

<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> SID	<b>Date Open:</b> 08/11/2016	<b>Task #:</b> 2015061607515402005	<b>Request #:</b> 20150616075154
<b>Procedure:</b> SID PIEPE (RNAV) FOUR MEMPHIS TN KMEM			<b>Airport ID:</b> KMEM	<b>Airport:</b> MEMPHIS INTL		<b>Reimbursable #:</b> NO
<b>City:</b> MEMPHIS	<b>ST:</b> TN	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 08/17/2017		<b>FICO #:</b>	
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>		<b>Specialist:</b> JIMMY HUGHES		
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	01/17/2017			QUALITY		
<b>QA:</b>				3		
<b>Liaison:</b>				CHECKED		
<b>Procedure Comments:</b>			<b>Remark Type:</b> INFORMATION			
CONTACT: ROBERT HAMILTON, IFP TEAM 2 LEAD, 405-954-8568  ESV (S): (1); MARVELL (UJM) VDME (1)						


QUALITY  
15  
CHECKED



# Federal Aviation Administration

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## Memorandum

Date: November 14, 2016  
To: Matthew Cathcart, Air Traffic Control Specialist, ATO  
From:   
Edward S. Campbell, Air Traffic Manager, M03  
Prepared by: Jim McVeigh, Support Specialist, M03  
Subject: Letter of Approval for 45 degree Limitation on RNAV SIDs

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Memphis TRACON (M03) understands and accepts a limitation of a 45 degree interception angle at the IDF, in lieu of 90 degrees, when departing Runway 9/27 for the following SIDs:

SID	IDF
AUTMN4	SHAAA
AZONE5	TOWND
BBKNG5	LEOOO
CRSON5	LYZZI
GMBUD5	CUVDO
GOETZ5	DOUUG
OLEMS4	CASLN
PIEPE4	BEBIE

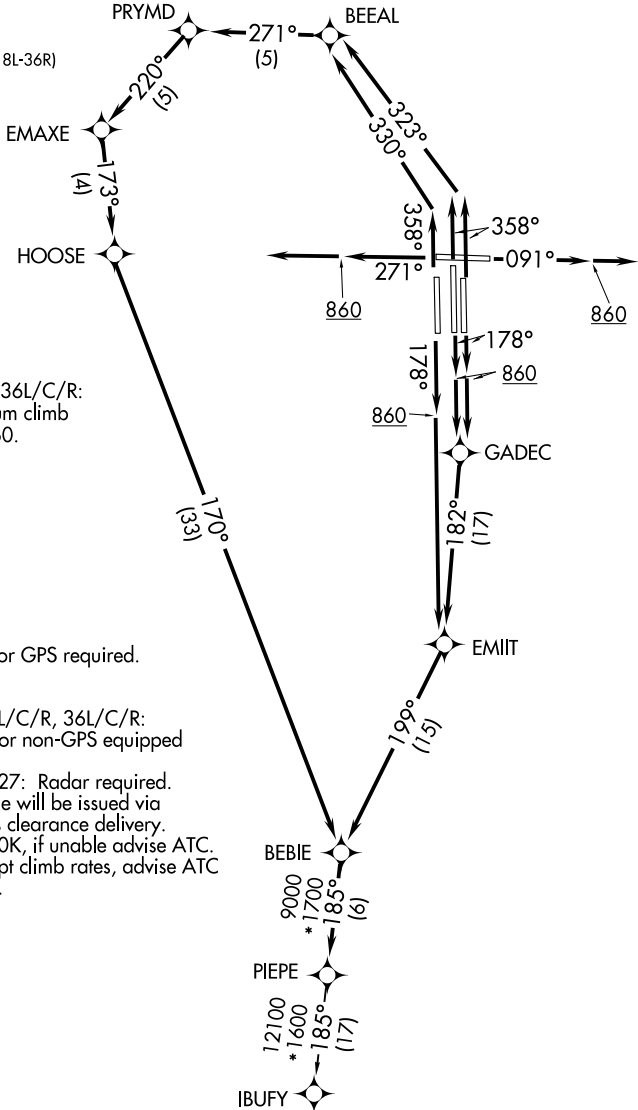
Appropriate controller training and changes to the local directives will be developed.



PIEPE THREE DEPARTURE (RNAV)

TOP ALTITUDE:  
5000

ATIS  
127.75  
CLNC DEL  
125.2  
CPDLC  
GND CON  
121.0 379.2 (Rwy 9-27)  
121.9 379.2 (Rwys 18C-36C, 18L-36R)  
121.65 379.2 (Rwy 18R-36L)  
MEMPHIS TOWER  
118.3 257.8 (Rwy 9-27)  
119.7 257.8 (Rwys 18C-36C, 18L-36R)  
128.425 257.8 (Rwy 18R-36L)  
MEMPHIS DEP CON  
124.65 284.7



TAKEOFF MINIMUMS:  
Rwys 9, 18L/C/R, 27, 36L/C/R:  
Standard with minimum climb  
of 500' per NM to 860.

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Takeoff Rwys 18L/C/R, 36L/C/R:  
Radar required for non-GPS equipped aircraft.
- NOTE: Takeoff Rwys 9, 27: Radar required.
- NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
- NOTE: Accelerate to 250K, if unable advise ATC.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

PIEPE THREE DEPARTURE (RNAV)

PIEPE THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 091° to 860, then continue climb on heading 091°, expect vectors to BEBIE, then on depicted route to PIEPE, thence....

TAKEOFF RWYS 18C/L: Climb heading 178° to 860, then direct GADEC, then on depicted route to PIEPE, thence....

TAKEOFF RWY 18R: Climb heading 178° to 860, then direct EMIIT, then on depicted route to PIEPE, thence....

TAKEOFF RWY 27: Climb heading 271° to 860, then continue climb on heading 271°, expect vectors to BEBIE, then on depicted route to PIEPE, thence....

TAKEOFF RWY 36L: Climb heading 358° to intercept course 330° to BEEAL, then on depicted route to PIEPE, thence....

TAKEOFF RWYS 36C/R: Climb heading 358° to intercept course 323° to BEEAL, then on depicted route to PIEPE, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

IBUFY TRANSITION (PIEPE3.IBUFY):

TAKEOFF OBSTACLE NOTES:

Rwy 9: Light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL.

