

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 10/07/2021	APWS Task ID: DCCAEFE46D23424A99846850D65D257E	APWS Project ID: BFE19E1296A84CF49695BEEC3755E53F
Procedure: RNAV (GPS) Z RWY 18L AMDT 2E		Enroute: NO	Specialist: Lemon, Gordon		Agreement Number:
Airport ID: KMEM			Airport City: MEMPHIS		State: TN
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:

ACTIVE AIRPORT AND RUNWAY DATA USED FOR KMEM.
CRC REMAINDER CHANGED FROM 935B60A2 TO 08F8A219.
CONTACT: DAVID TEFFETELLER 202.267.5177.

J ZEDER 05/20/2021



Digitally signed by

MARY MCDONALD 12

May 25, 2021



FIPC BASIC FORM						
PROCEDURE: RNAV (GPS) Z RWY 18L AMDT 2E			AIRPORT NAME: MEMPHIS INTL		AIRPORT ID: KMEM	SPECIAL CONTROL NO: AG-06-174-21
FAC ID: KMEM18L.02Z		CITY: MEMPHIS			ST: TN	ORIG CHART DATE: 10/07/2021
DFL TYPE: PROC/S	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER: AC0721	PTS TASK ID:		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						YES
					CPV COMPLETE? <input checked="" type="checkbox"/> X <input type="checkbox"/> NO	
PROCEDURE RESULTS						
INSPECTION DATE: 07/08/2021	CREW #: VN449	N #: N89	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: paul a gosden @ 07/08/2021 15:08			PRINTED NAME: GOSDEN, PAUL ANTHONY			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS:						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

AL-253 (FAA)

MEMPHIS, TENNESSEE

20030

WAAS CH 53307 W18B	APP CRS 180°	Rwy Idg 9000 TDZE 301 Apt Elev 341
--	------------------------	---

RNAV (GPS) Z RWY 18L

MEMPHIS INTL (MEM)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized.
⚠ DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations.
 Use of FD or AP required during simultaneous operations.
 For inop ALS, increase LPV all Cots visibility to RVR 5000.

MALSR



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		CLNC DEL
119.1	291.6 (176°-355°)	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2	
125.8	338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2	
		(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2	125.2

D-AIIS
127,75

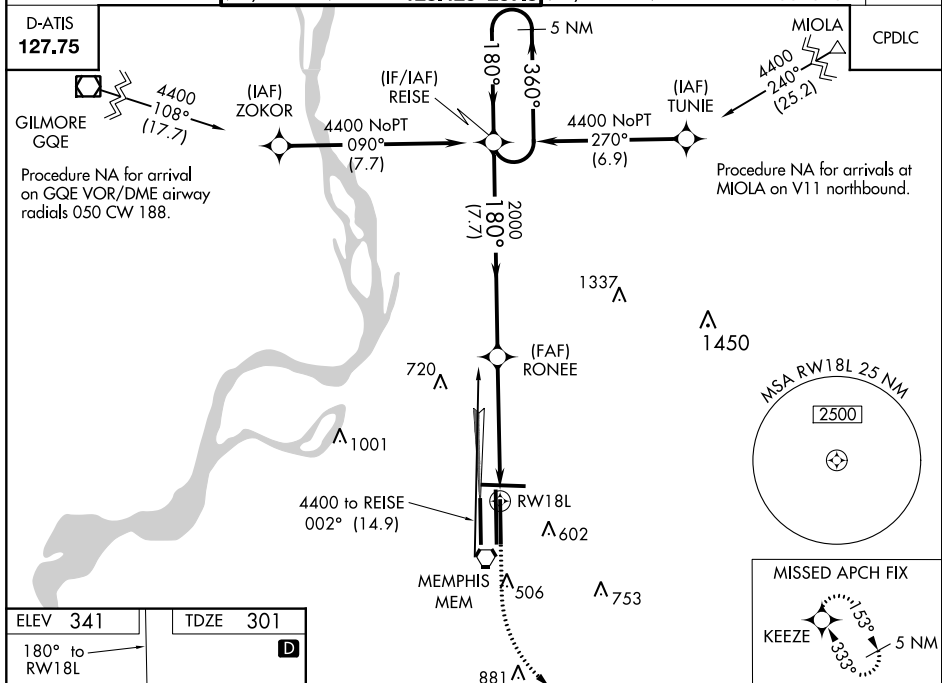


Diagram illustrating the TDZ/CL Rwy and HIRL lighting system for Runways 18L, 18C, and 18R. The diagram shows the layout of the runways, including centerline lights, edge lights, and taxiway lights. Key features include:

- Runway 18L:** Centerline light (A5), 0.3% UP slope, 8946 X 150.
- Runway 18C:** Centerline light (A5), 0.6% DOWN slope, 8946 X 150.
- Runway 18R:** Centerline light (A5), 0.3% DOWN slope, 8946 X 150.
- Taxiway 36L:** Centerline light (A5), 0.3% DOWN slope, 8946 X 150.
- Taxiway 36C:** Centerline light (A5), 0.3% DOWN slope, 8946 X 150.
- Taxiway 36R:** Centerline light (A5), 0.3% DOWN slope, 8946 X 150.
- TDZ 301:** Threshold crossing height (TDZ) for Runway 18L.
- 180° to RW18L:** Directional indicator for Runway 18L.
- D:** Diagram symbol.

