DEPARTURE (KSLC -> KMEM): KSLC (Salt Lake City Intl)
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

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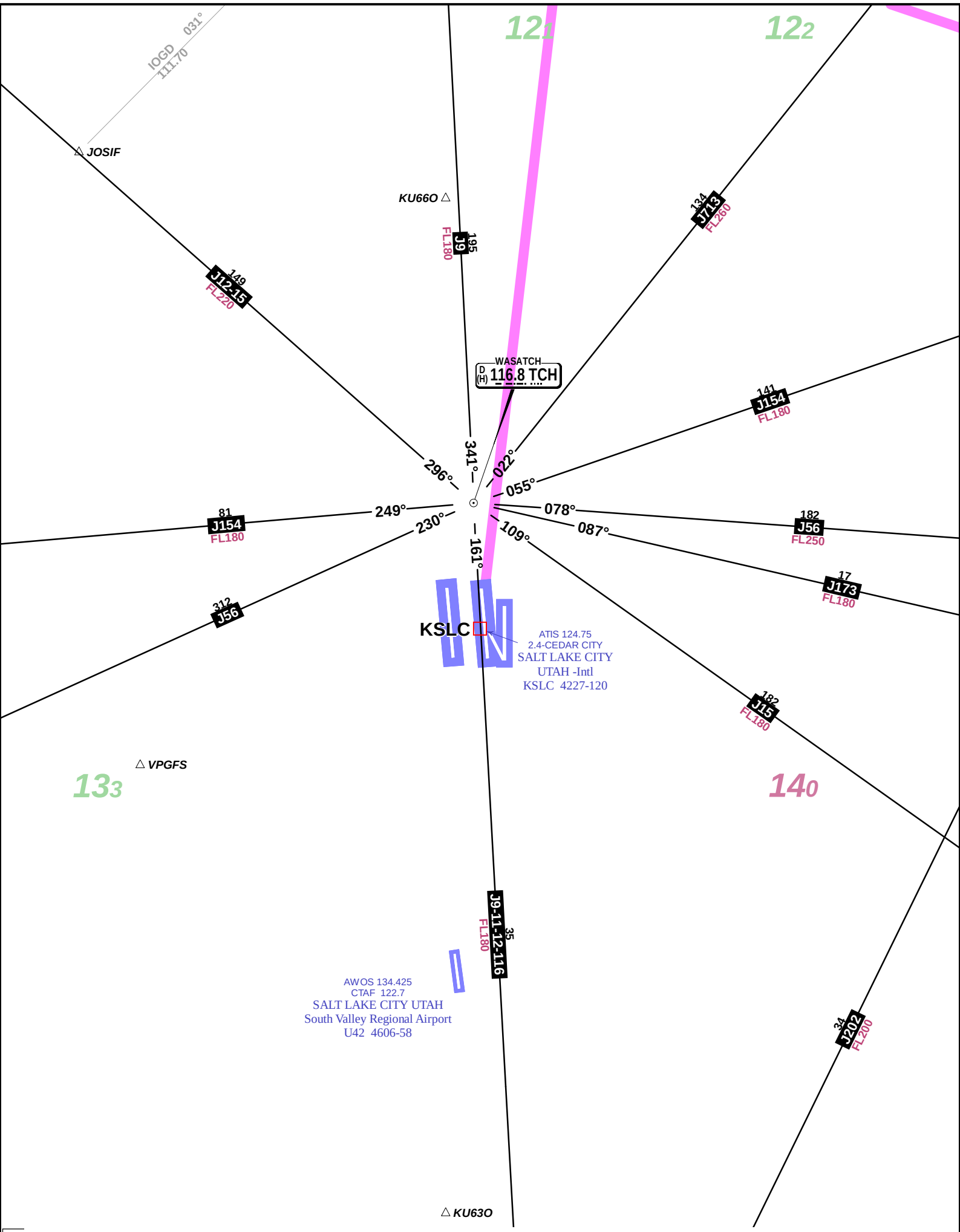
JeppView 3.6.2.0



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NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
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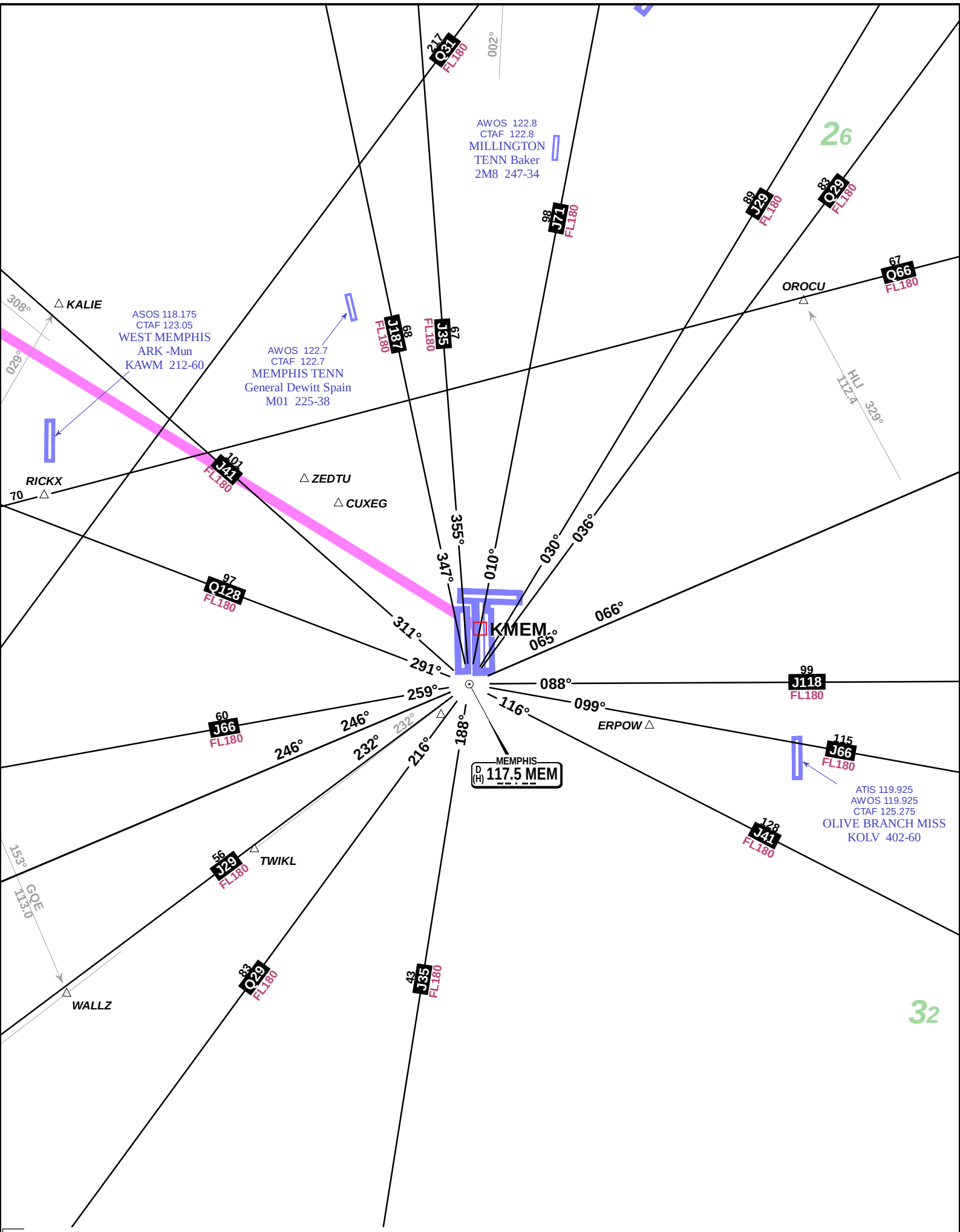

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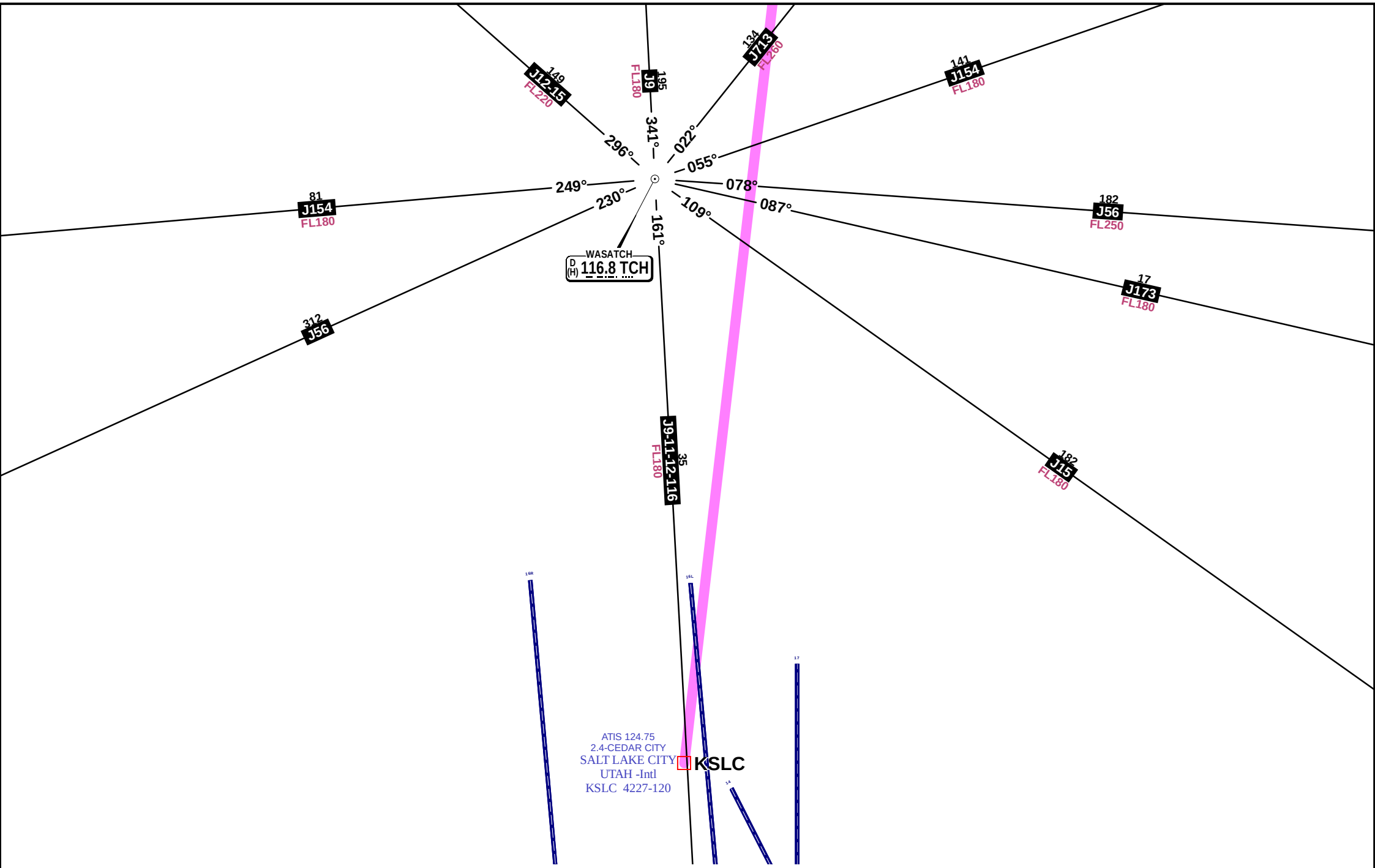

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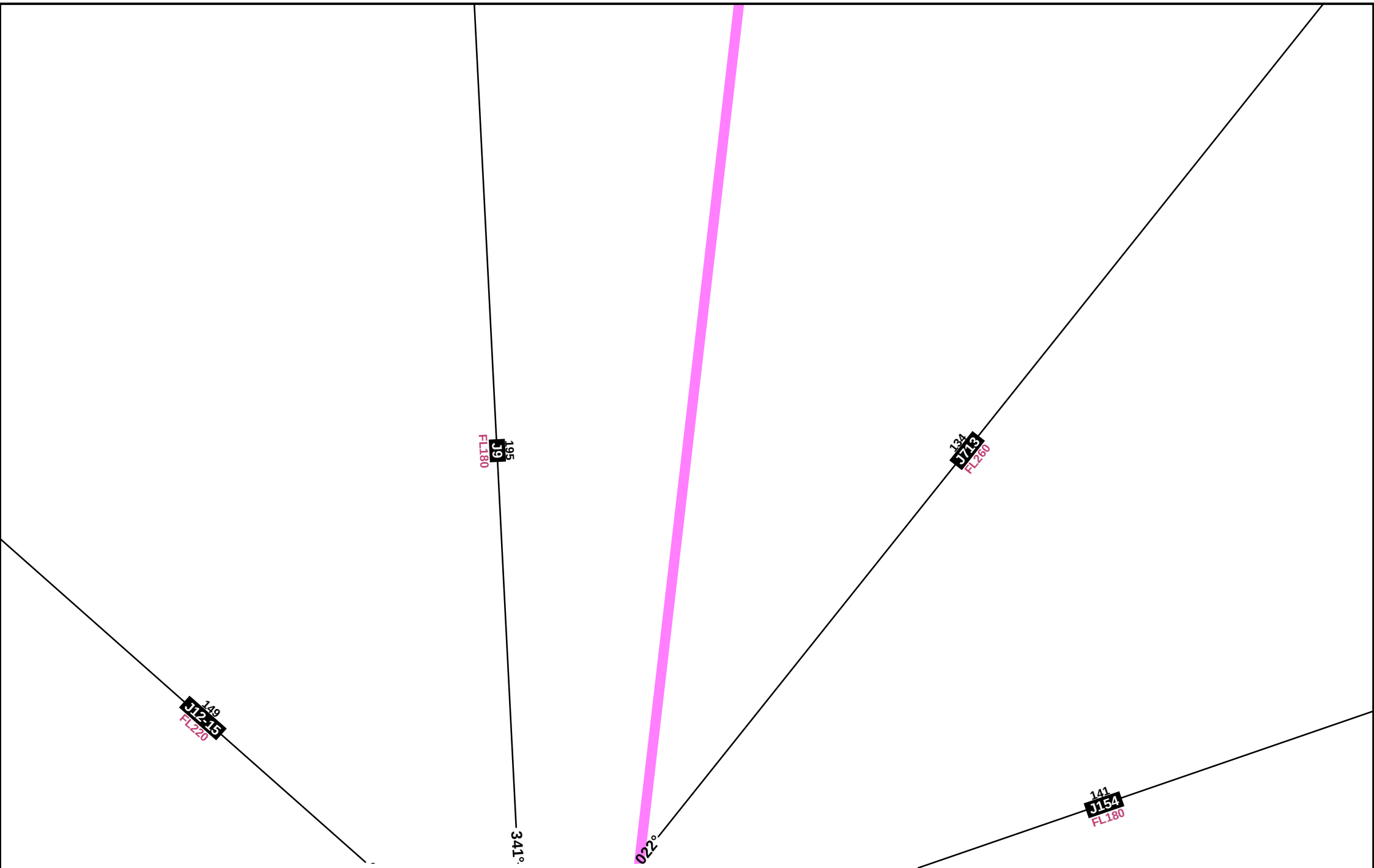

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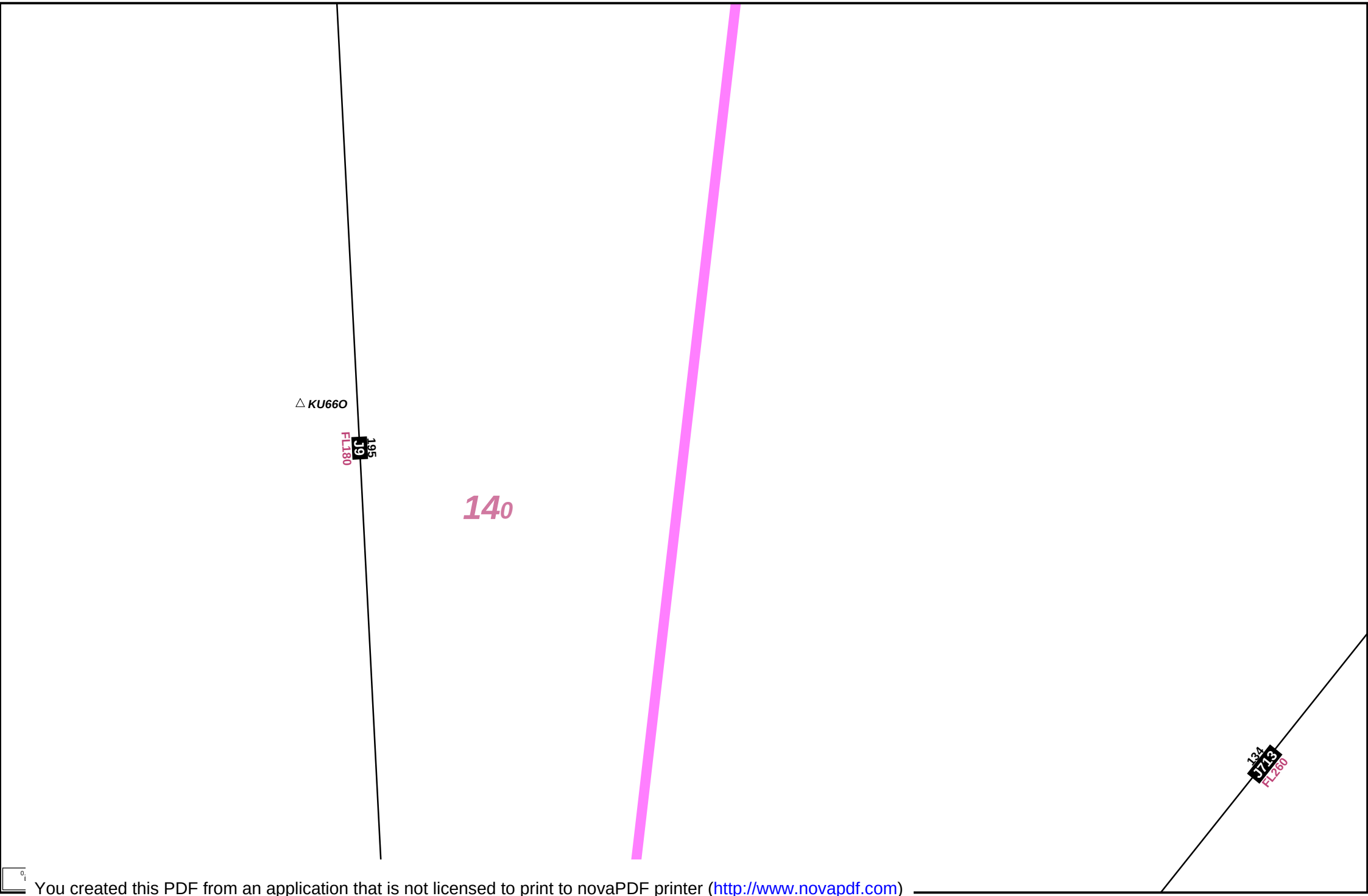

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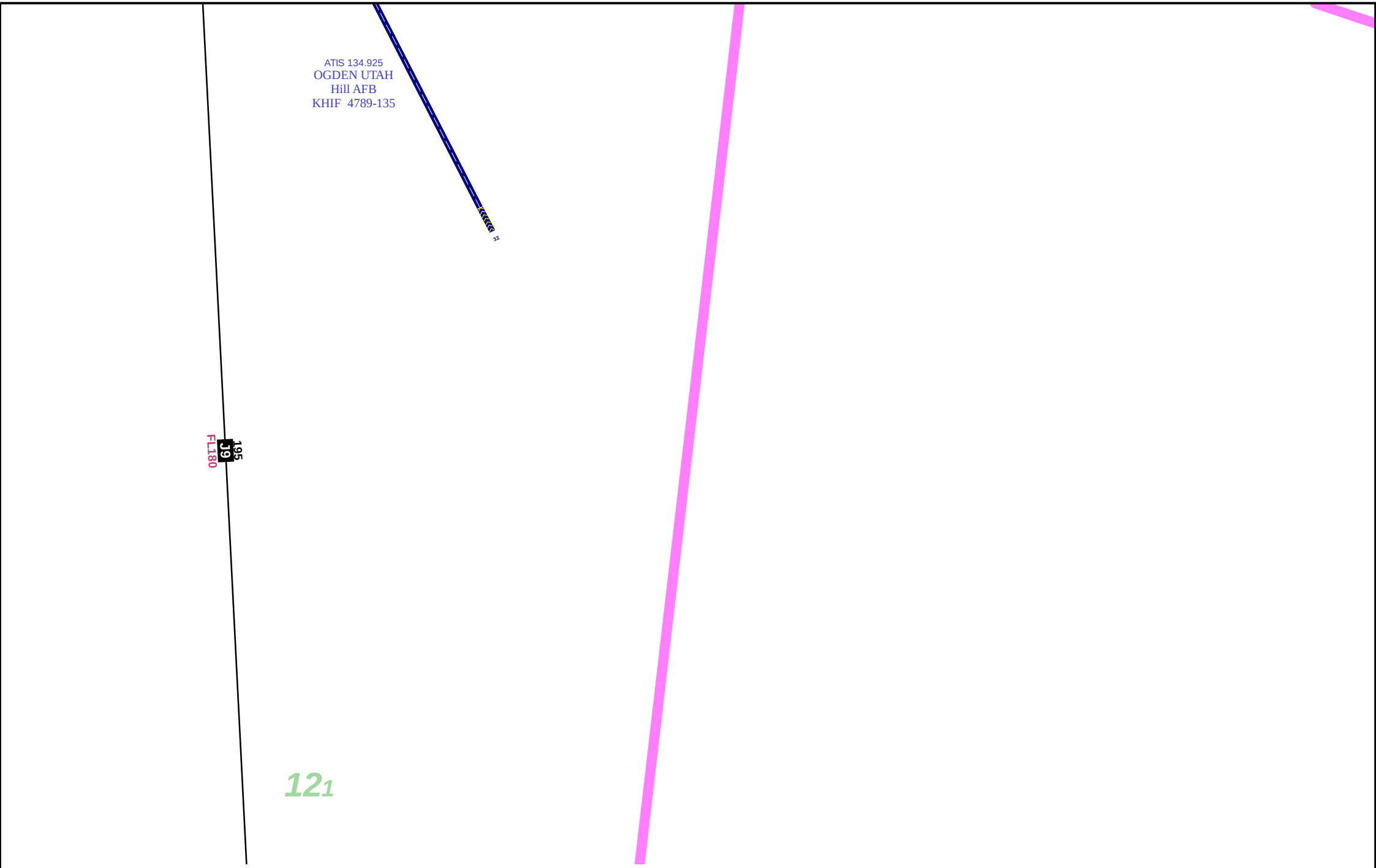

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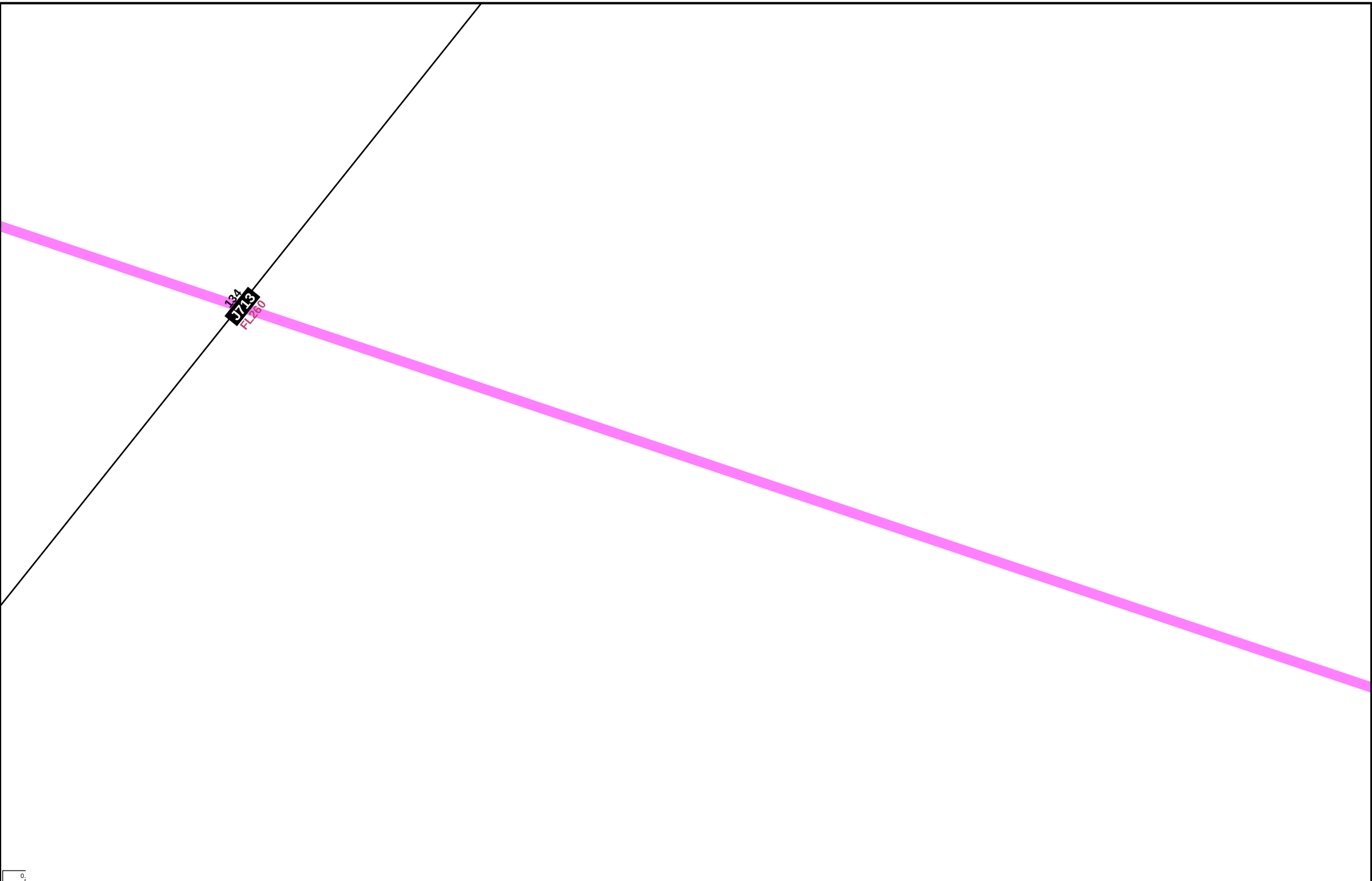

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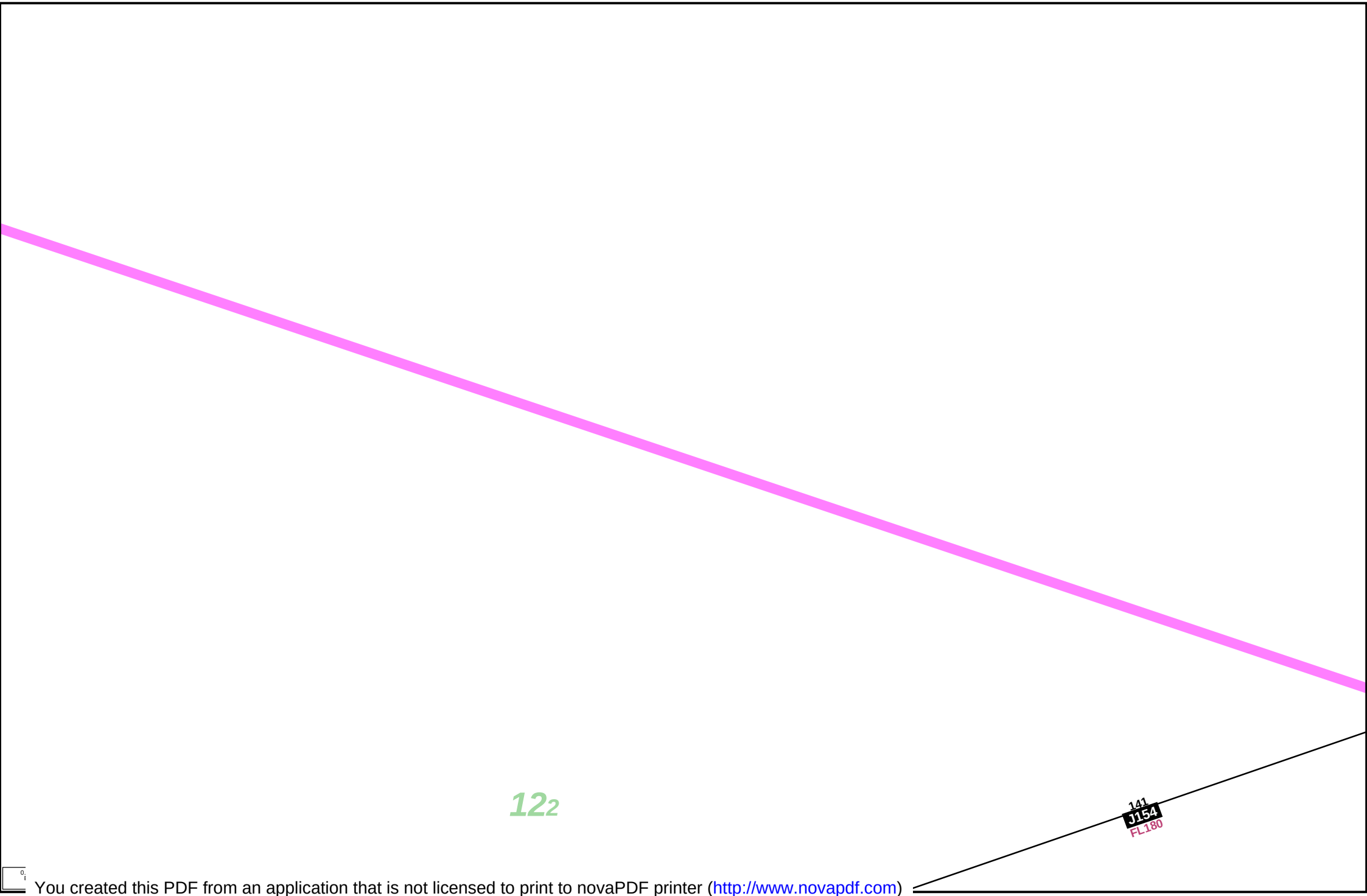

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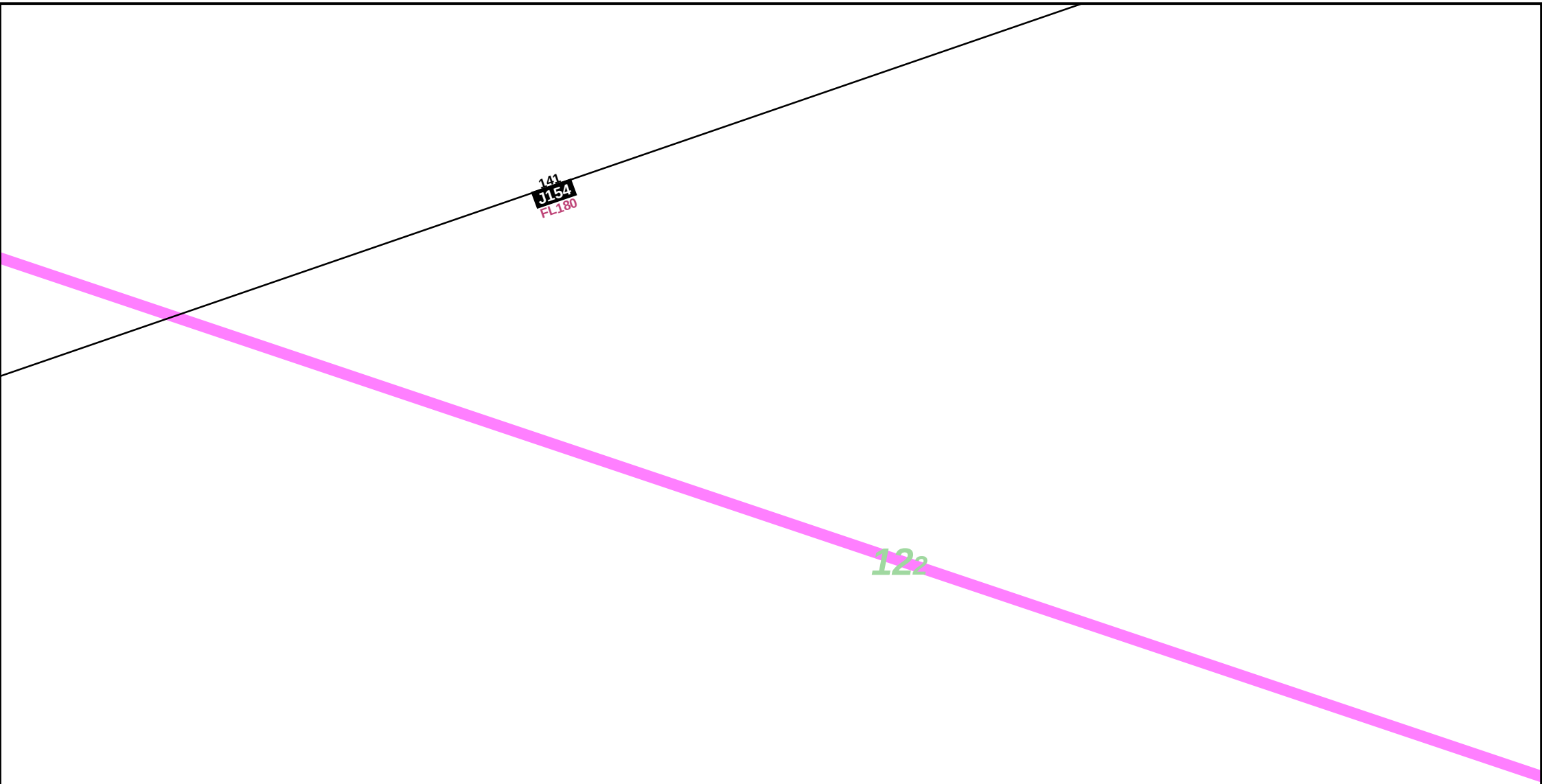

