

ILS or LOC RWY 18C
FREDERICK W SMITH INTL/MEMPHIS (MEM)

- T** Simultaneous approach authorized.
A DME or RADAR required.
 For inop ALS, increase S-ILS 18C all Cats visibility to 1¼ SM.

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 on MEM VORTAC R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

	GND CON		
(Rwy 9-27)		121.0	379.2
(Rwys 18C-36C, 18L-36R)		121.9	379.2
(Rwy 18R-36L)		121.65	379.2

D-ATIS
127.75

ALTERNATE MISSED
APCH FIX

RADAR REQUIRED

A circular dial labeled "MSA MEM 25 NM" with a central needle pointing to a hexagonal marker. The dial has two numerical scales: an outer scale with "35°" at the top and "315°" at the bottom, and an inner scale with "2100" on the left and "2500" on the right.

LOCALIZER 111.95
I-SDU ::.

MEMPHIS
117.5 MEM :==
Chan 122

HOLLY SPRINGS
112.4 HLI $\ddot{\text{H}}\text{I}$
Chap 71

Diagram illustrating the FAF to MAP 5.2 NM for Runway 36L. The diagram shows a 180-degree turn from the 0.3% UP segment to the 0.6% DOWN segment. Key points include AS, TWR, and various altitude markers (e.g., 920 X 150, 1120 X 150, 900 X 150). The diagram also indicates the TDZL/RCLS and the runway layout (18L, 18C, 36C, and 36L).

