

ILS or LOC RWY 36L

MEMPHIS INTL (MEM)

LOC/DME I-OHN 108.9 Chan 26	APP CRS 360°	Rwy Idg 9320 TDZE 321 Apt Elev 341
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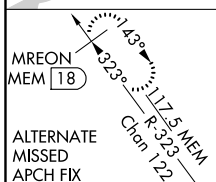
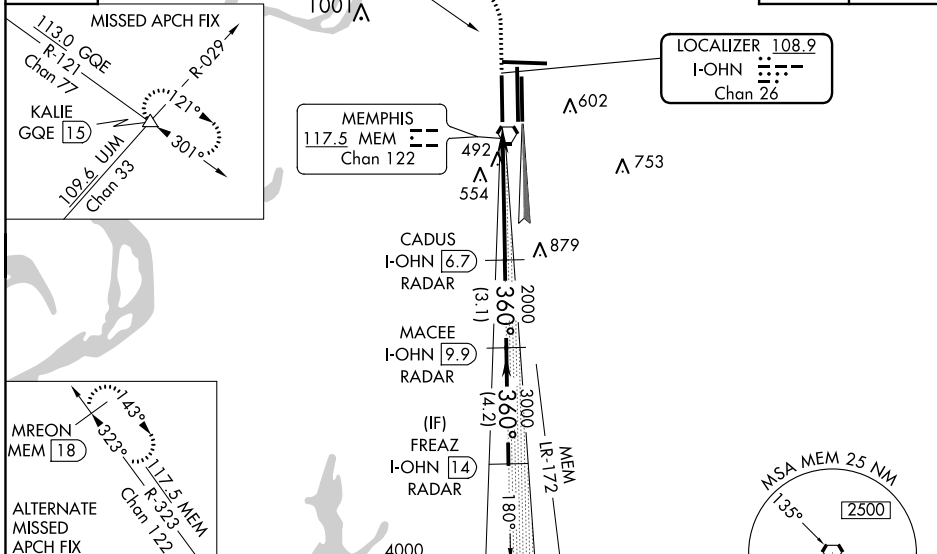
⚠ Simultaneous approach authorized with Rwy 36C/R.
 ⚠ For inoperative ALSF, increase S-ILS 36L Cat E visibility to RVR 4000, and S-LOC 36L Cat E visibility to 1½.
 DME or RADAR required.



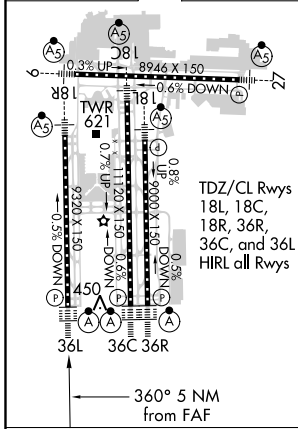
MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2
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D-ATIS 127.75	113.0 GQE Chan 77	R-121	1001	CLNC DEL 125.2	CPDLC
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ELEV 341	D	TDZE 321
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1000	5000	KALIE	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).	Procedure Turn NA	
↑	hdg 330°	GQE R-121	CADUS I-OHN [6.7] RADAR	FREQZ NA	
			MACEE I-OHN [9.9] RADAR	I-OHN [14] RADAR	
* LOC only.					
CATEGORY	A	B	C	D	E
S-ILS 36L	521/18		200 (200-½)	521/24 200 (200-½)	
S-LOC 36L	760/24	439 (500-½)	760/40 439 (500-¾)	760/50	439 (500-1)
☑ CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)

SE-1, 19 MAY 2022 to 16 JUN 2022

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