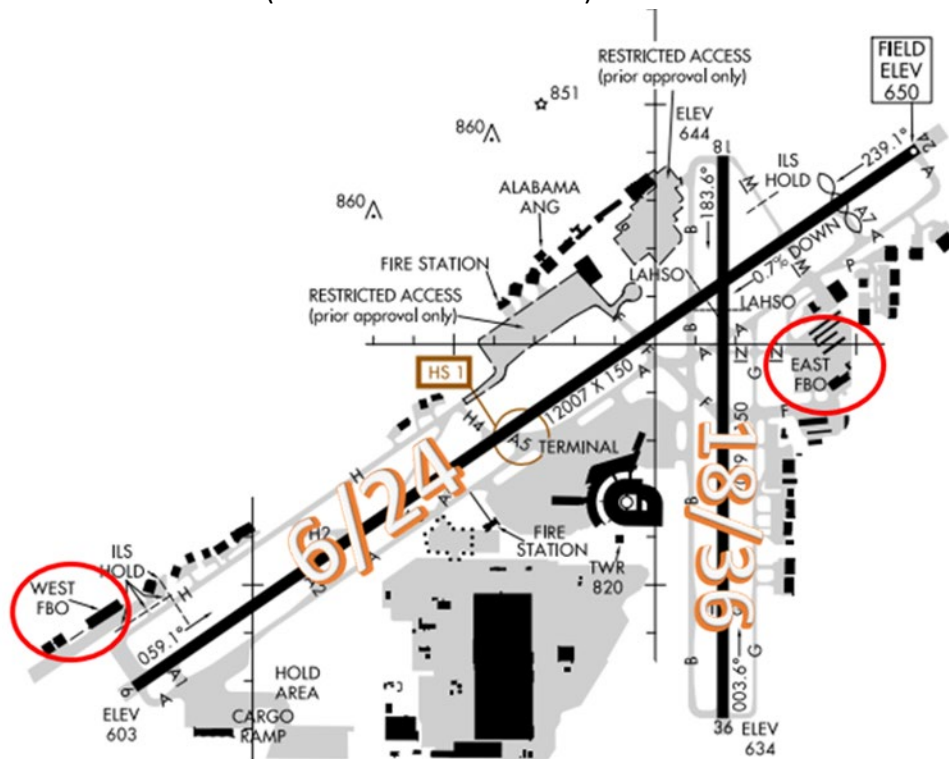


This information is subject to change. Not for navigation or legal pre-flight action.



**Birmingham-Shuttlesworth International (KBHM)** is a small multi-use airport located in the city of Birmingham, Alabama. In addition, due to its proximity to the city, the airport is sometimes difficult to find at night. A complex taxiway system provides access to services located around the airport. There are two FBO's on the airfield that provide General Aviation services. There is a large Air National Guard ramp that is off limits to civil aircraft. Signage and markings identify the restricted areas of the airport. The traffic mix ranges from small single engine aircraft to KC 135 Tankers.

The airport configuration consists of intersecting RWYs 6/24 and 18/36. The **airspace** at KBHM is **Class C**. (Refer to Sectional Chart)

