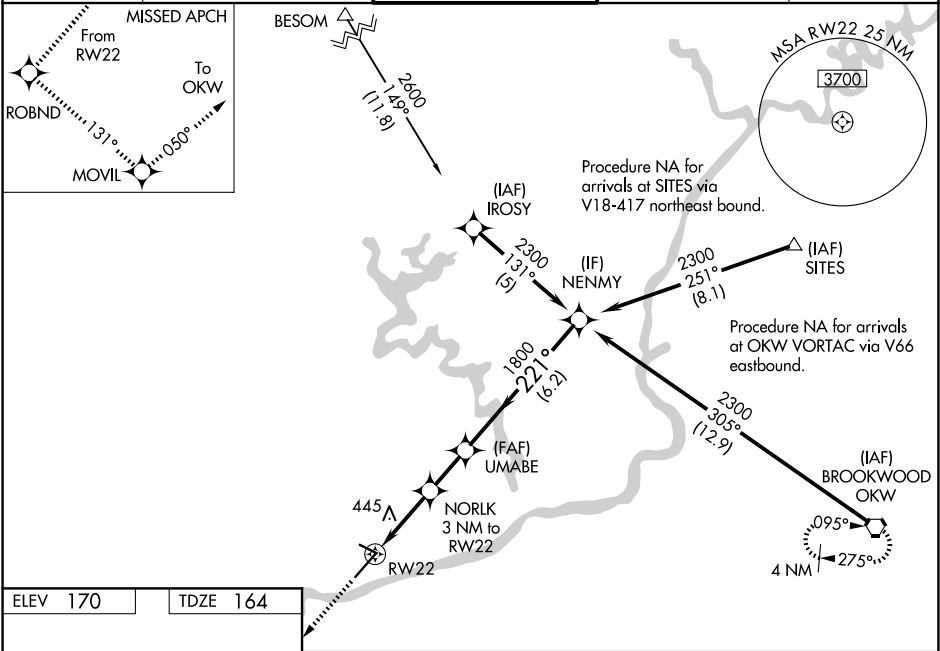


WAAS CH 81918 W22A	APP CRS 221°	Rwy Ldg TDZE 164 Apt Elev 170	RNAV (GPS) RWY 22 TUSCALOOSA NTL (TCL)
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⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Birmingham altimeter setting: increase LPV DA to 760 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 937 feet and all visibilities ¾ SM; increase all MDAs 180 feet and visibility LNAV Cats C and D ½ SM and Circling Cat C ¾ SM and Cat D ½ SM. Baro-VNAV and VDP NA when using Birmingham altimeter setting. Circling Rwy 12, 30 NA at night.

MISSED APPROACH: Climb to 2500 direct ROBND and left turn on track 131° to MOVIL and on 050° track to OKW VORTAC and hold.

ASOS 132.825	BIRMINGHAM APP CON 120.15 269.25	TUSCALOOSA TOWER ★ 126.3 (CTAF) 0 256.7	GND CON 121.8 257.95	UNICOM 122.95
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ELEV 170	TDZE 164	2500 ROBND → MOVIL → OKW → VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50). Procedure Turn NA																																	
		*LNAV only. NORLK 3 NM to RW22 → 1.5 NM to RW22 → RW22 → 1.5 NM → UMADE 1800 → 221° → NENMY 2300 GP 3.00° TCH 60																																	
		1160* 1.5 1.5 1.9 NM 6.2 NM																																	
		<table><tr><td>CATEGORY</td><td colspan="2">A</td><td>B</td><td>C</td><td>D</td></tr><tr><td>LPV DA</td><td colspan="2">582-1½</td><td colspan="3">418 (500-1½)</td></tr><tr><td>LNAV/VNAV DA</td><td colspan="2">759-2</td><td colspan="3">595 (600-2)</td></tr><tr><td>LNAV MDA</td><td colspan="2">700-1 536 (600-1)</td><td colspan="2">700-1½ 536 (600-1½)</td><td>700-1¾ 536 (600-1¾)</td></tr><tr><td>CIRCLING</td><td>720-1 550 (600-1)</td><td>800-1 630 (700-1)</td><td colspan="2">960-2¼ 790 (800-2¼)</td><td>960-2½ 790 (800-2½)</td></tr></table>				CATEGORY	A		B	C	D	LPV DA	582-1½		418 (500-1½)			LNAV/VNAV DA	759-2		595 (600-2)			LNAV MDA	700-1 536 (600-1)		700-1½ 536 (600-1½)		700-1¾ 536 (600-1¾)	CIRCLING	720-1 550 (600-1)	800-1 630 (700-1)	960-2¼ 790 (800-2¼)		960-2½ 790 (800-2½)
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