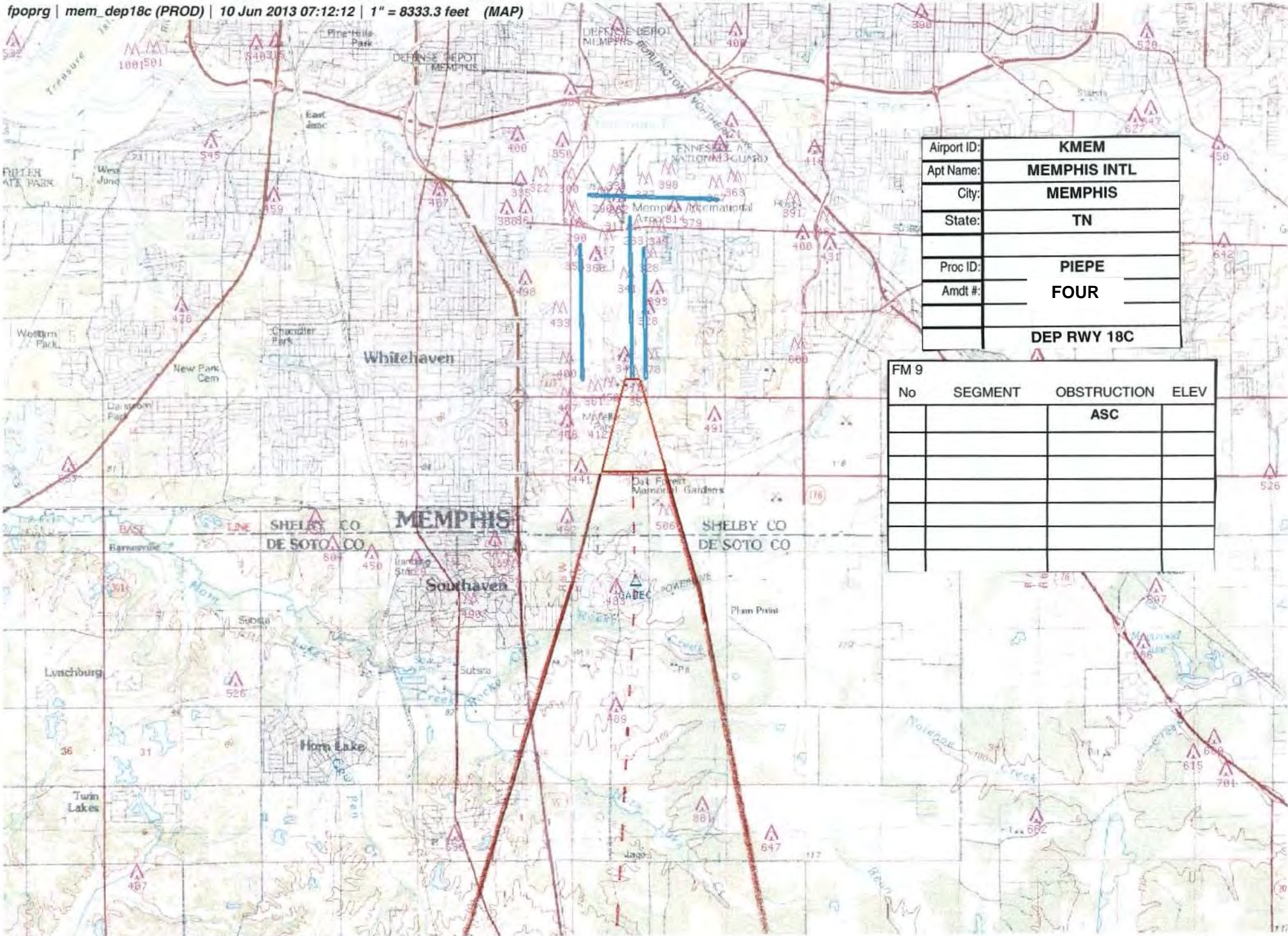
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' left of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' right of centerline, up to 87' AGL/406' MSL.

Rwy 27: Trees 4145' from DER, 1382' left of centerline, up to 112' AGL/361' MSL.

Rwy 36C: Light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.



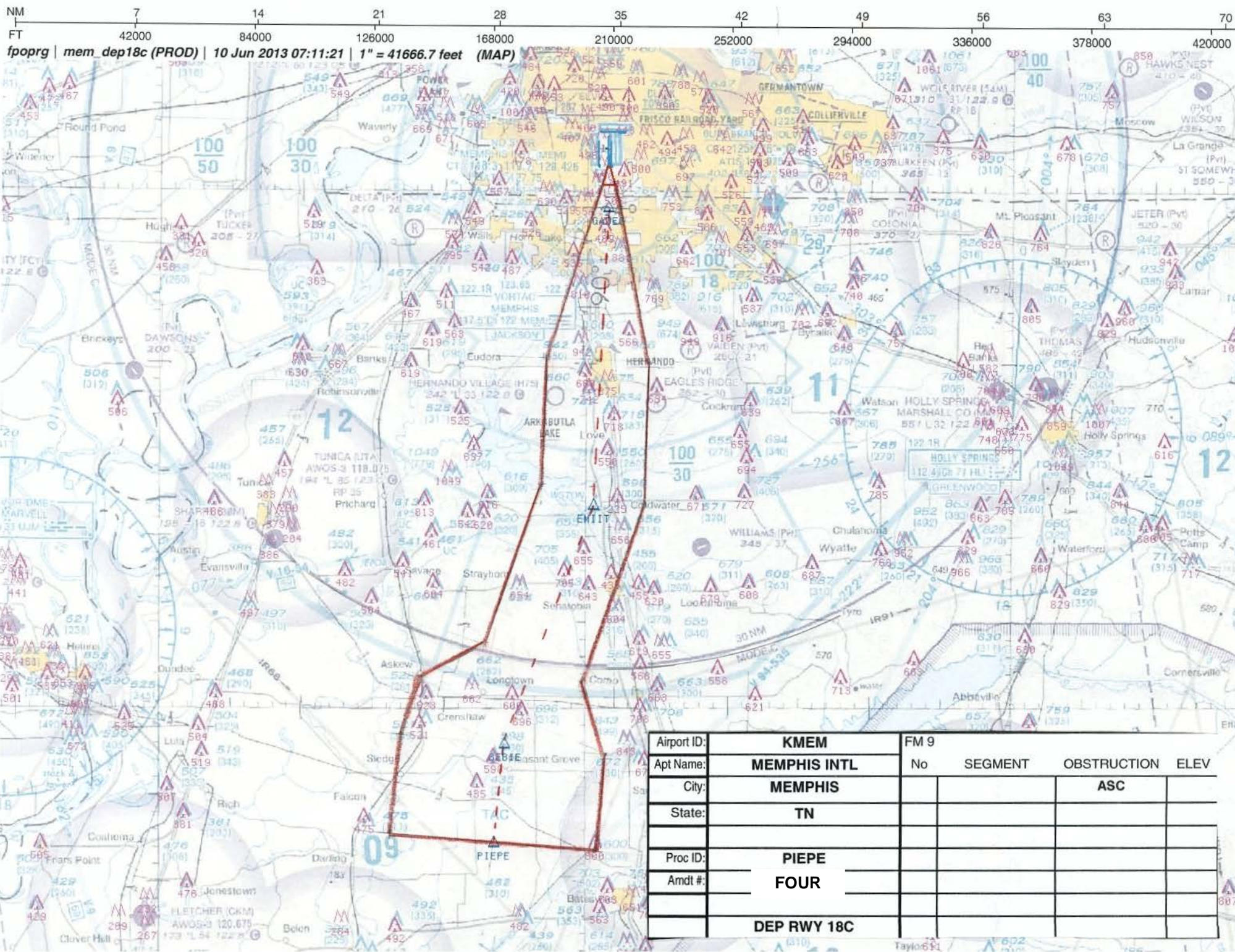
fpoprg | mem\_dep18c (PROD) | 10 Jun 2013 07:12:12 | 1" = 8333.3 feet (MAP)



