



# Memphis ARTCC

## M03 TRACON Standard Operating Procedures

<b>Document Number</b>	ZME 0100
<b>Version</b>	B
<b>Effective Date</b>	08/30/2020

## **DOCUMENT INFORMATION**

### **Purpose**

This document establishes procedures for staffing of the M03 TRACON radar positions. The procedures described herein are supplemental to FAA Order JO 7110.65, as well as any published FAA guidelines or procedures.

### **Distribution**

This Order applies to all personnel at Memphis TRACON who maintain currency or familiarity.

### **Responsibility**

The Air Traffic Manager or their designee shall be responsible for the maintenance of this document and any policies that deviate from it.

### **Procedural Deviations**

Exceptional or unusual requirements may dictate procedural deviations or supplementary procedures to this order. A situation may arise that is not adequately covered herein; in such an event use good judgment to effectively resolve the problem.

### **Updates and Changes**

The Air Traffic Manager or their designee may post interim changes to this document in the form of notices via the ZME website and TeamSpeak. Controllers are requested to check for any notices prior to controlling for changes in procedures.

### **Cancellation**

This document cancels any relevant procedures or agreements previous to this one, beginning on the date of effectiveness of this document.



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## CHAPTER 1. OPERATIONAL POSITIONS

### 1.1 Sector Table

**Table 1. MEM Local Positions**

Position	Radio Name	Callsign	Relief	Symbol	Frequency
Ramp	FedEx Ramp	MEM_RAMP	1	MR	130.750
<b>Delivery*</b>	<b>Memphis Clearance</b>	<b>MEM_DEL</b>	<b>1</b>	<b>CD</b>	<b>125.200</b>
<b>East Ground*</b>	<b>Memphis Ground</b>	<b>MEM_E_GND</b>	<b>E1</b>	<b>G1</b>	<b>121.900</b>
West Ground	Memphis Ground	MEM_W_GND	W1	G2	121.650
North Ground	Memphis Ground	MEM_N_GND	N1	G3	121.000
<b>East Tower*</b>	<b>Memphis Tower</b>	<b>MEM_E_TWR</b>	<b>E1</b>	<b>L1</b>	<b>119.700</b>
West Tower	Memphis Tower	MEM_W_TWR	W1	L2	123.900
North Tower	Memphis Tower	MEM_N_TWR	N1	L3	118.300

**Table 2. M03 TRACON Positions**

Position	Radio Name	Callsign	Relief	Symbol	Frequency
<b>Arrival East*</b>	<b>Memphis Approach</b>	<b>MEM_E_APP</b>	<b>E1</b>	1E	<b>125.800</b>
Arrival West	Memphis Approach	MEM_W_APP	W1	1W	119.100
Departure East	Memphis Departure	MEM_V_DEP	V1	1V	124.150
Departure West	Memphis Departure	MEM_A_DEP	A1	1A	124.650
Final West	Memphis Approach	MEM_F_APP	F1	1F	126.700
Final East	Memphis Approach	MEM_M_APP	M1	1M	120.920
Final North	Memphis Approach	MEM_N_APP	N1	1N	126.050

**Bold/asterisk** designates a primary/combined position.

## 1.2 Description of Operational Positions

### 1.2.1 Arrival Radar East (AR-E)

Position	Radio Name	Callsign	Relief	Symbol	Frequency
Arrival East*	Memphis Approach	MEM_E_APP	E1	1E	125.800

1. Be responsible for the appropriate airspace as depicted in [7.1.1](#) and Section [7.1.2](#) plus 500 feet, excluding 16,500 feet, Section [7.1.13](#), and the minimum vectoring altitude. When the Runway 27 final is staffed, Section [7.1.13](#) is the responsibility of the AR-N position
2. Be responsible for the arrival flow to the final controllers. The following altitudes and speeds must be assigned as defined in Table 2.1:

**Table 2.1. Arrival Radar East Assignments**

Runway	Altitude (ft)	Speed (kts)
*Base Traffic (36/18)	5,000	210 kts or less
*Downwind Traffic (36/18)	3,000	210 kts or less
North Traffic (27)	4,000	210 kts or less
South Traffic (27)	5,000	210 kts or less
*Adjacent Arrival	Across the Airport @ 8,000	-

\* LANDING NORTH:

- Base Traffic is defined as traffic arriving through the **VANZE/LUGOH** ATA.
- Downwind Traffic is defined as traffic arriving through the **BLUZZ/WLDER** ATA

\* LANDING SOUTH:

- Base Traffic is defined as traffic arriving through the **BLUZZ/WLDER** ATA.
- Downwind Traffic is defined as traffic arriving through the **VANZE/LUGOH** ATA

\* Adjacent Arrival Procedures

- Aircraft that are taken across the airport to the adjacent arrival in order to balance the traffic flow must be at 8,000 feet and routed to remain within the confines of AR-E's airspace, unless otherwise coordinated.

3. AR-E will release control within AR-E airspace to the AR-F/M/N within 30DME of MEM for descent and turns toward the airport, and up to 30 degrees away from the airport.
4. Coordinate the approach sequence for aircraft inbound to the parallel runways when the parallel finals are not staffed.
5. Point out aircraft not tagged to the appropriate departure position



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6. When OLV Tower is closed and the Runway 27 Final (ARN) position is not staffed, issue departure clearances at the OLV airport.
7. Assign runways as defined in [Section 5.3](#) as appropriate, unless otherwise coordinated.

#### 1.2.2 Arrival Radar West (AR-W)

Position	Radio Name	Callsign	Relief	Symbol	Frequency
Arrival West	Memphis Approach	MEM_W_APP	W1	1W	119.100

1. Be responsible for the appropriate airspace as depicted in [7.1.3](#) and Section [7.1.4](#) plus 500 feet, excluding 16,500 feet, Section [7.1.14](#), and the minimum vectoring altitude. When the Runway 09 final is staffed, Section [7.1.14](#) is the responsibility of the AR-N position
2. Be responsible for the arrival flow to the final controllers. The following altitudes and speeds must be assigned as defined in Table 2.2:

**Table 2.2. Arrival Radar West Assignments**

Runway	Altitude (ft)	Speed (kts)
*Base Traffic (36/18)	6,000	210 kts or less
*Downwind Traffic (36/18)	4,000	210 kts or less
North Traffic (9)	5,000	210 kts or less
South Traffic (9)	6,000	210 kts or less
*Adjacent Arrival	Across the Airport @ 9,000	-

\* LANDING NORTH:

- Base Traffic is defined as traffic arriving through the **HOBK/UJM** ATA.
- Downwind Traffic is defined as traffic arriving through the **BRBBQ/DAWGG** ATA

\* LANDING SOUTH:

- Base Traffic is defined as traffic arriving through the **BRBBQ/DAWGG** ATA.
- Downwind Traffic is defined as traffic arriving through the **HOBK/UJM** ATA

\* Adjacent Arrival Procedures

- Aircraft that are taken across the airport to the adjacent arrival in order to balance the traffic flow must be at 9,000 feet and routed to remain within the confines of AR-W's airspace, unless otherwise coordinated.

3. AR-W will release control within AR-W airspace to the AR-F/M/N within 30DME of MEM for descent and turns toward the airport, and up to 30 degrees away from the airport.
4. Coordinate the approach sequence for aircraft inbound to the parallel runways when the parallel finals are not staffed.

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5. Point out aircraft not tagged to the appropriate departure position
6. Issue departure clearances at the AWM airport when Runway 9 final (ARN) is not staffed.
7. Assign runways as defined in [Section 5.3](#) as appropriate, unless otherwise coordinated.

#### 1.2.3 Final (AR-F/M/N)

Position	Radio Name	Callsign	Relief	Symbol	Frequency
Final West*	Memphis Approach	MEM_F_APP	F1	1F	126.700
Final East	Memphis Approach	MEM_M_APP	M1	1M	120.920
Final North	Memphis Approach	MEM_N_APP	N1	1N	126.050

1. The primary “combined” final position shall be **F\_APP**. No other sectors should be staffed until the “combined” position is already in use.
2. Once **F\_APP** is in use, **F\_APP** may delegate a portion of its airspace to **M\_APP**.
3. Final Controller/s must:
  - a. Be responsible for the appropriate airspace depicted in Section [7.1.9](#), [7.1.10](#), [7.1.11](#), [7.1.12](#), and the minimum vectoring altitude.
  - b. Assume control of aircraft for descent and vectors toward the airport and up to 30 degrees away from the airport if within 30DME and will remain within associated arrival airspace.
  - c. Establish the approach sequence for aircraft landing on the designated instrument runway/s at the primary airport.
  - d. When dual north/south finals are staffed:
    - i. Coordinate the approach sequence with the corresponding final controller.
    - ii. Coordinate with the corresponding controller when taking an aircraft to the runway the corresponds with their area of responsibility.
  - e. Provide 1.5NM radar separation between successive arrivals on adjacent localizers when using simultaneous dependent approaches.
  - f. When vertical separation is required during turn on to a parallel/simultaneous approach or simultaneous visual approach:
    - i. Aircraft from the **east** must be at **odd** altitudes unless otherwise coordinated.
    - ii. Aircraft from the **west** must be at **even** altitudes unless otherwise coordinated.

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**Table 2.3 ILS Approach Fixes**

Runway	IAF (3,000 ft)*	IF (3,000 ft)	FAF (2,000 ft)*
36L	FREAZ (4,000 ft)	MACEE	CADUS
36C	NESBT	-	GINIE
36R	HADAN	-	MCGHE
18L	REISE	-	RONEE
18C	LAURI	-	JALDO
18R	MCVEY (4,000 ft)	BRALE	ELVIS
09	BUDEE	-	FALIX (1,700 ft)
27	COVIM	-	CLBRN (1,800 ft)

#### 1.2.4 Departure East (DR-V)

Position	Radio Name	Callsign	Relief	Symbol	Frequency
Departure East	Memphis Departure	MEM_V_DEP	V1	1V	124.150

1. Be responsible for the appropriate airspace as depicted in Section [7.1.5](#) and Section [7.1.6](#) plus 500 feet, excluding 16,500 feet, and the minimum vectoring altitude.
2. When operating under the provision of Section [7.1.15](#), all arrival/final positions must be quick looked.
3. Coordinate with LC when turbojet departures are stopped below 4,000 feet.

