EGBB — BIRMINGHAM

EGBB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBB — BIRMINGHAM

EGBB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 522713.88N Long: 0014452.90W Centre point of Runway intersection with Taxiways Lima/Tango.
2	Direction and distance from city	5.5 nm ESE of Birmingham.
3	Elevation / Reference temperature	339 ft / 18 C
4	Geoid undulation at AD ELEV PSN	162 FT
5	Magnetic Variation/ Annual Change	1.2°W (2017) / 0.15°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	BIRMINGHAM AIRPORT. Post: Birmingham Airport, Birmingham B26 3QJ. Phone: 0871-222 0072 (Airport) Phone: 0121-767 1235 (ATC) Phone: 0121-767 7139 (Airfield Duty Manager) Phone: 0121-767 1260 (ATC ATIS) Phone: 0121-767 1210 (ATC Watch Manager) Fax: 0121-782 8802 (Airport) Fax: 0121-767 1239 (ATC) Email: ADM@birminghamairport.co.uk (Airfield Duty Manager) Telex: 337537 EGBB (CAA) AFS: EGBBYDYX
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All calls to ATC will be recorded.

EGBB AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and Immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24 (Automated self-briefing, Main Terminal).
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	H24 (Automated self-briefing, Main Terminal).
7	Air Traffic Service	H24 See also AD 2.18.
8	Fuelling	ESSO, H24. Shell, 0500-0200 (local). Blue City Aviation and Signature by arrangement (Elmdon Apron).
9	Handling	H24 (Blue City, Marshalls, Swissport). 0600-2359 (Signature) - H24 by arrangement.
10	Security	H24
11	De-icing	H24
12	Remarks	

EGBB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Pallet and container handling. Nearest siding Stechford, 3 nm.
2	Fuel and oil types	AVTUR JET A-1 W80, W100, 100
3	Fuelling facilities/capacity	Bowser facility.
4	De-icing facilities	Available. Check with handling agents.
5	Hangar space for visiting aircraft	Limited. By arrangement with local companies.
6	Repair facilities for visiting aircraft	Minor only.

EGBB AD 2.4 HANDLING SERVICES AND FACILITIES (continued)

7	Remarks	Mandatory handling for all visiting Business and General Aviation aircraft. Handling agencies are: Blue City: Tel: 0121-782 9300; Fax: 0121-782 9301; email: handling@bluecityaviation.co.uk. DNATA: Tel: 0121-767 9900; Fax: 0121-782 6937. Marshall: Tel: 0121-663 1450; Fax: 0121-767 5465; email: bhx.handling@marshallas.com. Signature: Tel: 0121-782 1999; Fax: 0121-782 1899; email: bhx@signatureflight.co.uk. Swissport: Tel: 0121-767 7736 Fax: 0121-780 4311

EGBB AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in vicinity.
2	Restaurants	Available on site.
3	Transportation	Buses, taxis, trains and hire cars. Nearest railway station, Birmingham International.
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	Bureau de Change.
6	Tourist Office	
7	Remarks	

EGBB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A9
2	Rescue equipment	Details available on request from aerodrome.
3	Capability for removal of disabled aircraft	MTWA 10000 kg (equipment for heavier aircraft could be made available. Tel: 0121-782 0707 (Airport Fire Station).
4	Remarks	**RFF Category 10** aircraft accepted under remission.

EGBB AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical - Chemical de-icing.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	ATC snow state and clearance programme 0121-767 1235. Snow Control 0121-767 7152.

EGBB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	TERMINAL Surface: Concrete. PCN 75/R/B/W/T ELMDON Surface: Asphalt. PCN 25/F/C/X/T ELMDON/GA Surface: Concrete. PCN 30/R/C/W/T
2	Taxiway width, surface and strength	Taxiway A: 23 m. Surface: Concrete and asphalt. PCN 75/R/B/W/T Taxiway B: 23 m. Surface: Asphalt. PCN 75/R/B/W/T Taxiway C: 23 m. Surface: Concrete. PCN 75/R/B/W/T Taxiway D: 23 m. Surface: Concrete and asphalt. PCN 75/R/B/W/T Taxiway E: 23 m. Surface: Concrete and asphalt. PCN 75/R/B/W/T Taxiway F: 23 m. Surface: Concrete. PCN 30/R/B/W/T Taxiway G: 18 m. Surface: Asphalt. PCN 25/F/C/W/T Taxiway H: 23 m. Surface: Concrete. PCN 29/R/C/W/T Taxiway J: 23 m. Surface: Asphalt. PCN 84/F/B/W/T Taxiway L: 45 m. Surface: Asphalt. PCN 93/F/C/W/T Taxiway S: 23 m. Surface: Asphalt. PCN 89/F/C/W/T Taxiway T: 23 m. Surface: Concrete and asphalt. PCN 53/R/C/W/T Taxiway U: 23 m. Surface: Concrete. PCN 53/R/C/W/T Taxiway V: 23 m. Surface: Concrete and asphalt. PCN 75/R/B/W/T Taxiway W: 23 m. Surface: Asphalt. PCN 75/F/B/W/T Taxiway Y: 23 m. Surface: Concrete. PCN 75/R/B/W/T
3	Altimeter checkpoint location and elevation	Terminal Apron 325 FT Elmdon GA Aprons 325 FT
4	VOR checkpoints	
5	INS checkpoints	See Ground Movement/Parking/Docking Chart.
6	Remarks	

