

WAAS	Rwy Idg	6500
CH 48832	TDZE	425
W36A	Apt Elev	425

APP CRS

356°

RNAV (GPS) RWY 36

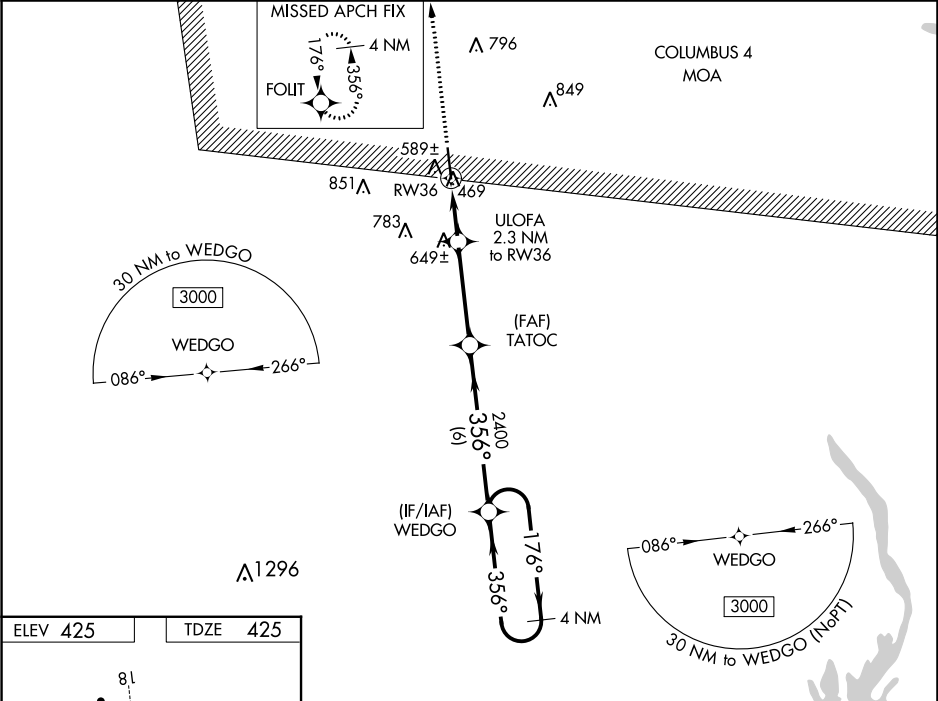
ROSCOE TURNER (CRX)

RNP APCH-GPS.

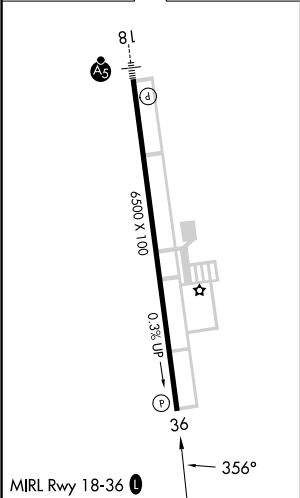
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Selmer altimeter setting and increase LPV DA to 764 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 818 feet and all visibilities ½ SM. Increase all MDAs 80 feet and LNAV visibility Cats C and D ¼ SM, and Circling visibility Cats C and D ½ SM. Baro-VNAV and VDP NA when using Selmer altimeter setting. Rwy 36 helicopter visibility reduction below ¾ SM NA.

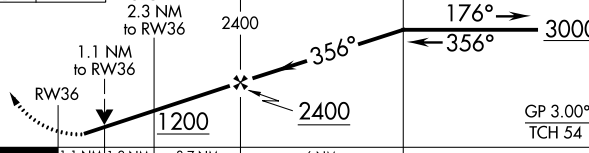
MISSED APPROACH:
Climb to 3000 direct FOLIT and hold.

AWOS-3PT 118.675	MEMPHIS CENTER 135.9 273.55	UNICOM 122.8 (CTAF) 0
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ELEV 425	TDZE 425
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3000	FOLIT	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 59).		4 NM Holding Pattern	
		ULOFA 2.3 NM to RW36	TATOC 2400	WEDGO	
		GP 3.00° TCH 54			
CATEGORY		A	B	C	D
LPV DA		696-7 $\frac{1}{8}$		271 (300-7 $\frac{1}{8}$)	
LNAV/ VNAV DA		750-1		325 (400-1)	
LNAV MDA		840-1	415 (500-1)	840-1 $\frac{1}{8}$	415 (500-1 $\frac{1}{8}$)
 CIRCLING		920-1	495 (500-1)	1100-2 675 (700-2)	1160-2 $\frac{1}{4}$ 735 (600-2 $\frac{1}{4}$)