Airport ID:	KMEM
Apt Name:	MEMPHIS INTL
City:	MEMPHIS
State:	TN
Proc ID:	PIEPE
Amdt #:	FOUR
	DEP RWY 18C

[illegible]







[illegible]

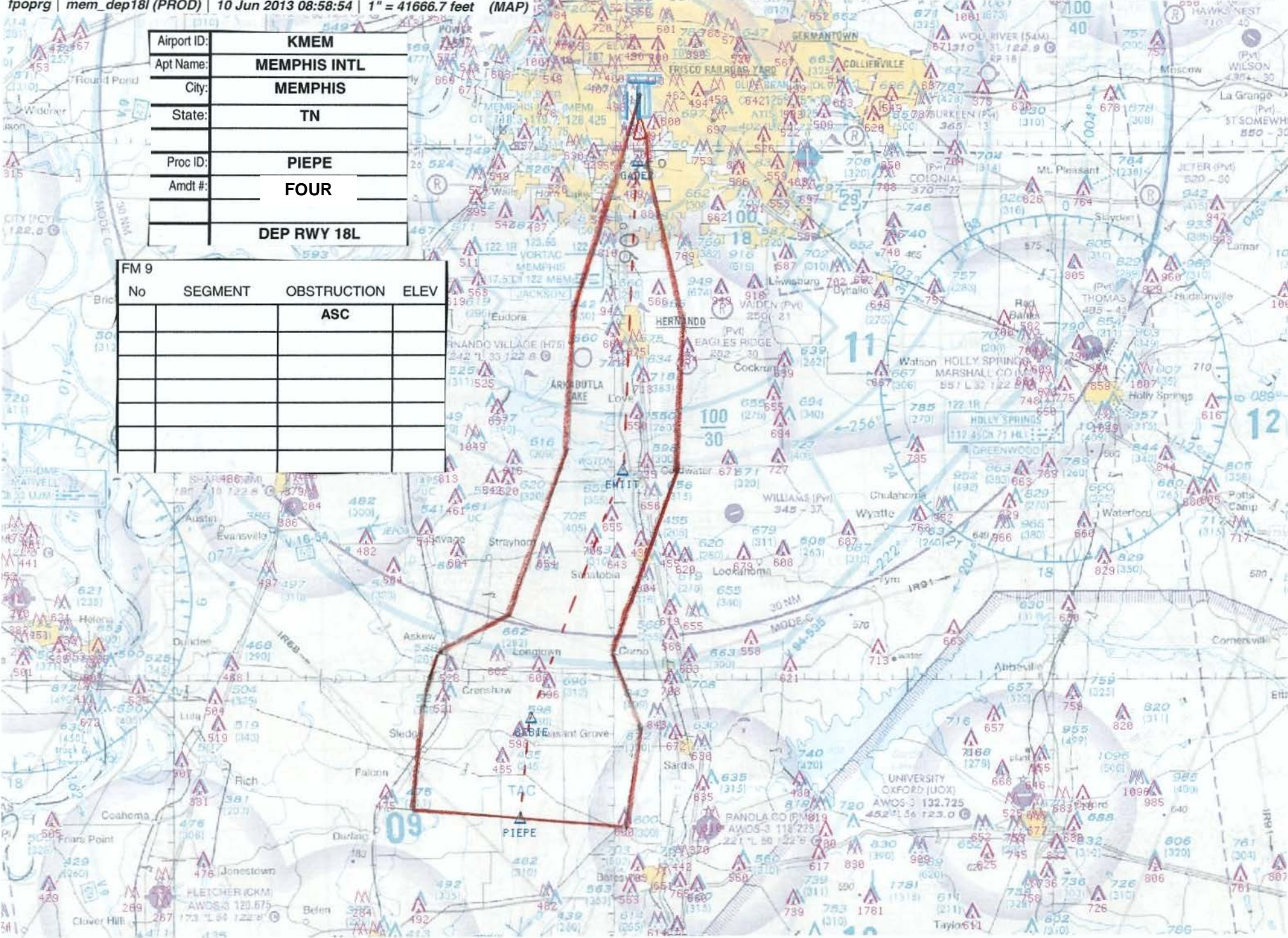


NM 7 14 21 28 35 42 49 56 63 70  
FT 42000 84000 126000 168000 210000 252000 294000 336000 378000 420000

fpoprg | mem\_dep18l (PROD) | 10 Jun 2013 08:58:54 | 1" = 41666.7 feet (MAP)

Airport ID:	KMEM
Apt Name:	MEMPHIS INTL
City:	MEMPHIS
State:	TN
Proc ID:	PIEPE
Amdt #:	FOUR
	DEP RWY 18L