#### 1.2.5 Departure West (DR-A)

Position	Radio Name	Callsign	Relief	Symbol	Frequency
Departure West	Memphis Departure	MEM_A_DEP	A1	1A	124.650

1. Be responsible for the appropriate airspace as depicted in Section [7.1.7](#) and Section [7.1.8](#) plus 500 feet, excluding 16,500 feet, and the minimum vectoring altitude.
2. When operating under the provision of Section [7.1.15](#), all arrival/final positions must be quick looked.
3. Coordinate with LC when turbojet departures are stopped below 4,000 feet.

## CHAPTER 2. TRACON AIRPORTS

**Table 3. M03 TRACON Airports**

ICAO	Airport Name	Operating Hours
<b>KMEM*</b>	<b>Memphis International</b>	<b>24/7</b>
<b>KOLV*</b>	<b>Olive Branch</b>	<b>1300–0300Z</b>
<b>KNQA*</b>	<b>Millington-Memphis Airport</b>	<b>1500-0800Z Mon 1130-0800Z Tue-Fri 1130-0100Z Sat-Sun</b>
M01	General Dewitt Spain Airport	-
KAWM	West Memphis	-
2M8	Charles W Baker Airport	-
KUTA	Tunica Municipal	-
M41	Holly Springs-Marshal County	-
KFYE	Fayette County	-
M04	Covington Municipal	-
7M4	Osceola Municipal	-

**Bold/asterisk** designates a controlled airport.

## CHAPTER 3. GENERAL PROCEDURES

### 3.1 Sectorization

4. The primary “combined” radar position shall be **E\_APP**. No other sectors should be staffed until the “combined” position is already in use.
5. Once **E\_APP** is in use, **E\_APP** may delegate a portion of its airspace to **E\_DEP** or **W\_APP**.
6. No matter the Ops at MEM, each sector will be responsible for the satellite fields within their designated airspace.

### 3.2 Handoffs and Transfer of Communication

1. MEM ATCT is a radar tower. M03 shall keep the radar track on arriving aircraft and transfer of communication from the TRACON to the Tower must not be accomplished prior to 20nm from MEM and not later than the FAF for aircraft executing an instrument approach, or upon entering the Class B surface area for aircraft executing a visual Approach.
2. Aircraft operating within the confines of MEM ATCT’s airspace as depicted by Section [7.1.16](#) but NOT landing at the primary airport shall be radar handed off to MEM ATCT prior to reaching the shared boundary.
3. Any other ATCTs within M03 TRACON shall not receive a radar handoff for arriving aircraft.
4. Aircraft inbound to Runway 9/27 must enter the Class B surface area on the appropriate final approach course.

### 3.3 VFR Aircraft

1. VFR Aircraft operating within the Memphis Class Bravo airspace shall be kept at or below 2,500 feet.
2. VFR Aircraft arriving into MEM will be cleared into the Memphis Class Bravo airspace, vectored to the arrival side of the airport, and handed off to Tower prior to the aircraft entering MEM ATCT’s area of responsibility.
3. VFR Aircraft operating within the confines of MEM ATCT’s airspace as depicted by Section [7.1.16](#) but NOT landing at the primary airport shall be radar handed off to MEM ATCT prior to reaching the shared boundary.
4. VFR Departures will be given ELVIS departure headings for respective runway unless otherwise coordinated.

### **3.4 Departure Releases**

1. Unless otherwise coordinated, M03 shall give automatic departure releases to all traffic from MEM.
2. Rolling calls are not required, unless departure requests them.
  - a. Rolling calls shall callsign, runway, assigned heading/fix, and departure transition area.
3. Unless otherwise coordinated, SATELITE AIRPORTS within M03 TRACON shall request departure releases from M03 TRACON for all IFR departures.
  - a. Upon receipt of the departure release, the release shall remain valid for five (5) consecutive minutes.
  - b. Departure Releases AND rolling calls will include the following content:
    - i Aircraft Callsign
    - ii SID or Initial Waypoint
    - iii Departure Runway

### **3.5 Missed Approaches/Go-Arounds**

1. MEM ATCT will assign an altitude 5,000 ft and runway heading.
2. MEM ATCT will coordinate with M03 TRACON for alternative headings / altitudes then handoff to M03 TRACON.
3. MEM ATCT will radar handoff the aircraft to M03 TRACON.
4. M03 TRACON will resequence the aircraft into the arrival flow.

### **3.5 In-Trail Spacing**

1. M03 TRACON shall ensure aircraft have at least five nautical miles in-trail spacing, constant or increasing, when exiting the TRACON.
2. MEM ENROUTE shall ensure aircraft have at least five nautical miles in-trail spacing, constant or increasing, when entering the TRACON.

## CHAPTER 4. DEPARTURE PROCEDURES

### 4.1 Standard Instrument Departures

Table 5. Standard Instrument Departures

SID Name	Course Directions	Runway 09/27
AUTMN#	RNAV to first waypoint	SHAAA
AZONE#	RNAV to first waypoint	TOWND
BBKNG#	RNAV to first waypoint	LEOOO
BINKY#	RNAV to first waypoint	IMABE
CHLDR#	RNAV to first waypoint	PEPOC
CRSON#	RNAV to first waypoint	LYIZZI
DUCKZ#	RNAV to first waypoint	WSTIN
ELVIS#	Assign vectors to join filed transition radial	Assign vectors to join filed transition radial
GENEH#	RNAV to first waypoint	BASAC
GMBUD#	RNAV to first waypoint	CUVDO
GOETZ#	RNAV to first waypoint	DOUUG
GRRIZ#	RNAV to first waypoint	FHLPS
HOTRD#	RNAV to first waypoint	ZELKO
JTEEE#	RNAV to first waypoint	HSTON
NIKEI#	RNAV to first waypoint	LRNCE
OLEMS#	RNAV to first waypoint	CASLN
PIEPE#	RNAV to first waypoint	BEBIE
SELPH#	RNAV to first waypoint	BETTY
ZUMIT#	RNAV to first waypoint	STVVV
NO SID	Assign the ELVIS#	

KEY	0200-0600 local only
24/7 Departures	Non-RNAV

## **4.2 Departure Flow Description**

1. Aircraft departing MEM shall turn in accordance with their assigned departure or assigned heading, which shall be issued by the MEM ATCT. The top altitude for aircraft is 3,000 ft for props and 5,000 ft for turbojets. Aircraft shall not be climbed above 7,000 feet until clear of the arrival corridor. Arrivals in the arrival corridor (downwind) will be descending to 8,000ft.
2. Once departing aircraft are clear of conflicting traffic, departing aircraft will be climbed to 16,000ft or cruise if lower and directed on course.
3. Departures entering Final Airspace will be coordinated with the Final controller and should remain with Departure/Feeder unless operationally necessary.
4. Departures should be handed off to ENROUTE prior to reaching 16,000 and/or 5 miles from the TRACON boundary.

## **4.3 Missed Approach**

1. Aircraft which “go missed” or are conducting practice approaches shall be vectored by tower or departure radar towards the appropriate arrival radar position.
2. Aircraft shall maintain 5,000 feet until handed off to arrival radar unless a traffic conflict exists.

## **4.4 Pre-Arranged Coordination Procedures (P-ACP)**

1. East/West departure radar (DR-A/DR-V) may use prearranged coordination to enter the East/West arrival (AR-E/AR-W) controller’s airspace in order to transition aircraft through the STAR vector areas on the long side of the designated runway(s) depicted in section 4.4.1 provided:
  - a. Prior to using P-ACP to penetrate Arrival airspace, the Departure controller must observe the data blocks of the Arrival Controller’s traffic to ascertain the appropriate separation is being applied.
  - b. The Departure Controller must be responsible for maintaining a standard separation between aircraft under their control and all traffic in P-ACP airspace.
  - c. The Arrival Controller must ensure arrival traffic remains on the projected routing along the depicted path within P-ACP airspace.
  - d. The Arrival Controller must ensure the Departure controller is advised of any untracked targets within P-ACP airspace.
  - e. The Arrival Controller must coordinate with the appropriate Departure controller prior to vectoring untracked aircraft or issuing initial IFR/Class B airspace clearances within PACP airspace.

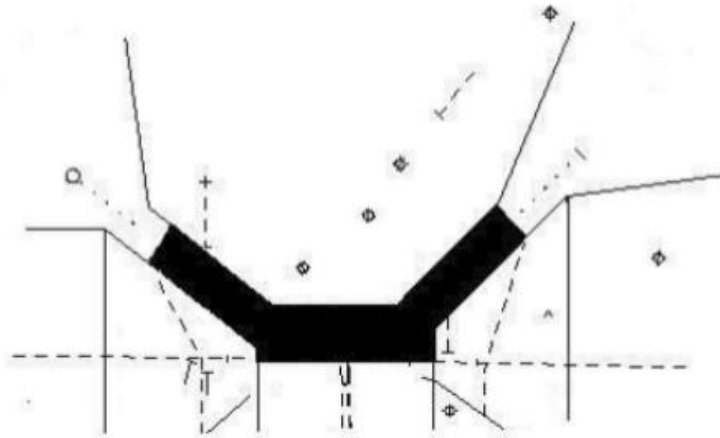
**NOTE** -- If this procedure become impractical for any reason, controllers must revert to standard coordination procedures.



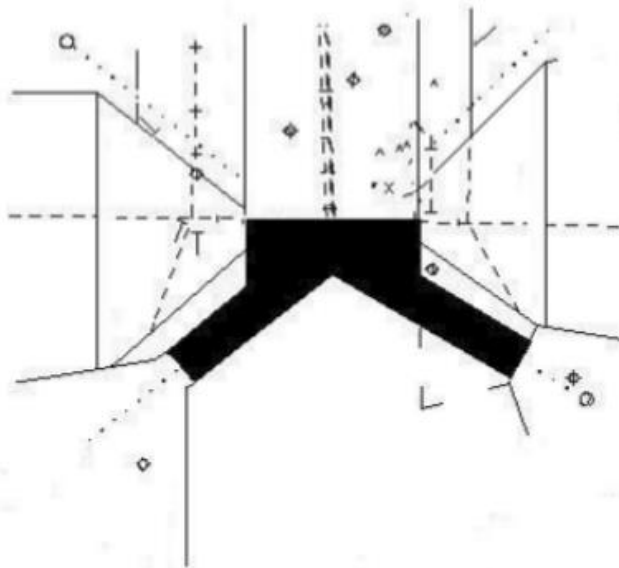
### 4.4.1 (P-ACP) Airspace

PREARRANGED COORDINATION AREAS  
Prearranged Coordination may be applied by Departure  
Within the shaded boundaries of Arrival airspace.

