

WAAS CH 86735 W 36A	APP CRS 001°	Rwy Idg TDZE 401 Apt Elev 402
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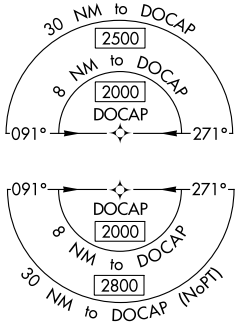
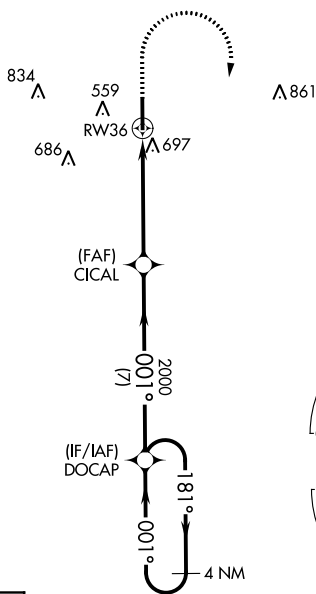
RNAV (GPS) RWY 36

OLIVE BRANCH (OLV)

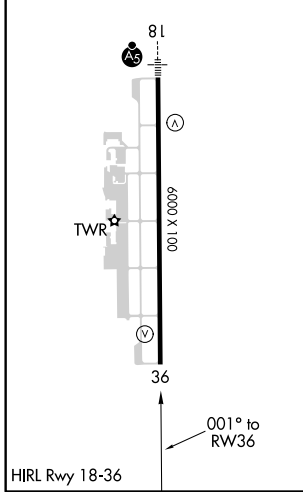
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cats C and D and Circling Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA with Memphis Intl altimeter setting. Rwy 36 helicopter visibility reduction below ¾ SM NA.

▲ MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct DOCAP and hold.

ATIS 119.925	MEMPHIS APP CON 125.8 338.3	OLIVE BRANCH TOWER ★ 125.275 (CTAF) 0	GND CON 121.2	CLNC DEL 121.2	MEMPHIS CLNC DEL 121.3 (When twr closed)	UNICOM 122.95
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ELEV 402	TDZE 401
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1500	2000	DOCAP	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 31).			
*LNAV only		*1.8 NM to RW36	CICAL 2000	DOCAP	4 NM Holding Pattern	
RW36		1.8 NM	3.1 NM	7 NM	181° → 2000	
					← 001° ← 2000	
					GP 3.00° TCH 45	
CATEGORY	A	B	C	D		
LPV DA	709-1		308 (400-1)			
LNAV/VNAV DA	915-1¾		514 (600-1¾)			
LNAV MDA	1000-1	599 (600-1)	1000-1¾	599 (600-1¾)		
C CIRCLING	1060-1	658 (700-1)	1060-1¾	1200-2½	798 (800-2½)	

SC-4, 10 OCT 2019 to 07 NOV 2019

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