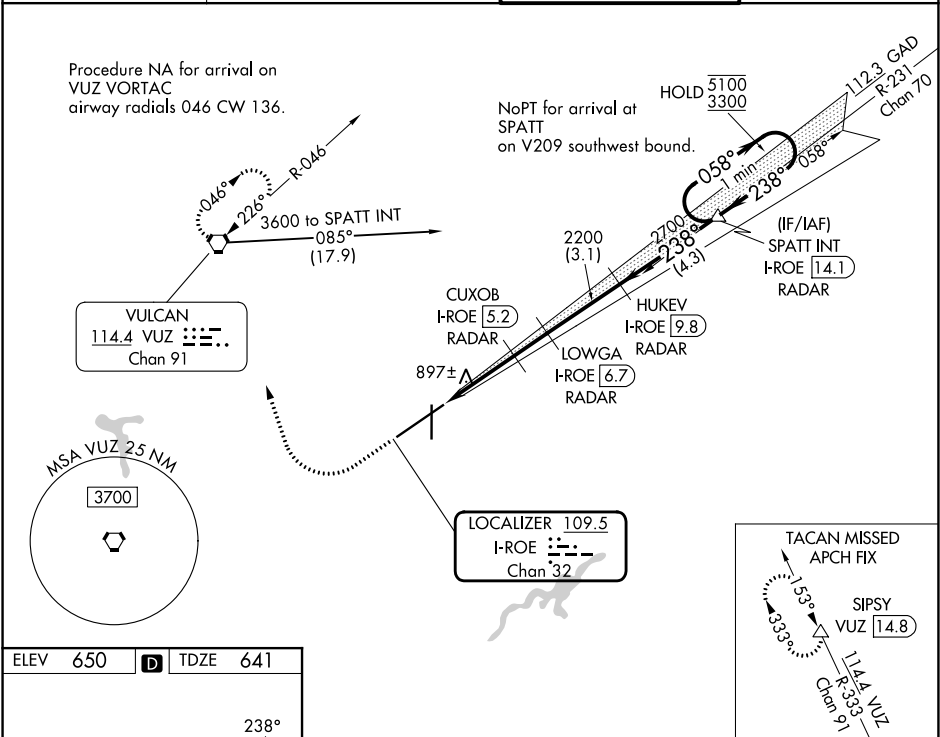


LOC/DME I-ROE 109.5 Chan 32	APP CRS 238°	Rwy Ldg TDZE 641 Apt Elev 650
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ILS or LOC RWY 24
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

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 119.4 270.1	BIRMINGHAM APP CON 123.8 256.8	BIRMINGHAM TOWER 119.9 317.725	GND CON 121.7 348.6
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ELEV 650 TDZE 641	1300 3000 VUZ	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).
238°	*LOC only.	SPATT INT I-ROE 14.1 One Minute Holding Pattern
0.7% DOWN 12007 X 150 1099 X 150 36	LOWGA I-ROE 6.7 RADAR	5100 3300
TWR	HUKEV I-ROE 9.8 RADAR	GS 3.00° TCH 52
81	CUXOB I-ROE 5.2 RADAR	2700
238°	*I-ROE 3.4	238° 2700
	I-ROE 1.9	2200
	*1740	
	1.4 1.9 NM 1.4 NM 3.1 NM 4.3 NM	
REIL Rwy 18 and 36 TDZL/RCLS Rwy 6 HIRL Rwy 6-24 MIRL Rwy 18-36	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)	

SE-4, 01 OCT 2026 to 29 OCT 2026

SE-4, 01 OCT 2026 to 29 OCT 2026