

WAAS CH <b>93607</b> <b>W27A</b>	APP CRS <b>273°</b>	Rwy Idg <b>8946</b> TDZE <b>292</b> Apt Elev <b>341</b>
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RNAV (GPS) RWY 27  
MEMPHIS INTL (MEM)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  
**A** -9°C (16°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.  
 For inop ALS, increase LNAV Cat C and D visibility to 1% SM.  
 \*\*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR



**MISSED APPROACH:** Climb to 5000 direct AVADE and on track 279° to GOWRI 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 <b>127.75</b>		CLNC DEL <b>125.2</b>	CPDLC
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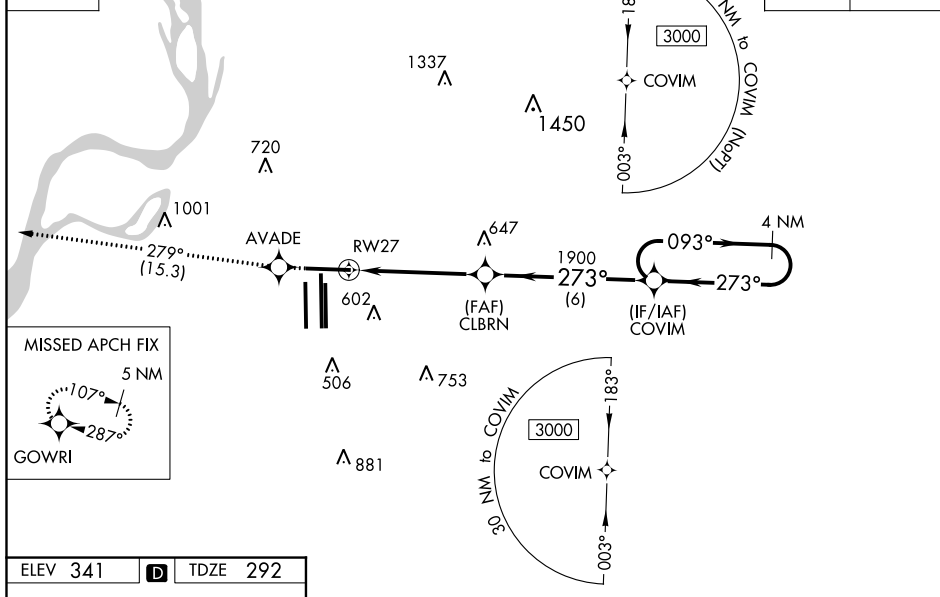


Figure 1 illustrates a non-coincident VGS and RNAV glidepath. The plan view shows the runway layout (RW27, RW27R, RW27L) and the profile view shows the glidepaths. The RNAV glidepath is shown as a dashed line, and the VGS glidepath is shown as a solid line. The non-coincidence is highlighted by the difference in the glidepath angles (273° to RW27 and 273° to RW27R).