

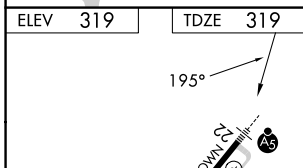
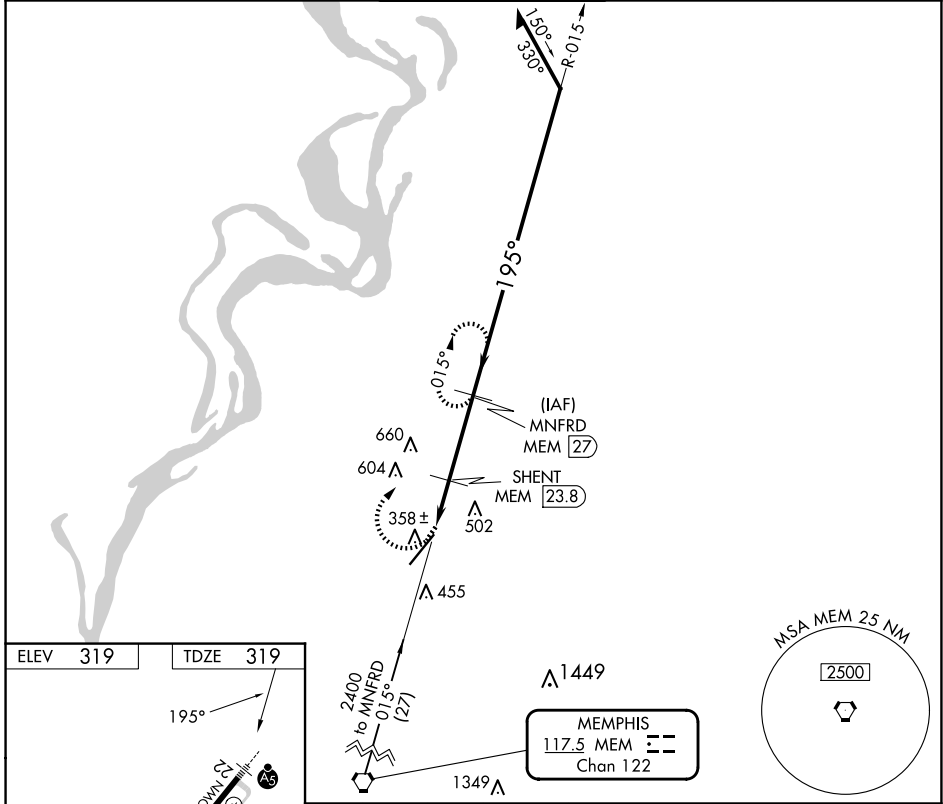
| | | | |
|---|------------------------|-----------------------------|---|
| VORTAC MEM 117.5 Chan 122 | APP CRS 195° | Rwy Idg TDZE Apt Elev | 8001 319 319 |
|---|------------------------|-----------------------------|---|

VOR or TACAN RWY 22

MILLINGTON/MEMPHIS (NQA)

| | | |
|---|-------|--|
| DME required. | MALSR | MISSED APPROACH: Climb to 900, then descending right turn to 2000 on MEM VORTAC R-015 to MNFRD/27 DME and hold, continue climb-in-hold to 2000. |
| ▼ Rwy 22 helicopter visibility reduction below ¼ SM NA. ▲ Inop table does not apply. | | |

| | | | | |
|--------------------------|---|--|---------------------------|-------------------------|
| AWOS-3 118.925 | MEMPHIS APP CON 119.1 291.6 125.8 338.3 (176°-355°) (356°-175°) | MILLINGTON TOWER ★ 120.25 (CTAF) 340.2 | GND CON 121.375 | UNICOM 122.95 |
|--------------------------|---|--|---------------------------|-------------------------|



| | | | | | |
|---|------|-----------|----------------|----------------|--|
| 900 | 2000 | MEM R-015 | MNFRD MEM (27) | MNFRD MEM (27) | Remain within 15 NM |
| SHENT MEM (23.8) MEM (21.8) 3.00° TCH 55 1020 2 NM 3.2 NM | | | | | 015° 2000 VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 67). |

| CATEGORY | A | B | C | D | E |
|----------|-------|-------------|------------------------|----------------------|------------------------|
| S-22 | 880-1 | 561 (600-1) | 880-1½ | 561 (600-1½) | |
| CIRCLING | 880-1 | 561 (600-1) | 920-1¾ 601 (700-1¾) | 960-2 641 (700-2) | 960-2¼ 641 (700-2¼) |

REIL Rwy 22
REIL Rwy 4
HIRL Rwy 4-22

SE-1, 17 APR 2025 to 15 MAY 2025

SE-1, 17 APR 2025 to 15 MAY 2025