VFR TERMINAL AREA CHART
MEMPHIS

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Seaplane Base
- Hard-surfaced runways 1500 ft. or greater
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private "PVT" - Non-public use having emergency or landmark value
- Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.

Heliport Selected | Unverified | Abandoned - paved runway(s) remaining 3000 ft. or greater | Ultralight Airport Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways 1500 ft. or greater.

★ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93, Subpart C Specific Sites & Airports. Traffic Patterns, Runways with Right Traffic Pattern use. ★RP Special conditions exist - see Supplement. FSS - Flight Service Station. NO SVFR - Fixed-wing special VFR flight is prohibited.

FSS | FAR 91 | NO SVFR | Location Identifier | ICAO Indicator shown outside contiguous U.S.

NAME (NAM) (PNAM) | CT - 118.3 ✱ ATIS 123.8 | 2085 L 72 122.95 | RP 23, 34 | VFR Adsy 125.0 | UNICOM | WX CAM — Weather Camera (AK) | AOE — Airport of Entry

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

- Class B Airspace
- Class C Airspace (Mode C - see FAR 91.215(d))
- Class D Airspace
- Class E Airspace 0 Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
- Class E (sfc) Airspace
- CLASS G — Class E Airspace with floor 700 ft. above surface
- Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace
- 2400 MSL — Differentiates floors of Class E airspace above surface.
- 4500 MSL — Differentiates floors of Class E airspace above surface.
- 1327 — Class E Airspace in areas of 1200' AGL unless otherwise designated as shown above. Class E Airspace low altitude Federal Airways are indicated by center line.
- Intersection - Arrows are directed towards facilities which establish intersection.
- 1327 | 9 69 — Total mileage between NAVAIDs on direct Airways. Class E Airspace low altitude RNAV Z Routes are indicated by center line.
- T-319 | T6 319 — RNAV Route (Helicopter Use Only)
- Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
- Military Operations Areas (MOA)
- *Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.
- Special Airport Traffic Area (See FAR 93 for details)
- ADIZ - Air Defense Identification Zone
- MODE C (See FAR 91.215(AMC))
- National Security Area
- Terminal Radar Service Area (TRSA)
- MTR - Military Training Route
- IFR Departure Route
- IFR Arrival Route
- IFR Arrival/Departure Route

COMMUNICATION BOXES

122.18 | 122.6 | 123.8 — OAKDALE — 360° 35.8 OAK 25.0

122.6 — CHICAGO CHI

Underline indicates voice in frequency. ◎ - Continuous Ground Broadcast Weather. ✱ - Operates less than continuous or On-Request. ⓐ - ASOS/AWOS

122.18 — MIAMI — FSS radio providing voice-in communication

Heavy line box indicates Flight Service Station (FSS). Frequencies 122.2 and 255.4 (Conterminous U.S.), 121.5, 122.2, 243.0 and 255.4 (Alaska), and 121.5, 126.7, and 243.0 (Canada) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

R - Receive only.

Frequencies above the box are remoted to the FSS. Ground based transmitter providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR-DME
- DME
- Other facilities, i.e., FSS Outlet, RCO, WX CAM (AK) (see Supplement), etc.
- Non-Directional Radio Beacon (NDB)
- NDB - DME

OBSTRUCTIONS

1000 ft and higher AGL

- Above 200 ft & below 1000 ft AGL
- Above 1000 ft AGL
- Group Obstruction
- Wind Turbine
- Wind Turbine Farm
- 2884 UC — Elevation of the top above mean sea level
- 2049 — Height above ground
- (1149) — Under construction or reported position and elevation unverified
- UC
- Obstruction with flashing lights; may operate part-time
- Lines of the top above mean sea level may extend outward from structure.

MISCELLANEOUS

- A - Aerobatic Practice Area (See Supplement.)
- G - Glider Operations
- H - Hang Glider Activity
- U - Ultralight Activity
- P - Parachute Jumping Activity
- Parachute Jumping Area (See Supplement.)
- STADIUM Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)
- Marine Light
- VPXYZ — VFR Waypoints
- Space Launch Activity Area (See Supplement.)
- Isogonic Line (2020 VALUE)
- NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Lookout Tower
- 618 (Elevation Base of Tower)
- Mountain Pass
- 11503 (Elevation of Pass)

Pass symbol does not indicate a recommended route or direction of flight and pass elevation may not reflect the highest surrounding terrain or altitude. Hazardous flight conditions may exist within and near mountain passes.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: ★ POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

Entire area of this chart is within the Central Standard Time zone +6 (+5 DT) = UTC

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CONVERSION OF ELEVATIONS

FEET (Thousands): 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
METERS (Thousands): 0 1 2 3 4 5 6 7 8 9

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/air/ptn prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12 5

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NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

