

CHAPTER 1: GENERAL

1. **PURPOSE.** This Order prescribes the responsibilities and appropriate jurisdictional boundaries for the Memphis Tower positions of operation.
2. **AUDIENCE.** This Order applies to all personnel at Memphis ATCT who maintain currency or familiarity.
3. **NOTICE.** The contents of this order have been extracted from the real-world MEM 7110.65K, effective May 27, 2013. This document serves as a simplification of the real-world MEM SOP for use on the VATSIM network under the vZME ARTCC.

CHAPTER 2: CLEARANCE DELIVERY

A. Departures.

1. Assign departures an altitude as follows:

(A) Turbojets

- 1.) 5,000 feet or requested lower altitude.

(B) Non-Turbojet

- 1.) 3,000 feet or requested lower altitude.

(C) Assign "at or below 2,500 feet" to VFR requesting below 3,000 feet.

B. SID Restrictions for IFR Departures.

- 1.) RNAV/ELVIS transitions listed below are active and available only by pre-arranged coordination and approval from M03.

GENEH (GNE)

NFIVE (TN5)

GMBUD (GMB)

EFOUR (TE4)

OLEMS (OMS)

SONE1 (TS1) 8,000 and above.

BINKY (BNK)

STREE (TS3)

AUTMN (AUT)

SFOUR (TS4)

NIKIE (NKE)

WFOUR (TW4)

HOTRD (HRD)

WFIVE (TW5)

GRRIZ (GRZ)

NRONE (TN1) 15,000 and above.

CHAPTER 3: GROUND CONTROL

A. Aircraft Movement.

- 1.) Coordinate to cross an active runway only when there is reasonable assurance that approval will be granted.

PHRASEOLOGY:

"Local, Ground. One to cross 27 at Sierra..."

- 2.) Advise Local Control when runway crossing is complete.

PHRASEOLOGY

"Crossing complete Runway 27 at taxiway Sierra..."

- 3.) During busy departure periods, aircraft must be taxied to the appropriate runway for direction of flight in accordance with the following table:

NORTH: 36L/18R, 36C, 36R/18L

SOUTH: 36L/18R, 18C, 36R/18L

EAST: 36C/18C, 36R/18L

WEST: 36L/18R

- 4.) When operational advantage is gained, use standardized taxi routes.

B. Division of Responsibilities

- 1.) Ground Control is responsible for all taxiways, except, during periods of high traffic, all taxiways between runway 36L/18C and runway 36R/18L south of taxiway "B" and taxiway "N" and "V" north of runway 27 shall be released to Local Control.

CHAPTER 3: LOCAL CONTROL

A. Provide Air Traffic Control services within designated airspace.

1. Local Control's airspace extends to an 8-mile arc from the MEM VORTAC radials 270 clockwise 090, and extends to a 5-mile arc from the MEM VORTAC radials 270 counter-clockwise 090, surface to 2,000 feet. Local does not own the 500 feet above for VFR flights.

2. Pattern altitude for props is 1300 feet. Pattern altitude for jets is 1800 feet.

B. Selection of Active Runway(s):

- 1.) When wind is the determining factor in runway selection, use the Tailwind Component Chart [reference appendix].
- 2.) Calm wind configuration is landing north.
- 3.) During periods of high arrival traffic, north configuration should be used to the extent possible.

B. Initial Heading Assignments (No SID):

- 1.) Assign headings to "NO SID" aircraft and VFR aircraft as depicted on the ELVIS departure procedure for the runway in which the aircraft is departing on.

C. Division of Responsibilities

1.) Local Control 1 (LC1)

- (A) Control aircraft which utilize runways 36L/18R and will operate in LC-1 airspace as depicted in the appendix.
- (A) Coordinate a release from Local Control 3 (LC3) before releasing a Runway 36L departure when Runway 9 is designated as an arrival runway.

2.) Local Control 2 (LC2)

- (A) Control aircraft which utilize runways 36R/18L and 36C/18C and will operate in LC-2 airspace as depicted in the appendix.
- (B) Provide ground control service to aircraft on taxiways in between runway 36C/18C and 36R/18L south of taxiway "B" until west of 36C/18C.

3.) Local Control 3 (LC3)

- (A) Control aircraft that will utilize Runway 9/27 and will operate in LC-3 airspace as depicted in the appendix.
- (B) Coordinate the release of each individual departure from Runway 9/27 with LC1/LC2, as appropriate.

APPENDICES

APPENDIX 1

TAILWIND COMPONENT GUIDE

NORTH OPERATION

<u>WIND (Degrees)</u>	<u>VELOCITY (Knots)</u>
250-260.....	20
240.....	14
230-130.....	10
220.....	9
210.....	8
160-200.....	7
150.....	8
140.....	9
130.....	10
120.....	14
100-110.....	20

SOUTH OPERATION

<u>WIND (Degrees)</u>	<u>VELOCITY (Knots)</u>
280-290.....	20
300.....	14
310.....	10
320.....	9
330.....	8
340-020.....	7
030.....	8
040.....	9
050.....	10
060.....	14
070-080.....	20

EAST OPERATION

<u>WIND (Degrees)</u>	<u>VELOCITY (Knots)</u>
340-350.....	20
330.....	14
320.....	10
310.....	9
300.....	8
250-290.....	7
240.....	8
230.....	9
220.....	10
210.....	14
190-200.....	20

WEST OPERATION

<u>WIND (Degrees)</u>	<u>VELOCITY (Knots)</u>
010-020.....	20
030.....	14
040-140.....	10
050.....	9
060.....	8
070-110.....	7
120.....	8
130.....	9
140.....	10
150.....	14
160-170.....	20

Example: If in north configuration and wind direction is from between 250 and 260 and greater than 20 knots, must change to south operations (Maximum of 7 knot tailwind component).

APPENDIX 2

GUIDANCE ON THE FORMULATION OF IFR CLEARANCES FOR LOCAL AREA

MEMPHIS DEPARTURES

1. Aircraft requesting an instrument approach to Memphis:
 - a. Clearance limit - Memphis VORTAC
 - b. Route - via radar vectors
 - c. Altitude - 3,000
 - d. Departure Procedure - fly runway heading
 - e. Frequency - appropriate departure frequency
 - f. Beacon Code - discrete IFR

2. Aircraft requesting an approach to a satellite airport within the MEM terminal area.
 - a. Clearance limit - Satellite airport
 - b. Route - via radar vectors
 - c. Altitude - maintain 3,000
 - d. Departure procedure - fly runway heading
 - e. Frequency - appropriate departure frequency
 - f. Beacon code - discrete IFR

APPENDIX 3

LOCAL CONTROL AIRSPACE

MEM VORTAC IS THE MEMPHIS CLASS-B
POINT OF ORIGIN

