

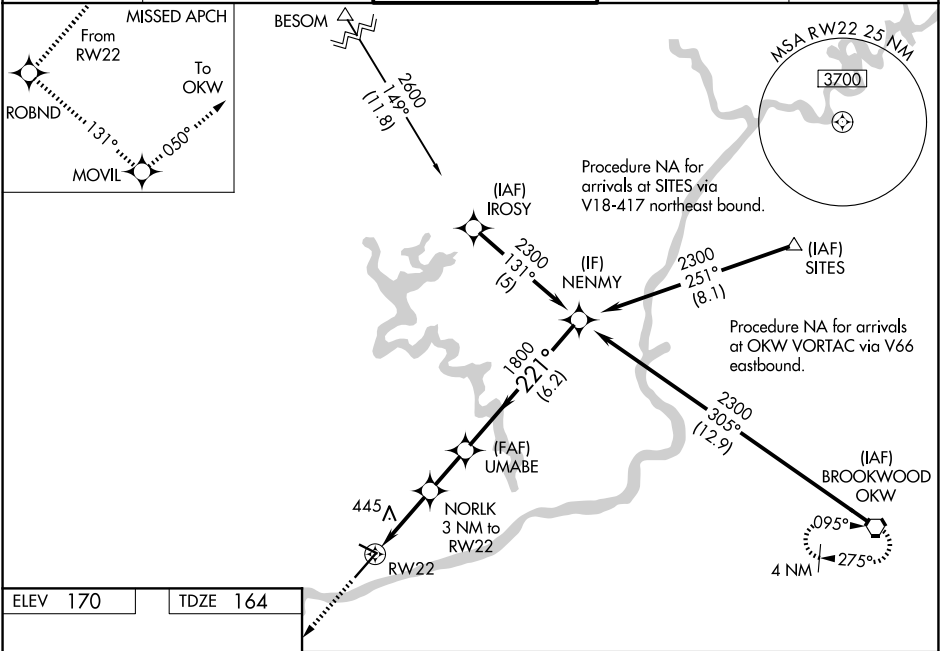
WAAS CH 81918 W22A	APP CRS 221°	Rwy Ldg TDZE 164 Apt Elev 170	RNAV (GPS) RWY 22 TUSCALOOSA NTL (TCL)
--	------------------------	---	--

⚠

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
------------------------	--	--	--------------------------------	-------------------------



ELEV 170

TDZE 164

Diagram showing the TWR (Tower) and MRL Rwy 12-30, HIRL Rwy 4-22. Distances and angles are indicated: 4000 x 100, 221°, 131°, 050°, 6000 x 150, 25°.

2500	ROBND	MOVIL	OKW	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).	Procedure Turn NA
	tr 131°	tr 050°			
*LNAV only.					
NORLK 3 NM to RW22		UMABE 1800		2300	
1.5 NM to RW22		1160		GP 3.00° TCH 60	
1.5		1.5		1.9 NM	
1.5		1.9 NM		6.2 NM	
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)