

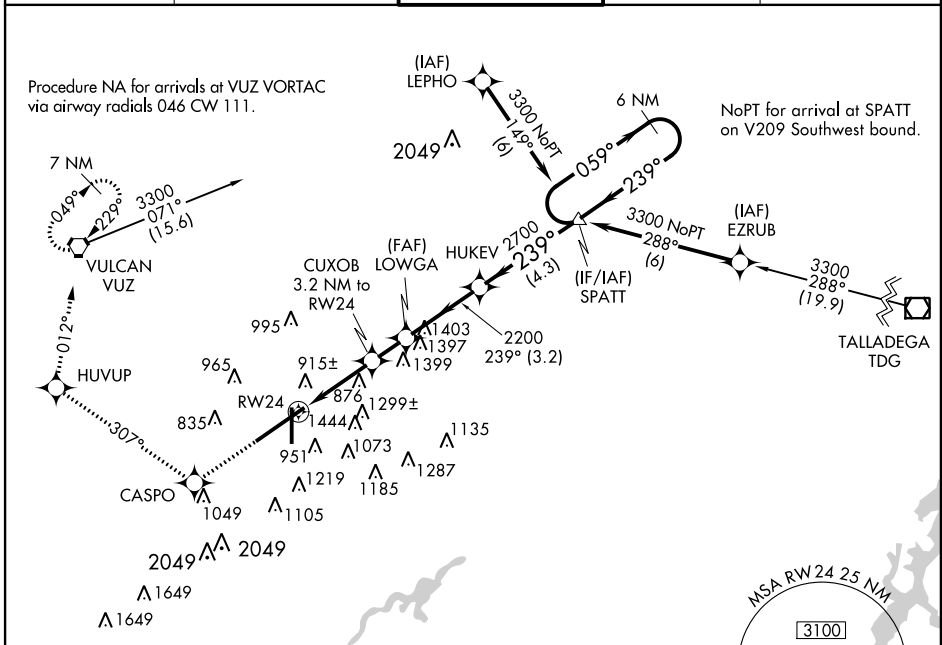
WAAS CH <b>53605</b> <b>W24A</b>	APP CRS <b>239°</b>	Rwy Idg <b>10801</b> TDZE <b>650</b> Apt Elev <b>650</b>
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# RNAV (GPS) Y RWY 24

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

<p><b>▼</b> DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For inoperative MALSR increase LPV all Cats visibility to 1/4, LNAV Cat A/B visibility to 1 and Cat E visibility to 2 1/4.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 3000 direct CASPO and via track 307° to HUVUP and via track 012° to VUZ VORTAC and hold.</p>
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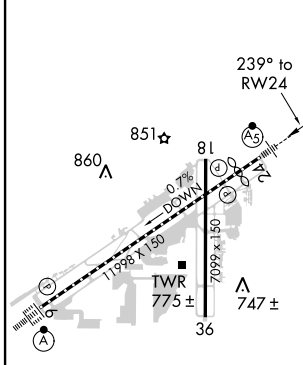
<p>ATIS <b>119.4 270.1</b></p>	<p>BIRMINGHAM APP CON <b>123.8 256.8</b></p>	<p>BIRMINGHAM TOWER <b>119.9 317.725</b></p>	<p>GND CON <b>121.7 348.6</b></p>	<p>CLNC DEL <b>125.675 305.2</b></p>
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SE-4, 07 FEB 2013 to 07 MAR 2013

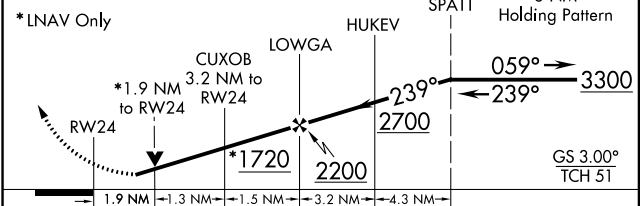
SE-4, 07 FEB 2013 to 07 MAR 2013

ELEV 650	TDZE 650
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REIL Rwy 18-36	TDZ/CL Rwy 6
HIRL Rwy 6-24	MIRL Rwy 18-36

3000	CASPO	tr 307°	HUVUP	tr 012°	VUZ	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).
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CATEGORY	A	B	C	D	E
LPV DA	971/40 321 (400-3/4)				
LNAV MDA	1320/40	670 (700-3/4)	1320/60 670 (700-1/4)	1320-1 1/2 670 (700-1/2)	1320-1 3/4 670 (700-1/4)