


LOC/DME I-ROE <b>109.5</b> Chan <b>32</b>	APP CRS <b>238°</b>	Rwy Idg TDZE Apt Elev	<b>10801</b> <b>650</b> <b>650</b>
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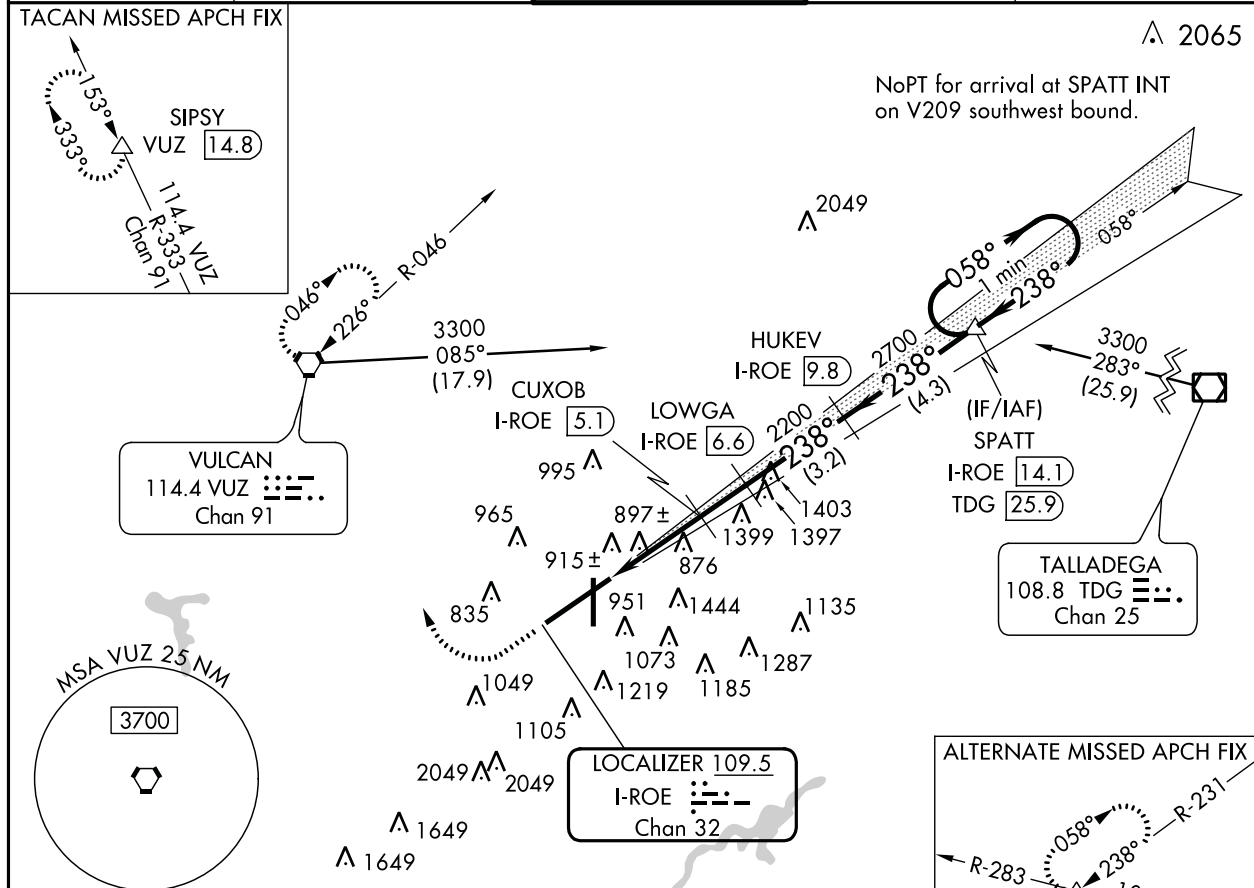
# ILS or LOC/DME RWY 24

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

**▼** For inoperative MALSR, increase S-ILS 24 Cat E visibility to RVR 5000 and S-LOC 24 Cats A and B visibility to RVR 5000, and S-LOC 24 Cat E visibility to 1¾. Visibility reduction by helicopters NA.

**MALSR**  MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct VUZ VORTAC and hold (TACAN aircraft continue via VUZ VORTAC R-333 to SIPSY/VUZ 14.8 DME and hold NW, RT, 153 inbound.)

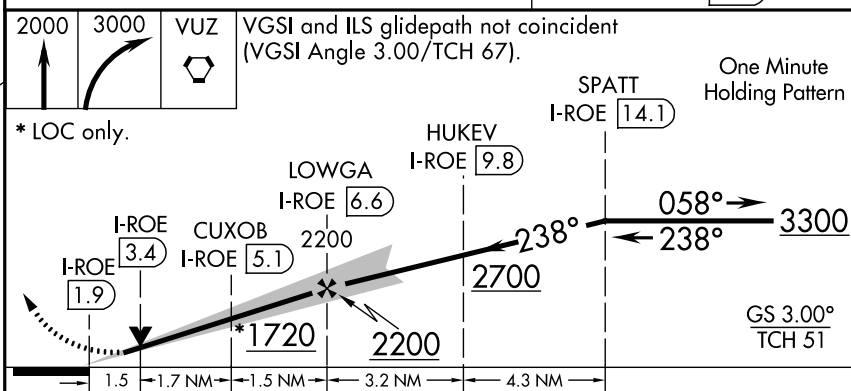
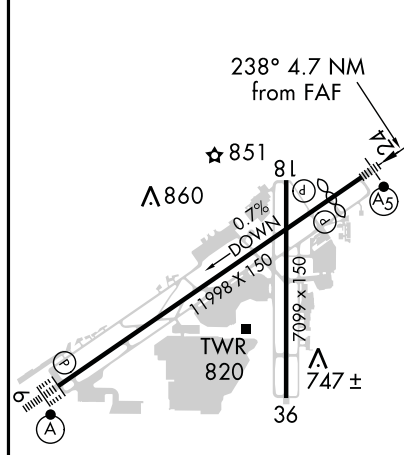
ATIS <b>119.4 270.1</b>	BIRMINGHAM APP CON <b>123.8 256.8</b>	BIRMINGHAM TOWER <b>119.9 317.725</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>125.675 305.2</b>
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SE-4, 06 FEB 2014 to 06 MAR 2014

SE-4, 06 FEB 2014 to 06 MAR 2014

ELEV 650	TDZE 650
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CATEGORY	A	B	C	D	E
S-ILS 24	942/40		292 (300-¾)		
S-LOC 24	1160/40	510 (600-¾)	1160/50	510 (600-1)	1160/60 510 (600-1¼)