FM 9			
No	SEGMENT	OBSTRUCTION	ELEV
		ASC	



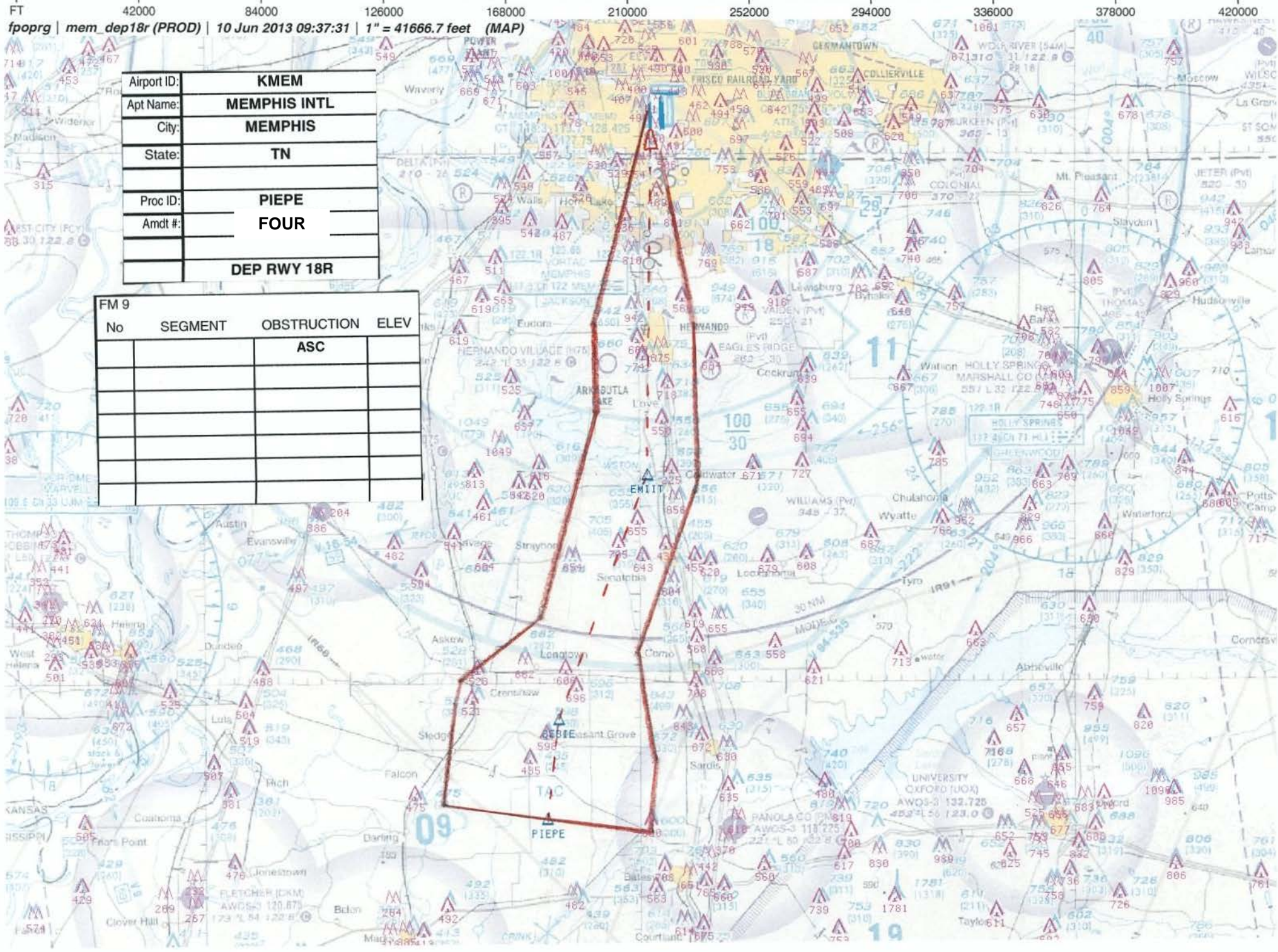


NM 7 14 21 28 35 42 49 56 63 70  
FT 42000 84000 126000 168000 210000 252000 294000 336000 378000 420000

fpoprg | mem\_dep18r (PROD) | 10 Jun 2013 09:37:31 | 1" = 41666.7 feet (MAP)

Airport ID:	KMEM
Apt Name:	MEMPHIS INTL
City:	MEMPHIS
State:	TN
Proc ID:	PIEPE
Amdt #:	FOUR
	DEP RWY 18R

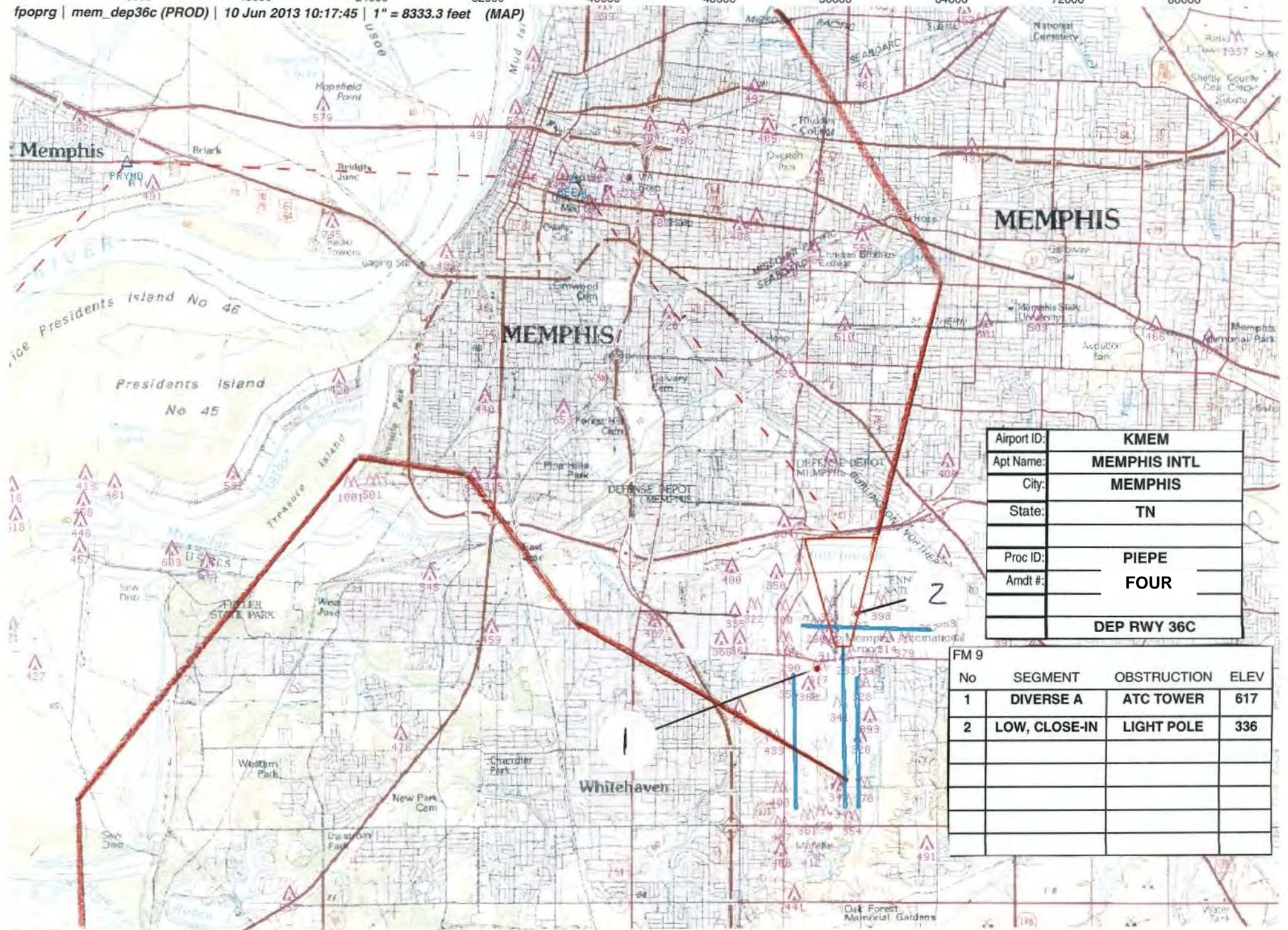
FM 9			
No	SEGMENT	OBSTRUCTION	ELEV
		ASC	





NM 1 2 3 4 5 6 7 8 9 10 11 12 13 14

fpoprg | mem\_dep36c (PROD) | 10 Jun 2013 10:17:45 | 1" = 8333.3 feet (MAP)