#### NORTH OPERATION



#### SOUTH OPERATION



## CHAPTER 5. ARRIVAL PROCEDURES

### 5.1 Standard Terminal Arrival Routes

1. The following standard terminal arrival routes (STARs) shall be utilized for aircraft arriving at MEM.
2. The RNAV STARs shall be the preferred arrivals in use, but the non-RNAV STARs may also be used for aircraft arriving at (KMEM).
3. The ATC Assigned STARs are RNAV STARs and shall only be assigned traffic permitting.

**Table 6. Standard Terminal Arrival Routes**

STAR Name	Direction of TRACON
BLUZZ#	NE
BRBBQ#	NW
HOBK#	SW
VANZE#	SE
DAWGG#	NW
LUGOH#	SE
UJM#	SW
WLDER#	NE
CONDR#	W
MONAA#	E
HYTHR#	N

KEY	
RNAV	ATC Assigned Only
Non-RNAV	Other

## 5.2 TRACON Entry Altitudes

1. The following descent instructions will be assigned from ENROUTE and can be the expected Entry Altitudes for aircraft entering the TRACON.
2. If deviation from these Entry Altitudes are required, TRACON can expect coordination from ENROUTE.

**Table 7. Landing at KMEM**

STAR Name	Descent Instruction (from ENROUTE)
BLUZZ#	Descend Via
BRBBQ#	Descend Via
HOBK#	Descend Via
VANZE#	Descend Via
DAWGG#	Descend Via
LUGOH#	Descend Via
UJM#	Descend Via
WLDER#	Descend Via
CONDR#	EVLYN @ 14,000 ft
MONAA#	Descend Via
HYTHR#	ROBYE @ 10,000 ft and 250kts
Other	Cleared direct MEM Turboprops cross the TCP at 8,000 ft All other aircraft cross the TCP at 6,000 ft

KEY	
RNAV	ATC Assigned Only
Non-RNAV	Other

### 5.3 Runway/Approach Assignments

1. Runways 36L & 36R are used as the calm wind runways for arrivals. On request and availability, Runway 27 can be used for the aircraft on the North Ramp (FedEx) or GA aircraft, especially those at Wilson Air.
2. The initial TRACON controller will assign a(n) Runway/Approach to expect
3. The initial TRACON controller will ensure that the approach scratchpad for the assigned Runway/Approach is set in accordance with [Section 5.5](#).
4. Runway assignments will be based on the chart below.
5. **Different runways can be assigned with coordination.**

**Table 8. Runway Assignments**

STAR Name	Runway Assignment
BLUZZ#	36R / 18L
BRBBQ#	36L / 18R
HOBK#	36L / 18R
VANZE#	36R / 18L
DAWGG#	36L / 18R
LUGOH#	36R / 18L
UJM#	36L / 18R
WLDER#	36R / 18L
CONDR#	09
MONAA#	27
HYTHR#	Any

KEY	
RNAV	ATC Assigned Only
Non-RNAV	Other

## 5.4 Arrival Flow Description

1. Arrival aircraft will enter TRACON at the Entry Altitudes defined in [Section 5.2](#).
2. Arrival aircraft should be assigned a Runway/Approach, as defined in [Section 5.3](#), upon Initial Contact, receive the field altimeter, and be set an Approach Scratchpad according to [Section 5.5](#).
3. If working Feeder, aircraft should be handed off at least 5 miles prior to the shared boundary.

### 5.4.1 North Flow (36L/36C/36R/9/27).

**Table 9. North Flow Arrival Description**

STAR Name	Instructions
BLUZZ#	Descending via: DINKE @ 3,000 ft
BRBBQ#	Descending via: JAYWA @ 4,000 ft
HOBKR#	ROCAB @ 10,000 ft and 230 kts. Then vector descending to 6,000 ft
VANZE#	FASOP @ 10,000 ft and 230 kts. Then vector descending to 5,000 ft
DAWGG#	BOWEN @ Heading 180, at or above 8,000 ft, and 210 kts
LUGOH#	MASHH @ 10,000 ft and 230 kts. Then vector descending to 5,000 ft
UJM#	TAMMY @ 10,000 ft and 230 kts. Then vector descending to 6,000 ft
WLDER#	CLARK @ Heading 180, at or above 8,000 ft, and 210 kts
*CONDR#	ILS 09 @ BUDEE (2,000 ft)
*MONAA#	ILS 27 @ COVIM (3,000 ft)
HYTHR#	ROBYE @ 10,000 ft and 250 kts. Then vectors to join assigned final approach course

\* **CONDR and MONAA landing 36L/36C/36R** shall “descend via” the CONDR/MONAA arrival, except cross CONDR/MONAA at/maintain 12,000 feet and with a speed assignment of 250 knots. On initial contact, M03 must instruct aircraft so cleared to “expect Runway \_\_\_\_, depart (CONDR/MONAA) heading \_\_\_\_.”

**5.4.2 South Ops (18L/18C/18R).**

**Table 10. South Flow Arrival Description**

STAR Name	Instructions
BLUZZ#	COPEN @ 10,000 ft and 230 kts. Then vector descending to 5,000 ft
BRBBQ#	JAMLA @ 10,000 ft and 230 kts. Then vector descending to 6,000 ft
HOBK#	Descending via: SKEEZ @ 4,000 ft
VANZE#	Descending via: HEXIN @ 3,000 ft
DAWGG#	FNCHR @ 10,000 ft and 230 kts. Then vector descending to 6,000 ft
LUGOH#	STAAX @ Heading 360, at or above 8,000 ft, and 210 kts
UJM#	TWIKL @ Heading 360, at 11,000 to 8,000 ft, and 210 kts
WLDER#	LTOWN @ 10,000 ft and 230 kts. Then vector descending to 5,000 ft
*CONDR#	ZME will issue instructions for aircraft to “descend via” the CONDR/MONAA arrival, except cross CONDR/MONAA at/maintain 12,000 feet and with a speed assignment of 250 knots. On initial contact, M03 must instruct aircraft so cleared to “expect Runway ____, depart (CONDR/MONAA) heading ____.”
*MONAA#	
HYTHR#	ROBYE @ 10,000 ft and 250 kts. Then vectors to join assigned final approach course

## 5.5 Approach Scratchpads

- MEM uses a three-letter format consisting of *XYX* where *X* identifies the runway and *YY* identifies of the coordination spot if known.

Approach	Scratchpad Entry
ILS/GPS RWY 18R/36L	W
ILS/GPS RWY 18C/36C	M
ILS/GPS RWY 18L/36R	E
ILS/GPS RWY 9/27	N
Visual approach or VFR to RWY 18L/36L	L
Visual approach or VFR to RWY 18C/36C	C
Visual approach or VFR to RWY 18R/36R	R
Visual approach or VFR to RWY 9	R9
Visual approach or VFR to RWY 27	R27

Coordination Spot	Scratchpad Entry
Coordination Spot (e.g. ES9)	S#
Coordination Spot 2-digit (e.g. E10)	#
Wilson Air (e.g. EWA)	WA
Signature Aviation (e.g. ESA)	SA

Examples	Scratchpad Entry
Aircraft is executing the ILS/GPS approach to 36L and is parking Signature Aviation.	WSA
Aircraft is executing the ILS/GPS approach to runway 9/27 and is entering the FedEx ramp at Spot 9	NS9
Aircraft is executing a visual approach to the 36C and is parking Wilson Air	CWA
Aircraft is executing a visual approach to the 18R.	R

## 5.6 Satellite Arrivals

- All aircraft shall be routed direct to their destination airport.

## Memphis ARTCC

### M03 TRACON Standard Operating Procedures

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2. Turbojets shall cross the TCP at 10,000 ft.
3. All other aircraft shall cross the TCP at 6,000 ft.



