

Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: SID	Date Open: 08/11/2016	Task #: 2015061607515402005	Request #: 20150616075154
Procedure: SID PIEPE (RNAV) FOUR MEMPHIS TN KMEM			Airport ID: KMEM	Airport: MEMPHIS INTL		Reimbursable #: NO
City: MEMPHIS	ST: TN	GPS #:	Estimated Chart Date: 08/17/2017		FICO #: 1186280	
Fac ID: N/A		Fac. Type:		Specialist: JIMMY HUGHES		
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	01/17/2017	05/02/2017	ROBERT HAMILTON	QUALITY		
QA:	05/02/2017	05/15/2017	ROBERT HAMILTON	32 6/30/17		
Liaison:	05/15/2017	05/15/2017	MARY MCDONALD	CHECKED		
Procedure Comments:			Remark Type: INFORMATION			
<p>CONTACT: ROBERT HAMILTON, IFP TEAM 2 LEAD, 405-954-8568</p> <p>ESV(S): (1): MARVELL (UJM) VDME (1)</p> <p>6/27/17: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 6/19/17. JH</p> <p>1. CHANGED IBUFY TRANSITION ROUTE FROM TRACK 182.48 DISTANCE 2.00 NM TO TRACK 187.48 DISTANCE 16.93 NM.</p>						


FIPC DME/DME FORM								
PROCEDURE: SID,PIEPE (RNAV),FOUR,MEMPHIS,TN,KMEM,!			AIRPORT NAME: MEMPHIS INTL		AIRPORT ID: KMEM	SPECIAL CONTROL NO: AG-05-200-17		
FAC ID: PIEPE4		CITY: MEMPHIS			ST: TN	ORIG CHART DATE: 08/17/2017		
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:		PTS TASK ID: 2015061607515402005			
PREFLIGHT NOTES								
REVIEWER: brent booker					DATE: 05/31/2017			
COMMENTS:					CHECK ONE: <input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT			
							YES	NO
					CPV COMPLETE?		X	
PROCEDURE RESULTS								
INSPECTION DATE: 05/30/2017		CREW #: VN269	N #: N59	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT		
FLIGHT INSPECTOR SIGNATURE: brent booker @ 05/31/2017 08:20			PRINTED NAME: BOOKER, BRENT MICHAEL			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		
FLIGHT INSPECTOR REMARKS: Procedure Satisfactory for GNSS operations, DME/DME awaiting AFS/ WAJR approval.								
DME/DME STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT		SPECIALIST SIGNATURE:			PRINTED NAME:			
SPECIALIST REMARKS:								
IN-FLIGHT OBSTACLE REPORT								
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:	

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OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		



Federal Aviation Administration

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

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

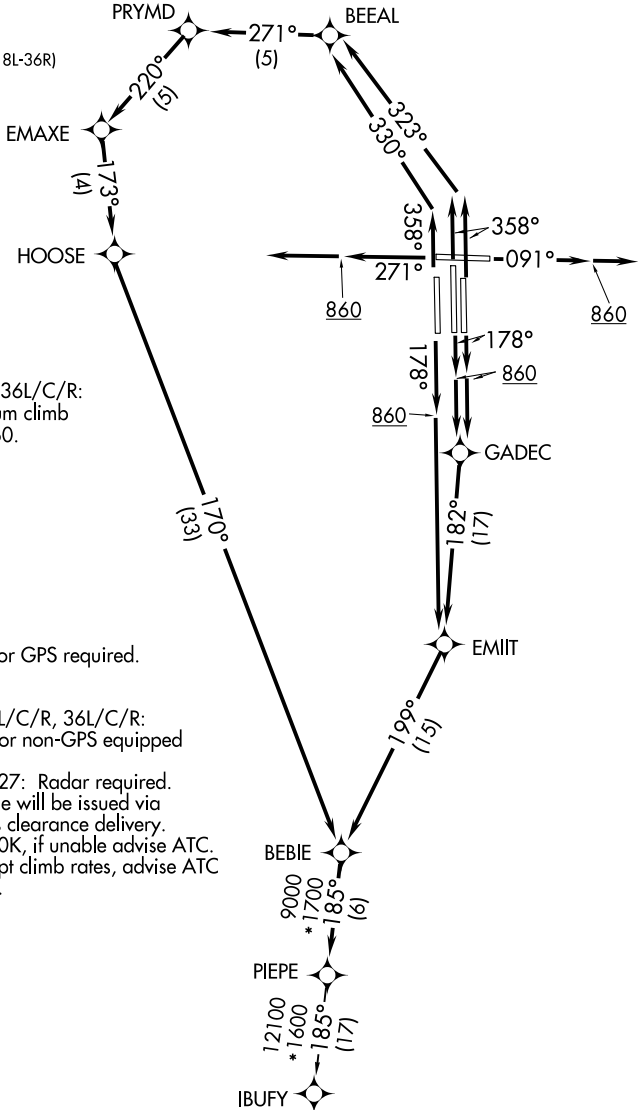
Appropriate controller training and changes to the local directives will be developed.



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:

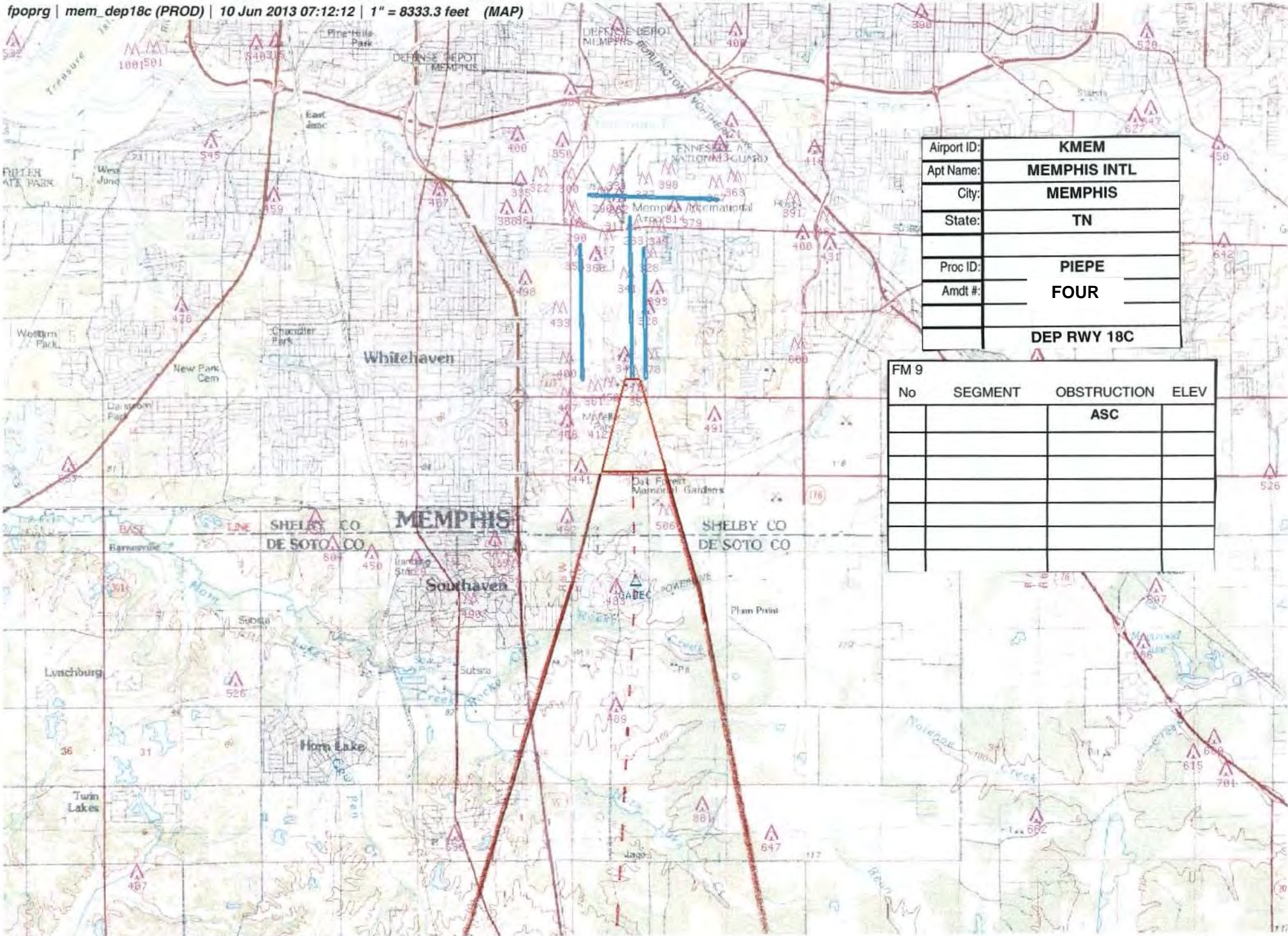
Rwy 9: Light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL.

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.

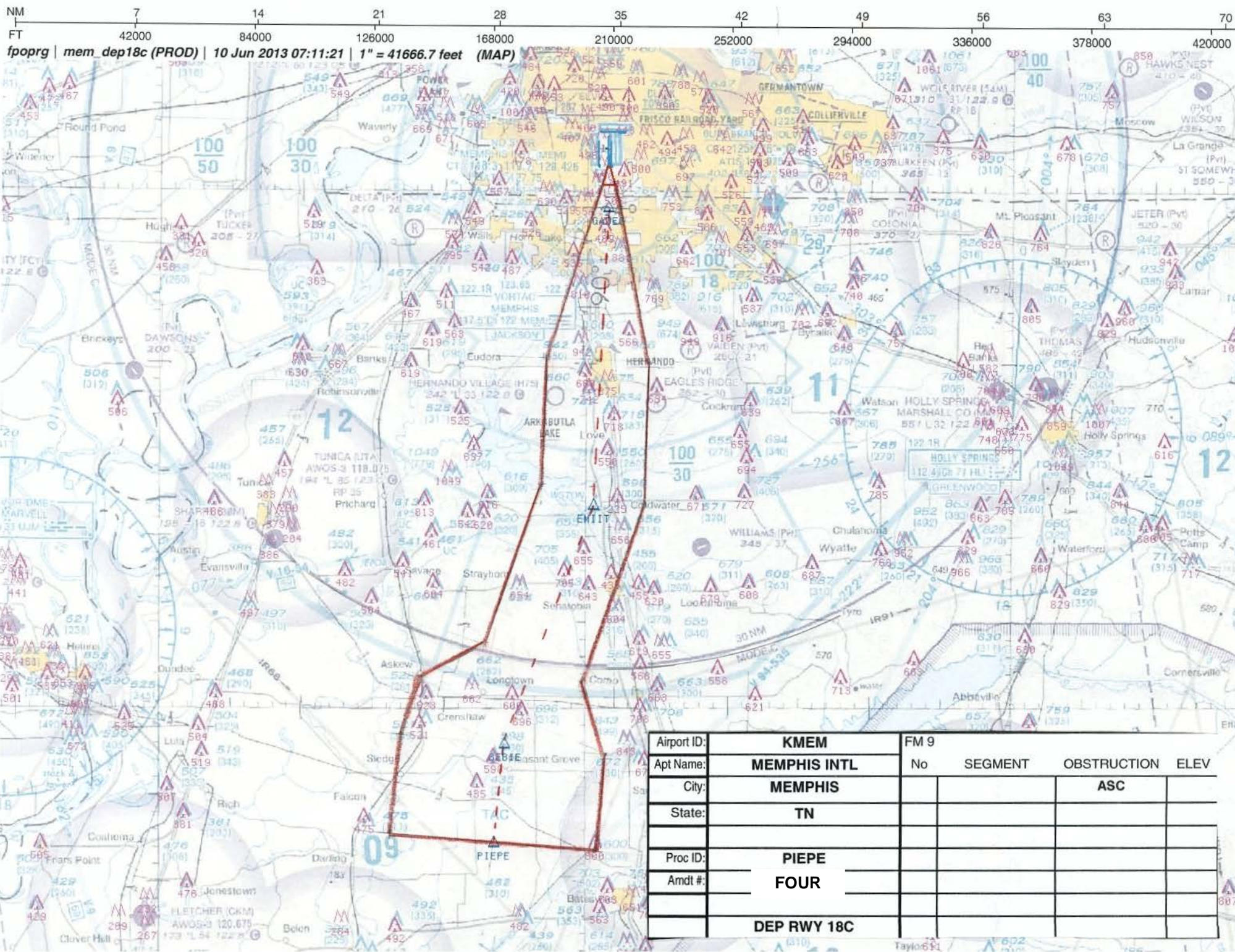
Rwy 36C: Light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.