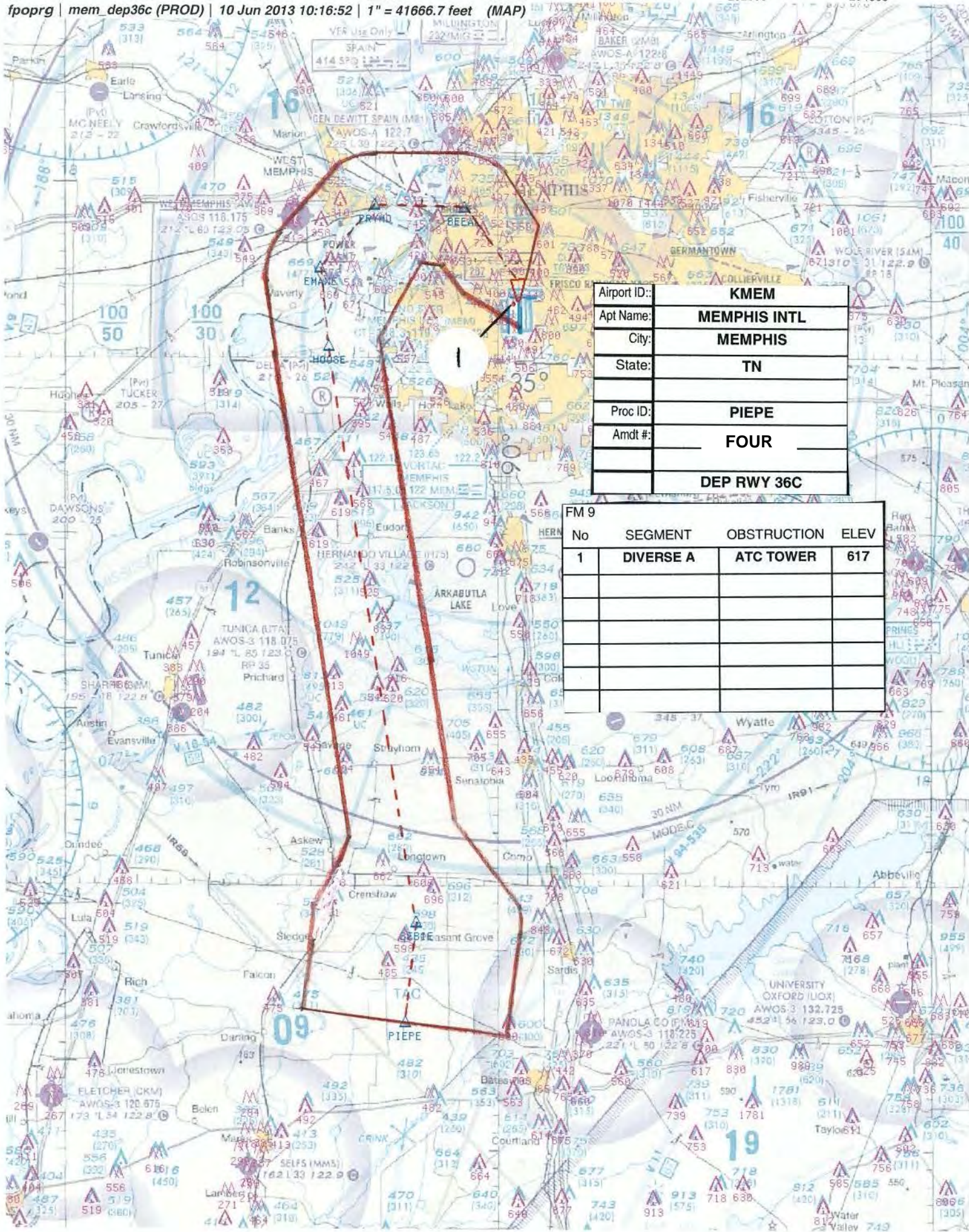
Airport ID:	KMEM
Apt Name:	MEMPHIS INTL
City:	MEMPHIS
State:	TN
Proc ID:	PIEPE
Amdt #:	FOUR
	DEP RWY 36C

FM 9			
No	SEGMENT	OBSTRUCTION	ELEV
1	DIVERSE A	ATC TOWER	617
2	LOW, CLOSE-IN	LIGHT POLE	336



NM 7 14 21 28 35 42 49  
FT 42000 84000 126000 168000 210000 252000 294000

fpoprg | mem\_dep36c (PROD) | 10 Jun 2013 10:16:52 | 1" = 41666.7 feet (MAP)

