

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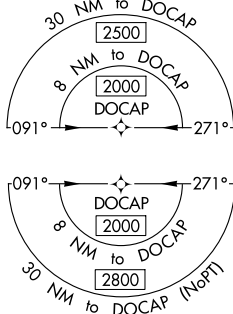
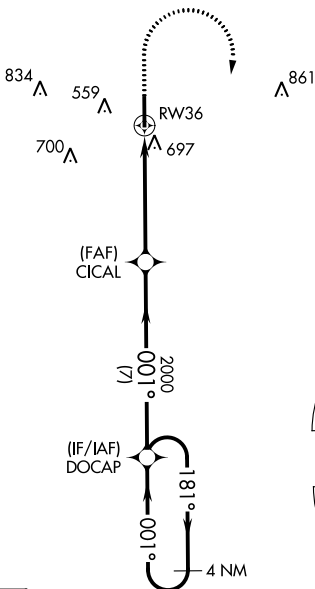
# RNAV (GPS) RWY 36

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.

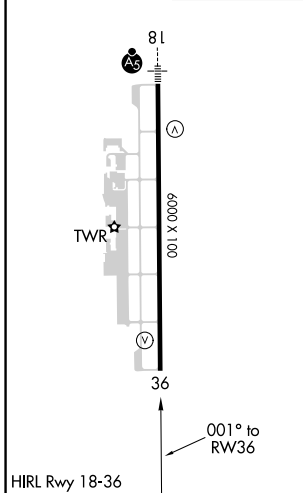
**▲** MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct DOCAP and hold.

ATIS <b>119.925</b>	MEMPHIS APP CON <b>125.8 338.3</b>	OLIVE BRANCH TOWER ★ <b>125.275 (CTAF) 0</b>	GND CON <b>121.2</b>	CLNC DEL <b>121.2</b>	CLNC DEL <b>121.3</b> (When twr closed)	UNICOM <b>122.95</b>
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1061  
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ELEV <b>402</b>	TDZE <b>401</b>
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1500	2000	DOCAP	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 31).			
↑	↷	✦	CICAL	DOCAP	4 NM Holding Pattern	
*LNAV only			*1.8 NM to RW36			
RW36			2000	181° →	2000	
1.8 NM			3.1 NM	7 NM	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)	
<b>C</b> CIRCLING	1060-1	658 (700-1)		1060-1¾	1200-2½ 658 (700-1¾) 798 (800-2½)	