ILS or LOC RWY 24

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

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

DME or RADAR required.

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 1⅜ SM. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

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.

HOLD 5100 3300 112.3 GAD R-231 Chan 70

046° 226° R-046

3600 to SPATT INT 085° (17.9)

058° 1 min 238° 058°

2700 238° (4.3) 2200 (3.1)

(IF/IAF) SPATT INT I-ROE 14.1 RADAR

VULCAN 114.4 VUZ Chan 91

CUXOB I-ROE 5.2 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

153° 333° SIPSY VUZ 14.8

114.4 VUZ R-333 Chan 91

ELEV 650 D TDZE 641

238°

24 81 0.7% DOWN 12007 X 150 7099 X 150 TWR 6 36

1300	3000	VUZ

*LOC only.

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

*I-ROE 3.4 I-ROE 1.9 CUXOB I-ROE 5.2 RADAR LOWGA I-ROE 6.7 RADAR 2200 *1740 2200 HUKEV I-ROE 9.8 RADAR SPATT INT I-ROE 14.1 RADAR One Minute Holding Pattern 058° 5100 238° 3300 238° 2700

GS 3.00° TCH 52

1.4 | 1.9 NM | 1.4 NM | 3.1 NM | 4.3 NM

CATEGORY	A	B	C	D	E
S-ILS 24**	841/24 200 (200-½)				
S-LOC 24	1160/40 519 (600-¾)		1160/55 519 (600-1)		

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

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