CATEGORY	A	B	C	D
LPV DA	557/18	256 (300-½)		
RNAV DA	874-1½	573 (600-1½)		
RNAV MDA	880/24 579 (600-½)	880/50 579 (600-1)	880/60 579 (600-1¼)	
CIRCLING	940-1 599 (600-1)	940-1½ 599 (600-½)	1020-2¼ 679 (700-2¼)	

MEMPHIS, TENNESSEE

Amdt 2D 29MAR18

MEMPHIS INTL (MEM)

35°03'N-89°59'W

RNAV (GPS) Z RWY 18L

SE-1, 25 MAR 2021 to 22 APR 2021

SE-1, 25 MAR 2021 to 22 APR 2021

NEW

MEMPHIS, TENNESSEE


AL-253 (FAA)

FIG

WAAS CH 53307 W18B	APP CRS 180°	Rwy Idg TDZE Apt Elev	9000 301 341
--	------------------------	-----------------------------	---

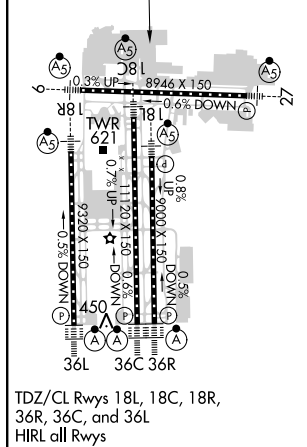
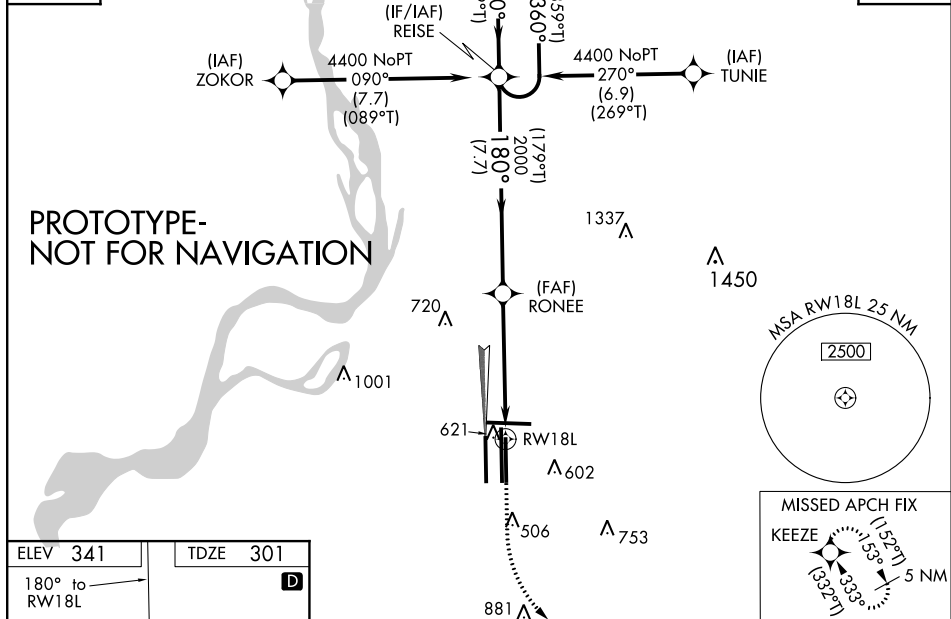
RNAV (GPS) Z RWY 18L

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

MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2	CLNC DEL 125.2
---	--	---	--------------------------

D-ATIS 127.75	CPDLC
-------------------------	-------



900 ↑	5000 ↙	KEEZE ✦	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).		5 NM Holding Pattern	
1.7 NM			3.5 NM		7.7 NM	
CATEGORY	A		B		C	
LPV DA	557/18		256 (300-½)			
LNAV/VNAV DA	874-1¼		573 (600-1¼)			
LNAV MDA	880/24 579 (600-½)		880-1¼ 579 (600-1¼)			
CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)		1020-2¼ 679 (700-2¼)	

MEMPHIS, TENNESSEE

Amtd 2E FIG

35°03'N-89°59'W

MEMPHIS INTL (MEM)

