

LOC/DME I-MYO 111.35 Chan 50 (Y)	APP CRS 360°	Rwy Idg TDZE 335 Apt Elev 341	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.

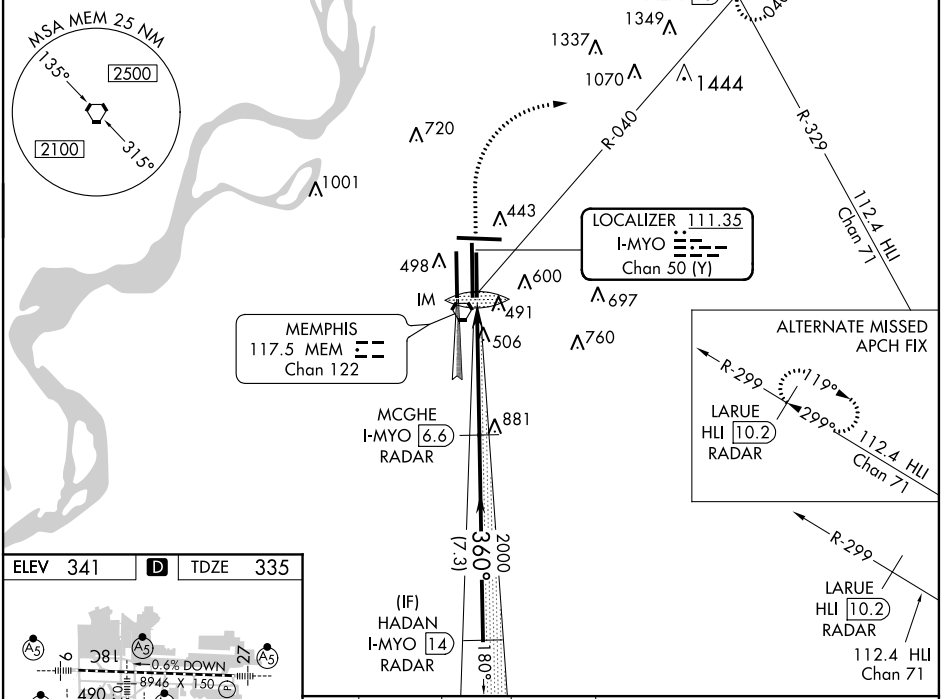
ALSF-2 MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM 15 DME and hold, continue climb-in-hold to 5000.

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
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ATIS
127.75

CLNC DEL
125.2

RADAR REQUIRED



ELEV 341	D	TDZE 335
TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C and 36L HIRL all Rwys		
360° 5 NM from FAF 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	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		360° 2000		GS 3.00° TCH 58	
0.1 1.1 3.8 NM 7.3 NM		VGSI and ILS glidepath not coincident (VGSI Angle 3.00/ TCH 69).			
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)	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