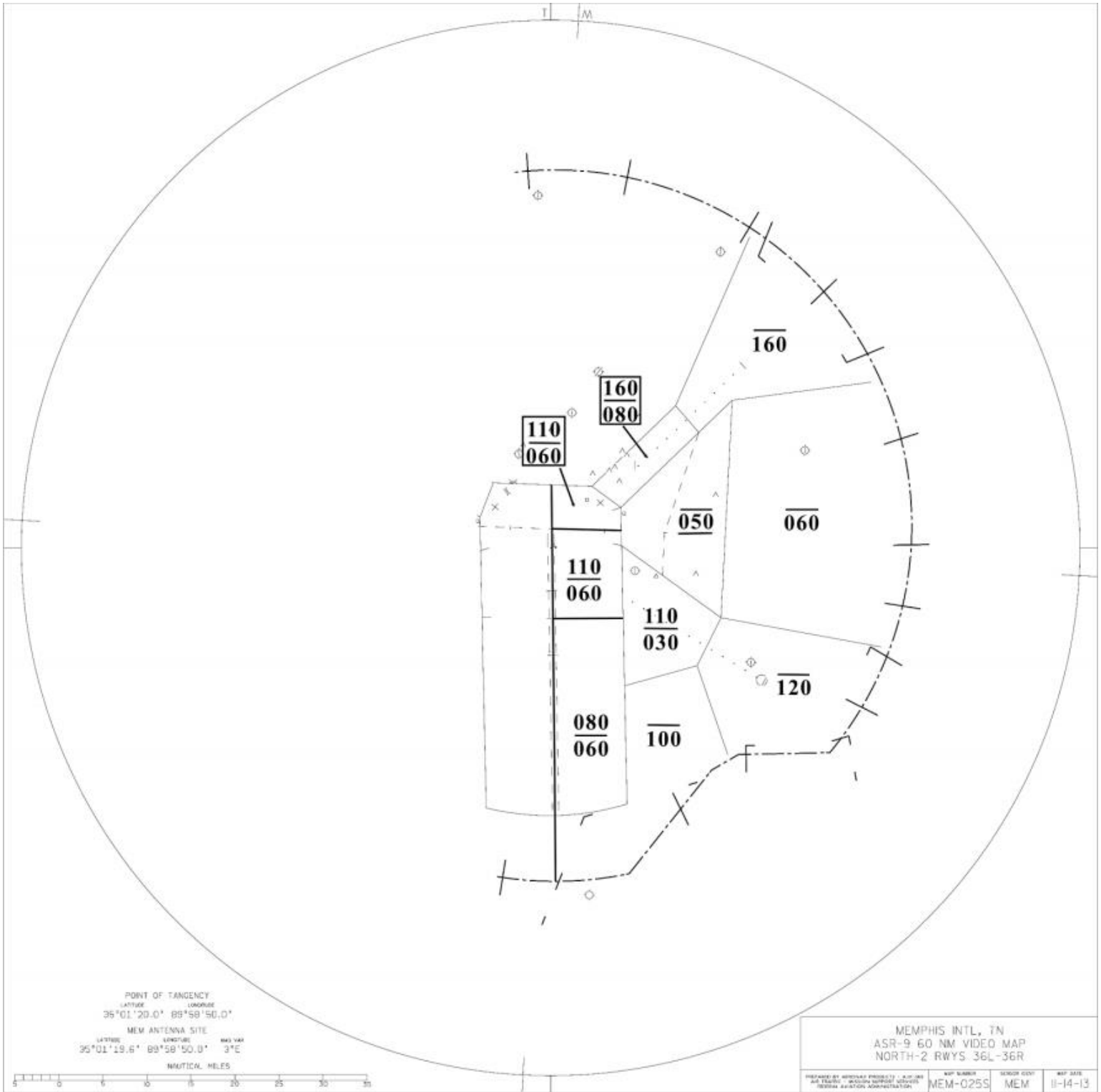
## **CHAPTER 6. ADJACENT AND SPECIAL USE AIRSPACE**

### **6.1 Adjacent Airspace**

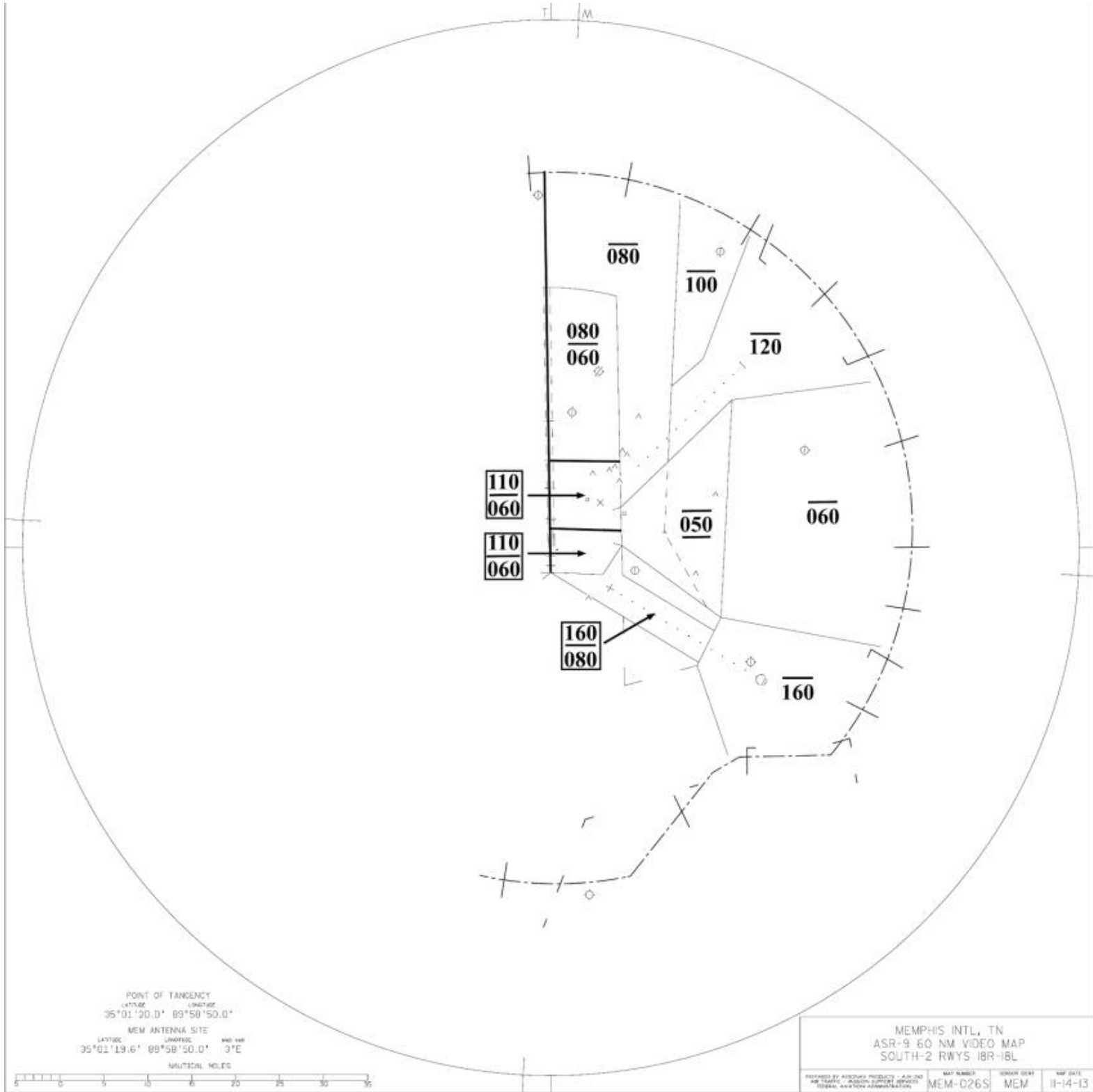
1. The following facilities have airspace which are adjacent or within the M03 TRACON.
  - a. ZME ARTCC (Adjacent)
  - b. MEM ATCT
  - c. OLV ATCT
  - d. NQA ATCT