RNAV (GPS) Z RWY 18L

FAA EASTERN SERVICE CENTER, AIR TRAFFIC DIVISION
CATEGORICAL EXCLUSION

Description of Federal Action:

The Federal Aviation Administration (FAA) will amend or cancel the following procedures for Cairo (KCIR) Regional Airport, Cairo, Illinois, Malden (KMAW) Regional Airport, Malden, Missouri, Kirk Field (KPGR) Airport, Paragould, Arkansas, Blytheville (KHKA) Municipal Airport, Blytheville, Arkansas and Warren (3M9) Municipal Airport, Warren, Arkansas, Memphis (KMEM) International Airport, Memphis, Tennessee and Covington (M04) Municipal Airport, Covington, Tennessee to remove all references to the MAW VORTAC, Gilmore (GQE), Arkansas VOR/DME and Dyersburg (DYR), Tennessee VORTAC navigational aids (navaids) scheduled for decommissioning.

KCIR: IFP Submission: 21119_2601

All named procedures will be cancelled due Malden (MAW) VORTAC discontinuance.

Procedures

CIR NDB RWY 14

DXE VOR/DME RWY 36

EIW VOR/DME-A

TKX VOR/DME RWY 20

MAW VOR/DME RWY 14

M05 VOR/DME RWY 18

KMAW: IFP Submission: 21119_2602

Remove all reference to Malden (MAW) VORTAC from procedures to include removal of the following feeder fixes that use MAW VORTAC in fix make-up; SOBOW, HARIBM, LAKKR, HELMS.

Procedures

MAW RNAV (GPS) RWY 14

MAW RNAV (GPS) RWY 18

MAW RNAV (GPS) RWY 32

KPGR: IFP Submission: 21119_2603

Remove all reference to Malden (MAW) VORTAC and Gilmore (GQE) VOR/DME from procedures to include SOBOW feeder fix.

Procedures

PGR RNAV (GPS) RWY 4

PGR RNAV (GPS) RWY 22

POF NAV (GPS) RWY 36

POF RNAV (GPS) RWY 18

KHKA IFP Submission: 21119_2606

Remove Dyersburg (DYR) feeder from named procedures.

Procedures

HKA RNAV (GPS) RWY 18

HKA RNAV (GPS) RWY 36

MAW RNAV (GPS) RWY 36

**FAA EASTERN SERVICE CENTER, AIR TRAFFIC DIVISION
CATEGORICAL EXCLUSION**

Description of Federal Action: (continued)

3M9: IFP Submission: 21119_2604

Cancellation of the named procedures due to Monticello (MON) VOR/DME discontinuance.

Procedures

0M0 VOR/DME RWY 36

3M9 VOR/DME-A

7M1 VOR/DME-A

CRT VOR-A

LLQ VOR-A

M32 VOR-A

KMEM: IFP Submission: 21119_2608

Remove GQE VOR/DME and MIOLA feeder fix segments without replacement due to GQE VOR/DME and DYR VORTAC decommissioning.

Procedures

MEM RNAV (GPS) Z RWY 18R

MEM RNAV (GPS) Z RWY 18L

MEM RNAV (GPS) Z RWY 18C

M04 IFP Submission_21128_2689

UPDATE AIRPORT MAGVAR from E2/1985 to W2/2025. Turn at ZOMTO IF is > 90 degrees. Move IAF EPFOW south min. required to make 90 degree turn and bring into current criteria. Update Circling to new criteria (chart circling icon). Update notes.

Procedures

M04 RNAV (GPS) RWY 1

Purpose and Need:

The purpose and need for the proposed action is to reduce navaid dependencies throughout the National Airspace System (NAS) as part of the FAA VOR Minimum Operational Network (MON) program.

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 FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures."

Declaration of Exclusion:

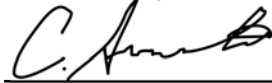
The FAA has reviewed the above referenced federal action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation as it is not expected to impact environmental resource categories including extraordinary circumstances as described in FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures."

**FAA EASTERN SERVICE CENTER, AIR TRAFFIC DIVISION
CATEGORICAL EXCLUSION**

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)

Reviewed by:



Chuck Armstead

NISCH Contract Support - Environmental Engineer
Environmental, CI and NAS Analytics (ECINA)
Eastern Service Center Air Traffic Organization
Phone: Office: (404)-305-6692

Date January 29, 2021

Concurrence by:



Andrew Pieroni

Environmental Protection Specialist
Environmental, CI and NAS Analytics (ECINA)
Eastern Service Center Air Traffic Organization
Phone: Office: (404)-305-5556

Date January 29, 2021

Approved by:



Charles Gibson

Manager
Environmental, CI and NAS Analytics (ECINA)
Eastern Service Center Air Traffic Organization
Phone: Office: (404)-305-5618

Date January 29, 2021