

LOC/DME I-TSE <b>110.5</b> Chan <b>42</b>	APP CRS <b>360°</b>	Rwy Idg <b>1120</b> TDZE <b>341</b> Apt Elev <b>341</b>
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# ILS or LOC RWY 36C

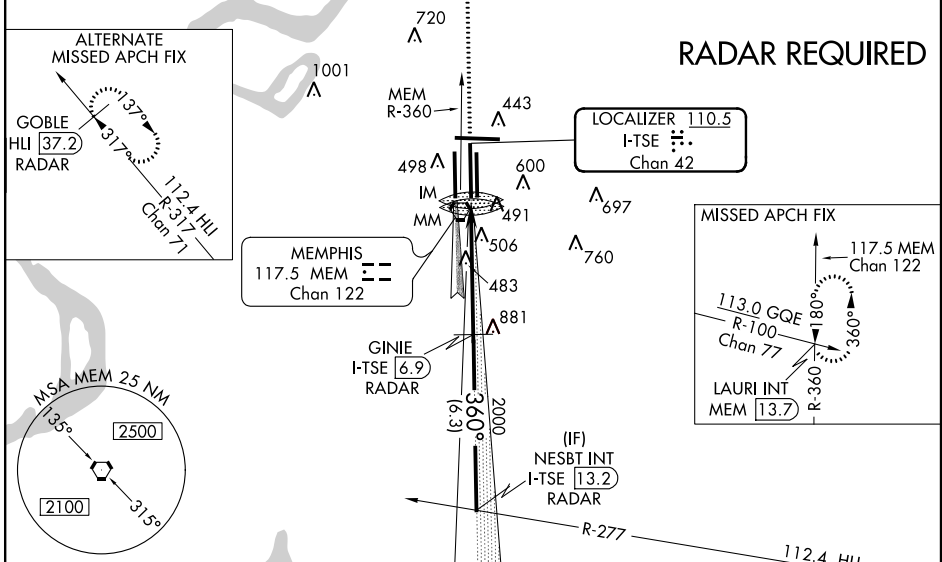
MEMPHIS INTL (MEM)

**⚠** For inoperative ALSF-2, increase S-ILS 36C Cat. E visibility to RVR 4000 and S-LOC 36C Cat. E visibility to 1½. DME or Radar required. Simultaneous approach authorized with Rwy 36L.

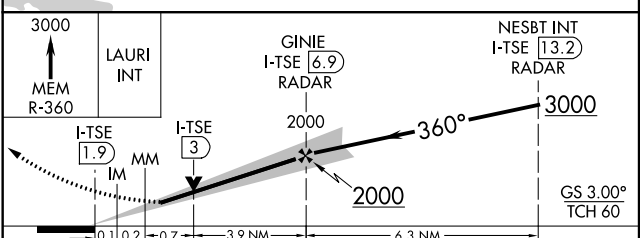
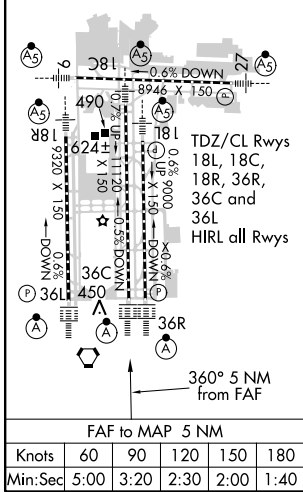
**ALSF-2** MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.

MEMPHIS APP CON <b>119.1 291.6</b> (176°-355°) <b>125.8 338.3</b> (356°-175°)	MEMPHIS TOWER <b>118.3 257.8</b> (Rwys 9-27) <b>119.7 257.8</b> (Rwys 18C-36C, 18L-36R) <b>128.425 257.8</b> (Rwy 18R-36L)	GND CON <b>121.0 379.2</b> (Rwys 9-27) <b>121.9 379.2</b> (Rwys 18C-36C, 18L-36R) <b>121.65 379.2</b> (Rwy 18R-36L)
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ATIS <b>127.75</b>	1337 $\Delta$ 1070 $\Delta$ 1349 $\Delta$ 1444 $\Delta$	CLNC DEL <b>125.2</b>
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ELEV <b>341</b>	<b>D</b>	TDZE <b>341</b>
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CATEGORY	A	B	C	D	E
S-ILS 36C	541/18 200 (200-½)				541/24 200 (200-½)
S-LOC 36C	740/24 399 (400-½)			740/40 399(400-¾)	740/50 399(400-1)
CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	940-2 599 (600-2)	1120-2¾ 779 (800-2¾)

SE-1, 07 FEB 2013 to 07 MAR 2013

SE-1, 07 FEB 2013 to 07 MAR 2013