

LOC/DME I-OHN <b>108.9</b> Chan <b>26</b>	APP CRS <b>360°</b>	Rwy Idg <b>9320</b> TDZE <b>321</b> Apt Elev <b>341</b>
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# ILS or LOC RWY 36L

MEMPHIS INTL (MEM)

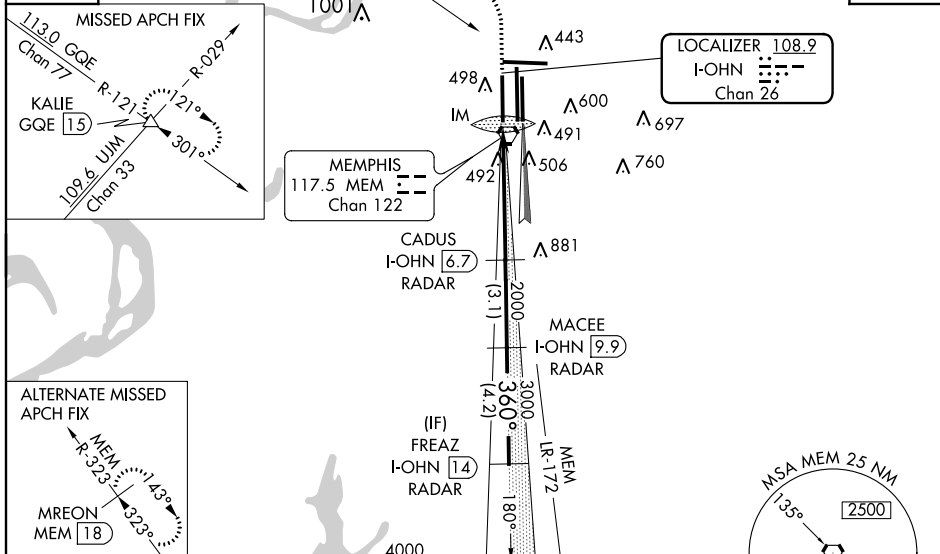
**⚠** Simultaneous approach authorized with runway 36C/R.  
**⚠** For inoperative ALSF, increase S-ILS 36L Cat E visibility to RVR 4000, and S-LOC 36L Cat E visibility to 1½.  
 DME or Radar required.



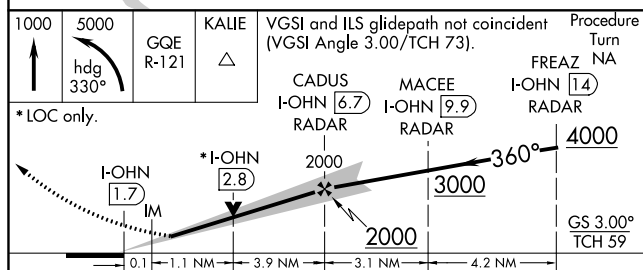
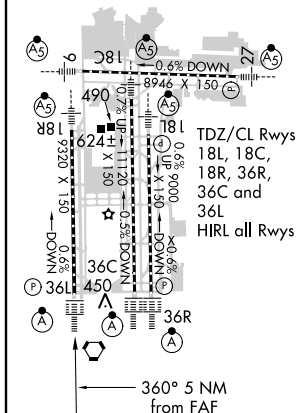
**MISSED APPROACH:** Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
<b>119.1</b>	<b>291.6</b> (176°-355°)	(Rwy 9-27) <b>118.3</b>	<b>257.8</b>	(Rwy 9-27) <b>121.0</b>	<b>379.2</b>
<b>125.8</b>	<b>338.3</b> (356°-175°)	(Rwys 18C-36C, 18L-36R) <b>119.7</b>	<b>257.8</b>	(Rwys 18C-36C, 18L-36R) <b>121.9</b>	<b>379.2</b>
		(Rwy 18R-36L) <b>128.425</b>	<b>257.8</b>	(Rwy 18R-36L) <b>121.65</b>	<b>379.2</b>

ATIS <b>127.75</b>	113.0 GQE Chan 77	R-121 Λ 720	CLNC DEL <b>125.2</b>
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ELEV <b>341</b>	<b>D</b>	TDZE <b>321</b>
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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)	940-2	1120-2¾ 779 (800-2¾)

SE-1, 07 FEB 2013 to 07 MAR 2013

SE-1, 07 FEB 2013 to 07 MAR 2013