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]



Airport ID:	KMEM	FM 9			
Apt Name:	MEMPHIS INTL	No	SEGMENT	OBSTRUCTION	ELEV
City:	MEMPHIS			ASC	
State:	TN				
Proc ID:	PIEPE				
Amdt #:	FOUR				
	DEP RWY 18C				

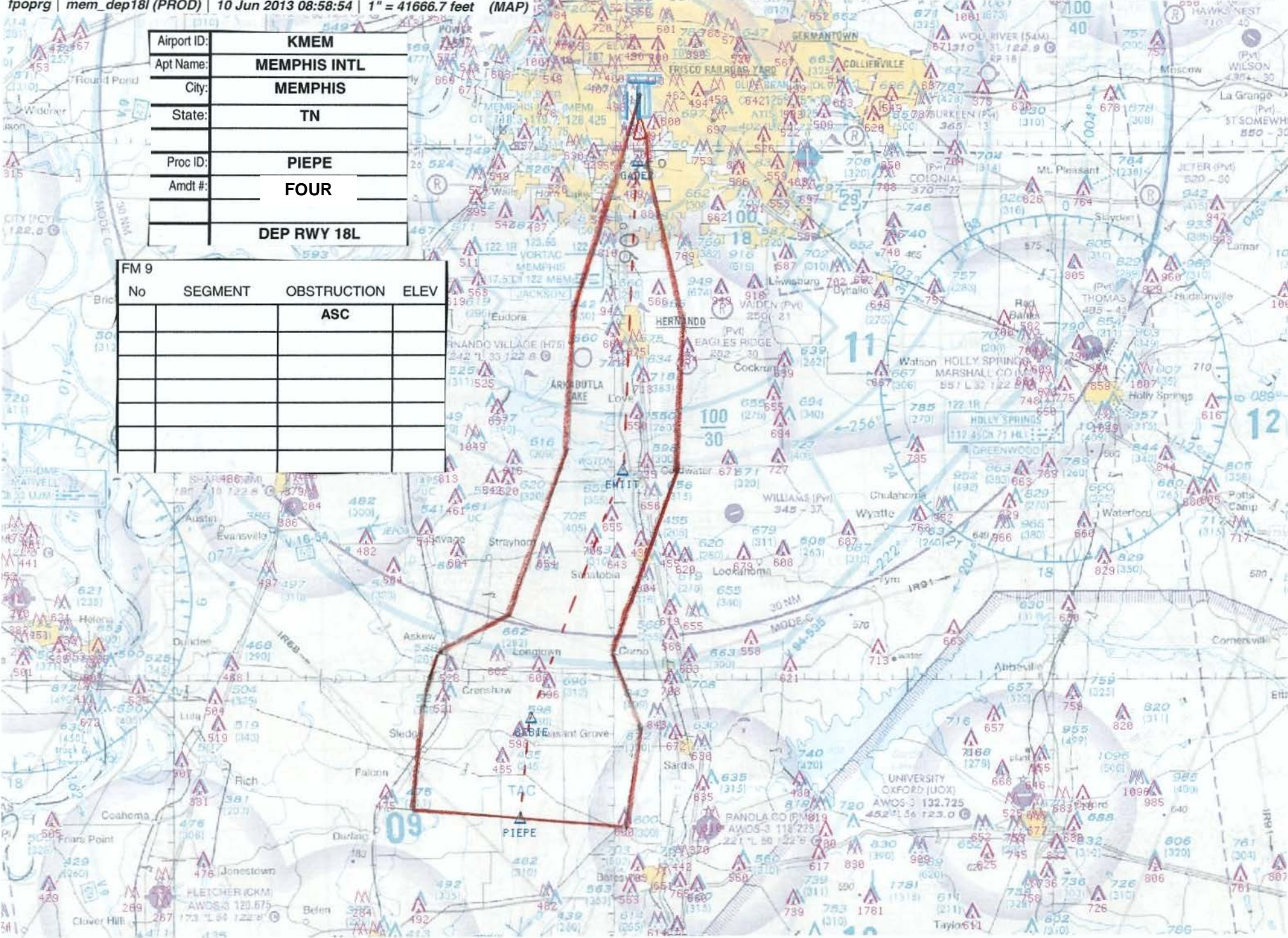
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NM 7 14 21 28 35 42 49 56 63 70
FT 42000 84000 126000 168000 210000 252000 294000 336000 378000 420000

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	

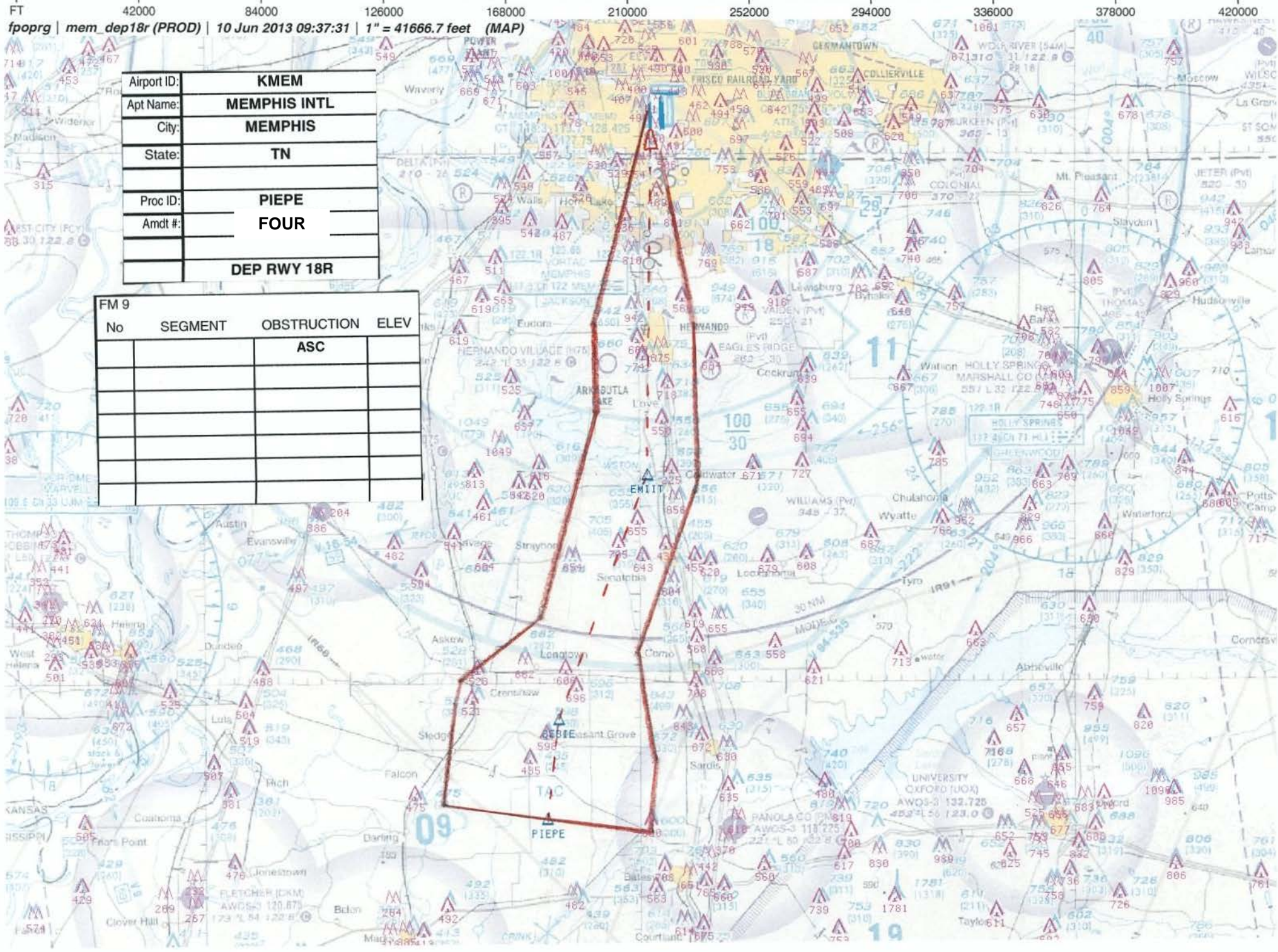


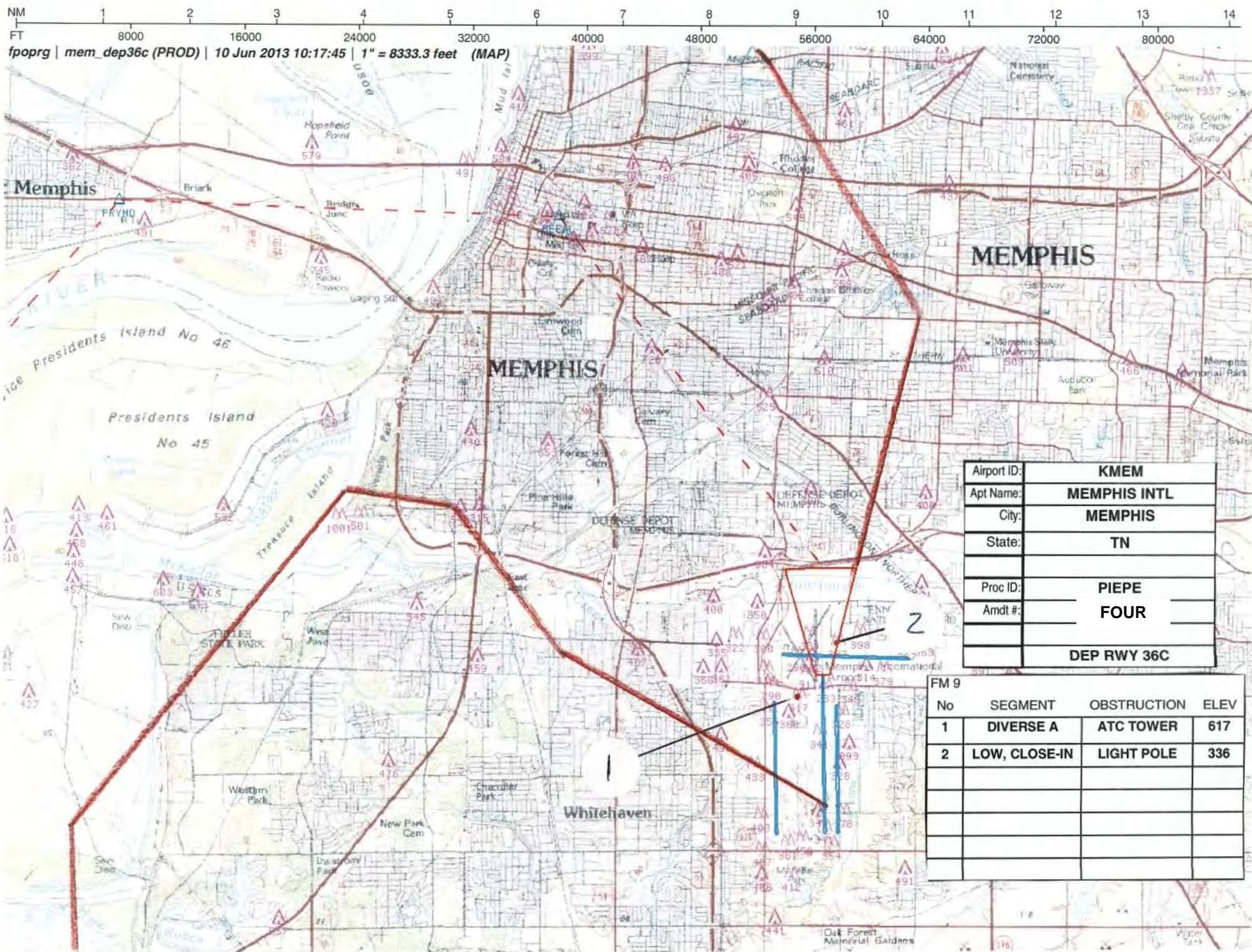
NM 7 14 21 28 35 42 49 56 63 70
FT 42000 84000 126000 168000 210000 252000 294000 336000 378000 420000