EGBB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs: Taxi-holding position; Guide lines at apron. Terminal Apron (Stands 1-86). All aircraft stands are laid out for nose-in/ push-back; nose-wheel guidelines are provided and marshalling assist-ance is available, if required, on request through ATC GMC. Stands 1-4 have directional information provided by Safedock Docking Guidance System. Stands 8R, 8C and 14 have directional information provided by marshal-ler instruction and are provided with apron drive airbridge. Stands 15, 16, 40, 41C, 42C, 54R, 54C, 54L, 55R, 55C, 55L, 56R, 56C, 57R, 57C and 58 have directional information provided by a Safedock Docking Guidance System and are provided with an apron drive airbridge. Stands 41R, 41L, 42R, 42L, 56L, 57L and 59 have directional information provided by Safedock Docking Guidance System. Stand 60 has directional information provided by AGNIS and PAPA. Stands 5-7, 8L, 10-13, 20-25, 70-77, 80-82, 83L, 83C, 83R, 84L, 84C, 84R, 85L, 85C, 85R, 86L, 86C and 86R will be under marshaller instructions. All Stands except 75-77 are fitted with a fixed electrical ground power unit. Aircrew are to note that the Stand Entry Guidance (SEG) on all SEG equipped stands is activated by handling agent staff. Pilots should not enter an aircraft stand unless the Stand Entry Guidance has been energised, or a marshaller is present. Elmdon Apron (Stands 501-506) will be under marshaller instructions. Pilots of light aircraft not using the full stand facilities should await marshaller instructions before proceeding onto the stands to park.
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** 15/33: Designation, runway edge, threshold, centre-line, TDZ.**Taxiway light(s):** : Green centre-line lighting (15 m spacing) plus blue edge on curves and red stop bars.
3	Stop bars	Stop bars at runway entrance points are in operation H24.
4	Remarks	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. 4 illuminated wind direction indicators. Elmdon Apron see AD 2.20.

EGBB AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
33/APPROACH 15/TAKE-OFF	Pylon	522545.64N 0014254.67W	475 ft		No	
33/APPROACH 15/TAKE-OFF	Pylon	522526.42N 0014258.4W	476 ft		No	

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
	TV Mast	523602.21N 0015001.97W	1358 ft	800 ft	Yes	Obstacle lighted and flashing.
	Aerial on Block of Flats	522948.56N 0014421.64W	472 ft		No	
	GPO Tower	522900.79N 0015415.35W	935 ft	528 ft	Yes	Obstacle lighted and flashing.
	Aerial on Block of Flats	522854.47N 0014818.9W	528 ft		No	

EGBB AD 2.10 AERODROME OBSTACLES (continued)

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
	Pylon	522847.36N 0014308.45W	481 ft		No	
	Church Spire	522828.32N 0014810.28W	555 ft		No	
	Pylon	522811.19N 0014240.74W	468 ft		Yes	
	Pylon	522755.86N 0014229.56W	480 ft		No	
	Aerial on Block of Flats	522754.79N 0014831.77W	482 ft		No	
	Office Block with aerial	522744.37N 0014859.78W	577 ft		No	
	Pylon	522723.38N 0014234.95W	471 ft		No	
	Mast	522718.99N 0013719.56W	785 ft		No	
	Building	522656.64N 0014450.25W	378 ft		Yes	
	Pylon	522648.36N 0014240.78W	483 ft		No	
	Aerial on Block of Flats	522646.54N 0014851.9W	508 ft		No	
	Floodlight	522646.15N 0014405.70W	373 ft		Yes	
	Floodlight	522640.94N 0014351.15W	436 ft		Yes	
	Pylon	522622.01N 0014246.6W	488 ft		No	
	Spire	522621.50N 0014328.72W	487 ft		Yes	Obstacle lighted and flashing.
	Aerial	522608.1N 0014632.53W	504 ft		No	
	Transmitter	522533.51N 0014624.70W	580 ft		Yes	
	Pylon	522518.41N 0014341.27W	483 ft		No	
	Chimney	522459.38N 0014626.68W	545 ft		No	
	Pylon	522456.69N 0014304.09W	486 ft		No	
	Spire	522440.99N 0014633.29W	619 ft		No	
	Pylon	522434.58N 0014308.37W	534 ft		No	

EGBB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER. 24 Hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/Telephone.

EGBB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED (continued)

6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs and METARs. English
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	
9	ATS units provided with information	BIRMINGHAM ATC.
10	Additional information (limitation of service, etc.)	

EGBB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
15	145.81°	3052 x 45 m	RWY surface: Asphalt, grooved. PCN 65/F/B/W/T	522748.52N 0014531.43W 162 ft	THR 303 ft
33	325.82°	3052 x 45 m	RWY surface: Asphalt, grooved. PCN 65/F/B/W/T	522646.58N 0014422.56W 162 ft	THR 328 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
					RWY 15 Runway 15/33 has shoulders 7.5 m each side of the runway giving a total paved width of 60 m..
					RWY 33 Runway 15/33 has shoulders 7.5 m each side of the runway giving a total paved width of 60 m.

EGBB AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
15	3003 m	3063 m	3003 m	2580 m	
33	3003 m	3196 m	3003 m	2449 m	
15	1440 m	1500 m	1440 m		Take-off from intersection with Taxiways L and T.
15	1220 m	1280 m	1220 m		Take-off from intersection with Taxiway G.
15	2448 m	2508 m	2448 m		Take-off from intersection with Taxiway B.
33	1559 m	1752 m	1559 m		Take-off from intersection with Taxiways L and T.
33	1768 m	1961 m	1768 m		Take-off from intersection with Taxiway G.
33	2093 m	2286 m	2093 m		Take-off from intersection with Taxiway F.
33	2180 m	2373 m	2180 m		Take-off from intersection with Taxiway C.
33	2551 m	2743 m	2551 m		Take-off from intersection with Taxiway E.

EGBB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
15	914 m Light intensity high.	HI uni-directional Green wingbars	PAPI Left/3° 60 ft	900 m	HI Colour coded 15 m spacing	HI variable intensity bi-directional flush fitting	Red.		**Approach Lighting:** Coded centre-line with five crossbars Supplementary lighting inner 300 m **PAPI Dist from THR:** 406 m
33	914 m Light intensity high.	HI uni-directional Green wingbars	PAPI Left/3° 59 ft	900 m	HI Colour coded 15 m spacing	HI variable intensity bi-directional flush fitting	Red.		**Approach Lighting:** Coded centre-line with five crossbars Supplementary lighting inner 300 m **PAPI Dist from THR:** 370 m

EGBB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: Runway 33: 522652.90N 0014437.40W; Runway 15: 522734N 0014519W.
3	TWY edge and centre line lighting	Taxiway: . Green centre-line lighting (15 m spacing) plus blue edge on curves and red stop bars.
4	Secondary power supply/switch-over time	Yes/1 second.
5	Remarks	

EGBB AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	
2	TLOF and/ or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking	FATO :
4	True bearing of FATO	
5	Declared distance available	
6	Approach and FATO lighting	
7	Remarks	Helicopters to approach using active runway and land as instructed by ATC.