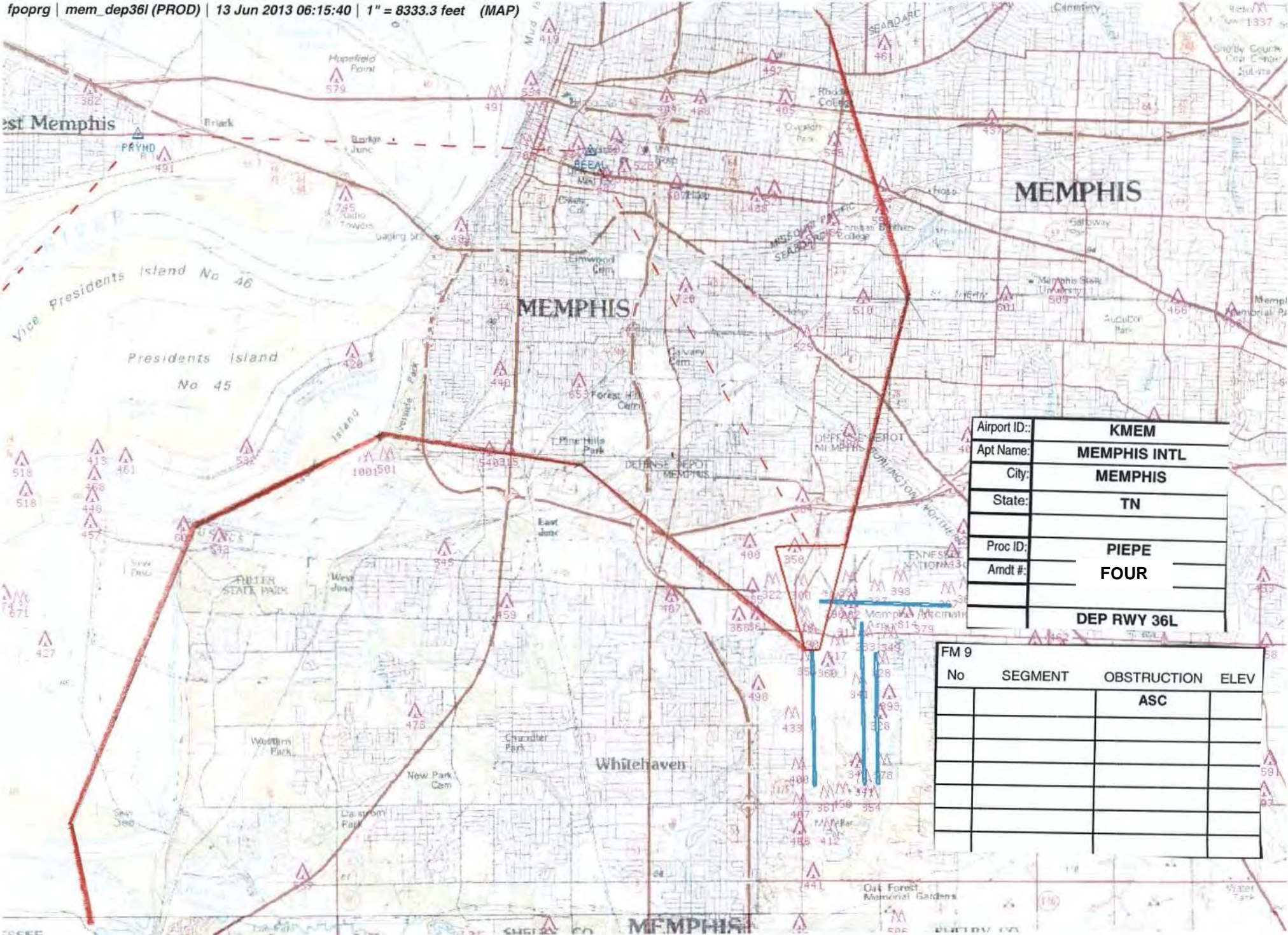


Airport ID:_____	<b>KMEM</b>
Apt Name:_____	<b>MEMPHIS INTL</b>
City:_____	<b>MEMPHIS</b>
State:_____	<b>TN</b>
Proc ID:_____	<b>PIEPE</b>
Amdt #:_____	<b>FOUR</b>
	<b>DEP RWY 36C</b>

FM 9			
No	SEGMENT	OBSTRUCTION	ELEV
1	DIVERSE A	ATC TOWER	617



fpoprg | mem\_dep36l (PROD) | 13 Jun 2013 06:15:40 | 1" = 8333.3 feet (MAP)



Airport ID#:	KMEM
Apt Name:	MEMPHIS INTL
City:	MEMPHIS
State:	TN
Proc ID:	PIEPE
Amdt #:	FOUR
	DEP RWY 36L

[illegible]



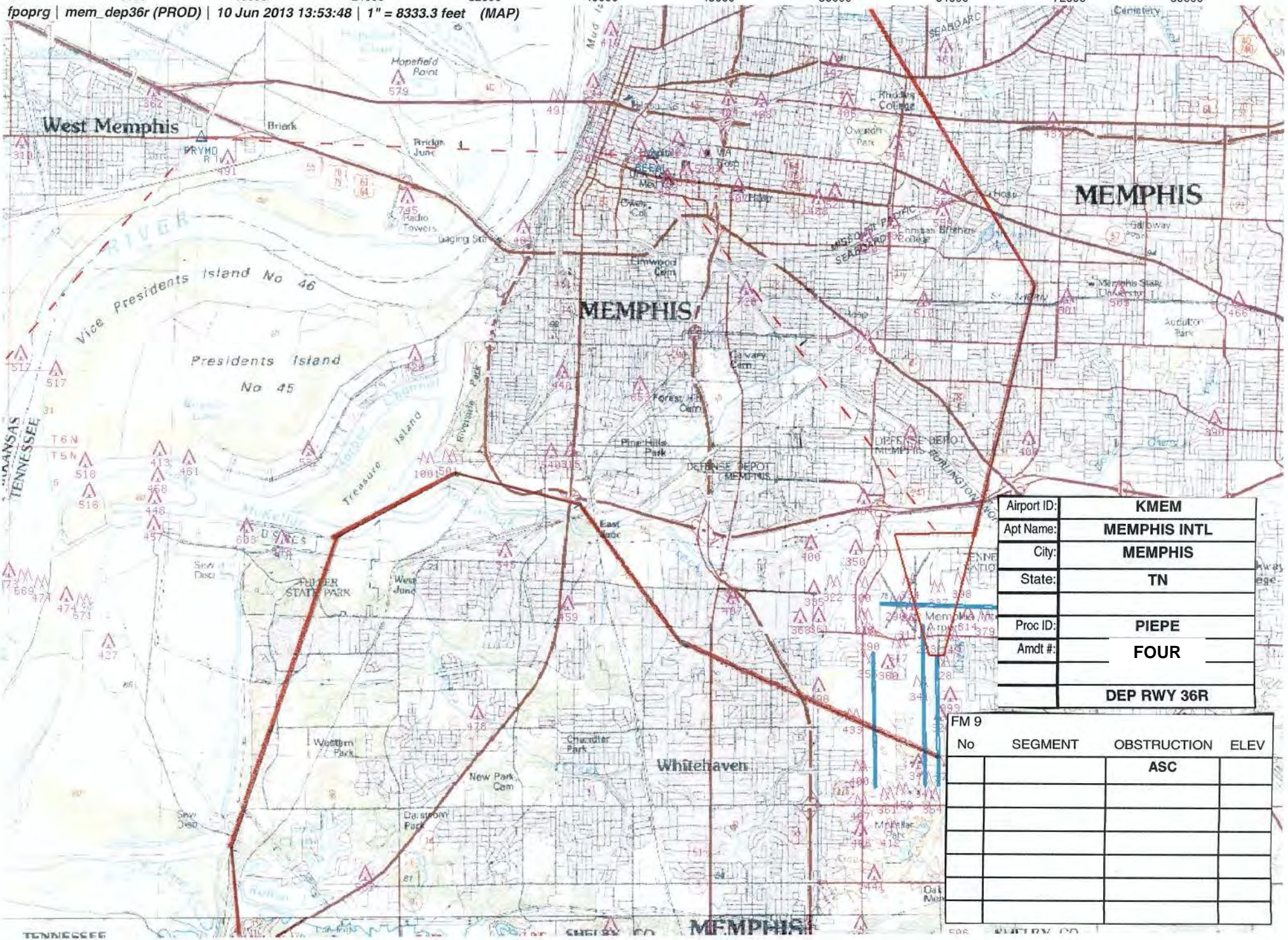
NM 7 14 21 28 35 42 49  
FT 42000 84000 126000 168000 210000 252000 294000  
fpoprg | mem\_dep36l (PROD) | 10 Jun 2013 12:43:30 | 1" = 41666.7 feet (MAP)

Airport ID:	KMEM
Apt Name:	MEMPHIS INTL
City:	MEMPHIS
State:	TN
Proc ID:	PIEPE
Amdt #:	FOUR
	DEP RWY 36L

[illegible]



NM  
FT 1 2 3 4 5 6 7 8 9 10 11 12 13 14  
8000 16000 24000 32000 40000 48000 56000 64000 72000 80000  
fpopr | mem\_dep36r (PROD) | 10 Jun 2013 13:53:48 | 1" = 8333.3 feet (MAP)



