

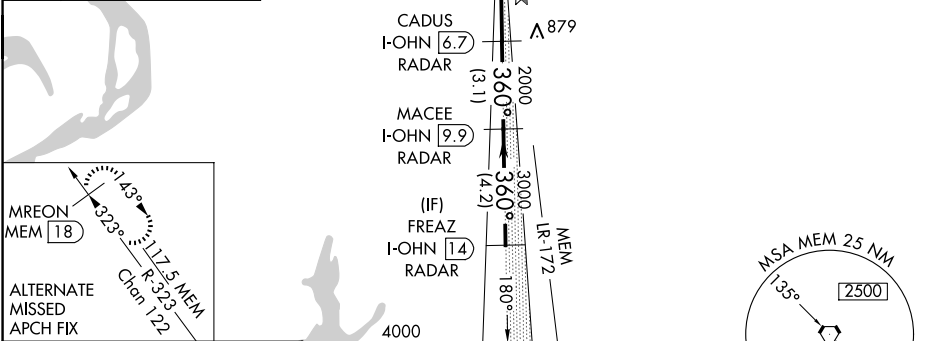
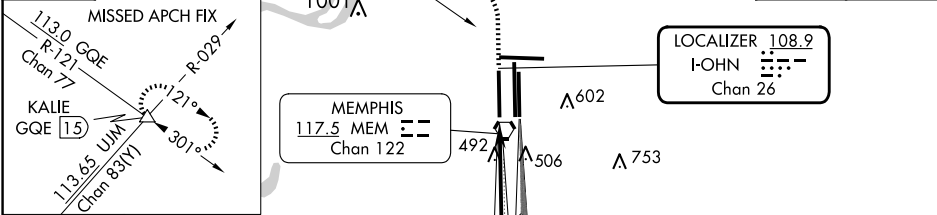
LOC/DME I-OHN <b>108.9</b> Chan <b>26</b>	APP CRS <b>360°</b>	Rwy Idg <b>9320</b> TDZE <b>321</b> Apt Elev <b>341</b>
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ILS or LOC RWY 36L  
MEMPHIS INTL (MEM)

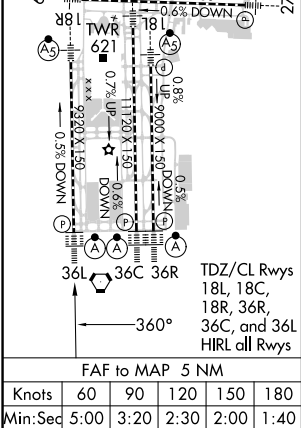
<b>⚠</b> Simultaneous approach authorized with Rwy 36C/R. <b>⚠</b> For inoperative ALSF, increase S-ILS 36L Cat E visibility to RVR 4000, and S-LOC 36L Cat E visibility to 1½. DME or RADAR required.	ALSF-2 	MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.
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MEMPHIS APP CON <b>119.1 291.6</b> (176°-355°) <b>125.8 338.3</b> (356°-175°)	MEMPHIS TOWER (Rwy 9-27) <b>118.3 257.8</b> (Rwys 18C-36C, 18L-36R) <b>119.7 257.8</b> (Rwy 18R-36L) <b>128.425 257.8</b>	GND CON (Rwy 9-27) <b>121.0 379.2</b> (Rwys 18C-36C, 18L-36R) <b>121.9 379.2</b> (Rwy 18R-36L) <b>121.65 379.2</b>
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D-ATIS <b>127.75</b>	<b>113.0</b> GQE  R-121 Chan 77	CLNC DEL <b>125.2</b>	CPDLC
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ELEV <b>341</b>	<b>D</b>	TDZE <b>321</b>
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1000 ↑	5000 hdg 330°	GQE R-121	KALIE △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).			Procedure Turn NA
*LOC only.				CADUS I-OHN [6.7] RADAR	MACEE I-OHN [9.9] RADAR	FREAZ I-OHN [14] RADAR	

SE-1, 10 JUL 2025 to 07 AUG 2025

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