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

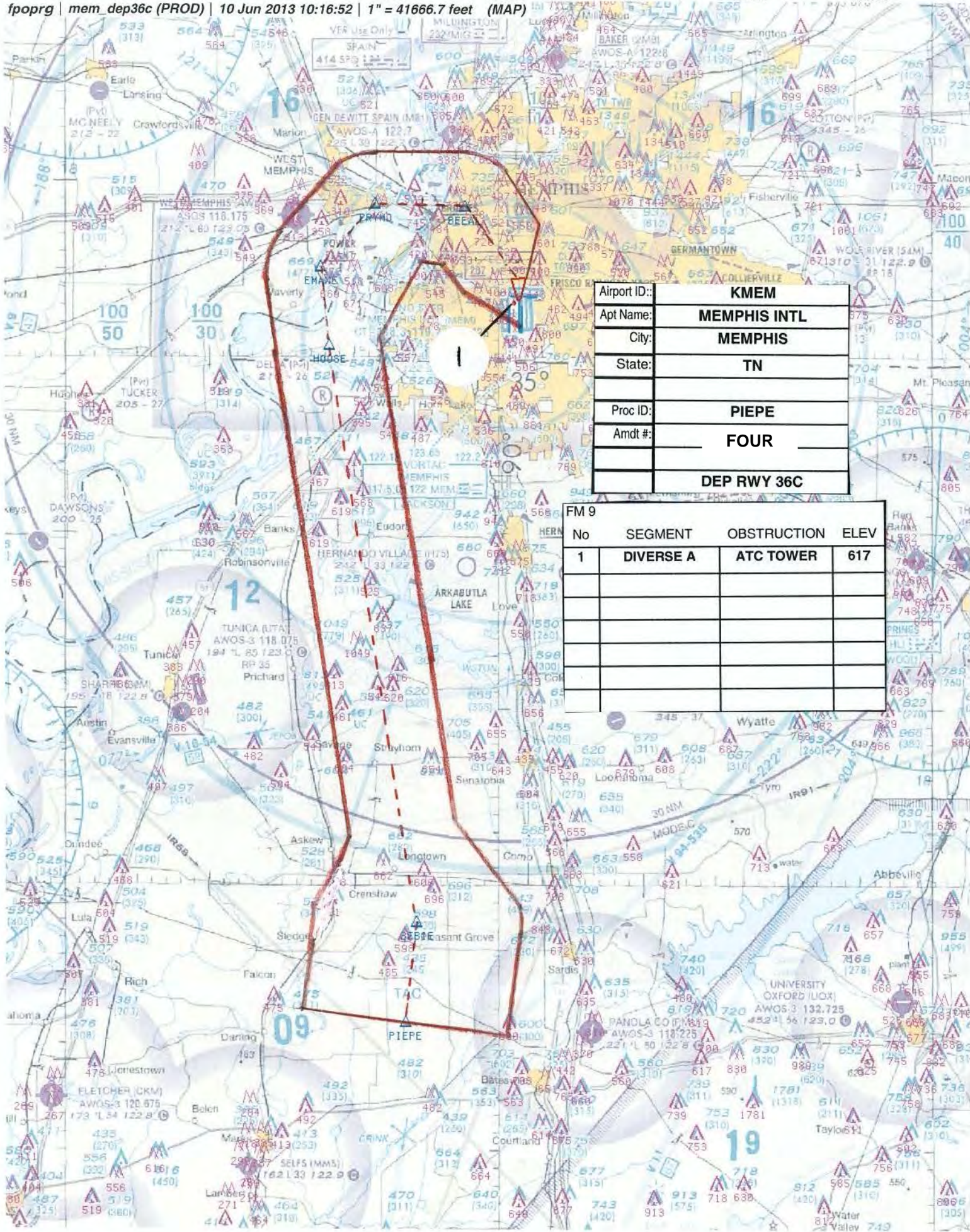
FM 9			
No	SEGMENT	OBSTRUCTION	ELEV
		ASC	





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

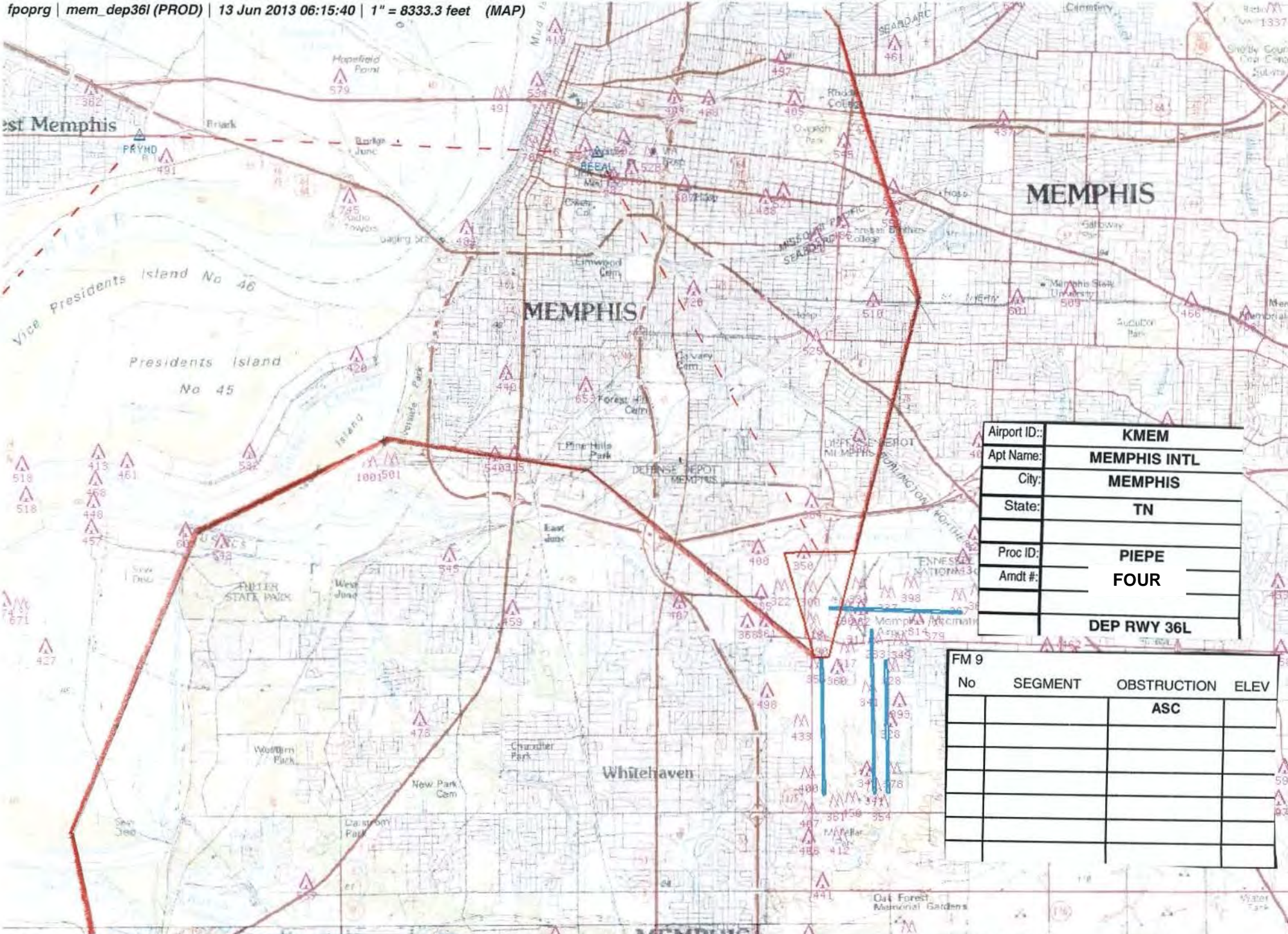
fpoprg | mem_dep36c (PROD) | 10 Jun 2013 10:16:52 | 1" = 41666.7 feet (MAP)



Airport ID:_____	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

fpoprg | mem_dep36l (PROD) | 13 Jun 2013 06:15:40 | 1" = 8333.3 feet (MAP)



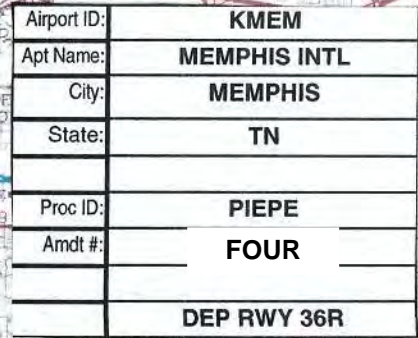
Airport ID::	KMEM
Apt Name:	MEMPHIS INTL
City:	MEMPHIS
State:	TN
Proc ID:	PIEPE
Amdt #:	FOUR
	DEP RWY 36L

