

|                                                 |                        |                                                               |
|-------------------------------------------------|------------------------|---------------------------------------------------------------|
| LOC/DME I-OHN<br><b>108.9</b><br>Chan <b>26</b> | APP CRS<br><b>360°</b> | Rwy Idg <b>9320</b><br>TDZE <b>321</b><br>Apt Elev <b>341</b> |
|-------------------------------------------------|------------------------|---------------------------------------------------------------|

## ILS or LOC RWY 36L

MEMPHIS INTL (MEM)

- |                                                                                                                                                                                                                                                                                         |                                                                                                               |                                                                                                                                                                                                  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>  Simultaneous approach authorized with Rwy 36C/R. 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.         </p> | <p> <b>ALSF-2</b><br/>  </p> | <p> <b>MISSED APPROACH:</b> 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.         </p> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

| MEMPHIS APP CON |              |             | MEMPHIS TOWER           |                      | GND CON                 |                     |
|-----------------|--------------|-------------|-------------------------|----------------------|-------------------------|---------------------|
| <b>119.1</b>    | <b>291.6</b> | (176°-355°) | (Rwy 9-27)              | <b>118.3 257.8</b>   | (Rwy 9-27)              | <b>121.0 379.2</b>  |
|                 |              |             | (Rwys 18C-36C, 18L-36R) | <b>119.7 257.8</b>   | (Rwys 18C-36C, 18L-36R) | <b>121.9 379.2</b>  |
| <b>125.8</b>    | <b>338.3</b> | (356°-175°) | (Rwy 18R-36L)           | <b>128.425 257.8</b> | (Rwy 18R-36L)           | <b>121.65 379.2</b> |

|                         |                           |       |      |                          |       |
|-------------------------|---------------------------|-------|------|--------------------------|-------|
| D-ATIS<br><b>127.75</b> | 113.0 GQE ==:-<br>Chan 77 | R-121 | Λ720 | CLNC DEL<br><b>125.2</b> | CPDLC |
|-------------------------|---------------------------|-------|------|--------------------------|-------|

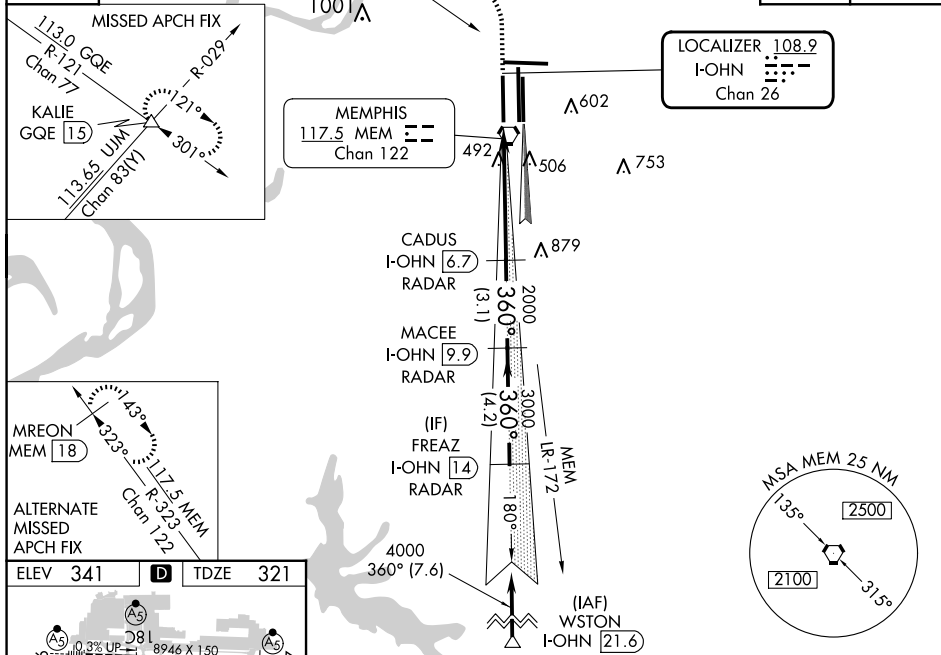


Figure 1: Example of a typical ILS chart. The chart includes a plan view of the runway (36L, 36C, 36R) and taxiway layout, showing various navigation aids like TWR, R-121, and various glidepaths. The enroute section shows a 360-degree heading and various navigation aids like I-0HN, I-0HN, and I-0HN. The approach section shows a 360-degree heading and various navigation aids like I-0HN, I-0HN, and I-0HN. The chart also includes a table of data for the approach, including category, S-ILS, S-LOC, and Circling.

| CATEGORY  | A      | B           | C                      | D                       | E                       |
|-----------|--------|-------------|------------------------|-------------------------|-------------------------|
| S-ILS 36L | 521/18 | 200 (200-½) |                        |                         | 521/24<br>200 (200-½)   |
| S-LOC 36L | 760/24 | 439 (500-½) | 760/40<br>439 (500-¾)  | 760/50                  | 439 (500-1)             |
| CIRCLING  | 940-1  | 599 (600-1) | 940-1½<br>599 (600-1½) | 1020-2¼<br>679 (700-2¼) | 1140-2¾<br>799 (800-2¾) |