

WAAS
CH **93924**
W36A

APP CRS
005°

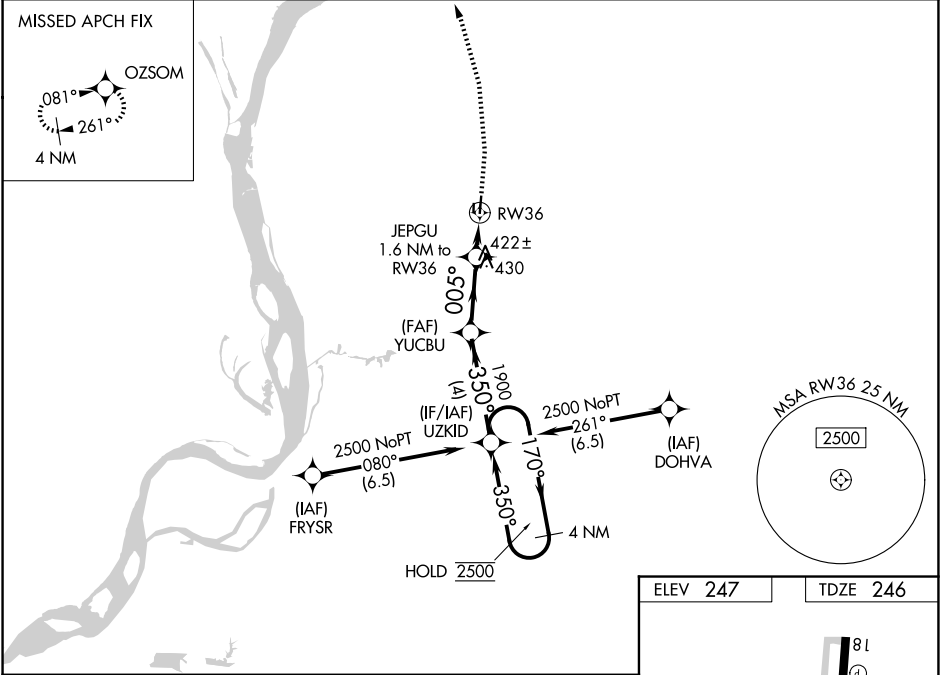
Rwy Ldg
TDZE **246**
Apt Elev **247**

RNAV (GPS) RWY 36
CHARLES W BAKER (2M8)

Baro-VNAV and VDP NA when using NQA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. Rwy 36 helicopter visibility reduction below ¾ SM NA. Circling Rwy 18 NA at night. When local altimeter setting not received, use NQA altimeter setting: increase LPV DA to 643 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 707 feet and all visibilities ½ SM; increase all MDAs 40 feet and LNAV visibility Cat C ½ SM, and Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 direct OZSOM and hold, continue climb-in-hold to 3000.

AWOS-3PT 119.575	MEMPHIS APP CON 125.8 338.3	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 40).		900	3000	OZSOM
UZKID		YUCBU	JEPGU	1.6 NM to RW36	0.9 NM to RW36	RW36
2500		1900	880	350°	170°	350°
GP 3.50° TCH 53		4 NM	2.7 NM	0.6	0.9	
CATEGORY	A	B	C	D		
LPV DA	619-1	373 (400-1)		NA		
LNAV/VNAV DA	683-1¼	437 (500-1¼)		NA		
LNAV MDA	680-1	434 (500-1)	680-1¼ 434 (500-1¼)	NA		
CIRCLING	760-1 513 (600-1)	860-1 613 (700-1)	900-1¾ 653 (700-1¾)	NA		

ELEV 247

TDZE 246

1400 X 75

36U

36L

3499 X 75

36

81

005°

MIRL Rwy 18-36
REIL Rwy 18 and 36