

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>49107</b><br><b>W36D</b> | APP CRS<br><b>360°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>9000</b><br><b>335</b><br><b>341</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

RNAV (GPS) RWY 36R  
MEMPHIS INTL (MEM)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

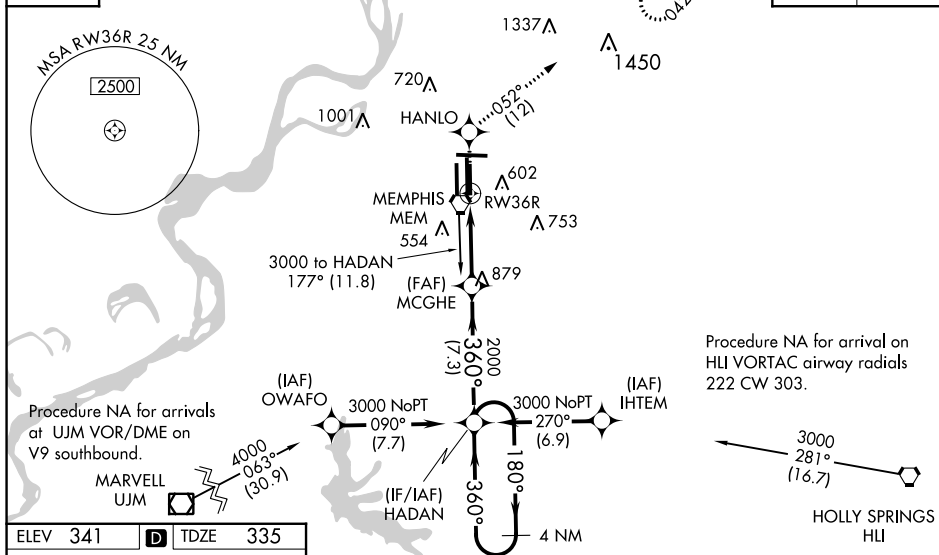
ALSF-2



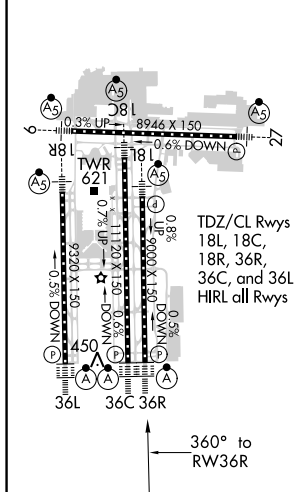
**MISSED APPROACH:** Climb to 5000 direct HANLO and on 052° track to OROCU and hold, continue climb-in-hold to 5000.

| MEMPHIS APP CON |              |             | MEMPHIS TOWER           |                |              | GND CON                 |               |              |
|-----------------|--------------|-------------|-------------------------|----------------|--------------|-------------------------|---------------|--------------|
| <b>119.1</b>    | <b>291.6</b> | (176°-355°) | (Rwy 9-27)              | <b>118.3</b>   | <b>257.8</b> | (Rwy 9-27)              | <b>121.0</b>  | <b>379.2</b> |
|                 |              |             | (Rwys 18C-36C, 18L-36R) | <b>119.7</b>   | <b>257.8</b> | (Rwys 18C-36C, 18L-36R) | <b>121.9</b>  | <b>379.2</b> |
| <b>125.8</b>    | <b>338.3</b> | (356°-175°) | (Rwy 18R-36L)           | <b>128.425</b> | <b>257.8</b> | (Rwy 18R-36L)           | <b>121.65</b> | <b>379.2</b> |

|                         |                                                                                                       |                          |        |
|-------------------------|-------------------------------------------------------------------------------------------------------|--------------------------|--------|
| D-ATIS<br><b>127.75</b> | <br>OROCU 122.2 4 NM | CLNC DEL<br><b>125.2</b> | CPDLIC |
|-------------------------|-------------------------------------------------------------------------------------------------------|--------------------------|--------|



|          |          |          |
|----------|----------|----------|
| ELEV 341 | <b>D</b> | TDZE 335 |
|----------|----------|----------|



|              |            |             |                        |                                                                                             |               |                  |                    |
|--------------|------------|-------------|------------------------|---------------------------------------------------------------------------------------------|---------------|------------------|--------------------|
| 5000<br>↑    | HANLO<br>✦ | tr<br>052°  | OROCU<br>△             | VGS1 and RNAV glidepath not coincident<br>(VGS1 Angle 3.00/TCH 69).<br>4 NM Holding Pattern |               |                  |                    |
| * LNAV only. |            |             |                        | * 1.2 NM to RW36R                                                                           | MCGHE<br>2000 | 180° →<br>← 360° | 3000               |
| RW36R        |            |             |                        | 1.2 NM                                                                                      | 3.8 NM        | 7.3 NM           | GP 3.00°<br>TCH 58 |
| CATEGORY     | A          | B           | C                      | D                                                                                           |               |                  |                    |
| LPV DA       | 639/24     |             | 304 (300-½)            |                                                                                             |               |                  |                    |
| LNAV/VNAV DA | 763/50     |             | 428 (500-1)            |                                                                                             |               |                  |                    |
| LNAV MDA     | 760/24     | 425 (500-½) | 760/40<br>425 (500-¾)  | 760/50<br>425 (500-1)                                                                       |               |                  |                    |
| CIRCLING     | 940-1      | 599 (600-1) | 940-1½<br>599 (600-1½) | 1020-2¼<br>679 (700-2¼)                                                                     |               |                  |                    |