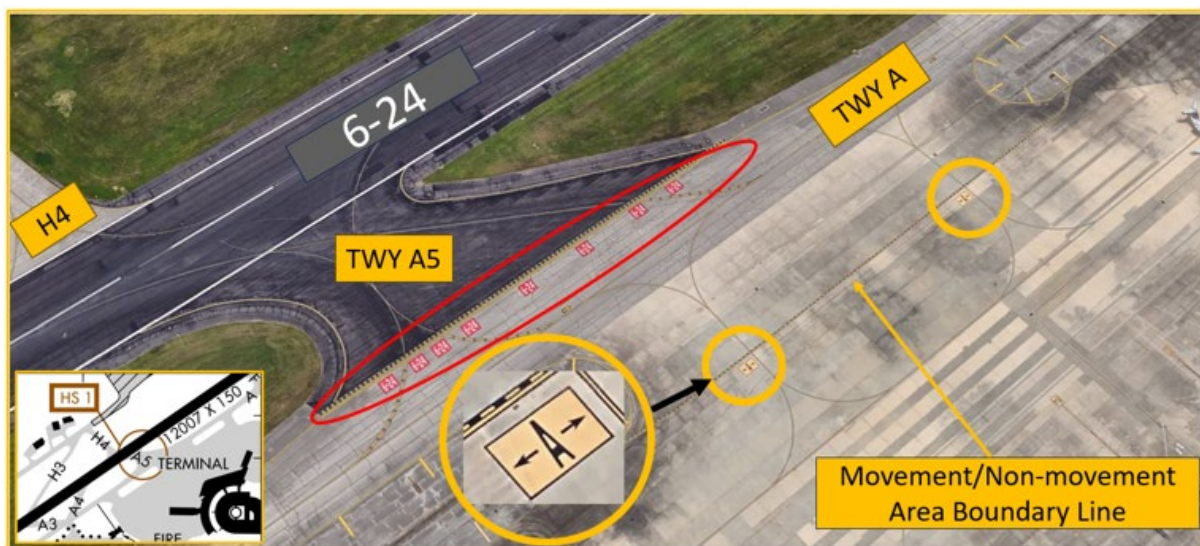


## Two FBOs provide General Aviation services

## Cautions

### Hot Spots

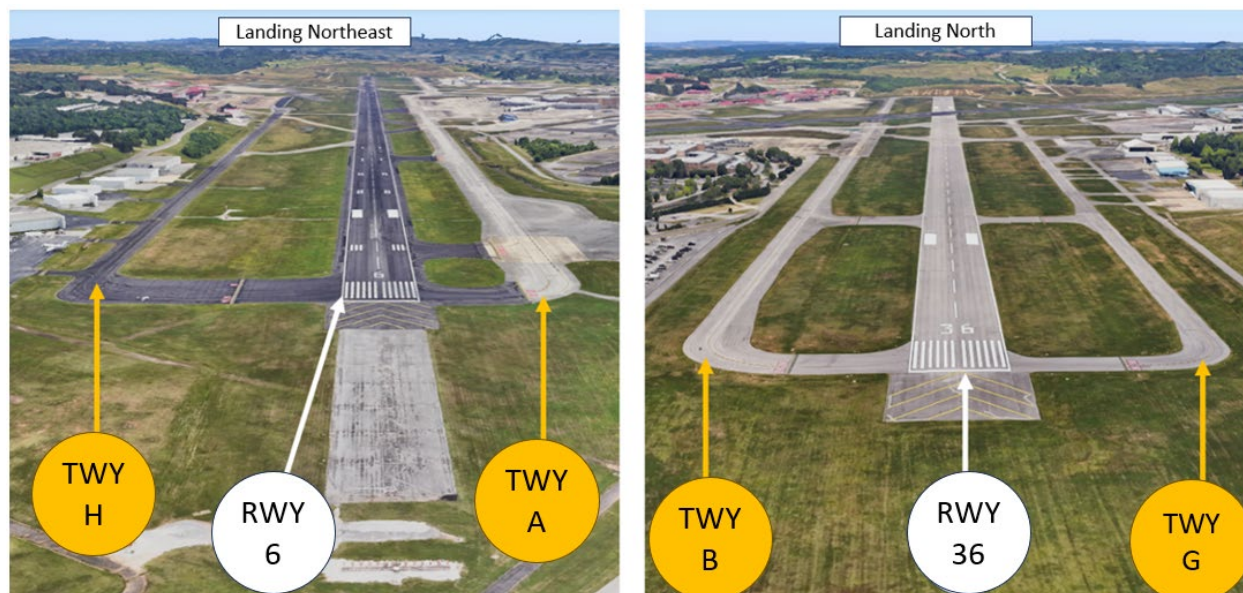
- ✓ HS 1 Maintain vigilance exiting terminal ramp. Ramp/TWY in close proximity to RWY 6/24 hold short bars at A5.
- ✓ **Note:** HS 1 primarily pertains to commercial aircraft exiting the Terminal Ramp and failing to turn onto TWY A and instead, crossing the RWY Holding Position Bars.



