

US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		ILS - STANDARD INSTRUMENT APPROACH PROCEDURE FAR PART 97.29		Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.	
TERMINAL ROUTES				MISSED APPROACH	
FROM	TO	COURSE AND DISTANCE	ALTITUDE	ILS: DA LOC: I-ROE 1.94 DME FIX 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 14.81 DME AND HOLD NW, RT, 152.79 INBOUND); OR WHEN DIRECTED BY ATC, CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 3000 VIA HEADING 058 AND TDG VOR/DME R-283 TO SPATT INT/TDG 25.93 DME AND HOLD NE, RT, 238.47 INBOUND. ADDITIONAL FLIGHT DATA: HOLD NE, RT, 226.00 INBOUND. CHART: ALTERNATE MA HOLDING, HOLD NE SPATT INT, RT, 238.47 INBOUND. CHART FAS OBST: 897 TREE 333515N/0864321W CHART 1390 TOWER 333601N/0864002W. CHART 1397 TOWER 333638N/0863920W. CHART VDP AT 3.36 DME; DISTANCE VDP TO THLD 1.42 MILES. CHART TDG 25.9 DME AT SPATT IN PLANVIEW ONLY.	
TDG VOR/DME	SPATT INT/I-ROE 14.06 DME	282.99 / 25.93	3300		
VUZ VORTAC	SPATT INT/I-ROE 14.06 DME	084.84 / 17.89	3300		
SPATT INT/I-ROE 14.06 DME (IF/IAF)	HUKEV/I-ROE 9.80 DME	238.47 / 4.26 (I-ROE)	2700		
HUKEV/I-ROE 9.80 DME	LOWGA/I-ROE 6.62 DME	238.47 / 3.18 (I-ROE)	2200		

1. PT <u> </u> SIDE OF COURSE <u> </u> OUTBOUND <u> </u> FT WITHIN <u> </u> MILES OF <u> </u> (IAF)	
2. HOLD NE SPATT, RT, 238.47 INBOUND, 3300 FT. IN LIEU OF PT (IAF)	
3. FAC: <u>238.47</u> FAF: <u>LOWGA/I-ROE 6.62 DME</u> DIST FAF TO MAP: <u> </u> THLD: <u>4.68</u>	
4. MIN. ALT: <u>HUKEV 2700, LOWGA 2200, CUXOB/I-ROE 5.14 DME 1720*</u>	
5. DIST TO THLD FROM OM: <u>4.68</u> MM: <u>-</u> IM: <u>-</u> 150 HAT: <u>-</u> 100 HAT: <u>-</u> GS ANT: <u>1235</u>	
6. MIN GS INCPT: <u>2200</u> GS ALT AT: <u>LOWGA 2200</u> OM: <u>-</u> MM: <u>-</u> IM: <u>-</u>	
7. GS ANGLE: <u>3.00</u> TCH: <u>51.2</u>	
8. MSA FROM: <u>VUZ VORTAC 3700</u>	

MAG VAR: 3W EPOCH YEAR: 2010

MINIMUMS															
TAKEOFF: <u> </u>	<input type="checkbox"/> STANDARD <input checked="" type="checkbox"/> X		SEE FAA FORM 8260-15A FOR THIS AIRPORT				ALTERNATE: N A		ILS: STANDARD				LOC: STANDARD		
CATEGORY =====>	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-ILS 24	942	4000	292	942	4000	292	942	4000	292	942	4000	292	942	4000	292
S-LOC 24	1160	4000	510	1160	4000	510	1160	5000	510	1160	5000	510	1160	6000	510

NOTES:
 CHART NOTE: 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 1 3/4.
 CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.
 CHART PLANVIEW NOTE: NOPT FOR ARRIVAL AT SPATT INT ON V209 SOUTHWEST BOUND.
 SEE 8260-10

CITY AND STATE	ELEVATION: 650 TDZE: 650	FACILITY IDENTIFIER:	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:	SUP:
BIRMINGHAM, AL	AIRPORT NAME:	I-ROE	ILS OR LOC/DME RWY 24, AMDT 2	AMDT: 1A
	BIRMINGHAM-SHUTTLESWORTH INTL		22 OCT 2009	DATED 08/28/2008

ILS - STANDARD

INSTRUMENT APPROACH PROCEDURE - FAR PART 97.29

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NOTES CONT.

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT.

*LOC ONLY

CITY AND STATE

BIRMINGHAM, AL

ELEVATION: 650 TDZE: 650

AIRPORT NAME:

BIRMINGHAM-SHUTTLESWORTH INTL

FACILITY
IDENTIFIER:

I-ROE

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:

ILS OR LOC/DME RWY 24, AMDT 2

22 OCT 2009

SUP:

AMDT: 1A

DATED: 08/28/2008