

WAAS CH 49107 W36D	APP CRS 360°	Rwy Ldg TDZE Apt Elev	9000 335 341
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RNAV (GPS) RWY 36R

FREDERICK W SMITH INTL/MEMPHIS (MEM)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

ALSF-2



MISSED APPROACH: Climb to 5000 direct HANLO and on 052° track to OROCU and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON			MEMPHIS TOWER			GND CON		
119.1	291.6	(176°-355°)	(Rwy 9-27)	118.3	257.8	(Rwy 9-27)	121.0	379.2
			(Rwys 18C-36C, 18L-36R)	119.7	257.8	(Rwys 18C-36C, 18L-36R)	121.9	379.2
125.8	338.3	(356°-175°)	(Rwy 18R-36L)	128.425	257.8	(Rwy 18R-36L)	121.65	379.2

D-ATIS

127.75

MSA RW30R 25 NM

2500

Procedure NA for arrivals
at UJM VOR/DME on
V9 southbound.

MARVELL
UJM

3000 to HAD,
177° (11.8

HANLO

MEMPH

MEM

KWS

• 881

881

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20036

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$$10^3$$

Y F

18 ↑

3. 9

60 ↓

i. T.

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Procedure NA for arrival on
HLI VORTAC airway radials
222 CW 303.

3000
281°
(16.7)

HOLLY SPRINGS
HI

ELEV 341	D	TDZE 335
TDZL/RCLS Rwy 18L, 18C, 18R, 36R, 36C, and 36L		
HIRL all rwy		

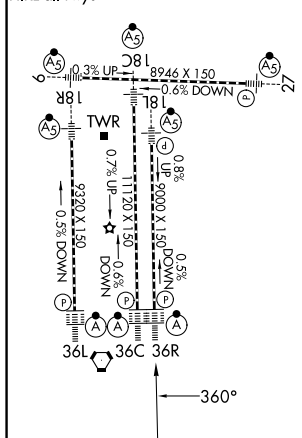


Diagram illustrating a typical RNAV approach. The approach path is shown with a 4 NM Holding Pattern. The approach path is labeled "RW36R" and "MCGHE". The distance from the holding pattern to the runway is 1.2 NM, and the distance from the runway to the MCGHE is 3.8 NM. The distance from the MCGHE to the runway is 7.3 NM. The diagram also shows the "VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 69)" and "HOLDING PATTERN".