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

ILS RWY 24 (SA CAT II)

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

DME or RADAR required.

T Rwy 24 helicopter visibility reduction below RVR 4000 NA. Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

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).

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON
119.4 270.1	123.8 256.8	119.9 317.725	121.7 348.6

Procedure NA for arrival on VUZ VORTAC airway radials 046 CW 136.

NoPT for arrival at SPATT on V209 southwest bound.

VULCAN 114.4 VUZ Chan 91

046° 226° R-046 3600 to SPATT INT 085° (17.9)

HOLD 5100 3300 058° 1 min 238° 058° 112.3 GAD R-231 Chan 70

2200 (3.1) 2700 238° (4.3) (IF/IAF) SPATT INT I-ROE 14.1 RADAR

HUKEV I-ROE 9.8 RADAR

LOWGA I-ROE 6.7 RADAR

897±

MSA VUZ 25 NM 3700

LOCALIZER 109.5 I-ROE Chan 32

TACAN MISSED APCH FIX SIPSY VUZ 14.8 153° 333° 114.4 VUZ R-333 Chan 91

ELEV 650 D TDZE 641

18 24 6 0.7% DOWN 1200' X 150' 7099 X 150' TWR 36

1300 3000 VUZ

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).

SPATT INT I-ROE 14.1 RADAR

LOWGA I-ROE 6.7 RADAR

HUKEV I-ROE 9.8 RADAR

One Minute Holding Pattern

058° 5100 238° 3300

2200 238° 2700 2200

GS 3.00° TCH 52

1235' 4.7 NM 3.1 NM 4.3 NM

CATEGORY	A	B	C	D
S-ILS 24	SA CAT II RA 92/12 100 DA 741			

REIL Rwys 18 and 36
TDZL/RCLS Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

SA CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-4, 29 OCT 2026 to 26 NOV 2026
SE-4, 29 OCT 2026 to 26 NOV 2026