

BIRMINGHAM

EGBB AD 2.1 - BIRMINGHAM

EGBB AD 2.2 — AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at Aerodrome:	Lat: 522713.88N Long: 0014452.90W Centre point of Runway intersection with Taxiways Lima/Tango.
2	Direction and distance from the city:	5.5 nm ESE of Birmingham.
3	Elevation/Reference temperature:	328 ft – 20°C.
4	Geoid undulation at AD ELEV PSN:	162 ft
5	MAG VAR/Annual change:	W2.5° (2009) – 0.15° decreasing.
6	AD Administration:	Birmingham International Airport Ltd.
	Address:	Birmingham International Airport, Birmingham B26 3QJ.
	Telephone:	0844-576 6000 (Airport). 0121-780 0906 (ATC). 0121-767 7139/7153 (Ops Duty Manager). 0121-780 0907 (FBU - unmanned). 0121-780 0917 (ATC Watch Manager).
	Fax:	0121-782 8802 (Airport). 0121-780 0917 (ATC).
	Telex:	337537 EGBB (CAA).
	AFS:	EGBBYDYX.
7	Types of traffic permitted (IFR/VFR):	IFR/VFR
8	Remarks:	All calls to ATC will be recorded.

EGBB AD 2.3 — OPERATIONAL HOURS

1	AD Administration:	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	ATS:	H24. See also AD 2.18.
8	Fuelling:	H24.
9	Handling:	H24 (Aviance, Servisair, 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, 3nm.
2	Fuel/oil types:	AVTUR JET A-1. Oil: W80, W100, 100.
3	Fuelling facilities/capacity:	Bowser facility.
4	De-icing facilities:	Available. Check with handling agents.
5	Hangar space available for visiting aircraft:	Limited. By arrangement with local companies.
6	Repair facilities for visiting aircraft:	Minor only.
7	Remarks:	Mandatory handling for all visiting Business and General Aviation aircraft. Handling agencies are: Aviance: Tel: 0121-767 7715 Fax: 0121-782 0530 Servisair: Tel: 0121-767 7772 Fax: 0121-782 7766 Signature: Tel: 0121-782 1999 Fax: 0121-782 1899 Swissport: Tel: 0121-767 7736 Fax: 0121-780 4311

EGBB AD 2.5 — PASSENGER FACILITIES

1	Hotels:	Hotels in vicinity.
2	Restaurants:	Restaurants, buffet and bar.
3	Transportation:	Buses, taxis, trains and hire cars. Nearest railway station, Birmingham International.
4	Medical facilities:	Limited first aid treatment and nursing staff available.
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 9.
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:	

EGBB AD 2.7 — SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment:	Mechanical – Chemical de-icing.
2	Clearance priorities:	Standard. See AD 1.2.2.
3	Remarks:	Braking action assessment by Grip Tester. ATC snow state and clearance programme 0121-780 0906. Snow control 0121-767 7152.

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

1	Apron surface and strength:	Terminal Stands: Surface: Concrete Strength: 75/R/B/W/T Elmdon: Surface: Asphalt Strength: 25/F/C/X/T Elmdon/GA: Surface: Concrete Strength: 30/R/C/W/T
2	Taxiway width, surface and strength:	A, B, C, D, E, V, W, Y: Width: 23 m. Surface: Concrete Strength: 75/R/B/W/T F: Width: 23 m. Surface: Concrete Strength: 30/R/C/W/T G: Width: 18 m. Surface: Asphalt Strength: 25/F/C/W/T K: Width: 18 m. Surface: Concrete Strength: 30/R/C/W/T T: Width: Surface: Concrete Strength: 53/R/C/W/T U: Width: 23 m. Surface: Concrete Strength: 53/R/C/W/T
3	Altimeter checkpoint location and elevation:	Terminal Apron 325 ft amsl – Elmdon GA Aprons 325 ft amsl.
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

