

WAAS CH 53605 W24A	APP CRS 239°	Rwy Ldg 10801 TDZE 641 Apt Elev 650
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RNAV (GPS) Y RWY 24

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Rwy 24 helicopter visibility reduction below RVR 4000 NA. DME/DME RNP-0.3 NA. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cat A/B visibility to RVR 5500, and Cat C/D/E to 1¾ SM.

MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct CAPUN and hold.

ATIS
119.4 270.1

BIRMINGHAM APP CON
123.8 256.8

BIRMINGHAM TOWER
119.9 317.725

GND CON
121.7 348.6



VULCAN
VUZ

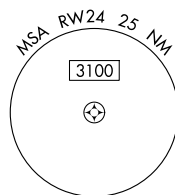

3800
- 090° →
(17.9)

Procedure NA for arrival
on VUZ VORTAC airway
radials 346 CW 159.

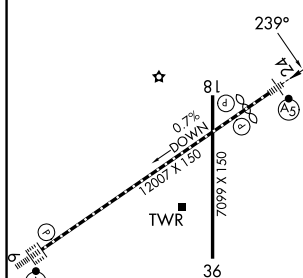
CUXOB
3.3 NM to
RW24
998+

2200
(3.1)

NoPT for arrival at SPATT
on V209 southwest bound.



ELEV	650	D	TDZE	64
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REIL Rwy 18 and 36
TDZL/RCLS Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

1300 3000 CAPUN

VGSi and RNAV glidepath not coincident
(VGSi Angle 3.00/TCH 69°)

6 NM Holding Pattern

SPATT

059° → 3300
← 239°

LOWGA HUKEV

CUXOB 3.3 NM to RW24

*1.7 NM to RW24

*1740 2200 2700

RW24

GP 3.00%
TCH 59°

	1.7 NM	1.6 NM	1.4 NM	3.1 NM	4.3 NM		
CATEGORY	A	B	C	D	E		
LPV DA**	841/24 200 (200-½)						
RNAV/DA	1200-1½ 559 (600-1½)						
RNAV MDA	1260/40 619 (700-¾)	1260-1⅔ 619 (700-1⅔)					

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