HS 1

### Wrong Surface Landing Risk

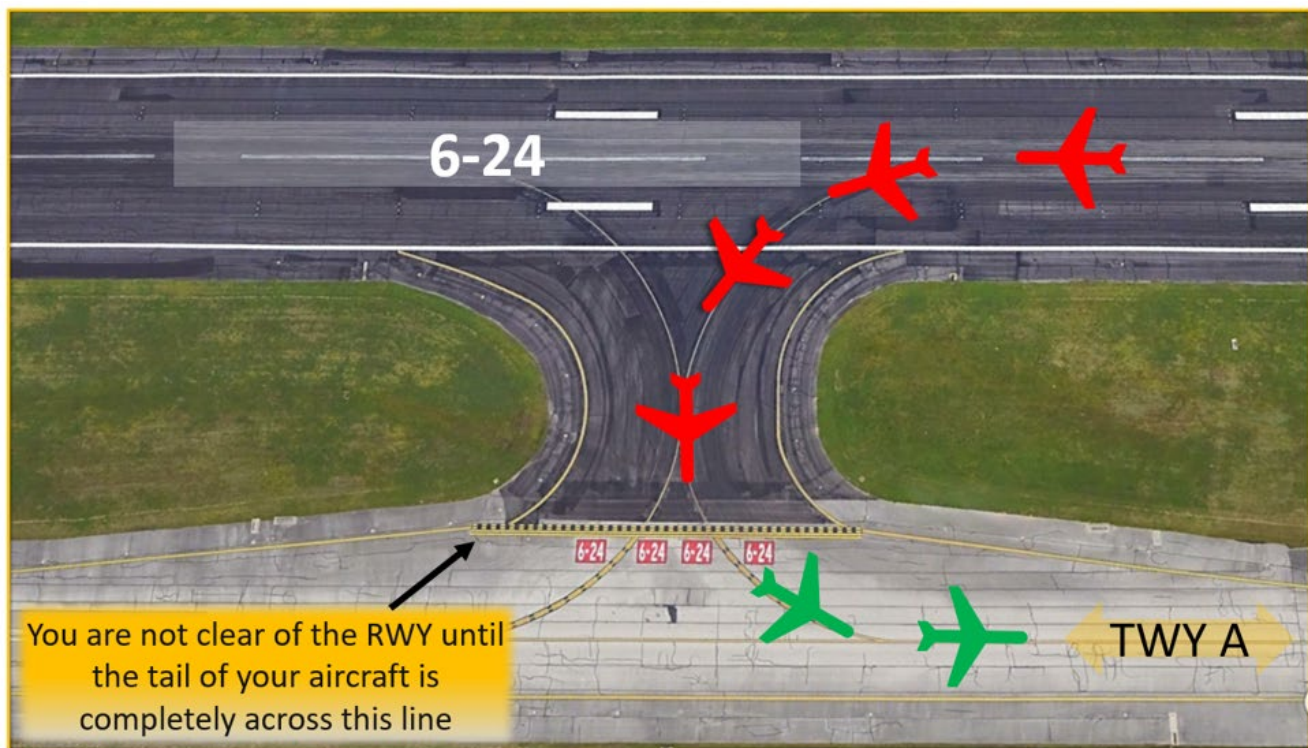
- ✓ Whenever a TWY runs parallel to a RWY, the risk of a TWY landing increases.
- ✓ If available, back up all visual approaches with an instrument approach.
- ✓ Runway Markings are **WHITE**.
- ✓ **Markings on Surfaces not used for Takeoff/Landing** like Taxiway Markings, Chevrons, RWY Shoulder and RWY Turn-on Markings etc., are **YELLOW**.