<p>1 Use of aircraft stand ID signs: TWY guide lines and visual docking/parking guidance system of aircraft stands:</p>	<p>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 assistance is available, if required, on request through ATC GMC.</p> <p>Stands 1-56 have directional information provided by Safedock Docking Guidance System.</p> <p>Stand 8C has directional information provided by marshaller's instructions and is provided with apron drive airbridge.</p> <p>Stands 8R and 8L have directional information provided by AGNIS and Mirror and are provided with an apron drive bridge</p> <p>Stand 4 has directional information provided by Safedock Docking Guidance System and is provided with an apron drive airbridge.</p> <p>Stands 5, 6, 7, 10, 11 and 12 have directional information provided by Mirror.</p> <p>Stand 13 has directional information provided by AGNIS and Mirror.</p> <p>Stands 53, 54 and 55 have directional information provided by a Safedock Docking Guidance System and are provided with a fixed nose loader airbridge.</p> <p>Stands 14, 15, 16, 57, 58 and 59 have directional information provided by AGNIS and PAPA and are provided with an apron drive airbridge.</p> <p>Stands 60, 61 have directional information provided by AGNIS and PAPA.</p> <p>Stands 2,3, 9, 40, 41L, 41C, 41R, 42L, 42C, 42R, 52, 62, 70L, 70C, 70R, 71, 72, 73, 74, 75, 76, 77, 80, 81, 82, 83, 83L, 83R, 84C, 84L, 84R, 85L, 85C, 85R, 86L, 86C and 86R will be under marshaller's instructions.</p> <p>All Stands except 40, 41L, 41C, 41R, 42L, 42C, 42R, 62, 70L, 75, 76 and 77 are fitted with a fixed electrical ground power unit.</p> <p>Stand 9 is for use by B737-8 and B737-9 aircraft. Aircraft are to follow broken centre-line located 9 m south of Stand 8C centre-line. No lead-in arrow or docking guidance system is available. Aircraft are to follow marshalls instructions.</p> <p>Stand guidance for Embraer 145 and Jetstream 41 on Stand 8L is provided by Stop arrows and AGNIS.</p> <p>Pilots of light aircraft not using the full stand facilities should await marshaller's instructions before proceeding on to the stands to park.</p>
<p>2 Runway and taxiway markings and lighting:</p>	<p>Runway: RWY 15/33; Designation, runway edge, threshold, centre-line, TDZ.</p> <p>Taxiway: Green centre-line lighting (15 m spacing) except taxiways G and K (west of Runway 15/33) which remain 30 m plus blue edge on curves and red stop bars.</p>
<p>3 Stop bars:</p>	<p>Stop bars where appropriate.</p>
<p>4 Remarks:</p>	<p>2 illuminated wind direction indicators. Elmdon Apron see AD 2.20.</p>

EGBB AD 2.10 — AERODROME OBSTACLES

In Approach/Take-off Areas			In circling area and at aerodrome			
1			2			
Runway/Area affected	Obstacle type Elevation Markings/Lighting	Co-ordinates	Obstacle type Elevation Markings/Lighting	Co-ordinates		
a	b	c	a	b		
33/Approach 15/Take-off	Pylon	ft amsl 475	522545.64N 0014254.67W	Spire	487	522621.50N 0014328.72W
		Pylon		480	522755.86N 0014229.56W	
		Spire		619	522440.99N 0014633.29W	
		Pylon		486	522456.69N 0014304.09W	
		Office Block with aerial		577	522744.37N 0014859.78W	
		Transmitter		580	522533.51N 0014624.70W	
		GPO Tower (Lgtd) †		935	522900.79N 0015415.35W	
		Chimney		545	522459.38N 0014626.68W	
		TV Mast (Lgtd) †		1358	523602.21N 0015001.97W	
		Pylon		481	522847.36N 0014308.45W	
		Pylon		468	522811.19N 0014240.74W	
		Mast		785	522718.99N 0013719.56W	
		Building (Lgtd)		378	522656.64N 0014450.25W	
		Building (Lgtd)		364	522652.34N 0014442.56W	
		Floodlight (Lgtd)		436	522640.94N 0014351.15W	
Floodlight (Lgtd)	373	522646.15N 0014405.70W				
3	Remarks:	† Obstacles lighted and flashing.				

EGBB AD 2.11— METEOROLOGICAL INFORMATION PROVIDED

1	Associated 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.
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 Tower.
10	Additional Information (limitation of service etc):	Unofficial weather reports only available for part of the period 0001 and 0300.

EGBB AD 2.12 — RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and Stopway	Threshold co-ordinates RWY end co-ordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
15	145.81°	2599 x 46	65/F/B/W/T Grooved Asphalt	522748.52N 0014531.43W — GUND 162 ft	THR 303 ft
33	325.82°	2599 x 46	65/F/B/W/T Grooved Asphalt	522654.68N 0014431.57W — GUND 162 ft	THR 326 ft

Slope of RWY-SWY	Stopway dimensions (m)	Clearway dimensions (m)	Strip dimensions (m)	OFZ
7	8	9	10	11
12				
Remarks: Runway 15/33 has shoulders 7.5 m each side of the runway giving a total paved width of 61 m.				

