

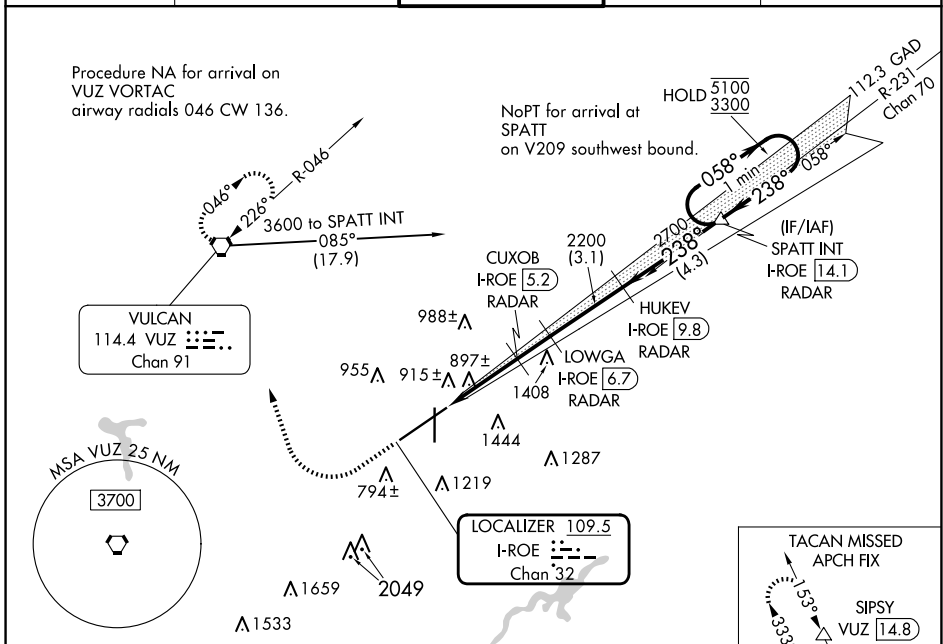
LOC/DME I-ROE <b>109.5</b> Chan <b>32</b>	APP CRS <b>238°</b>	Rwy Idg <b>10801</b> TDZE <b>641</b> Apt Elev <b>650</b>
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# ILS or LOC RWY 24

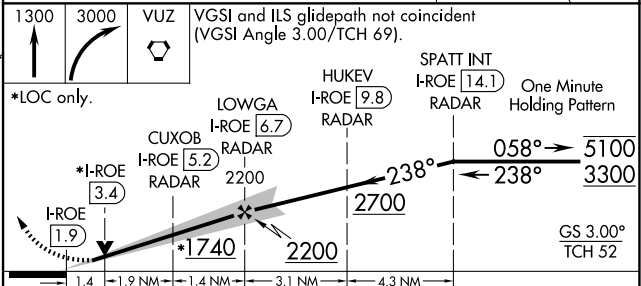
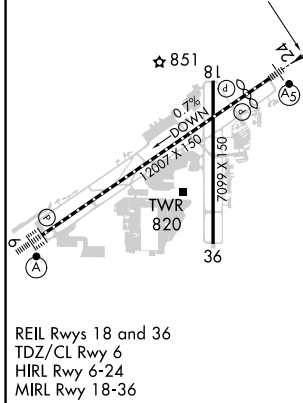
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

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).
<p>▼ 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 1 1/2 SM. **RVR 1800 authorized with use of FD or AP or HUD to DA.</p>		

ATIS <b>119.4 270.1</b>	BIRMINGHAM APP CON <b>123.8 256.8</b>	BIRMINGHAM TOWER <b>119.9 317.725</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>125.675 305.2</b>
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ELEV <b>650</b>	<b>D</b>	TDZE <b>641</b>
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CATEGORY	A	B	C	D	E
S-ILS 24**	841/24 200 (200-1/2)				
S-LOC 24	1160/40	519 (600-3/4)	1160/55	519 (600-1)	

SE-4, 20 FEB 2025 to 20 MAR 2025

SE-4, 20 FEB 2025 to 20 MAR 2025