

LOC/DME I-OHN 108.9 Chan 26	APP CRS 360°	Rwy Ldg 9320 TDZE 321 Apt Elev 341
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ILS or LOC RWY 36L

FREDERICK W SMITH INTL / MEMPHIS (MEM)

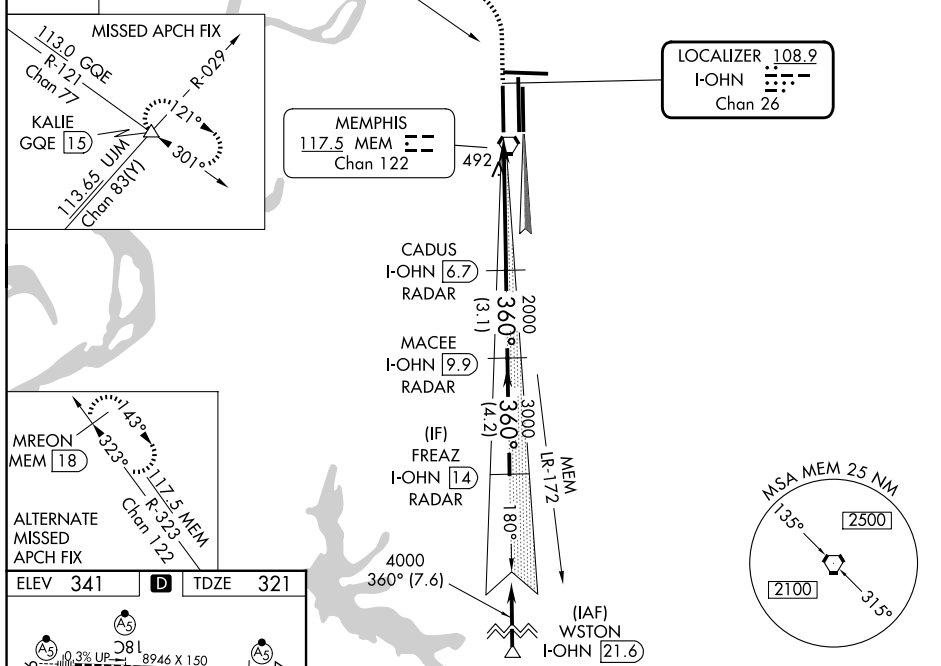
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| <p>  Simultaneous approach authorized with Rwy 36C/R. For inoperative ALSF, increase S-ILS 36L Cat E visibility to RVR 4000, and S-LOC 36L Cat E visibility to 1½. DME or RADAR required. </p> | <p> ALSF-2
  </p> | <p> MISSED APPROACH: Climb to 1000 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-hold to 5000. </p> |
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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



Plan View: Shows the ILS alignment with TDZL/RCLS. Key features include:

- TDZL/RCLS Rwy 18L, 18C, 18R, 36R, 36C, and 36L.
- ILS Rwy 18L, 18C, 18R, 36C, and 36L.
- ILS Rwy 18L, 18C, 18R, 36C, and 36L.
- ILS Rwy 18L, 18C, 18R, 36C, and 36L.

Profile View: Shows the glidepath and ILS angle. Key features include:

- Glidepath: 3.00°.
- ILS Angle: 3.00°/TCH 73.
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Table:

Category	A	B	C	D	E
S-ILS 36L	521/18	200 (200-½)	521/24	200 (200-½)	
S-LOC 36L	760/24	439 (500-½)	760/40	760/50	439 (500-1)
CIRCLING	940-1	599 (600-1)	940-1½	1020-2¼	1140-2¾