## CHAPTER 7. APENDICIES

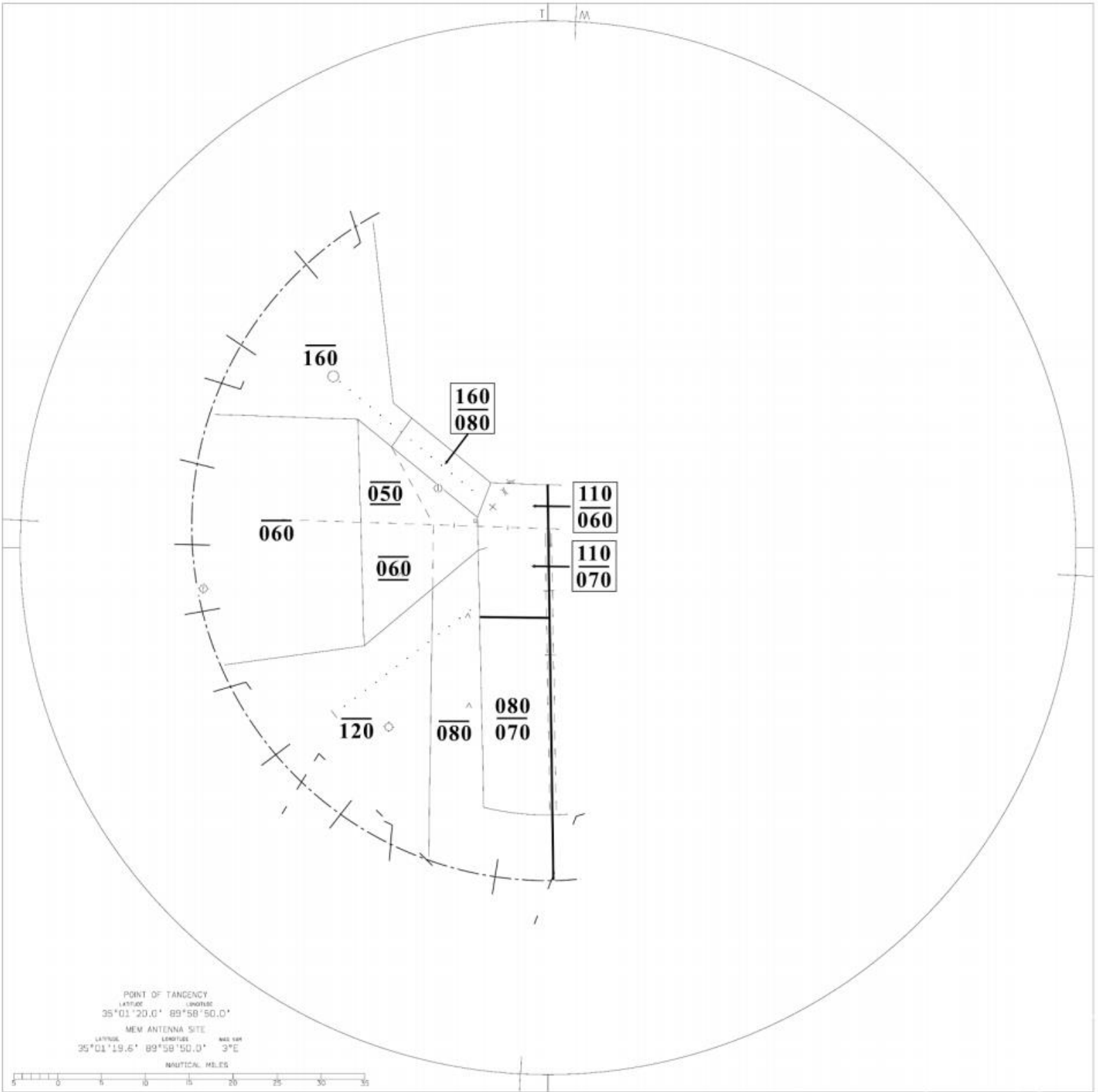
### 7.1.1 AR-E AIRSPACE, NORTH FLOW



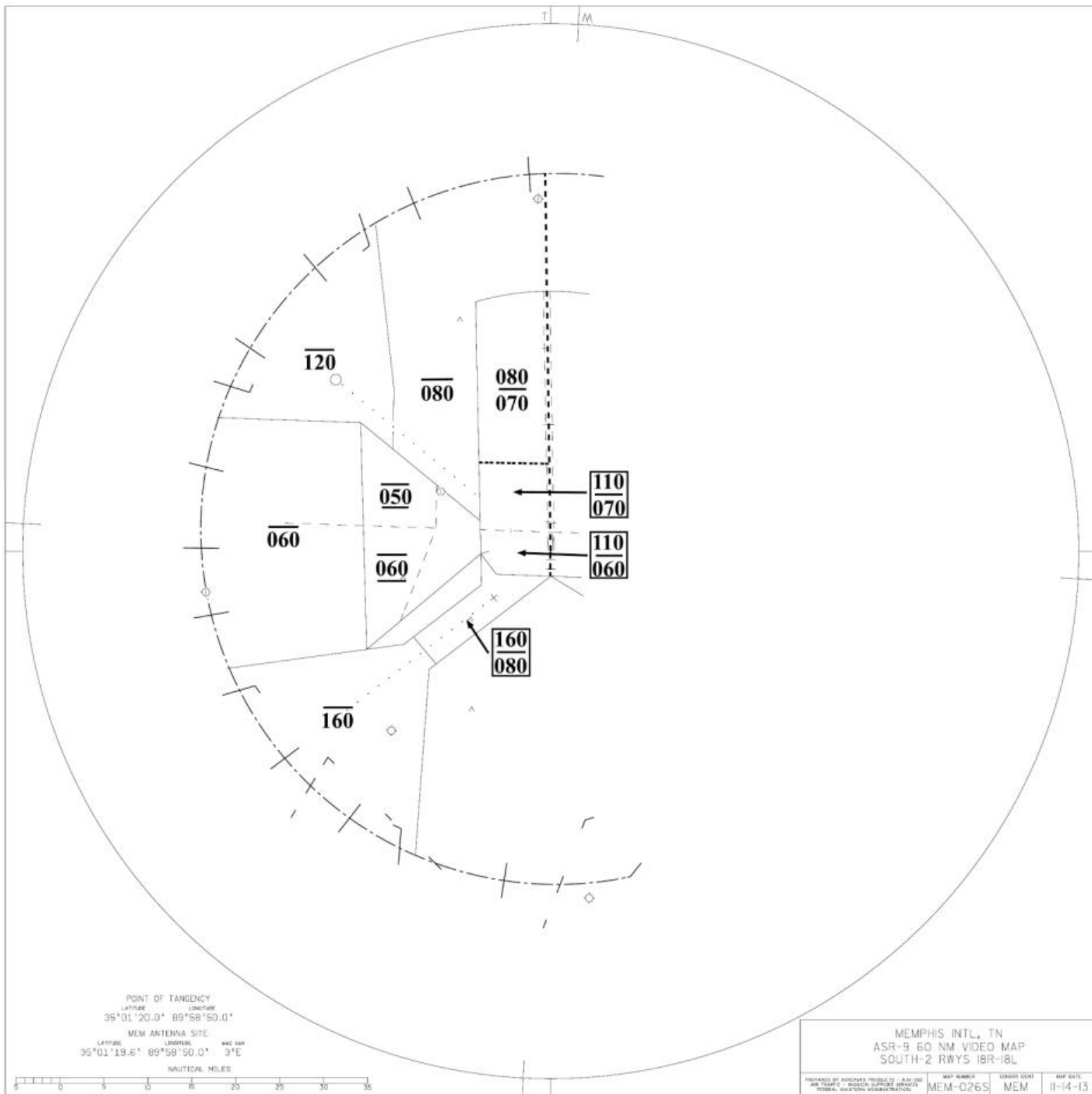
7.1.2 AR-E AIRSPACE, SOUTH FLOW



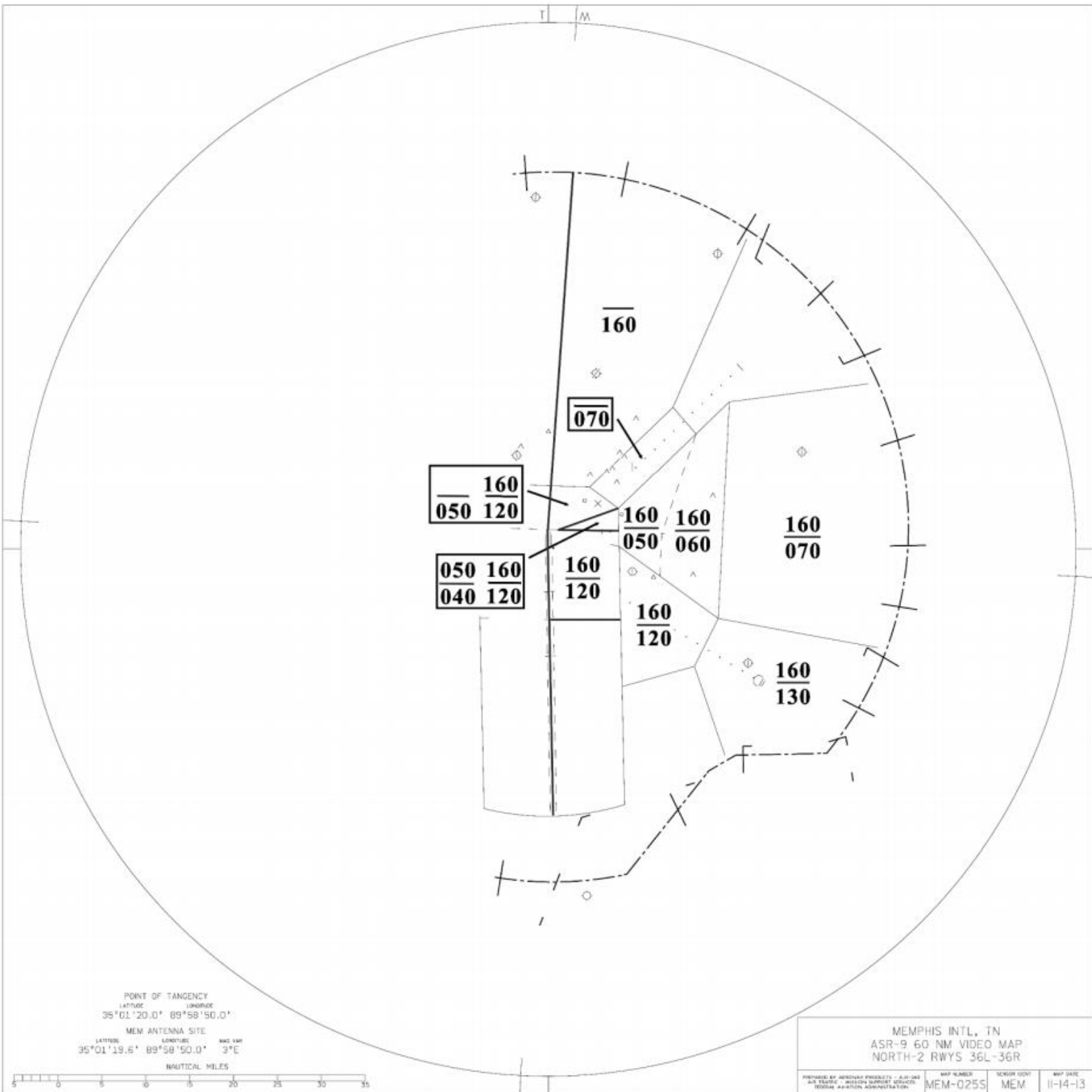
### 7.1.3 AR-W AIRSPACE, NORTH FLOW



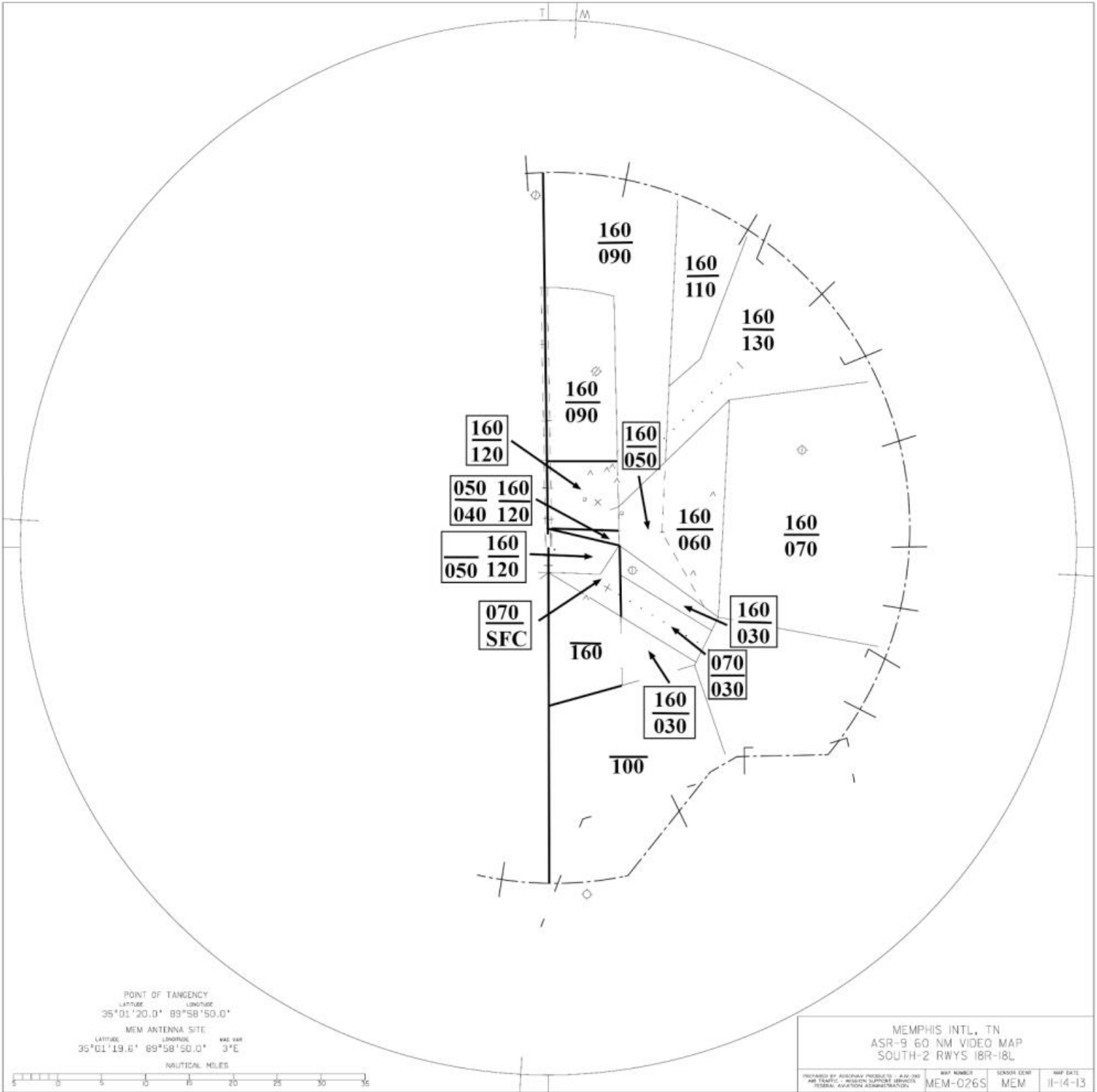
### 7.1.4 AR-W AIRSPACE, SOUTH FLOW



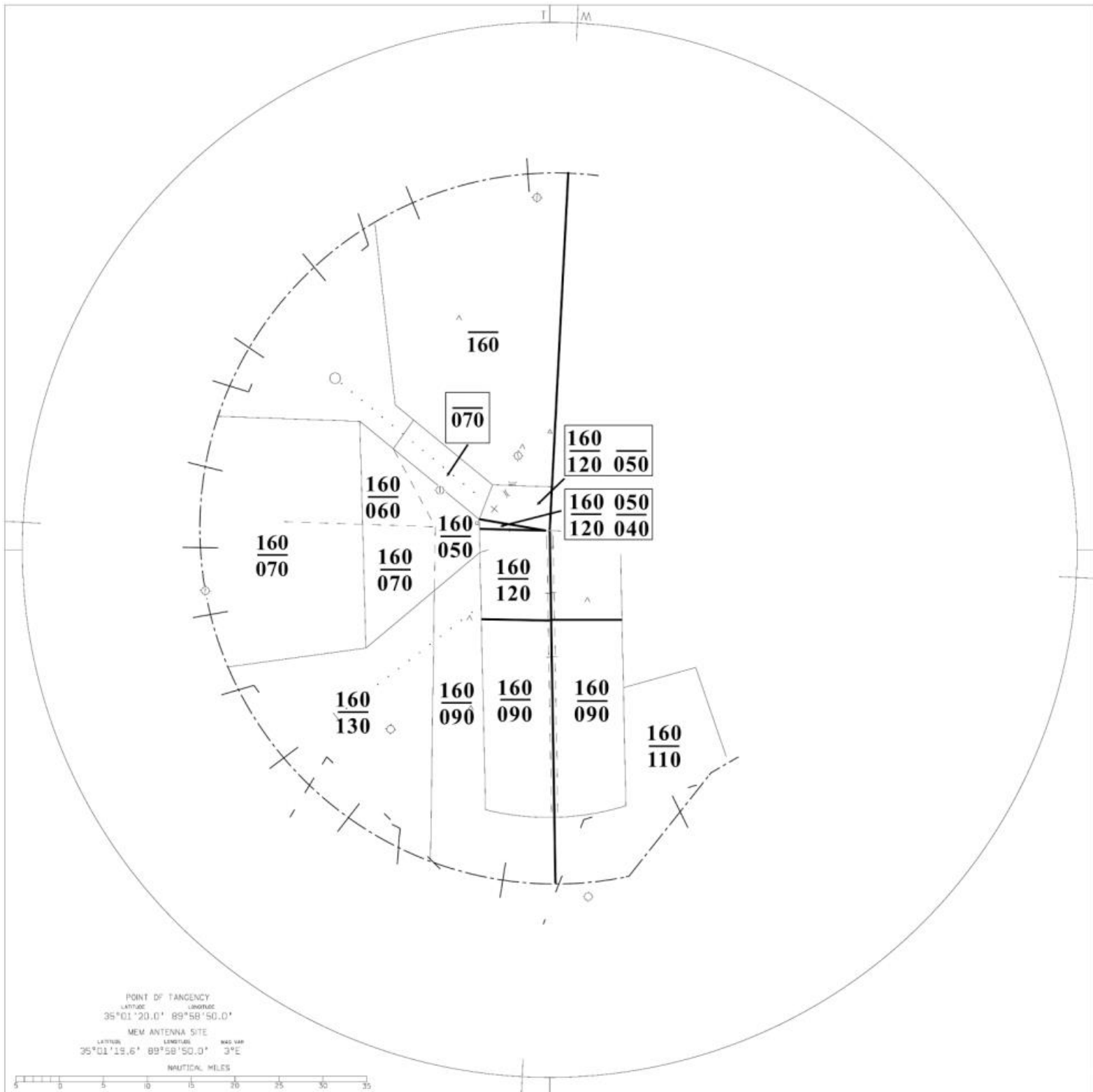