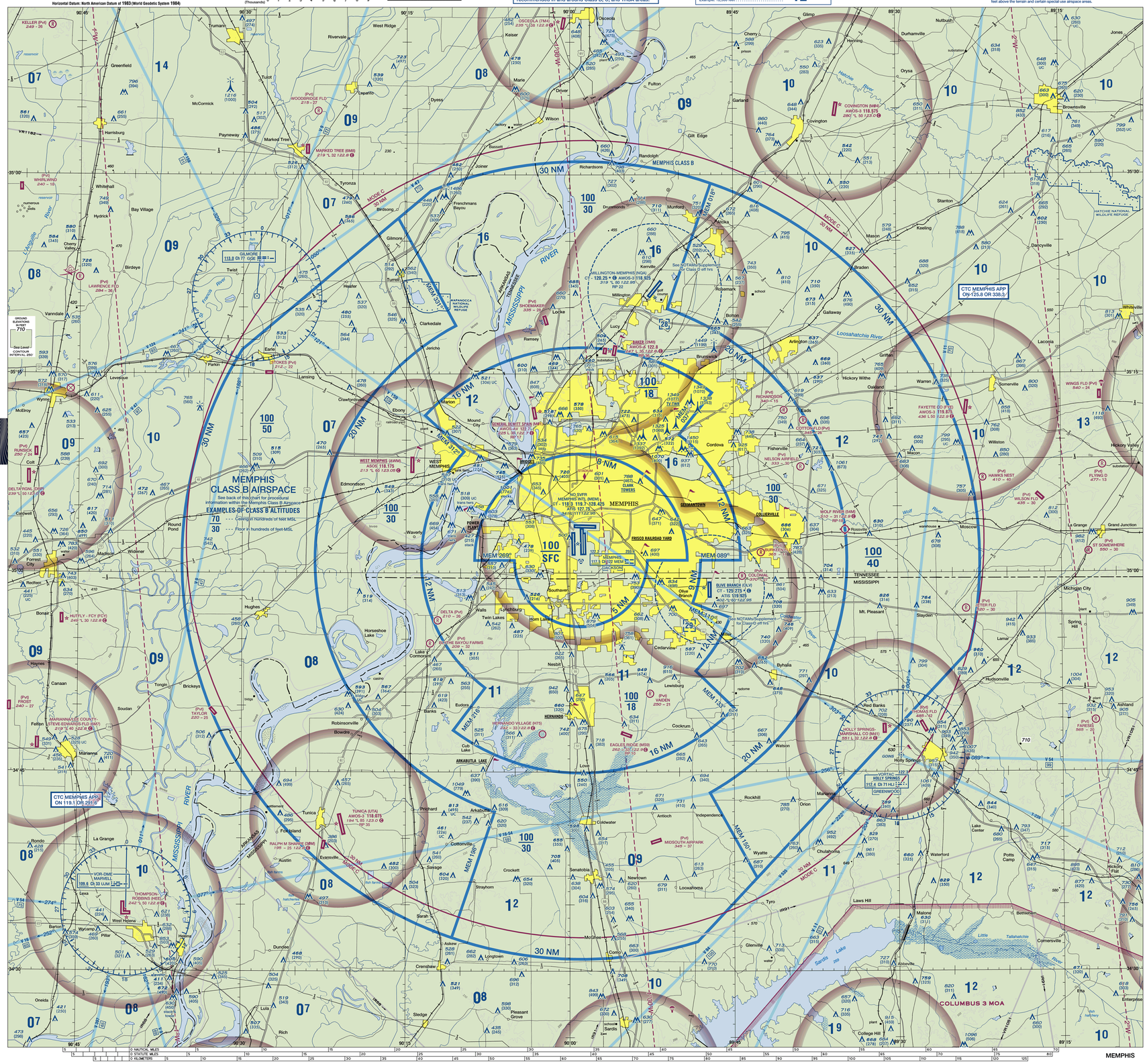
All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.



MEMPHIS CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
   (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d); or holds a Sport Pilot certificate and has met the requirements of FAR 61.325, or:
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
4. An operable VOR or TACAN receiver for IFR operations.
5. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS—Aircraft operating within the Memphis Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS—

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred as Agency/Agencies) without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator; 2) at officially designated landing sites, or 3) on approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness areas and National Forest Scenic Areas. Flying over Wilderness areas, Wild and Scenic Rivers areas, or National Park "Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

. . . . . Boundary of Agency Areas

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines and railroads pipelines Check NOTAMs and see AIM for details.

Federal Aviation Administration

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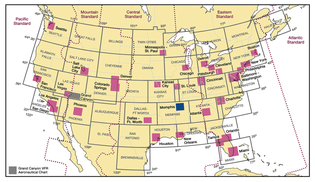
Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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CONTROL TOWER FREQUENCIES ON MEMPHIS TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"NON-FR" indicates Monday through Friday.

O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
MEMPHIS INTL	CONTINUOUS	118.3 (RWY 9/27) 119.7 (RWYS 18C/36C & 18L/36R) 120.9 (RWY 18R/36L) 257.8	121.8 (RWY 9/27) 121.65 (RWY 18R/36L) 121.9 (RWYS 18C/36C & 18L/36R) 379.2	127.75	
MILLINGTON-MEMPHIS	0900-0200 MON 0530-0200 TUE-FRI 0530-1900 SAT-SUN	120.35 340.2	121.375		
OLIVE BRANCH	0700-2100	125.275	121.2	119.925	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
MEMPHIS CLASS B	118.3 (340-179°) 119.5 291.4 (179°-339°)	CONTINUOUS

SPECIAL USE AIRSPACE ON MEMPHIS TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local. "TO" on altitude means "To and including." FL - Flight Level. NO A/G - No air to ground communications. Contact Flight Service for information.

† Other times by NOTAM. NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P--PROHIBITED, R--RESTRICTED, W--WARNING, A--ALERT, MOA--MILITARY OPERATIONS AREA

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
COLUMBUS 3	8000	SR-SS NORMALLY MON-FRI	MEMPHIS CNTR	

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL180 unless otherwise indicated in tabulation or on chart.
†Other times by DoD NOTAM.

MEMPHIS