EGBB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
BIRMINGHAM CTR 523507N 0014154W - 522626N 0013203W - thence clockwise by the arc of a circle radius 8 nm centered on 522722N 0014502W to 521933N 0014740W - 522835N 0015758W - thence clockwise by the arc of a circle radius 8 nm centered on 522722N 0014502W to 523507N 0014154W	Upper limit: 4500 ft ALT Lower limit: SFC	D	BIRMINGHAM APPROACH English	6000 ft	Birmingham ATC is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA up to and including FL 80

EGBB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE (continued)

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
BIRMINGHAM CTA 1 524015N 0014744W - 523507N 0014154W - thence anti-clockwise by the arc of a circle radius 8 nm centered on 522722N 0014502W to 522835N 0015758W - 523335N 0020342W - thence clockwise by the arc of a circle radius 13 nm centered on 522722N 0014502W to 524015N 0014744W	Upper limit: 4500 ft ALT Lower limit: 1500 ft ALT	D	BIRMINGHAM APPROACH English	6000 ft	Birmingham ATC is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA up to and including FL 80
BIRMINGHAM CTA 2 522626N 0013203W - 522118N 0012616W - thence clockwise by the arc of a circle radius 13 nm centered on 522722N 0014502W to 521431N 0014159W - 521933N 0014740W - thence anti-clockwise by the arc of a circle radius 8 nm centered on 522722N 0014502W to 522626N 0013203W	Upper limit: 4500 ft ALT Lower limit: 1500 ft ALT	D	BIRMINGHAM APPROACH English	6000 ft	Birmingham ATC is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA up to and including FL 80
BIRMINGHAM CTA 3 524342N 0015238W - 524020N 0014350W - thence anti-clockwise by the arc of a circle radius 13 nm centered on 522722N 0014502W to 523335N 0020342W - 523708N 0020748W - thence clockwise by the arc of a circle radius 17 nm centered on 522722N 0014502W to 524342N 0015238W	Upper limit: 4500 ft ALT Lower limit: 3500 ft ALT	D	BIRMINGHAM APPROACH English	6000 ft	Birmingham ATC is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA up to and including FL 80
BIRMINGHAM CTA 4 522329N 0012446W - 521750N 0012205W - thence clockwise by the arc of a circle radius 17 nm centered on 522722N 0014502W to 521039N 0014012W - 521431N 0014159W - thence anti-clockwise by the arc of a circle radius 13 nm centered on 522722N 0014502W to 522329N 0012446W	Upper limit: 4500 ft ALT Lower limit: 3500 ft ALT	D	BIRMINGHAM APPROACH English	6000 ft	Birmingham ATC is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA up to and including FL 80
BIRMINGHAM CTA 5 523335N 0020342W - 521431N 0014159W - thence clockwise by the arc of a circle radius 13 nm centered on 522722N 0014502W to 521447N 0015012W - 522846N 0020610W - thence clockwise by the arc of a circle radius 13 nm centered on 522722N 0014502W to 523335N 0020342W	Upper limit: FL145 Lower limit: 2500 ft ALT	D	BIRMINGHAM APPROACH English	6000 ft	Birmingham ATC is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA up to and including FL 80
BIRMINGHAM CTA 6 523708N 0020748W - 523335N 0020342W - thence anti-clockwise by the arc of a circle radius 13 nm centered on 522722N 0014502W to 522846N 0020610W - 523216N 0021011W - 523708N 0020748W	Upper limit: FL145 Lower limit: 3500 ft ALT	D	BIRMINGHAM APPROACH English	6000 ft	Birmingham ATC is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA up to and including FL 80
BIRMINGHAM CTA 7 523216N 0021011W - 521634N 0015214W - 521544N 0020755W - 521813N 0021130W - 522535N 0021247W - 523216N 0021011W	Upper limit: FL145 Lower limit: FL65	D	BIRMINGHAM APPROACH English	6000 ft	Birmingham ATC is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA up to and including FL 80
BIRMINGHAM CTA 8 524020N 0014350W - 522329N 0012446W - thence clockwise by the arc of a circle radius 13 nm centered on	Upper limit: 4500 ft ALT Lower limit: 2000 ft ALT	D	BIRMINGHAM APPROACH English	6000 ft	Birmingham ATC is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA

EGBB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE (continued)

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
522722N 0014502W to 522118N 0012616W - 524015N 0014744W - thence clockwise by the arc of a circle radius 13 nm centered on 522722N 0014502W to 524020N 0014350W					up to and including FL 80
BIRMINGHAM CTA 9 524025N 0021135W - 523708N 0020748W - 523442N 0020900W - 523847N 0021444W - 524025N 0021135W	Upper limit: FL85 Lower limit: FL65	D	BIRMINGHAM APPROACH English	6000 ft	Birmingham ATC is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA up to and including FL 80
BIRMINGHAM ATZ A circle, 2.5 nm radius centred at 522722N 0014502W on longest notified runway (15/33)	Upper limit: 2000 ft Lower limit: SFC	D	BIRMINGHAM APPROACH English	6000 ft	Birmingham ATC is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA up to and including FL 80.