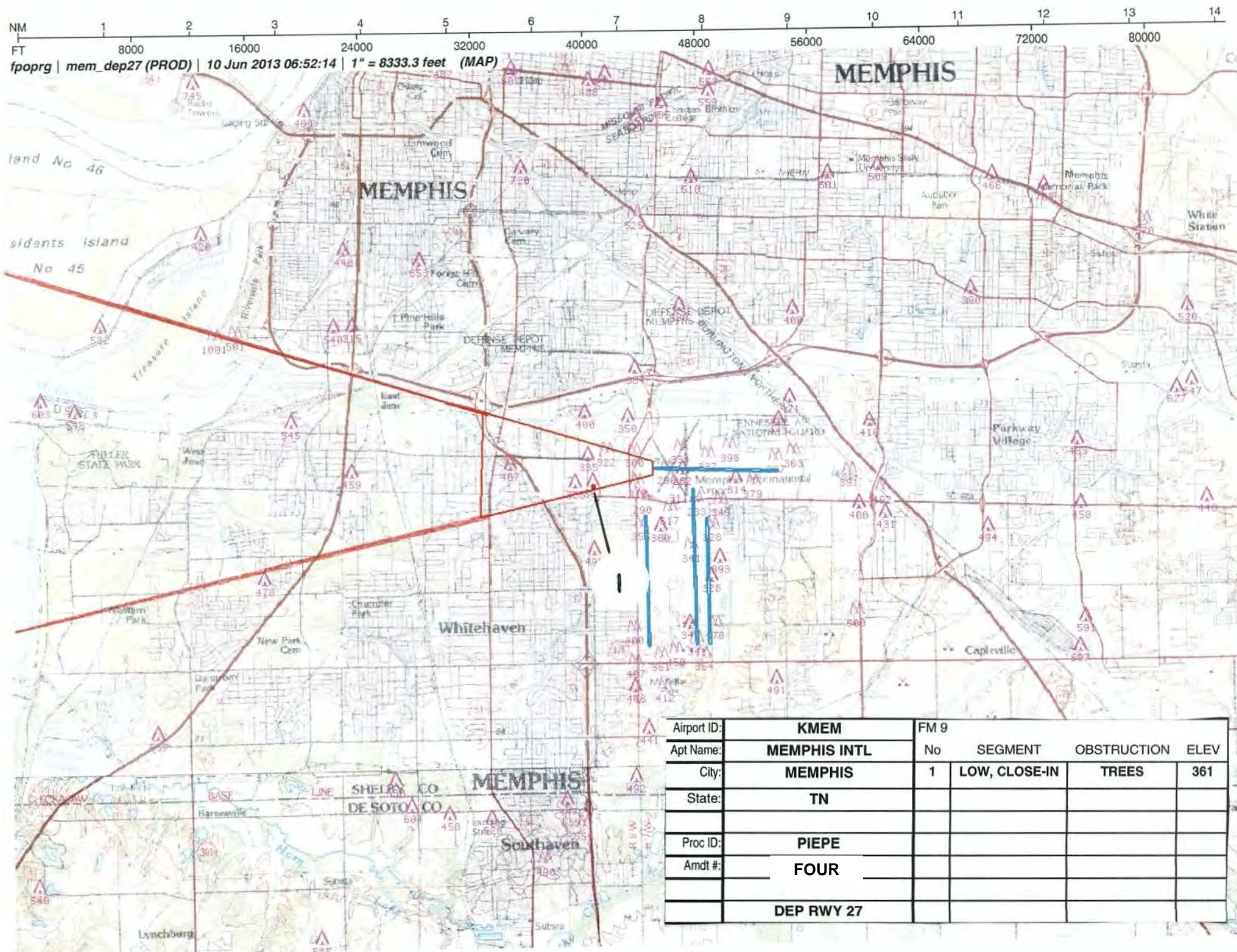
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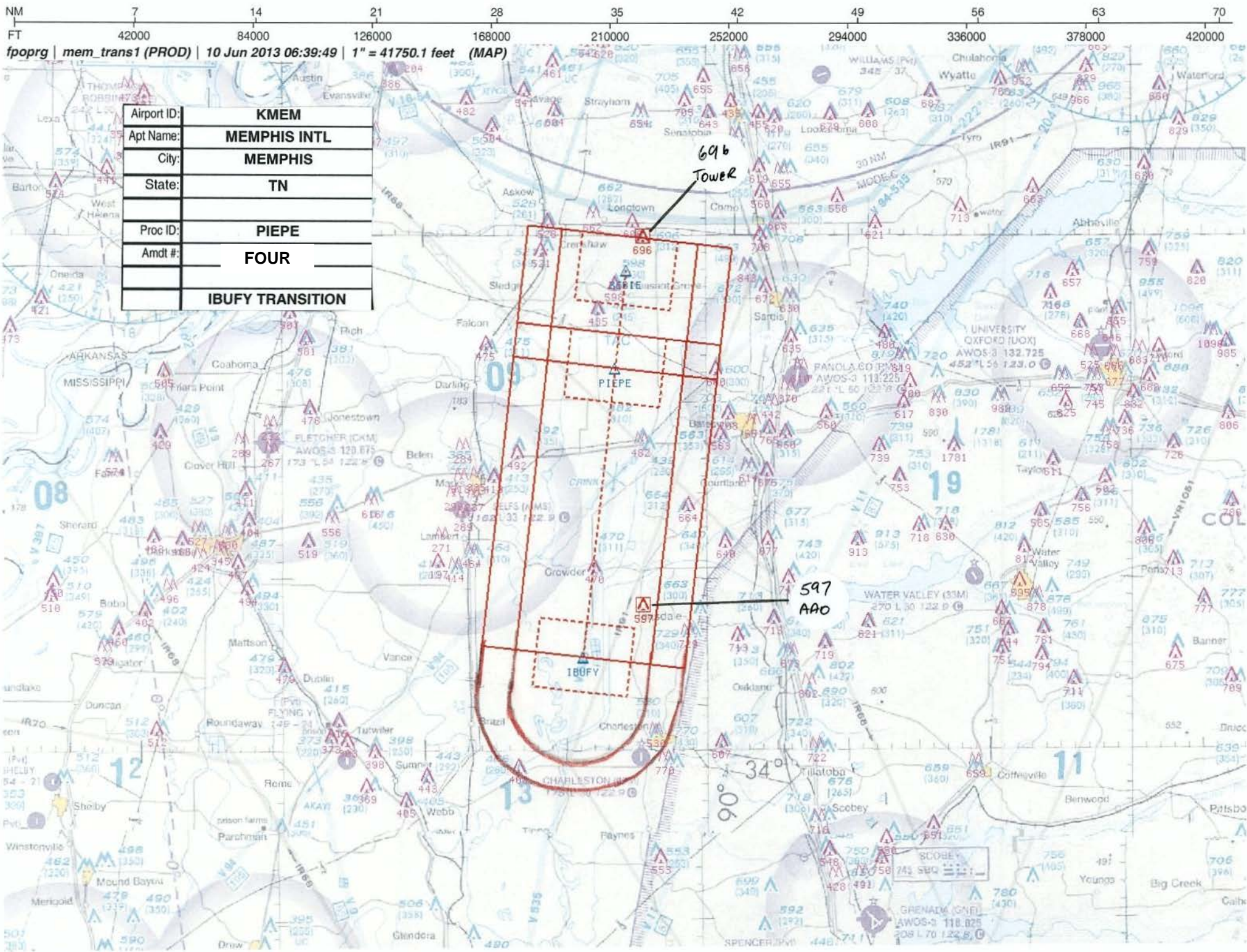
[illegible]

fpoprg | mem_dep36r (PROD) | 10 Jun 2013 13:53:48 | 1" = 8333.3 feet (MAP)

[illegible]



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:



Date: 6/8/16

Kristi Ashley
Environmental Specialist, Operations Support
Eastern Service Center

Approved by:



Date: 8/17/16

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

FIPC DME/DME FORM

PROCEDURE: SID,PIEPE (RNAV),FOUR,MEMPHIS,TN,KMEM,!		AIRPORT NAME: MEMPHIS INTL		AIRPORT ID: KMEM	SPECIAL CONTROL NO: AG-05-200-17
FAC ID: PIEPE4		CITY: MEMPHIS		ST: TN	ORIG CHART DATE: 08/17/2017
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:	PTS TASK ID: 2015061607515402005	

PREFLIGHT NOTES

REVIEWER: brent booker	DATE: 05/31/2017			
COMMENTS:	CHECK ONE: <input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT			
	<table><tr><td></td><td>YES</td><td>NO</td></tr></table>		YES	NO
		YES	NO	
CPV COMPLETE?	<table><tr><td><input checked="" type="checkbox"/> X</td><td></td></tr></table>	<input checked="" type="checkbox"/> X		
<input checked="" type="checkbox"/> X				

PROCEDURE RESULTS

INSPECTION DATE: 05/30/2017	CREW #: VN269	N #: N59	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
FLIGHT INSPECTOR SIGNATURE: brent booker @ 05/31/2017 08:20			PRINTED NAME: BOOKER, BRENT MICHAEL	NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS: Procedure Satisfactory for GNSS operations, DME/DME awaiting AFS/ WAJR approval.		
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DME/DME STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT	SPECIALIST SIGNATURE:	PRINTED NAME:
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SPECIALIST REMARKS:

IN-FLIGHT OBSTACLE REPORT


OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
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Federal Aviation Administration

Memorandum

Date: November 14, 2016
To: Matthew Cathcart, Air Traffic Control Specialist, ATO
From: 
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Prepared by: Jim McVeigh, Support Specialist, M03
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GOETZ5	DOUUG
OLEMS4	CASLN
PIEPE4	BEBIE

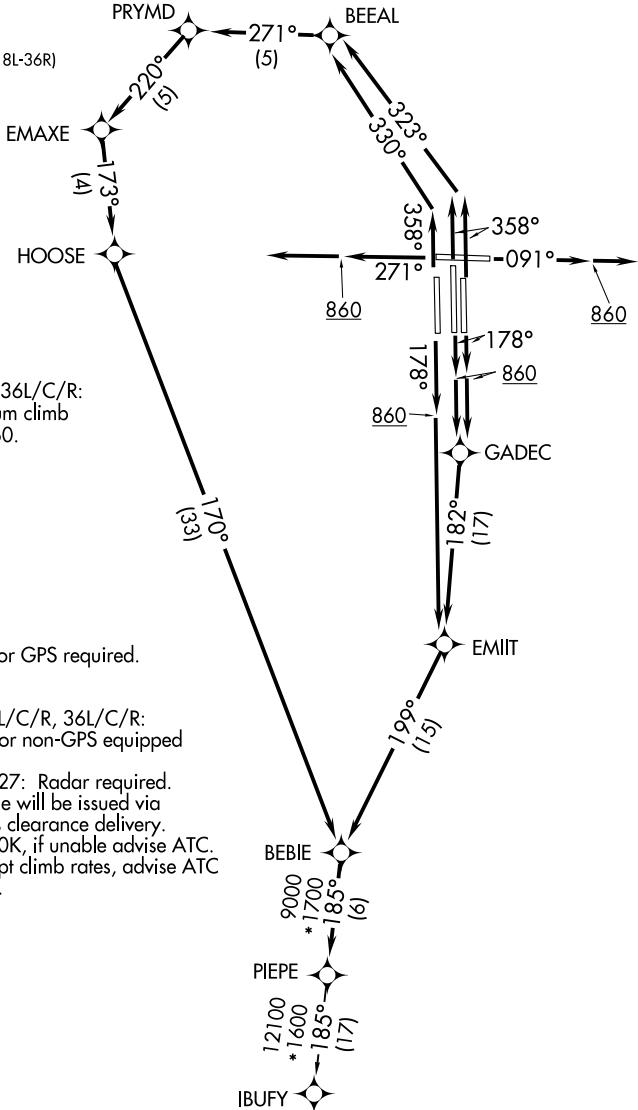
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CPDLC
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NOTE: Chart not to scale.

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IBUFY TRANSITION (PIEPE3.IBUFY):

TAKEOFF OBSTACLE NOTES:

