ILS or LOC RWY 36L

FREDERICK W SMITH INTL/MEMPHIS (MEM)

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

T A 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.

ALSF-2

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.

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
125.8 338.3	(356°-175°)	(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

113.0 GQE Chan 77 R-121

MISSED APCH FIX

113.0 GQE R-121 Chan 77 R-029 121° 301° KALIE GQE 15 113.65 UIM Chan 83(Y)

LOCALIZER 108.9 I-OHN Chan 26

MEMPHIS 117.5 MEM Chan 122

492

CADUS I-OHN 6.7 RADAR

MACEE I-OHN 9.9 RADAR

(IF) FREAZ I-OHN 14 RADAR

360° (3.1) 2000

360° (4.2) 3000

180°

MEM LR-172

4000 360° (7.6)

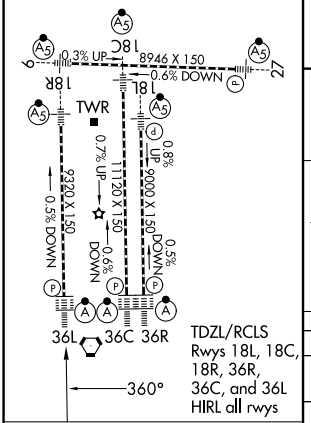
(IAF) WSTON I-OHN 21.6

MREON MEM 18 143° 323° 117.5 MEM R-323 Chan 122

ALTERNATE MISSED APCH FIX

M.SA MEM 25 NM 135° 2500 2100 315°

ELEV 341	D	TDZE 321



TDZL/RCLS Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all rwys

FAF to MAP 5 NM

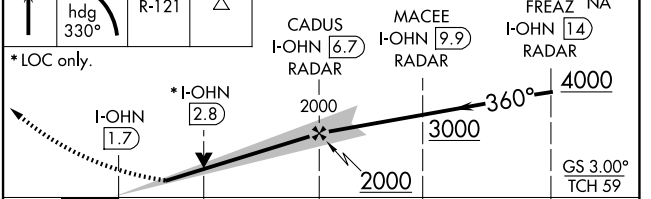
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

1000 | 5000 hdg 330° | GQE R-121 | KALIE

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).

Procedure Turn NA

* LOC only.



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)		760/40 439 (500-¾)	760/50 439 (500-1)	
CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)

SE-1, 29 OCT 2026 to 26 NOV 2026