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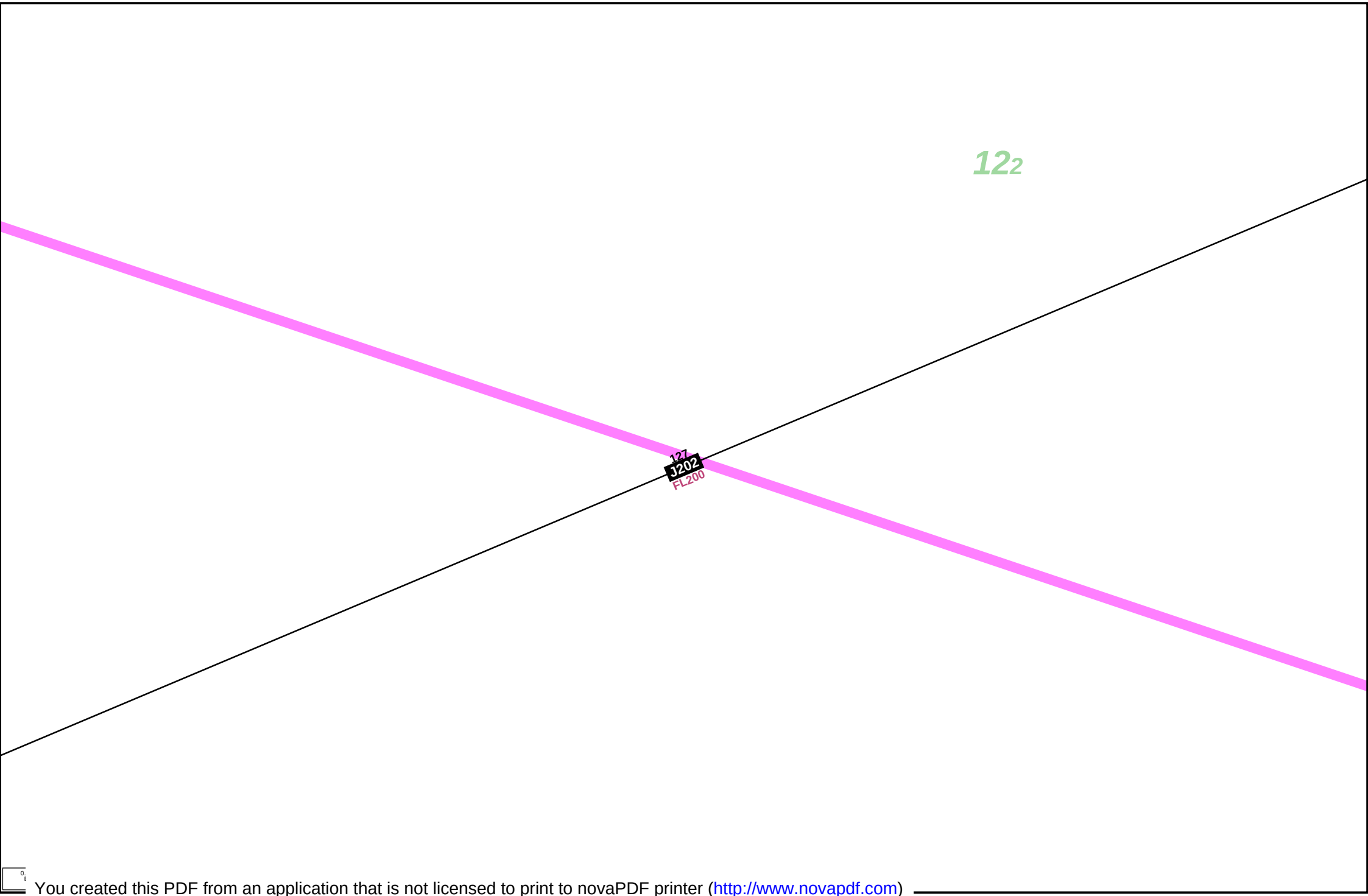

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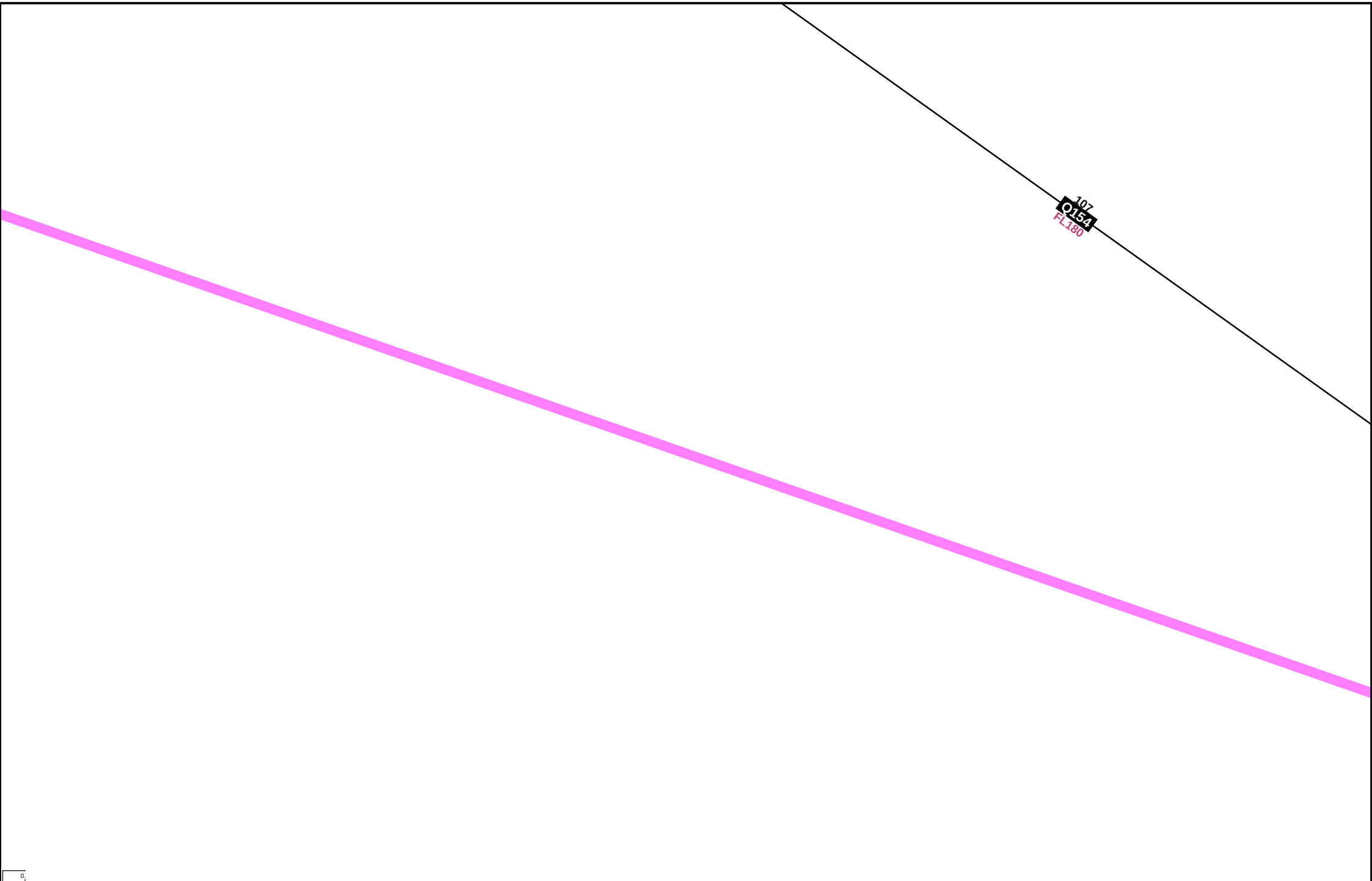

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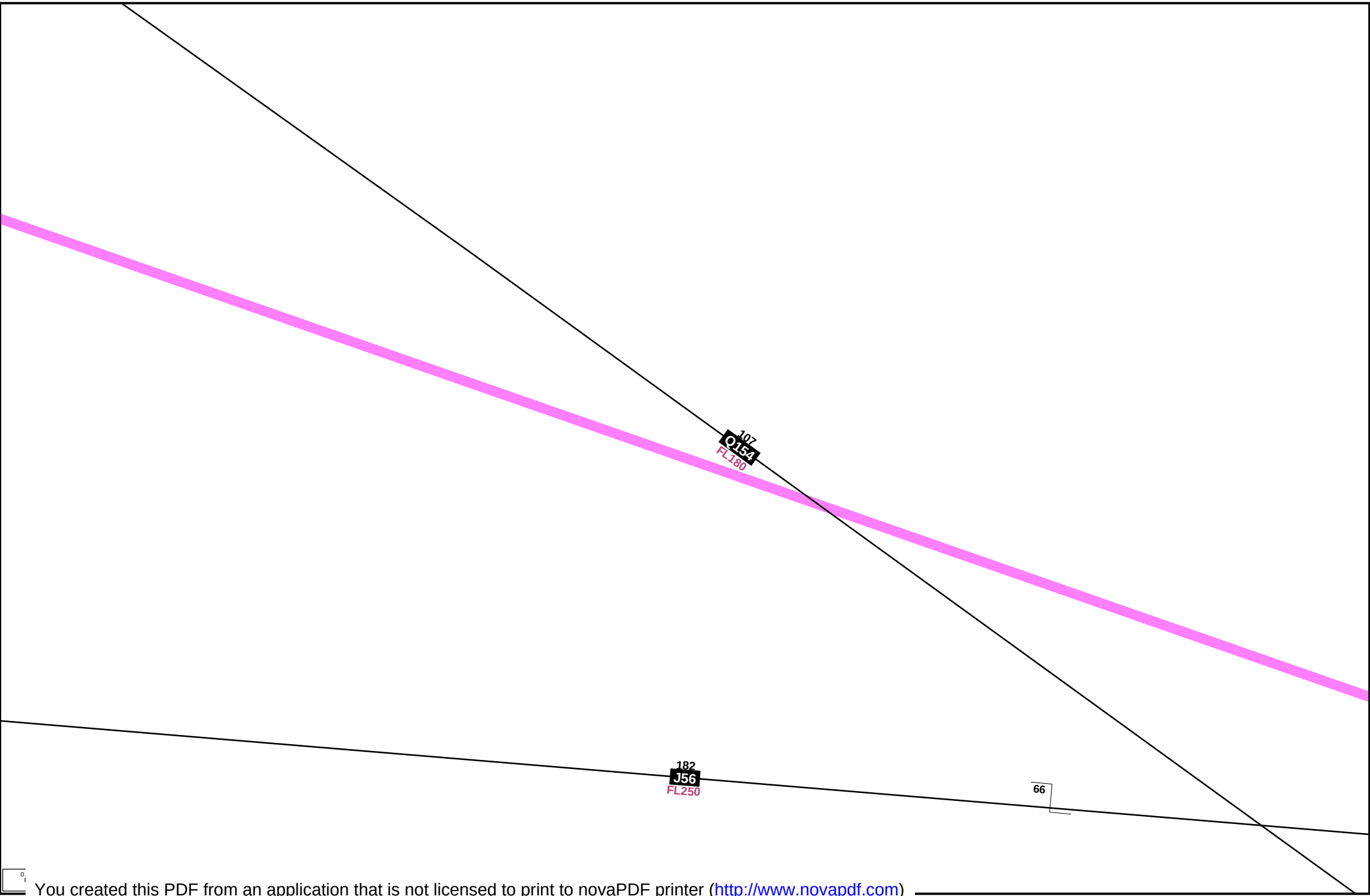

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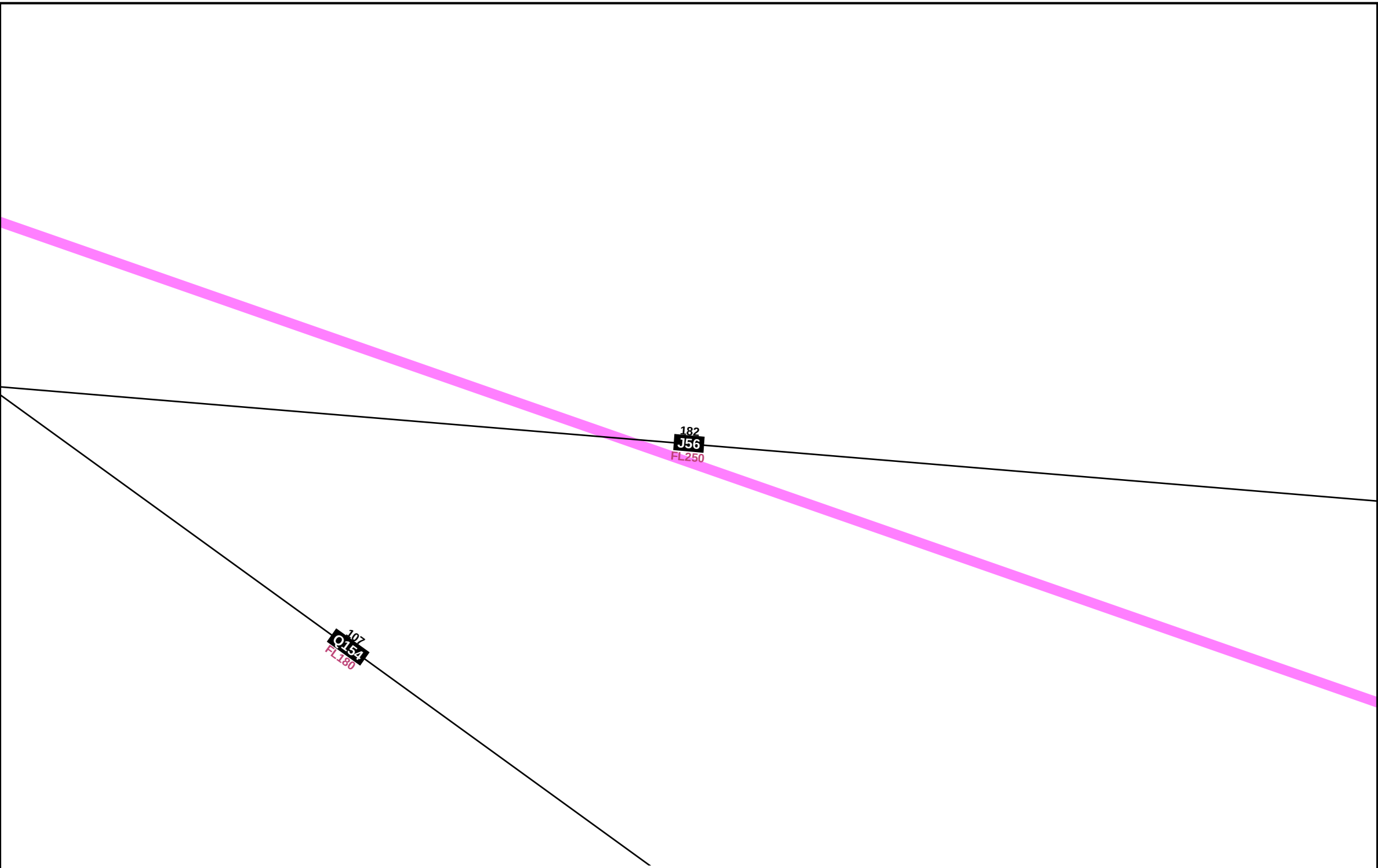

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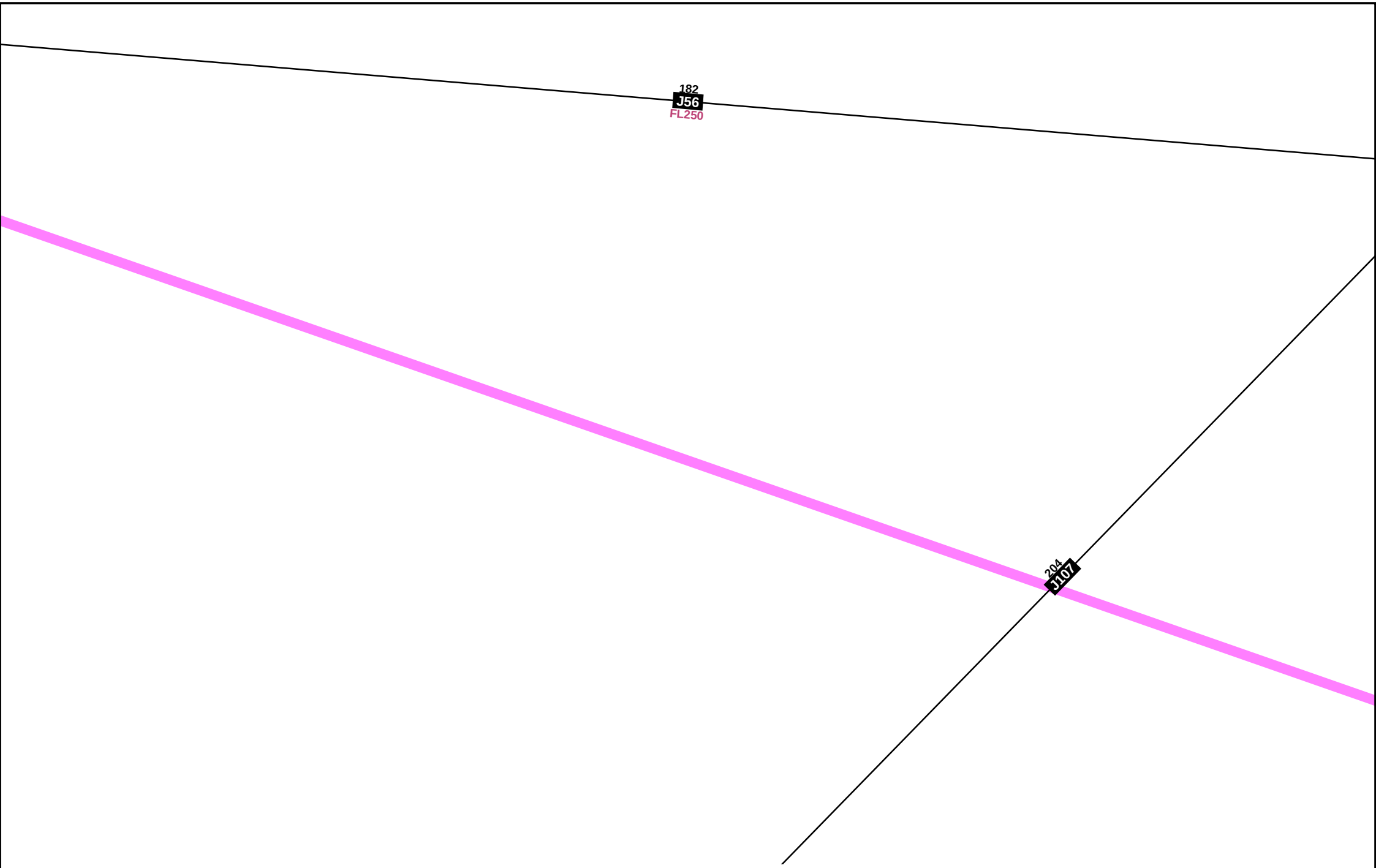

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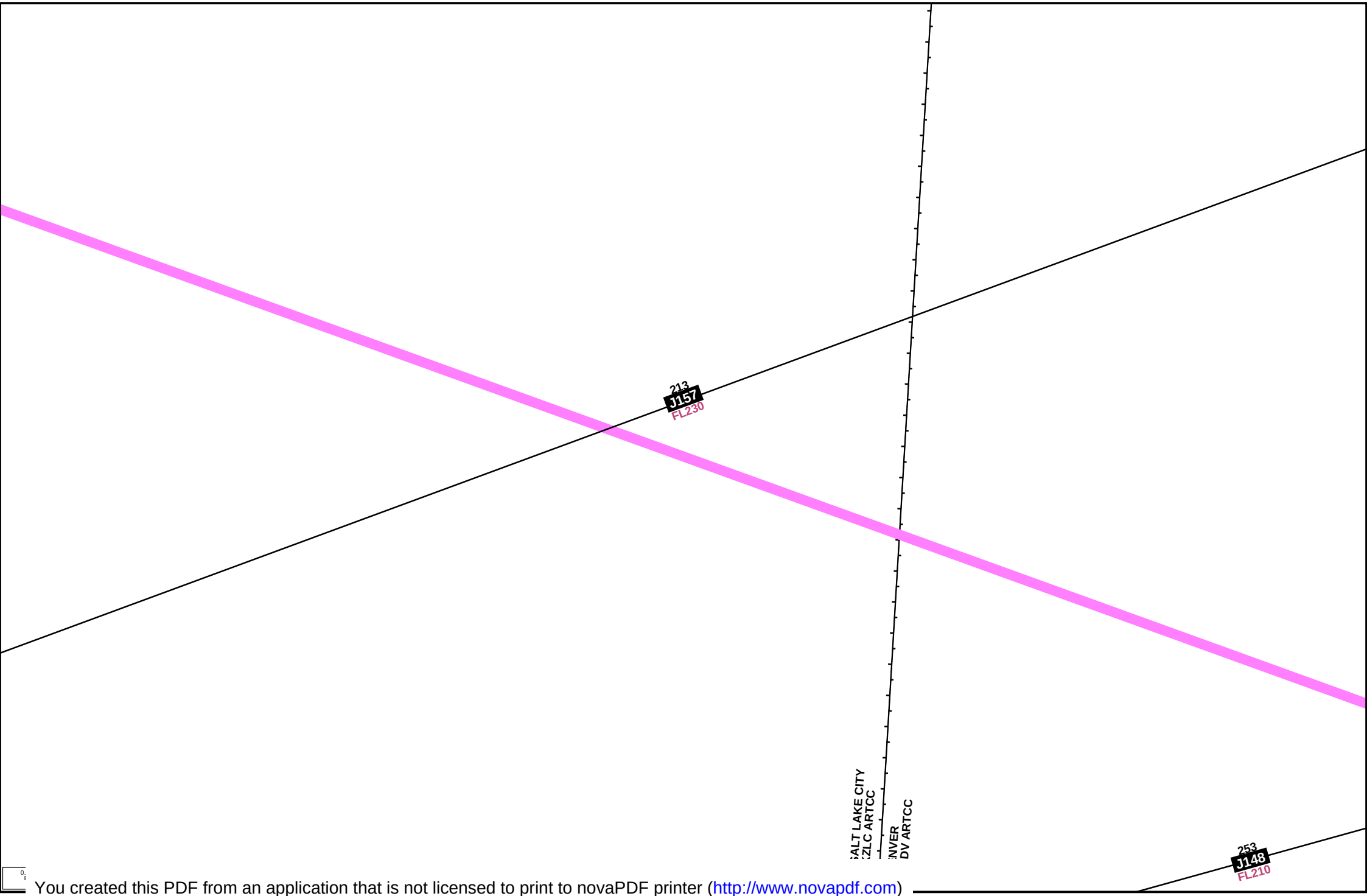

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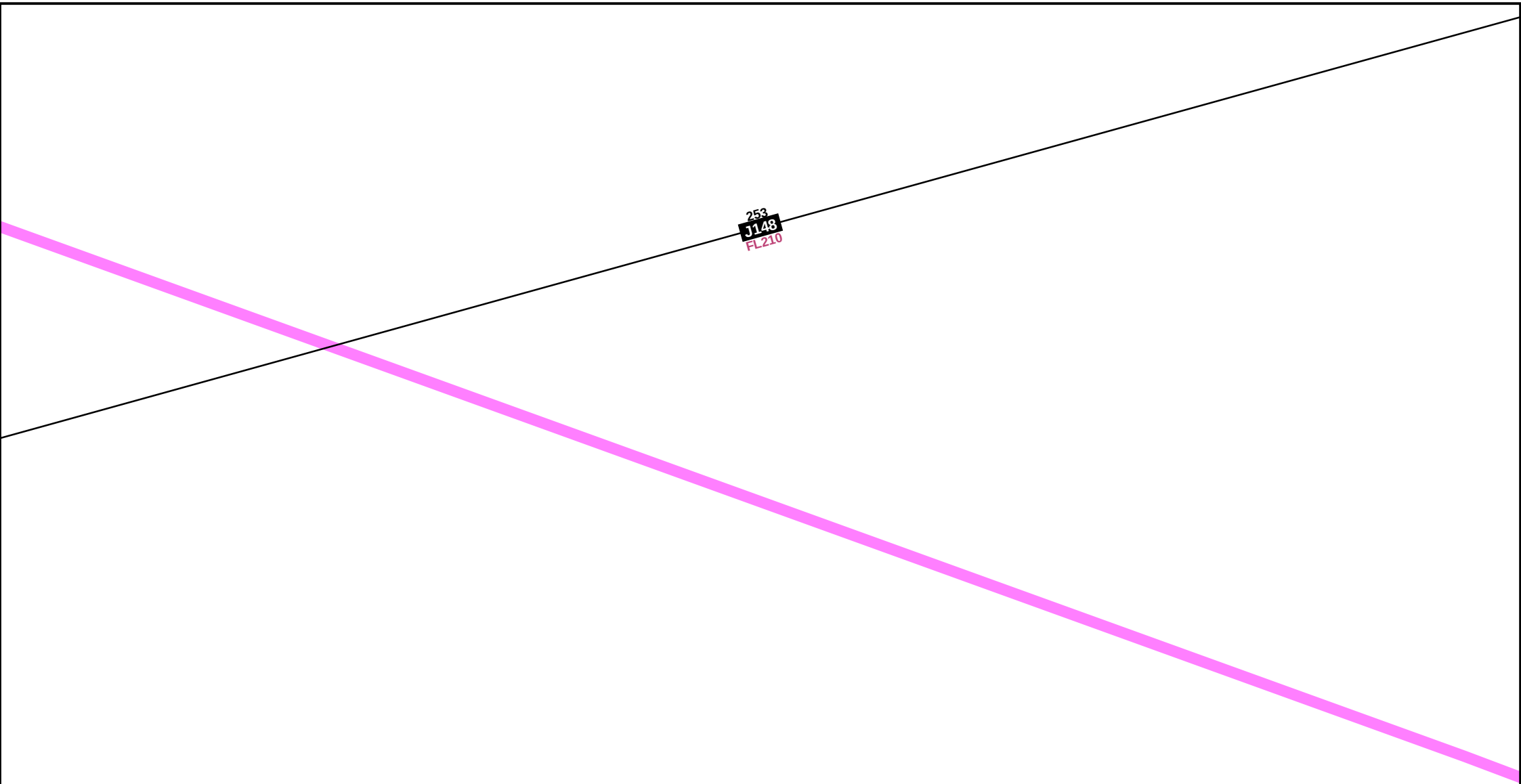

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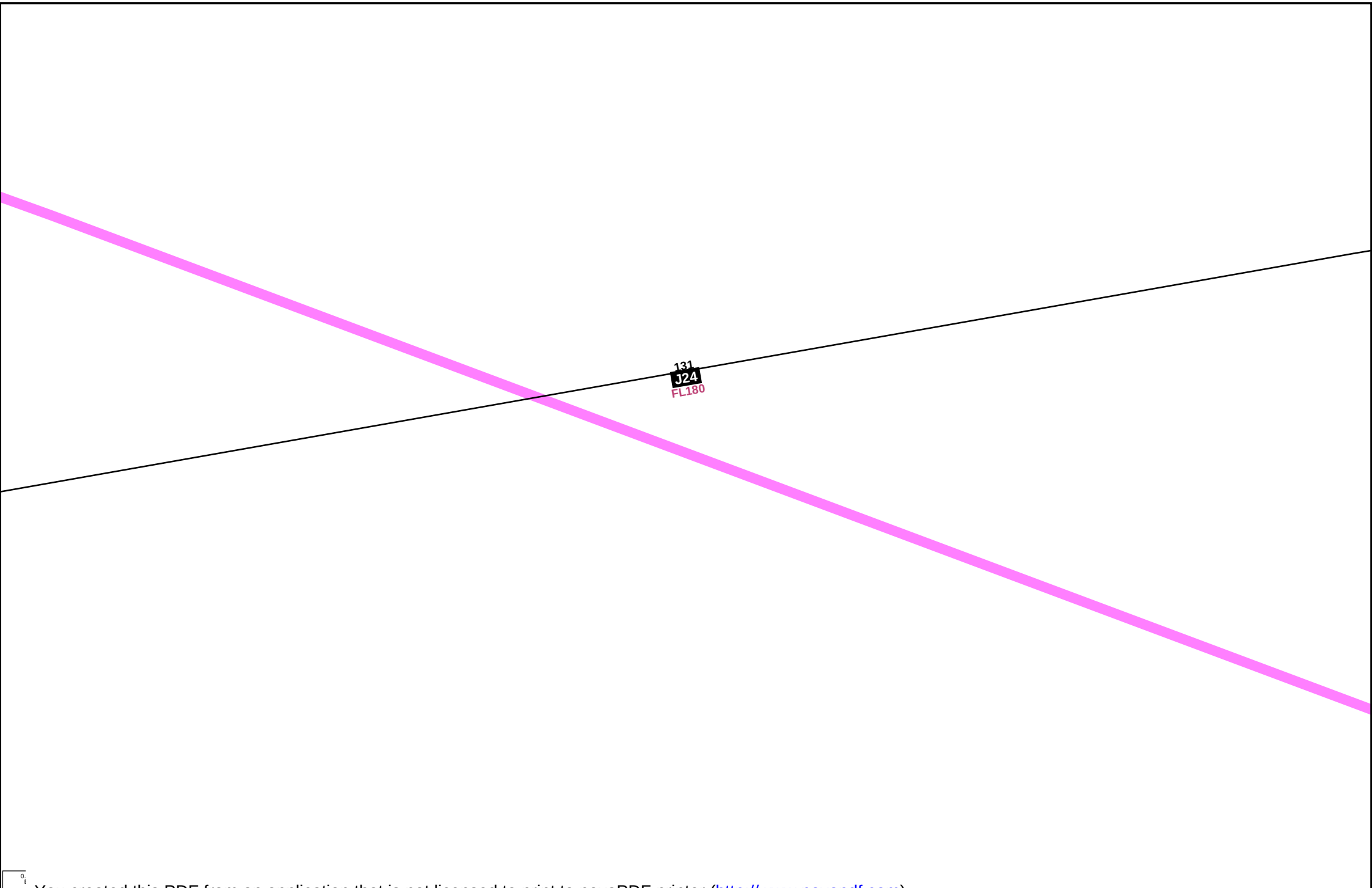

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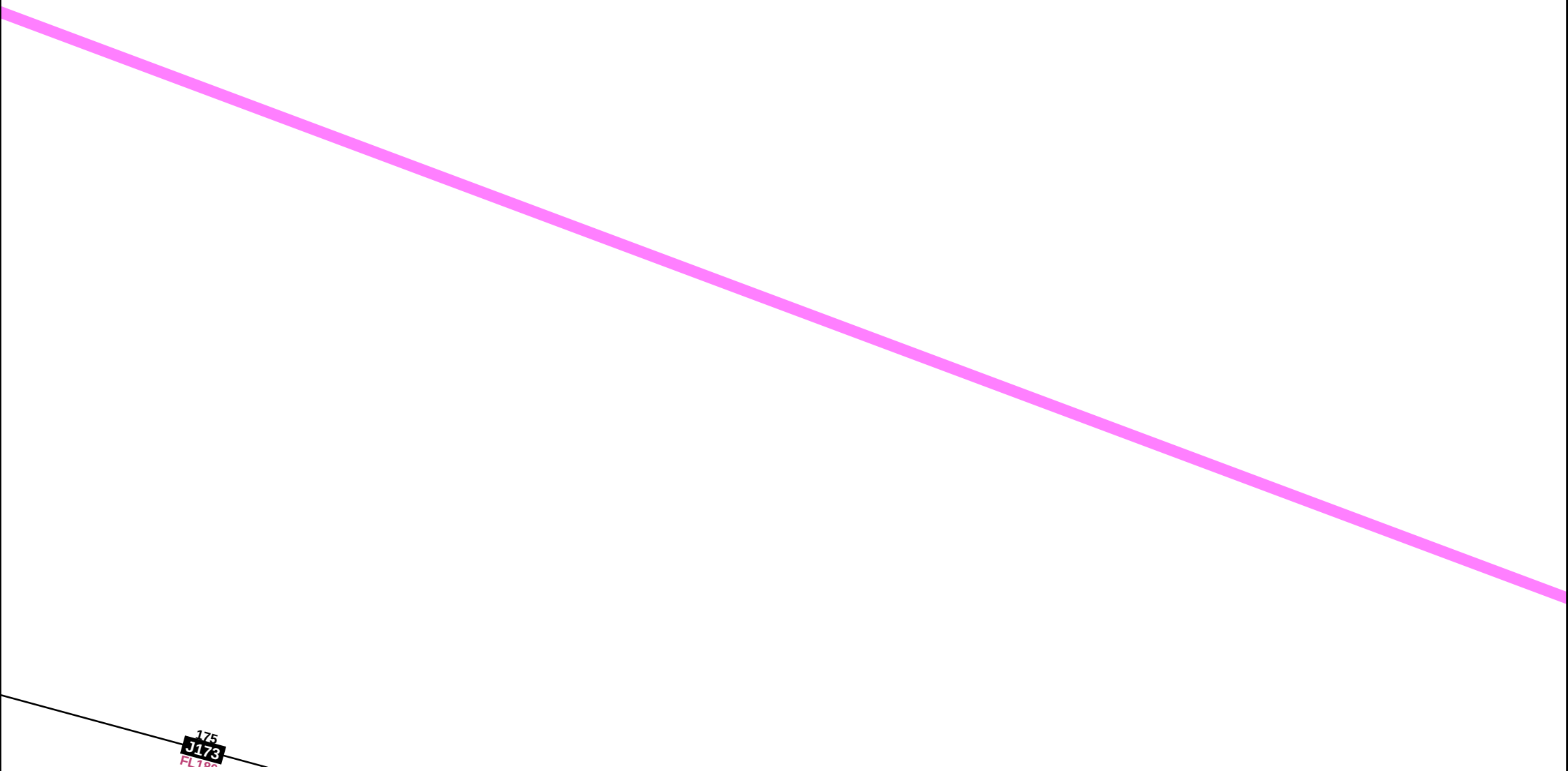

