

LOC/DME I-MYO <b>111.35</b> Chan 50 (Y)	APP CRS <b>360°</b>	Rwy Idg TDZE <b>335</b> Apt Elev <b>341</b>	<b>9000</b> <b>335</b> <b>341</b>
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# ILS or LOC RWY 36R

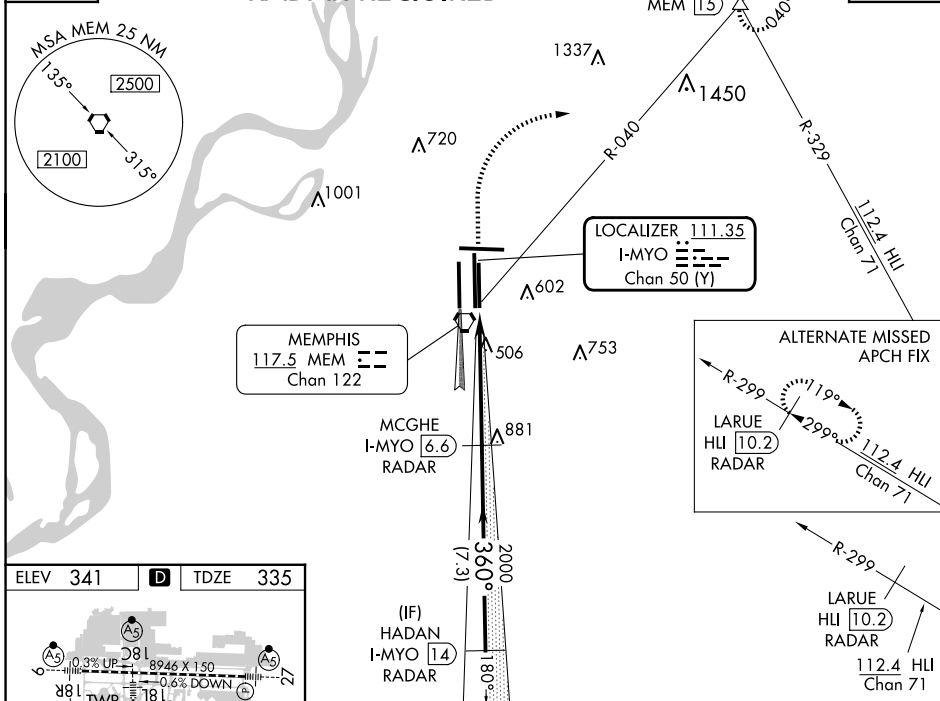
MEMPHIS INTL (MEM)

**ALS-F2** MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM VORTAC 1.5 DME and hold, continue climb-in-hold to 5000.

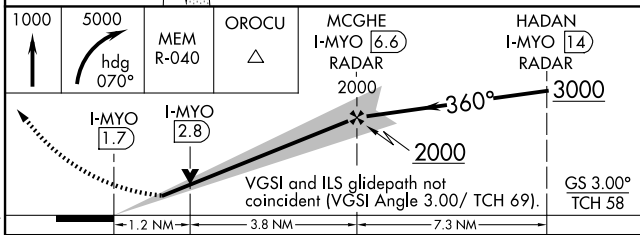
MEMPHIS APP CON <b>119.1 291.6</b> (176°-355°) <b>125.8 338.3</b> (356°-175°)	MEMPHIS TOWER (Rwy 9-27) <b>118.3 257.8</b> (Rwys 18C-36C, 18L-36R) <b>119.7 257.8</b> (Rwy 18R-36L) <b>128.425 257.8</b>	GND CON (Rwy 9-27) <b>121.0 379.2</b> (Rwys 18C-36C, 18L-36R) <b>121.9 379.2</b> (Rwy 18R-36L) <b>121.65 379.2</b>	CLNC DEL <b>125.2</b>
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D-ATIS **127.75** CPDLC

## RADAR REQUIRED



ELEV 341	<b>D</b>	TDZE 335			
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D	E
S-ILS 36R	535/18 200 (200-½)		535/24 200 (200-½)		
S-LOC 36R	760/24	425 (500-½)	760/40	425 (500-¾)	760/50 425 (500-1)
<b>C</b> CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)