EGBB AD 2.13 — DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks:
1	2	3	4	5	6
15	2570	2672	2570	2280	Take-off from intersection with Taxiway B. Take-off from intersection with Taxiway K. Take-off from intersection with Taxiways L and T. Take-off from intersection with Taxiway G. Take-off from intersection with Taxiway C. Take-off from intersection with Taxiway F. Take-off from intersection with Taxiway G. Take-off from intersection with Taxiways L and T. Take-off from intersection with Taxiway K.
33	2595	2745	2595	2298	
15	2014	2117	2014	—	
15	1425	1528	1425	—	
15	1006	1109	1006	—	
15	786	889	786	—	
33	2223	2374	2223	—	
33	2136	2287	2136	—	
33	1811	1962	1811	—	
33	1602	1753	1602	—	
33	1159	1310	1159	—	

EGBB AD 2.14 — APPROACH AND RUNWAY LIGHTING

Runway	Approach lighting Type Length Intensity	Threshold lighting colour Wingbars	PAPI VASIS Angle Dist from THR (MEHT)	TDZ lighting Length	Runway Centre-line Lighting Length Spacing Colour Intensity	Runway edge lighting Length Spacing Colour Intensity	Runway End Lighting Colour Wingbars	Stopway Lighting Length (m) Colour
1	2	3	4	5	6	7	8	9
15	Coded centre-line with five crossbars 914 m HI Supplementary lighting inner 300 m	HI uni-directional Green eevated wingbars	PAPI 3° LHS 406 m from threshold (60 ft)	900 m	HI Colour coded 15 m spacing	† Elev HI bi-directional with LI omni-directional component	Red	
33	Coded centre-line with five crossbars 914 m HI Supplementary lighting inner 300 m	HI uni-directional Green eevated wingbars	PAPI 3° LHS 405 m from threshold (59 ft)	914 m	HI Colour coded 15 m spacing	† Elev HI bi-directional with LI omni-directional component	Red	
10	Remarks		† Up to the displaced threshold these lights are fitted with split red/white filters each show red in the direction of approach.					

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:	Anemometers: Runway 33; *522707N 0014432W. Runway 15; *522734N 014519W
3	Taxiway edge and centre-line lighting:	Green centre-line lighting (15 m spacing) except taxiways G and K (west of Runway 15/33) which remain 30 m 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	Co-ordinates TLOF or THR of FATO: Geoid undulation:	
2	TLOF and/or FATO elevation (ft):	
3	TLOF and FATO area dimensions: Surface, Strength, Marking:	Letter H
4	True Bearing of FATO:	
5	Declared distance available:	
6	Approach and FATO lighting:	
7	Remarks:	Helicopters to land as instructed by ATC.