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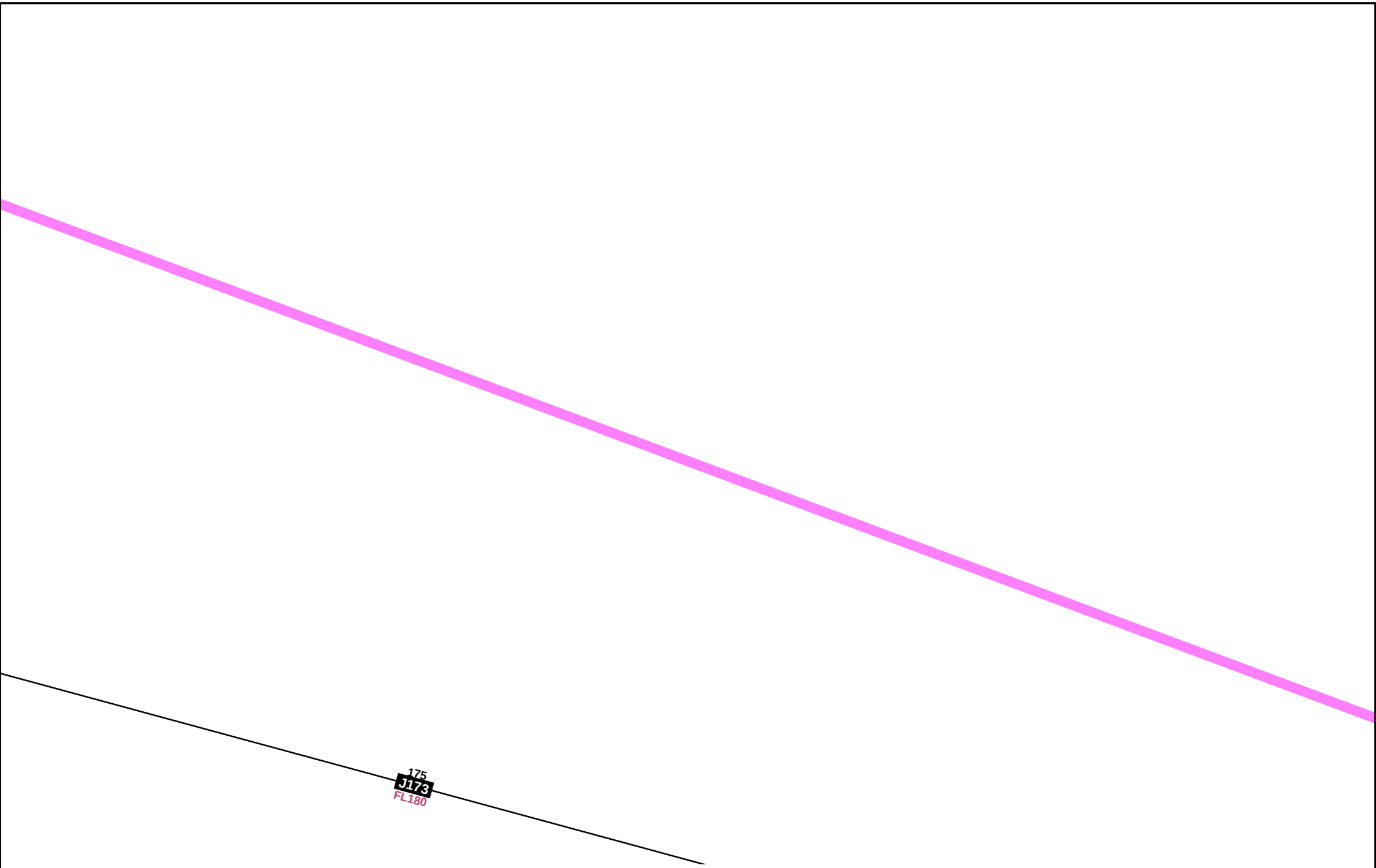

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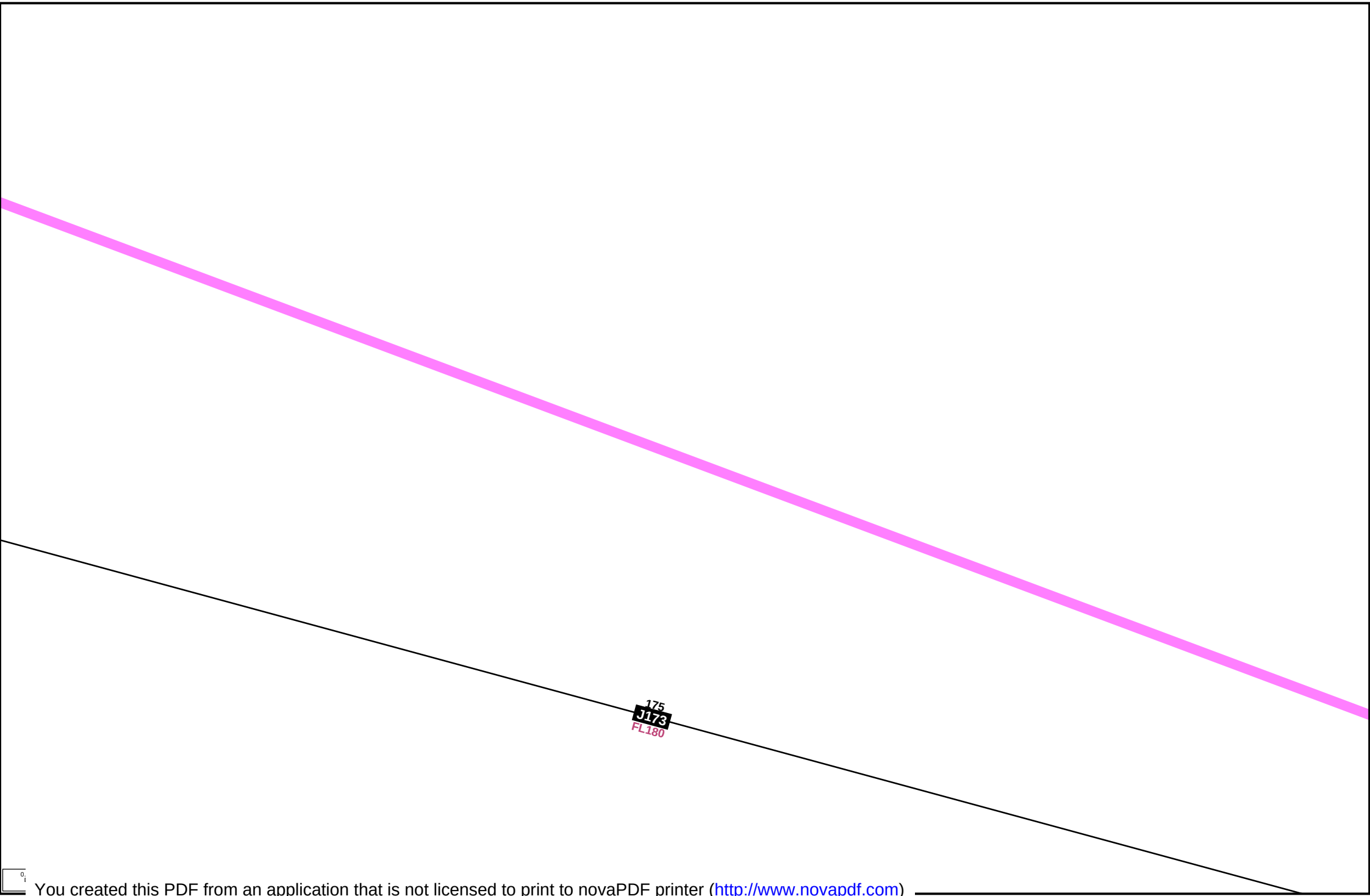

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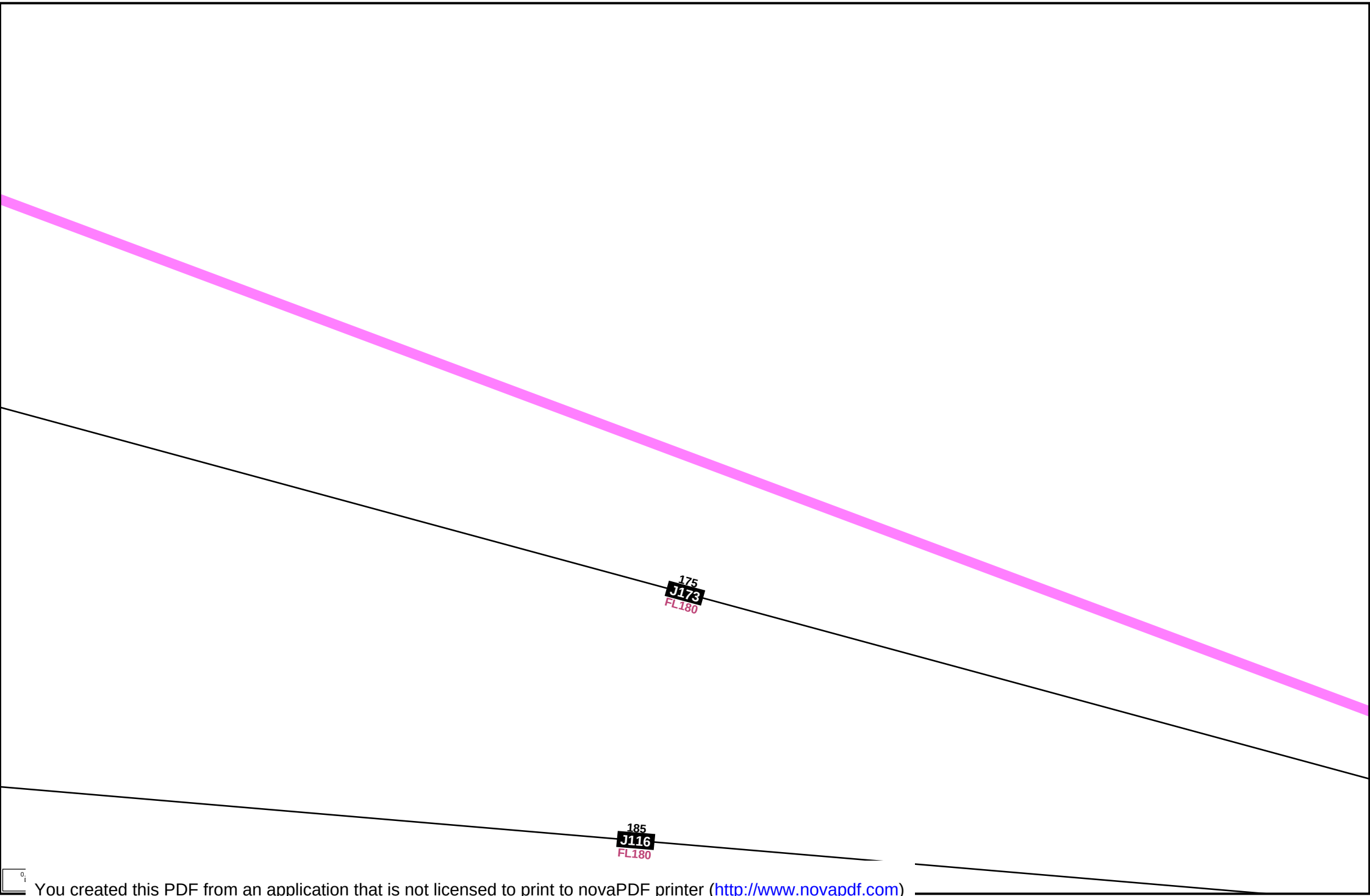

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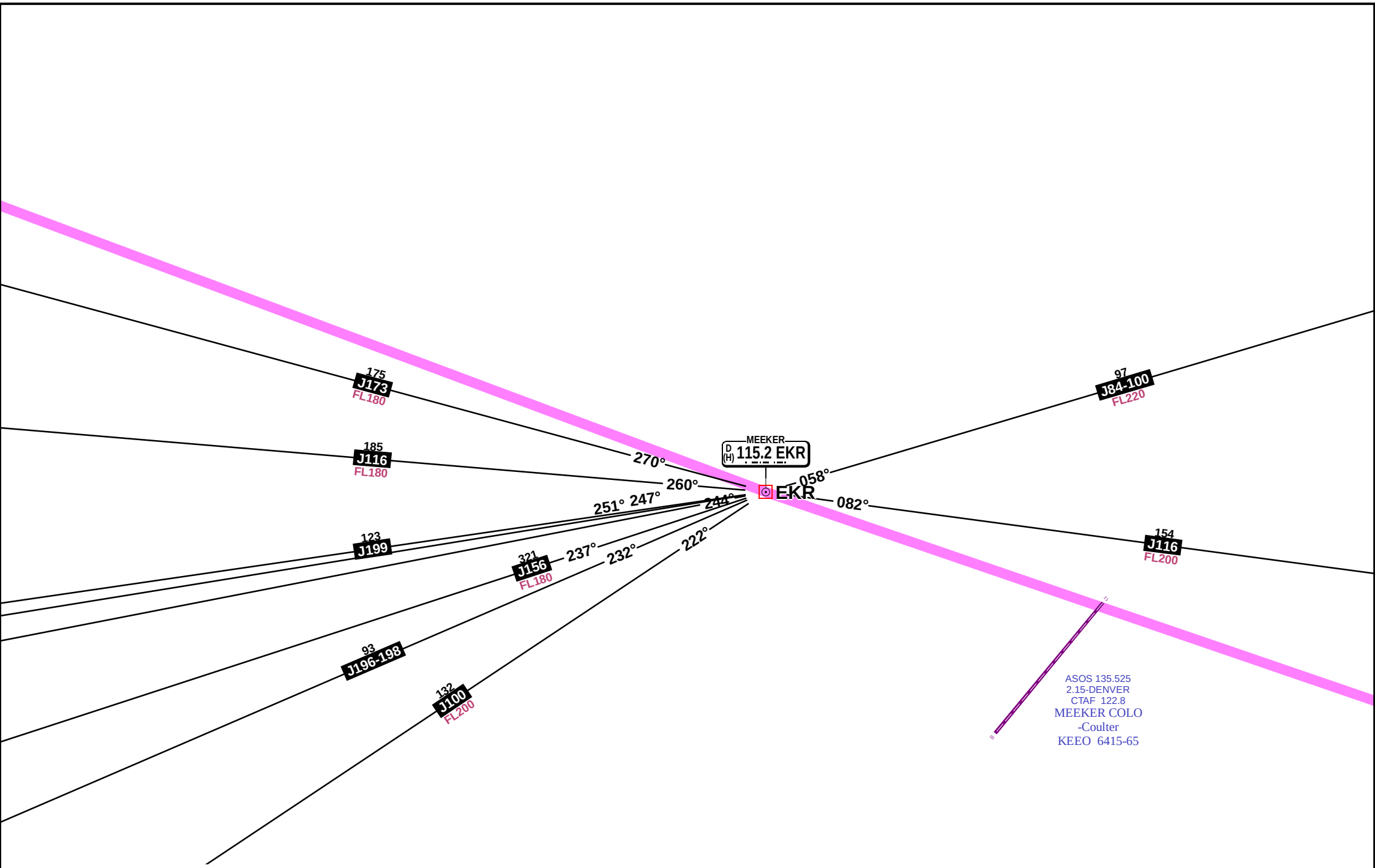

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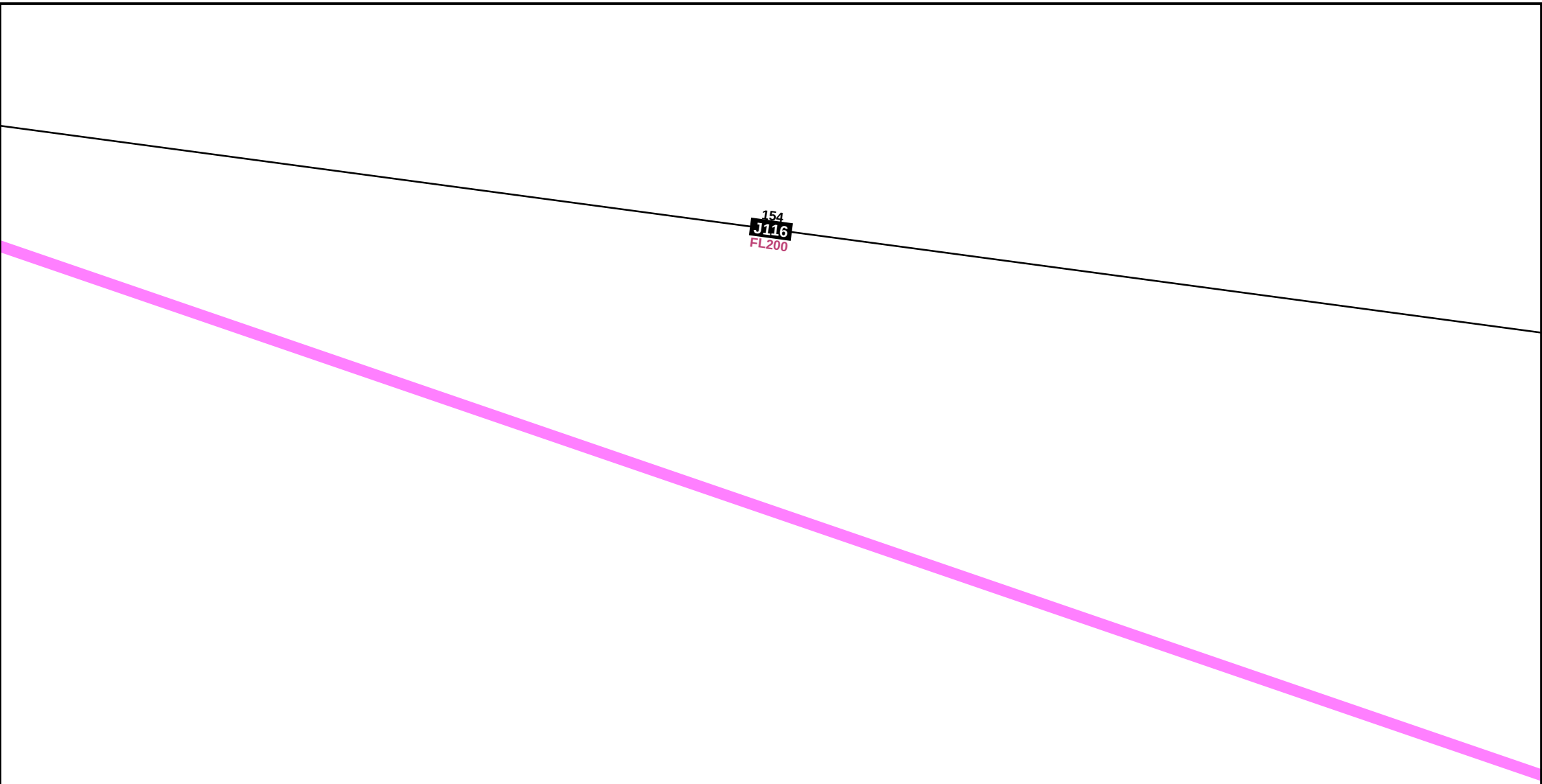

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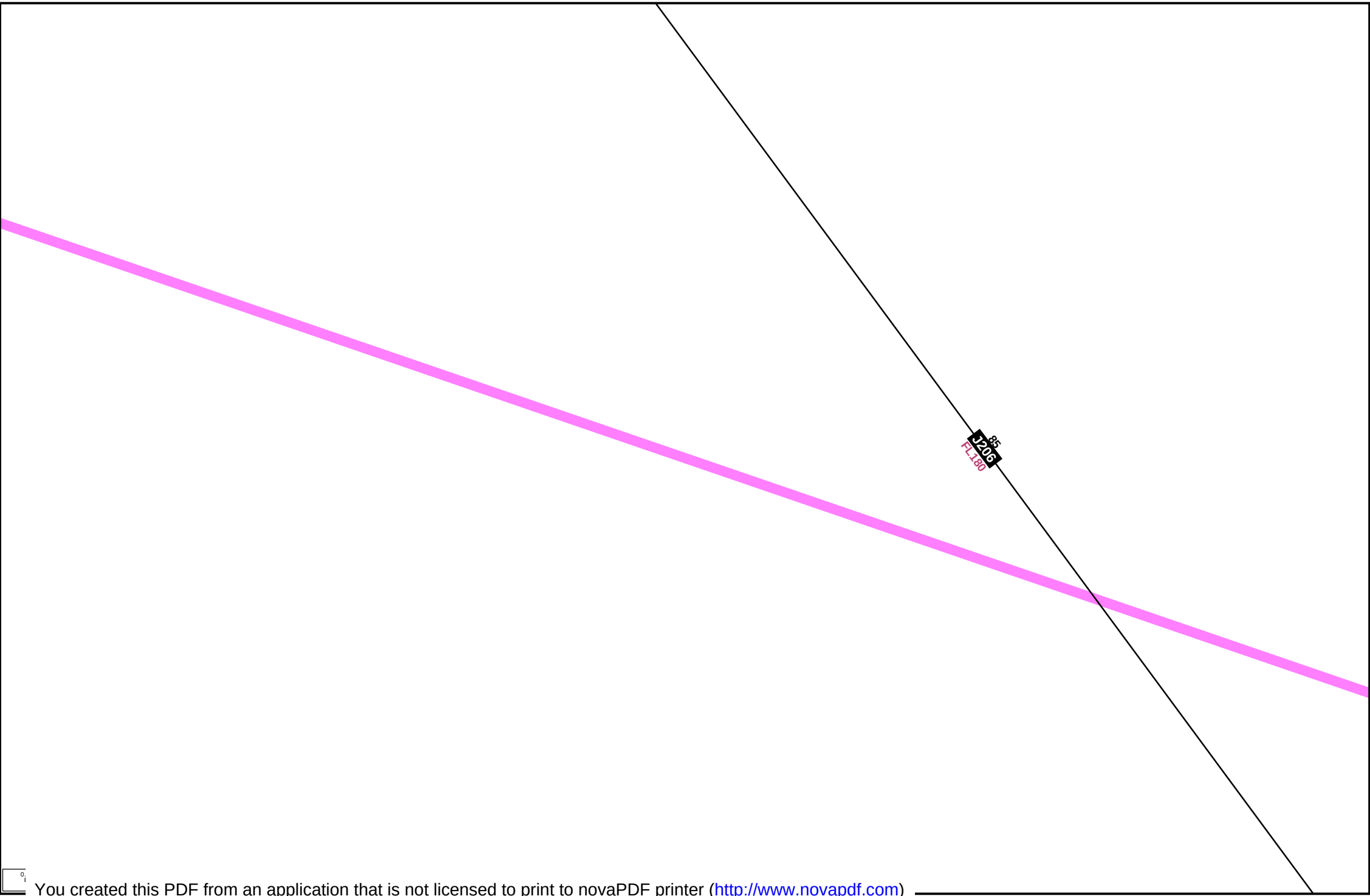

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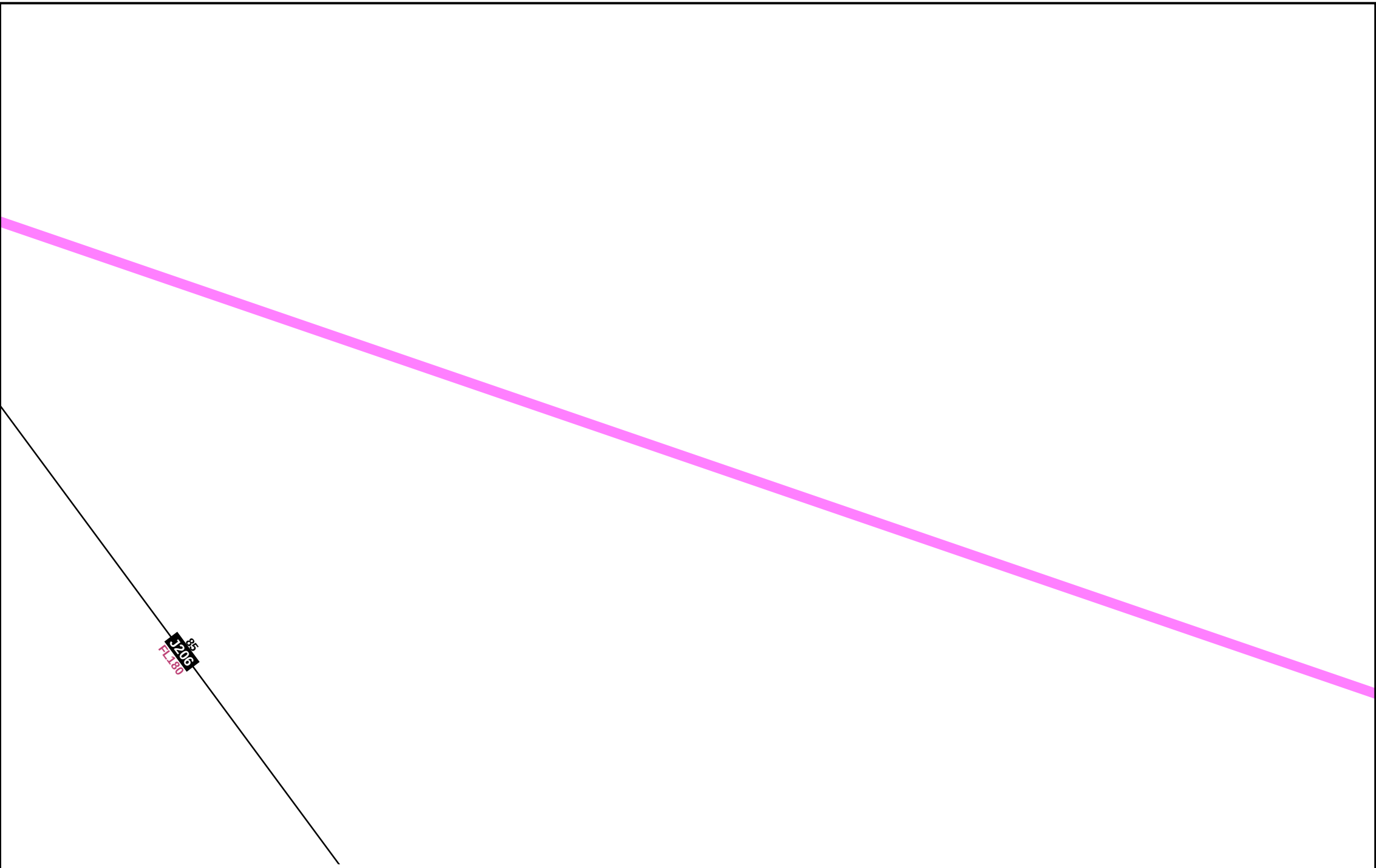

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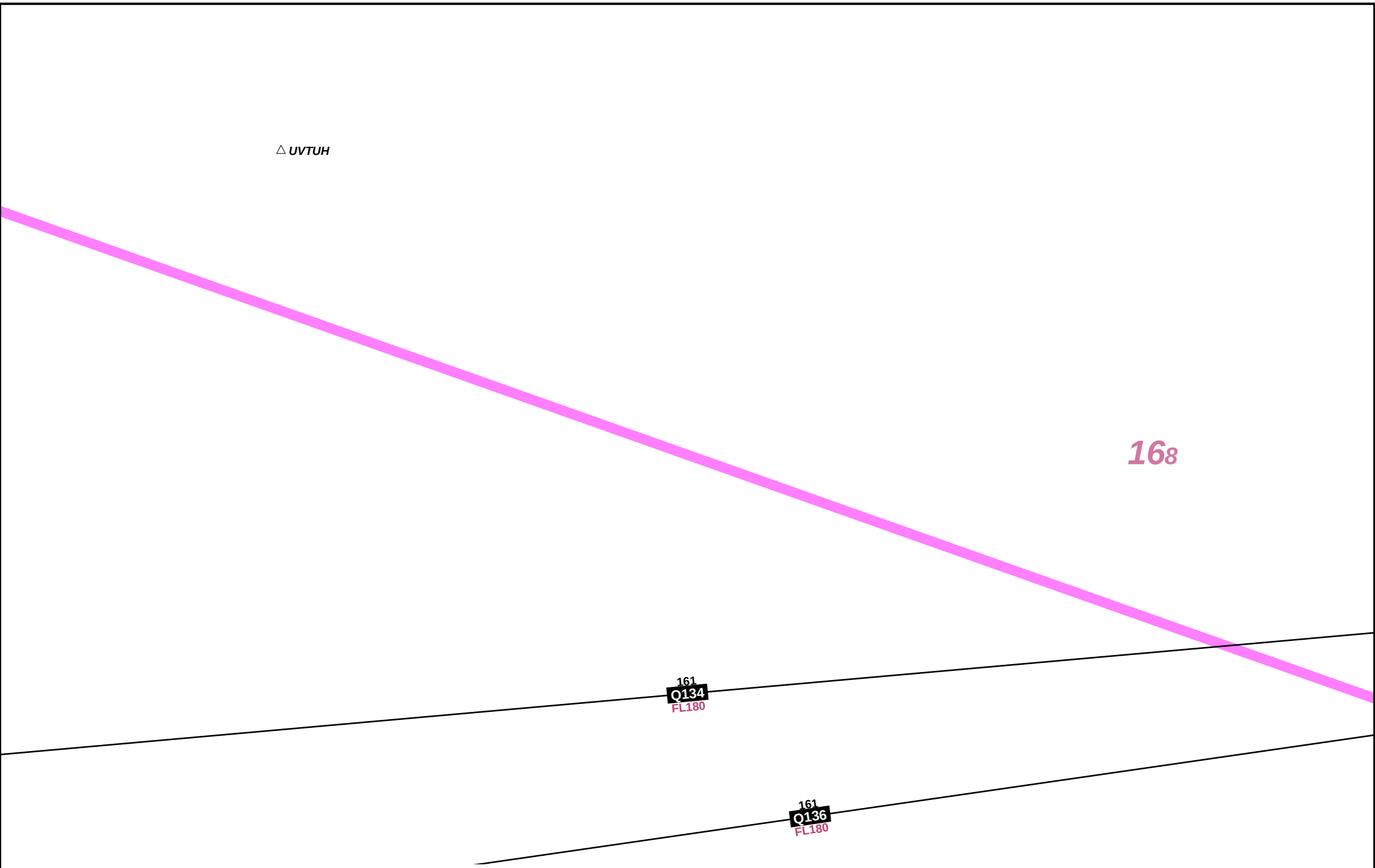

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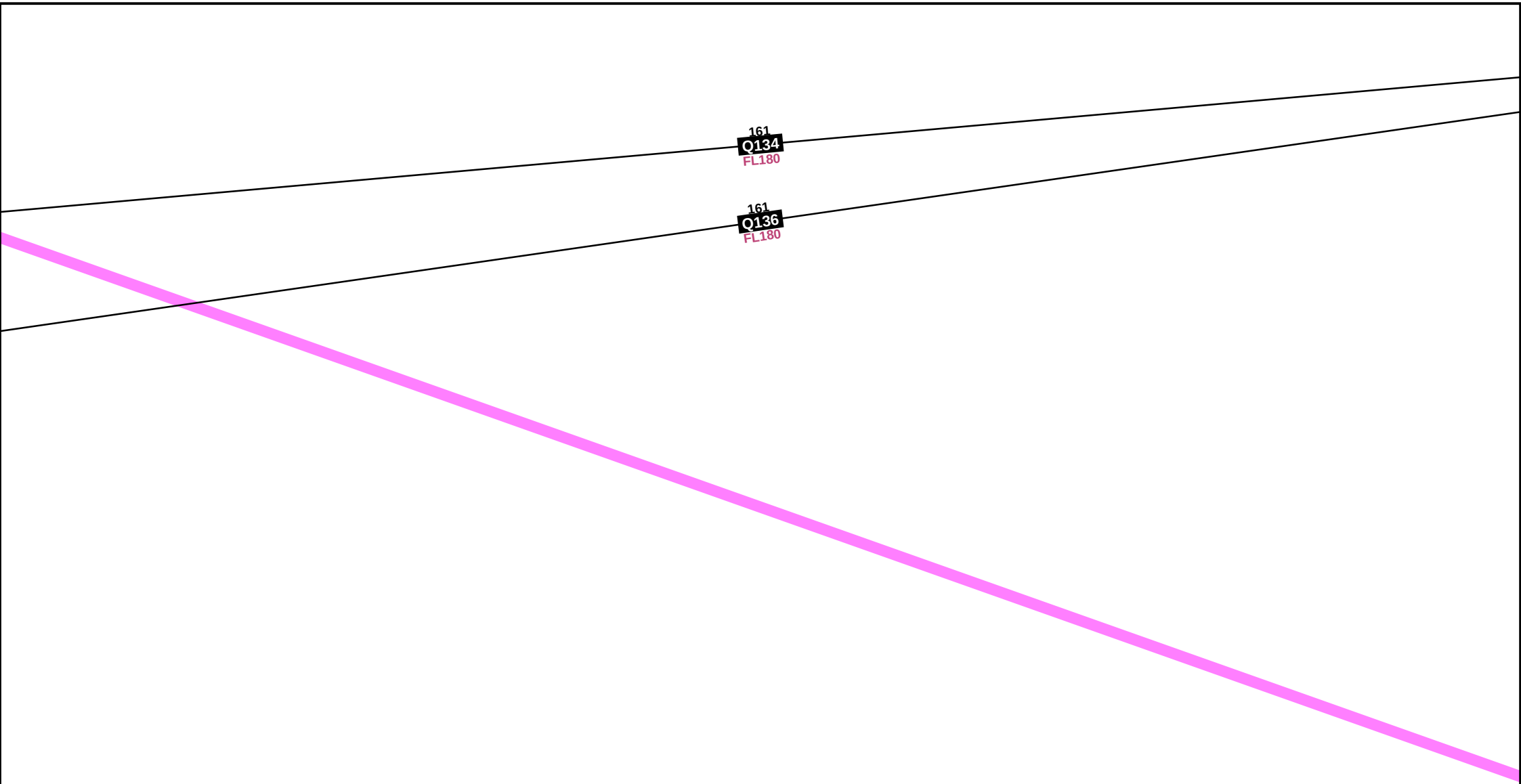