### 7.1.5 DR-V AIRSPACE, NORTH FLOW



### 7.1.6 DR-V AIRSPACE, SOUTH FLOW

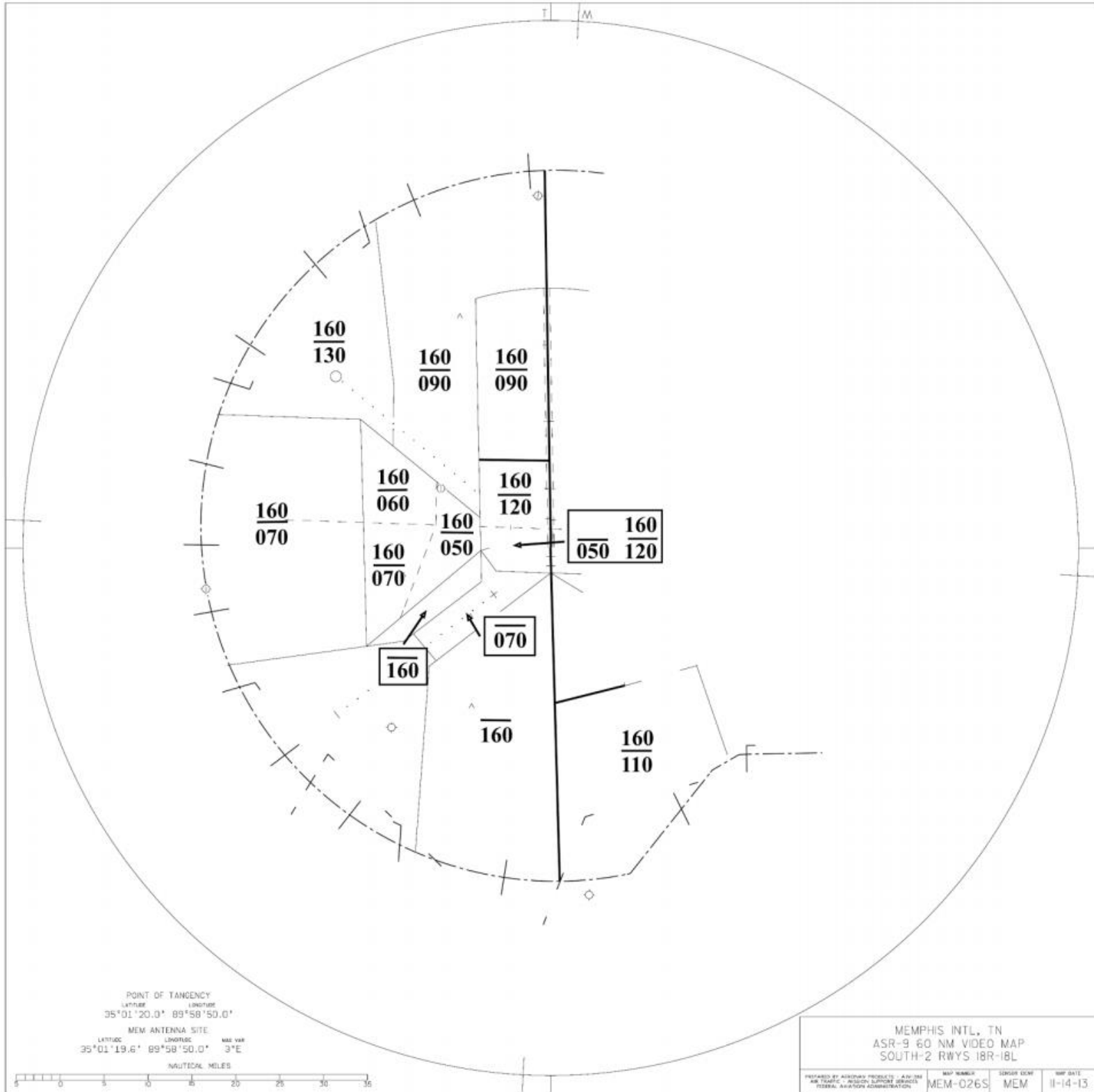


### 7.1.7 DR-A AIRSPACE, NORTH FLOW

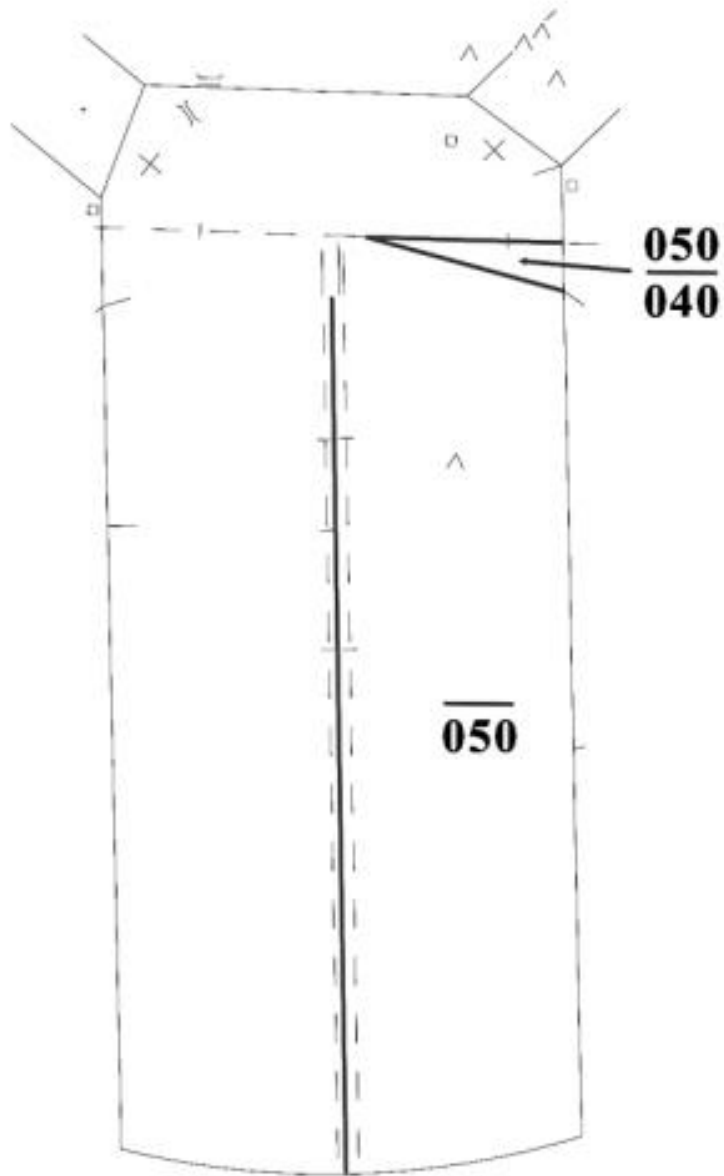




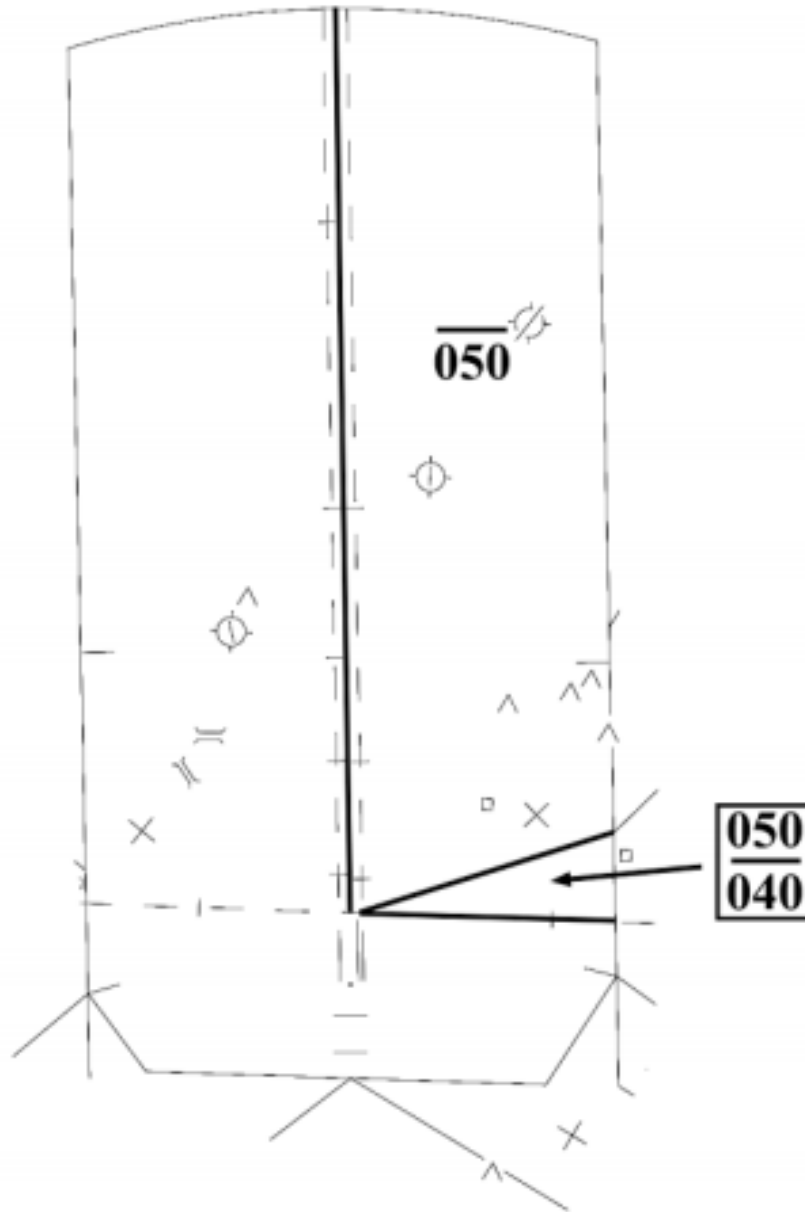
### 7.1.8 DR-A AIRSPACE, SOUTH FLOW



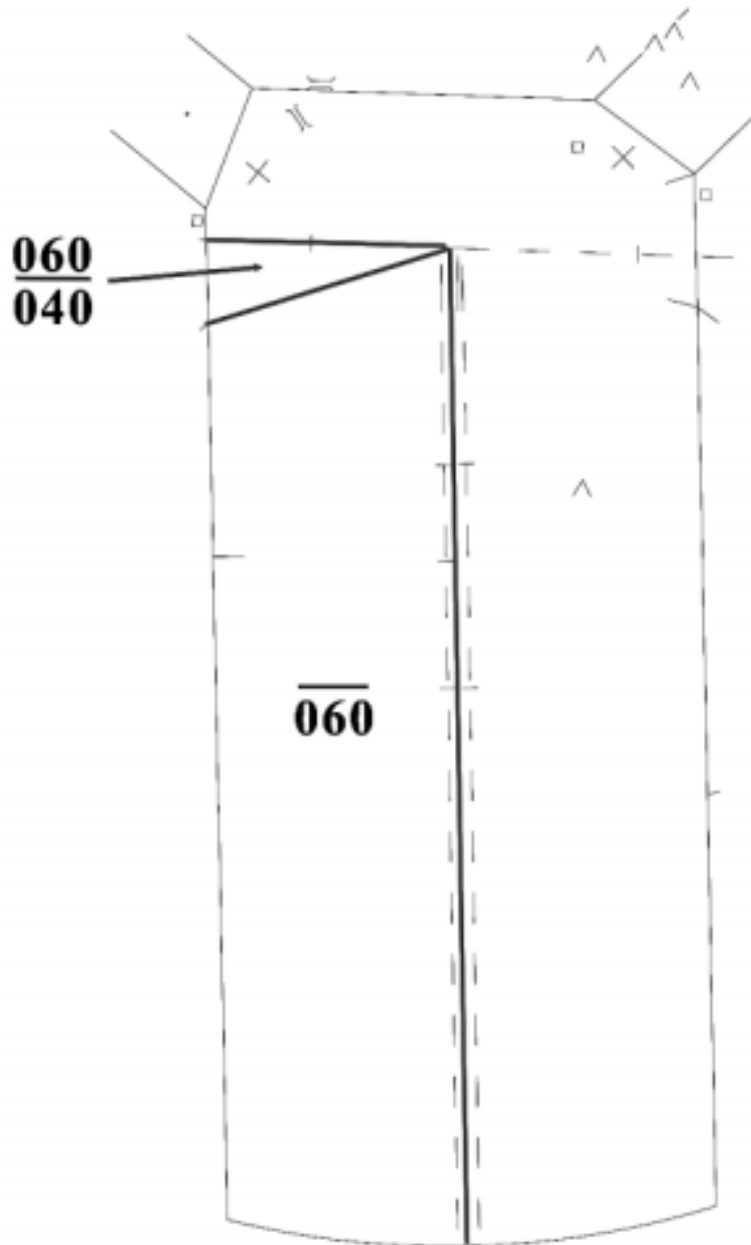
