

LOC/DME I-OHN 108.9 Chan 26	APP CRS 360°	Rwy Ldg 9320 TDZE 321 Apt Elev 341
---	------------------------	---

ILS or LOC RWY 36L

FREDERICK W SMITH INTL/MEMPHIS (MEM)

- | | | |
|--|--|--|
| <p>T Simultaneous approach authorized with Rwy 36C/R.</p> <p>A For inoperative ALSF, increase S-ILS 36L Cat E visibility to RVR 4000, and S-LOC 36L Cat E visibility to 1½. DME or RADAR required.</p> | <p>ALSF-2</p>  | <p>MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15. DME and hold, continue climb-in-visibility to 5000.</p> |
|--|--|--|

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

113.0 GQE
Chan 77

R-121

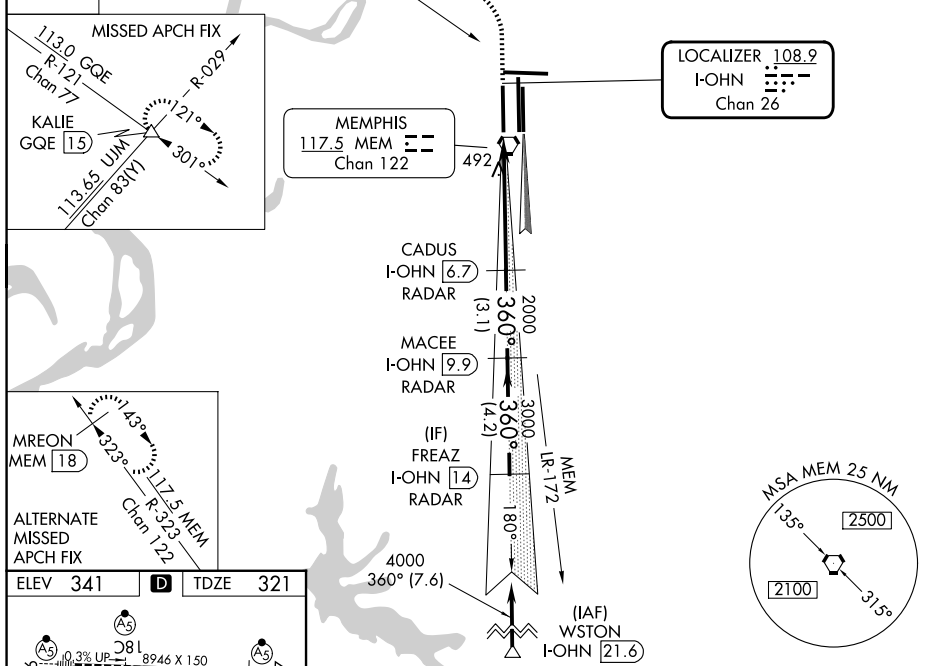


Figure 1 is a typical ILS chart. It includes a plan view of the ILS with TDZL/RCLS, Rwy 18L, 18C, 18R, 36C, and 36L, and HIRL all runways. It shows the FAF to MAP 5 NM, with distances of 9.20 NM x 150' DOWN, 7.11 NM x 150' DOWN, and 0.55 NM DOWN. The chart also displays the ILS glidepath (3.00° TCH 59) and the ILS angle (3.00° TCH 73). The chart includes a table of ILS data for the 36L, 36C, and 36R runways, showing the ILS frequency (113.1 MHz), the ILS angle (3.00° TCH 59), and the ILS angle (3.00° TCH 73). The chart also includes a table of ILS data for the 18L, 18C, and 18R runways, showing the ILS frequency (113.1 MHz), the ILS angle (3.00° TCH 59), and the ILS angle (3.00° TCH 73).

Runway	ILS Frequency (MHz)	ILS Angle (°)	ILS Angle (°)
36L	113.1	3.00	3.00
36C	113.1	3.00	3.00
36R	113.1	3.00	3.00
18L	113.1	3.00	3.00
18C	113.1	3.00	3.00
18R	113.1	3.00	3.00