

WAAS CH <b>86735</b> <b>W36A</b>	APP CRS <b>001°</b>	Rwy Ldg TDZE Apt Elev	<b>6000</b> <b>401</b> <b>402</b>
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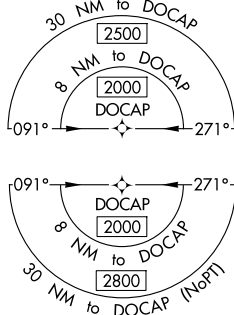
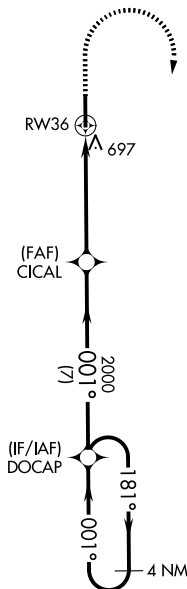
# RNAV (GPS) RWY 36

OLIVE BRANCH/TAYLOR FLD (OLV)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).  
 ▲ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Frederick W Smith Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cats C and D and Circling Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA with Frederick W Smith Intl altimeter setting. Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:  
 Climb to 1500 then  
 climbing right turn  
 to 2000 direct  
 DOCAP and hold.

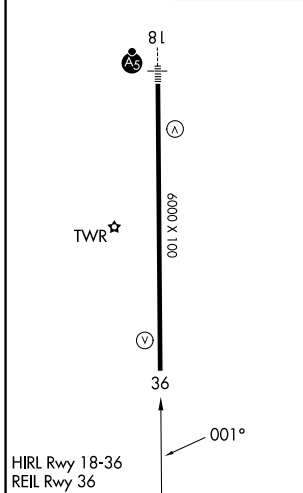
ATIS <b>119.925</b>	MEMPHIS APP CON <b>125.8 338.3</b>	OLIVE BRANCH TOWER ★ <b>125.275 (CTAF) 0</b>	GND CON <b>121.2</b>	UNICOM <b>122.95</b>
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SC-4, 16 APR 2026 to 14 MAY 2026

SC-4, 16 APR 2026 to 14 MAY 2026

ELEV <b>402</b>	TDZE <b>401</b>
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1500	2000	DOCAP	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 31).	
↑	↷	✦	CICAL	DOCAP
*LNAV only		*1.8 NM to RW36	2000	4 NM Holding Pattern
RW36		1.8 NM	3.1 NM	7 NM
181° →		← 001°	← 001°	2000
				GP 3.00° TCH 45
CATEGORY	A	B	C	D
LPV DA		709-1	308 (400-1)	
LNAV/VNAV DA		915-1¾	514 (600-1¾)	
LNAV MDA	1000-1	599 (600-1)	1000-1¾	599 (600-1¾)
CIRCLING	1060-1	658 (700-1)	1060-1¾	1200-2½
			658 (700-1¾)	798 (800-2½)