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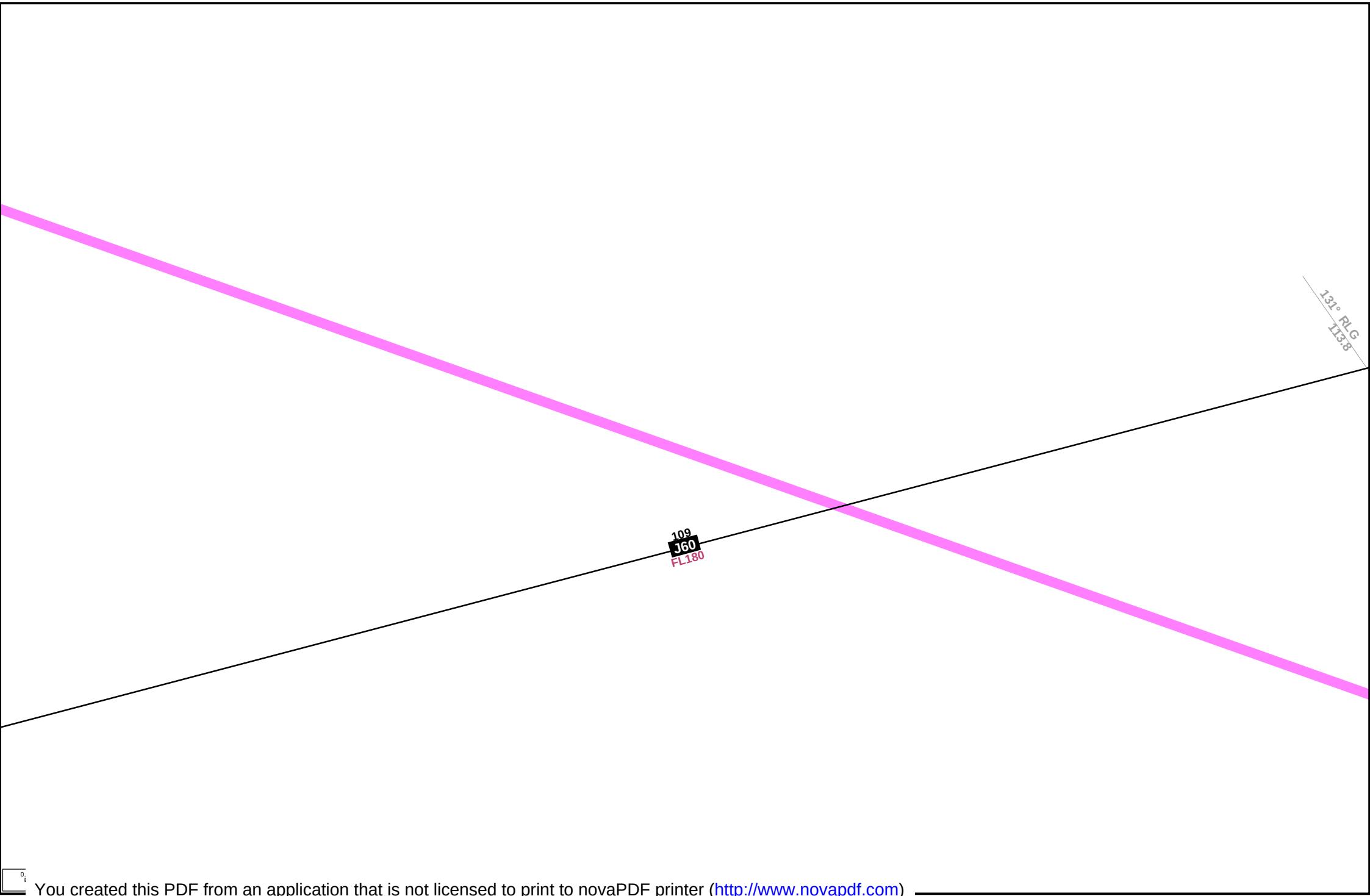

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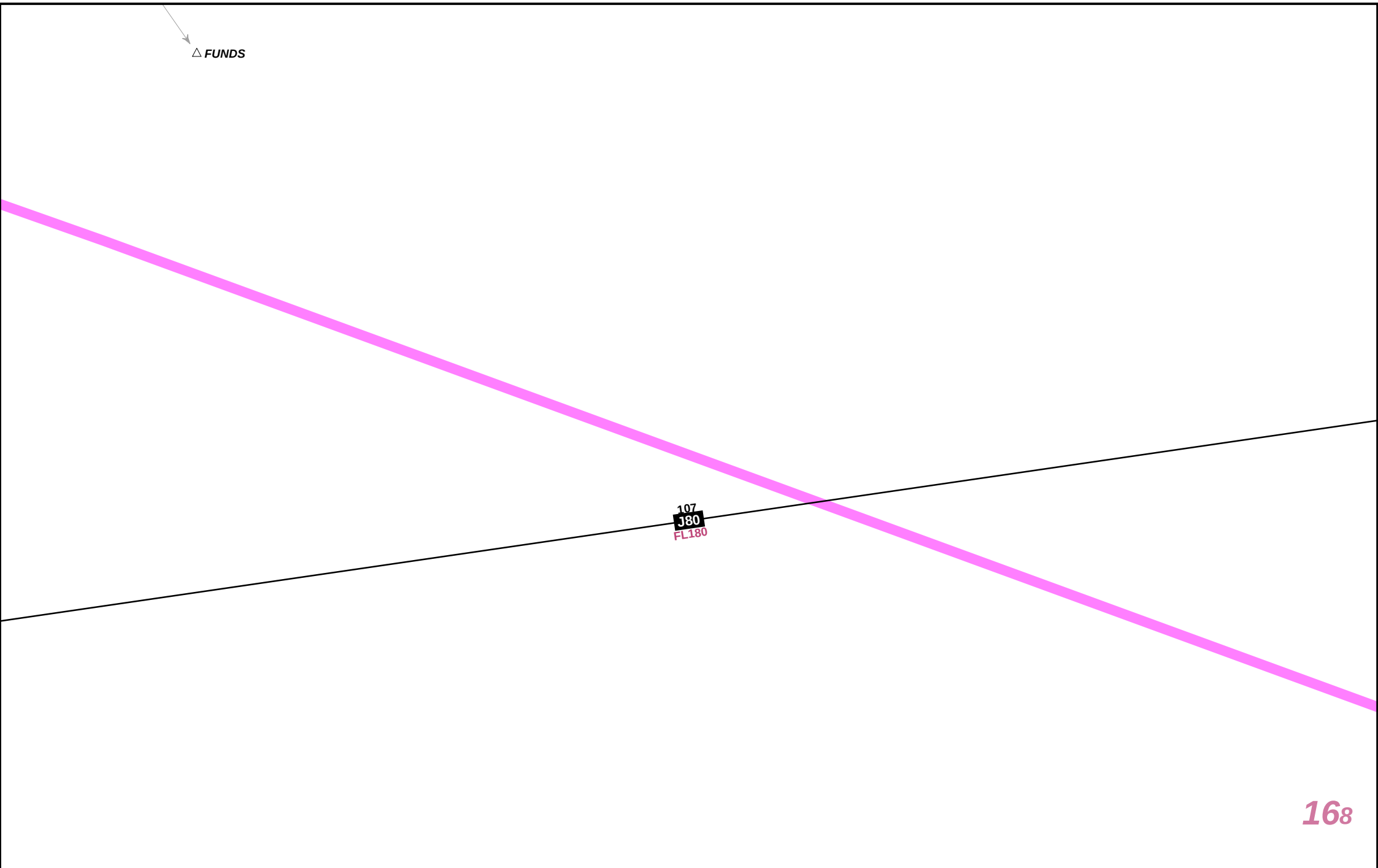

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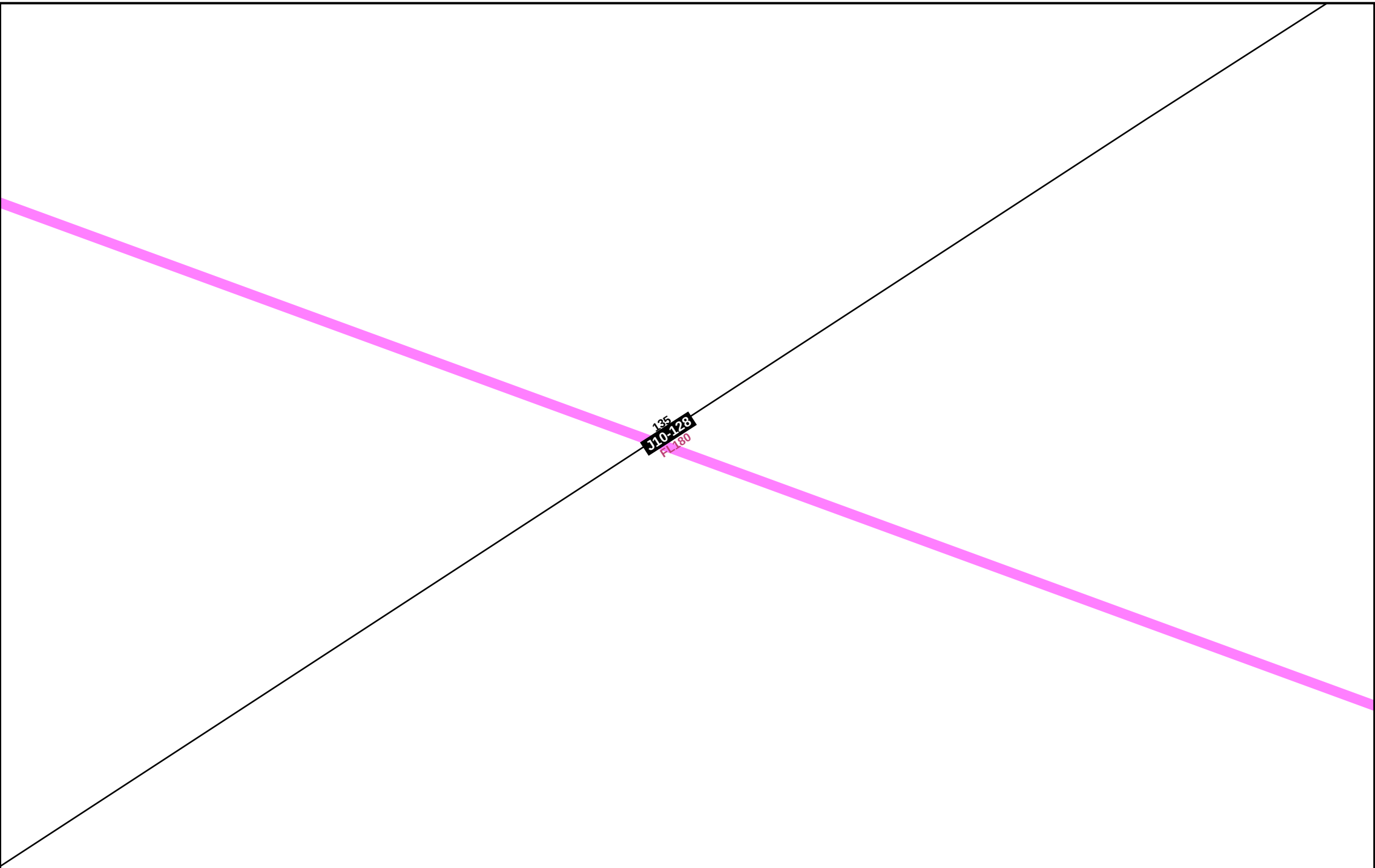

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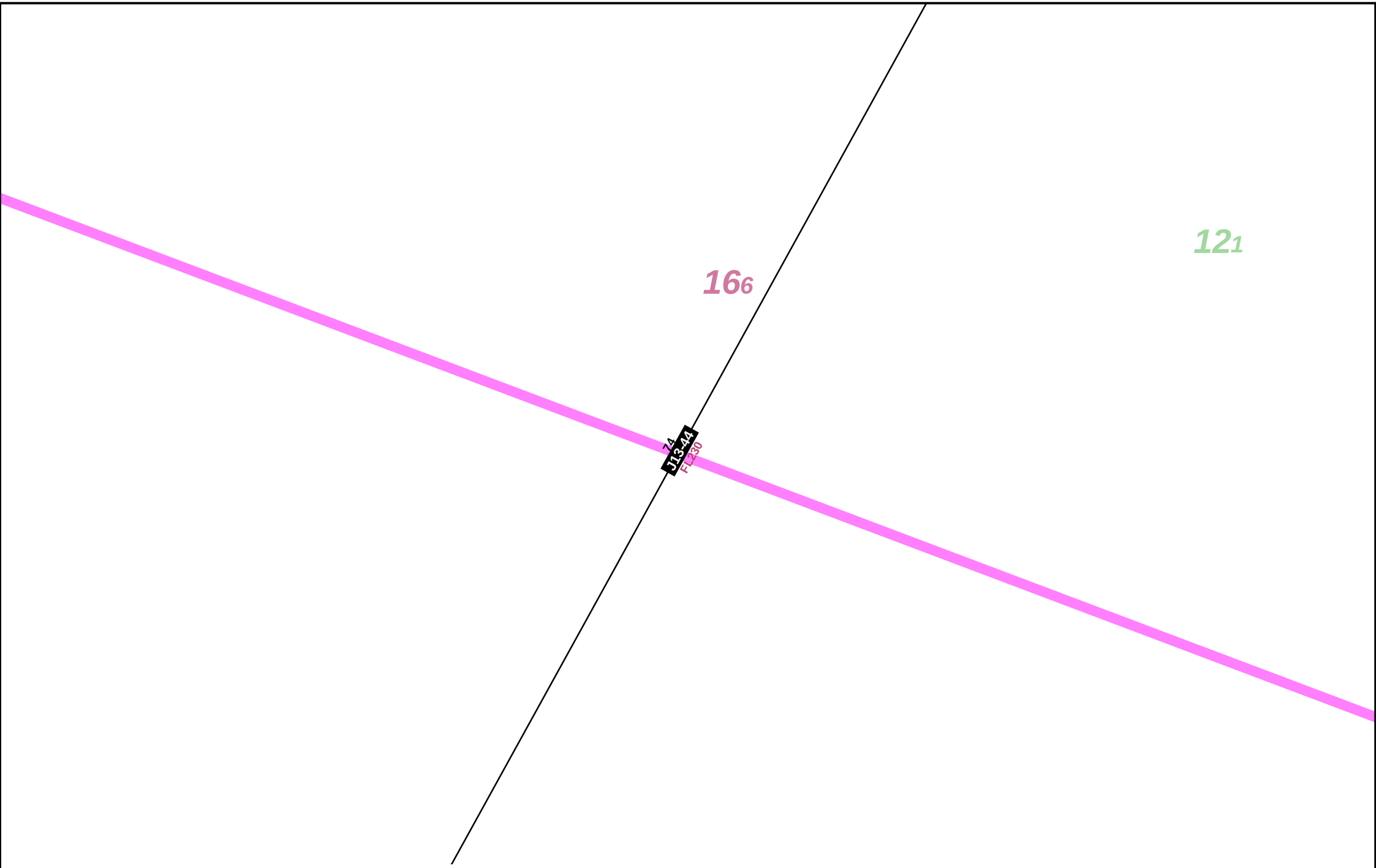

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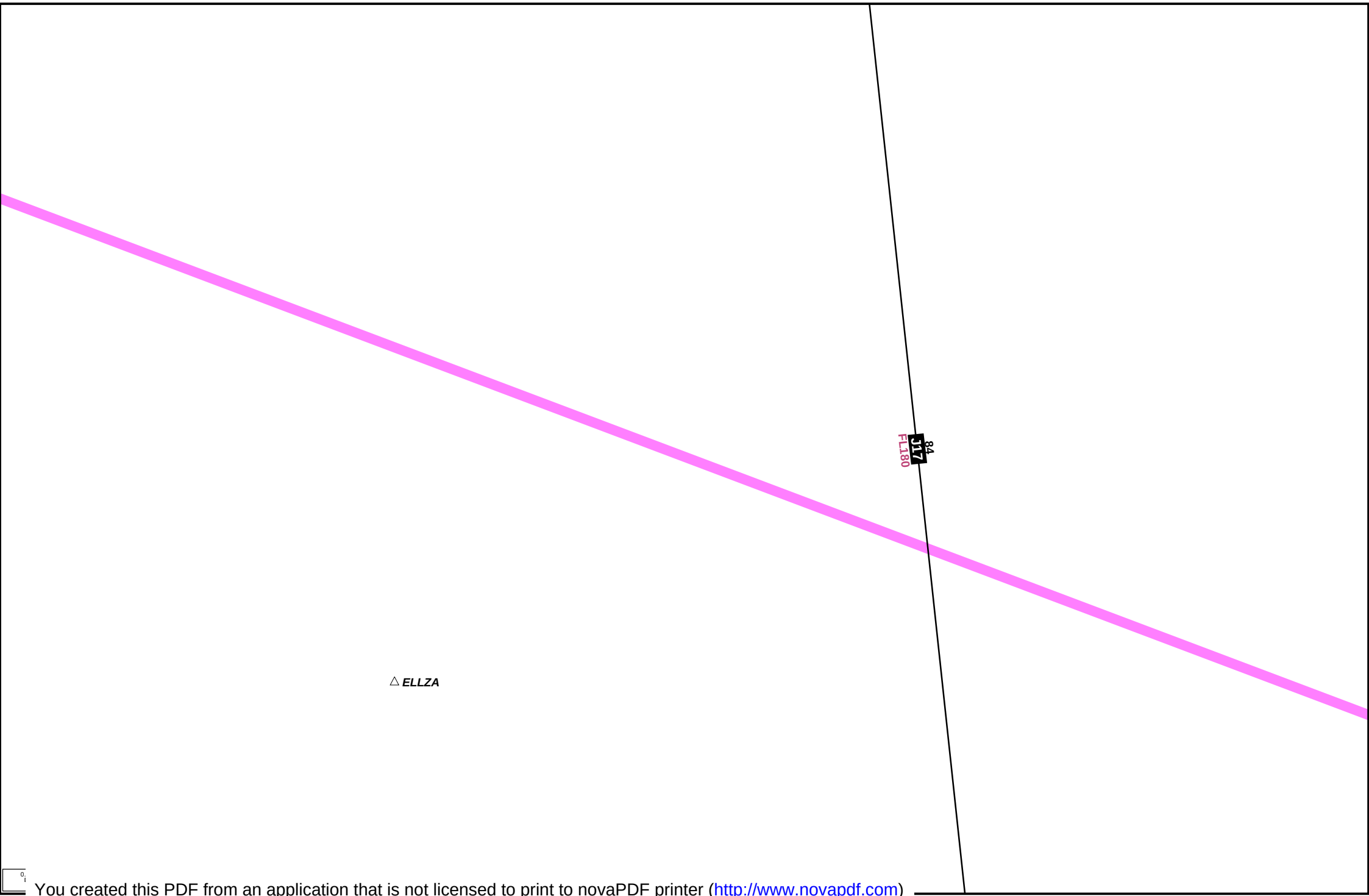

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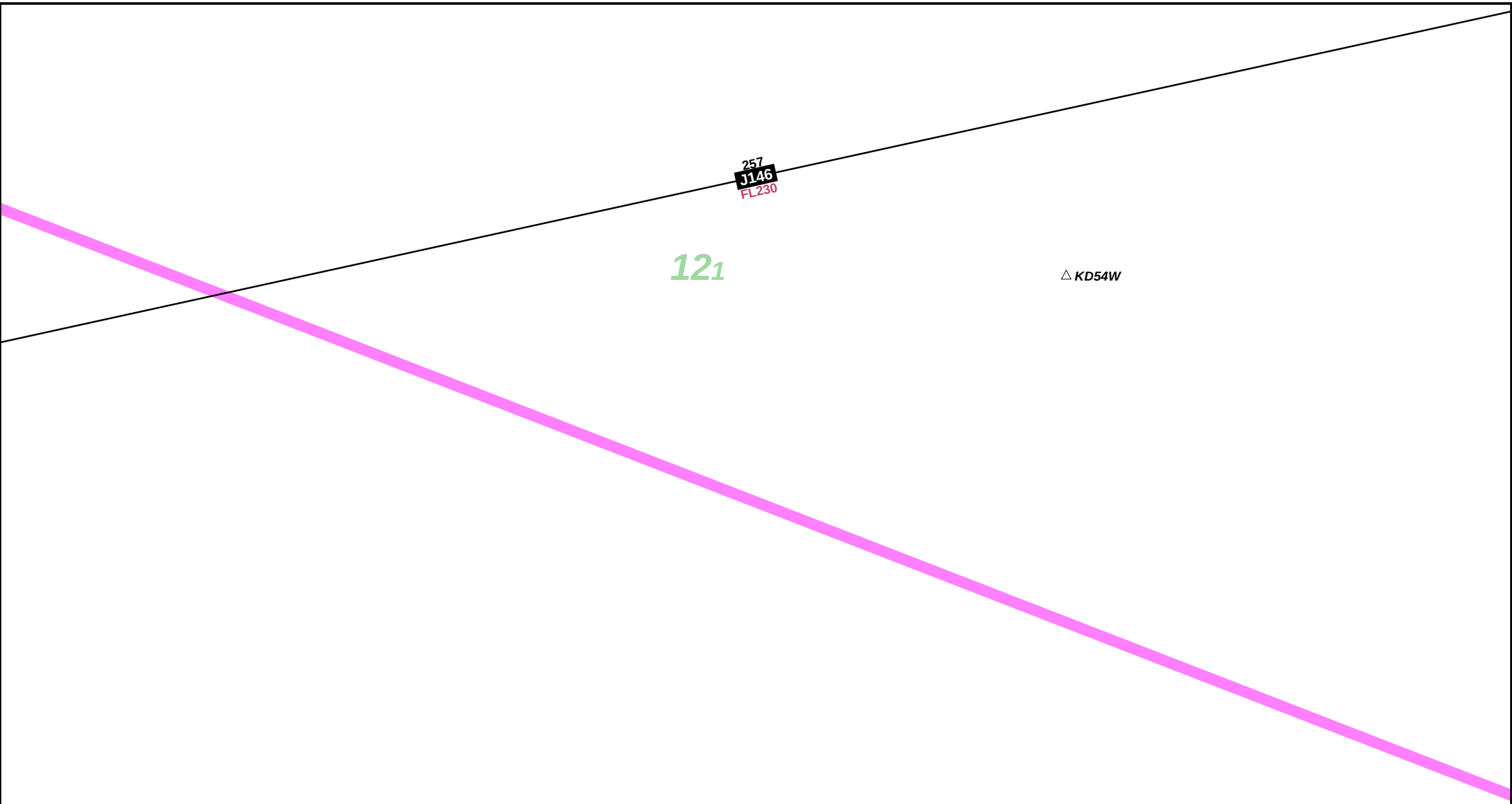

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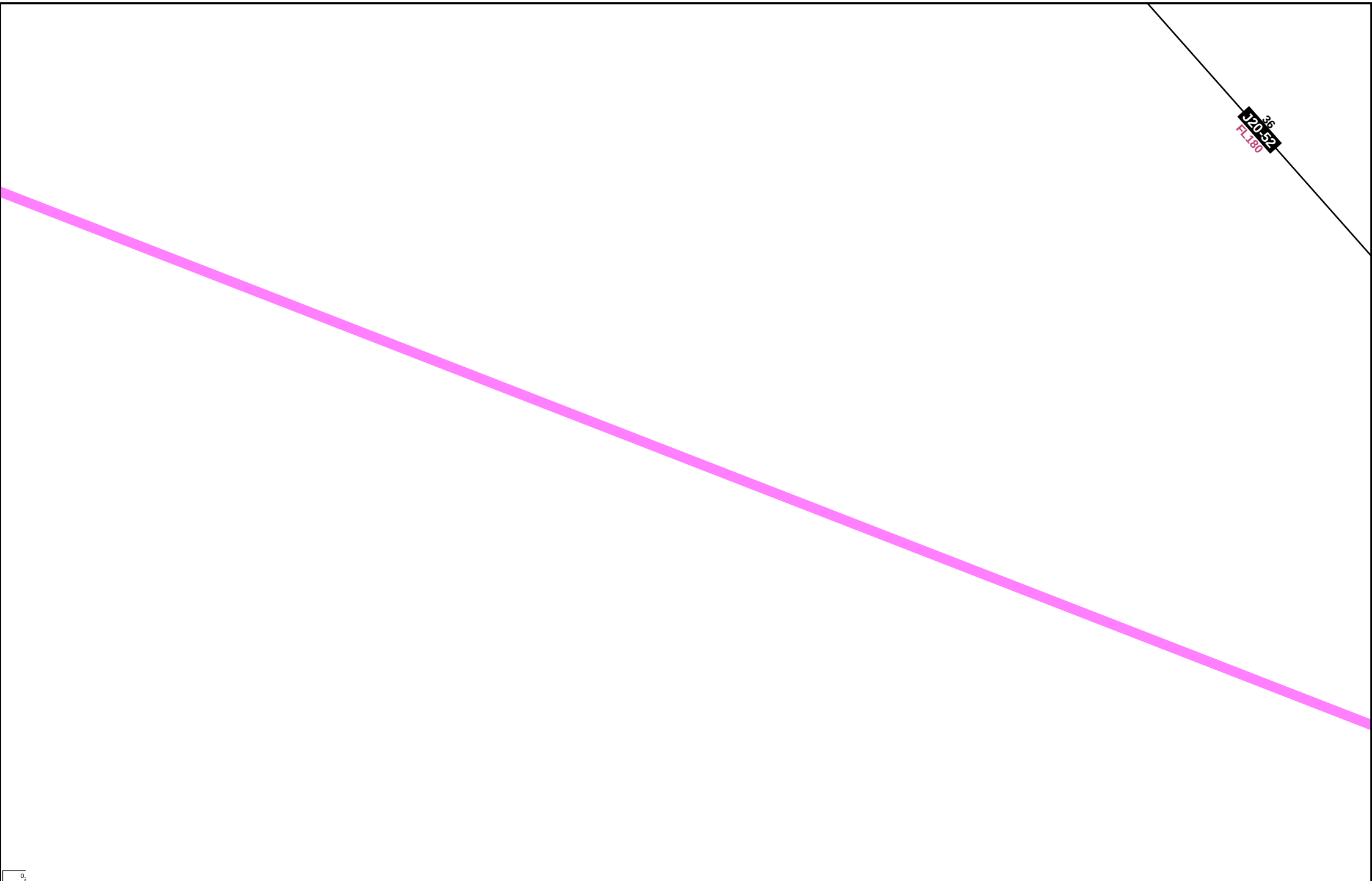

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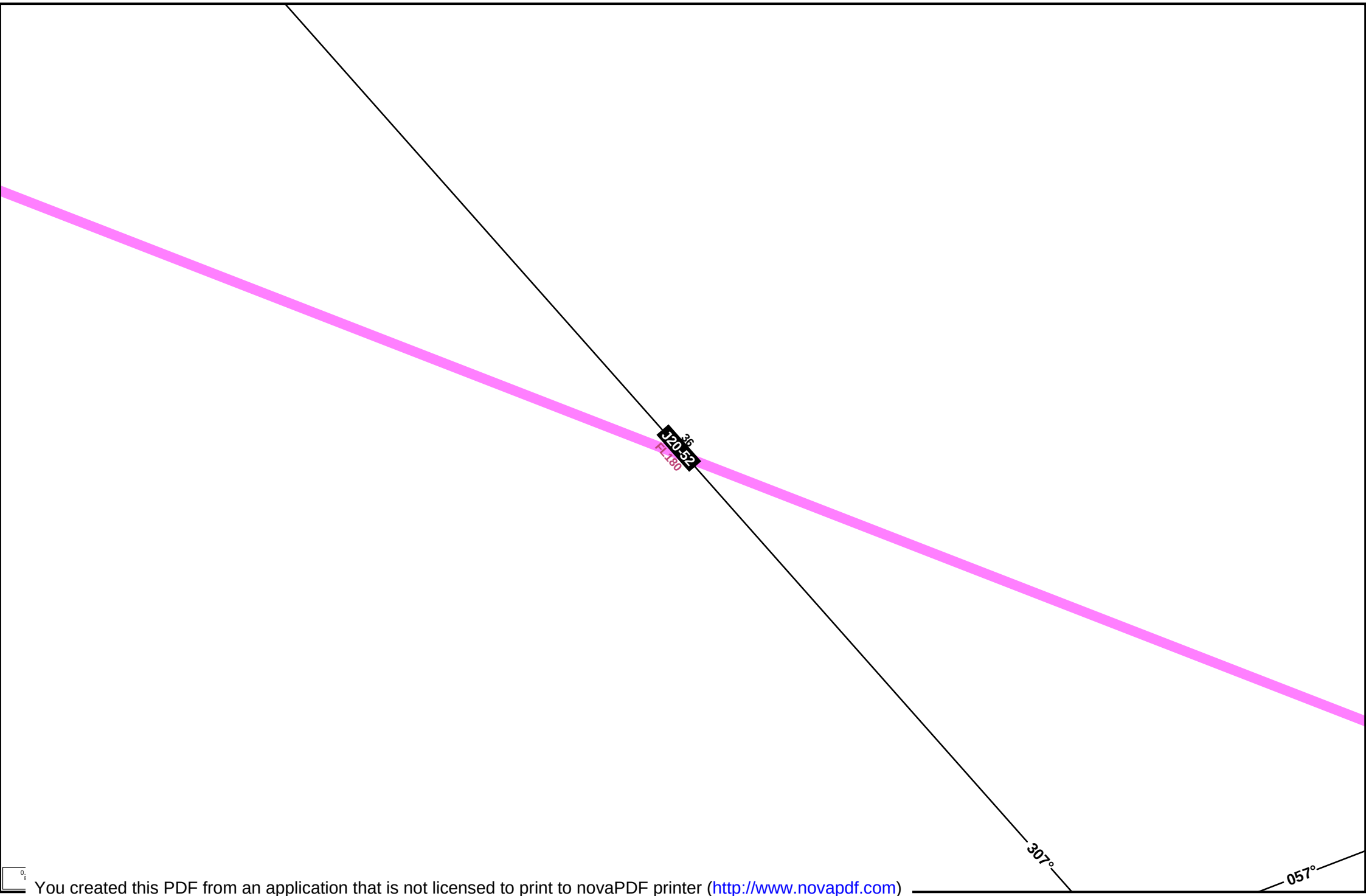

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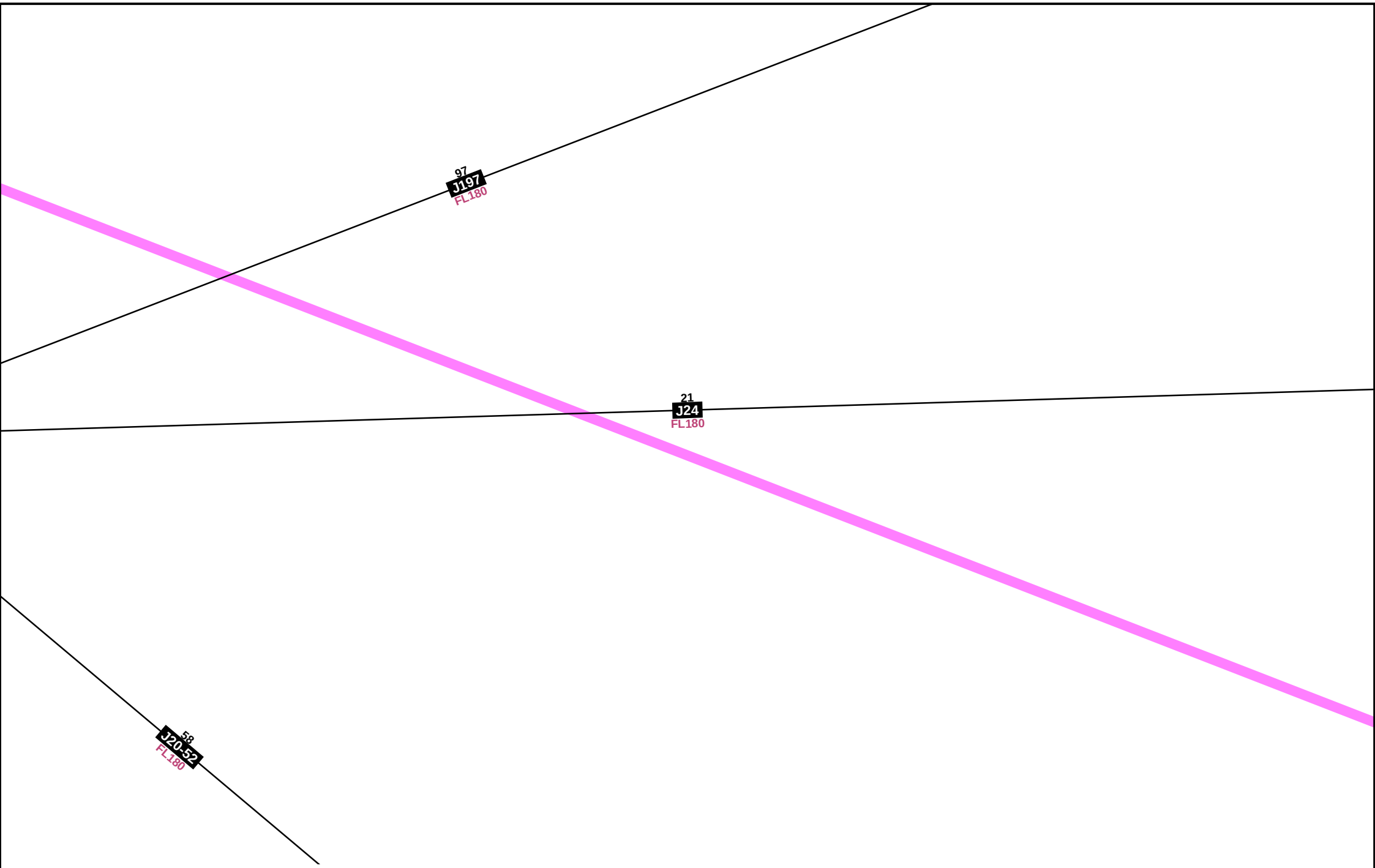

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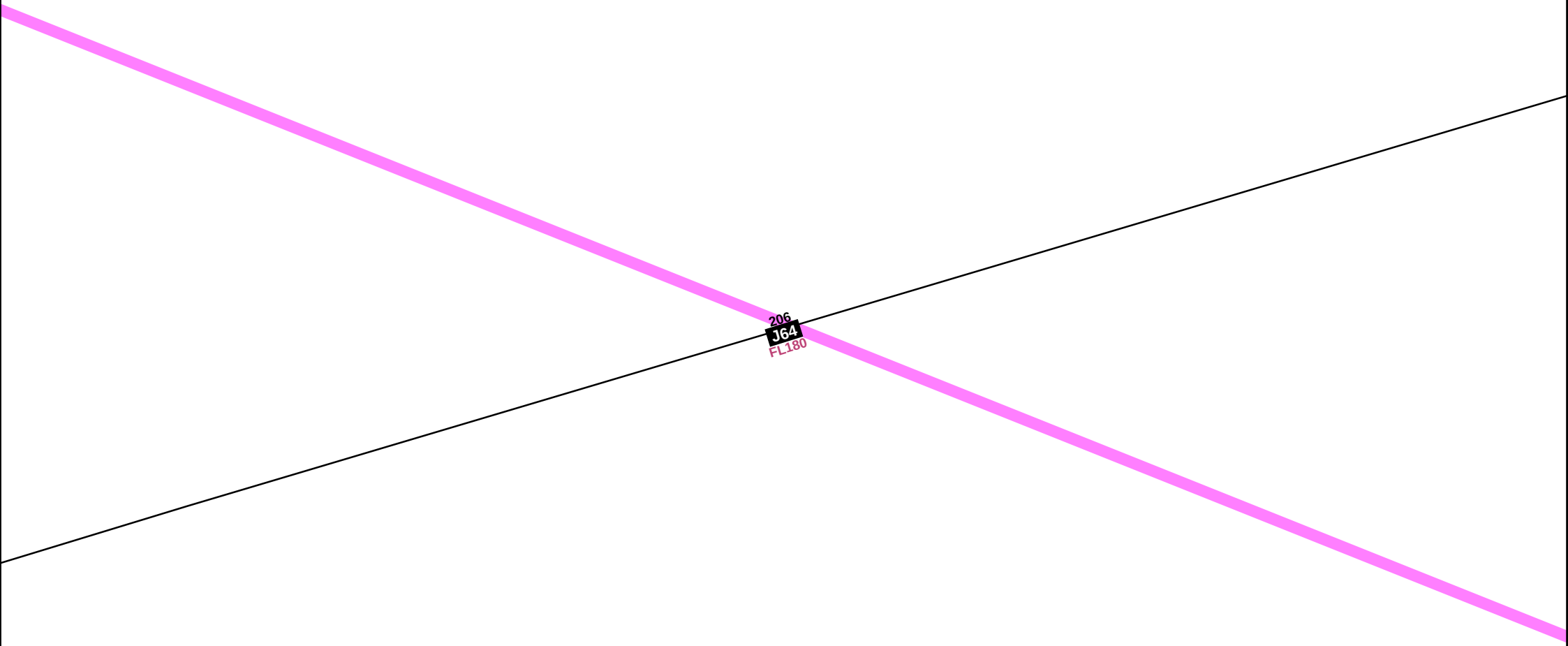