Airport ID:	KMEM
Apt Name:	MEMPHIS INTL
City:	MEMPHIS
State:	TN
Proc ID:	PIEPE
Amdt #:	FOUR
	DEP RWY 36R

[illegible]

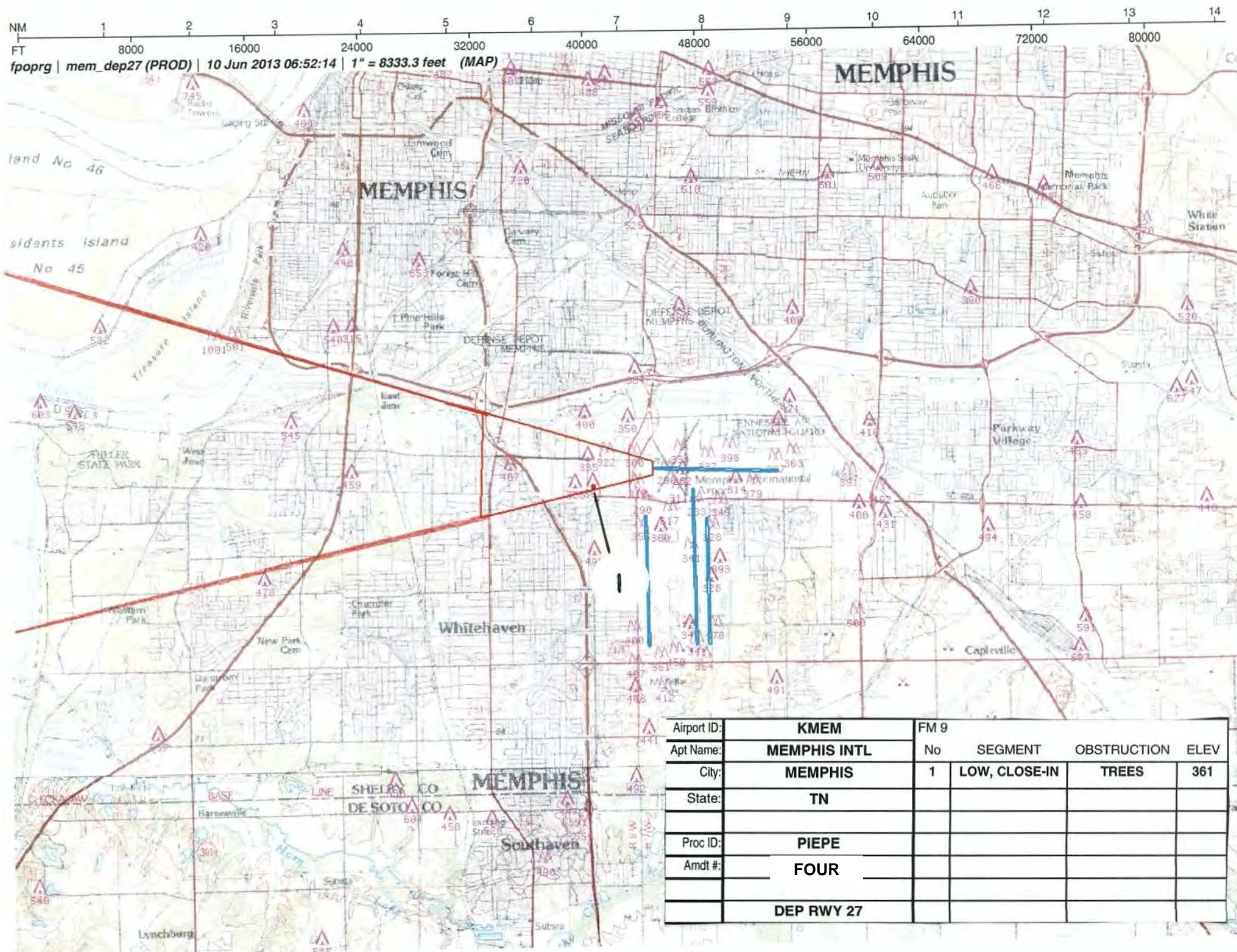


fpoprg | mem\_dep36r (PROD) | 10 Jun 2013 13:52:57 | 1" = 41666.7 feet (MAP)

Airport ID#:	<b>KMEM</b>
Apt Name#:	<b>MEMPHIS INTL</b>
City:	<b>MEMPHIS</b>
State:	<b>TN</b>
Proc ID#:	<b>PIEPE</b>
Amdt #:	<b>FOUR</b>
	<b>DEP RWY 36R</b>

