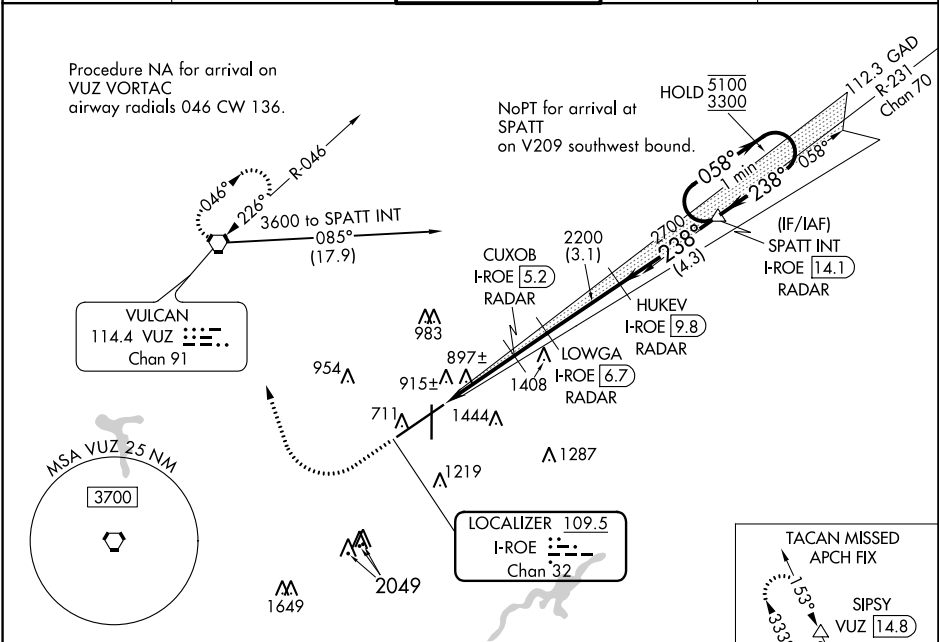


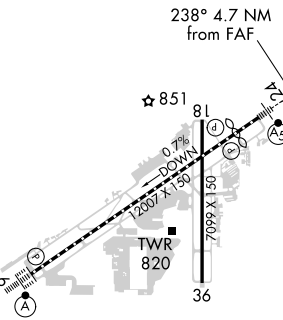
LOC/DME I-ROE 109.5 Chan 32	APP CRS 238°	Rwy Idg 10801 TDZE 641 Apt Elev 650
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ILS or LOC RWY 24
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

DME or RADAR required.	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).
▼ 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 1½ SM. ** RVR 1800 authorized with use of FD or AP or HUD to DA.		

ATIS 119.4 270.1	BIRMINGHAM APP CON 123.8 256.8	BIRMINGHAM TOWER 119.9 317.725	GND CON 121.7 348.6	CLNC DEL 125.675 305.2
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ELEV 650	D	TDZE 641	A ¹⁵⁴¹		A ¹⁶⁷⁶		11.4 VUZ R-333 Chan 91	
			1300 ↑		3000 ↷	VUZ 	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).	
			*LOC only.		LOWGA I-ROE 6.7 RADAR		SPATT INT I-ROE 14.1 RADAR	
			*I-ROE 3.4 I-ROE 1.9		CUXOB I-ROE 5.2 RADAR		HUKEV I-ROE 9.8 RADAR	
			*1740		2200		058° → 5100 ← 238° 3300	
			1.4		1.9 NM		2700	
			1.4 NM		3.1 NM		GS 3.00° TCH 52	
			4.3 NM					
REIL Rwy 18 and 36 TDZ/CL Rwy 6 HIRL Rwy 6-24 MIRL Rwy 18-36			CATEGORY		A		B	
			S-ILS 24**		841/24		200 (200-½)	
			S-LOC 24		1160/40 519 (600-¾)		1160/55 519 (600-1)	