

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)

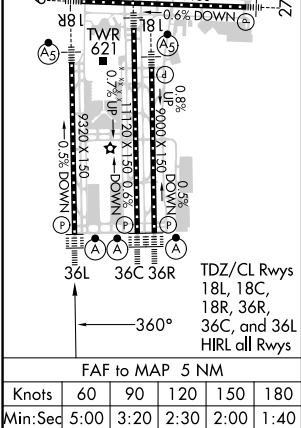
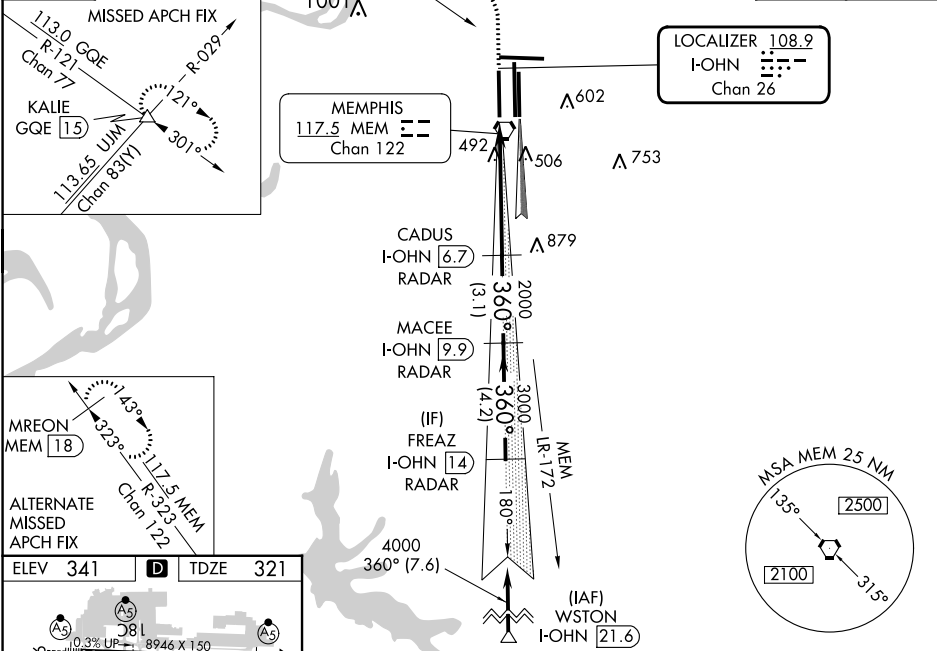
⚠ Simultaneous approach authorized with Rwy 36C/R.
⚠ For inoperative ALSF, increase S-ILS 36L Cat E visibility to RVR 4000, and S-LOC 36L Cat E visibility to 1½.
DME or RADAR required.

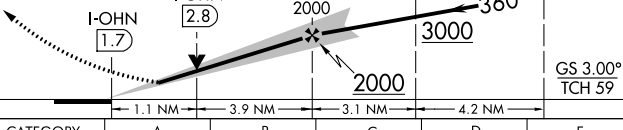
ALSF-2

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.

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
125.8	338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
			(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2

D-ATIS 127.75	113.0 GQE Chan 77	R-121	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 NA
*LOC only.				CADUS I-OHN [6.7] RADAR	MACCEE I-OHN [9.9] RADAR	FREAZ I-OHN [14] RADAR	
							
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)		
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)		1020-2¼ 679 (700-2¼) 1140-2¾ 799 (800-2¾)		