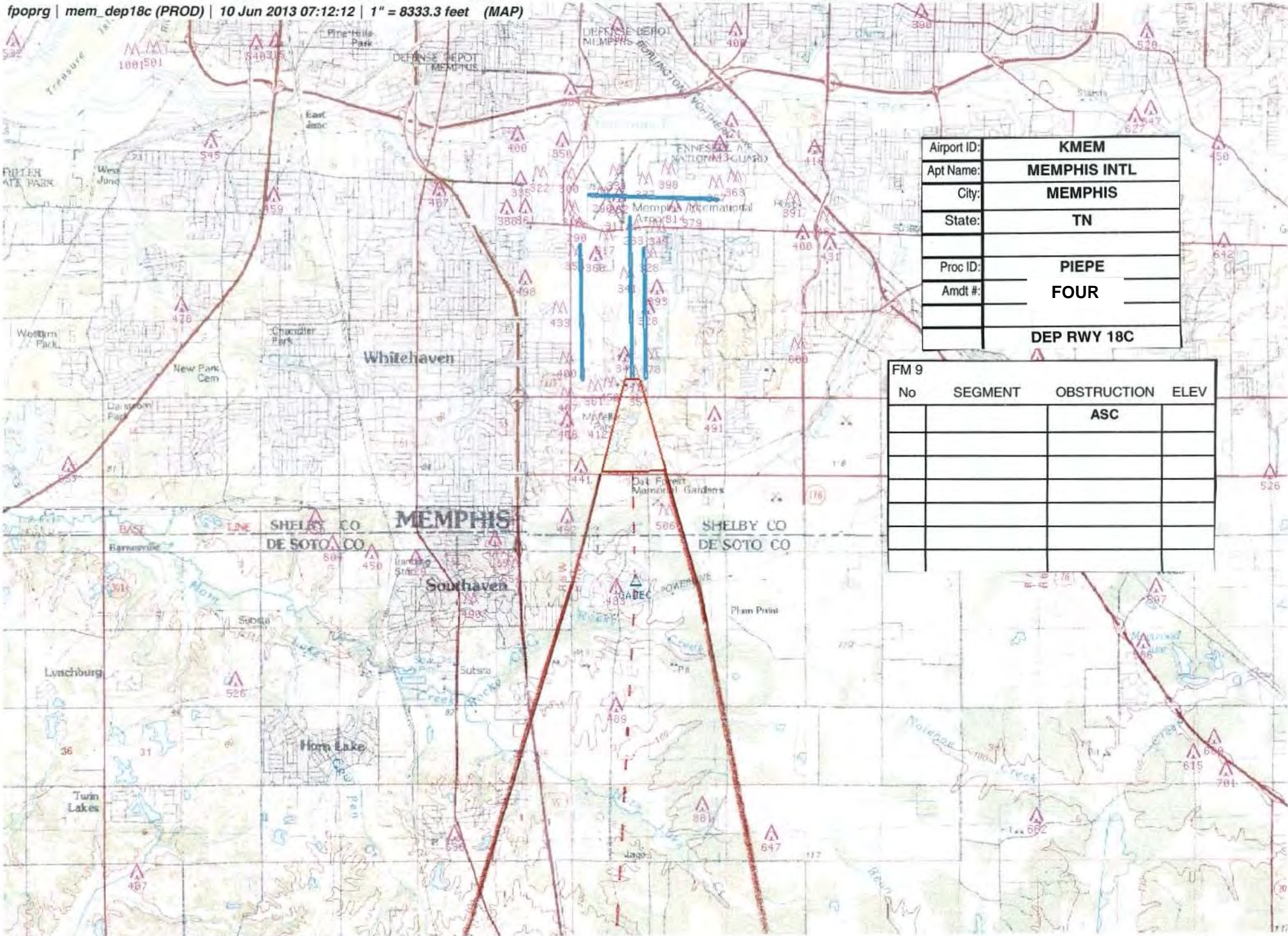
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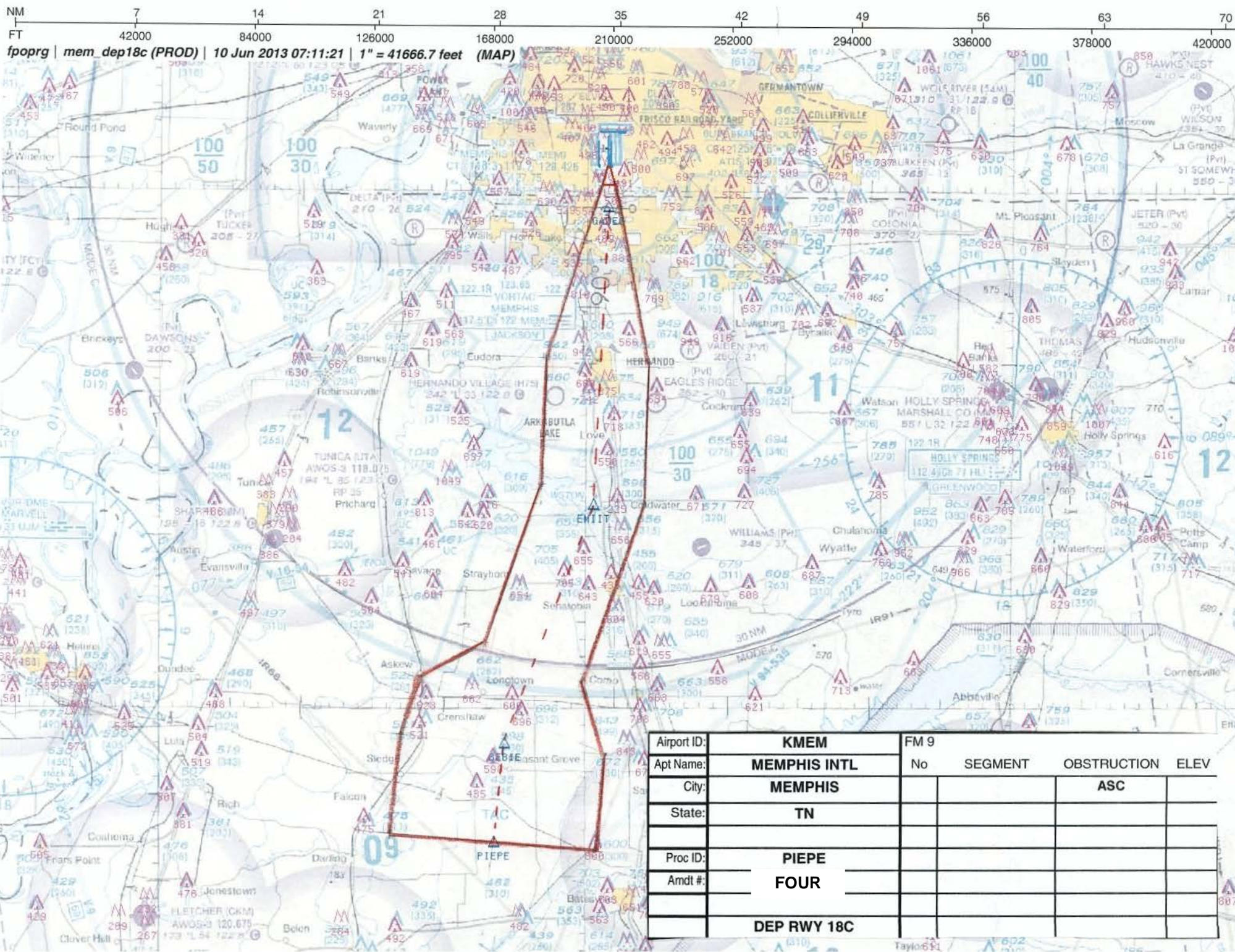
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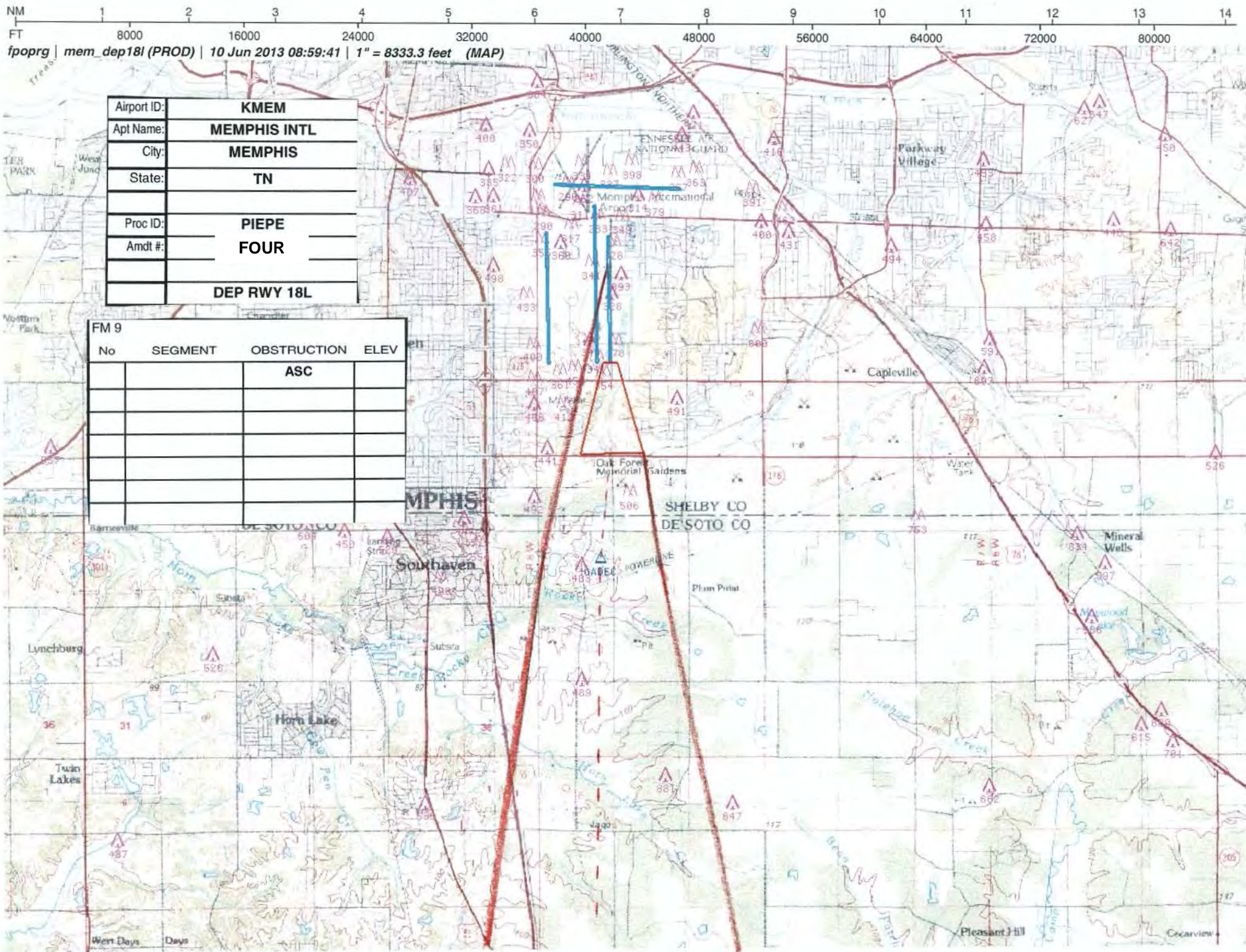


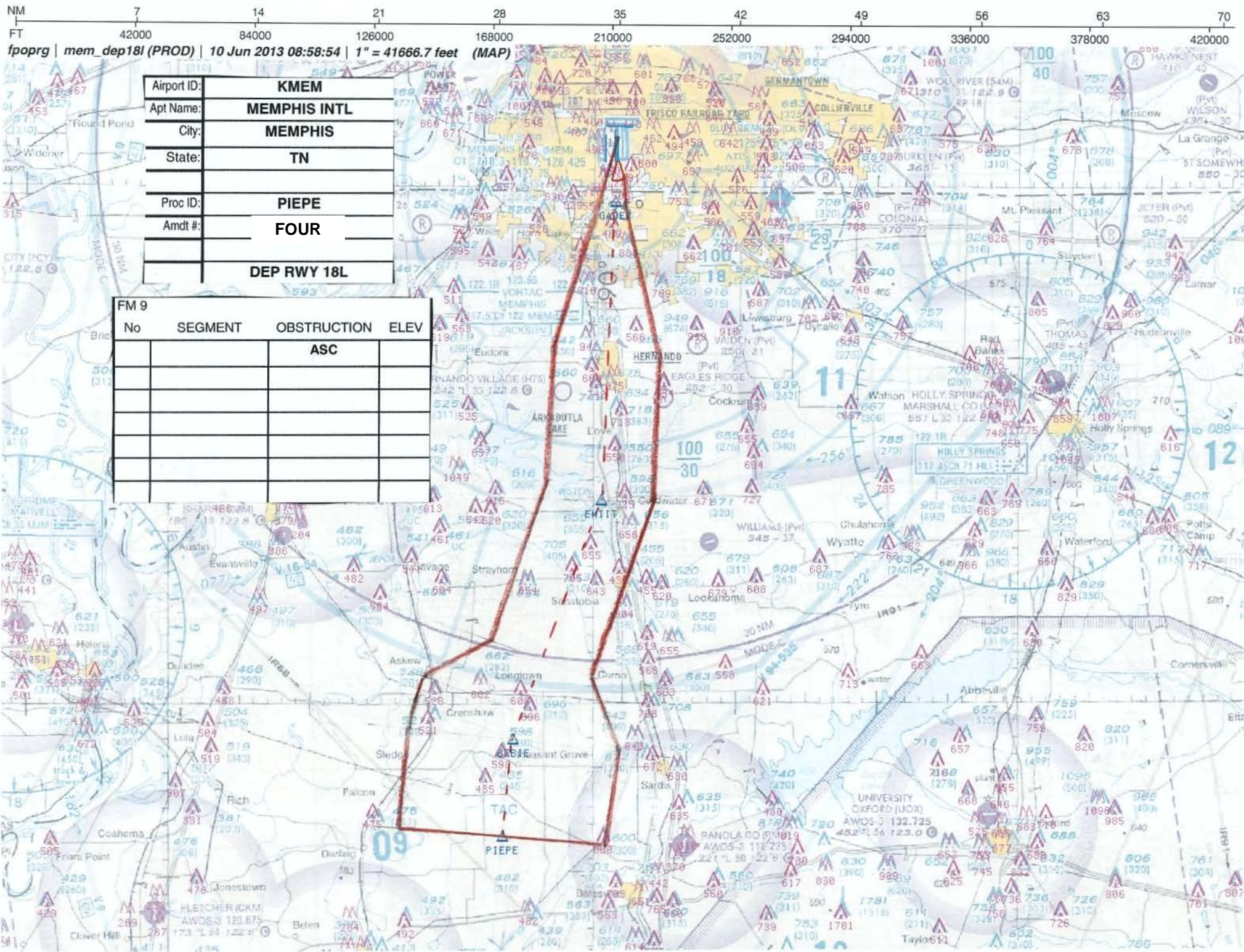
Airport ID:	KMEM
Apt Name:	MEMPHIS INTL
City:	MEMPHIS
State:	TN
Proc ID:	PIEPE
Amdt #:	FOUR
	DEP RWY 18C