### 7.1.9 AR-M AIRSPACE, NORTH FLOW



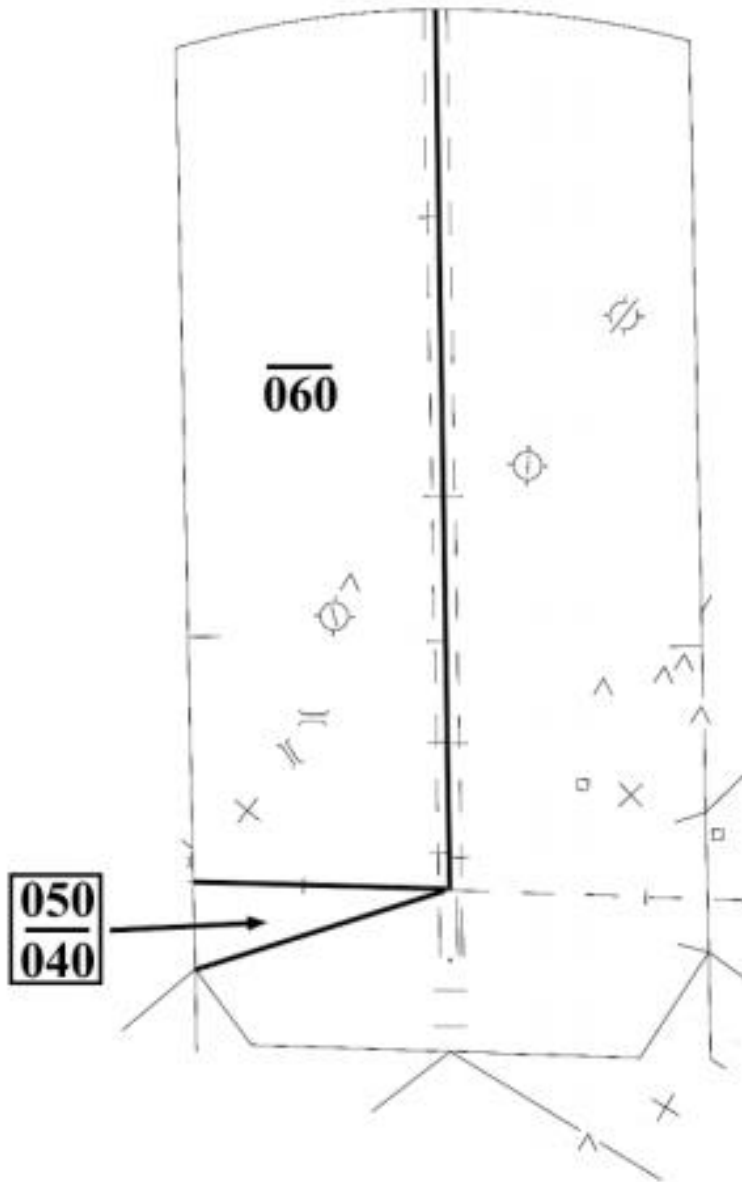
### 7.1.10 AR-M AIRSPACE, SOUTH FLOW



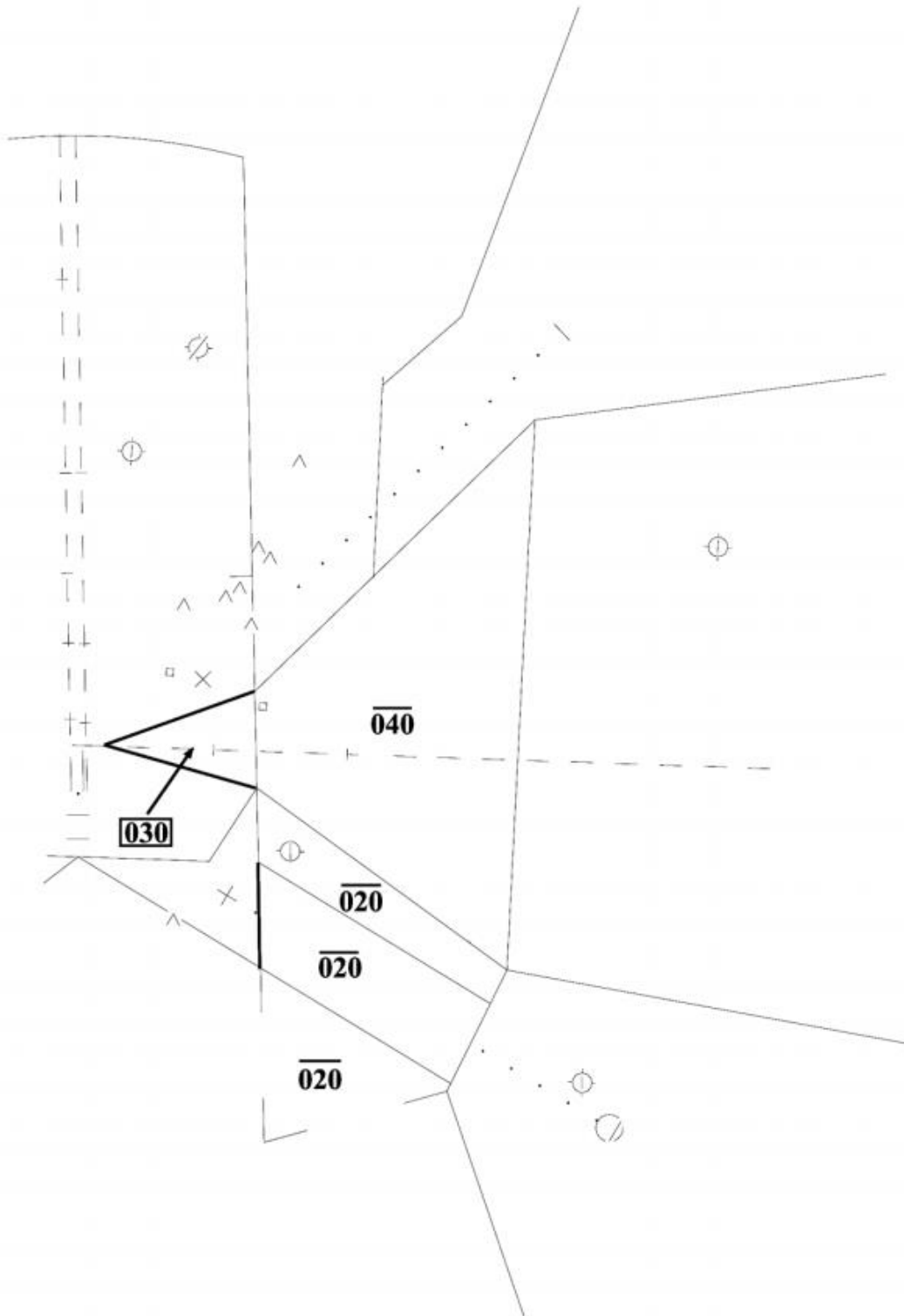
### 7.1.11 AR-F AIRSPACE, NORTH FLOW



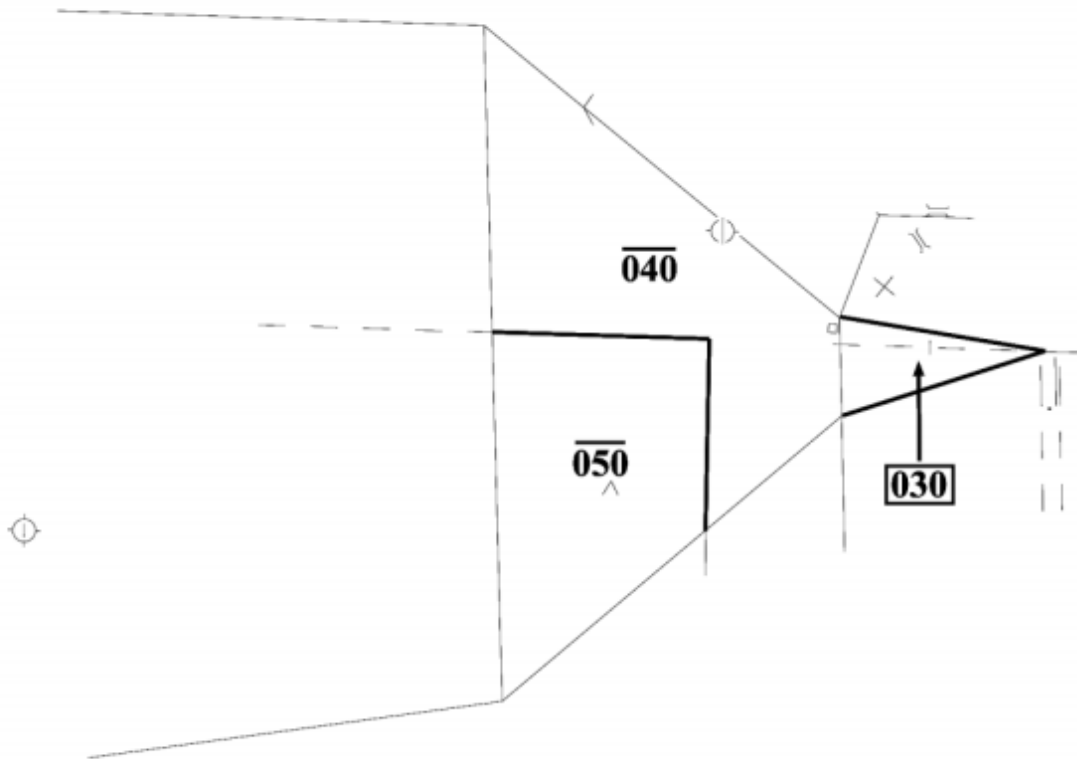
### 7.1.12 AR-F AIRSPACE, SOUTH FLOW



### 7.1.13 AR-N AIRSPACE, RUNWAY 27



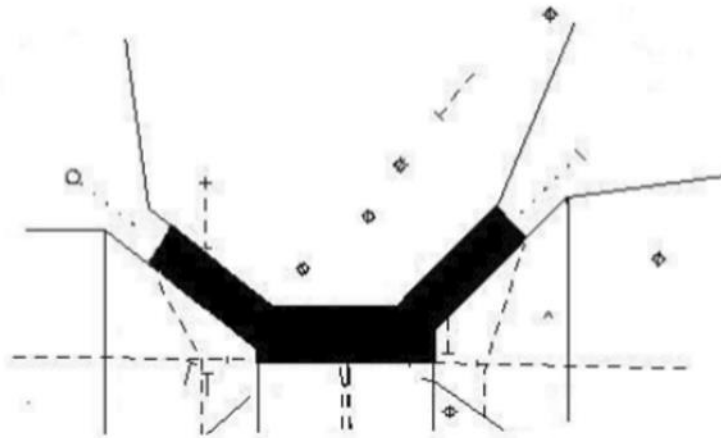
