

LOC/DME I-TSE 110.5 Chan 42	APP CRS 360°	Rwy Idg 10715 TDZE 341 Apt Elev 341
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ILS or LOC RWY 36C

MEMPHIS INTL (MEM)

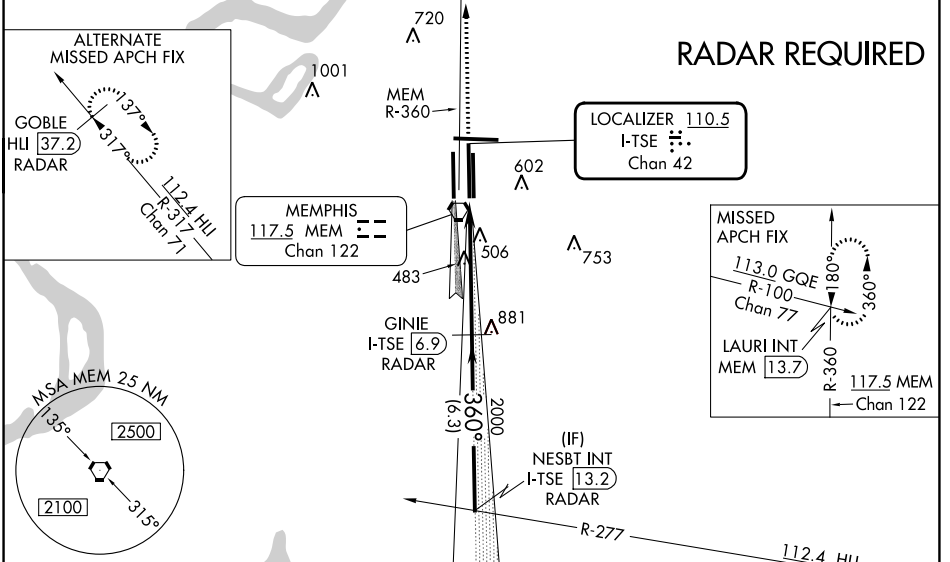
⚠ For inoperative ALS, increase S-ILS 36C Cat E visibility to RVR 4000 and S-LOC 36C Cat C/D/E visibility to RVR 6000. DME or RADAR required. Simultaneous approach authorized with Rwy 36L.



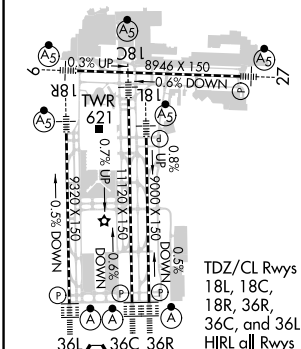
MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.

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	1337 Δ	Δ 1450	CLNC DEL 125.2	CPDLC
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ELEV 341	D	TDZE 341
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MEMPHIS INT	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 71).			NESBT INT I-TSE 13.2 RADAR	
MEM R-360	I-TSE 1.9	I-TSE 3	I-TSE 6.9 RADAR	3000	
	1.1 NM	3.9 NM	6.3 NM	GS 3.00° TCH 60	
CATEGORY	A	B	C	D	E
S-ILS 36C	541/18 200 (200-½)				541/24 200 (200-½)
S-LOC 36C	760/24	419 (500-½)	760/40	419 (500-¾)	760/50 419(500-1)
C CIRCLING	940-1	599 (600-1)	940-1½	1020-2¼	1140-2¾ 679 (700-2¼) 799 (800-2¾)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

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