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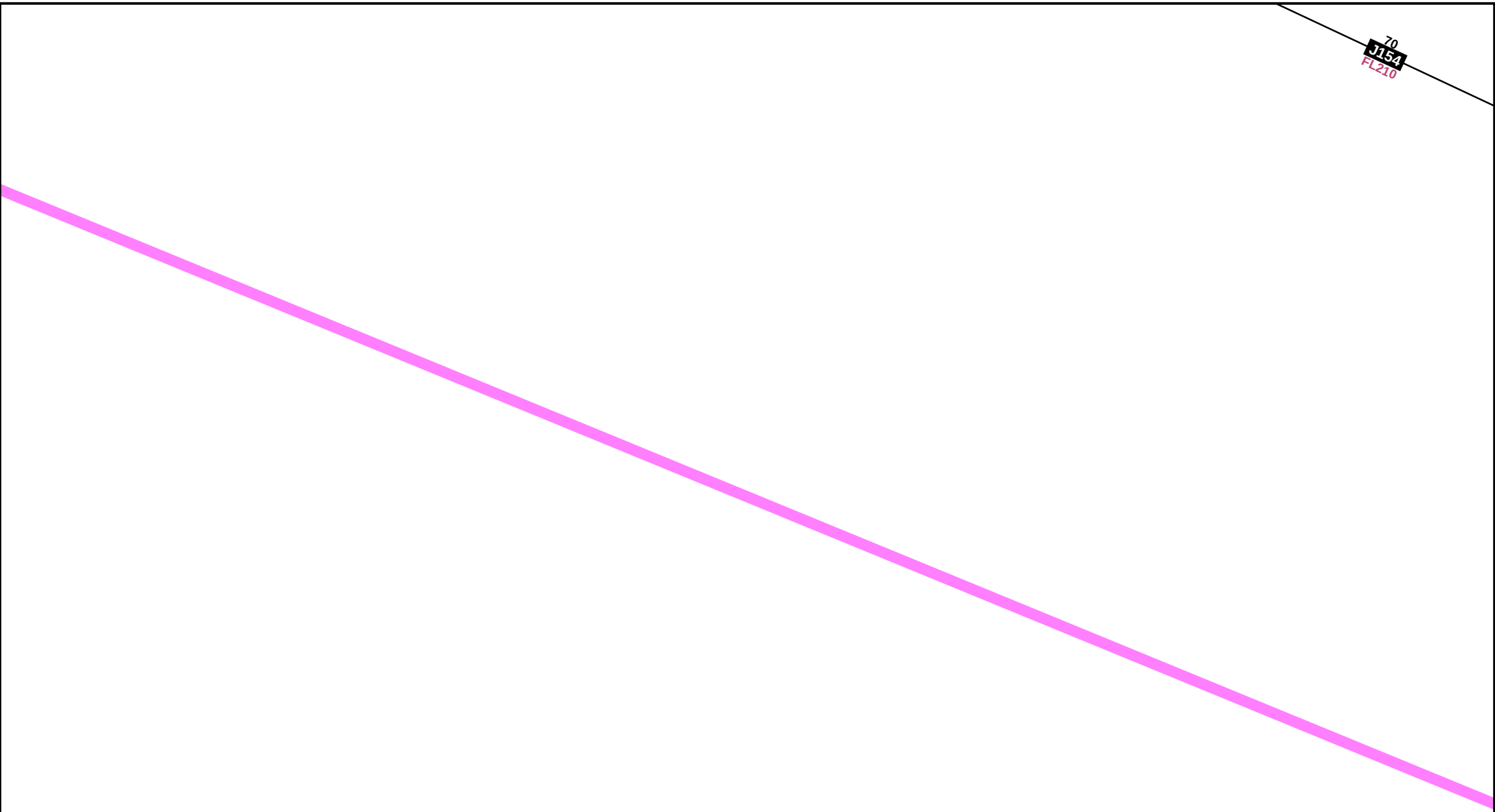

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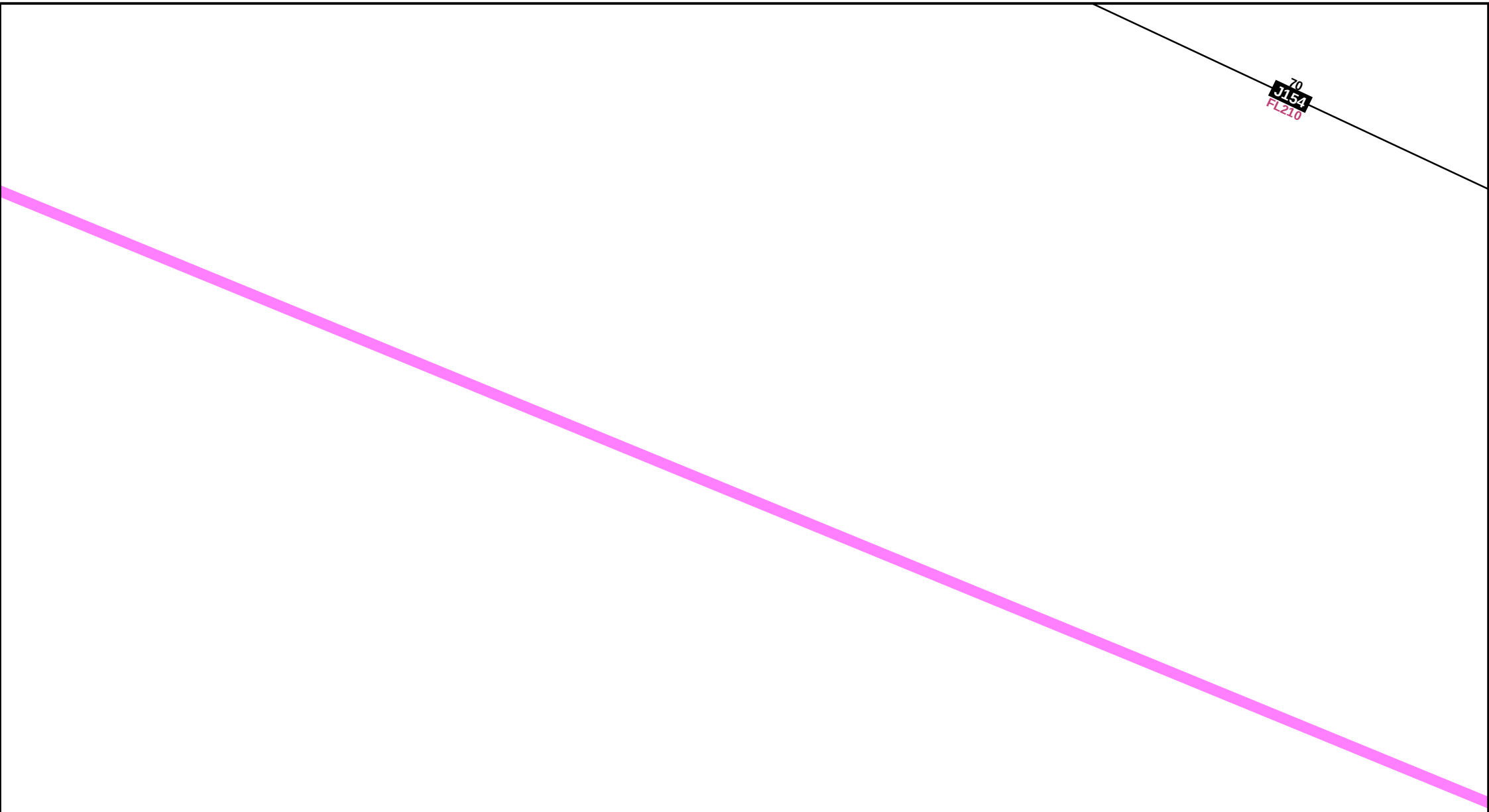

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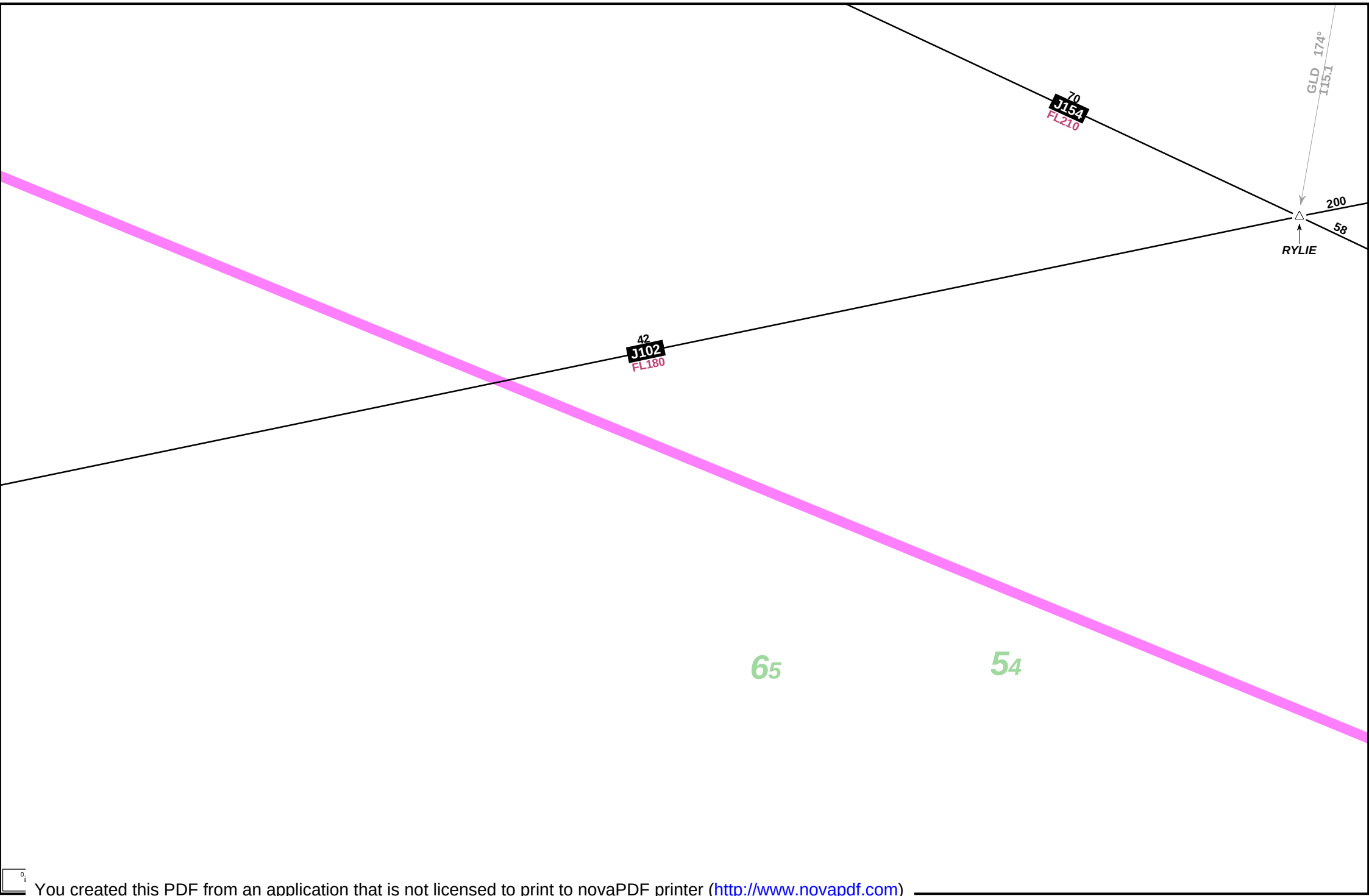

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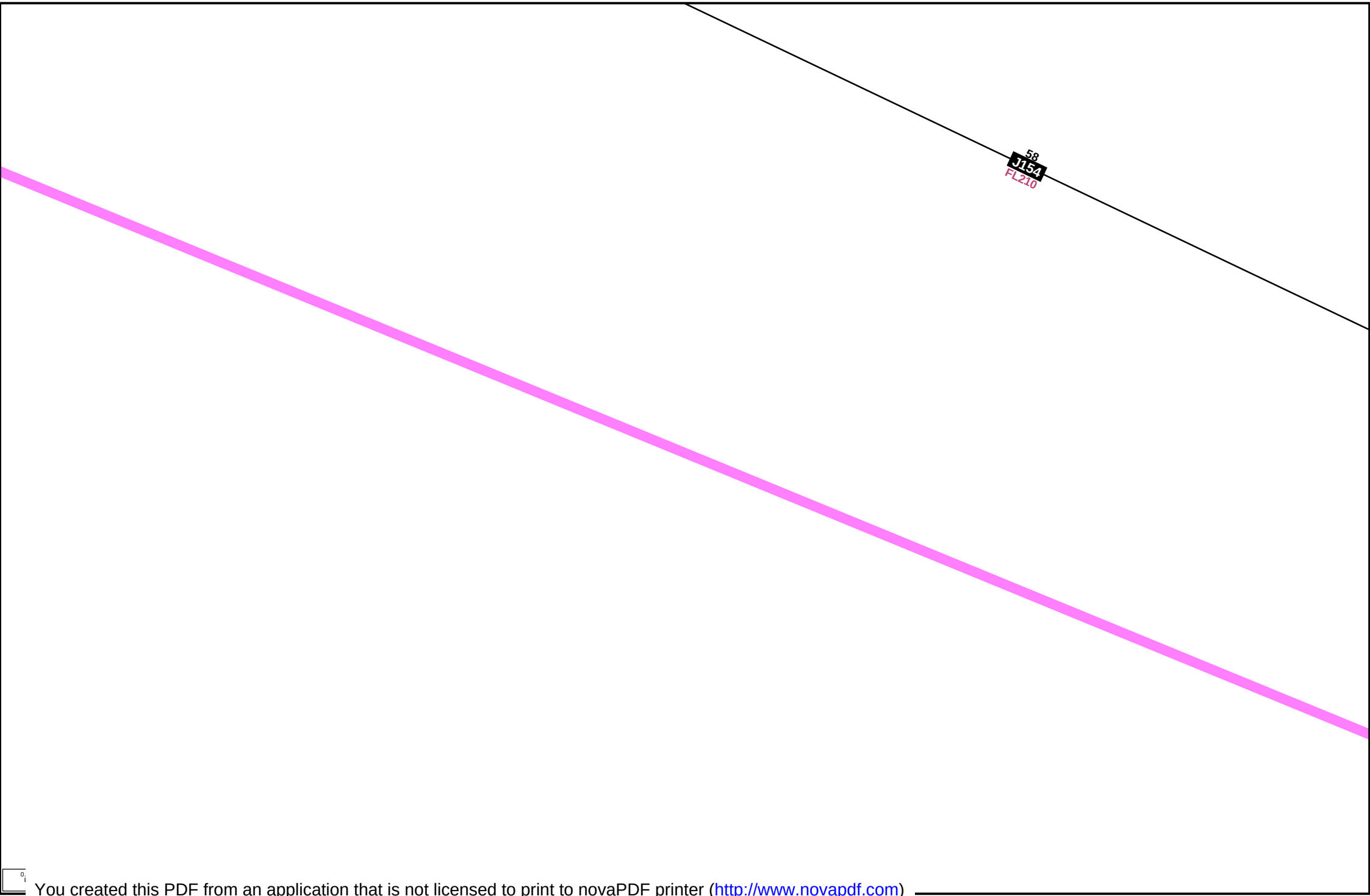

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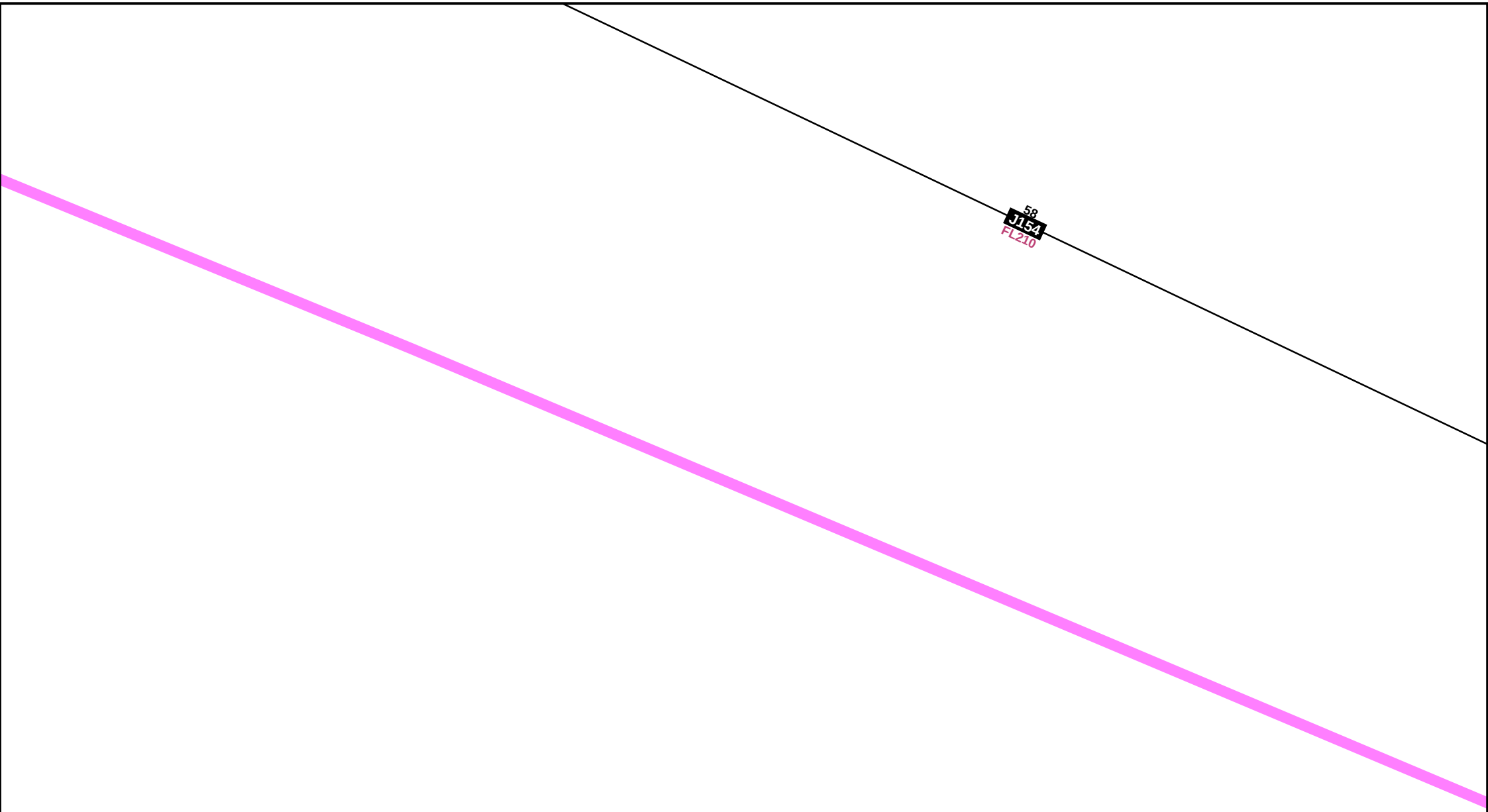

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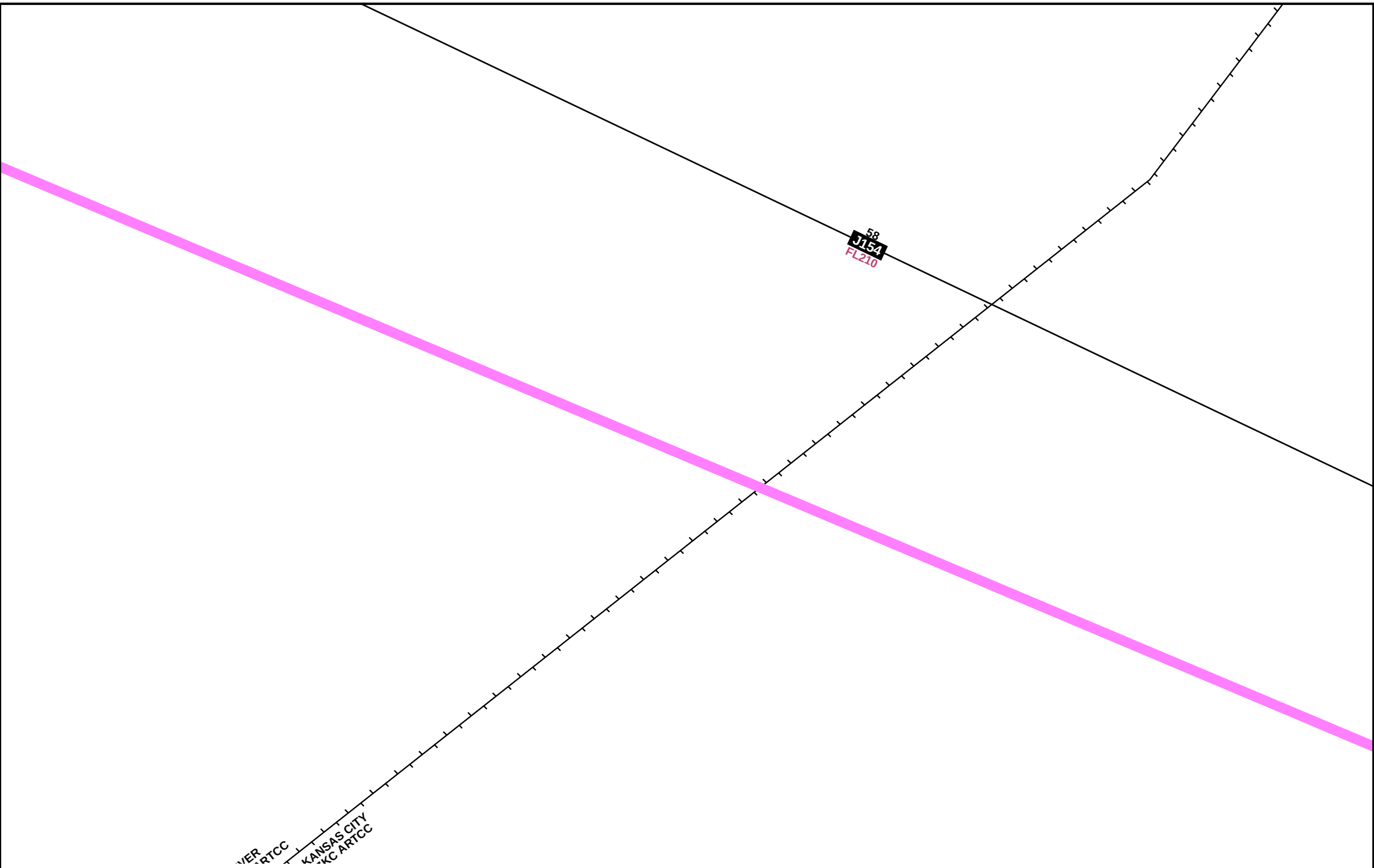

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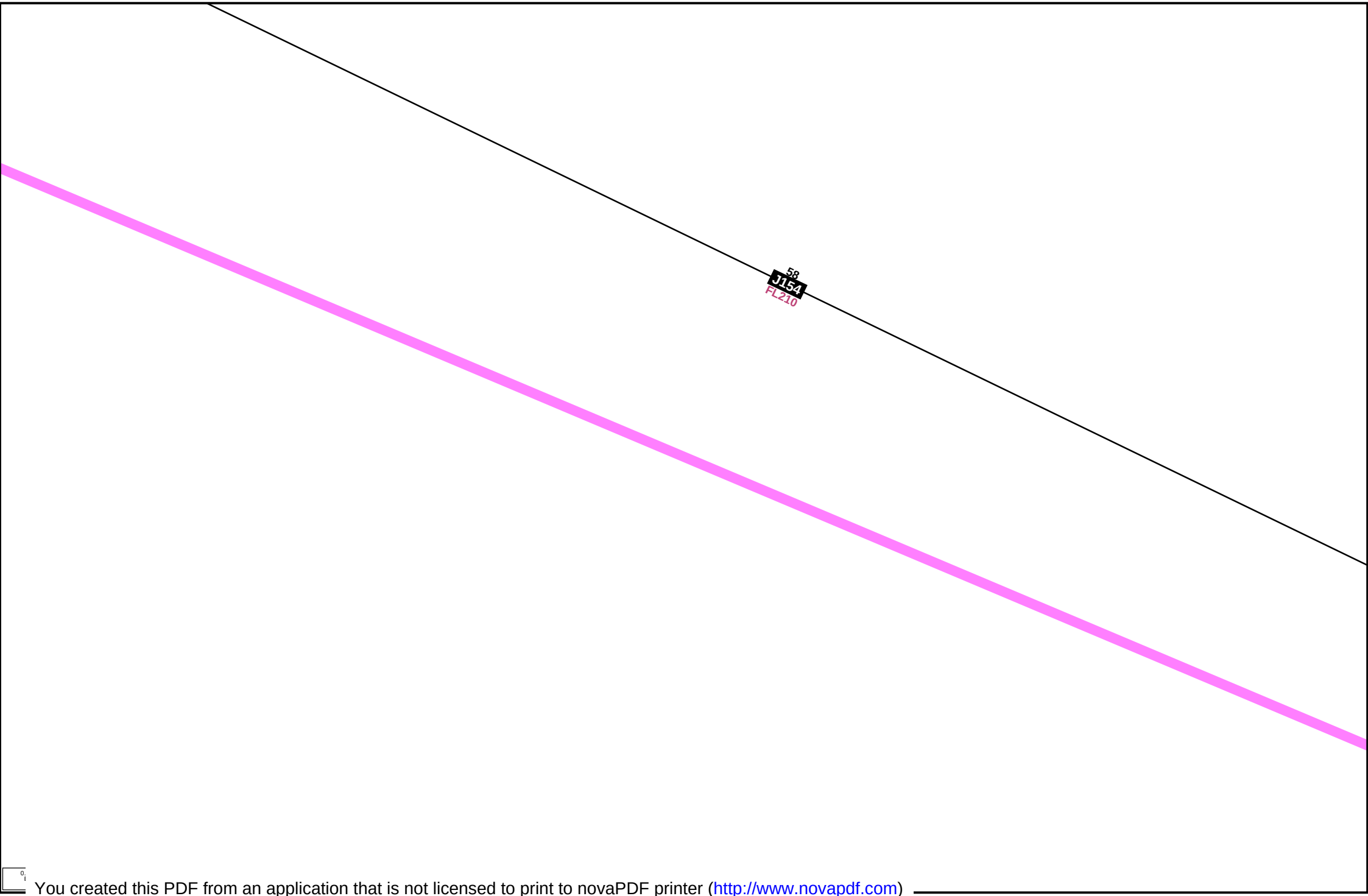

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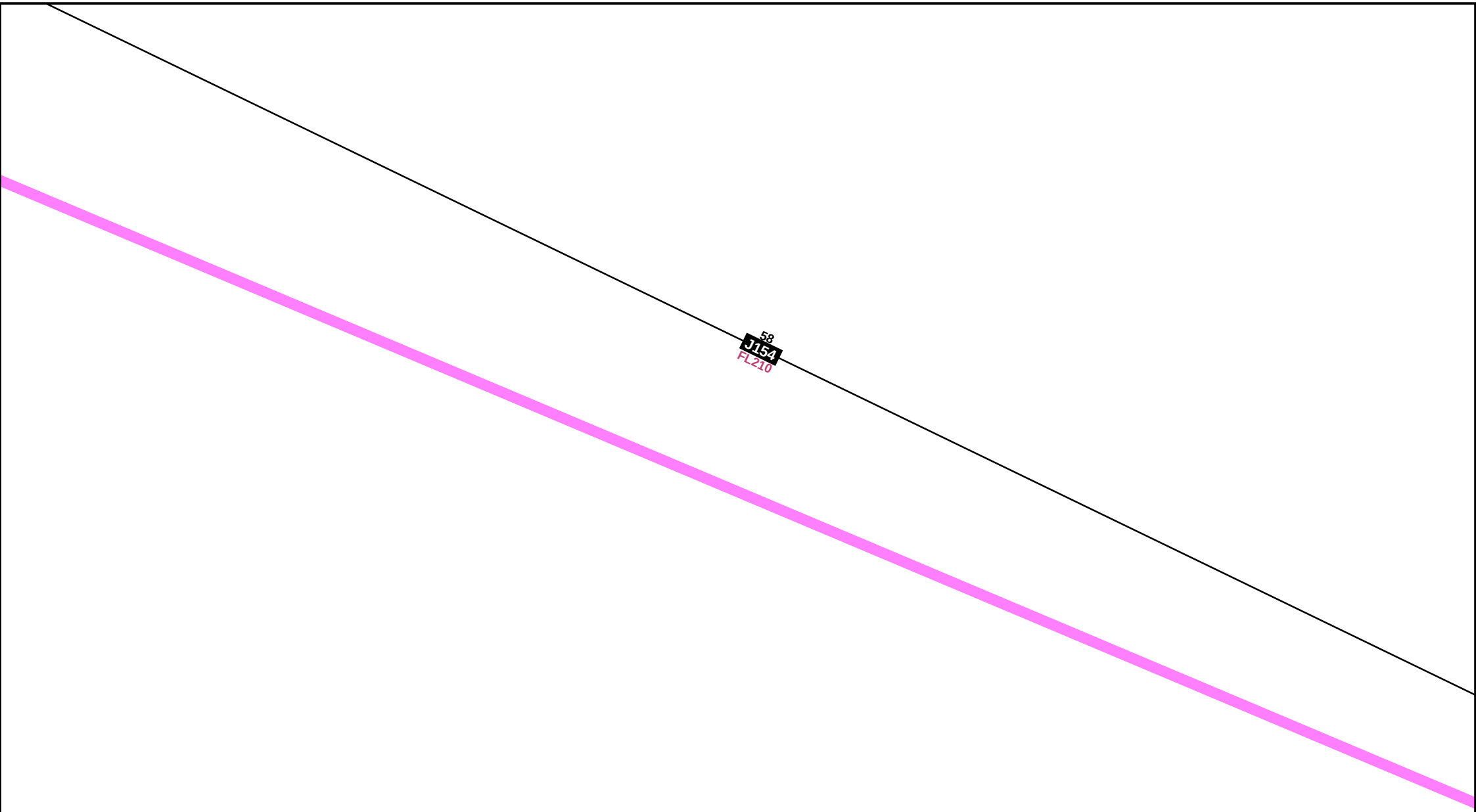

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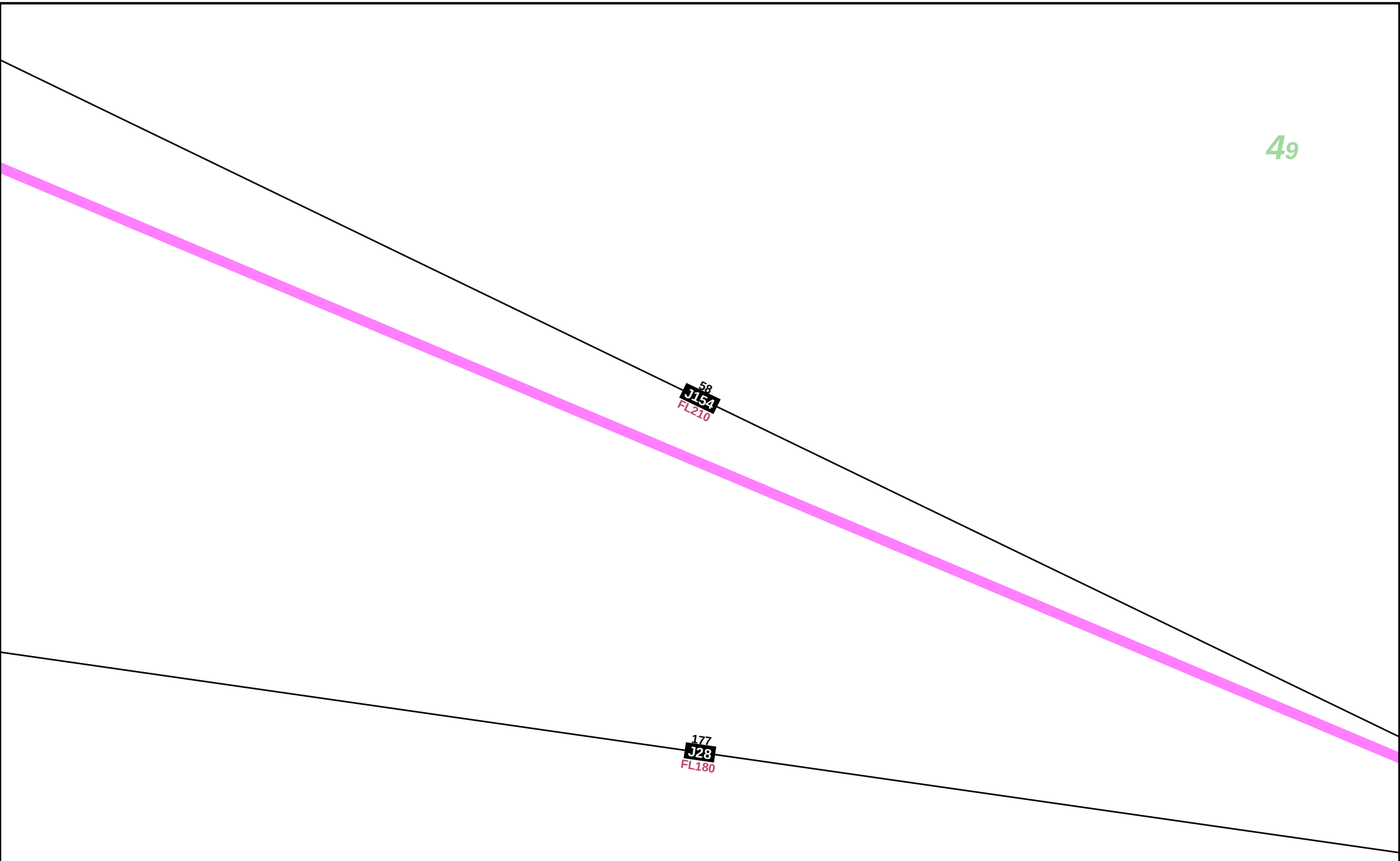

