

WAAS CH 82199 W23A	APP CRS 233°	Rwy Ldg TDZE Apt Elev	6007 700 700
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RNAV (GPS) RWY 23
BESSEMER NTL(EKY)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

A NA When local altimeter setting not received, use Alabaster altimeter setting and increase LPV DA to 1013 feet, LNAV/VNAV DA to 1211 feet, and all MDAs 60 feet; increase Circling Climb D visibility 1/2 SM. Baro-VNAV and VDP NA when using Alabaster altimeter setting.

MISSED APPROACH: Climb to 4000 direct WUDGI and on track 148° to TASYU and hold, continue climb-in-hold to 4000.

AWOS-3PT 118.825	BIRMINGHAM APP CON 124.9 351.85	CLNC DEL 123.75	UNICOM 123.0 (CTAF) 0
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Procedure NA for arrivals on
VUZ VORTAC airway
radials 111 CW 212.

(IAF)
VULCAN
VUZ

(IAF)
TRUST

3100
211°
(15°)

(IF)
OBTUY

859±Δ
RW23

2.2 NM
to RW23

WUDGI

Procedure NA for arrivals at HANDE
via V159-521 southeast bound.

MISSED APCH FIX
TASYU
175°
355°
4 NM

Figure 1-1 illustrates a 4-segment RNAV procedure. The diagram shows a flight path starting from a runway (RW23) and proceeding through four segments (A, B, C, D) to a final turn. Segment A is 1.3 NM, Segment B is 0.9 NM, Segment C is 3.6 NM, and Segment D is 6.1 NM. The total distance is 12.9 NM. The procedure is for a 233° heading, with a 2600' altitude constraint at the end of Segment C. The final turn is a 233° turn, with a 2600' altitude constraint. The procedure is for a 233° heading, with a 2600' altitude constraint at the end of Segment C. The final turn is a 233° turn, with a 2600' altitude constraint.