

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

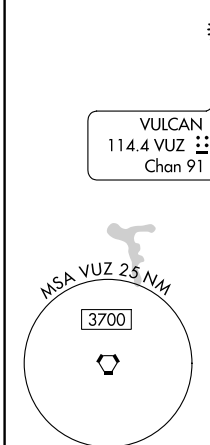
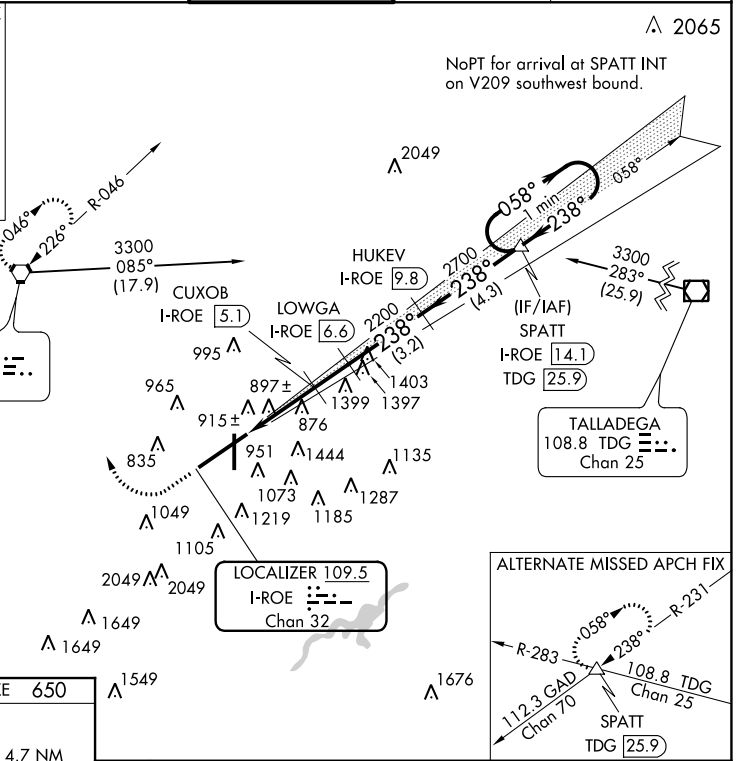
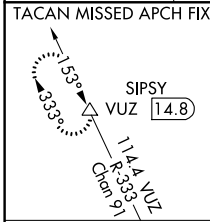
# ILS or LOC/DME RWY 24

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

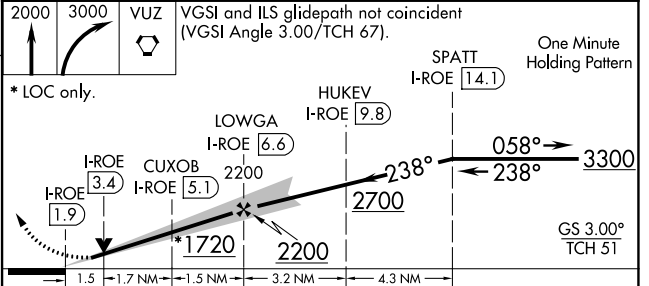
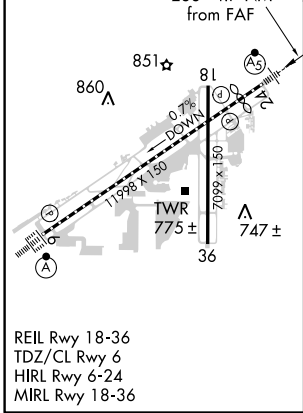
▼ For inoperative MALS, increase S-ILS 24 Cat E visibility to RVR 5000 and S-LOC 24 Cats A and B visibility to RVR 5000, and S-LOC 24 Cat E visibility to 1¼. Visibility reduction by helicopters NA.

MALS MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct VUZ VORTAC and hold (TACAN aircraft continue via VUZ VORTAC R-333 to SPSY/ VUZ 14.8 DME and hold NW, RT, 153 inbound.)

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



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



|          |                     |                     |   |                      |   |
|----------|---------------------|---------------------|---|----------------------|---|
| CATEGORY | A                   | B                   | C | D                    | E |
| S-ILS 24 | 942/40 292 (300-¾)  |                     |   |                      |   |
| S-LOC 24 | 1160/40 510 (600-¾) | 1160/50 510 (600-1) |   | 1160/60 510 (600-1¼) |   |

SE-4, 07 FEB 2013 to 07 MAR 2013

SE-4, 07 FEB 2013 to 07 MAR 2013