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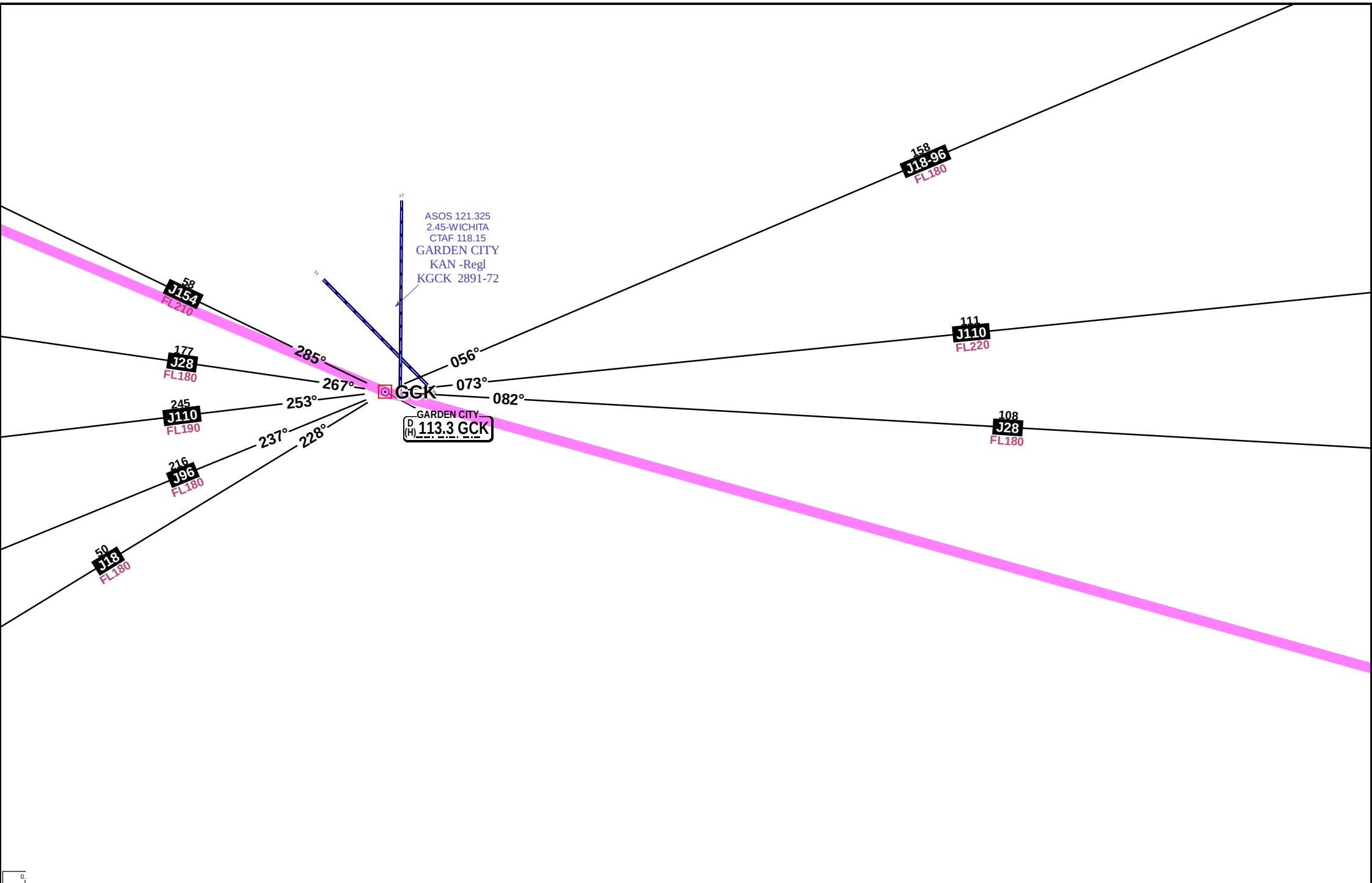

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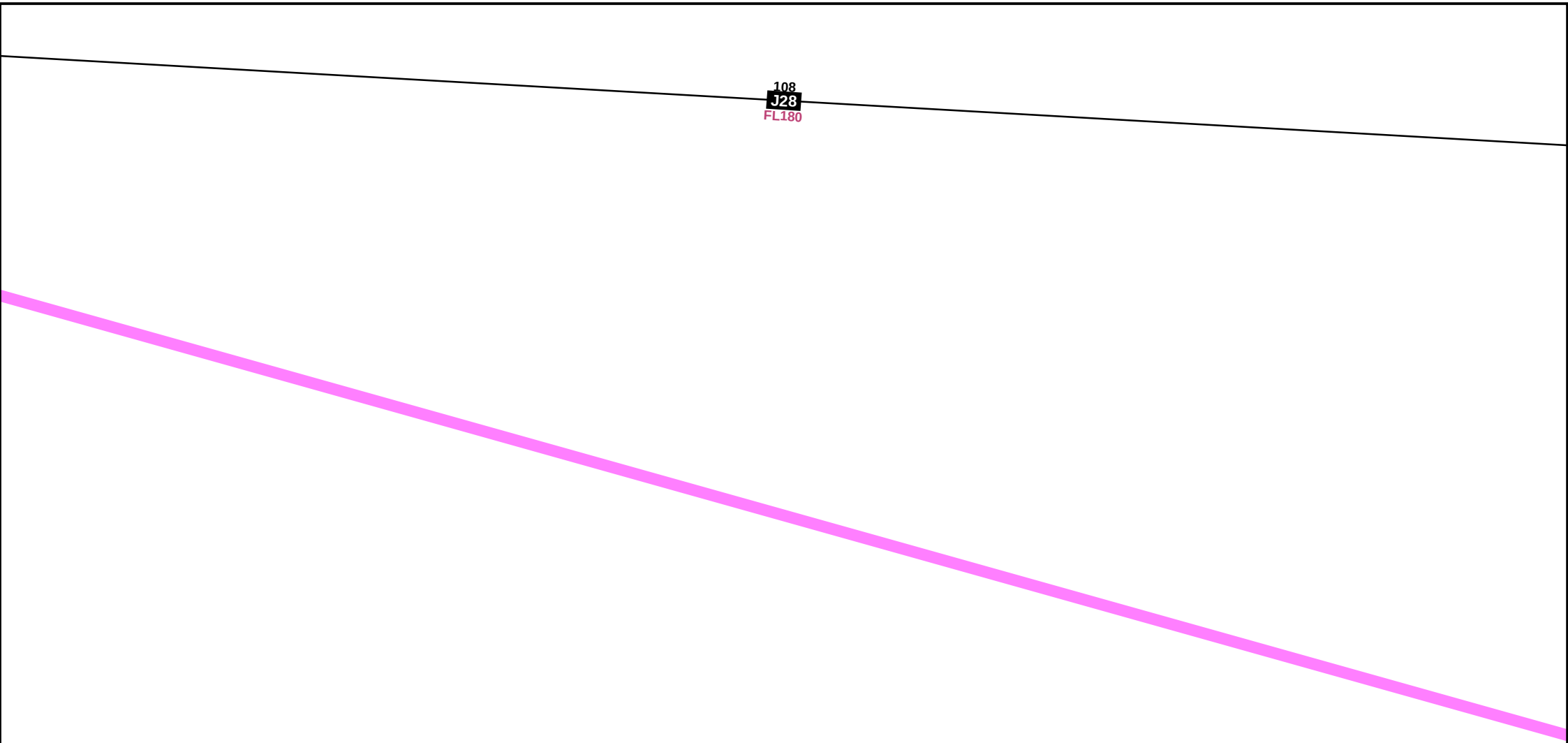

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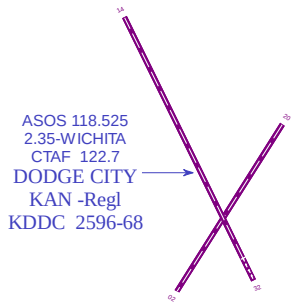

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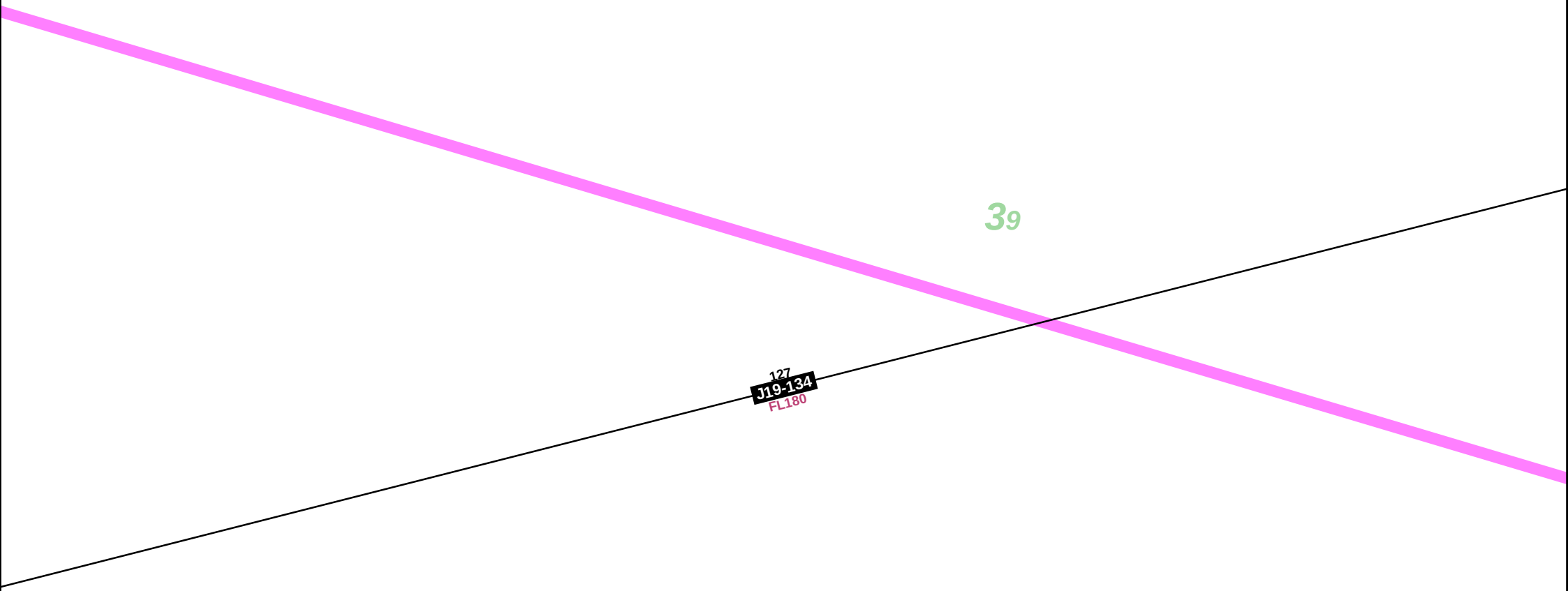

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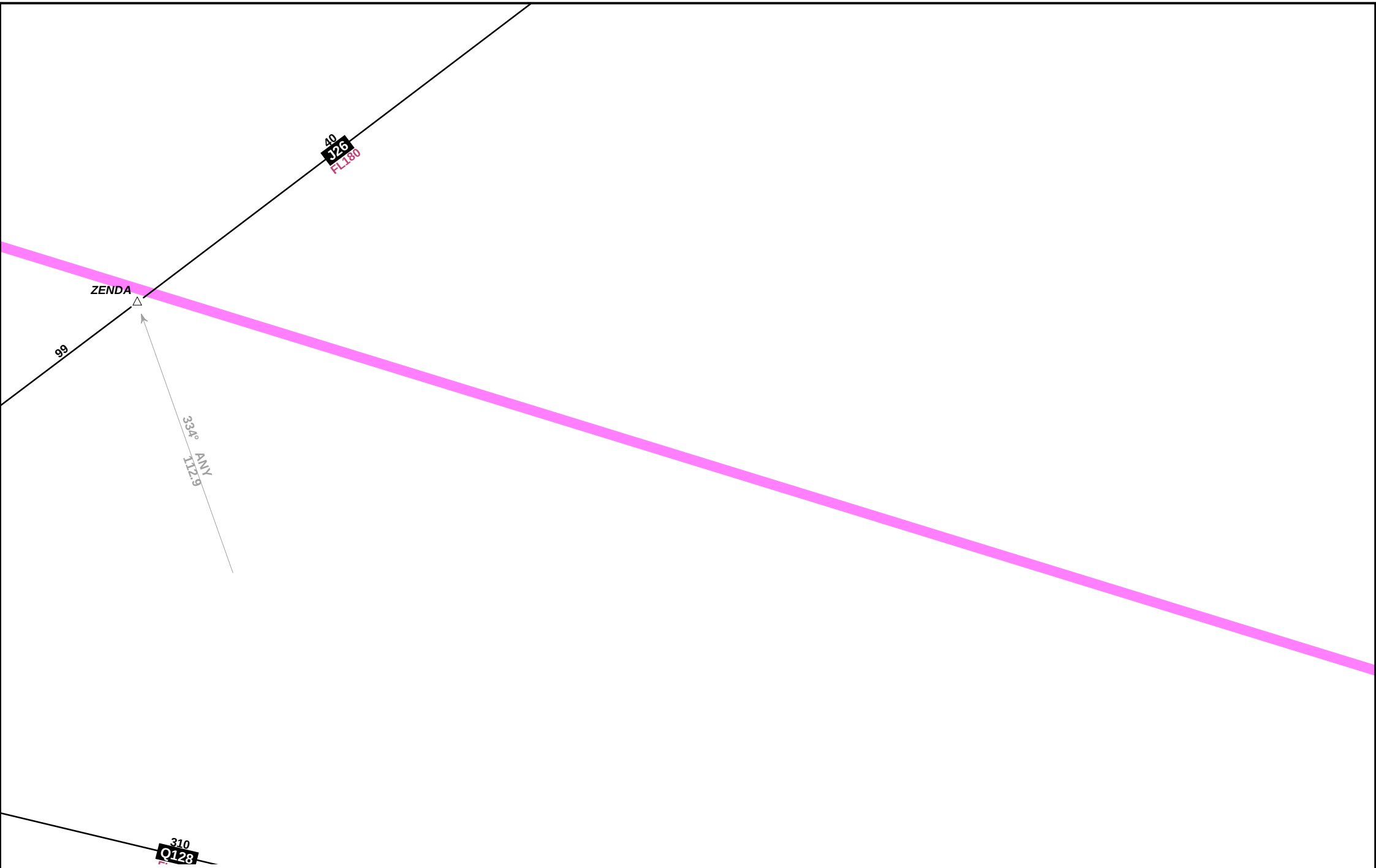

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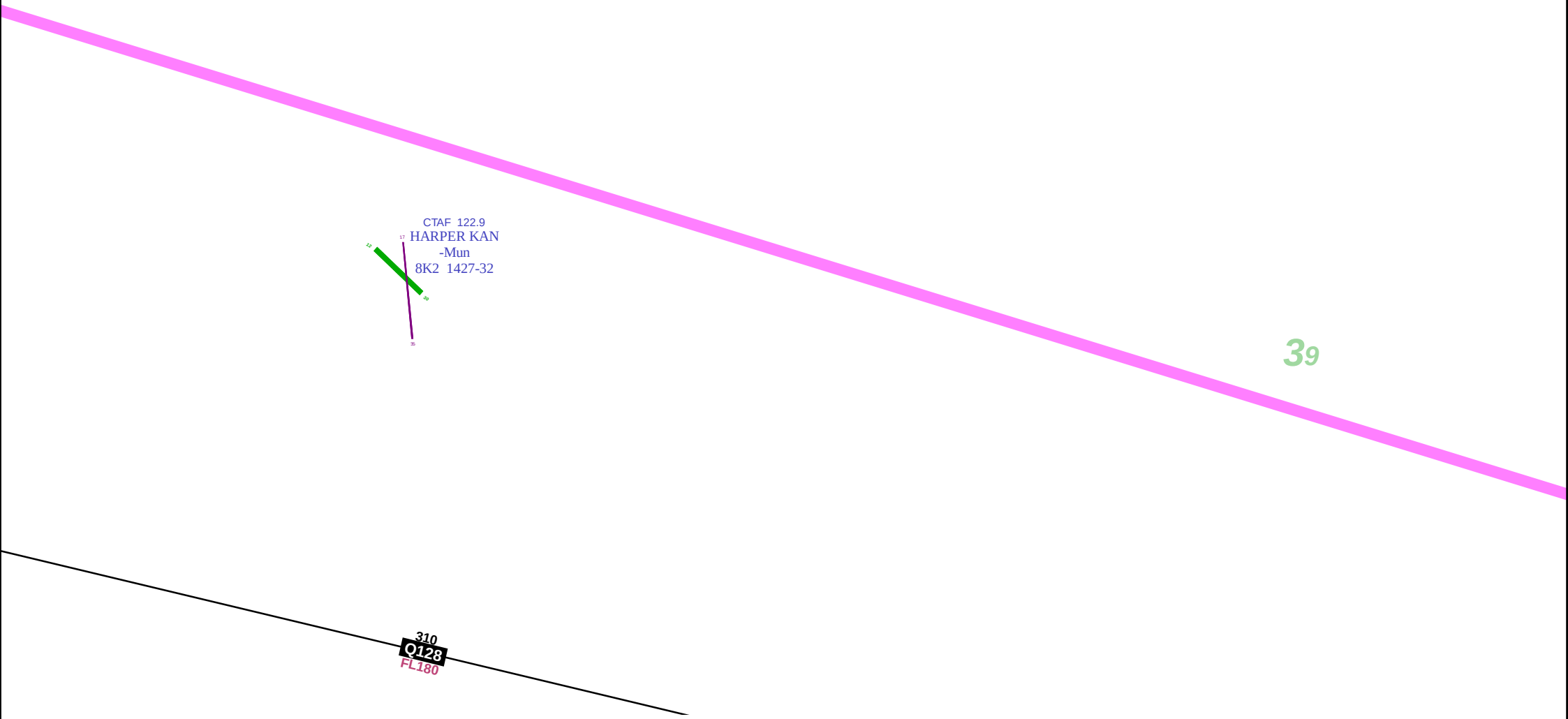

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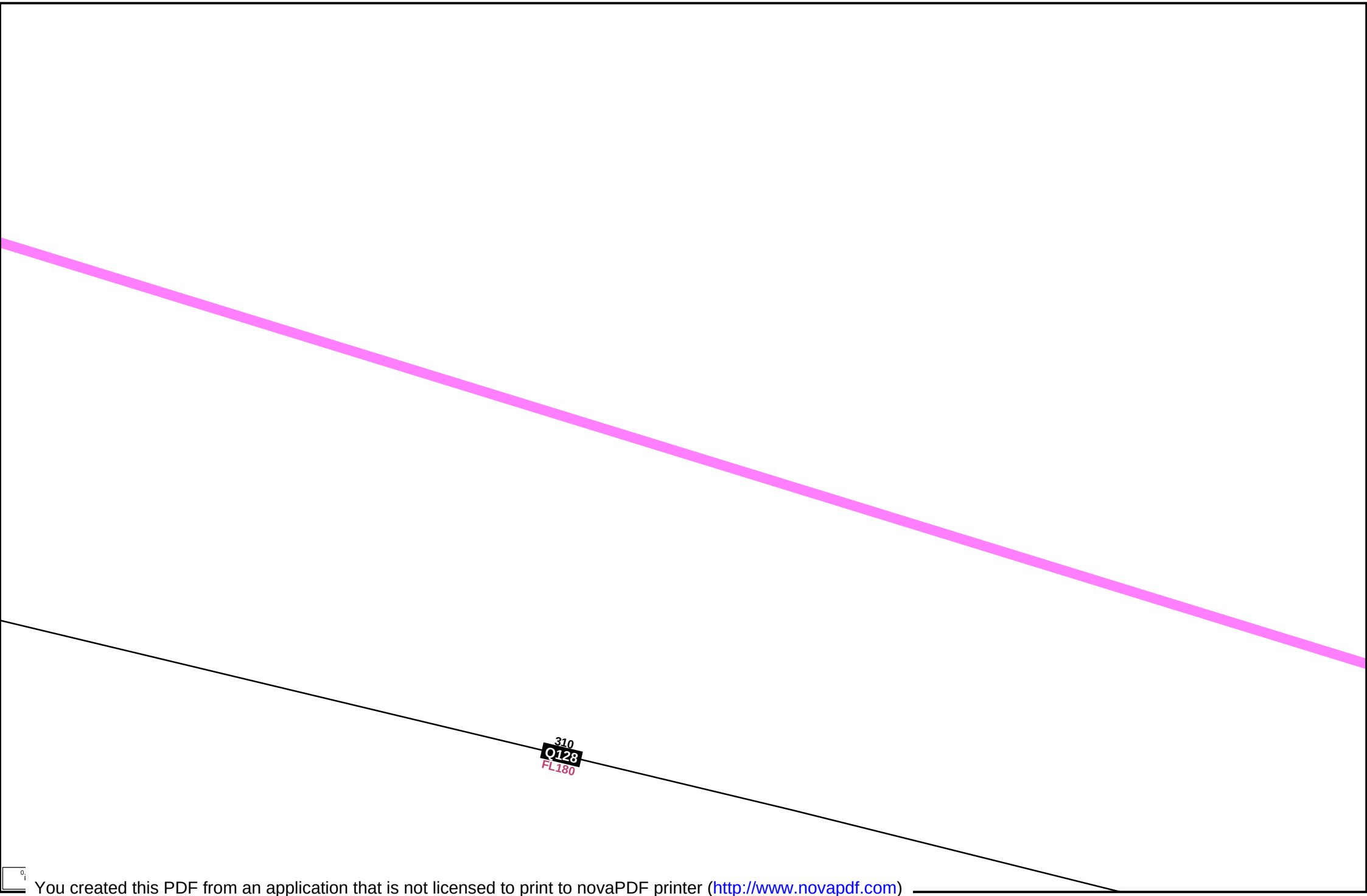

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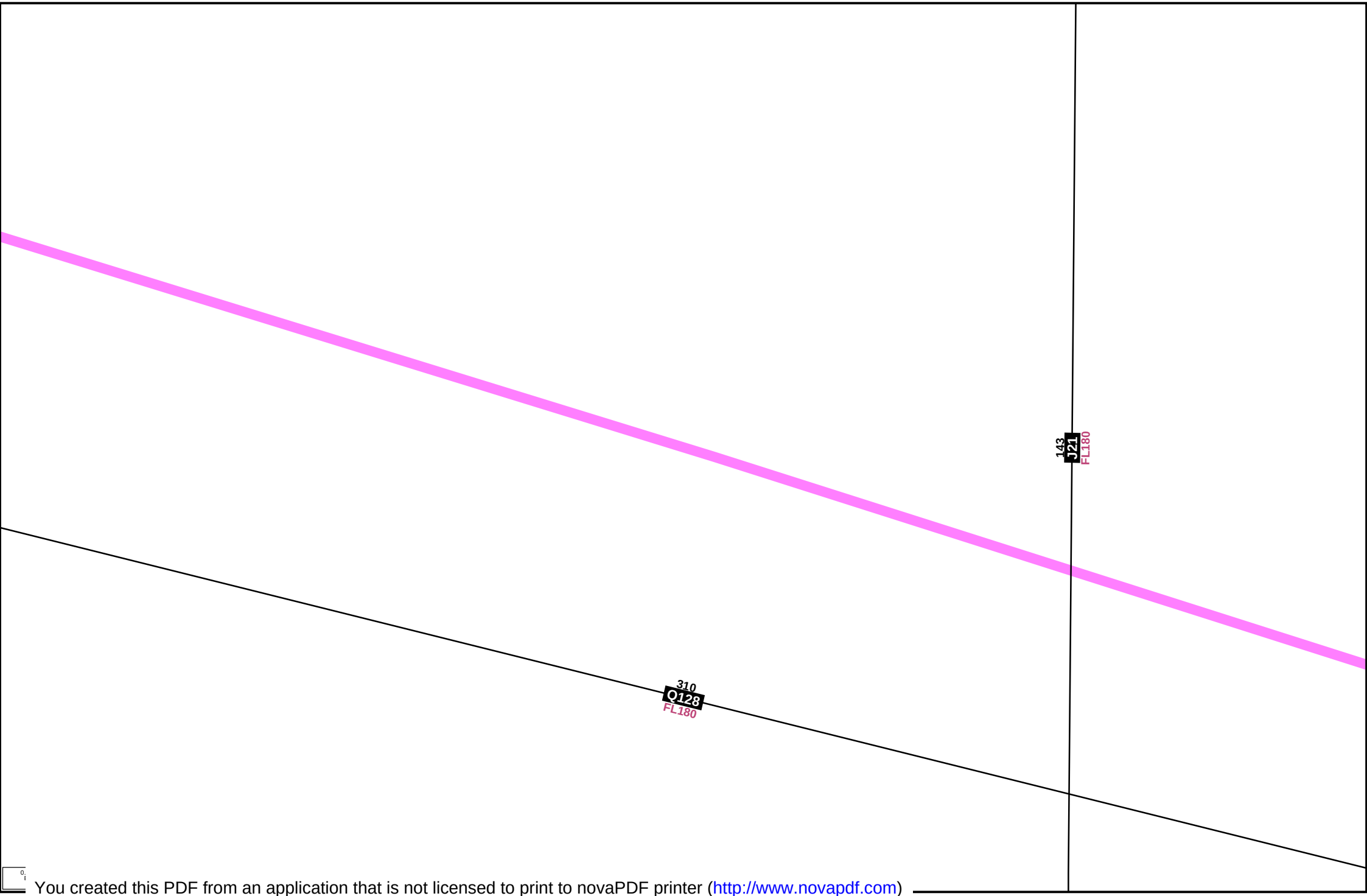

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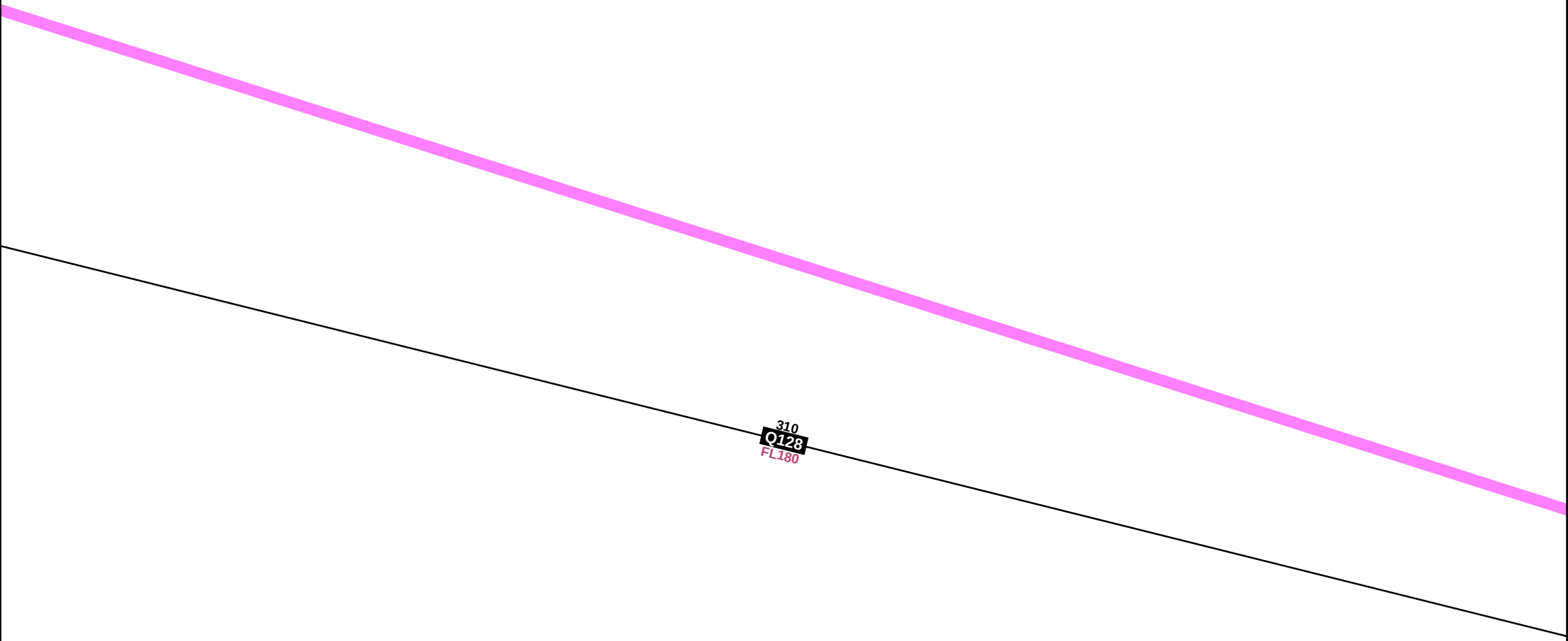

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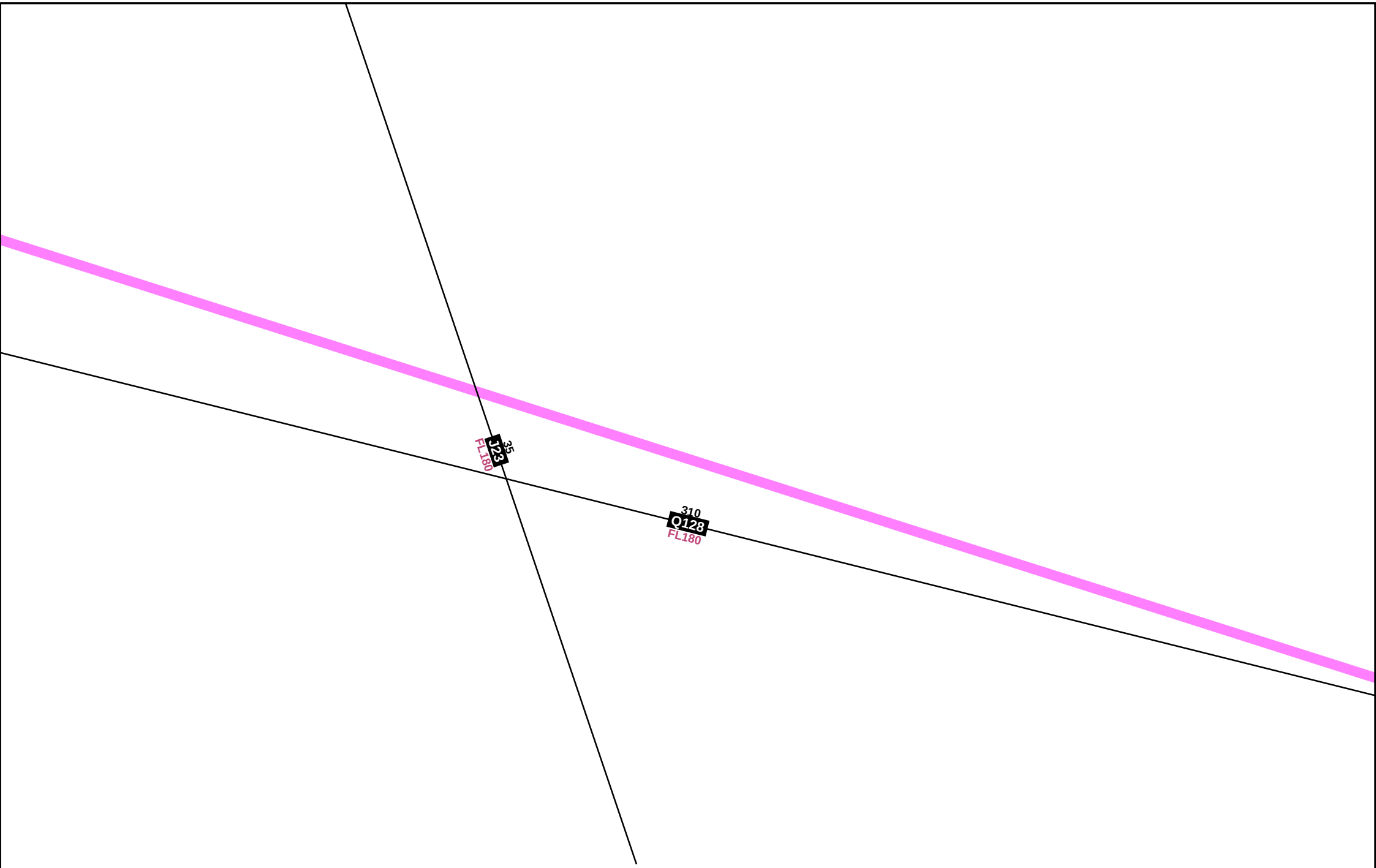

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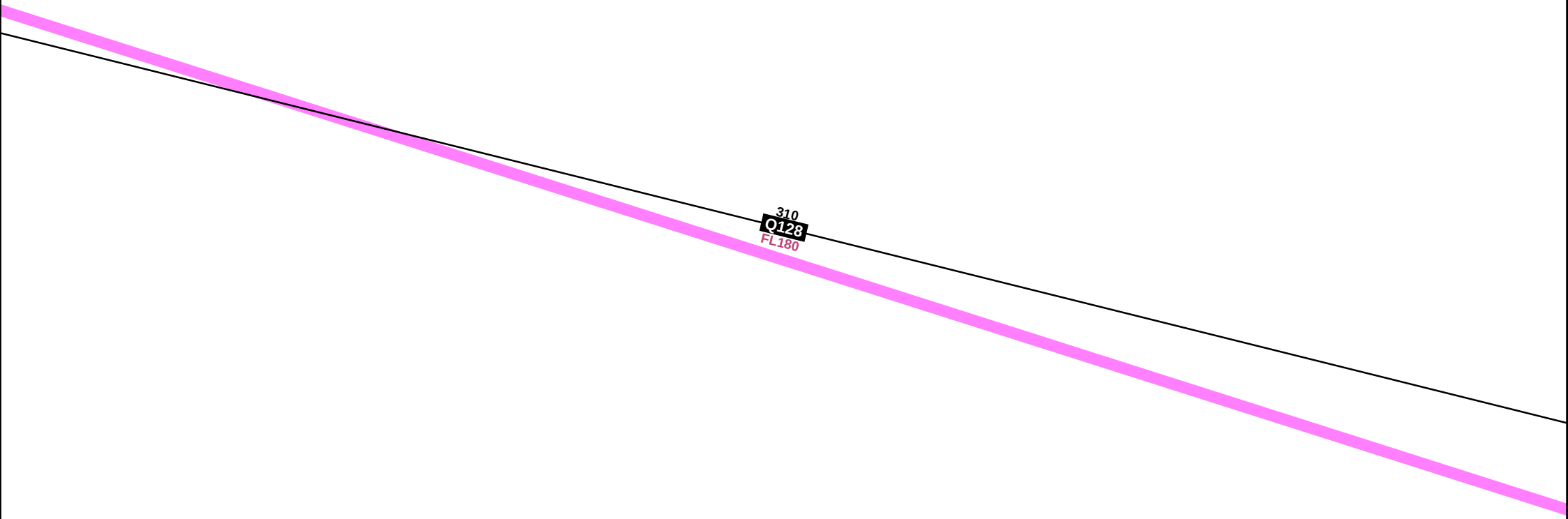

