

LOC/DME I-EXS 111.15 Chan 48 (Y)	APP CRS 180°	Rwy Idg TDZE Apt Elev	9000 301 341
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ILS or LOC RWY 18L
MEMPHIS INTL (MEM)

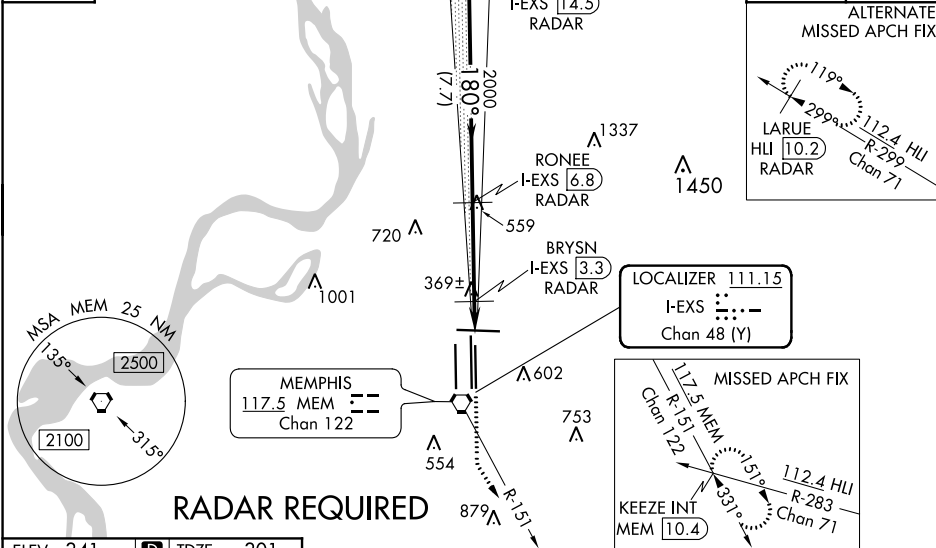
⚠ Simultaneous approach authorized. DME or RADAR required.
For inop ALS, increase S-ILS 18L Cat E visibility to RVR 4000,
S-LOC 18L Cat E visibility to 1 3/4 SM, BRYSN fix minimums,
increase S-LOC 18L Cats D and E visibility to RVR 5000.

MALSR

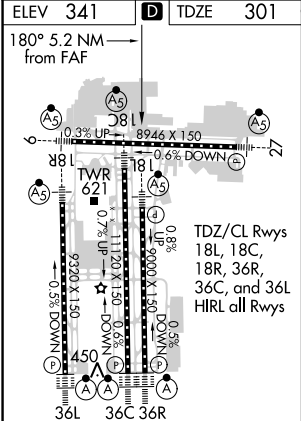
MISSED APPROACH: Climb to 900 then
climbing left turn to 5000 on MEM VORTAC
R-151 to KEEZE INT/MEM 10.4 DME and
hold, continue climb-in-hold to 5000.

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
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D-ATIS 127.75	CLNC DEL 125.2	CPDLC
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RADAR REQUIRED



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).					900 ↑	5000 MEM R-151	KEEZE INT
REISE I-EXS 14.5 RADAR		RONEE I-EXS 6.8 RADAR		BRYNS I-EXS 3.3 RADAR	I-EXS 2.5	I-EXS 1.7	*LOC only.
3000		2000		820		I-EXS 1.7	
180°		2000		820		I-EXS 1.7	
GS 3.00° TCH 60		7.7 NM		3.5 NM		0.8 NM 0.9 NM	
CATEGORY	A	B	C	D	E		
S-ILS 18L	501/18 200 (200-½)		501/24 200 (200-½)				
S-LOC 18L	820/24 519 (500-½)	820/50 519 (500-1)		820/60 519 (500-1¼)	519 (500-1¼)		
CIRCLING	940-1 599 (600-1)	940-1½ 599 (600-1½)		1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)		
BRYNS FIX MINIMUMS							
S-LOC 18L	620/24 319 (300-½)		620/40 319 (300-¾)		319 (300-¾)		
CIRCLING	940-1 599 (600-1)	940-1½ 599 (600-1½)		1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)		

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SE-1, 27 JAN 2022 to 24 FEB 2022

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