

Flight Procedures Cover Page	Task Action: Abbreviated Amendment	Task Type: STAR	Estimated Chart Date: 07/14/2022	APWS Task ID: 2AE4B1F6224044F5A179BA071CE84DF0	APWS Project ID: 4566C025333044C88A96E39442227AA4
Procedure: MEM VANZE (RNAV) THREE STAR		Enroute: YES	Specialist: Zeder, Joseph		Agreement Number:
Airport ID: KMEM			Airport City: MEMPHIS		State: TN
Facility ID:	Facility Type:	Flight Inspection Remark Type:			
<div>Procedure Comments: POC: DAVE DANNER 405-954-5077</div> <div>ABBREVIATED AMENDMENT, REPLACE FIX FASOP WITH FIX CHLMR AT SAME LOCATION</div> <div>Processed IAW Technical Support Group (AJF-17) Memo dated 07/07/2021 SUBJECT: Guidance for Procedural Changes Requiring Flight Inspection/Validation</div> <div>J ZEDER 02/04/2022</div>					



MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)
D-ATIS
127.75

HEXIN
3000

Landing South:
Rwys 18L/18C/18R:
Expect radar vectors
to final approach
course after HEXIN.



HADSO
8000
6000

MEBEE
10000 210K
8000

SUUIZE
(3)

FLOND
11000
9000

LARUE
12000 250K
10000

HOLLY
SPRING
HU

FASOP
10000 230K

VANZE
FL230 280K

ERASE
FL240 290K

WASER
FL180 302°
(15)

GRAMM TRANSITION (GRAMM.VANZE2):
TALLO TRANSITION (TALLO.VANZE2):
WASER TRANSITION (WASER.VANZE2):

LANDING SOUTH: RWYS 18L/18C/18R: From over VANZE on track 287° to MASHH, cross MASHH at/below 16000 and at/above 14000 at 280K, then on track 286° to HU VORTAC, then on track 303° to LARUE, cross LARUE at/below 12000 and at/above 10000 at 250K, then on track 302° to FLOND, cross FLOND at/below 11000 and at/above 9000, then on track 302° to SUUIZE, then on track 360° to MEBEE, cross MEBEE at/below 10000 and at/above 8000 at 210K, then on track 360° to HADSO, cross HADSO at/below 8000 and at/above 6000, then on track 360° to HEXIN, cross HEXIN at 3000, then on track 360°. Expect radar vectors to final approach course.

LANDING NORTH: RWYS 36L/36C/36R/9/27: From over VANZE on track 284° to FASOP, cross FASOP at 10000 at 230K, then on track 284°. Expect radar vectors to final approach course.

NOTE: Descend via Mach number until transition to 290K.

NOTE: Radar required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Turbojet aircraft only.

NOTE: Landing South indicates Rwys 18L/18C/18R.

Landing North indicates Rwys 36L/36C/36R/9/27.

NOTE: Expect to receive landing direction (North/South) and "Descend via"

clearance from Memphis Center. Memphis approach

will assign landing runway.

MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)
D-ATIS
127.75

Landing South:
Rwys 18L/18C/18R:
Expect radar vectors
to final approach
course after HEXIN.



HADSO
8000
6000

MEBEE
10000 210K
8000

SUUIZE
(3)

