

APP CRS
185°

Rwy Ldg
TDZE
247

Apt Elev
247

RNAV (GPS) RWY 18

CHARLES W BAKER (2M8)

RNP APCH - GPS.

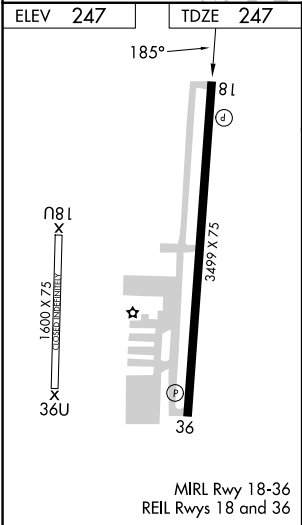
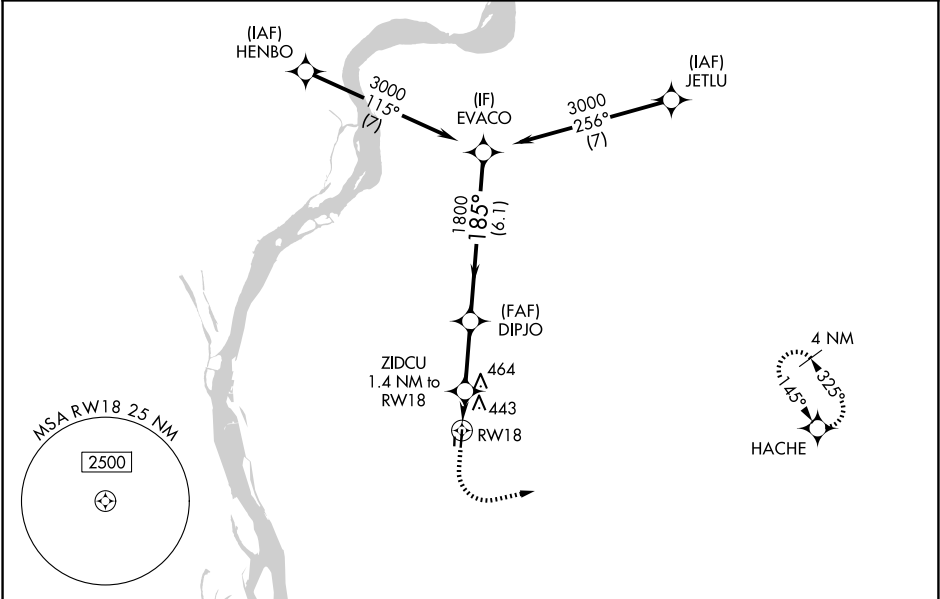
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NA

Rwy 18 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Millington/Memphis altimeter setting and increase all MDA 40 feet; and LNAV Cat C visibility ⅓ SM and Circling Cat C visibility ¼ SM. Straight-in Rwy 18 NA at night, Circling Rwy 18 NA at night.

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct HACHE and hold.

AWOS-3PT 119.575	MEMPHIS APP CON 125.8 338.3	UNICOM 122.8 (CTAF)
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1200

3000

HACHE

VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 40).

The diagram illustrates the approach path for a runway. It starts with a dashed line leading to RW18. From RW18, the path continues to ZIDCU, which is 1.4 NM from RW18. The path then rises to 1800 ft at DIPJO, with a 3.60° TCH 55. From DIPJO, the path continues to EVACO at 3000 ft, with a 185° heading. The distance from DIPJO to EVACO is 6.1 NM. The distance from RW18 to DIPJO is 2.5 NM. The distance from RW18 to ZIDCU is 1.4 NM.

	1.4 NM		2.5 NM		6.1 NM		
CATEGORY	A		B		C		D
LNAV MDA	780-1		533 (600-1)		780-1½ 533 (600-1½)		NA
CIRCLING	780-1 533 (600-1)		860-1 613 (700-1)		900-1¾ 653 (700-1¾)		NA