EGBB AD 2.17 — ATS AIRSPACE

Designation and lateral limits	Vertical limits	Airspace Classification
1	2	3
Birmingham Control Zone (CTR) 523507N 0014154W - 522626N 0013203W thence clockwise by an arc of a circle 8 nm radius centred on 522722N 0014502W to 521933N 0014740W - 522835N 0015758W thence clockwise by an arc of a circle 8 nm radius centred on 522722N 0014502W to 523507N 0014154W.	FL 45/SFC	D †
Birmingham Control Area (CTA — 1) 524015N 0014744W - 523507N 0014154W thence anti-clockwise by an arc of a circle 8 nm radius centred on 522722N 0014502W to 522835N 0015758W - 523335N 0020342W thence clockwise by an arc of a circle 13 nm radius centred on 522722N 0014502W to 524015N 0014744W.	FL 45/ 1500 ft ALT	D †
Birmingham Control Area (CTA — 2) 522626N 0013203W - 522118N 0012616W - thence clockwise by an arc of a circle 13 nm radius centred on 522722N 0014502W to 521431N 0014159W - 521933N 0014740W thence anti-clockwise by an arc of a circle 8 nm radius centred on 522722N 0014502W to 522626N 0013203W.	FL 45/ 1500 ft ALT	D †
Birmingham Control Area (CTA — 3) 524342N 0015238W - 524020N 0014350W thence anti-clockwise by an arc of a circle 13 nm radius centred on 522722N 0014502W to 523335N 0020342W - 523708N 0020748W thence clockwise by an arc of a circle 17 nm radius centred on 522722N 0014502W to 524342N 0015238W.	FL 45/ 3500 ft ALT	D †
Birmingham Control Area (CTA — 4) 522329N 0012446W - 521750N 0012205W thence clockwise by an arc of a circle 17 nm radius centred on 522722N 0014502W to 521039N 0014012W - 521431N 0014159W thence anti-clockwise by an arc of a circle 13 nm radius centred on 522722N 0014502W to 522329N 0012446W.	FL 45/ 3500 ft ALT	D †
Birmingham Control Area (CTA — 5) 523335N 0020342W - 521431N 0014159W thence clockwise by an arc of a circle 13 nm radius centred on 522722N 0014502W to 521447N 0015012W - 522846N 0020610W thence clockwise by an arc of a circle 13 nm radius centred on 522722N 0014502W to 523335N 0020342W.	FL 145/ 2500 ft ALT	D †
Birmingham Control Area (CTA — 6) 523708N 0020748W - 523335N 0020342W thence anti-clockwise by an arc of a circle 13 nm radius centred on 522722N 0014502W to 522846N 0020610W - 523216N 0021011W - 523708N 0020748W.	FL 145/ 3500 ft ALT	D †
Birmingham Control Area (CTA — 7) 523216N 0021011W - 521634N 0015214W - 521544N 0020755W - 521813N 0021130W - 522535N 0021247W - 523216N 0021011W.	FL 145/FL 65	D †
Birmingham Control Area (CTA — 8) 524020N 0014350W - 522329N 0012446W thence clockwise by an arc of a circle 13 nm radius centred on 522722N 0014502W to 522118N 0012616W - 524015N 0014744W thence clockwise by an arc of a circle 13 nm radius centred on 522722N 0014502W to 524020N 0014350W.	FL 45/ 2000 ft ALT	D †
Birmingham Control Area (CTA — 9) 524025N 0021135W - 523708N 0020748W - 523442N 0020900W - 523847N 0021444W - 524025N 0021135W.	FL 85/FL 65	D †
Birmingham Aerodrome Traffic Zone (ATZ) Circle radius 2.5 nm centred on longest notified runway (15/33) 522722N 0014502W.	2000 ft aal/ SFC	D †

1	ATS unit call sign: Language(s):	Birmingham Approach. English
5	Transition altitude:	4000 ft
6	Remarks:	Hours: See AD 2.18 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 † Refer to Section ENR 1.4 for Notifications.

EGBB AD 2.18 — ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Channel MHz	Hours of Operation		Remarks	
			Winter	Summer		
1	2	3	4		5	
APP	Birmingham Approach	118.050	H24	H24	ATZ hours coincident with Approach hours. DOC 25 nm/10,000 ft. DOC 40 nm/10,000 ft.	
		131.000	As Directed by ATC			
TWR	Birmingham Tower	118.300 † 121.500	H24 OR	H24 OR	DOC 25 nm/4000 ft. † Emergency Channel. GMC outside operating hours use freq 118.300 MHz	
		Birmingham Ground	121.800	0700-2100		0600-2000
		Clearance Delivery	121.925	Mon-Fri 0700-2100		Mon-Fri 0600-2100
RAD	Birmingham Radar	118.050	H24	H24	DOC 25 nm/10,000 ft. DOC 25 nm/10,000 ft. ∅ As directed by ATC.	
		∅131.325				
ATIS #	Birmingham Information	136.025			DOC 60 nm/20,000 ft. # Also available by telephone: 0121-780 0910	
FIRE	Birmingham Fire	121.600	Available when Fire vehicle attending aircraft on the ground in an emergency.		Non-ATS Frequency.	

EGBB AD 2.19— RADIO NAVIGATION AND LANDING AIDS

Type of Aid MAG VAR Type of supported OP (VOR/ILS/MLS declination)	IDENT	Frequency	Hours of Operation		Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
			Winter # and by arrangement	Summer			
1	2	3	4		5	6	7
LOC 15 W2.5 (2009) ILS CAT III	I BIR	110.10 MHz	HO	HO	522643.48N 0014419.12W		3° ILS Ref Datum Hgt 55 ft.
GP	I BIR	334.40 MHz			522736.82N 0014527.75W		
LOC 33 W2.5 (2009) ILS CAT III	I BM	110.10 MHz			522800.19N 0014544.42W		
GP	I BM	334.40 MHz			522706.97N 0014435.32W		3° ILS Ref Datum Hgt 54 ft.
DME	I BIR (RWY 15) I BM (RWY 33)	Ch 38X (110.10 MHz)			522715.81N 0014508.49W	350 ft amsl	On AD. Freq paired with ILS I BM and I BIR. Zero range indicated at THR of RWY 15 and RWY 33.
L	BHX	406 kHz	H24	H24.	522716.37N 0014508.59W		On AD. Range 25 nm.
VDF	Birmingham Approach	118.050 MHz	OR	OR	522723.27N 0014517.47W		On AD. VDF is not to be used for en-route navigation except in an emergency.

