

WAAS CH 53605 W24A	APP CRS 239°	Rwy Ldg TDZE 641 Apt Elev 650
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RNAV (GPS) Y RWY 24

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

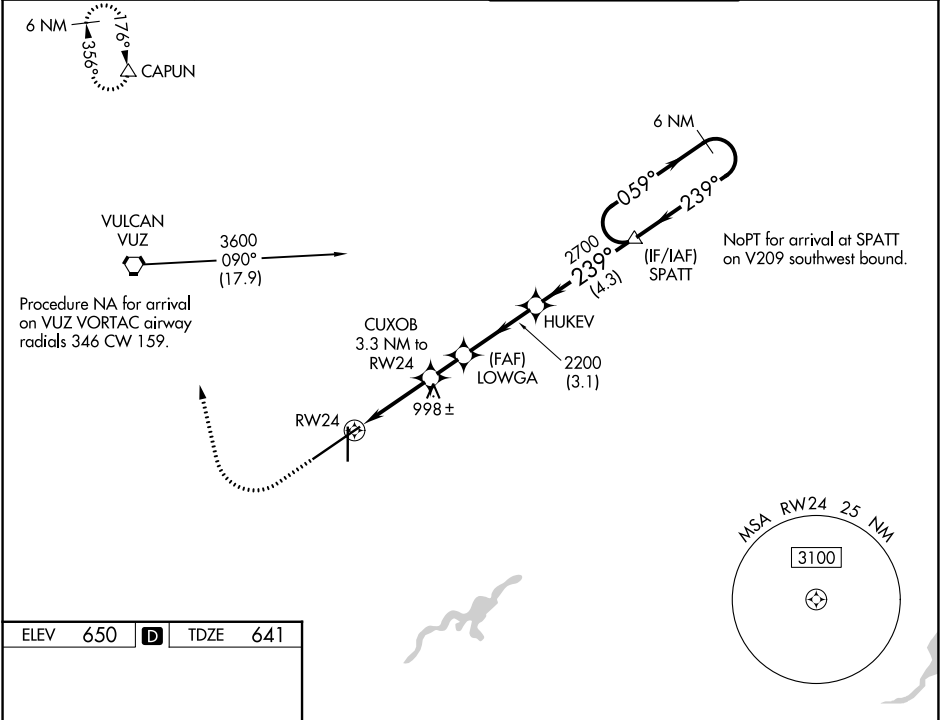
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Rwy 24 helicopter visibility reduction below RVR 4000 NA. DME/DME RNP-0.3 NA. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cat A/B visibility to RVR 5500, and Cat C/D/E to 1¾ SM.

** RVR 1800 authorized with use of FD or AP or HUD to DA.

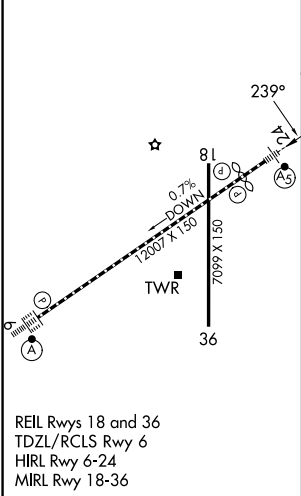
MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct CAPUN and hold.

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	D	TDZE 641
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1300	3000	CAPUN	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).			6 NM Holding Pattern
*LNAV only.	CUXOB 3.3 NM to RW24	LOWGA	HUKEV	SPATT	3300	GP 3.00° TCH 52
	*1.7 NM to RW24	*1740	2200			
	1.7 NM	1.6 NM	1.4 NM	3.1 NM	4.3 NM	
CATEGORY	A	B	C	D	E	
LPV DA**	841/24 200 (200-½)					
LNAV/VNAV DA	1200-1½ 559 (600-1½)					
LNAV MDA	1260/40	619 (700-¾)	1260-1¾	619 (700-1¾)		

SE-4, 01 OCT 2026 to 29 OCT 2026

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