

WAAS CH <b>53605</b> <b>W24A</b>	APP CRS <b>239°</b>	Rwy Idg <b>10801</b> TDZE <b>641</b> Apt Elev <b>650</b>
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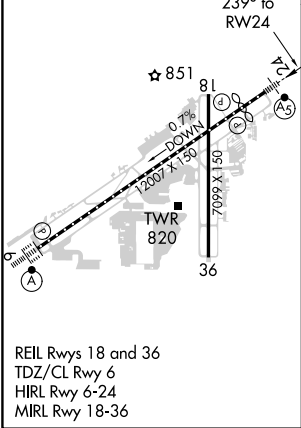
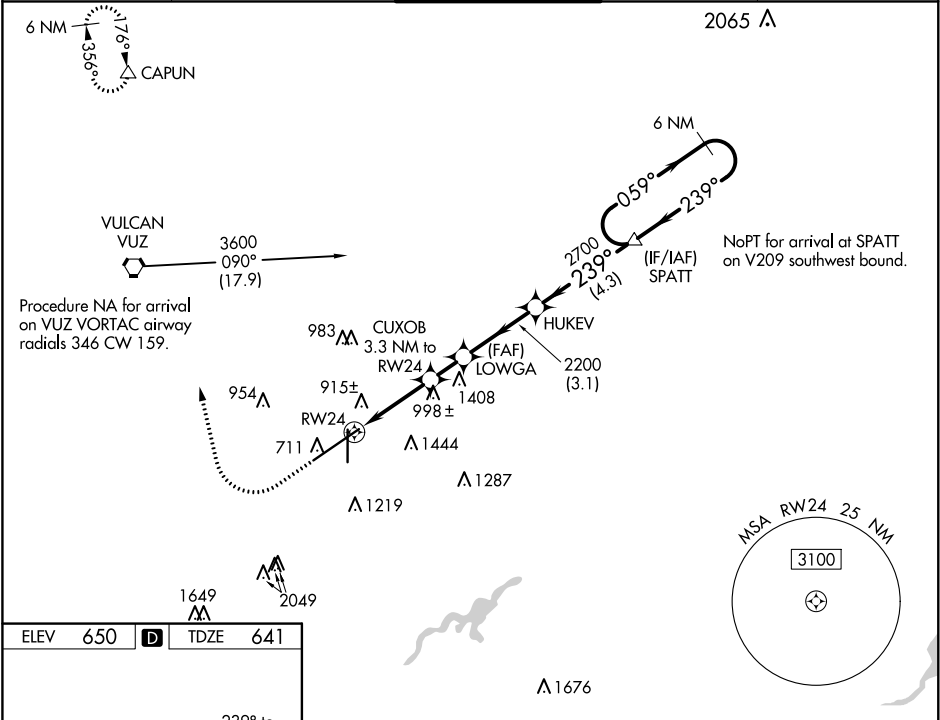
RNAV (GPS) Y RWY 24  
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

**⚠** 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 1¼ 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 <b>119.4 270.1</b>	BIRMINGHAM APP CON <b>123.8 256.8</b>	BIRMINGHAM TOWER <b>119.9 317.725</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>125.675 305.2</b>
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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 2200	HUKEV 2200
*1.7 NM to RW24			*1740	2200	2700
RW24			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, 27 JAN 2022 to 24 FEB 2022

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