

WAAS CH 65907 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	9320 321 341
--	------------------------	-----------------------------	---

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

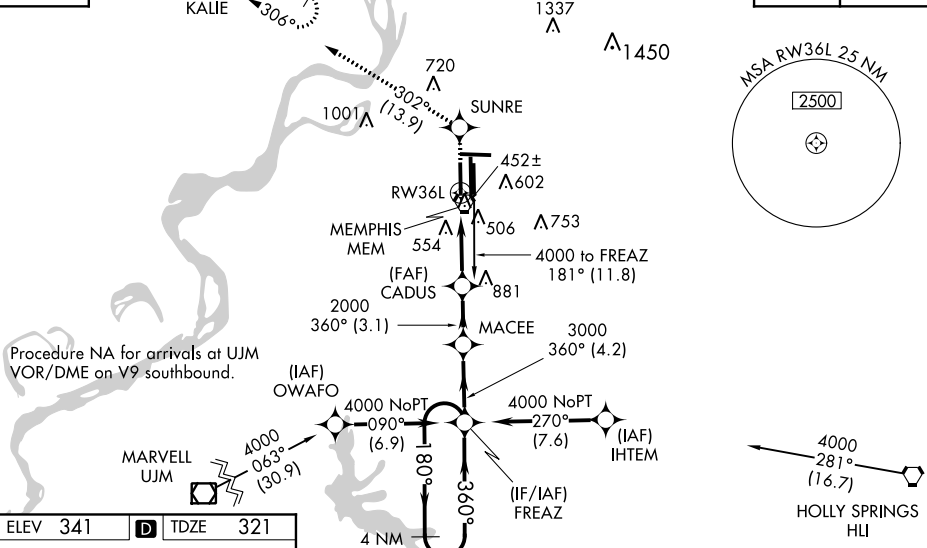
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

ALSF-2

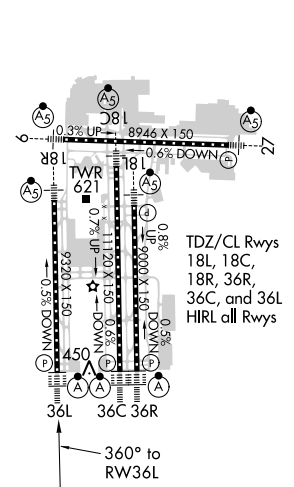
MISSED APPROACH: Climb to 5000 direct SUNRE and on track 302° to KALIE and hold, continue climb-in-hold to 5000.

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

D-ATIS 127.75		CLNC DEL 125.2	CPDLC
-------------------------	---	--------------------------	-------



ELEV 341	D	TDZE 321
----------	----------	----------



Procedure NA for arrival on HLI VORTAC
airway radials 222 CW 303.

The diagram illustrates a four-segment RNAV approach procedure for runway RW36L. The segments are labeled A, B, C, and D.

- Segment A:** Starts at a distance of 1.2 NM from the start of the final approach segment. It includes a holding pattern for 4 NM with a "Holding Pattern" instruction. The altitude is 302°.
- Segment B:** Begins at a distance of 3.8 NM from the start of Segment A. It includes a holding pattern for 4 NM with a "Holding Pattern" instruction. The altitude is 302°.
- Segment C:** Begins at a distance of 3.1 NM from the start of Segment B. It includes a holding pattern for 4 NM with a "Holding Pattern" instruction. The altitude is 302°.
- Segment D:** Begins at a distance of 4.2 NM from the start of Segment C. It includes a holding pattern for 4 NM with a "Holding Pattern" instruction. The altitude is 302°.

Key features of the diagram include:

- A dashed line representing the glidepath, starting at 1.2 NM from the start of the final approach segment and ending at the runway threshold.
- A solid line representing the RNAV glidepath, which is coincident with the VGSi glidepath.
- A note indicating that the VGSi and RNAV glidepaths are not coincident (VGSi Angle 3.00/TCH 73).
- A note stating "GP 3.00° TCH 59".
- A note stating "MACCEE" near the start of Segment B.
- A note stating "FREA Z" near the start of Segment C.
- A note stating "KALIE" near the start of Segment D.
- A note stating "SUNRE" near the start of Segment E.
- A note stating "CADUS" near the start of Segment F.
- A note stating "RW36L" near the start of Segment G.
- A note stating "1.2 NM to RW36L" near the start of Segment H.
- A note stating "*1.2 NM to RW36L" near the start of Segment I.
- A note stating "*RNAV only."

CATEGORY	A	B	C	D
LPV DA		673/40	352 (400-¾)	
LNAP/DA		760/50	439 (500-1)	
LNAP MDA	780/24	459 (500-½)	780/40 459 (500-¾)	780/50 459 (500-1)
CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)

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