[illegible]



Airport ID:	KMEM	FM 9			
Apt Name:	MEMPHIS INTL	No	SEGMENT	OBSTRUCTION	ELEV
City:	MEMPHIS			ASC	
State:	TN				
Proc ID:	PIEPE				
Amdt #:	FOUR				
	DEP RWY 18C				



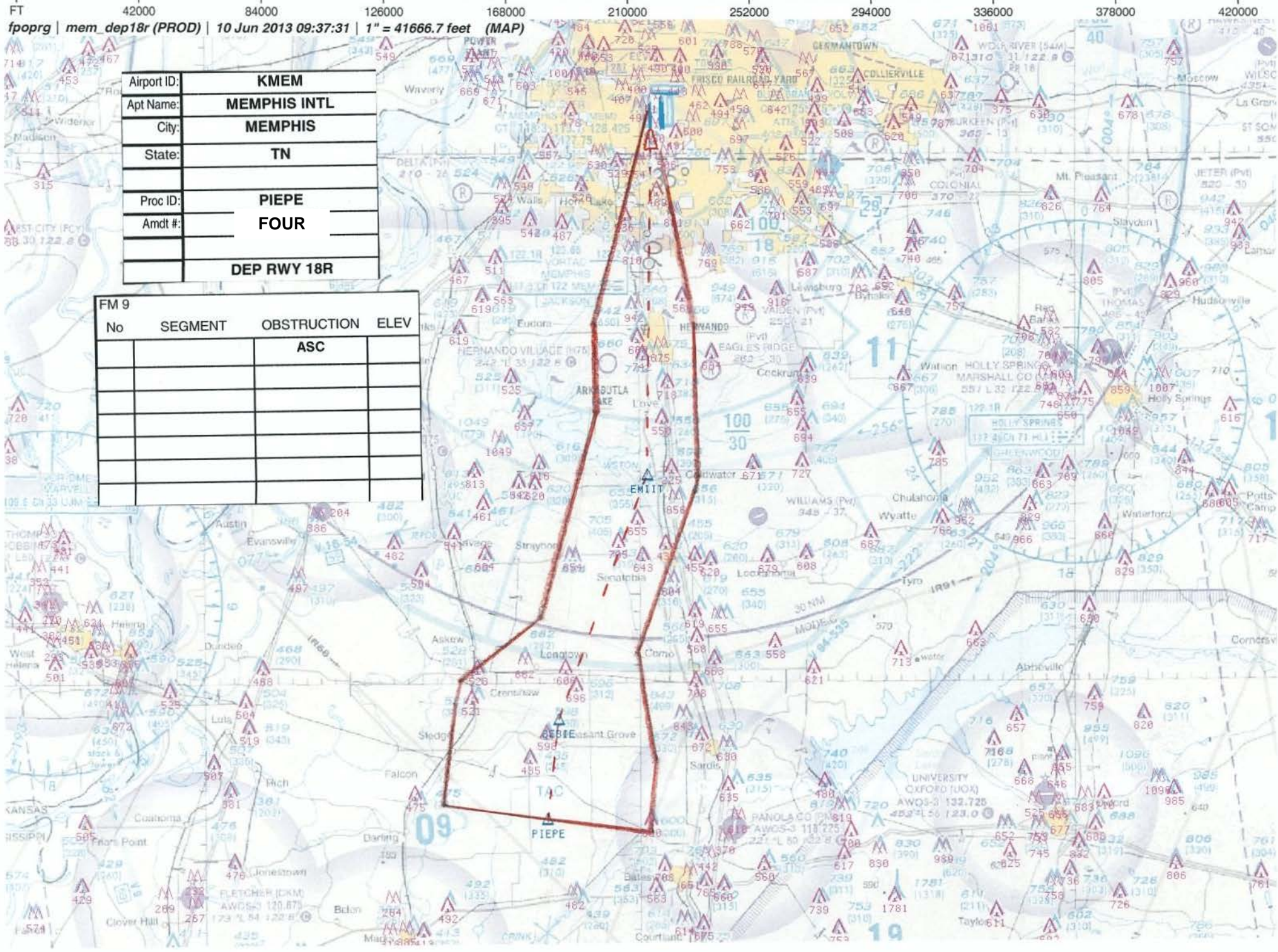


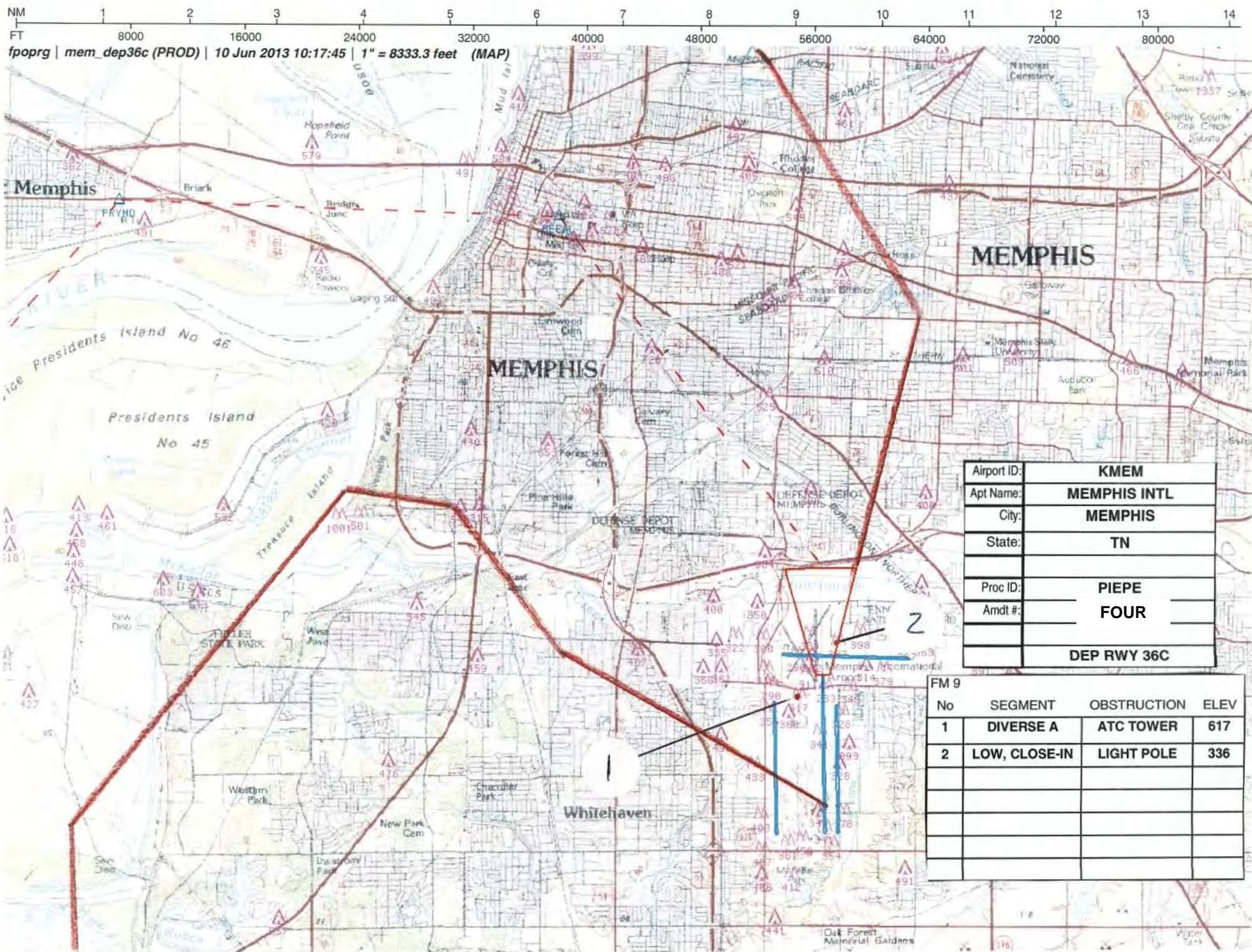
NM 7 14 21 28 35 42 49 56 63 70
FT 42000 84000 126000 168000 210000 252000 294000 336000 378000 420000

fpoprgr | 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

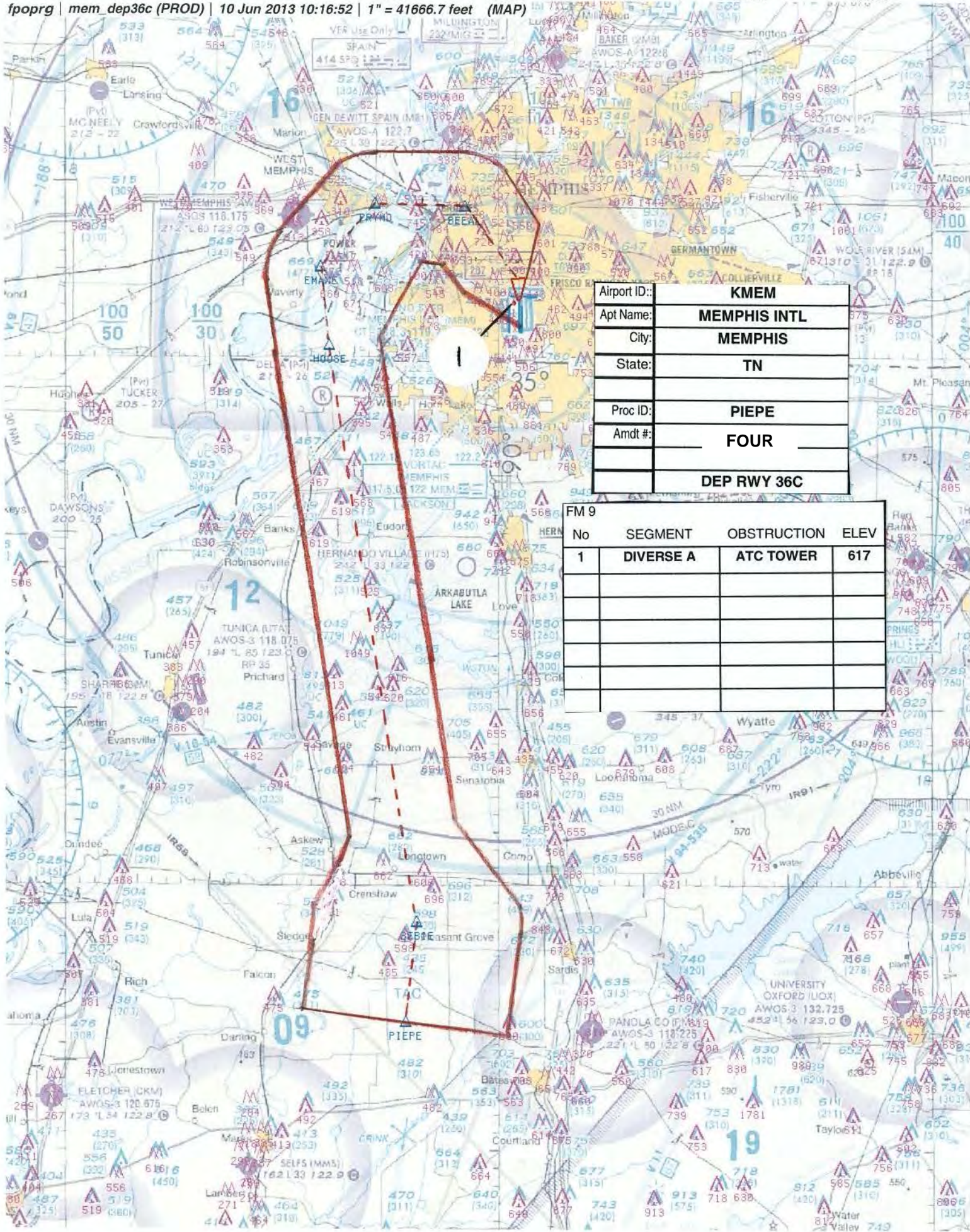
FM 9			
No	SEGMENT	OBSTRUCTION	ELEV
		ASC	





