

LOC I-MEM	APP CRS	Rwy Ldg	8946
109.5	093°	TDZE	259
		Apt Elev	341

ILS or LOC RWY 9
FREDERICK W SMITH INTL/MEMPHIS (MEM)

▼ For inop ALS, increase S-ILS 9 Cat E visibility to RVR 4000 and S-LOC 9 Cat E visibility to 1¾ SM.

⚠ MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 on MEM R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1	291.6	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
125.8	338.3	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
		(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2

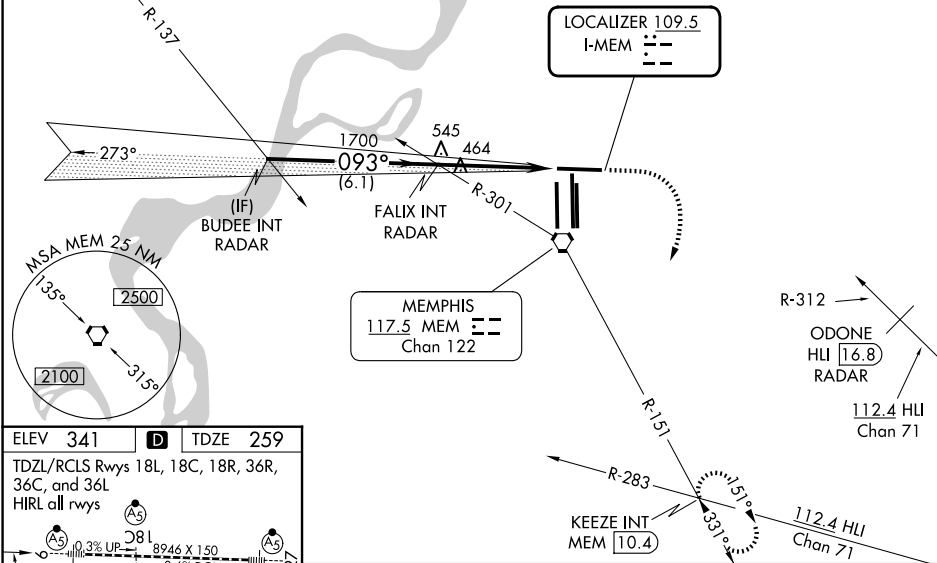
D-ATIS
127.75

RADAR REQUIRED

ALTERNATE MISSED APCH FIX

R-312
ODONE
HUI 16.8
RADAR

112.4 HUI
Chan 71



ELEV	341	D	TDZE	259
TDZL/RCLS Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all rwys				
Diagram showing runway layout and altitudes for Memphis. Key features include: 0.3% UP: Gradient for the 18L-36R runway. 0.6% DOWN: Gradient for the 18C-36C runway. 0.8% UP: Gradient for the 18R-36R runway. 0.5% DOWN: Gradient for the 18L-36L runway. 0.7% UP: Gradient for the 18C-36C runway. 0.6% DOWN: Gradient for the 18R-36R runway. 0.5% DOWN: Gradient for the 18L-36L runway. 0.3% UP: Gradient for the 18L-36R runway. 0.6% DOWN: Gradient for the 18C-36C runway. 0.8% UP: Gradient for the 18R-36R runway. 0.5% DOWN: Gradient for the 18L-36L runway. 0.7% UP: Gradient for the 18C-36C runway. 0.6% DOWN: Gradient for the 18R-36R runway. 0.5% DOWN: Gradient for the 18L-36L runway.				
FAF to MAP 4.3 NM				
Knots	60	90	120	150
Min:Sec	4:18	2:52	2:09	1:43

BUDEE INT RADAR		FALIX INT RADAR		1000 ↑	5000 ↷	MEM R-151	KEEZE INT
2000		1700					
093°		1700					
GS 3.00°		TCH 52					
6.1 NM		4.3 NM					
CATEGORY	A	B	C	D	E		
S-ILS 9	466/24 207 (200-½)						
S-LOC 9	720/24	461 (400-½)	720/50	461 (400-1)	720/60	461 (400-1¼)	
CIRCLING	940-1	599 (600-1)	940-1½	1020-2¼	1140-2¾	799 (800-2¾)	

SE-1, 01 OCT 2026 to 29 OCT 2026

SE-1, 01 OCT 2026 to 29 OCT 2026