

25163

ILS or LOC RWY 24
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

T 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 $\frac{3}{8}$ SM. **RVR 1800 authorized with use of FD or AP or HUD to DA.



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).

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

3600 to SPATT INT
085°
(17.9)

VULCAN
114.4 VUZ
Chan 91

MSA VUZ 25 NM
3700

226° R-046

5100
3300 HOLD

NoPT for arrival at
SPATT
on V209 southwest bound.

058° 1 min 058° 238° 058°

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

2200 (3.1)
2700 238° (4.3)

CUXOB
I-ROE 5.2
RADAR

988±
955
915±
897±
1408
1444
1287

HUKEV
I-ROE 9.8
RADAR

LOWGA
I-ROE 6.7
RADAR

LOCALIZER 109.5
I-ROE
Chan 32

1533
1541
1676

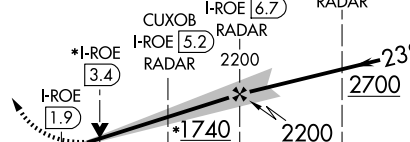
TACAN MISSED
APCH FIX

153° 333°

SIPSY
VUZ 14.8

114.4 VUZ
R-333
Chan 91

ELEV 650	D	TDZE 641
238°		

1300 ↑	3000 ↗	VUZ ⬡	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).			
*LOC only.			LOWGA I-ROE 6.7 RADAR	HUKEV I-ROE 9.8 RADAR	SPATT INT I-ROE 14.1 RADAR	One Minute Holding Pattern
			GS 3.00° TCH 52			
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)		

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

33°34'N-86°45'W

ILS or LOC RWY 24

SE-4. 22 JAN 2026 to 19 FEB 2026