EGBB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	BIRMINGHAM AP-PROACH	118.050 MHz DOC 25 nm/10,000 ft	H24	ATZ hours coincident with Ap-proach hours.
		131.000 MHz DOC 40 nm/10,000 ft	As Directed by ATC	
TWR	BIRMINGHAM TOWER	118.300 MHz DOC 25 nm/4,000 ft	H24	GMC outside operating hours use freq 118.300 MHz Departing aircraft are to make initial contact with BIRMINGHAM DELIVERY on 121.925 MHz.
	BIRMINGHAM DELIV-ERY	121.925 MHz	H24	
	BIRMINGHAM GROUND	121.800 MHz	As Directed by ATC	
		121.500 MHz Emergency frequency.	OR	
RAD	BIRMINGHAM RADAR	118.050 MHz DOC 25 nm/10,000 ft	H24	
		131.325 MHz	As directed by ATC	
	BIRMINGHAM DIREC-TOR	131.000 MHz DOC 40 nm/10,000 ft	As directed by ATC	
ATIS	BIRMINGHAM INFOR-MATION	136.025 MHz DOC 60 nm/20,000 ft	H24	Also available by telephone: 0121-767 1260
Other	BIRMINGHAM FIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle at-tending aircraft on the ground in an emergency	

EGBB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS III 1.2°W (2017)	IBIR	110.100 MHz	HO	522631.39N 0014405.58W		(RWY 15)
ILS/GP	IBIR	334.400 MHz	HO	522736.78N 0014527.95W		3° ILS Ref Datum Hgt 55 ft
ILS III 1.2°W (2017)	IBM	110.100 MHz	HO	522800.19N 0014544.42W		(RWY 33)

EGBB AD 2.19 RADIO NAVIGATION AND LANDING AIDS (continued)

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/GP	IBM	334.400 MHz	HO	522652.33N 0014437.92W		3° ILS Ref Datum Hgt 54 ft.
DME	IBM	38X 110.100 MHz	HO	522714.10N 0014505.52W	354 ft	I BM (RWY 33) On AD. Freq paired with ILS I BM and I BIR. Zero range indicated at THR of RWY 15 and RWY 33.
DME	IBIR	38X 110.100 MHz	HO	522714.10N 0014505.52W	354 ft	I BIR (RWY 15) On AD. Freq paired with ILS I BM. Zero range indicated at THR of RWY 15 and RWY 33.
NDB (L)	BHX	406.000 kHz	H24	522716.37N 0014508.59W		On AD. Range 25 nm.

EGBB AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) Unless by prior agreement aircraft arriving or departing on international flights must clear Customs on stands 1-86.

(b) Slots for all commercial air transport movements must be cleared with Airport Co-ordination Ltd: SITA: LONACXH; e-mail: lonacxh@acl-uk.org; Tel: 020-8634 0636, Fax: 020-8564 0691.

(c) Diversion Procedure – Operators are required to have made arrangements for ground handling prior to arrival. Nothing in this procedure shall however, prevent an aircraft that has declared an emergency from landing.

(d) The wearing of high visibility clothing by all employed on the apron including flight crew and attendants is mandatory. It is the responsibility of the aircraft captain to ensure passengers are escorted by aircrew or ground staff at all times when on foot in external areas of the Aerodrome.

(e) Aircraft not able to communicate with ATC by radio will not be accepted.

(f) Fixed Electrical Ground Power (FEGP) must be used whenever available and serviceable. Use of aircraft Auxiliary Power Units (APUs), and diesel Ground Power Units is subject to strict controls as set out in published airport regulations. APUs should be shut down as soon as practicable following arrival and not restarted until 30 minutes prior to departure.

(g) It is a requirement that every airline using Birmingham Airport must have local orders compatible with Birmingham Emergency Orders. Airlines, General Aviation operators and Flying clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage. They must have appropriate arrangements in place, and confirmed in writing to Birmingham Airport, before commencing flying operations into the aerodrome. Birmingham Airport will act as coordinating body throughout the recovery operation and has only limited equipment which may be used to assist in the recovery of aircraft

2 Ground Movement

(a) Pilots of departing aircraft are to call Birmingham Delivery on 121.925 MHz for ATC clearance stating aircraft type, stand number and code letter of latest ATIS received. All operators are to report ready for start with Birmingham Delivery and then proceed as directed by ATC.

(b) All operators requesting tow are to contact Birmingham Ground on 121.800 MHz.

(c) Taxiing with engine(s) shut down: The Airport Company will, where possible, facilitate operators wishing to taxi to or from the terminal with less than all engines running. Operators that would like to undertake taxiing with less than all engines operating should in the first instance contact the Airfield Operations Manager, with details of the particular aircraft types involved and likely schedule times.

(d) Elmdon Apron:

(i) Marshalling is mandatory for all aircraft parking on the Elmdon Apron;

(ii) Pilots are advised that parking on the Elmdon apron is under marshaller guidance only. Care should be exercised due to the proximity of other aircraft when manoeuvring. Code E aircraft will be provided with follow-me guidance when entering taxiway Foxtrot due to reduced main gear wheel to paved edge clearance on the bend.

(iii) pilots are reminded of the need to maintain unobstructed access to the hangars at all times.

EGBB AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(e) Due to restrictions, Taxiways T, U and Stands 81-86 inclusive may not be used during the period 2300-0700 (0800 Sundays) hours local, except in extenuating circumstances as defined in the night flying policy.

(f) Aircraft commanders are asked to use minimum power settings when manoeuvring.

(g) Self-manoeuvring on Terminal Apron Stands is prohibited at all times unless approved by Airfield Operations.

(h) Taxiway C Restrictions:

(i) After landing on Runway 15 and vacating onto Taxiway C, no aircraft is to proceed beyond C2 without specific ATC instructions.

(i) A380 Aircraft Operations:

(i) Operators of A380 aircraft may designate Birmingham as a nominated diversionary aerodrome subject to prior agreement with the Head of Airfield Operations Tel +44 (0)121-767 7384 and assessment of facilities at Birmingham by the Airline. The use of Birmingham as an alternate for A380 operations is also subject to UK CAA approval on an individual airline basis.

(ii) Maximum of 3 A380s can be handled at any time (subject to stand availability).

(iii) Only one A380 can move around the aerodrome at any time. If 2 or more aircraft are handled at the same time, one must be on stand at all times whilst the other is moving or stationary on Taxiway Tango/Uniform.

(iv) Follow-me may be requested via ATC if required. →

(v) Departing aircraft must use the CAT III runway holds at all times, irrespective of weather conditions.

(vi) Diverting A380 aircraft will be provided with RFF Category 9 in accordance with UK CAA CAP 168 Chapter 8.

