BIRMINGHAM, ALABAMA AL-50 (FAA) 19227 LOC/DME I-ROE Rwy Idg 10801 ILS RWY 24 (SA CAT II) APP CRS 109.5 TDŻE 641 238° BIRMINGHAM-SHUTTLESWORTH INTL (BHM) Apt Elev 650 Chan 32 DME or RADAR required MISSED APPROACH: Climb to 1300 then climbing right turn Rwy 24 helicopter visibility reduction below RVR 4000 NA. Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland MALSR 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). or HUD to touchdown. **BIRMINGHAM APP CON BIRMINGHAM TOWER** GND CON CLNC DEL ATIS 119.4 270.1 123.8 256.8 119.9 317.725 121.7 348.6 125,675 305,2 GAD Procedure NA for arrival on $\frac{5100}{3300}$ **VUZ VORTAC** airway radials 046 CW 136. NoPT for arrival at SPATT on V209 southwest bound 738° 3600 to SPATT INT (IF/IAF) -085° 2200 SPATT INT (17.9)(3.1)I-ROE 14.1 RADAR HUKEV VULCAN 983M I-ROE 9.8 114.4 VUZ :::-. RADAR 897± LOWGA Chan 91 1408 I-ROE 6.7 RADAR VUZ 25 NA Λ 1287 ۸¹²¹⁹ 3700 LOCALIZER 109.5 TACAN MISSED I-ROE <u>:</u> APCH FIX Chan 32 2049 ΔΛ. 1649 SIPSY UZ 14.8 ۸¹⁵⁴¹ ۸¹⁶⁷⁶ ELEV 650 641 TDZE П 1300 3000 VUZ VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69). SPATT INT ☆ 851 I-ROE 14.1 **HUKEV** One Minute RADAR **LOWGA** I-ROE 9.8 Holding Pattern I-ROE 6.7 RADAR **RADAR** 058°→ 5100 -238 3300 2200 2700 820 2200 GS 3.00° TCH 52 36 4.7 NM 3.1 NM 1235 CATEGORY S-ILS 24 SA CAT II RA 92/12 100 DA 741 REIL Rwys 18 and 36 SA CATEGORY II ILS-SPECIAL AIRCREW TDZ/CL Rwy 6 HIRL Rwy 6-24 & AIRCRAFT CERTIFICATION REQUIRED MIRL Rwy 18-36

BIRMINGHAM, ALABAMA Amdt 5 28FEB19

24 FEB 2022

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27 JAN 2022

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