

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

FREDERICK W SMITH INTL/MEMPHIS (MEM)

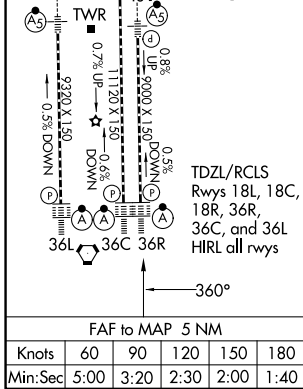
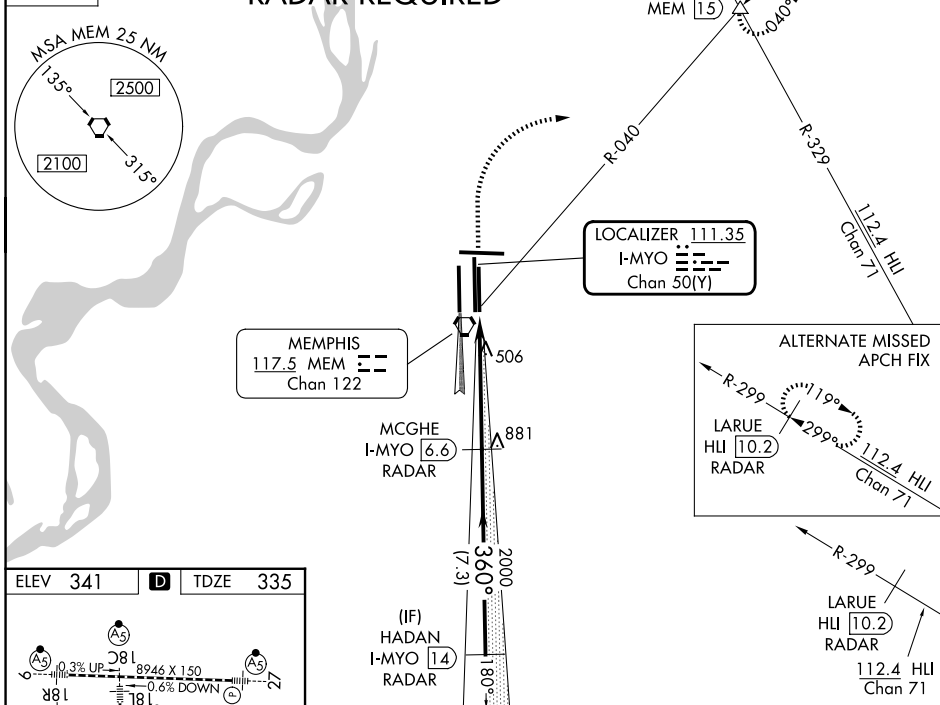
**⚠** For inoperative ALSF, increase S-ILS 36R Cat E visibility to RVR 4000 and S-LOC 36R Cat E visibility to 1½. Simultaneous approach authorized with Rwy 36L. DME or RADAR required.

**ALSF-2** MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM VORTAC 15 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>
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D-ATIS  
**127.75**

## RADAR REQUIRED



ELEV 341	<b>D</b>	TDZE 335			
1000	5000	MEM R-040	OROCU	MCGHE I-MYO 6.6	HADAN I-MYO 14
hdg 070°		I-MYO 1.7		I-MYO 2.8	
2000		2000		3000	
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/ TCH 69).					
1.2 NM		3.8 NM		7.3 NM	
GS 3.00°	TCH 58				
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)
CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)

# ILS or LOC RWY 36R

SE-1, 16 APR 2026 to 14 MAY 2026

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