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

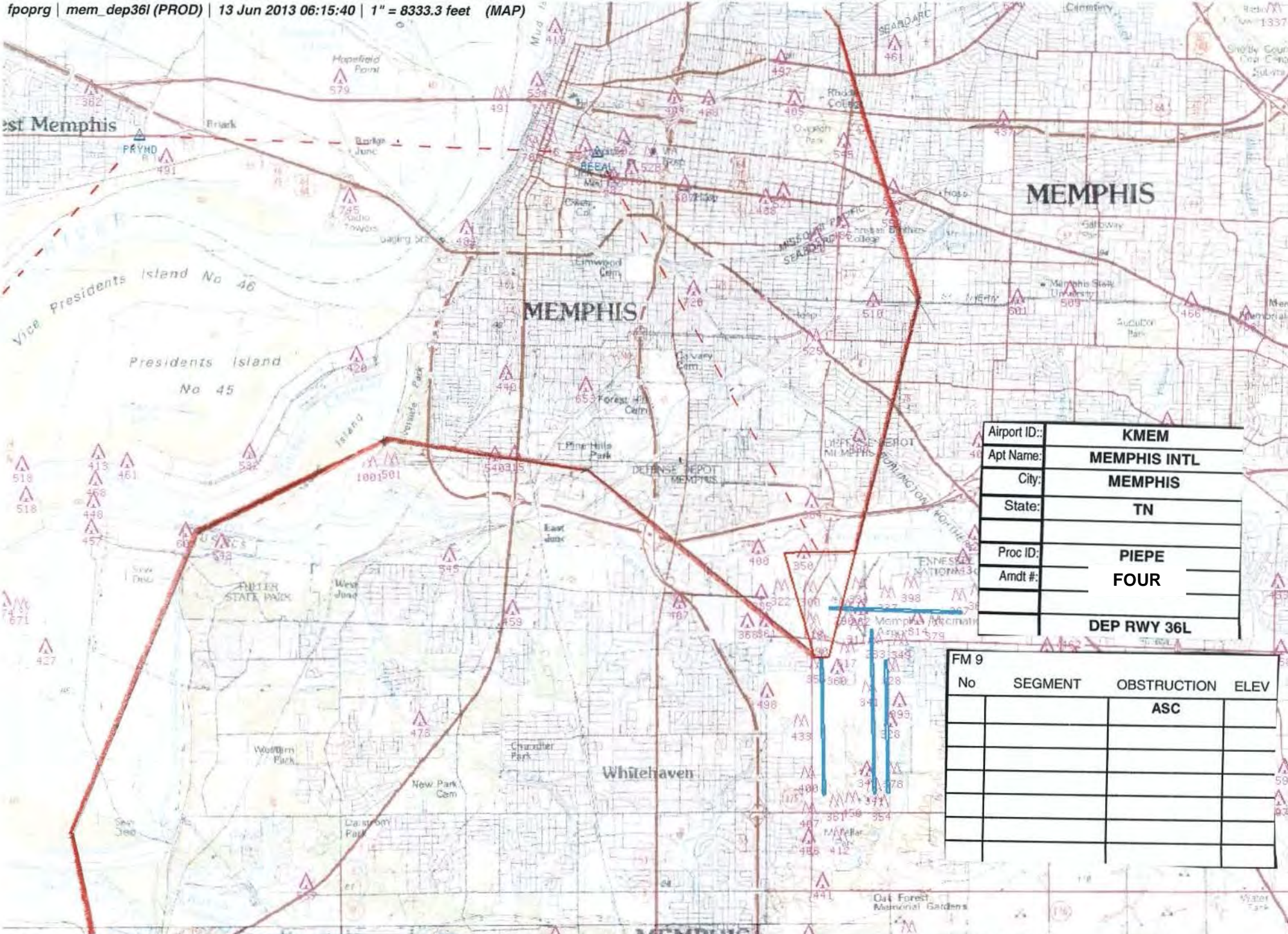
fpoprg | mem_dep36c (PROD) | 10 Jun 2013 10:16:52 | 1" = 41666.7 feet (MAP)



Airport ID:_____	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

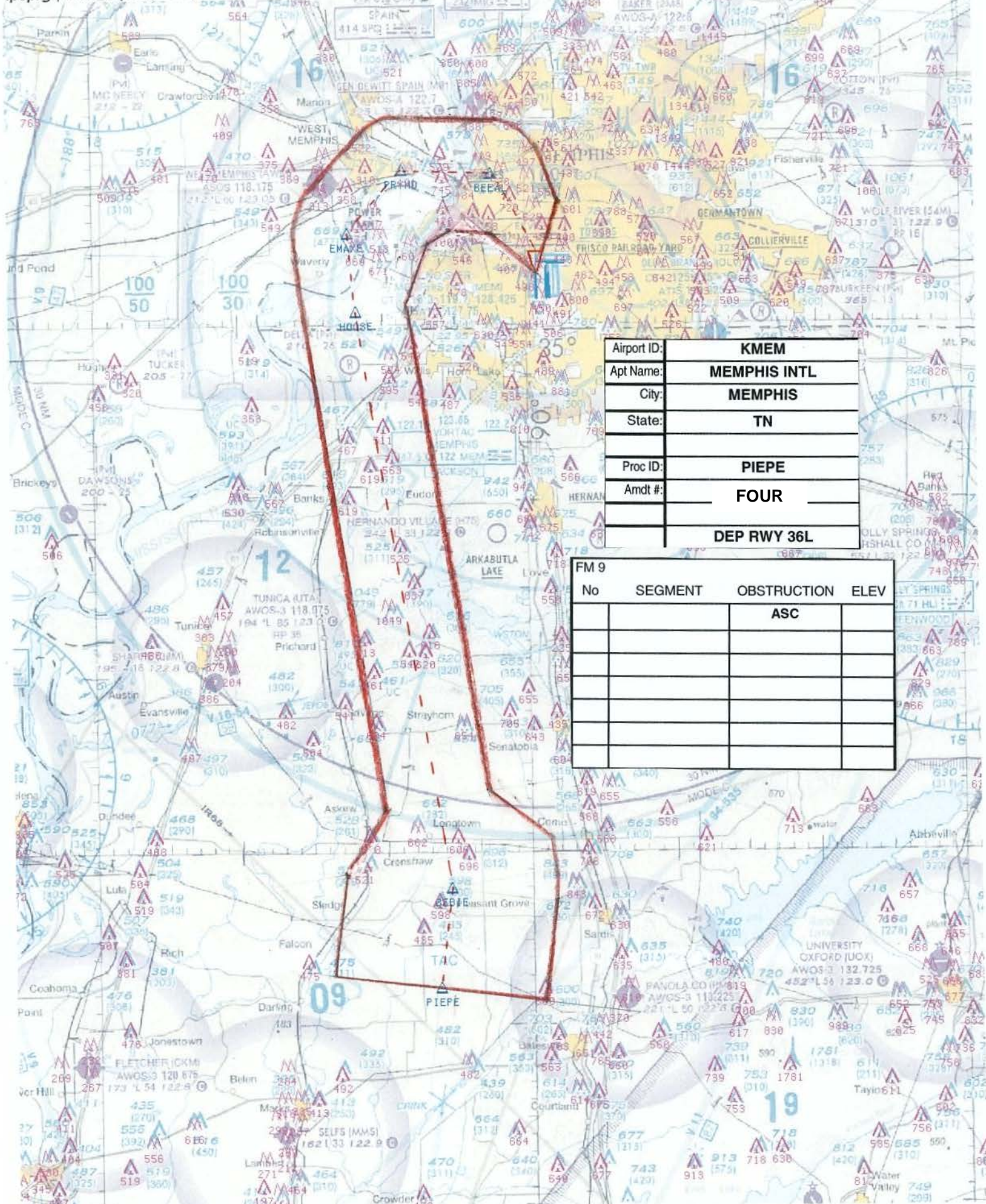
fpoprg | mem_dep36l (PROD) | 13 Jun 2013 06:15:40 | 1" = 8333.3 feet (MAP)



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

[illegible]

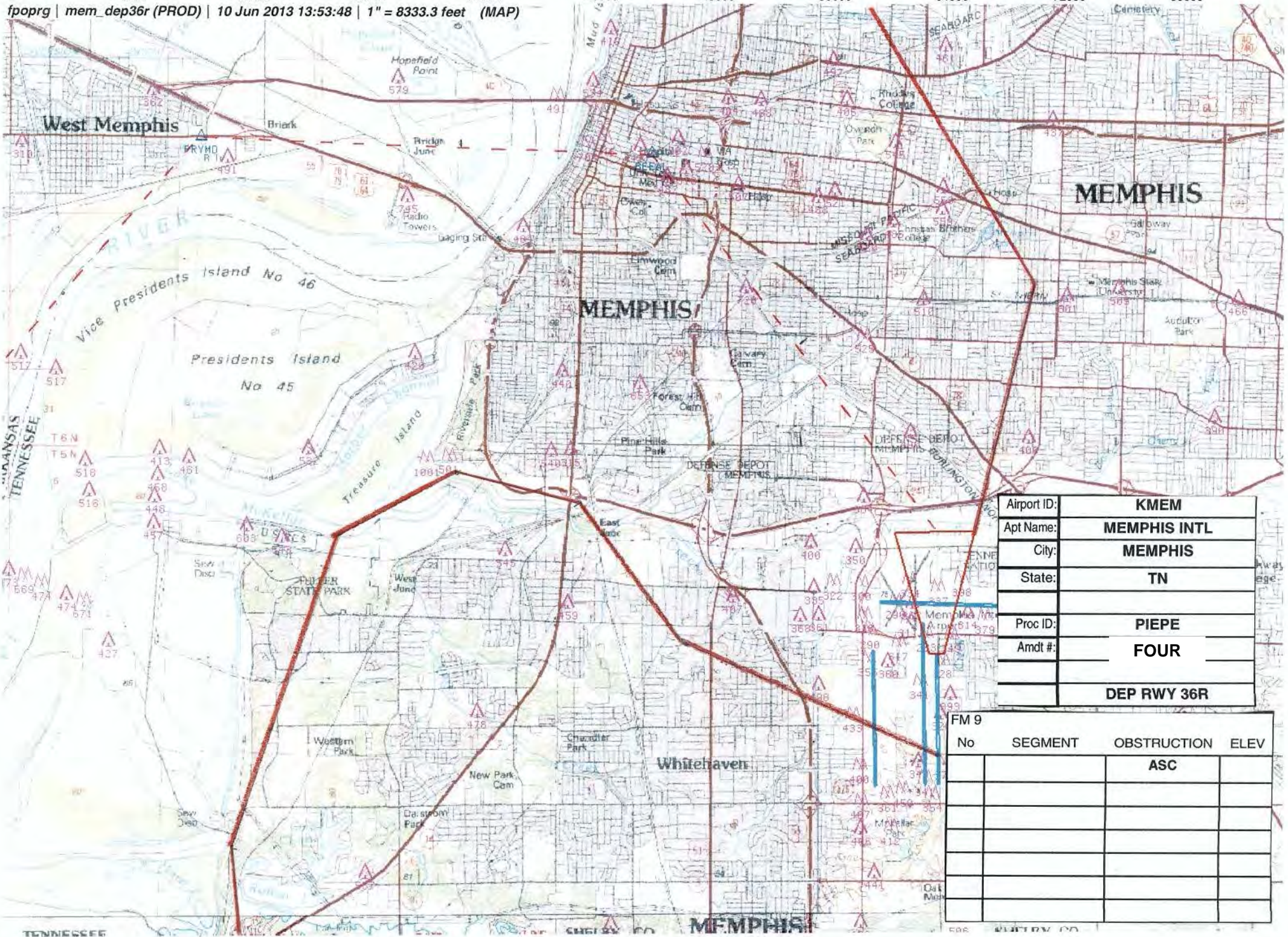
NM
FT
42000 84000 126000 168000 210000 252000 294000
fpoprg | mem_dep36l (PROD) | 10 Jun 2013 12:43:30 | 1" = 41666.7 feet (MAP)