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 or Tel: 01926-490404, Fax: 01926-490912).
 - 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.
 - e. Aircraft not able to communicate with ATC by radio will not be accepted.

2. **Ground Movement**
 - a. All operators should request clearance from Ground Movement Control (GMC) to push-back, taxi or tow and should state their location in the initial call.
 - b. Elmdon Apron:
 - i. Marshalling is mandatory for all aircraft parking on the Elmdon Apron;
 - ii. pilots of all aircraft using the Elmdon apron are requested to use minimum power at all times;
 - iii. pilots are reminded of the need to maintain unobstructed access to the hangars at all times.
 - c. 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.
 - d. Aircraft commanders are asked to use minimum power settings when manoeuvring on Taxiways T and U.
 - e. Self-manoeuving on Terminal Apron Stands is prohibited at all times unless approved by Airfield Operations.
 - f. Taxiway C Restrictions:
 - i. Use of Taxiway C is prohibited during Runway 33 Operations.
 - ii. After landing on Runway 15 and vacating onto Taxiway C, no aircraft is to proceed beyond C2 without specific ATC instructions.

3. **CAT II/III Operations**
 - a. Runways 15 and 33, subject to serviceability of the required facilities, are suitable for Category II/III operations by operators whose minima have been accepted by the Civil Aviation Authority.
 - b. During Category II/III operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed by ATIS broadcast or by RTF when these procedures are in operation.
 - c. Departing aircraft: ATC will require departing aircraft to use the Category II/III holding point located at A2 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 lead-off lights.
 - d. Taxiways G and K will be closed when Low Visibility Procedures are in force.

4. **Warnings**
 - a. Special procedures are necessary for taxiing and parking aircraft with a wingspan in excess of 50 m. Operators should refer to ATC or Airport Authority.
 - b. Bird scaring takes place regularly including the use of pyrotechnics.
 - c. Taxiway D adjacent to Stand 42L and to the rear of aircraft parking Stand 45 and 50-51 inclusive restricted to aircraft with a maximum wingspan of 38.5 m. Aircraft with a wingspan exceeding 38.5 m will be routed via Taxiway E.
 - d. Pilots are warned that aircraft with wheelbase greater than 23 m, and with no main gear steering, may have main gear wheel to taxiway paved edge below 4.5 m on some bends.
 - e. Pilots are warned, when landing on Runways 15 or 33, of the possibility of building induced turbulence and wind shear effects.

5. **Helicopter Operations**
 - a. Helicopters to land as instructed by ATC.

6. **Use of Runways**
 - a. Preferential Runway.
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 Managing Director 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 nm DME or 500 ft QFE whichever is later then turn right to track 170° MAG then turn as instructed by ATC;
 - iii. military jet aircraft and Chinook Helicopter training flights are prohibited at all times.
 - 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. Asymmetric training by multi-engined turbo-jet aircraft is not permitted.
 - vi. Training flights by aircraft not based at Birmingham, including ILS 'go around', are prohibited between 1800-0800 local time..
 - vii. Jet aircraft above 5700 kg require prior approval, contact: 0121-780 0914
- 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.
- 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.
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.
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. **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).
6. **Noise Preferential Routings**
 - a. 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 aircraft and by all other aircraft 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 height of 500 ft QFE before initiating any turn. The obligations of Noise Preferential Routeings cease when a height of 3000 ft QNH or above has been reached.
 - i. Take-off – Runway 15:
Climb straight ahead to 1 nm DME I BIR or 500 ft QFE whichever is later then turn right to track 170° MAG.

Take-off Runway	Routing	Procedures
15	Left turn to a track of less than 060°	At 2 nm DME I BIR turn left as instructed by ATC
	Left turn to a track of greater than 060°	At 4 nm DME I BIR turn left as instructed by ATC
	A right turn	At 4 nm DME I BIR turn right as instructed by ATC

- ii. Aerodrome DME out of service:
Climb straight ahead to 5 nm DME HON or 500 ft QFE whichever is later then turn right to track 170° MAG

Take-off Runway	Routing	Procedures
15	Left turn to a track of less than 060°	At 4 nm DME HON turn left as instructed by ATC
	Left turn to a track of greater than 060°	At 2 nm DME HON turn left as instructed by ATC
	A right turn	At 2 nm DME HON turn right as instructed by ATC

- 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	Procedures
33	Left or right turn out°	At 2 nm DME I BM turn as instructed by ATC

- iv. 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	Procedures
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.