3 CAT II/III Operations

(a) Runways 15 and 33, subject to serviceability of the required facilities, are suitable for Category ll/lll operations by operators whose minima have been accepted by the Civil Aviation Authority.

(b) During Category ll/lll 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.

(c) Departing aircraft: ATC will require departing aircraft to use the Category II/III holding points located at A2, AL1 and S2 and the Category I/II/III holding points located at E1 and F1 as appropriate.

Arriving aircraft: Pilots should delay the call 'Runway vacated' until the aircraft is clear of the amber and green coded section of the taxiway leadoff lights.

(d) Arriving aircraft should note that all appropriate runway exits are illuminated. Pilots should select the first convenient exit unless advised by ATC

4 Warnings

(a) Taxiway D between D4 and D5 is restricted to aircraft with a maximum wingspan of 42 m. Aircraft with a wingspan exceeding 42 m will be routed via Taxiway E.

(b) Pilots of long-wheelbase aircraft such as B777-300 should exercise caution when negotiating taxiway curves and intersections as main-gear to pavement edge clearance may be limited.

(c) Due to runway orientation relative to prevailing winds, pilots should anticipate crosswinds and may experience building induced turbulence and wind shear on aerodrome in strong winds.

(d) Pilots are warned that there is a possibility of Pigeons crossing the runway up to 100 ft AGL. Bird dispersal including the use of pyrotechnics in operation H24.

(e) Pilots are warned that unauthorised ground based laser lights have been directed towards aircraft in the vicinity of the airfield. All incidents should be reported immediately via the Tower to the Airport Authority.

(f) Operators should note that Birmingham Airport is unable to accept A340-600 aircraft due to limitation on taxiway curves.

(g) Aircraft requiring to back-track along the runway must be capable of turning within the runway width of 46m.

(h) Visual/light signals from ATC are not available.

(i) The Alpha Loop taxiway adjacent to the Runway 15 threshold is authorised for use by aircraft of Code A-C inclusive only.

5 Helicopter Operations

(a) Helicopters to arrive and depart as instructed by ATC. All helicopters should expect to land on and depart from the main runway.

6 Use of Runways

(a) Preferential Runway.

EGBB AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

Runway 33 will be selected as the preferred runway for departures and arrivals when the runway surface is dry and the mean surface wind speed as displayed from Runway 33 anemometer site is 5 kt or less. Aircraft requiring the use of Runway 15 must advise ATC and state that is for operational reasons.

7 Training

(a) Use of the aerodrome for training purposes is subject to the approval of the Airport Chief Executive and the following conditions:

(i) Training aircraft must climb straight ahead to 1000 ft QFE before turning, unless otherwise instructed by ATC;

(ii) Aircraft above 5700 kg MTWA taking off from Runway 15 must climb straight ahead to 1.5 nm DME I BIR or 500 ft QFE whichever is later then turn as instructed by ATC;

(iii) Military fast jet aircraft and Chinook Helicopter training flights are prohibited except in exceptional circumstances.

(iv) Only one jet aircraft to use the aerodrome for training at any one time. A maximum of 2 hours training by any one turbo-jet aircraft in one day.

(v) Training flights by aircraft not based at Birmingham, including ILS 'go around', are prohibited between 1800-0800 local time.

(vi) Jet aircraft above 5700 kg require prior approval, contact: 0121-767 1210.

(b) **Times**

(i) Monday-Friday: Available for training by turbo-jet aircraft or aircraft of more than 5700 kg between 0800-1800 (local time).

(ii) Monday-Saturday: Available for training by aircraft up to 5700 kg between 0800-2200 local time.

(iii) Sunday and Public Holidays: No training by any type of aircraft.

(iv) Propeller-driven aircraft of 5700 kg or less shall not be accepted between 1 April and 30 September.

(c) **Circuits**

(i) Circuits by jet aircraft of more than 5700 kg MTWA on training flights will be carried out at 2500 ft QNH. Descent below this altitude should not take place until abeam the airfield on the downwind leg usually:

Runway 33 – right hand circuits;

Runway 15 – left hand circuits.

(ii) Direction may be varied for environmental reasons.

(d) **Procedural Instrument Training**

(i) All procedural instrument training for non-turbo-jet aircraft of 5700 kg or less will require approval from ATC and is subject to prevailing traffic.

EGBB AD 2.21 NOISE ABATEMENT PROCEDURES

1 Noise

(a) Noise Preferential Routeings and Procedures - all aircraft 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.

2 General

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

(b) Unless on radar vectors, aircraft 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.

(c) Crews of RNAV1 capable aircraft routing south from Runway 15 should expect ATC to issue COWLY 2Y, CPT 2Y, DTY 2Y or WCO 2Y departure clearances as appropriate.

3 Take-off and Missed Approaches

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

EGBB AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

4 ILS Approaches

(a) Unless otherwise instructed by ATC, aircraft using the ILS in IMC or VMC shall not descend below 2000 ft QNH before intercepting the glidepath nor fly below the glidepath thereafter. An aircraft 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 aircraft using the ILS glidepath.

5 Continuous Descent Approaches

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

(b) Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a low power, low drag, continuous descent approach 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 Glidepath at the appropriate height for the distance without level flight.

(c) To facilitate these techniques aircraft should be flown no faster than 250 kt from the Speed Limiting Points and below FL 100 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. ATC will impose a speed of 180 kts or less inside 10 DME I-BM/I-BIR.

(d) CDAs will commence from ALT 6000 ft QNH.

(e) 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.

6 Visual Circuits Approaches – General

(a) **Propeller driven aircraft MTWA 5700 kg or less**

(i) For aircraft in this category, the minimum height for joining the final approach track shall be 1000 ft QFE for all approaches.

(b) **All aircraft except those excluded in paragraph 5 a**

(i) All aircraft carrying out visual circuits/approaches to Runways 33 and 15 shall not, unless instructed by ATC, descend below 2500 ft QNH (2175 ft QFE) on the downwind legs until they are abeam the aerodrome, after which a continuous rate is to be maintained.

