

WAAS CH 81918 W22A	APP CRS 221°	Rwy Idg TDZE 164 Apt Elev 170
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RNAV (GPS) RWY 22

TUSCALOOSA NTL (TCL)

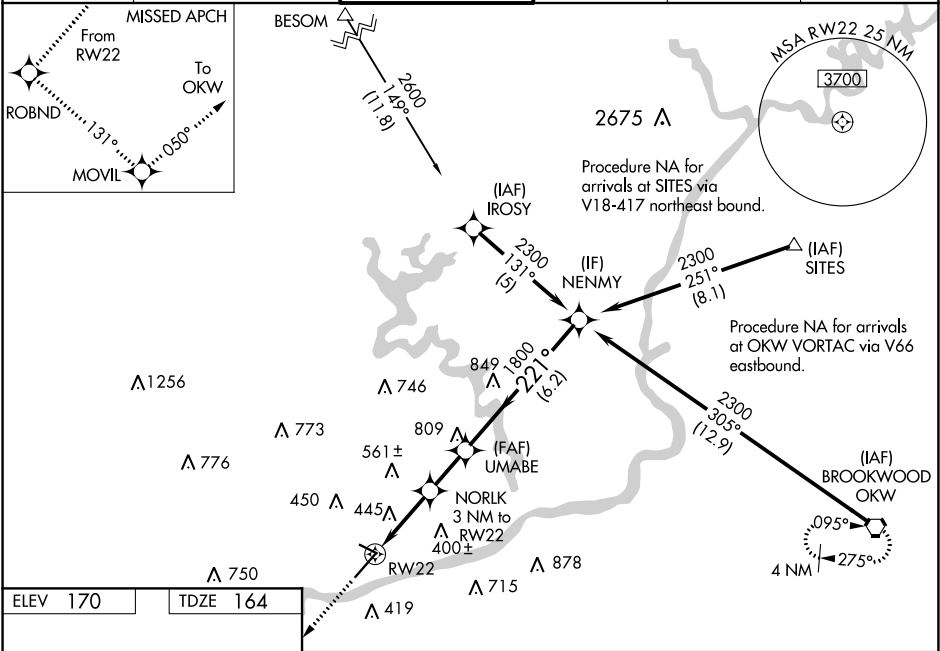
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Birmingham altimeter setting: increase LPV DA to 760 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 937 feet and all visibilities ¾ SM; increase all MDAs 180 feet and visibility LNAV Cats C and D ½ SM and Circling Cat C ¾ SM and Cat D ½ SM. Baro-VNAV and VDP NA when using Birmingham altimeter setting. Circling Rwy 12, 30 NA at night.

MISSED APPROACH: Climb to 2500 direct ROBND and left turn on track 131° to MOVIL and on 050° track to OKW VORTAC and hold.

ASOS 132.825	BIRMINGHAM APP CON 120.15 269.25	TUSCALOOSA TOWER ★ 126.3 (CTAF) 0 256.7	GND CON 121.8 257.95	CLNC DEL 120.775	UNICOM 122.95
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ELEV 170

TDZE 164

Diagram showing the runway (RWY 22) and taxiway (TWX 236) layout. The runway length is 4000 x 100 feet. The taxiway width is 6000 x 150 feet. The runway is oriented 221°.

2500	ROBND	MOVIL	OKW	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).	Procedure Turn NA
*LNAV only.					
NORLK 3 NM to RW22					
*1.5 NM to RW22					
RW22					
1160*					
1800					
221°					
2300					
GP 3.00° TCH 60					
1.5 1.5 1.9 NM 6.2 NM					
CATEGORY	A		B	C	D
LPV DA	582-1½		418 (500-1½)		
LNAV/VNAV DA	759-2		595 (600-2)		
LNAV MDA	700-1 536 (600-1)		700-1½ 536 (600-1½)		700-1¾ 536 (600-1¾)
CIRCLING	720-1 550 (600-1)	800-1 630 (700-1)	960-2¼ 790 (800-2¼)	960-2½ 790 (800-2½)	