### 7.1.14 AR-N AIRSPACE, RUNWAY 9



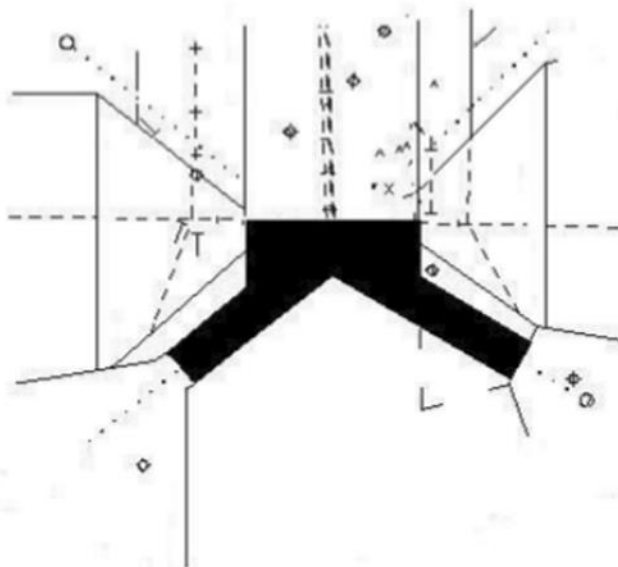
### 7.1.15 P-ACP AIRSPACE

**PREARRANGED COORDINATION AREAS**  
Prearranged Coordination may be applied by Departure  
Within the shaded boundaries of Arrival airspace.

#### **NORTH OPERATION**



#### **SOUTH OPERATION**





### 7.1.16 LOCAL CONTROL AIRSPACE