### Surface Risk – Movement Area Cautions

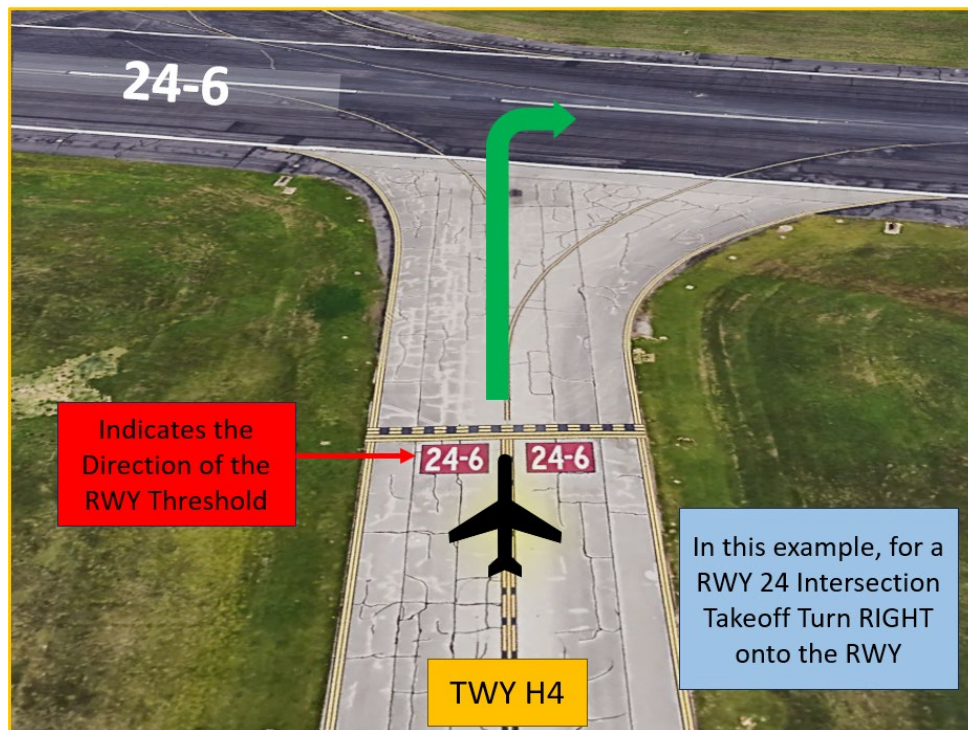
- ✓ When exiting RWY 6 or RWY 24 to the east-southeast, pilots are sometimes hesitant and fail to fully clear the RWY Holding Position line.
- ✓ The RWY Holding Position line borders TWY A at some intersections.
- ✓ TWR expects for you to clear the RWY onto TWY A and may issue instructions to exit and turn onto TWY A and contact Ground Control.
- ✓ A delay in completely exiting the RWY can cause aircraft landing behind you to go around.
- ✓ Actively listening to the controller's instructions and understanding your clearance and position on the airfield will help to mitigate this risk.



Exiting the RWY to TWY A

### Wrong Surface Intersection Takeoff Risk

- ✓ At KBHM, or at any facility where intersection take-offs are authorized, there is the **risk** that pilots will turn in the **wrong direction** when turning onto the RWY.
- ✓ A common intersection departure assignment when taxiing from hangar 26 area or from Atlantic (West FBO) is RWY 24 at TWY H4 with 5500ft available.
- ✓ Advise Ground Control if unable TWY H4 and additional taxi instructions will be provided.
- ✓ Prior to entering the RWY and again when lining up on the RWY, **check** your Magnetic Compass and, your Horizontal Situation Indicator (HSI), if installed, to **verify** that you are pointed in the correct direction.



### Additional Cautions

- ✓ The VFR Sectional chart identifies very tall television transmitter towers (1102 AGL) located just southwest of the airport.
- ✓ As a result, aircraft departing IFR from RWYs 24 and 18 **will not be issued turns** to the south or west until they are above them.



Obstructions



## FROM THE KBHM TOWER CONTROLLERS

The following is local airport specific information that your TWR Controllers want to pass along.

