

WAAS
CH **93924**
W36A

APP CRS
005°

Rwy Ldg
TDZE **246**
Apt Elev **247**

RNAV (GPS) RWY 36
CHARLES W BAKER (2M8)

RNP APCH - GPS.

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Baro-VNAV and VDP NA when using NQA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. Rwy 36 helicopter visibility reduction below ¾ SM NA. Circling Rwy 18 NA at night. When local altimeter setting not received, use NQA altimeter setting: increase LPV DA to 643 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 707 feet and all visibilities ½ SM; increase all MDA's 40 feet and LNAV visibility Cat C ½ SM, and Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 direct OZSOM and hold, continue climb-in-hold to 3000.

AWOS-3PT 119.575	MEMPHIS APP CON 125.8 338.3	UNICOM 122.8 (CTAF)
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MISSED APCH FIX

081°

261°

4 NM

OZSOM

MSA RW36 25 NM

2500

4 NM Holding Pattern

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

UZKID

YUCBU

JEGU 1.6 NM to RW36

0.9 NM to RW36

RW36

GP 3.50° TCH 53

2500

170°

350°

350°

1900

880

005°

4 NM

2.7 NM

0.6

0.9

900

3000

OZSOM

CATEGORY	A	B	C	D
LPV DA	619-1	373 (400-1)		NA
LNAV/VNAV DA	683-1¼	437 (500-1¼)		NA
LNAV MDA	680-1	434 (500-1)	680-1¼ 434 (500-1¼)	NA
CIRCLING	760-1 513 (600-1)	860-1 613 (700-1)	900-1¾ 653 (700-1¾)	NA

ELEV 247

TDZE 246

1400 X 75

36U

1400 X 75

3499 X 75

81

36

005°

MIRL Rwy 18-36
REIL Rwy 18 and 36

MILLINGTON, TENNESSEE

Amdt 1 07AUG25

35°17'N-89°56'W

CHARLES W BAKER (2M8)

RNAV (GPS) RWY 36