

WAAS Ch <b>82199</b> <b>W23A</b>	APP CRS <b>233°</b>	Rwy Idg TDZE Apt Elev	<b>6007</b> <b>700</b> <b>700</b>
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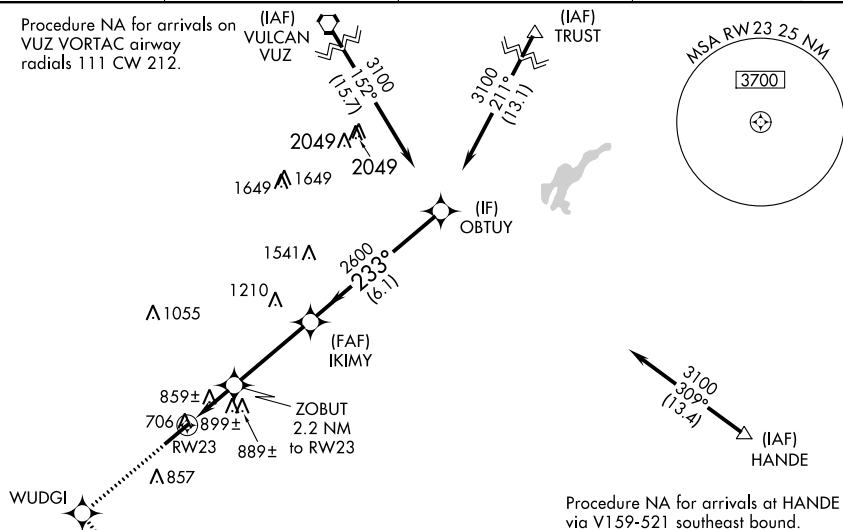
RNAV (GPS) RWY 23  
BESSEMER (EKY)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Alabaster altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LNAV Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Alabaster altimeter setting.

**MISSED APPROACH:** Climb to 4000 direct WUDGI and on track 148° to TASYU and hold, continue climb-in-hold to 4000.

AWOS-3PT <b>118.825</b>	BIRMINGHAM APP CON <b>124.9 351.85</b>	CLNC DEL <b>123.75</b>	UNICOM <b>123.0 (CTAF) 0</b>
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Procedure NA for arrivals on  
VUZ VORTAC airway  
radials 111 CW 212.



Procedure NA for arrivals at HANDE  
via V159-521 southeast bound.

Diagram illustrating the Instrument Landing System (ILS) for RWY 23. The diagram shows the runway layout, including the HIRL Rwy 5-23 and REIL Rwy 5 and 23. The ILS components are labeled: LOC (Localizer) and GS (Glideslope). The diagram also shows the MISSED APCH FIX (Missed Approach Fix) and the 4 NM distance to the fix. The ILS is categorized as LPV DA, LNAV/VNAV DA, LNAV MDA, and CIRCLING. The diagram also shows the HIRL Rwy 5-23 and REIL Rwy 5 and 23.

CATEGORY	A	B	C	D
LPV DA	972-1	272 (300-1)		
LNAV/VNAV DA	1170-1 $\frac{3}{4}$	470 (500-1 $\frac{3}{4}$ )		
LNAV MDA	1160-1 460 (500-1)	1160-1 $\frac{1}{4}$ 460 (500-1 $\frac{1}{4}$ )	1160-1 $\frac{1}{2}$ 460 (500-1 $\frac{1}{2}$ )	
CIRCLING	1200-1 500 (500-1)	1220-1 $\frac{1}{2}$ 520 (600-1 $\frac{1}{2}$ )	1260-2 560 (600-2)	

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