7. 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).

8. 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 Operations 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 Operations 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

9. Restrictions

- a. 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).

10. 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 Runway 06 turning circle, 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 1700-0900; 1700 Fri-0900 Mon (Winter), Mon-Fri 1600-1800; 1600 Fri-0800 Mon (summer). For turboprop aircraft joining or leaving at MOSUN FL 160 or below the Birmingham-MOSUN Procedure is available without restriction.

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 149° MAG, turning right at the facility. (Lowest holding ALT 2500 ft) (See Note) .
GROVE	Holding fix HON VOR/DME 286°/10 nm on an axis of 106° MAG turning right at the fix. Lowest holding level FL 70. Speed limit 210 kt.
CEDAR	Holding axis 149° MAG, turning right at the fix. (Lowest holding ALT 2500 ft) (See Note) .
CHASE	Holding fix HON VOR/DME 332°/18 nm on an axis of 152° MAG turning right at the fix. Lowest holding level FL 50 (See Note) . Speed limit 210 kt.
MAPLE	Holding axis 329° 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 following procedures are to be followed in the event of a missed approach at Birmingham **in the absence of instructions from ATC:**

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.

4. Procedures for Outbound Aircraft

- a. Unless otherwise instructed, departing IFR aircraft are to contact Birmingham Radar on 118.050 MHz as soon as practicable after passing 2000 ft QNH.

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 relevant low flying restrictions of Rule 5 of the Rules of the Air Regulations 1996, with, for pilots of fixed-wing aircraft, particular regard to Rule 5 (1) (a) (i). 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.

EGBB AD 2.23 — ADDITIONAL INFORMATION

Not Applicable

EGBB AD 2.24 — CHARTS RELATED TO THE AERODROME

Chart Name	Page
Aerodrome Chart - ICAO	AD 2-EGBB-2-1
Aircraft Ground Movement/Parking/Docking Chart – ICAO	AD 2-EGBB-2-2
Visual Circuit RWY 15/33 Chart	AD 2-EGBB-4-1
ATC Surveillance Minimum Altitude Chart	AD 2-EGBB-5-1
Westcott SIDs Chart	AD 2-EGBB-6-1
Daventry SIDs Chart	AD 2-EGBB-6-2
COWLY SIDs Chart	AD 2-EGBB-6-3
Whitegate SIDs Chart	AD 2-EGBB-6-4
Trent SIDs Chart	AD 2-EGBB-6-5
Compton SIDs Chart	AD 2-EGBB-6-6
STARs via GROVE Chart	AD 2-EGBB-7-1
STARs via CHASE (northwest) Chart	AD 2-EGBB-7-2
STARs via CHASE (north northwest) Chart	AD 2-EGBB-7-3
STARs via OLIVE (HON VOR or DME not operational) Chart	AD 2-EGBB-7-4
Instrument Approach Chart ILS/DME/NDB(L) RWY 15 – ICAO	AD 2-EGBB-8-1
Instrument Approach Chart LOC/DME/NDB(L) RWY 15 – ICAO	AD 2-EGBB-8-2
Instrument Approach Chart Direct Arrivals to ILS RWY 15 – ICAO	AD 2-EGBB-8-3
Instrument Approach Chart SRA RTR 2nm RWY 15 – ICAO	AD 2-EGBB-8-4
Instrument Approach Chart NDB(L) DME RWY 15 – ICAO	AD 2-EGBB-8-5
Instrument Approach Chart ILS/DME/NDB(L) RWY 33 – ICAO	AD 2-EGBB-8-6
Instrument Approach Chart LOC/DME/NDB(L) RWY 33 – ICAO	AD 2-EGBB-8-7
Instrument Approach Chart Direct Arrivals to ILS RWY 33 – ICAO	AD 2-EGBB-8-8
Instrument Approach Chart SRA RTR 2nm RWY 33 – ICAO	AD 2-EGBB-8-9
Instrument Approach Chart NDB(L) DME RWY 33 – ICAO	AD 2-EGBB-8-10
Aerodrome Obstacle Chart ICAO Type A is available for this aerodrome. For details refer to GEN 3.2.5	