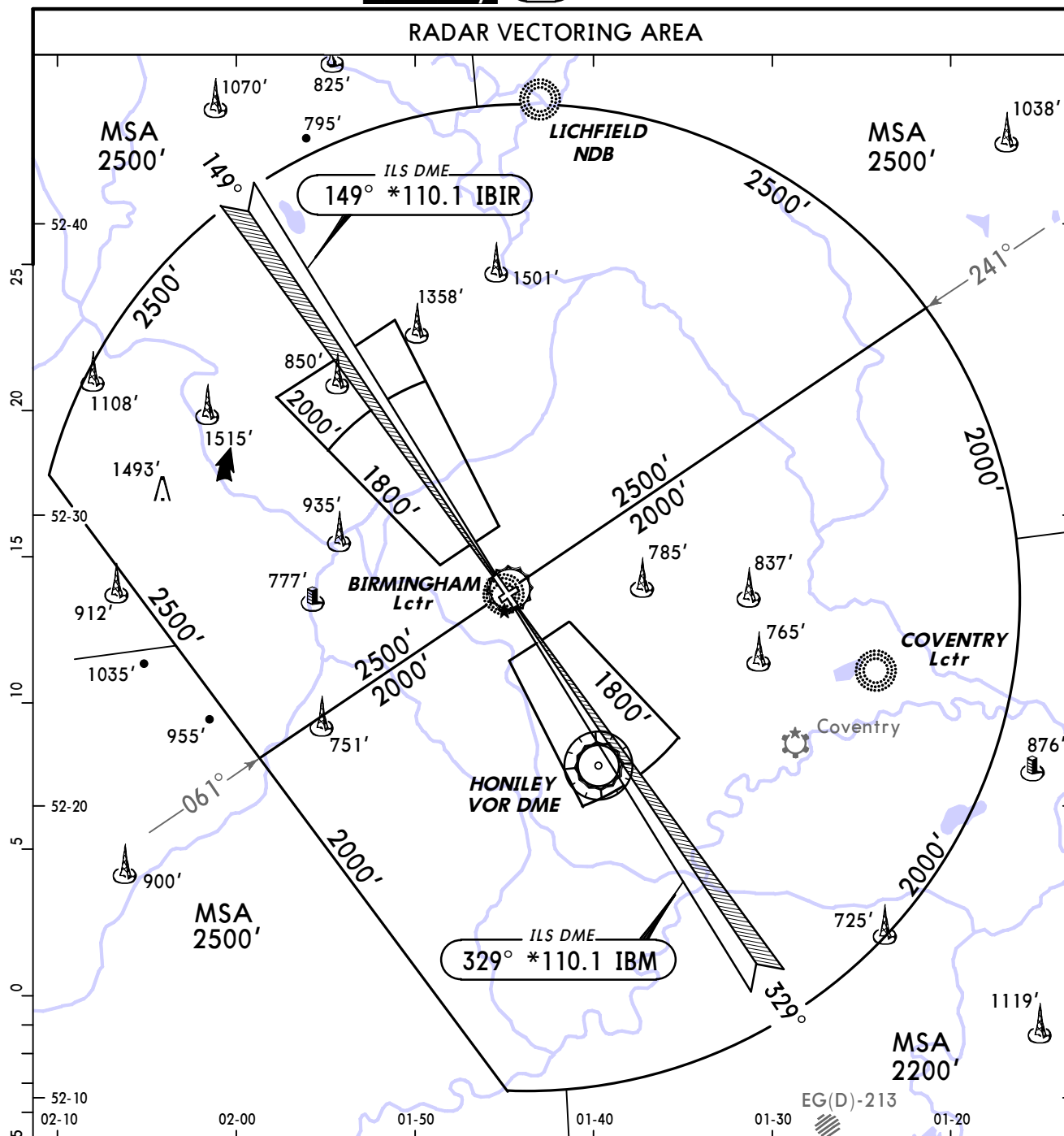


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	1000' ↑	169° RT
Descent Angle	3.03°	375	482	536	643	750			
MAP at D0.0									

Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 15							
CDFA							
DA/MDA(H) 770' (467')							
ALS out				Max Kts	MDA(H)	VIS	
A	RVR 1500m			100	810' (482')	1500m	
B				135	920' (592')	1600m	
C				180	1080' (752')	2400m	
D	RVR 1500m	CMV 2200m		205	1180' (852')	3600m	







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.

Chart changes since cycle 25-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BIRMINGHAM, (BIRMINGHAM - EGBB)				
ADD	CHASE 3A, 1C & 2D ARRS	10-2	07 Dec 2012	13 Dec 2012
DEL	CHASE 3A, 1C, 1D & 1E ARR...	10-2	07 Dec 2012	13 Dec 2012
REV	CHASE 3B, 2F, 2G & 2H ARR...	10-2A	07 Dec 2012	13 Dec 2012
REV	OLIVE 2C, 2D & 2F ARRS	10-2D	07 Dec 2012	13 Dec 2012

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EGBB

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Rwy 33 HIALS shortened to 540m. Refer to temp minimum pages and latest NOTAMs.

Chart Change Notices for Country GBR

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Eff 16 Jul 11, State minimums are in accordance with EU-OPS 1. Converted charts are to be identified by the "Standard" label. As an interim solution, 10-9S pages are provided to all customers for those airports/charts not being converted yet. These pages contain State minimum values which are applicable to all operators. Refer to ATC pages United Kingdom for further details.