

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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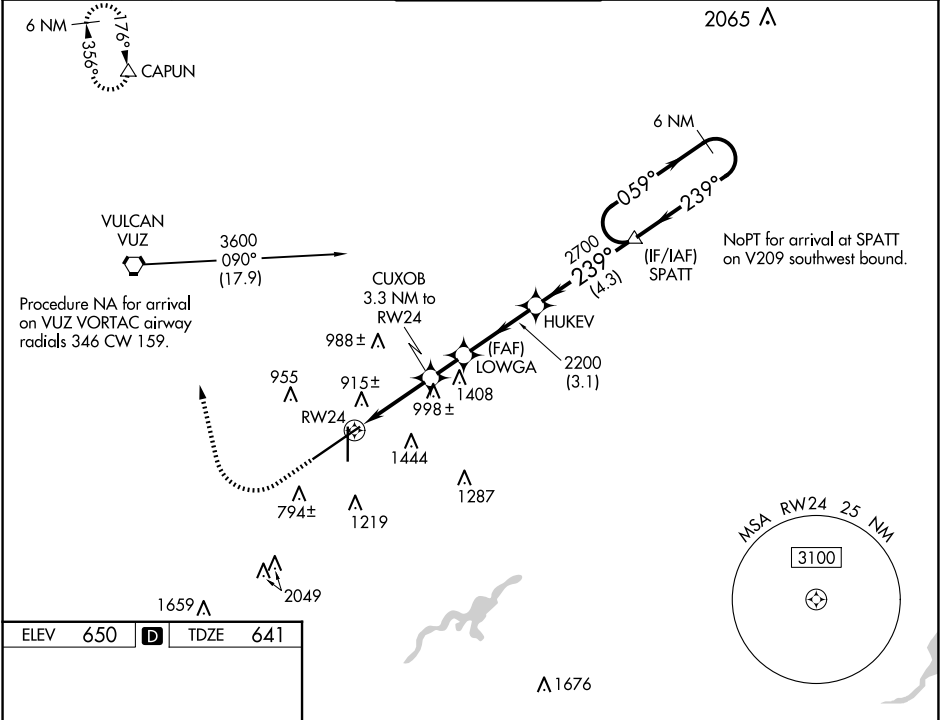
**RNAV (GPS) Y RWY 24**  
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

**▼** 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 1¾ 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

SPATT

059° 3300

239°

2700

2200

1740

CUXOB 3.3 NM to RW24

LOWGA

HUKEV

\*LNAV only.

\*1.7 NM to RW24

1.7 NM 1.6 NM 1.4 NM 3.1 NM 4.3 NM

GP 3.00° TCH 52

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, 07 AUG 2025 to 04 SEP 2025

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