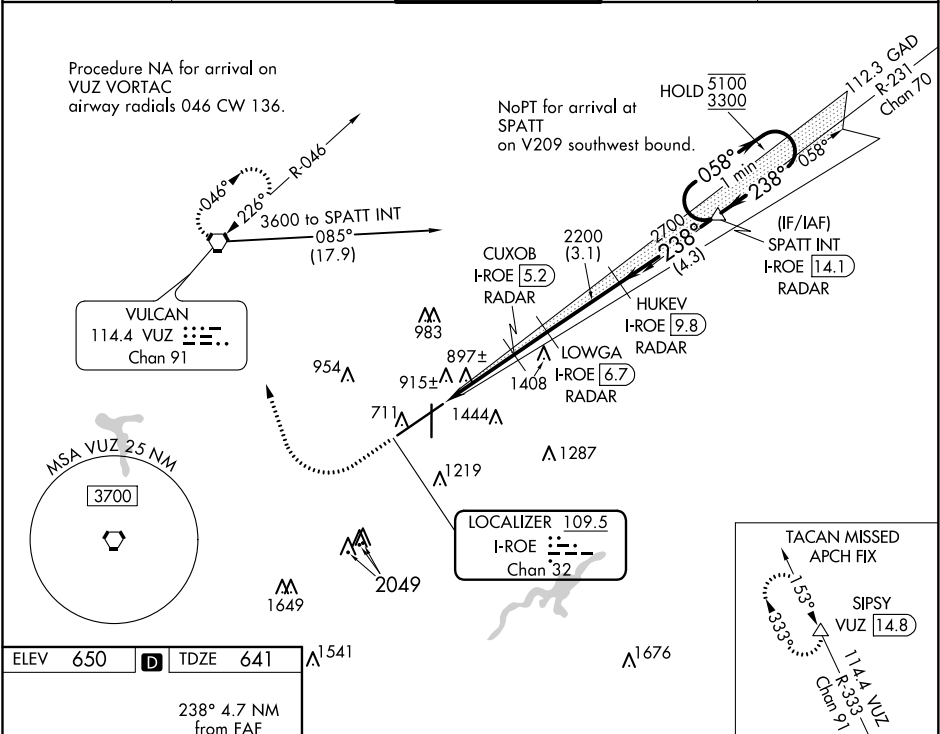


DME or RADAR required.			<div>MALSR</div> <div><div><div><div></div></div></div><div><div><div></div></div></div></div>	MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct VUZ VORTAC and hold. (TACAN aircraft continue on VUZ VORTAC R-333 to SIPSY/VUZ 14.8 DME and hold NW, right turn, 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	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL	
119.4 270.1	123.8 256.8	119.9 317.725	121.7 348.6	125.675 305.2	



ELEV 650	D	TDZE 641	1300 3000 VUZ		VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).	
238° 4.7 NM from FAF			*LOC only.		SPATT INT I-ROE 14.1 One Minute Holding Pattern	
81 0.7% DOWN 1200 X 150 7099 X 150 36			*I-ROE 3.4 I-ROE 1.9		5100 3300 2700 2200	
TWR 820			CUXOB I-ROE 5.2 RADAR		HUKEV I-ROE 9.8 RADAR	
REIL Rws 18 and 36 TDZ/CL Rwy 6 HIRL Rwy 6-24 MIRL Rwy 18-36			LOWGA I-ROE 6.7 RADAR		GS 3.00° TCH 52	
			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)	