NOTES:
1. All vertical distances have been corrected for density-altitude effects.
2. Atmospheric corrections have been applied to all distances.
3. All distances have been corrected for temperature and pressure.
4. Horizontal distances have been corrected for curvature and refraction.
5. All distances are accurate to the nearest foot.
6. All distances are measured in feet.
7. All distances are measured from the runway centerline.
8. All distances are measured from the runway threshold.
9. All distances are measured from the runway end.
10. All distances are measured from the runway designation.
11. All distances are measured from the runway direction.
12. All distances are measured from the runway width.
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NOTES:
1. ALL OBSTACLE ELEVATIONS SHOWN IN FEET ABOVE MEAN SEA LEVEL.
2. SOURCES:
   a. PHOTOSLOPE SURVEY PUBLISHED SEPTEMBER 2008
   b. GEOGRAPHICAL INFORMATION TAKEN FROM UNITED STATES GEOLOGICAL SURVEY QUAD SHEETS.
3. OBJECTS HAVING MSL ELEVATION HEIGHTS BELOW ASSOCIATED DEPARTURE SURFACES OR THAT HAVE BEEN REMOVED ARE NOT DEPICTED.
ONE ENGINE INOPERATIVE SURFACE PLANS AND PROFILES FOR RUNWAY 18R/36L

RUNWAY 18R END

RUNWAY 36L END

PROFILE VIEW

PLAN VIEW
INNER APPROACH PLANS AND PROFILES FOR RUNWAY 18C/36C

NOTES:
1. All obstacle data is published in the Aeronautical Data for Memphis International Airport issued by the National Ocean Survey and published by the National Oceanic and Atmospheric Administration.
2. All data is presented in accordance with FAA requirements.
3. All data is presented in accordance with FAA standards.
4. All data is presented in accordance with FAA regulations.
5. All data is presented in accordance with FAA guidelines.
6. All data is presented in accordance with FAA procedures.
7. All data is presented in accordance with FAA policies.
8. All data is presented in accordance with FAA criteria.
9. All data is presented in accordance with FAA requirements.
10. All data is presented in accordance with FAA standards.
11. All data is presented in accordance with FAA regulations.
12. All data is presented in accordance with FAA guidelines.
13. All data is presented in accordance with FAA policies.
14. All data is presented in accordance with FAA criteria.

RUNWAY 18C END

RUNWAY 36C END

PROFILE VIEW

PLAN VIEW

NOTES:
1. All obstacle elevations shown in feet above mean sea level.
2. Sources:
   a. Photoslope survey published September 2008
   b. Geographic information taken from United States Geological Survey Quad Sheets.
   e. FAA digital obstruction file published July 2009
3. Objects having MSL elevation heights below associated FAR Part 77 surfaces or that have been removed are not depicted.
NOTES:
1. ALL OBSTACLE ELEVATIONS SHOWN IN FEET ABOVE MEAN SEA LEVEL.
2. SOURCES:
   a. PHOTOSLOPE SURVEY PUBLISHED SEPTEMBER 2008
   b. GEOGRAPHICAL INFORMATION TAKEN FROM UNITED STATES GEOLOGICAL SURVEY QUAD SHEETS.
3. OBJECTS HAVING MSL ELEVATION HEIGHTS BELOW ASSOCIATED DEPARTURE SURFACES OR THAT HAVE BEEN REMOVED ARE NOT DEPICTED.

RUNWAY 18C END

PLAN VIEW

RUNWAY 36C END

PROFILE VIEW
NOTES:
1. All horizontal distances shown on this sheet are calculated.
2. Elevations shown are above mean sea level.
3. All distances are shown as straight line distances.
4. Points shown are example points of interest.
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NOTES:
1. All obstacles shown herein are at 100 ft. level unless otherwise noted.
2. Heliport obstructions such as trees, buildings, etc., are shown as 100 ft. level unless otherwise noted.
3. Obstruction elevations have been measured from the base of the obstruction to the highest point.
4. Obstructed areas are indicated with a black outline and crosshatch pattern.
5. Daily or seasonal variations in obstruction elevations or horizontal dimensions may occur.
6. All data is based on surveys completed as of the date noted in the publication.