

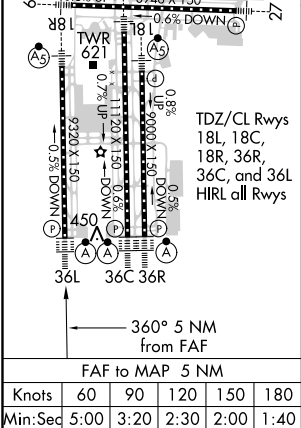
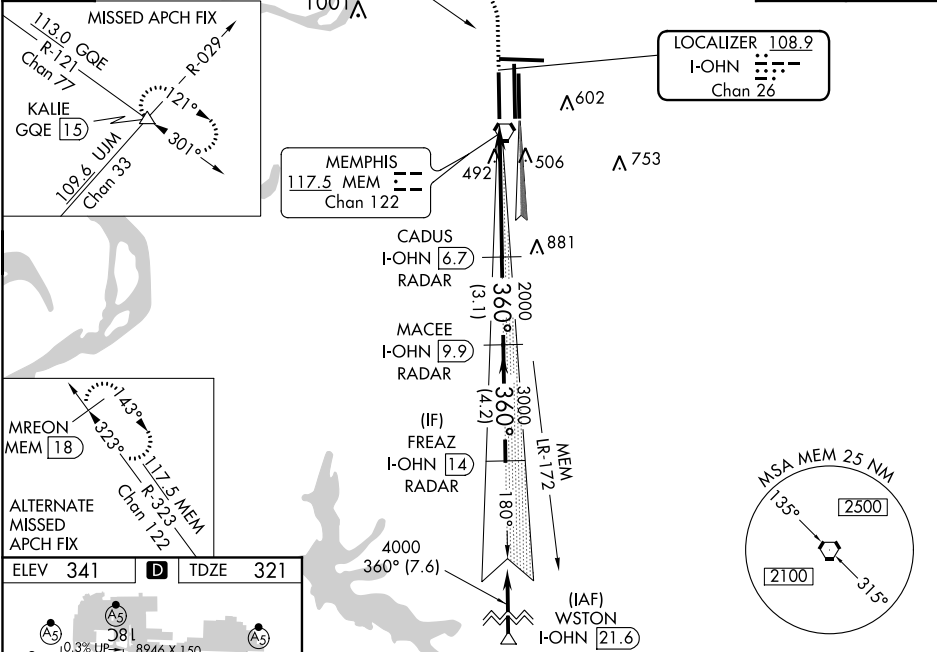
LOC/DME I-OHN 108.9 Chan 26	APP CRS 360°	Rwy Idg 9320 TDZE 321 Apt Elev 341
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ILS or LOC RWY 36L
MEMPHIS INTL (MEM)

⚠ 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.	ALSF-2 	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.
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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	CLNC DEL 125.2	CPDLC
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1000 ↑	5000 hdg 330°	GQE R-121	KALIE △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).				Procedure Turn
*LOC only.				CADUS I-OHN [6.7] RADAR	MACEE I-OHN [9.9] RADAR	FREAZ I-OHN [14] RADAR	NA	
				2000		4000		
				2000		3000		
				360°				
				1.1 NM	3.9 NM	3.1 NM	4.2 NM	
				GS 3.00° TCH 59				
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, 31 DEC 2020 to 28 JAN 2021

SE-1, 31 DEC 2020 to 28 JAN 2021