

|               |         |          |       |
|---------------|---------|----------|-------|
| LOC/DME I-ROE | APP CRS | Rwy Idg  | 10801 |
| 109.5         | 238°    | TDZE     | 641   |
| Chan 32       |         | Apt Elev | 650   |

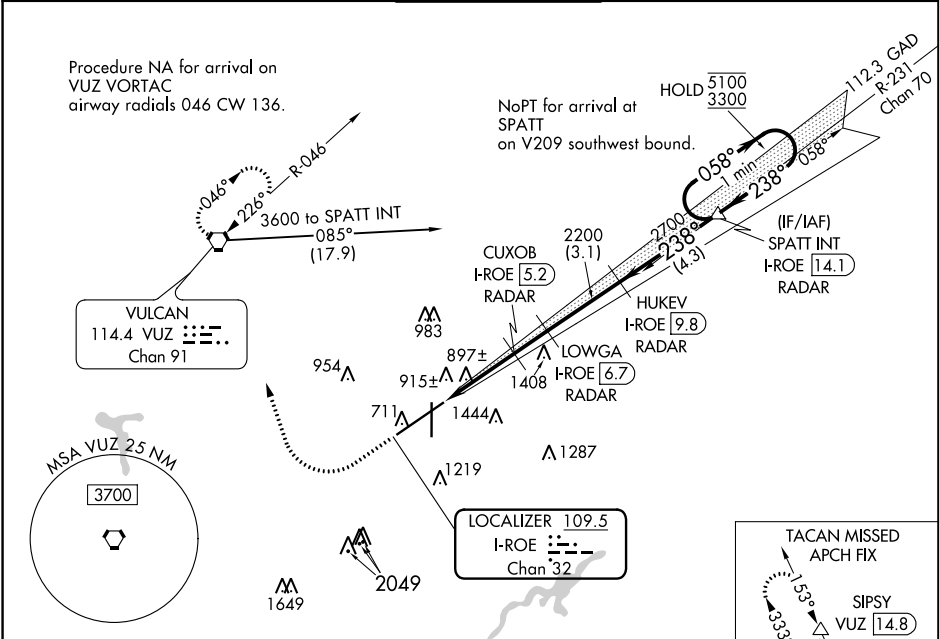
ILS or LOC RWY 24  
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

DME or RADAR required.

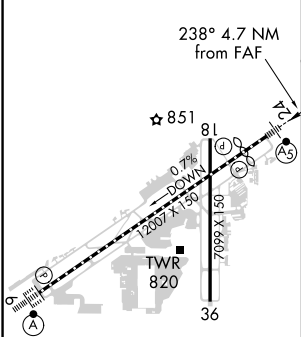
▼ Rwy 24 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-ILS 24 Cat E visibility to RVR 4000 and increase S-LOC 24 Cat A/B visibility to RVR 5500, and Cat C/D/E to 1 ½ SM. \*\* RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct VUZ VORTAC and hold. (TACAN aircraft continue on VUZ VORTAC R-333 to SIPSY/VUZ 14.8 DME and hold NW, right turn, 153° inbound).

|             |                    |                  |             |               |
|-------------|--------------------|------------------|-------------|---------------|
| ATIS        | BIRMINGHAM APP CON | BIRMINGHAM TOWER | GND CON     | CLNC DEL      |
| 119.4 270.1 | 123.8 256.8        | 119.9 317.725    | 121.7 348.6 | 125.675 305.2 |



|          |          |
|----------|----------|
| ELEV 650 | TDZE 641 |
|----------|----------|



REIL Rwy 18 and 36  
TDZ/CL Rwy 6  
HIRL Rwy 6-24  
MIRL Rwy 18-36

|   |   |
|---|---|
| VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69). | SPATT INT I-ROE 14.1 One Minute Holding Pattern |
| LOWGA I-ROE 6.7 RADAR   | HUKEV I-ROE 9.8 RADAR                           |
| CUXOB I-ROE 5.2 RADAR   | I-ROE 3.4                                       |
| I-ROE 1.9   | *1740   |
| 2200  | 2700  |
| 2200  | 238°  |
| 5100  | 3300  |
| 058°  | 238°  |
| GS 3.00° TCH 52   |   |
| CATEGORY  | A B C D E                                       |
| S-ILS 24**  | 841/24 200 (200-½)                              |
| S-LOC 24  | 1160/40 519 (600-¾) 1160/55 519 (600-1)         |

SE-4, 31 DEC 2020 to 28 JAN 2021

SE-4, 31 DEC 2020 to 28 JAN 2021