

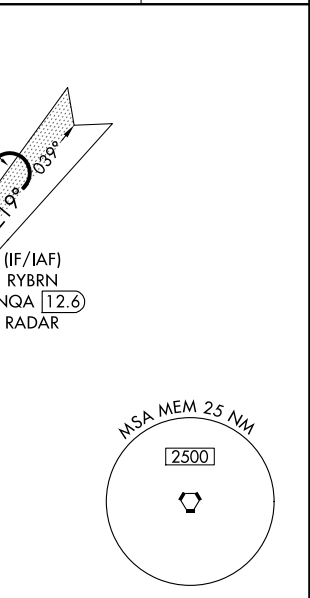
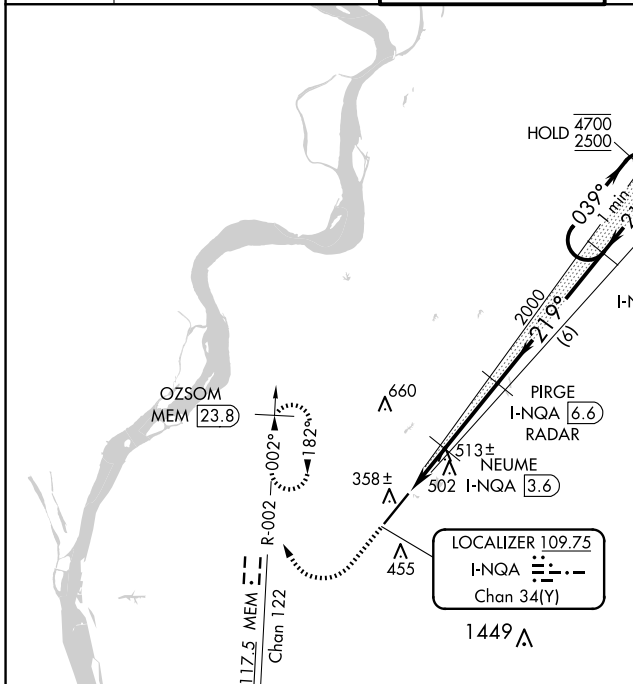
LOC/DME I-NQA <b>109.75</b> Chan 34 (Y)	APP CRS <b>219°</b>	Rwy Idg TDZE <b>322</b> Apt Elev <b>322</b>	<b>8001</b>
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# ILS or LOC RWY 22

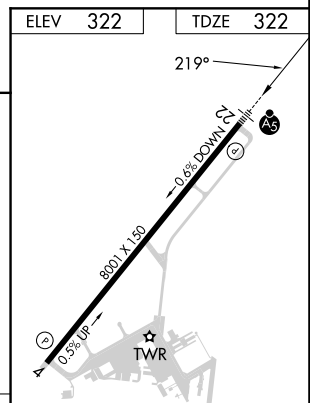
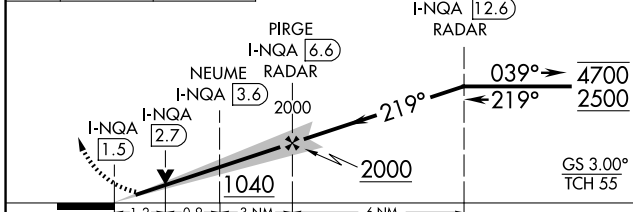
MILLINGTON/MEMPHIS (NQA)

RADAR required for procedure entry. DME required.		MALSR 	MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 and on MEM VORTAC R-002 to OZSOM/MEM 23.8 DME and hold, continue climb-in-hold to 3000.
	S-ILS 22 procedure NA when control tower closed if ceiling/visibility lower than 800/2. For inop ALS, increase S-ILS 22 Cat E visibility to 3/4 SM and S-LOC 22 Cat E visibility to 1 1/2 SM.		

AWOS-3 <b>118.925</b>	MEMPHIS APP CON <b>119.1 291.6</b> (176°-355°) <b>125.8 338.3</b> (356°-175°)	MILLINGTON TOWER ★ <b>120.25</b> (CTAF) <b>340.2</b>	GND CON <b>121.375</b>	UNICOM <b>122.95</b>
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1000	3000	OZSOM MEM 23.8	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67). One Minute Holding Pattern
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CATEGORY	A	B	C	D	E
S-ILS 22	522-1/2 200 (200-1/2)				
S-LOC 22	780-1/2	458 (500-1/2)	780-7/8	458 (500-7/8)	
CIRCLING	800-1 478 (500-1)	820-1 498 (500-1)	920-1 1/2 598 (600-1 1/2)	960-2 638 (700-2)	960-2 1/4 638 (700-2 1/4)

REIL Rwy 22	
REIL Rwy 4	
HIRL Rwy 4-22	

SE-1, 20 MAR 2025 to 17 APR 2025

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