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

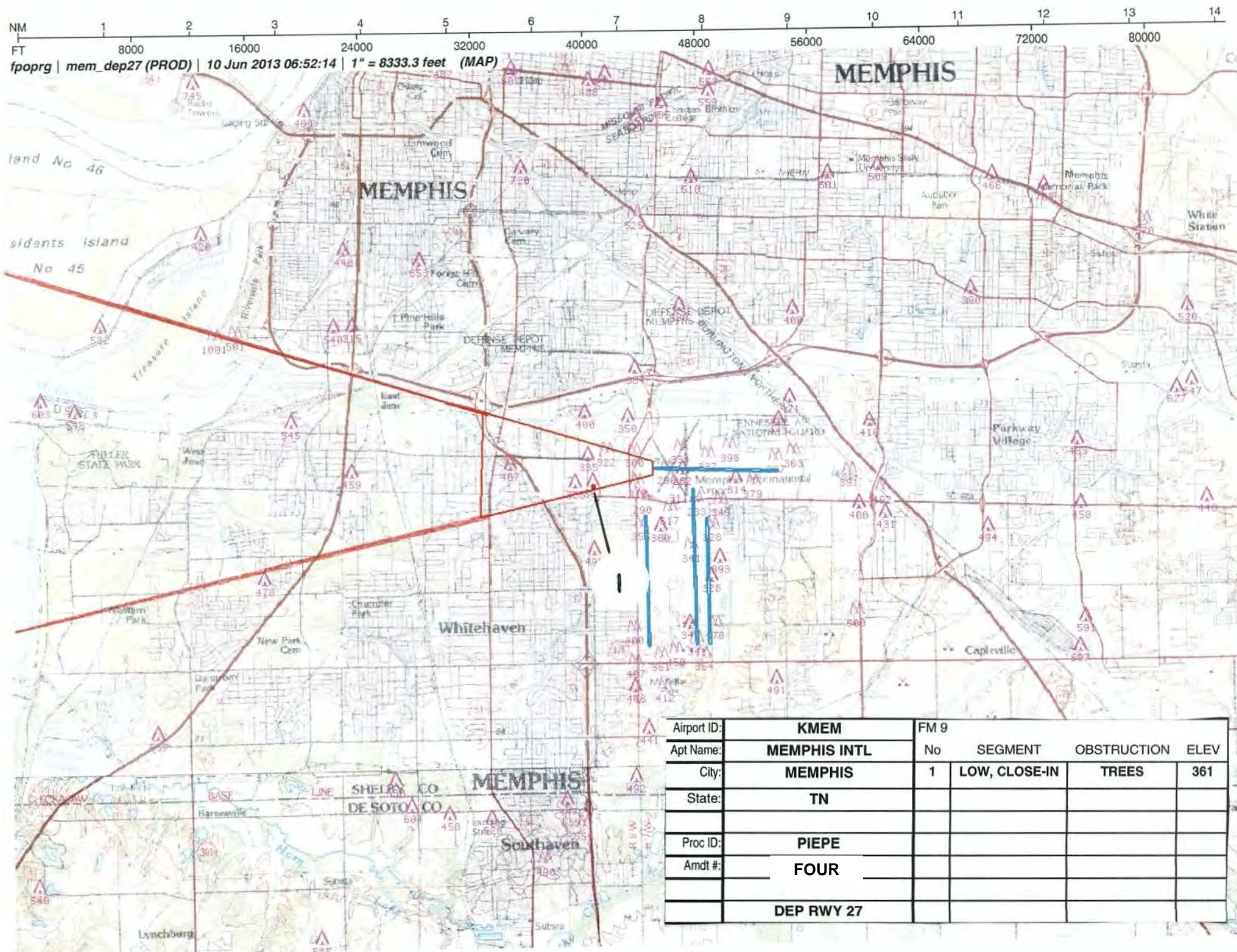
[illegible]

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)

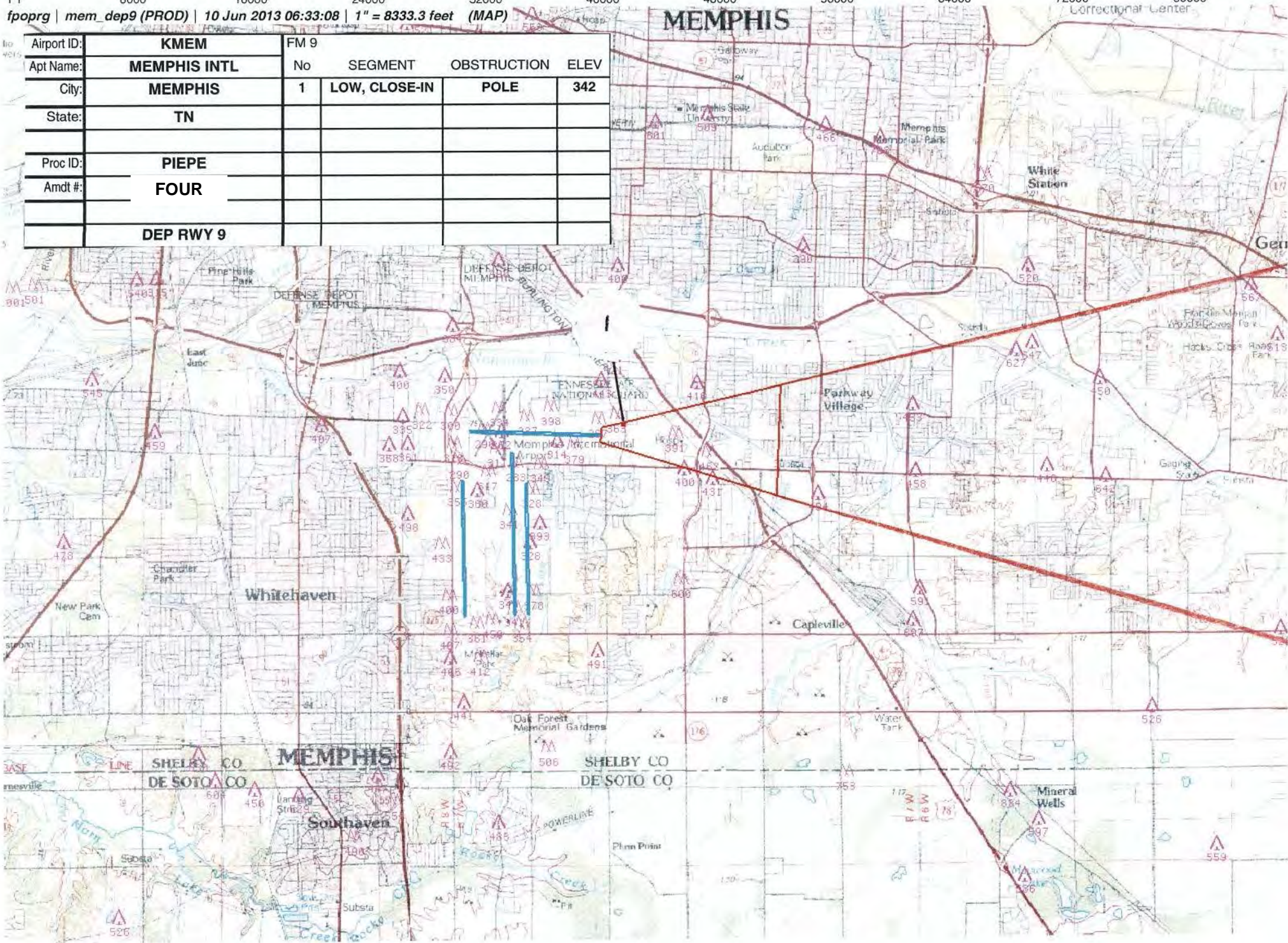


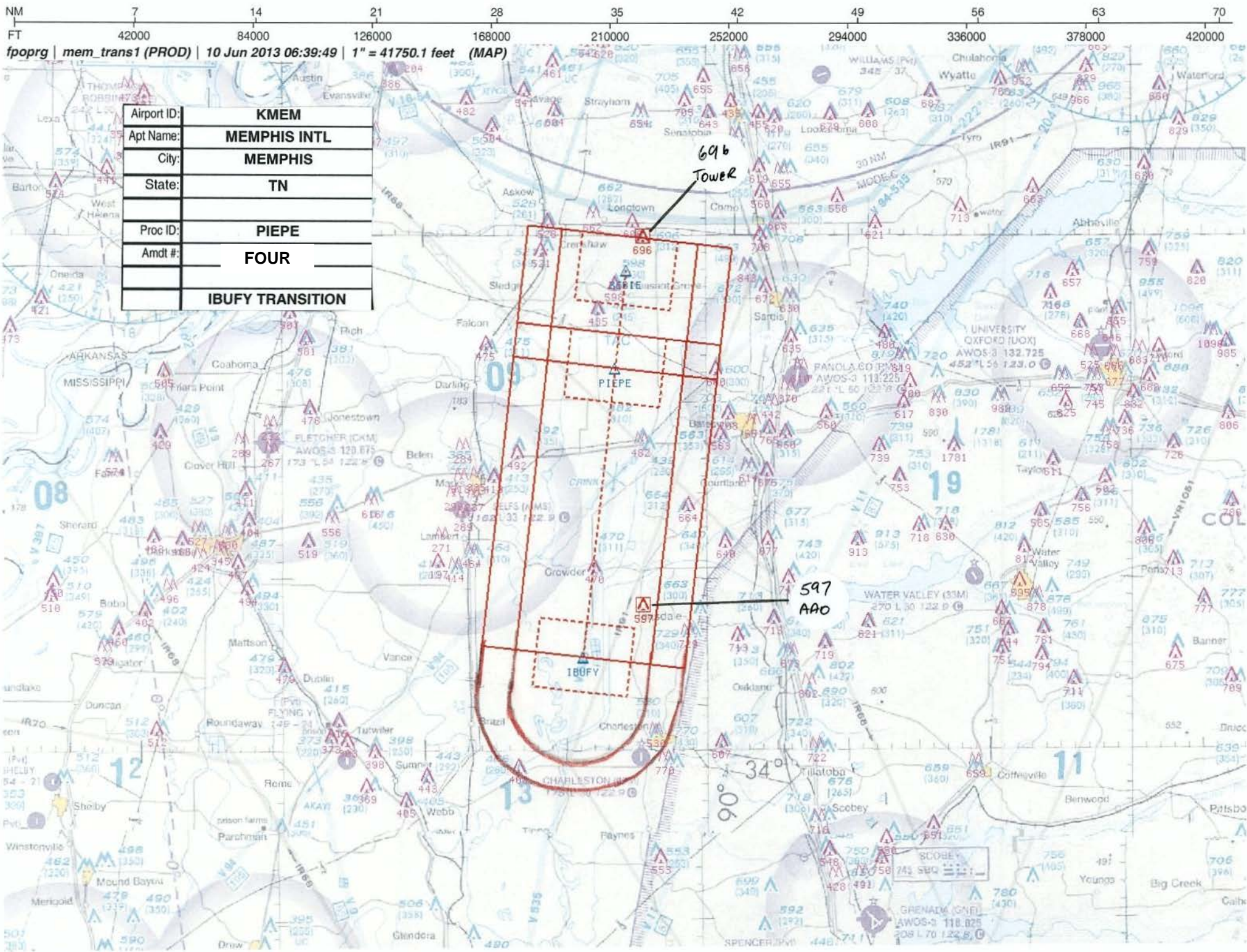
Airport ID:	KMEM
Apt Name:	MEMPHIS INTL
City:	MEMPHIS
State:	TN
Proc ID:	PIEPE
Amdt #:	FOUR
	DEP RWY 36R

[illegible]



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:

_____

Date: 6/8/16

Kristi Ashley
Environmental Specialist, Operations Support
Eastern Service Center

Approved by:

_____

Date: 8/17/16

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