

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>53307</b><br><b>W18B</b> | APP CRS<br><b>180°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>9000</b><br><b>301</b><br><b>341</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

# RNAV (GPS) Z RWY 18L

MEMPHIS INTL (MEM)

RNP APCH - GPS.

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cat C/D visibility to 1½ SM.

MALSRR

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 direct KEEZE and hold, continue climb-in-hold to 5000.

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

D-ATIS  
**127.75**

The diagram illustrates the RNAV (GPS) Z RWY 18L approach. It begins with a 5 NM holding pattern at 4400 feet, with a 360° turn and a 180° turn. The approach path is defined by a 3.00° glide path (TCH 60) and a 1.7 NM distance to the runway. Key navigation points include ZOKOR (IAF), REISE (IF/IAF), and RONEE (FAF). The runway is RWY 18L, with a length of 6211 feet. A missed approach fix (KEEZE) is shown at 5 NM from the runway, with a 333° heading and a 5 NM distance. A missed approach fix (KEEZE) is also shown at 5 NM from the runway, with a 333° heading and a 5 NM distance.

|          |          |          |
|----------|----------|----------|
| ELEV 341 | <b>D</b> | TDZE 301 |
|----------|----------|----------|

This detailed diagram shows the approach path and navigation aids. It includes a 180° turn, a 360° turn, and a 180° turn. The approach path is defined by a 3.00° glide path (TCH 60) and a 1.7 NM distance to the runway. Key navigation points include ZOKOR (IAF), REISE (IF/IAF), and RONEE (FAF). The runway is RWY 18L, with a length of 6211 feet. A missed approach fix (KEEZE) is shown at 5 NM from the runway, with a 333° heading and a 5 NM distance.

MEMPHIS, TENNESSEE  
Amdt 2E 07OCT21

35°03'N-89°59'W

MEMPHIS INTL (MEM)  
RNAV (GPS) Z RWY 18L

SE-1, 25 DEC 2025 to 22 JAN 2026

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