

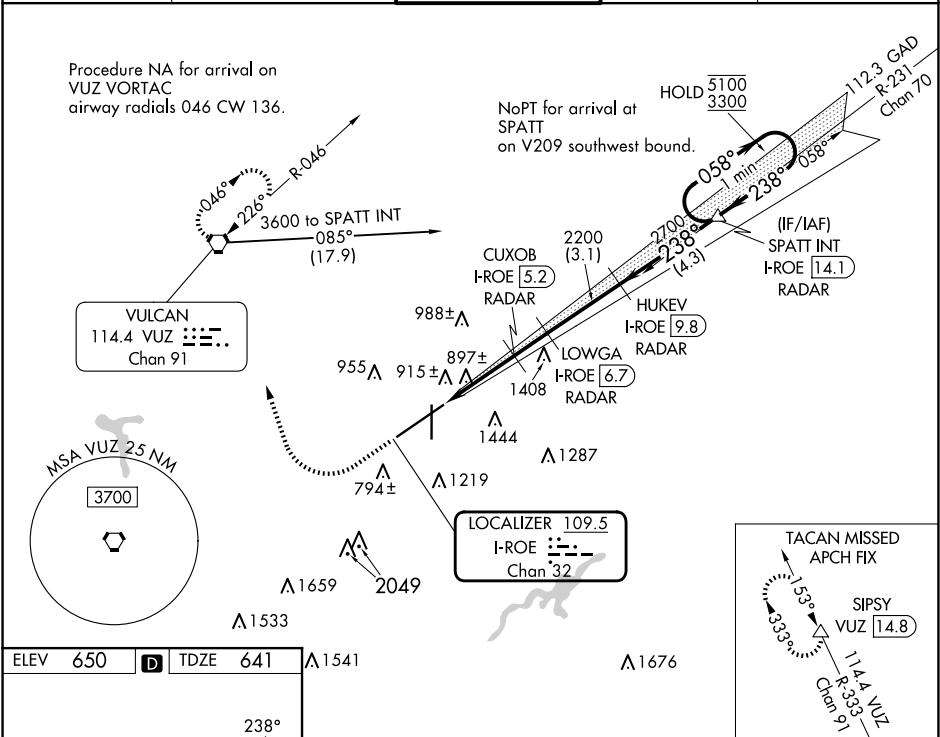
LOC/DME I-ROE	APP CRS	Rwy Idg	10801
109.5	238°	TDZE	641
Chan 32		Apt Elev	650

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).
▼ 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 1½ SM. ** RVR 1800 authorized with use of FD or AP or HUD to DA.		

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 256.8	119.9 317.725	121.7 348.6	125.675 305.2



REIL Rws 18 and 36 TDZ/CL Rwy 6 HIRL Rwy 6-24 MIRL Rwy 18-36	1300 3000 VUZ		VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).	
	*LOC only.		SPATT INT I-ROE 14.1 One Minute Holding Pattern	
	*I-ROE 3.4		HUKEV I-ROE 9.8 RADAR	
	*I-ROE 1.9		LOWGA I-ROE 6.7 RADAR	
CUXOB I-ROE 5.2 RADAR		2200		
1740		2700		
1.4 1.9 NM 1.4 NM 3.1 NM 4.3 NM		058° 5100		
		238° 3300		
		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)