

|                        |                                                               |
|------------------------|---------------------------------------------------------------|
| APP CRS<br><b>183°</b> | Rwy ldg <b>7099</b><br>TDZE <b>644</b><br>Apt Elev <b>650</b> |
|------------------------|---------------------------------------------------------------|

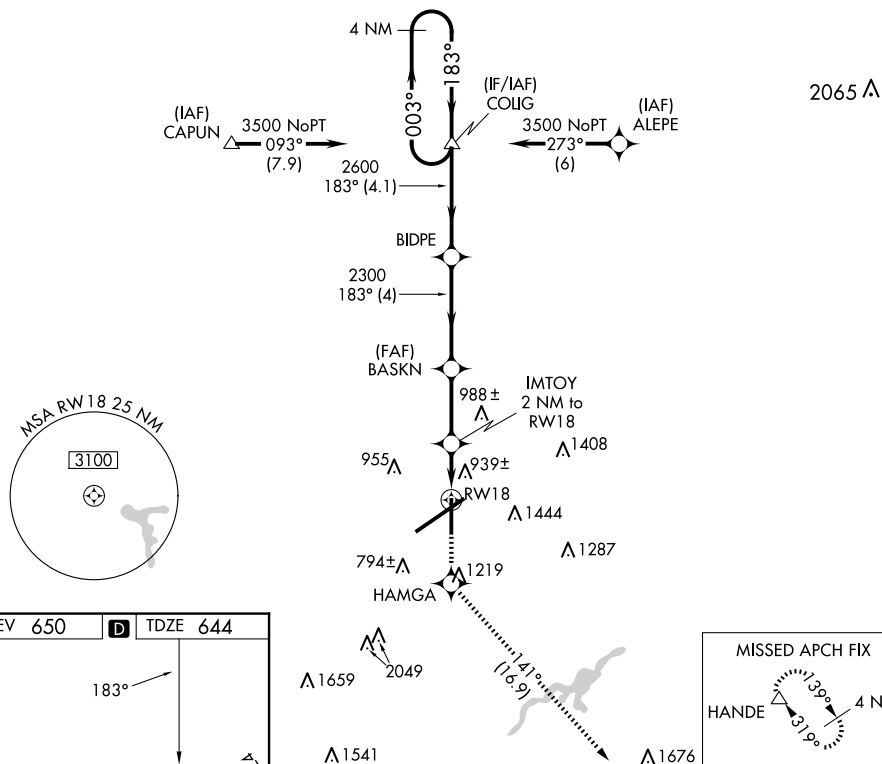
## RNAV (GPS) RWY 18

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

**T** Rwy 18 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3800 direct HAMGA and on track 141° to HANDE and hold.

|             |                    |               |                  |               |         |  |          |  |
|-------------|--------------------|---------------|------------------|---------------|---------|--|----------|--|
| 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 |         |  |          |  |



ELEV 650

**D**

TDZE 644

183°

81

0.7% DOWN

12007 X 150

7099 X 150

TWR

36

REIL Rwys 18 and 36

TDZ/CL Rwy 6

HIRL Rwy 6-24

MIRL Rwy 18-36

|           |                    |                 |                                                    |  |                                                    |   |
|-----------|--------------------|-----------------|----------------------------------------------------|--|----------------------------------------------------|---|
| 3800<br>↑ | HAMGA<br>✦         | tr<br>141°<br>△ | 4 NM<br>Holding Pattern                            |  |                                                    |   |
|           |                    |                 |                                                    |  |                                                    |   |
| CATEGORY  | A                  |                 | B                                                  |  | C                                                  | D |
| LNAV MDA  | 1200-1 556 (600-1) |                 | 1200-1 $\frac{5}{8}$<br>556 (600-1 $\frac{1}{4}$ ) |  | 1200-1 $\frac{3}{4}$<br>556 (600-1 $\frac{3}{4}$ ) |   |

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