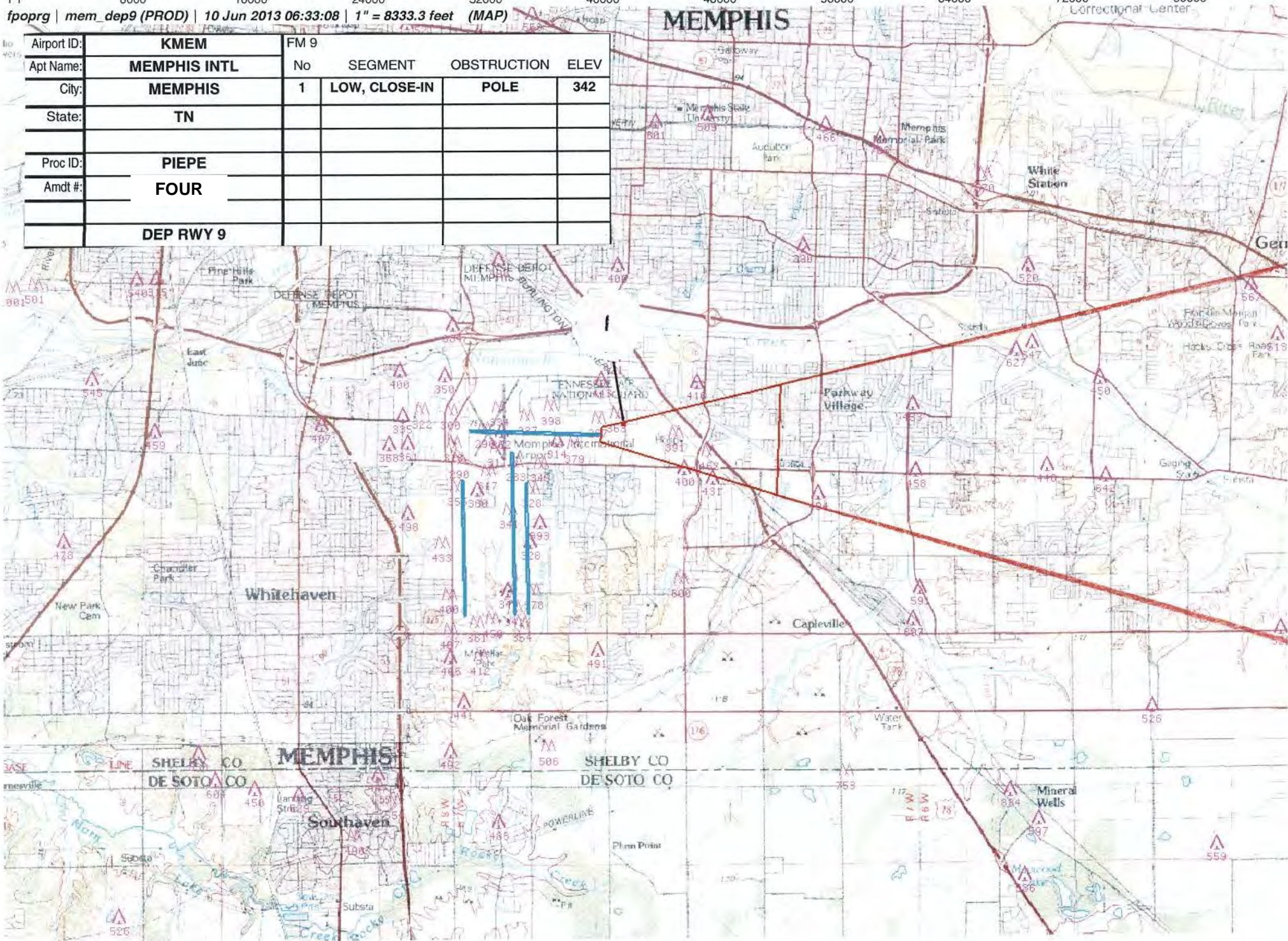
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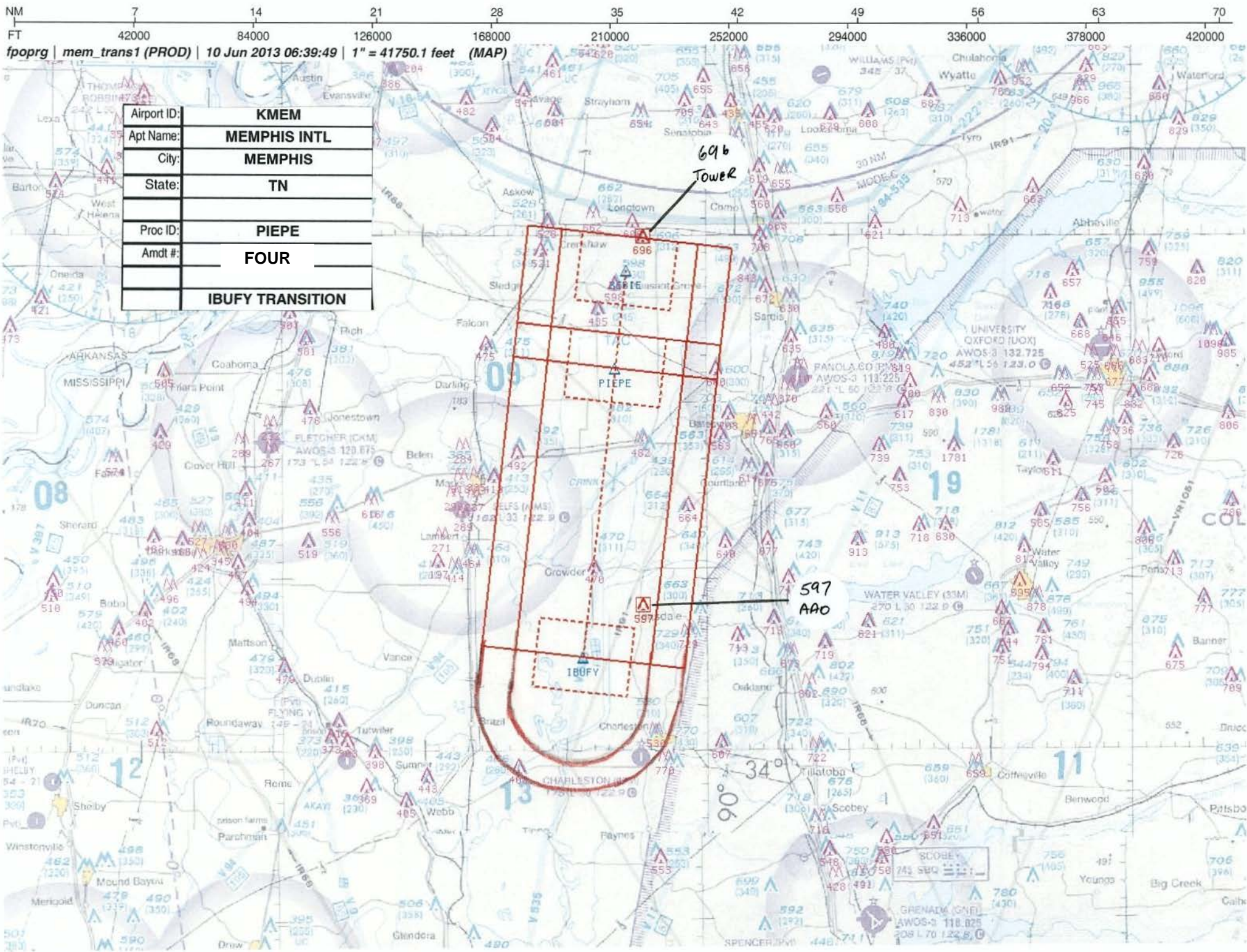




Airport ID:	KMEM	FM 9			
Apt Name:	MEMPHIS INTL	No	SEGMENT	OBSTRUCTION	ELEV
City:	MEMPHIS	1	LOW, CLOSE-IN	POLE	342
State:	TN				
Proc ID:	PIEPE				
Amdt #:	FOUR				
	DEP RWY 9				









## **FAA Eastern Service Center, Air Traffic Division**

### **Categorical Exclusion**

**Description of Federal Action:** The Federal Aviation Administration (FAA) will implement the following change(s):

Changes to the AUTMN, AZONE, BBKNG, BINKY, CRSON, GENEH, GMBUD, GOETZ, OLEMS, PIEPE, and SELPH SIDS at MEM for RWY 18

**Basis for this Determination:** An environmental review was conducted to ensure that the Federal action is in compliance with the National Environmental Policy Act and its implementing regulations. This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1C, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1F.

**Declaration of Exclusion:** The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1F.

**The applicable categorical exclusion is:**

**§5-6.5(i):** Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied.



Concurrence by:

A handwritten signature in blue ink, reading "Kristi Ashley", written over a horizontal line.

Date: 6/8/16

Kristi Ashley  
Environmental Specialist, Operations Support  
Eastern Service Center

Approved by:

A handwritten signature in blue ink, reading "E. Campbell", written over a horizontal line.

Date: 8/17/16

Edward S Campbell  
Air Traffic Manager,  
MEM TRACON, Air Traffic Organization