

**FEDERAL AVIATION ADMINISTRATION
 FLIGHT STANDARDS SERVICE
 ILS STANDARD INSTRUMENT APPROACH PROCEDURE
 TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks 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 feet RVR.

<u>AIRPORT ID</u> KBHM	<u>PROCEDURE NAME</u> ILS OR LOC RWY 6 ILS RWY 6 (CAT II)	<u>ORIGINAL/AMENDMENT</u> 43B	<u>CITY</u> BIRMINGHAM	<u>STATE</u> AL	
<u>AIRPORT ELEVATION</u> 650	<u>TDZE</u> 606	<u>SUPERSEDED</u> ILS OR LOC RWY 6 ILS RWY 6 (CAT II)	<u>ORIGINAL/AMENDMENT</u> 43A	<u>DATED</u> 04/20/2023	<u>MAG VAR</u> 3W
<u>FACILITY</u> I-BHM	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 5 OCTOBER 2023	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>	<u>EPOCH YEAR</u> 2010

TERMINAL ROUTES THIS IS A CORRECTED COPY OF A PROCEDURE ORIGINALLY PUBLISHED IN TL 23-20.

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
VUZ VORTAC		MCDEN LOM/INT/RADAR					162.06	9.90	3100
OKW VORTAC	IAF	GUFLO	NOPT	TF	FB	1.00	048.37	16.32	3000
NEGEE/VUZ 16.00 DME CCW	IAF	GUFLO INT/VUZ 15.99 DME/RADAR	NOPT				16.00 DME ARC (VUZ LR-205)		3000
GUFLO INT/VUZ 15.99 DME/RADAR	IF	CEMPO INT/RADAR					058.47	5.50 (I-BHM)	2600
CEMPO INT/RADAR		MCDEN LOM/INT/RADAR					058.47	4.32 (I-BHM)	2200

MISSED APPROACH

MAP:

ILS: DA
 LOC: 4.54 NM AFTER MCDEN LOM/INT/RADAR

MISSED APPROACH INSTRUCTIONS:


CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3000 DIRECT VUZ VORTAC AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 3300 ON HEADING 058 AND GAD R-231 TO SPATT/GAD 28.80 DME AND HOLD. (DME REQUIRED)




PROFILE:

1. PT R SIDE OF COURSE 238.45 OUTBOUND 2700 FT WITHIN 10 MILES OF MCDEN LOM/INT/RADAR (IAF)
 2.
 3. FAC: 058.47 FAF: MCDEN LOM/INT/RADAR DIST FAF TO MAP: 4.54 DIST FAF TO THLD: 4.54
 4. MIN ALT: MCDEN LOM/INT/RADAR 2200
 5. DIST TO THLD FROM OM: 4.54 MM: IM: 884 100 HAT: 939 150 HAT: GS ANT: 1019
 6. MIN GS INCPT: 2200 GS ALT AT PFAF : OM: 2121 MM: IM: 703
 7. GS ANGLE: 3.00 34:1 20:1 TCH: 53.6
 8. MSA FROM: BH LOM 3700 

PBN REQUIREMENTS NOTE:

RNP APCH-GPS. FROM OKW VORTAC.

NOTES:

CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 6: CAT A, B, C, D, RA 118, RVR 1200, HAT 100, DA 706 MSL.
 CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). 
 CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 6 CAT E VISIBILITY TO RVR 4000 AND S-LOC 6 CAT C, D, E VISIBILITY TO 1 5/8 SM.
 CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT OKW VORTAC ON V66 WESTBOUND.
 CHART NOTE: CAT E PROCEDURE TURN NA.

ADDITIONAL FLIGHT DATA:

DO NOT CHART I-ROE REFERENCE IN PLANVIEW AT SPATT ALTERNATE MISSED APPROACH FIX
 CHART FAS OBST: 861 ANTENNA 333137N/0864925W
 CHART: 886 TOWER 332948N/0865210W
 CHART VUZ R-298 AT NEGEE.
 HOLD NE, RT, 226.00 INBOUND.
 CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD NE SPATT/GAD VOR/DME 28.80 DME, RT, 231.00 INBOUND.
 CHART IN PLANVIEW: SPATT/GAD VOR/DME 28.80 DME.
 CHART 3100 PRIOR TO MCDEN LOM IN PROFILE.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ILS: STANDARD; LOC: STANDARD

CATEGORY:	A			B			C			D			E		
	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 06	806	1800	200	806	1800	200	806	1800	200	806	1800	200	806	1800	200
S-LOC 06	1160	2400	554	1160	2400	554	1160	6000	554	1160	6000	554	1160	6000	554



CHANGES - REASONS

1. REMOVED 'RADAR REQUIRED' FROM EQUIPMENT REQUIREMENTS NOTES - RESTORES ILS OR LOC RWY 6 AS A VOR MON PROCEDURE.
2. MOVED NOTE 'RNP APCH-GPS. FROM OKW VORTAC' FROM EQUIPMENT REQUIREMENTS NOTE TO PBN REQUIREMENTS NOTE - SEGMENT OKW VORTAC TO GUFLO IS A RNAV SEGMENT PER 8260-19I PARA. 8-6-8C(2)(A).
3. CHANGED INTERMEDIATE FIX 'GUFLO INT/15.99 DME/RADAR' TO 'GUFLO INT/VUZ 15.99 DME/RADAR' IN TERMINAL ROUTES - NAVAID IDENTIFIER PREVIOUSLY OMITTED.
4. PROFILE LINE 8: MSA FROM BH LOM 3700 CHANGED TO BH NDB 3700 - RESULT OF SIAP AUTOMATION DATA PULL.

08/15/23: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 07/28/23.

1. CHANGED MSA SOURCE NAVAID FROM BH NDB TO BH LOM - CORRECTS SIAP AUTOMATED DATA PULL.
2. CHANGED PROFILE NOTE FROM "VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})." TO "VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})." - IAW 8260.19I.

COORDINATED WITH:

A4A **ALPA** **AOPA** **APA** **HAI** **NBAA** **OTHER:** ZTL, BHM APP CON, AMGR

Digitally signed by

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

OFFICE **RAKE MCGRAW**

DATE

Aug 24, 2023

Digitally signed by

DEVELOPED BY

RALPH DUMAR

RAKE MCGRAW

OFFICE

DATE

Aug 24, 2023

AJV-A422

05/16/2023

APPROVED BY

MARLON ROBINSON

Digitally signed by

RAKE MCGRAW

OFFICE

DATE

Aug 24, 2023

AJV-A420

TITLE
MANAGER

