

LOC/DME I-MYO 111.35 Chan 50 (Y)	APP CRS 360°	Rwy Idg TDZE Apt Elev	9000 335 341
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ILS or LOC RWY 36R
MEMPHIS INTL (MEM)

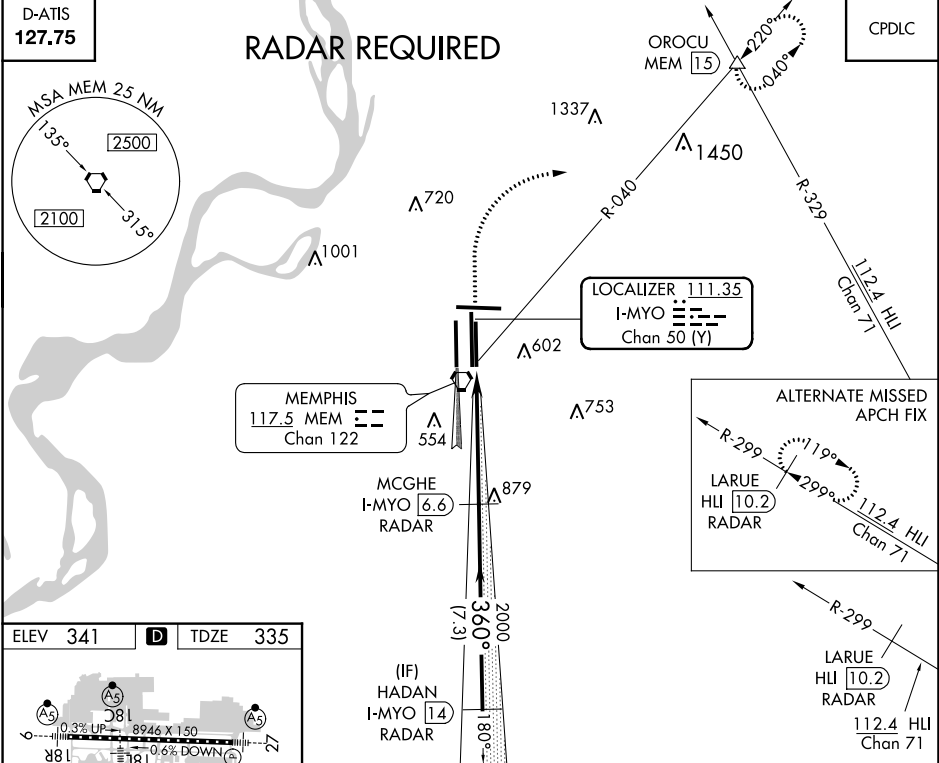
For inoperative ALSF, increase S-ILS 36R Cat E visibility to RVR 4000 and S-LOC 36R Cat E visibility to 1½. Simultaneous approach authorized with Rwy 36L. DME or RADAR required.

ALSF-2 MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM VORTAC 15 DME and hold, continue climb-in-hold to 5000.

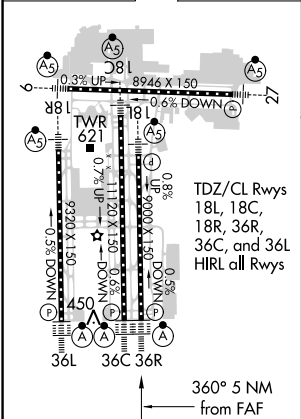
MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2	CLNC DEL 125.2
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D-ATIS
127.75

RADAR REQUIRED



ELEV 341	D	TDZE 335
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FAF to MAP 5 NM				
Knots	60	90	120	150
Min:Sec	5:00	3:20	2:30	2:00

1000	5000	MEM R-040	OROCU	MCGHE I-MYO 6.6	HADAN I-MYO 14
↑	hdg 070°		△	2000	3000
		I-MYO 1.7	I-MYO 2.8	2000	360°
				2000	
				VGSI and ILS glidepath not coincident (VGSI Angle 3.00/ TCH 69°).	GS 3.00° TCH 58
		1.2 NM	3.8 NM	7.3 NM	
CATEGORY	A	B	C	D	E
S-ILS 36R	535/18 200 (200-½)				535/24 200 (200-½)
S-LOC 36R	760/24	425 (500-½)	760/40	425 (500-¾)	760/50 425 (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, 27 JAN 2022 to 24 FEB 2022

SE-1, 27 JAN 2022 to 24 FEB 2022