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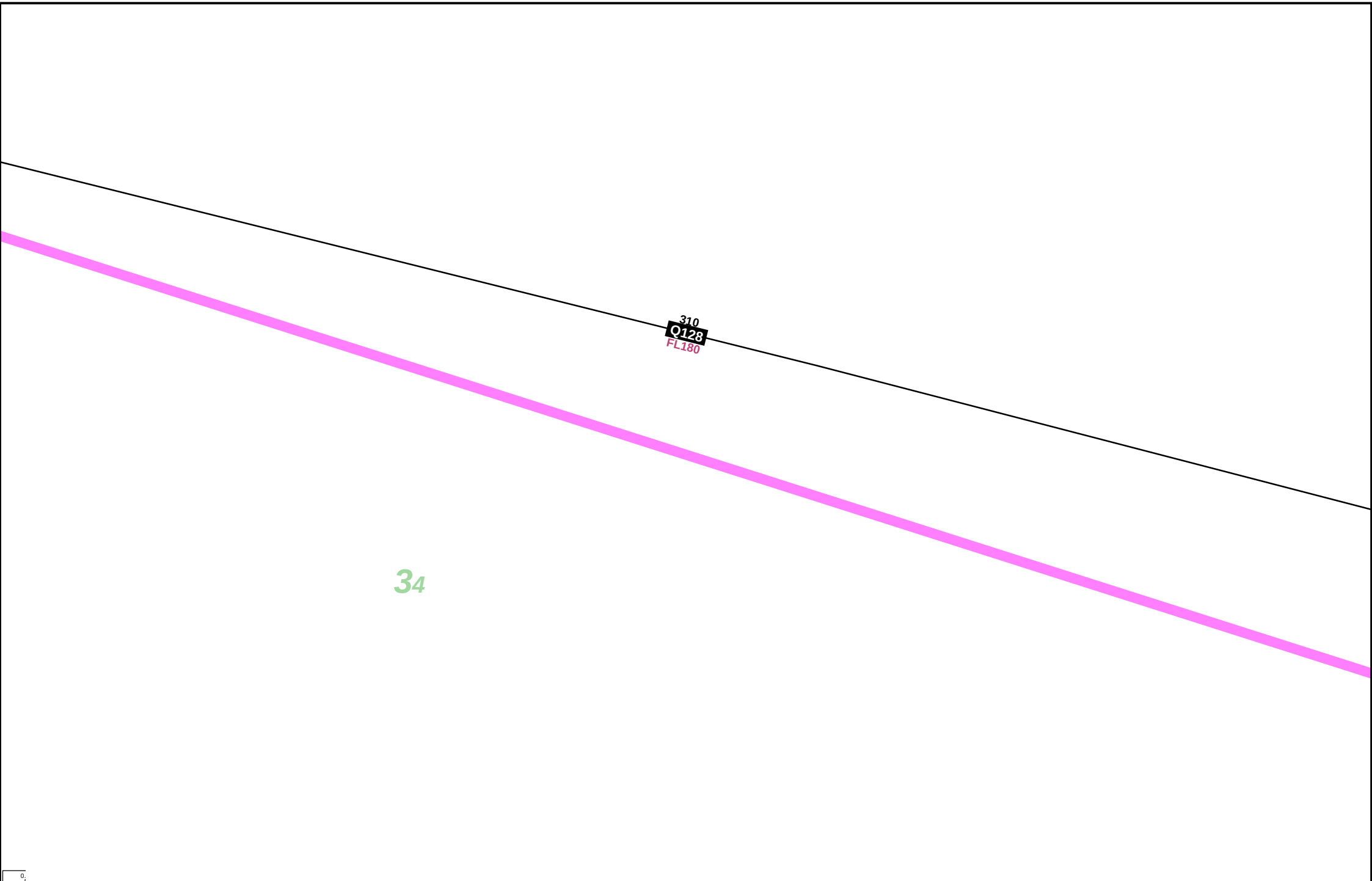

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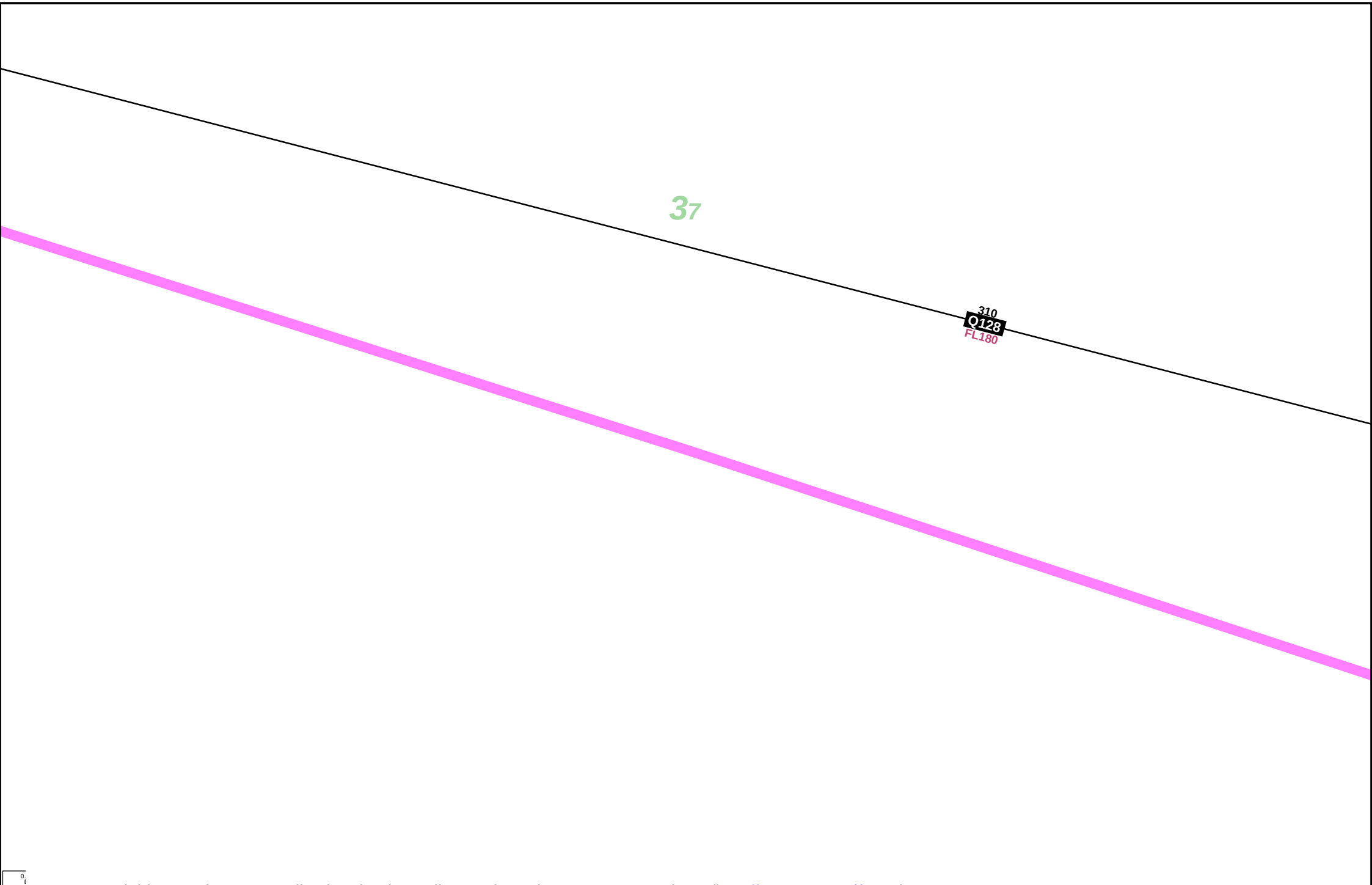

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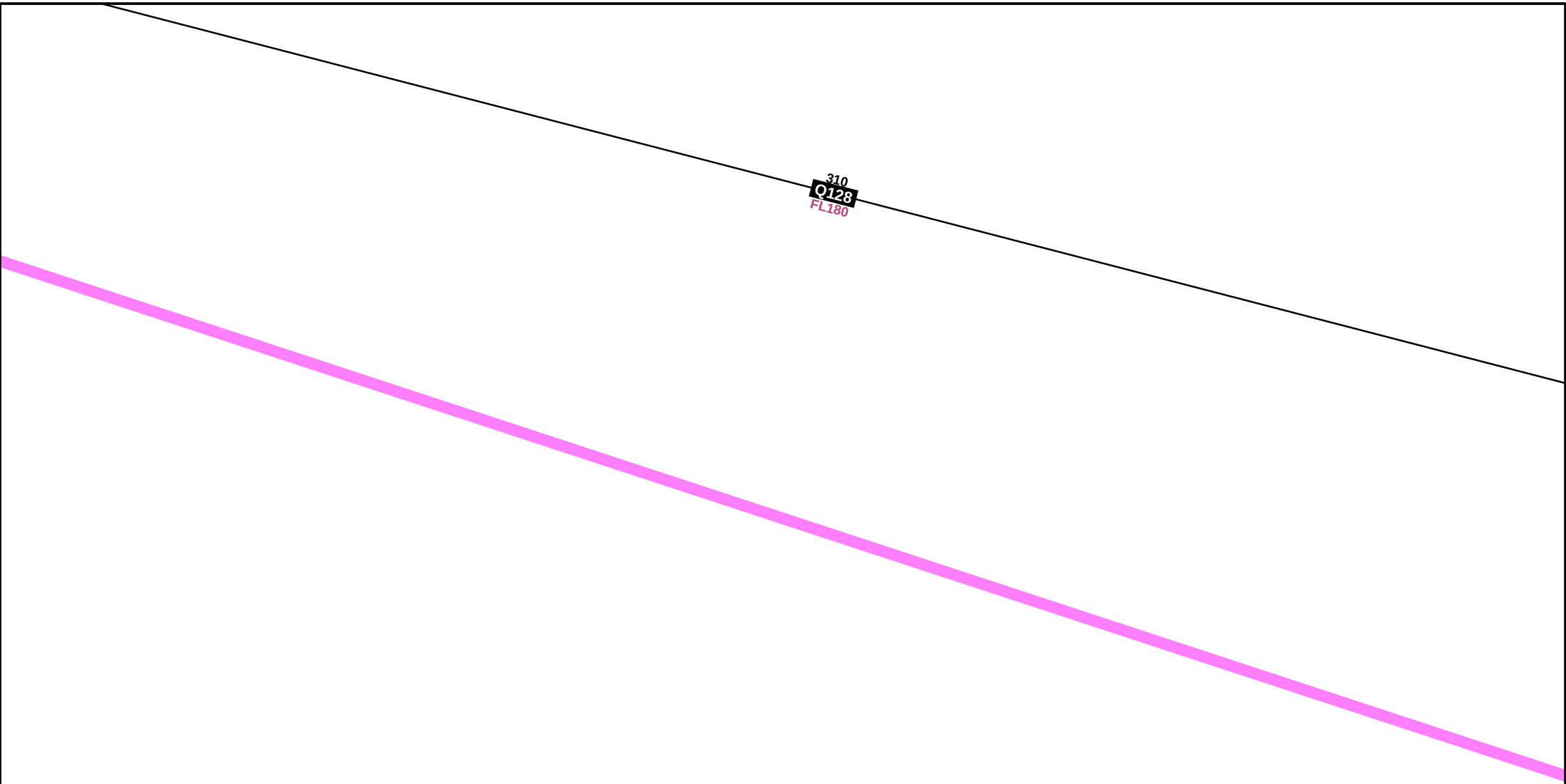

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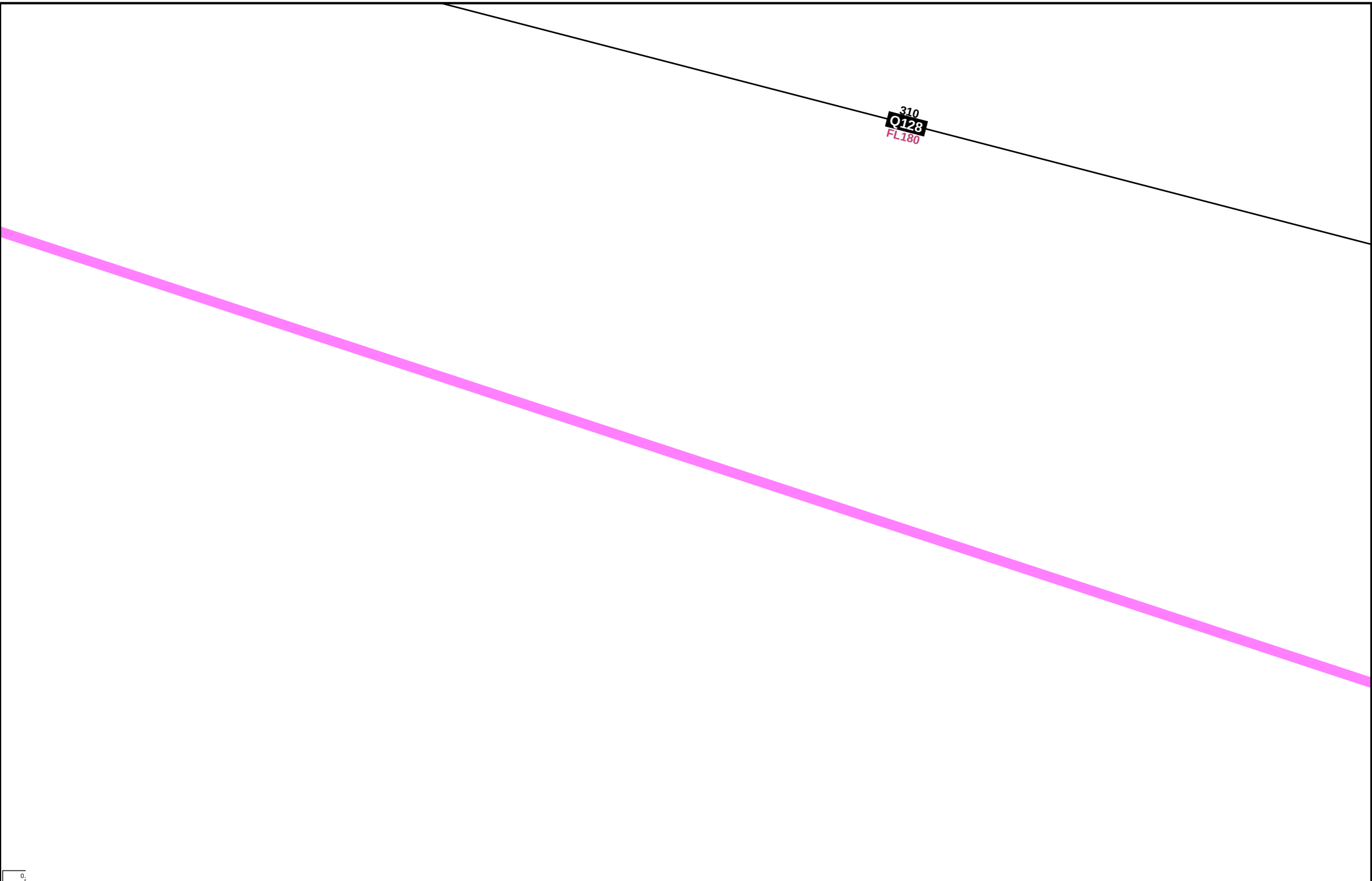

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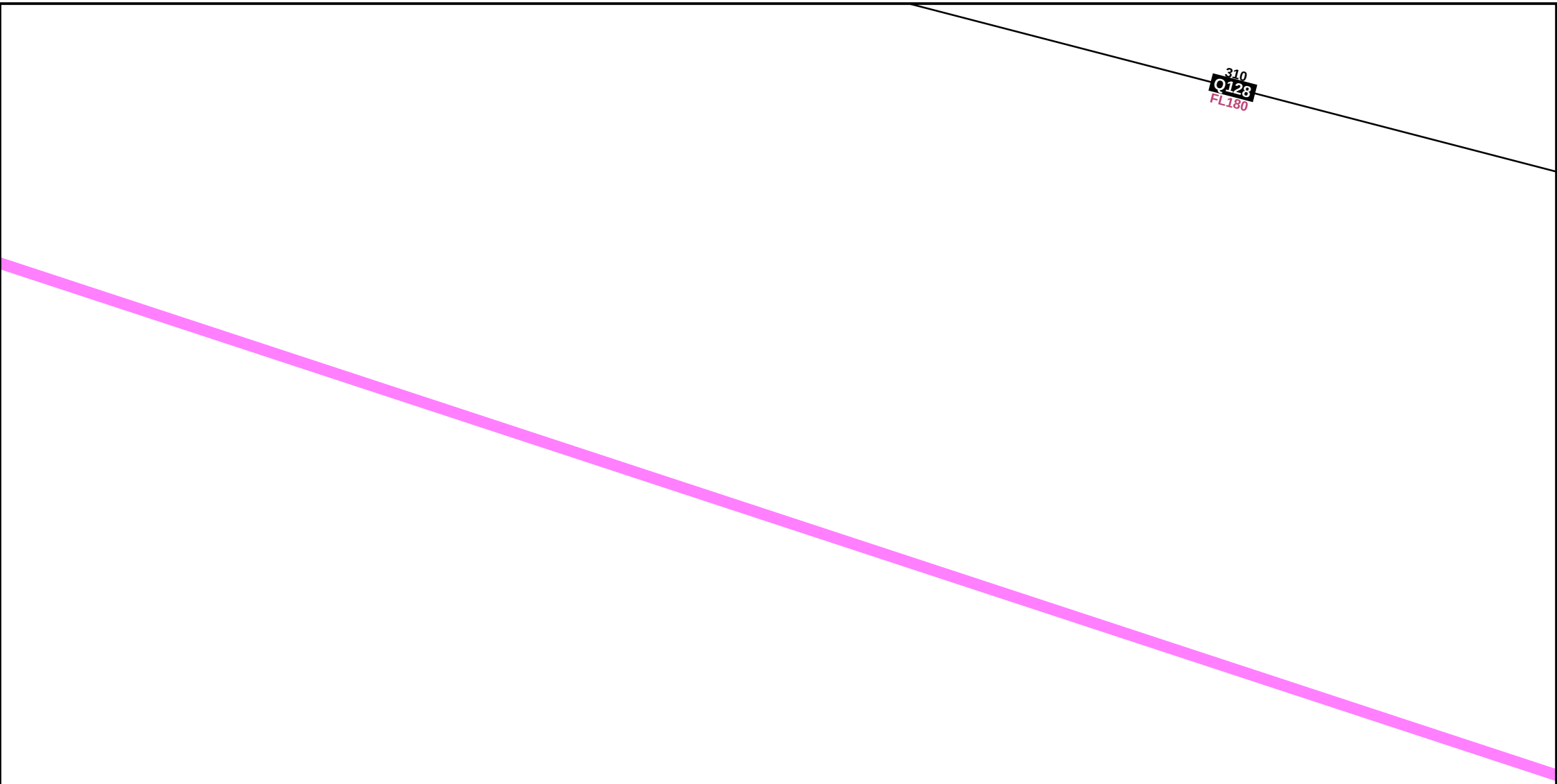

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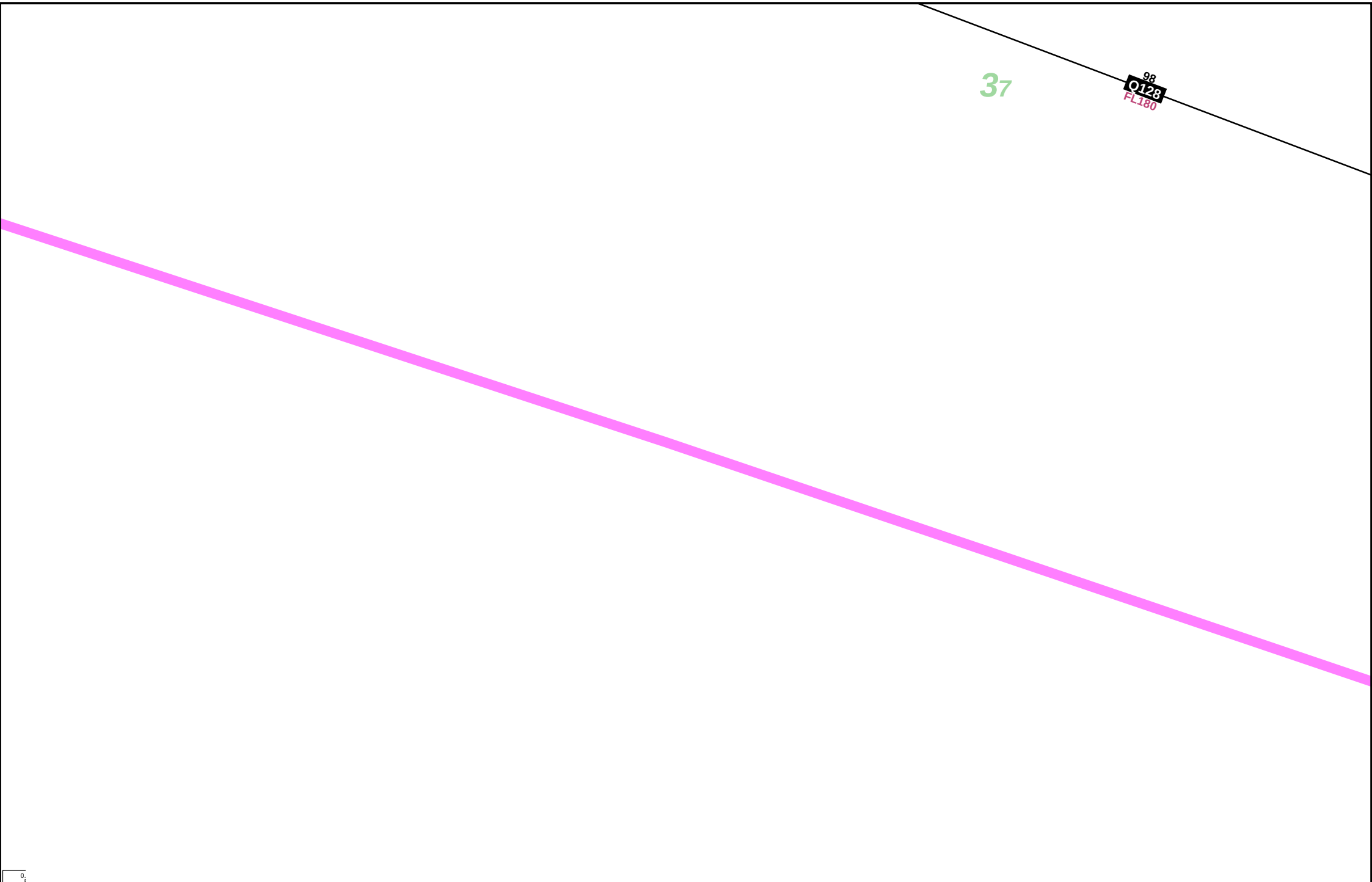

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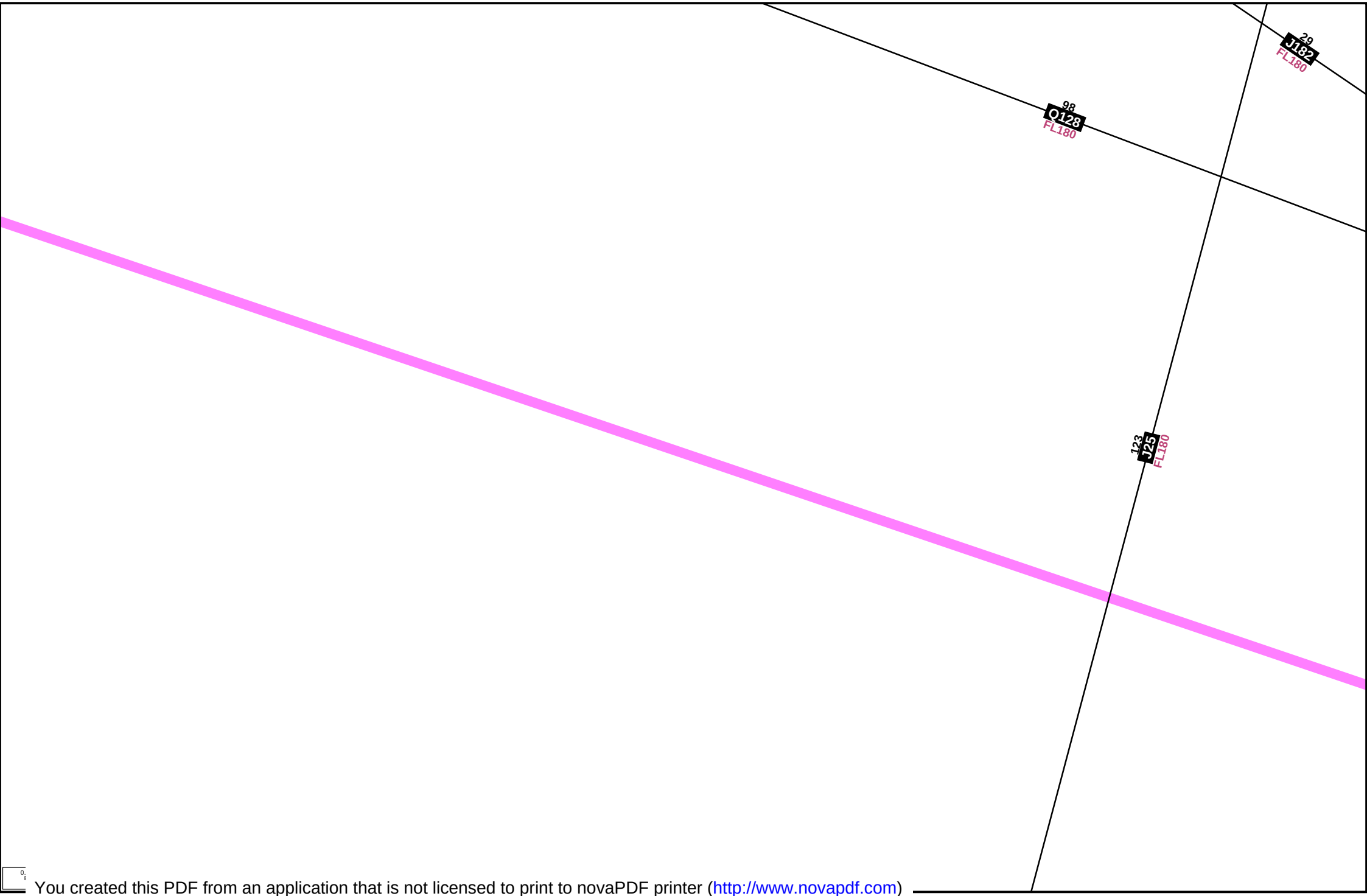

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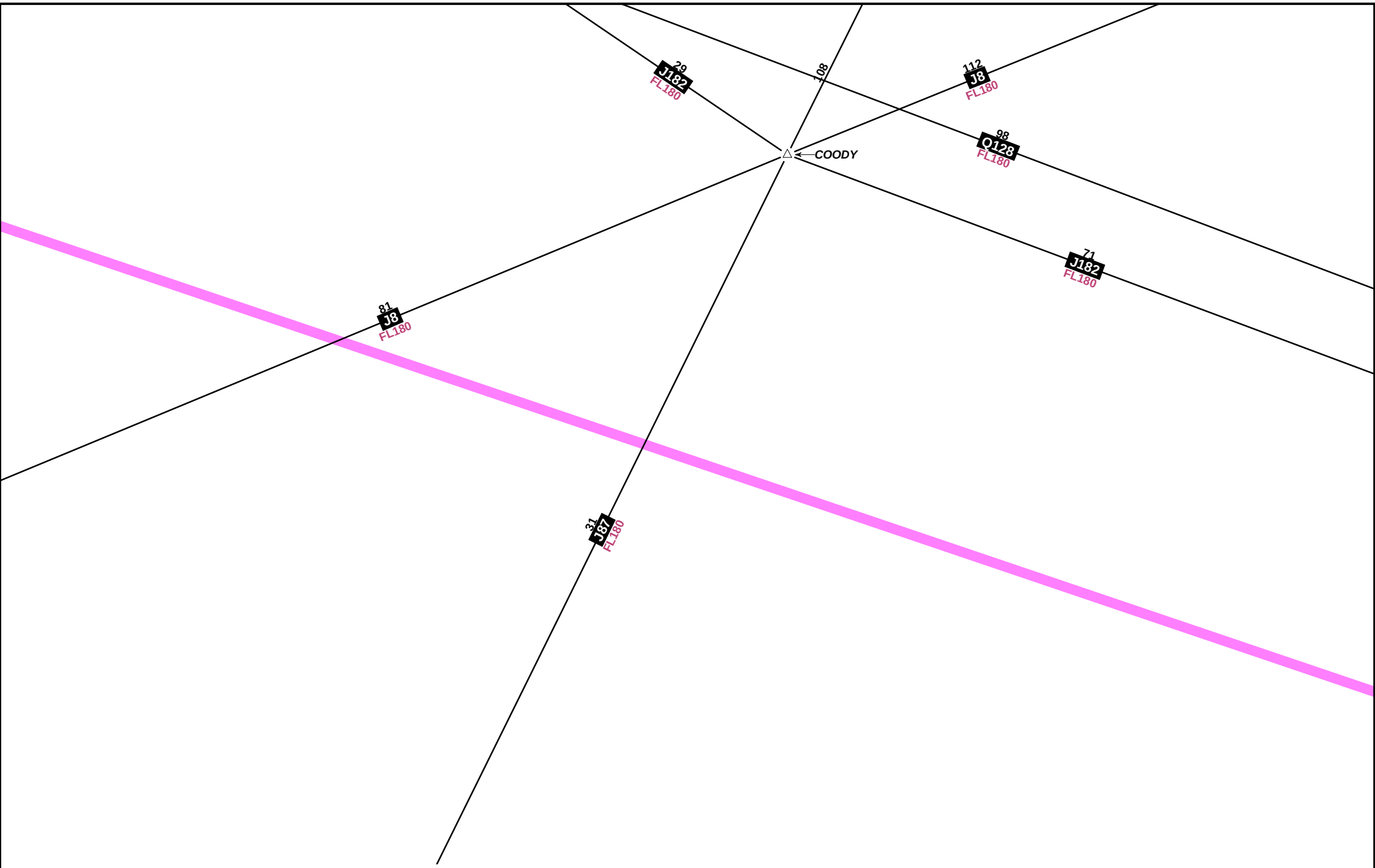

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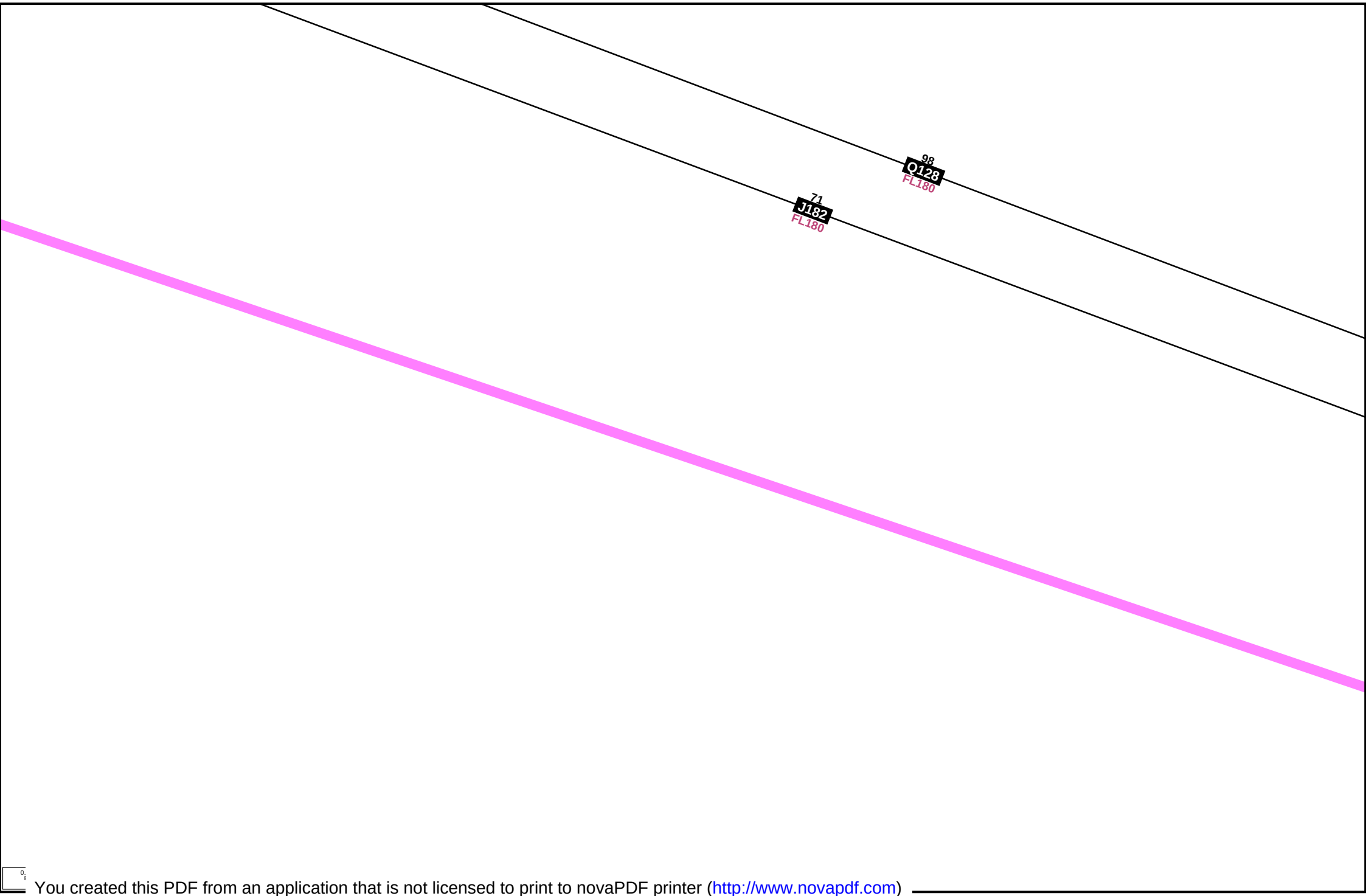

