

LOC/DME I-TSE 110.5 Chan 42	APP CRS 360°	Rwy Ldg 10715 TDZE 341 Apt Elev 341
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ILS RWY 36C (CAT II & III)
FREDERICK W SMITH INTL/MEMPHIS (MEM)

DME or RADAR required. Simultaneous approach authorized with Rwy 36L.		ALSF-2	MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.		
MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1	291.6 (176°-355°)	(Rwy 9-27)	118.3	257.8	(Rwy 9-27)
125.8	338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7	257.8	(Rwys 18C-36C, 18L-36R)
		(Rwy 18R-36L)	128.425	257.8	(Rwy 18R-36L)
					121.0 379.2
					121.9 379.2
					121.65 379.2

D-ATIS 127.75	
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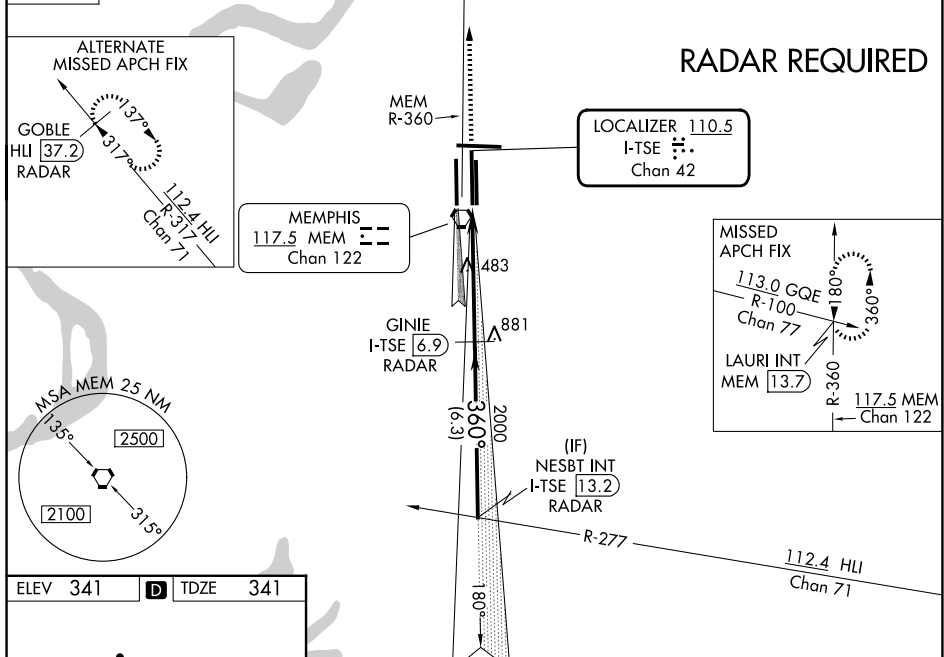


Diagram illustrating the TDZL/RCLS signal layout. The layout shows a series of tracks with various signal types (A5, A, P, TW) and their positions relative to the tracks. Key dimensions and signal heights are indicated:

- Top track: 0.3% UP, 0.6% DOWN, 8946 X 150, 18, 0.8% DOWN, 9000 X 150, 0.5% DOWN.
- Middle track: 0.7% UP, 1120 X 150, 0.6% DOWN, 9320 X 150, 0.5% DOWN.
- Bottom track: 36L, 36C, 36R.

VGSi and ILS glidepath not coincident
(VGSi Angle 3.00°/TCH 71).

MEM R-360

LAURI INT

GINIE
I-TSE 6.9
RADAR

2000

360°

3000

NESBT INT
I-TSE 13.2
RADAR

GS 3.00°
TCH 60

5 NM

6.3 NM

CATEGORY	A	B	C	D
S-ILS 36C		CAT II RA 118/12	100 DA 441	
S-ILS 36C		CAT IIIa	RVR 07	
S-ILS 36C		CAT IIIb	RVR 03	
S-ILS 36C		CAT IIIc	NA	

**CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**