### General

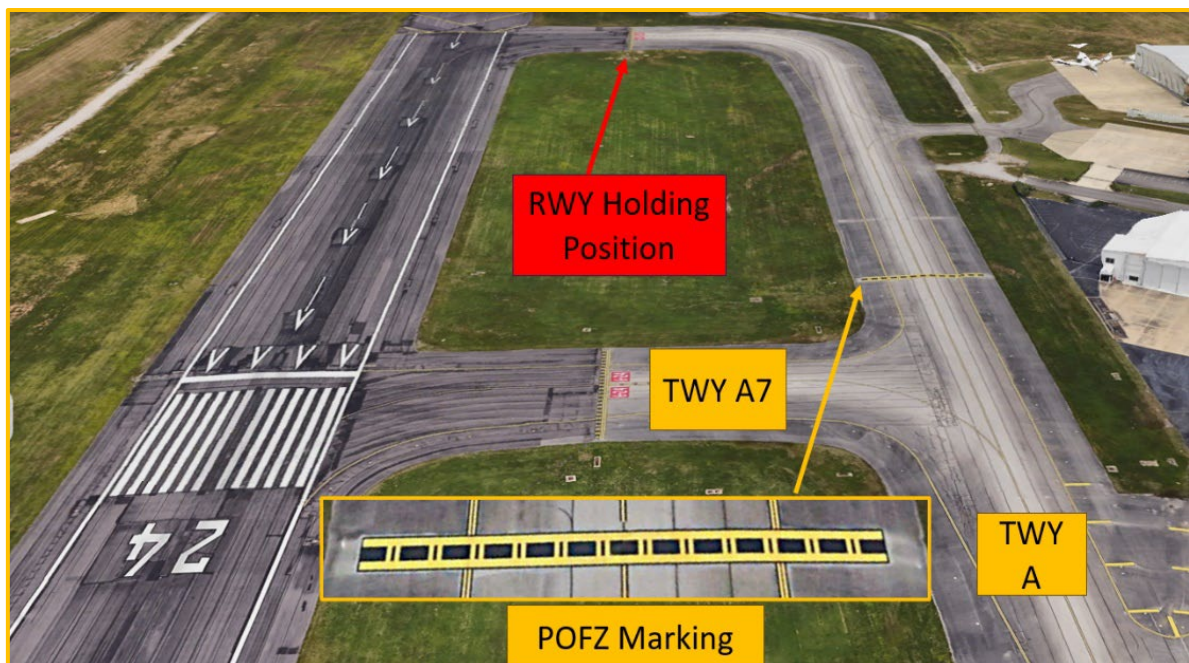
- ✓ Calm RWYs are RWY 6 and RWY 36.
- ✓ When landing RWYs 6 and 36, pilots have become confused at times between the similar sounding RWY numbers.
- ✓ If you are ever in doubt of your clearance, ask the controller.
- ✓ Use caution for wildlife in the vicinity of RWYs and TWYs. Please advise TWR of the type and location of any wildlife observed.

### Clearance Delivery

- ✓ All aircraft must have a clearance to depart the Class C airspace.
- ✓ If departing VFR, you will need flight following. Contact Clearance Delivery (CD) with your callsign only and wait for acknowledgement before relaying your request.
- ✓ Aircraft parked on the westside of the Atlantic ramp (West FBO) may not be able to reach CD or receive the ATIS due to radio blind spots. Move toward the eastside of the ramp to improve radio reception.

### Ground Control

- ✓ On TWY A northeast of TWY A7, there are markings that look exactly the same as an ILS hold but are actually a Precision Obstacle Free Zone (POFZ).
- ✓ Pilots taxiing on TWY A to RWY 24 should continue taxiing past the POFZ unless advised otherwise by Ground Control (GC).



- ✓ GC and CD are frequently combined. This may result in multiple aircraft calling one controller that is working two frequencies.
- ✓ Pilots may hear a controller make a transmission without a response from the aircraft on the other frequency. Wait and listen for your call sign.
- ✓ Pilots should review the Airport Diagram for familiarization with Military Restricted ramp areas and TWYs.



