

WAAS CH 40407 W36B	APP CRS 360°	Rwy Ldg 10715 TDZE 341 Apt Elev 341
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RNAV (GPS) RWY 36C
FREDERICK W SMITH INTL/MEMPHIS (MEM)

RNP APCH.

V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above
A 54°C. Simultaneous approach authorized. For inop ALS increase LPV all Cats visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

ALSF-2

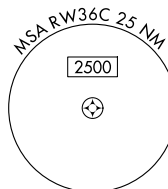


MISSED APPROACH:
Climb to 3000 direct
LAURI and hold.

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)	128.45	257.8	(Rwy 18R-36L)	121.65	379.2

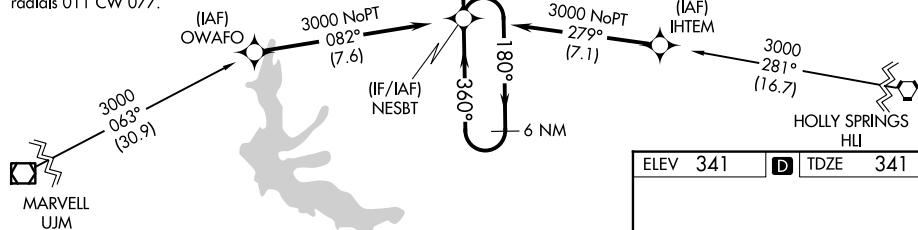
D-ATIS
127.75

MISSED APCH FIX

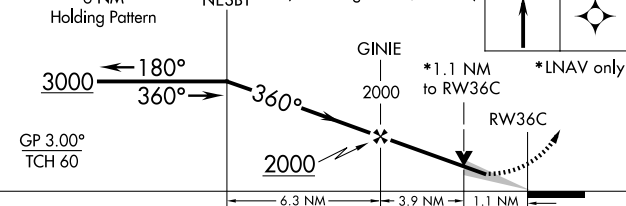


Procedure NA for arrivals
on UJM VORTAC airway
radials 011 CW 077.

Procedure NA for arrivals
on HLI VORTAC airway
radials 222 CW 303.



6 NM VGS1 and RNAV glidepath not coincident
NFSBT (VGS1 Angle 3.00/TCH 71).



CATEGORY	A	B	C	D
LPV DA		665/24	324 (400-½)	
LNAV/VNAV DA		765/50	424 (500-1)	
LNAV MDA	760/24	419 (500-½)	760/40 419 (500-¾)	760/50 419 (500-1)
CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)

Diagram illustrating the TDZ/CL Rwy intersection at HIRL, showing runways 18L, 18R, 36R, and 36L, along with taxiways and various navigational aids like TWR and A5.