

WAAS CH 86735 W36A	APP CRS 001°	Rwy Idg TDZE 401 Apt Elev 402
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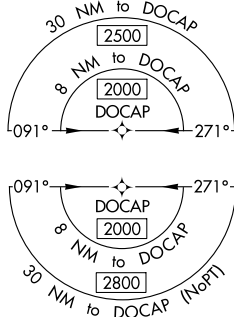
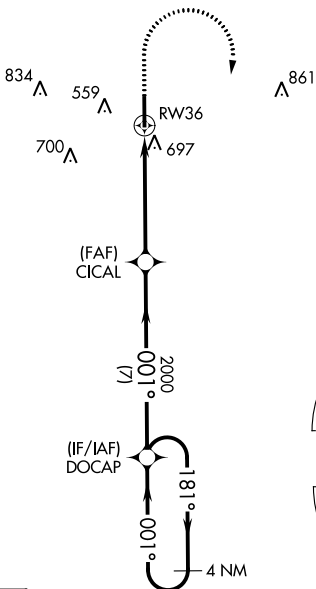
RNAV (GPS) RWY 36

OLIVE BRANCH/TAYLOR FLD (OLV)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cats C and D and Circling Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA with Memphis Intl altimeter setting. Rwy 36 helicopter visibility reduction below ¾ SM NA.

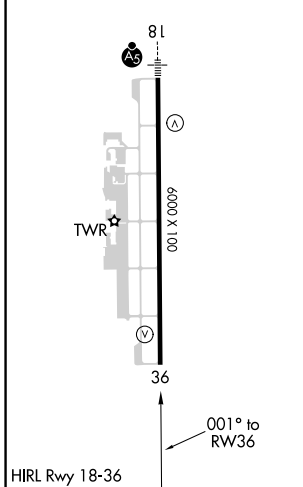
▲ MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct DOCAP and hold.

ATIS 119.925	MEMPHIS APP CON 125.8 338.3	OLIVE BRANCH TOWER ★ 125.275 (CTAF) 0	GND CON 121.2	CLNC DEL 121.2	CLNC DEL 121.3 (When twr closed)	UNICOM 122.95
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1061
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ELEV 402	TDZE 401
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1500	2000	DOCAP	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 31).	
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*LNAV only	*1.8 NM to RWY36	CICAL 2000	DOCAP 4 NM Holding Pattern	
RWY36	1.8 NM	3.1 NM	7 NM	
		2000	181° → 2000	
		2000	← 001°	
			GP 3.00° TCH 45	
CATEGORY	A	B	C	D
LPV DA		709-1	308 (400-1)	
LNAV/VNAV DA		915-1¾	514 (600-1¾)	
LNAV MDA	1000-1	599 (600-1)	1000-1¾	599 (600-1¾)
C CIRCLING	1060-1	658 (700-1)	1060-1¾ 658 (700-1¾)	1200-2½ 798 (800-2½)