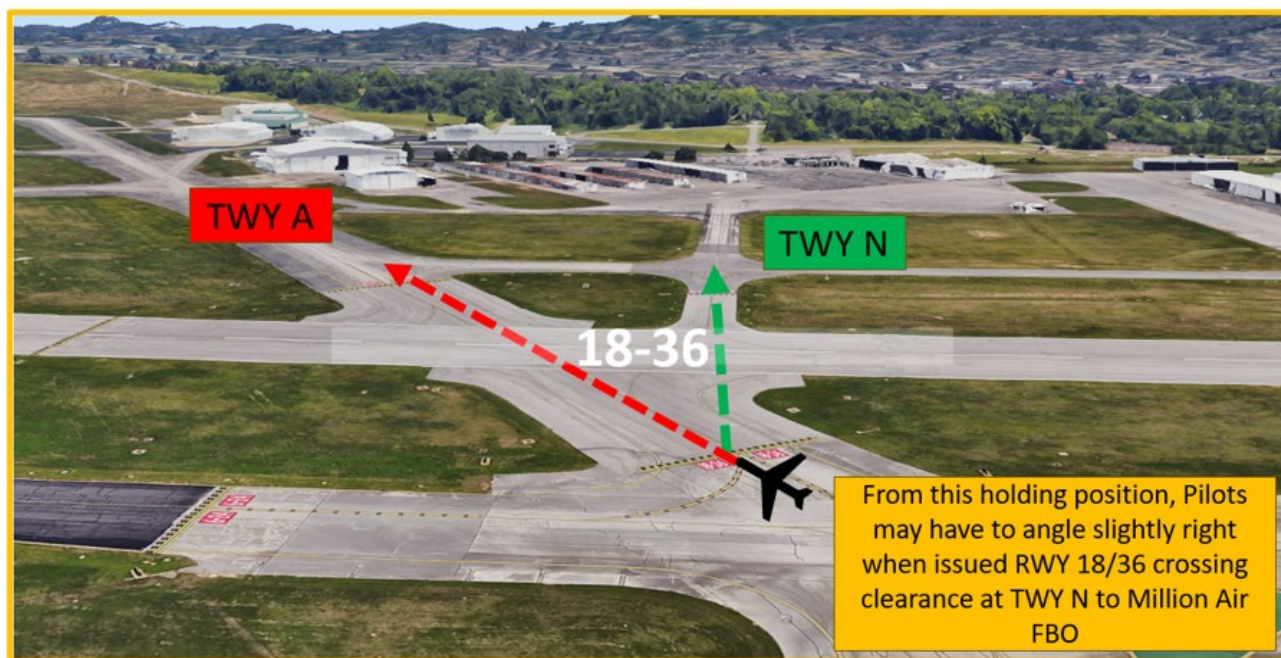
Surface painted markings and above ground signage identify restricted TWYs and ramp areas on the airfield. If for any reason you find yourself in these areas, stop and immediately contact Ground Control.



Restricted Areas

### Runway Crossings

- ✓ Pilots parking at the Million Air FBO that are taxiing on TWY A and are holding short of RWY 18/36, often miss the slight turn to TWY N once they have been issued RWY crossing clearance.
- ✓ TWY N is the shorter and narrower TWY at this intersection.
- ✓ If you are ever unsure of your position or instructions, ask the TWR.



Crossing to TWY N

## Takeoff/Departure

- ✓ Airspace procedures may result in the issuance of headings on departure.
- ✓ If climbing above 10,000' you must use one of the departure fixes found on the Birmingham Eight Departure.
- ✓ Controlled departure times are sometimes in effect for select destination airports. If applicable, CD will relay the time to affected Turbojet/Turboprop aircraft.

## Arrival/Landing

- ✓ Land and Hold Short (LAHSO) clearances may be issued to general aviation aircraft.
- ✓ Advise if you are unable to participate.

LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
○ RWY 06	18/36	8700
○ RWY 36	06/24	5150

- ✓ Notifying TWR, in advance, of your parking location will help to expedite your taxi to the ramp.

## Additional Information

- ✓ Aircraft exiting the cargo ramp near TWY A and RWY 24 approach end are not always visible from the control tower.
- ✓ There is frequent Medevac helicopter activity between KBHM and the downtown area.

This information is subject to change. Not for navigation or legal pre-flight action. Refer to official pre-flight materials such as, but not limited to, NOTAMs, Airport Diagrams, Chart Supplement and VFR charts for the current airport-specific details.