

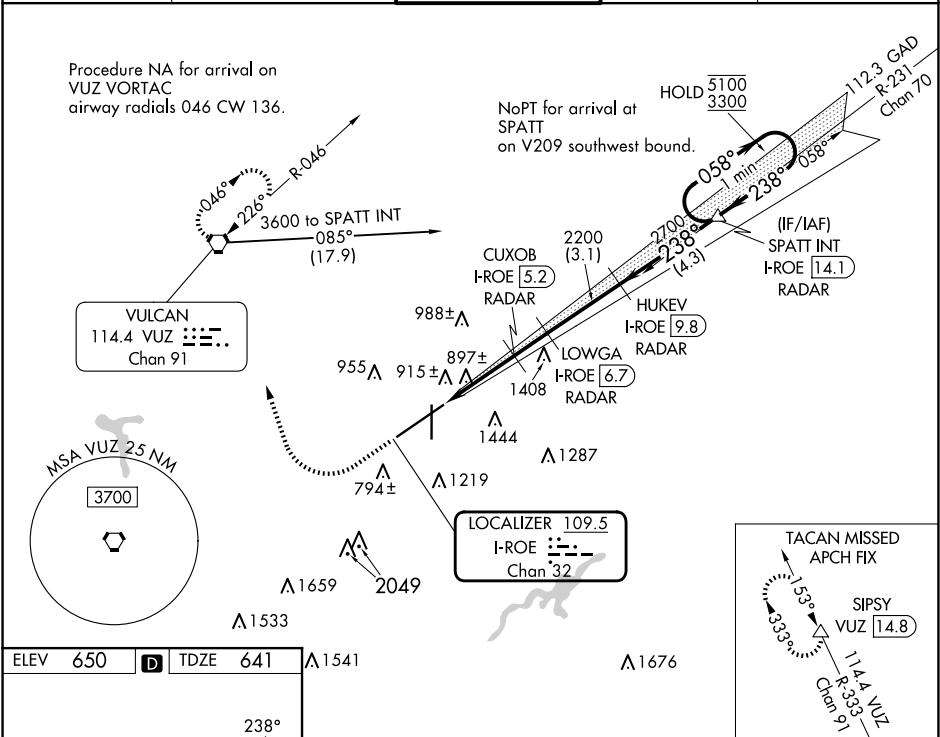
LOC/DME I-ROE	APP CRS	Rwy Idg	10801
109.5	238°	TDZE	641
Chan 32		Apt Elev	650

ILS or LOC RWY 24

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

DME or RADAR required.	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	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



1300 3000 VUZ	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).
*LOC only.	SPATT INT I-ROE 14.1 One Minute Holding Pattern
0.7% DOWN 1200' X 150 7099 X 150 TWR 36	LOWGA I-ROE 6.7 HUKEV I-ROE 9.8
238°	CUXOB I-ROE 5.2 RADAR 2200
81	*I-ROE 3.4 I-ROE 1.9
	1740 2200
	1.4 1.9 NM 1.4 NM 3.1 NM 4.3 NM
GS 3.00° TCH 52	
REIL Rwy 18 and 36 TDZ/CL Rwy 6 HIRL Rwy 6-24 MIRL Rwy 18-36	
BIRMINGHAM, ALABAMA	BIRMINGHAM-SHUTTLESWORTH INTL (BHM)
Amdt 5 28FEB19	33°34'N-86°45'W

ILS or LOC RWY 24