(ii) Aircraft must not join the final approach track to any runway at a height of less than 1825 ft QNH (1500 ft QFE), except when carrying out a right hand visual circuit to Runway 33 when the minimum height for joining the final approach track will be 1225 ft QNH (900 ft QFE).

(iii) To minimise noise disturbance to congested urban areas adjacent to the aerodrome, base turns to visual circuits to Runway 15 and 33 are shown in the map at AD 2-EGBB-4-1. These should be flown whenever possible.

(iv) To minimise disturbance in areas adjacent to the aerodrome, captains are requested to avoid the use of reverse thrust after landing, consistent with safe operation of the aircraft, especially between 2300 and 0700 (local time).

7 Noise Preferential Routings

(a) The Noise Preferential Routings 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 aircraft and by all other aircraft with a maximum certified weight 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 height of 500 ft QFE before initiating any turn. The obligations of NPRs for Runway 33 cease when the aircraft is at an altitude of 3000 ft or above. The obligations of NPRs for Runway 15 northbound departures (including TNT, WHI) cease when the aircraft is at an altitude of 3000 ft or above. The obligations of NPRs for Runway 15 southbound departures (including COWLY, CPT, DTY, WCO) cease when the aircraft is at an altitude of 4000 ft or above.

(i) Take-off – Runway 15:

Climb straight ahead to 1.5 nm DME I BIR or 500 ft QFE whichever is later then:

Take-off Runway	Routing	Procedure
15	Left turn to a track of less than 060°	Turn left as instructed by ATC
	Left turn to a track of 060° or greater	At 2 DME I-BIR turn left as instructed by ATC
	Right turn out (non-MOSUN)	At 4 DME I-BIR turn right as instructed by ATC
	MOSUN	Track 165° to 4 DME I-BIR
	Unable RNAV	Track 165° to 4 DME I-BIR

(ii) Take-off – Runway 15 Aerodrome DME Out of Service:

EGBB AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

Climb straight ahead to 4.5 nm DME HON or 500 ft QFE whichever is later then:

Take-off Runway	Routing	Procedure
15	Left turn to a track of less than 060°	Turn left as instructed by ATC
	Left turn to a track of 060° or greater	At 1.5 DME HON turn left as instructed by ATC
	Right turn out (non-MOSUN)	At 1.5 DME HON turn right as instructed by ATC
	MOSUN	Track 165° to 2 DME HON
	Unable RNAV	Track 165° to 2 DME HON

(iii) Take-off – Runway 33:

Climb straight ahead to 2 nm DME I BM or 500 ft QFE whichever is later. Then either

Take-off Runway	Routing	Procedure
33	Left or right turn out°	At 2 nm DME I BM turn as instructed by ATC

(iv) Take-off – Runway 33 Aerodrome DME out of service:

Climb straight ahead to 9 nm DME HON or 500 ft QFE whichever is later. Then either:

Take-off Runway	Routing	Procedure
33	Left or right turn out	At 9 nm DME 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 – Take-off Runway 15 For Trent and Whitegate SIDs, a speed limit no greater than 210 kt must be maintained until established on HON 018° radial. If aircraft are unable to comply please advise ATC for alternative instructions.*

(b) Except in emergency and for safety reasons no aircraft movements or activities involving the running of aircraft engines shall take place on or along the first 100 m of Runway 15, Taxiway A or Taxiway B north of Hold A6 between the hours of 2300 and 0700 (winter) 2200 and 0600 (summer), unless the aircraft landed at the Airport before 2300 and is proceeding to the aprons. Pilots should note that in such circumstances Runway 15 TORA/ASDA/TODA will be reduced by 150 m.

8 Auxiliary Power Units (APU)

(a) 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.

(b) Except in an emergency, no aircraft activities involving the running of APU's shall take place on the aprons between the hours of 2300 and 0600 (winter), 2200 and 0500 (summer), unless such activities are necessary in the case of an aircraft which has landed at the aerodrome before 2330 (winter), 2230 (summer).

9 Night Jet Restrictions/Allocations

(a) Birmingham Airport operates a night jet Policy restricting operations of certain types of aircraft during the periods of 2300-0600 (0800 Sundays) hours local. Full details are available from the Airfield Duty Manager.

(b) Aircraft 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 Airfield Duty Manager.

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

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

10 Restrictions

(a) Restrictions are imposed on the ground running of engines in the interests of noise abatement and operators are advised to contact the Airfield Duty Manager (0121-767 7139).

11 Noise Abatement Procedures for Helicopters

(a) To minimise noise disturbance to urban areas adjacent to the airport, helicopters should, except in the case of an emergency, avoid overflying the noise sensitive area at less than 500 ft aal. This area extends between 230° and 290° from the Western end of stand 506, to a distance of 0.5 nm

EGBB AD 2.22 FLIGHT PROCEDURES

1 Radio Communication Failure Procedures

In the event of complete radio failure in an aircraft the pilot is to adopt the appropriate procedures notified at ENR 1.1.3, with the exception described below.

(a) Inbound Aircraft

(i) When complete communications failure occurs in the aircraft before ETA, or before EAT when this has been received and acknowledged, the aircraft will:

(1) fly to the appropriate holding point (GROVE, OLIVE or CHASE);

(2) hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been given;

(3) then commence descent for landing in accordance with the approach procedure for the runway-in-use and effect a landing within 30 minutes (or later if able to approach and land visually).

(ii) If complete radio communications failure occurs after an aircraft has reported to ATC on reaching the holding point, the aircraft will:

(1) hold at the last assigned level at GROVE, OLIVE or CHASE until:

(aa) ATA over the holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC, whichever is the later; or

(bb) EAT when this has been received and acknowledged;

(2) Then commence descent for landing in accordance with the approach procedure for the runway-in-use and effect a landing within 30 minutes (or later if able to approach and land visually).

(iii) When complete radio communication failure occurs during intermediate or final approach under radar control the procedures to be followed are detailed at AD 2-EGBB-5-1.