FLOND
11000
9000

LARUE
12000 250K
10000

HOLLY
SPRING
HU

FASOP
10000 230K

VANZE
FL230 280K

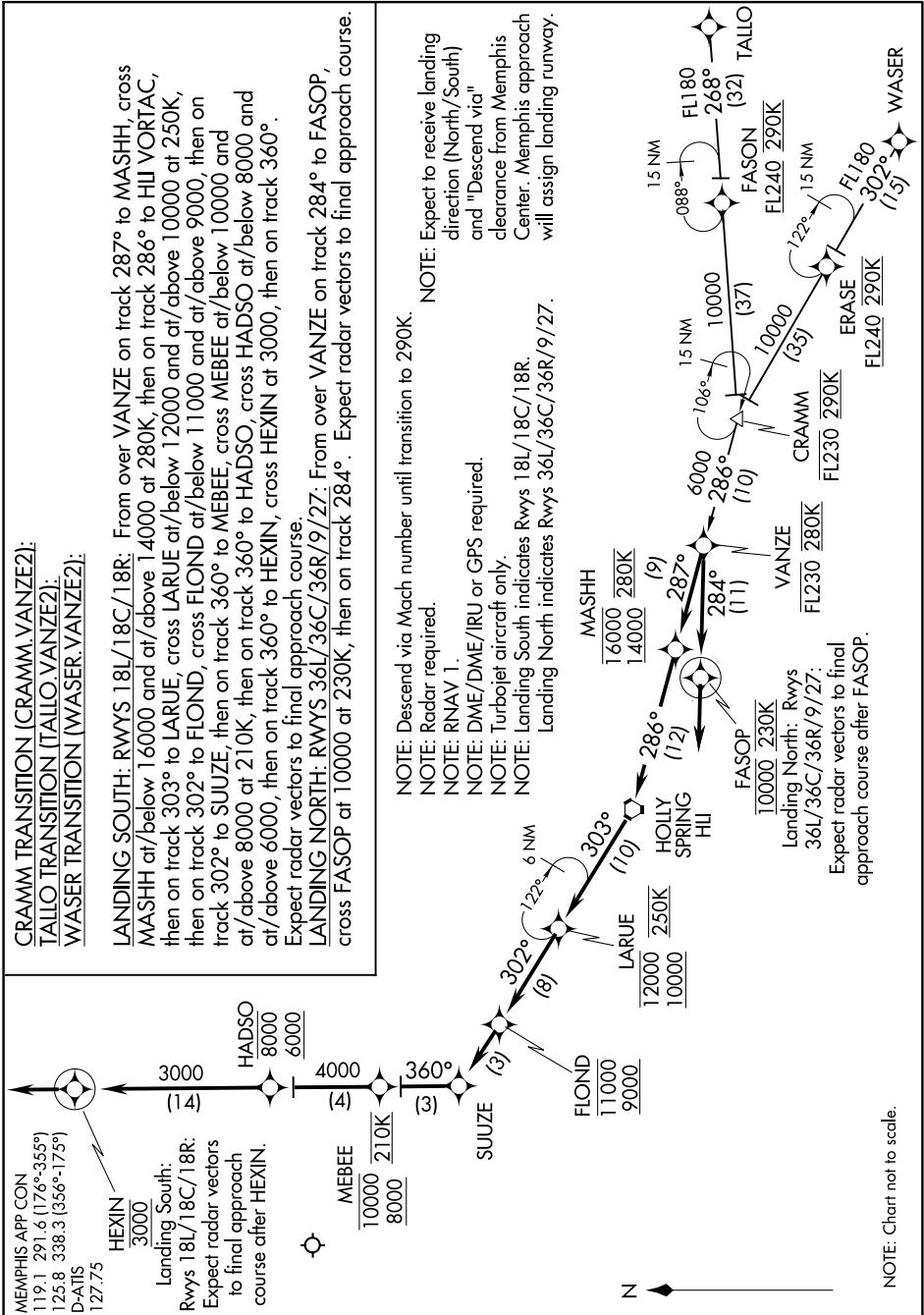
ERASE
FL240 290K

WASER
FL180 302°
(15)

VANZE TWO ARRIVAL (RNAV)

(VANZE.VANZE2) 01FEB18

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE



Federal Aviation Administration Categorical Exclusion Declaration

Date: 11/29/21

IFP: Blanco, Ivan (ivan.blanco@faa.gov)

Airport Contact: -

Request ID: KMEM_211117

Single or Multiple Procedure: Single

Procedure Name(s): MEM VANZE (RNAV) STAR

Procedure Request Description:

ATC REQUEST TO REPLACE FIX FASOP WITH FIX CHLMR AT SAME LOCATION TO ADDRESS PILOT CONFUSION WITH SIMILAR SOUNDING FIX. NO TRACK OR ALTITUDE CHANGES.

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 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

The applicable Categorical Exclusion is:

5-6.5.k: Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By:

Veronda Johnson

Date: November 29, 2021

Title:

Environmental Protection Specialist

Approved By: **Charles J Gibson Jr**

Digitally signed by Charles J Gibson Jr
Date: 2021.11.29 12:50:43 -05'00'

Date: November 29, 2021

Title:

Manager, Environmental, CI & NAS Analytics