(iv) When complete radio communication failure occurs in the aircraft following a missed approach the aircraft will:

(1) fly the appropriate missed approach procedure to BHX NDB(L);

(2) complete at least one holding pattern at 2500 ft;

(3) then commence descent for landing in accordance with the approach procedure for the runway-in-use and effect a landing within 30 minutes (or later if able to approach and land visually)

(v) The routes and levels to be used when leaving the Zone or Holding Area in accordance with the procedures given at ENR 1.1.3 are shown in the table below:

Position at time of decision	Route
BHX NDB(L) GROVE CEDAR CHASE MAPLE OLIVE	Track 270°T at last assigned altitude

(b) Outbound Aircraft

(i) Aircraft departing under radar control from Birmingham may be instructed by the radar controller, via aerodrome control, to maintain specific headings.

(ii) If, after having been instructed to maintain a specific heading after take-off, a pilot experiences radio failure, he shall climb on the assigned heading to the first altitude detailed in the clearance, maintain this heading and altitude for two minutes, and then proceed in accordance with the published radio failure procedures.

2 Procedure for Inbound/Outbound Aircraft

(a) Birmingham-MOSUN Procedures

Aircraft joining or leaving MOSUN requesting FL 170 or above, the Birmingham-MOSUN Procedure is only available between the following times:

Mon-Fri 1700-1000; 1700 Fri-1000 Mon (Winter). Mon-Fri 1600-0900; 1600 Fri-0900 Mon (Summer). For turboprop aircraft joining or leaving at MOSUN FL 160 or below the Birmingham-MOSUN Procedure is available without restriction.

(b) Operators intending their aircraft to make use of the MOSUN procedure on departure must ensure that the following addresses are added to the flight plan:

EGWDZQZX and EGFFZPZX

Significant delays may be encountered in the event that these addresses are omitted.

(c) MOSUN Departure Clearances

Aircraft departing towards MOSUN will be instructed to follow the MOSUN 15 or MOSUN 33 procedure, as appropriate to the runway in use. For example: “Callsign, MOSUN 15 procedure, squawk XXXX”.

(i) MOSUN 15 procedure

Climb straight ahead to 2 DME, then turn right to track 165 to 4 DME, then right turn cleared to leave controlled airspace on track MOSUN, climb to altitude 6000 ft.

(ii) MOSUN 33 procedure

Climb straight ahead to 3 DME, then turn left cleared to leave controlled airspace on track MOSUN, climb to altitude 6000 ft.

3 Procedure for Inbound Aircraft

(a) Clearance to enter the CTR/CTA

(i) Aircraft flying the Airways System will be cleared into the CTR/CTA without having to request a specific entry clearance.

(ii) Aircraft wishing to enter the CTR/CTA from the London FIR must obtain clearance from Birmingham Approach Control before entering Controlled Airspace.

(b) **Holding.** Holding patterns are as follows:

Birmingham NDB(L) BHX	Holding axis 148° MAG, turning right at the facility. (Lowest holding ALT 2500 ft) **(See Note)**.
GROVE	Holding fix HON VOR/DME 285°/10 nm on an axis of 105° MAG turning right at the fix. Lowest holding level FL 70. Speed limit 210 kt.
CEDAR	Holding axis 148° MAG, turning right at the fix. (Lowest holding ALT 2500 ft) (**See Note**).
CHASE	Holding fix HON VOR/DME 331°/18 nm on an axis of 151° MAG turning right at the fix. Lowest holding level 5000 ft (**See Note**). Speed limit 210 kt.
MAPLE	Holding axis 328° MAG, turning left at the fix. (Lowest holding ALT 2500 ft) (**See Note**).
OLIVE	Holding fix DTY VOR/DME 297°/33 nm on an axis of 117° MAG turning right at the fix. Lowest holding level FL 70. Speed limit 210 kt. **This Holding Pattern is to be used if HON VOR is out of service.**

Note: *Aircraft holding at the above facilities may be required to do so above the upper limit of the Birmingham CTA, and within the Daventry CTA.*

(c) **Missed Approaches**

(i) The Birmingham Standard Missed Approach Procedures are detailed within the associated Instrument Flight Procedure Charts. The following procedures shall apply in the event of executing a missed approach with loss of radio communications:

Landing direction	Procedure
150° MAG	Climb ahead to 1000 ft (QNH). Turn right onto track 169° MAG to 2500 ft or I BIR DME 4, whichever is the later, then turn left to NDB(L) BHX
330° MAG	Climb ahead to 2500 ft (QNH) or I BM DME 2, whichever is the later. Then procedure turn right to NDB(L) BHX.

(d) **Speed Control**

(i) Pilots should typically expect the following speed restrictions to be enforced:
220 kt from the holding facility during intermediate approach phase;
180 kt on base leg/closing heading to the ILS;
180-160 kt when first established on the ILS;
160 kt between 7 and 4 DME

(ii) These speeds are mandatory for applying standardised CDA approaches, optimizing departure flow and for ATC separation purposes. In the event of a new (non-speed related) ATC Clearance being issued (eg an instruction to descend on ILS), pilots are not absolved from a requirement to maintain a previously allocated speed. All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to these speeds should inform ATC and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed

EGBB AD 2.22 FLIGHT PROCEDURES (continued)

adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for aircraft performance reasons.

4 Procedures for Outbound Aircraft

(a) After departure, aircraft shall remain on the Tower frequency until instructed. →

(b) Departure Speed Restriction: In order to optimise the departure flow and assist in the separation between successive departing aircraft a speed limit of 250 kt IAS below FL 100 is applicable until removed by ATC. ATC may remove the speed restriction by using the phrase No ATC Speed Restriction. Pilots are reminded that this phrase does not relieve the pilot of the responsibility to adhere to the ground track of the Noise Preferential Route, which may require a speed/power limitation.

(c) If for any reason pilots are unable to comply with the 250kts IAS speed restriction the pilot should immediately advise ATC and state the minimum speed acceptable. If a pilot anticipates before departure that they will be unable to comply with the speed restriction, they should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this case the pilot will be informed before take-off of any higher speed limitation.

(d) Pilots of departing VFR flights should expect departure via one of the following 4 designated VRPs closest to the required departure track, not above altitude 2000 ft:

(i) M42 Junction 10 (Tamworth);

(ii) M6 Junction 3 (Bedworth);

(iii) M40/M42 Interchange;

(iv) Frankly Reservoirs.

Pilots should state requested VRP on first contact with ATC.

5 Special VFR Flight

(a) Special VFR clearances for flights within the Birmingham CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for Special VFR flights.

(b) Aircraft may be given a radar service whilst within the CTR if, due to the traffic situation, ATC considers it advisable. It will remain the responsibility of the pilot to remain at all times in flight conditions which will enable him to determine his flight path and to keep clear of obstacles, and to ensure that he is able to comply with the requirements of SERA.3105 Minimum Heights, SERA.5010 Special VFR in control zones and ENR 1.2 paragraph 1.3(l). Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.

(c) Clearance to make Special VFR flights below 1500 ft ALT will not be given in the sector of the Birmingham CTR enclosed by the bearings 240°T and 360°T.

6 Visual Reference Points (VRP)

(a) Visual Reference Points are established for use by aerodrome and en-route traffic as follows:

VRP	VOR/DME Fix
Frankley Reservoirs 522513N 0015955W	HON 289°/12.9 nm
Lichfield Junction 524110N 0014755W	HON 348°/20.4 nm
M6 Junction 3 (Bedworth) 522745N 0012939W	HON 046°/8.9 nm
M6 Hilton Park Services 523838N 0020323W	HON 322°/22.5 nm
M40 Junction 15 (Warwick) 521537N 0013648W	HON 164°/6.1 nm
M40/M42 Interchange 522055N 0014835W	HON 267°/5.4 nm
M42 Junction 10 (Tamworth) 523612N 0013833W	HON 005°/14.8 nm
Studley 521604N 0015353W	HON 240°/10.1 nm

EGBB AD 2.22 FLIGHT PROCEDURES (continued)

7 Frequency Monitoring Code

(a) Aircraft operating in the vicinity of the Birmingham CTA/CTR, clear of Coventry and west of a line Nuneaton - PEDIG, may select code 0010 and listen out on Birmingham approach frequency 118.050 Mhz.

EGBB AD 2.23 ADDITIONAL INFORMATION

Not Applicable.

EGBB AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART – ICAO

AD 2-EGBB-2-1

Figure: AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART – ICAO

AD 2-EGBB-2-2

Figure: A380 GROUND MOVEMENT CHART - ICAO

AD 2-EGBB-2-3

Figure: VISUAL CIRCUIT RWY 15/33 - RECOMMENDED TURNS TO BASE LEG

AD 2-EGBB-4-1

Figure: CONTROL ZONE AND CONTROL AREA CHART - VRPs

AD 2-EGBB-4-3

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGBB-5-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 33 WCO 5D - ICAO

AD 2-EGBB-6-1

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 15 WCO 1L - ICAO

AD 2-EGBB-6-2

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 33 UNGAP 1D DTY 4F - ICAO

AD 2-EGBB-6-3

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 15 DTY 1L - ICAO

AD 2-EGBB-6-4

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 33 ADMEX 1D - ICAO

AD 2-EGBB-6-5

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 15 COWLY 1L - ICAO

AD 2-EGBB-6-6

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 33 WHI 4D - ICAO

AD 2-EGBB-6-7

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 15 WHI 1L - ICAO

AD 2-EGBB-6-8

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 15/33 TNT 4D 6E 4G - ICAO

AD 2-EGBB-6-9

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 15 TNT 1L 1K - ICAO

AD 2-EGBB-6-10

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 15 CPT 1L - ICAO

AD 2-EGBB-6-11

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 15 WCO 2Y - ICAO

AD 2-EGBB-6-12

EGBB AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 15 DTY 2Y - ICAO

AD 2-EGBB-6-13

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 15 COWLY 2Y - ICAO

AD 2-EGBB-6-14

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 15 CPT 2Y - ICAO

AD 2-EGBB-6-15

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 15 WCO 1L

AD 2-EGBB-6-16

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 15 DTY 1L

AD 2-EGBB-6-17

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 15 COWLY 1L

AD 2-EGBB-6-18

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 15 WHI 1L

AD 2-EGBB-6-19

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 15 TNT 1L TNT 1K

AD 2-EGBB-6-20

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 15 CPT 1L

AD 2-EGBB-6-21

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 15 WCO 2Y

AD 2-EGBB-6-22

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 15 DTY 2Y

AD 2-EGBB-6-23

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 15 COWLY 2Y

AD 2-EGBB-6-24

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 15 CPT 2Y

AD 2-EGBB-6-25

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via GROVE 1A 1B 1C - ICAO

AD 2-EGBB-7-1

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via CHASE 3A 1C 2D - ICAO

AD 2-EGBB-7-2

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via CHASE 4B 3F 3G 3H - ICAO

AD 2-EGBB-7-3

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via OLIVE 2C 2D 2F (North) (HON VOR or DME not operational) - ICAO

AD 2-EGBB-7-4

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via OLIVE 3A 1B (South) (HON VOR or DME not operational) - ICAO

AD 2-EGBB-7-5

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 15 - ICAO

AD 2-EGBB-8-1

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 15 - ICAO

AD 2-EGBB-8-2

Figure: INSTRUMENT APPROACH CHART DIRECT ARRIVALS to ILS RWY 15 - ICAO

AD 2-EGBB-8-3

Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 15 - ICAO

AD 2-EGBB-8-4

EGBB AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 15 - ICAO

AD 2-EGBB-8-5

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 33 - ICAO

AD 2-EGBB-8-6

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 33 - ICAO

AD 2-EGBB-8-7

Figure: INSTRUMENT APPROACH CHART DIRECT ARRIVALS to ILS RWY 33 - ICAO

AD 2-EGBB-8-8

Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 33 - ICAO

AD 2-EGBB-8-9

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 33 - ICAO

AD 2-EGBB-8-10

Figure: INSTRUMENT APPROACH CODING TABLES RNAV (GNSS) RWY 15 - ICAO

AD 2-EGBB-8-11

Figure: INSTRUMENT APPROACH CODING TABLES RNAV (GNSS) RWY 33 - ICAO

AD 2-EGBB-8-12