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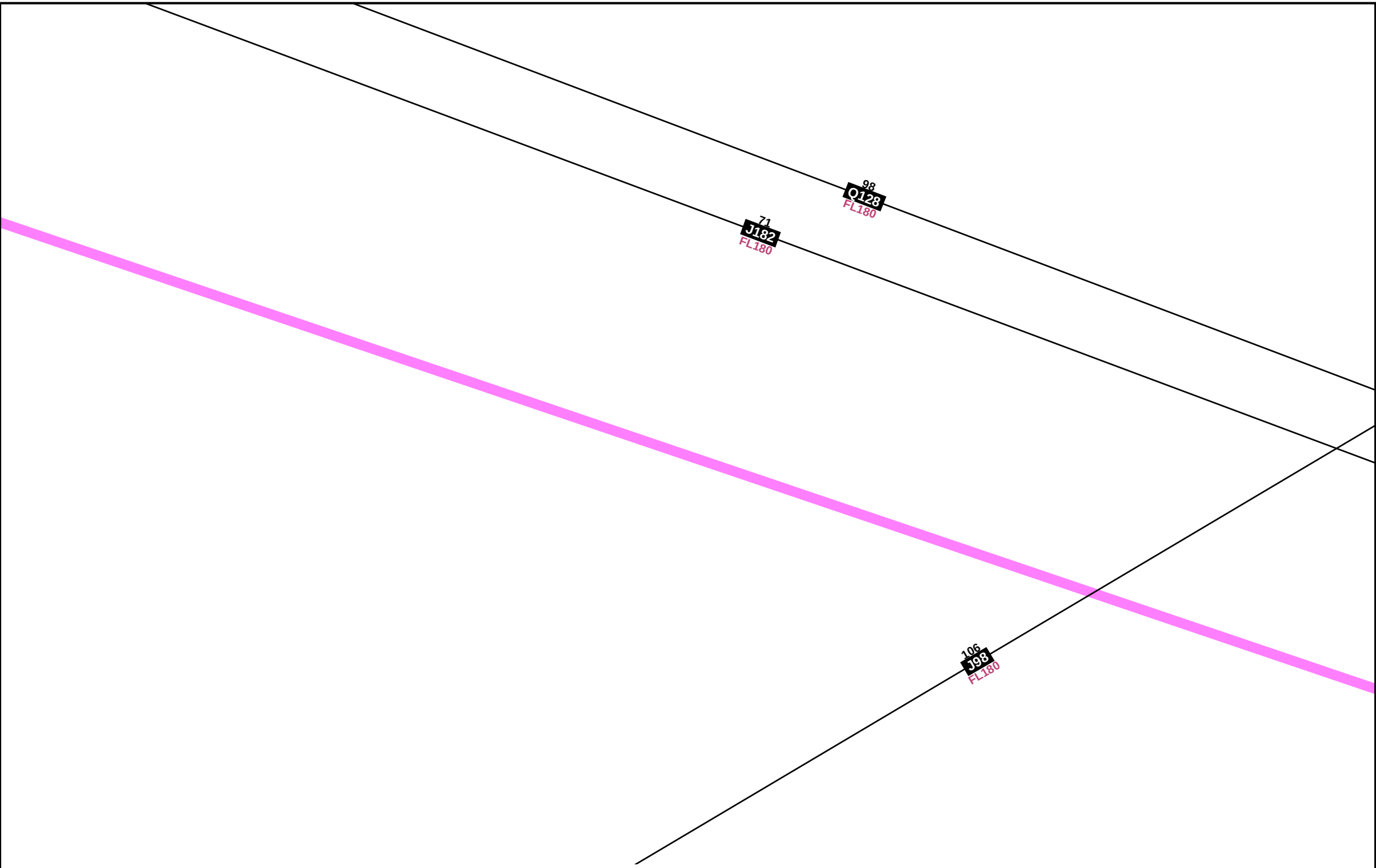

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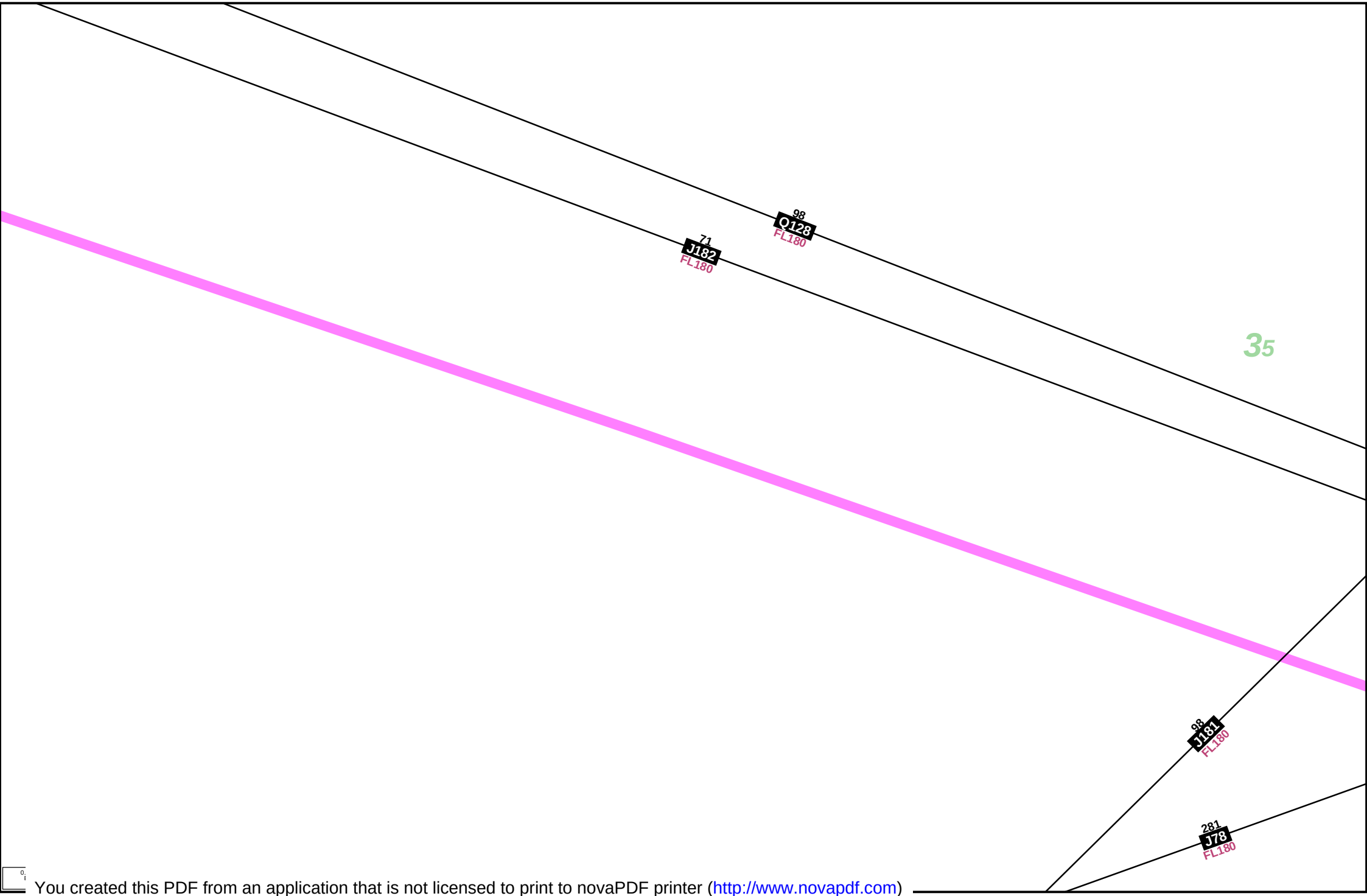

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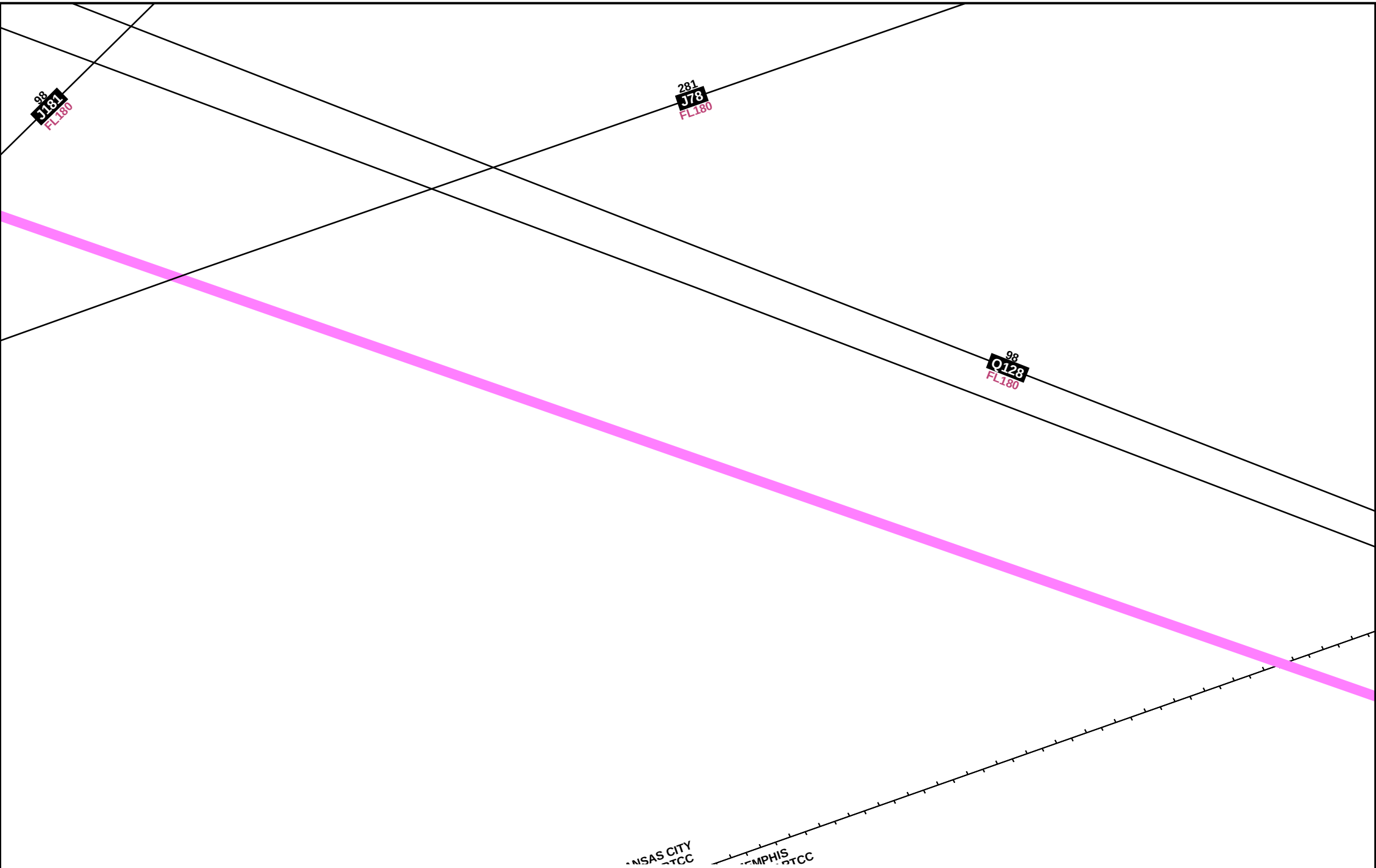

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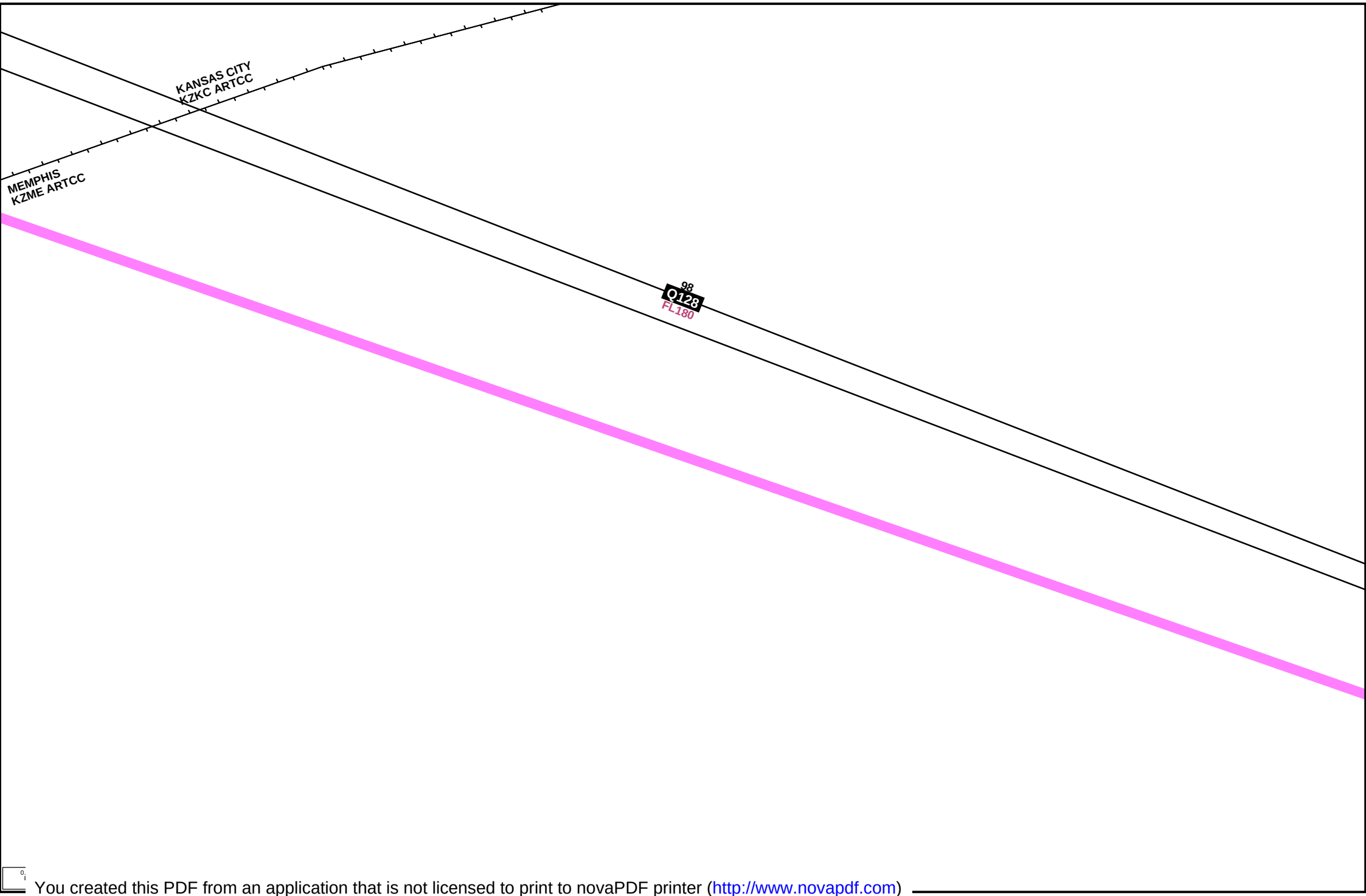

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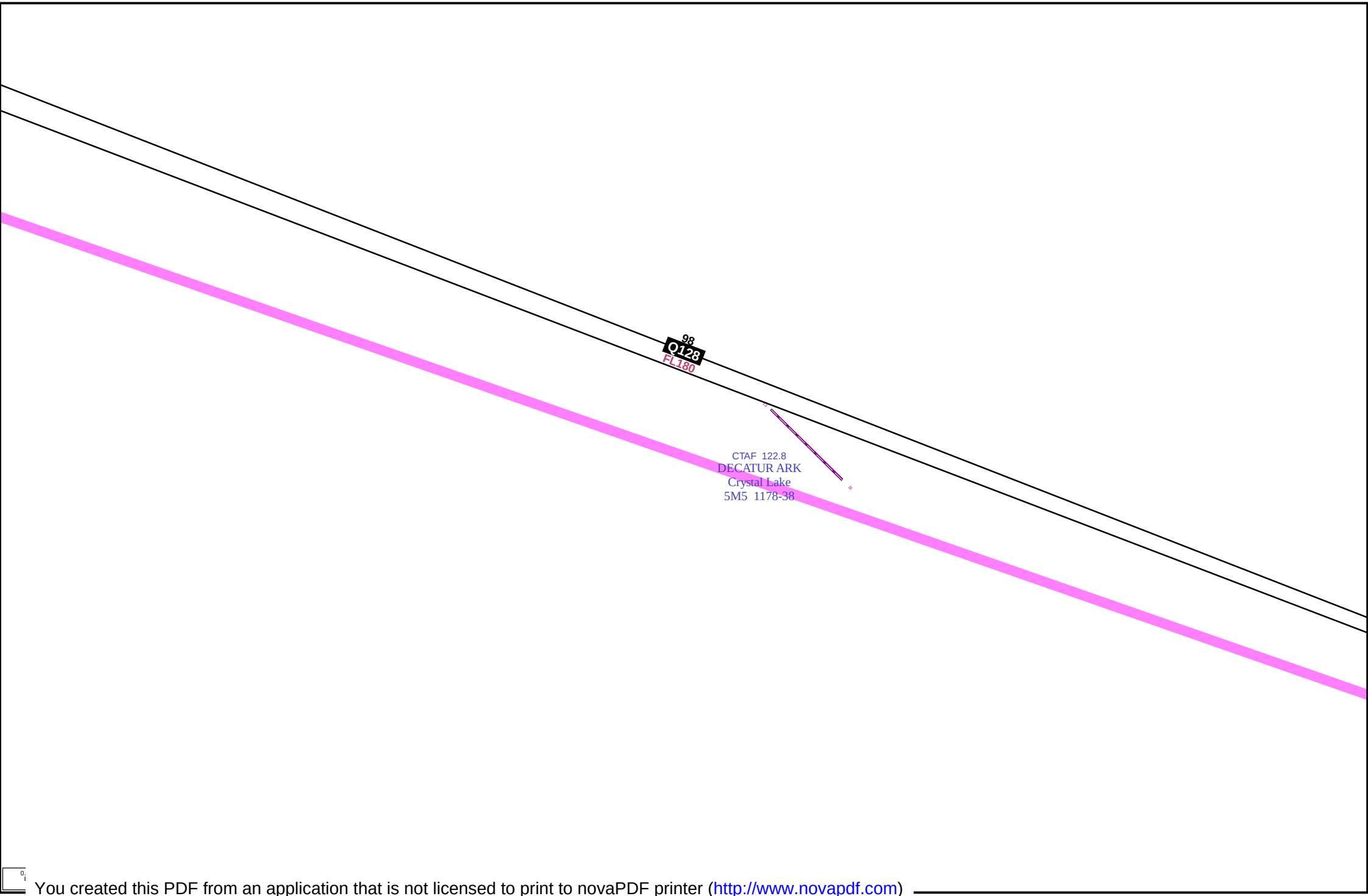

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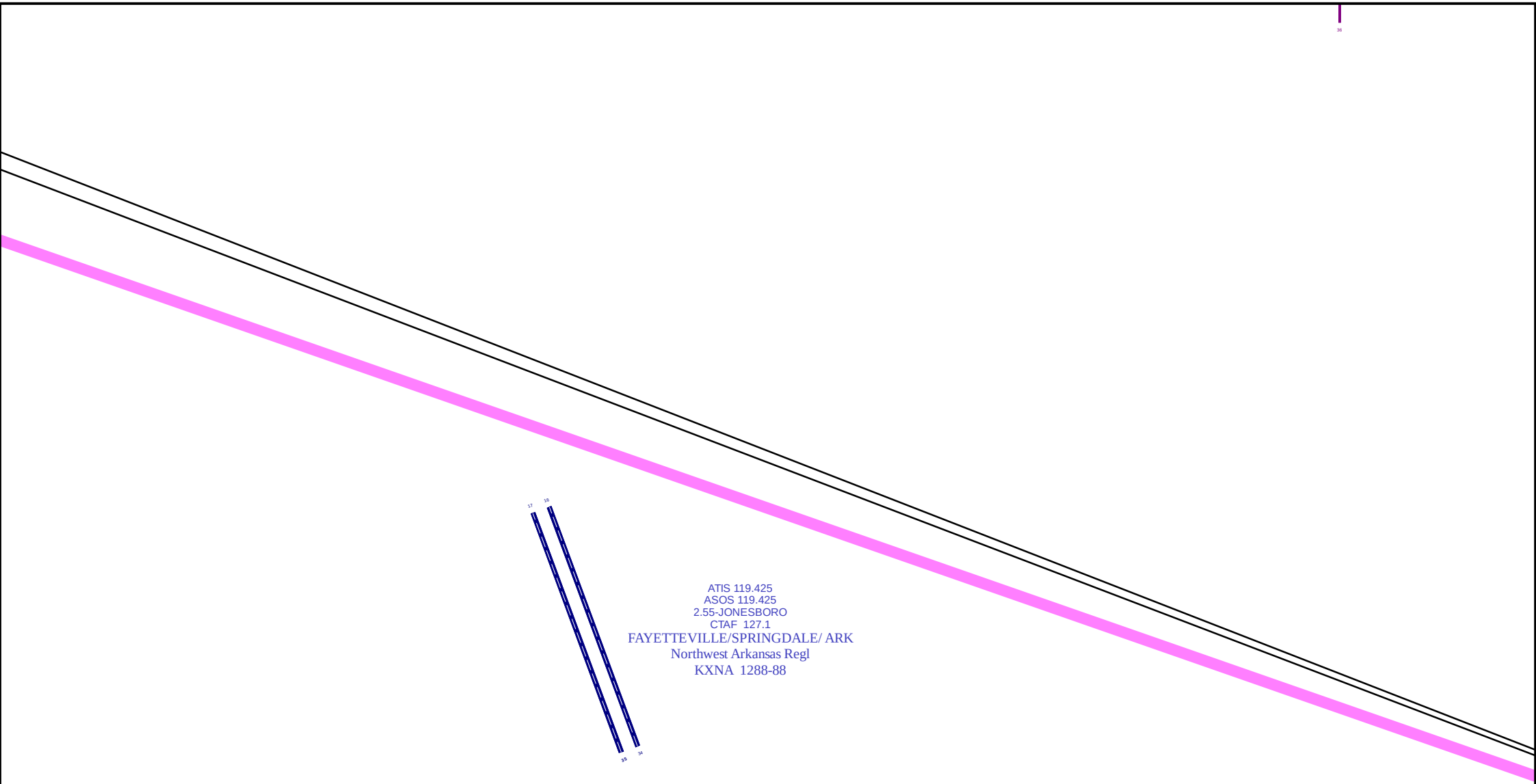

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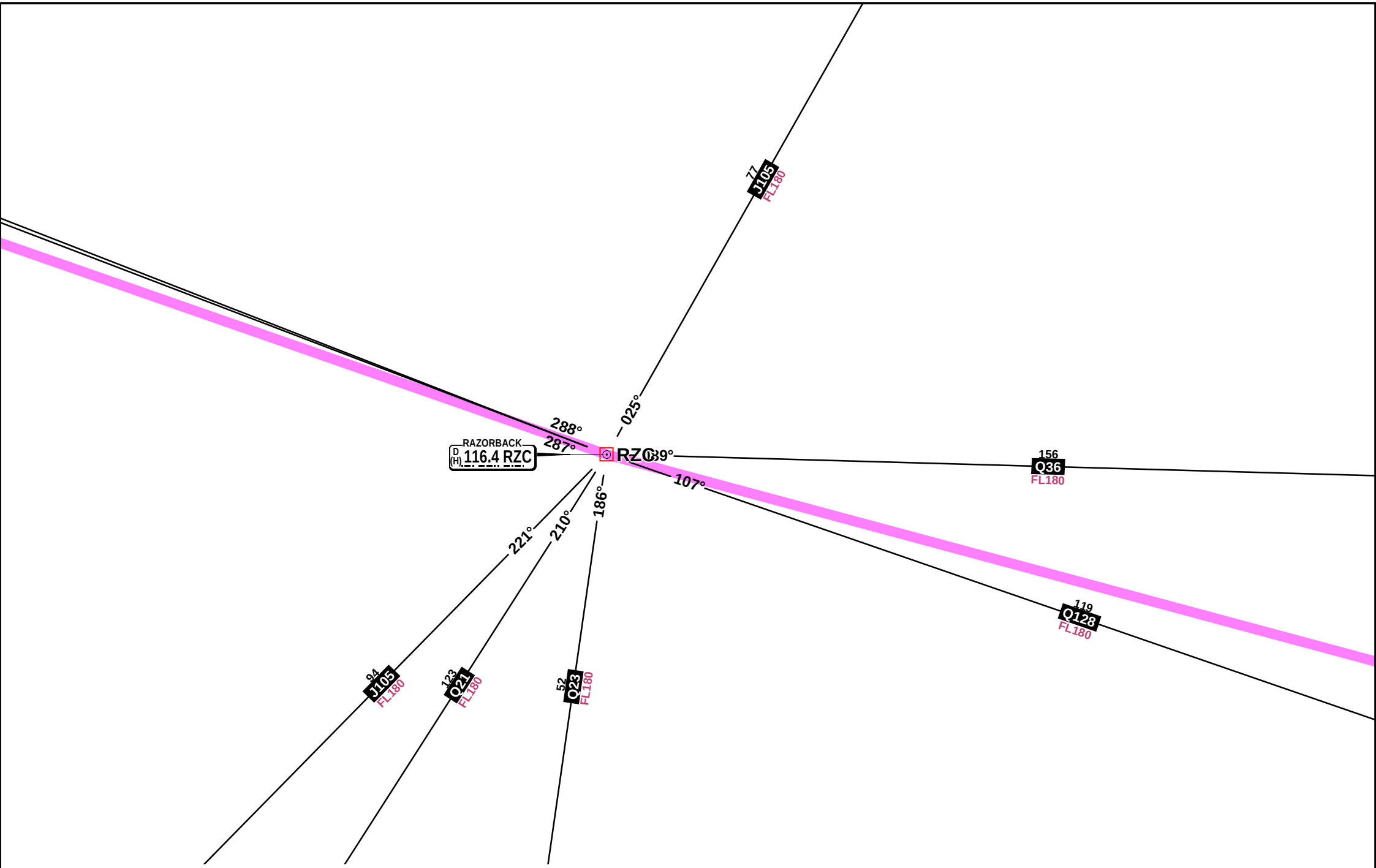

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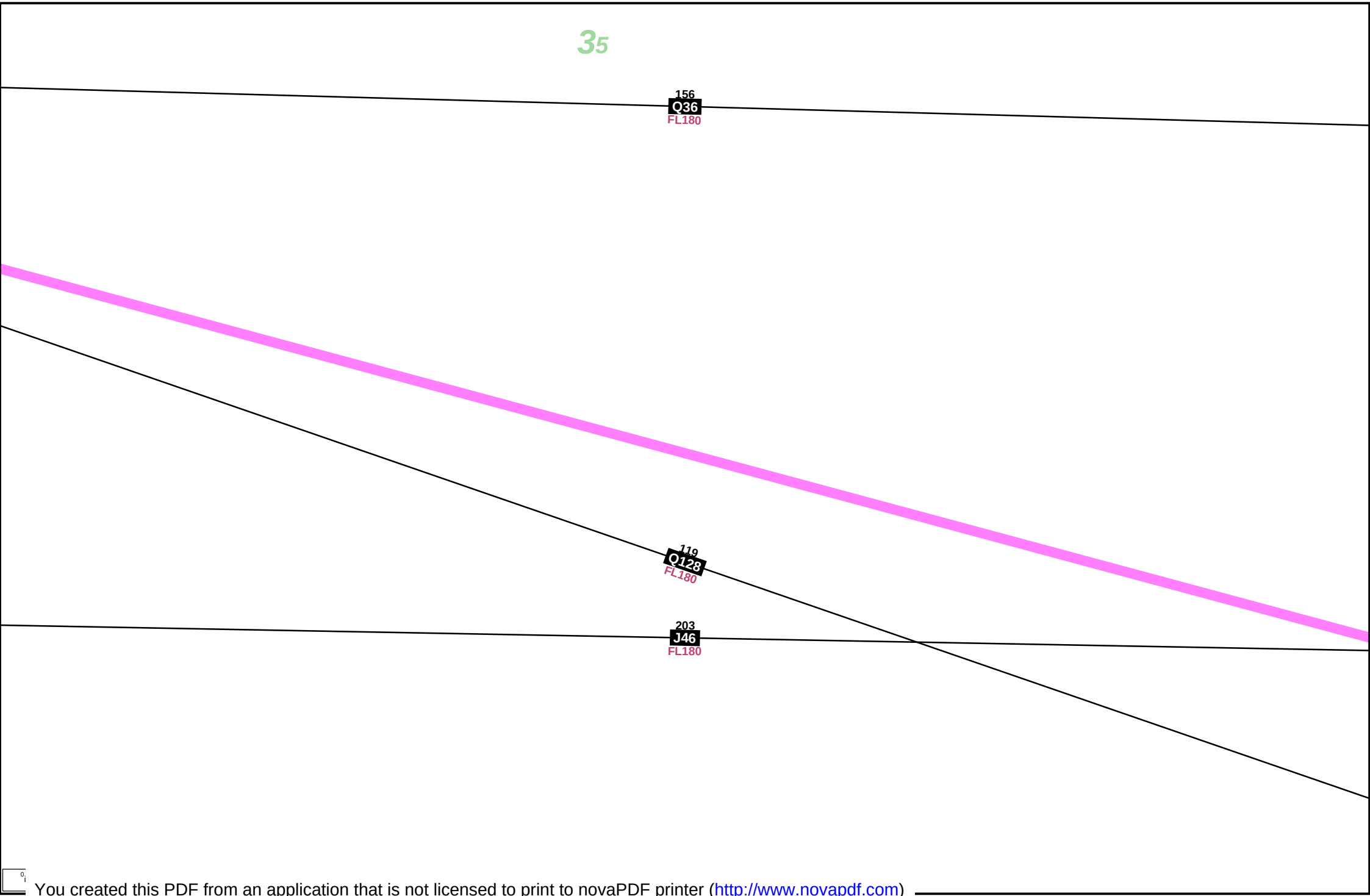

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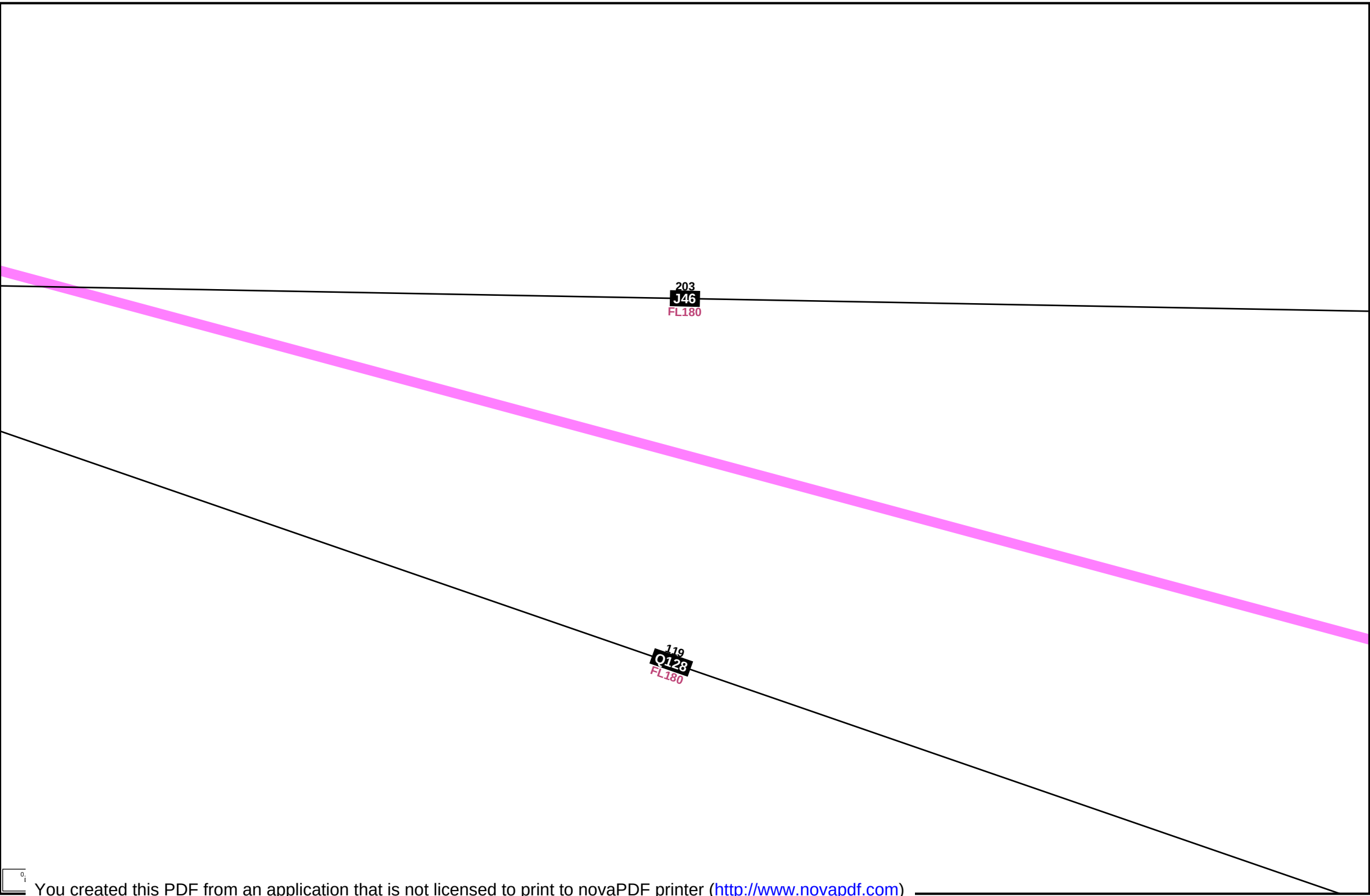

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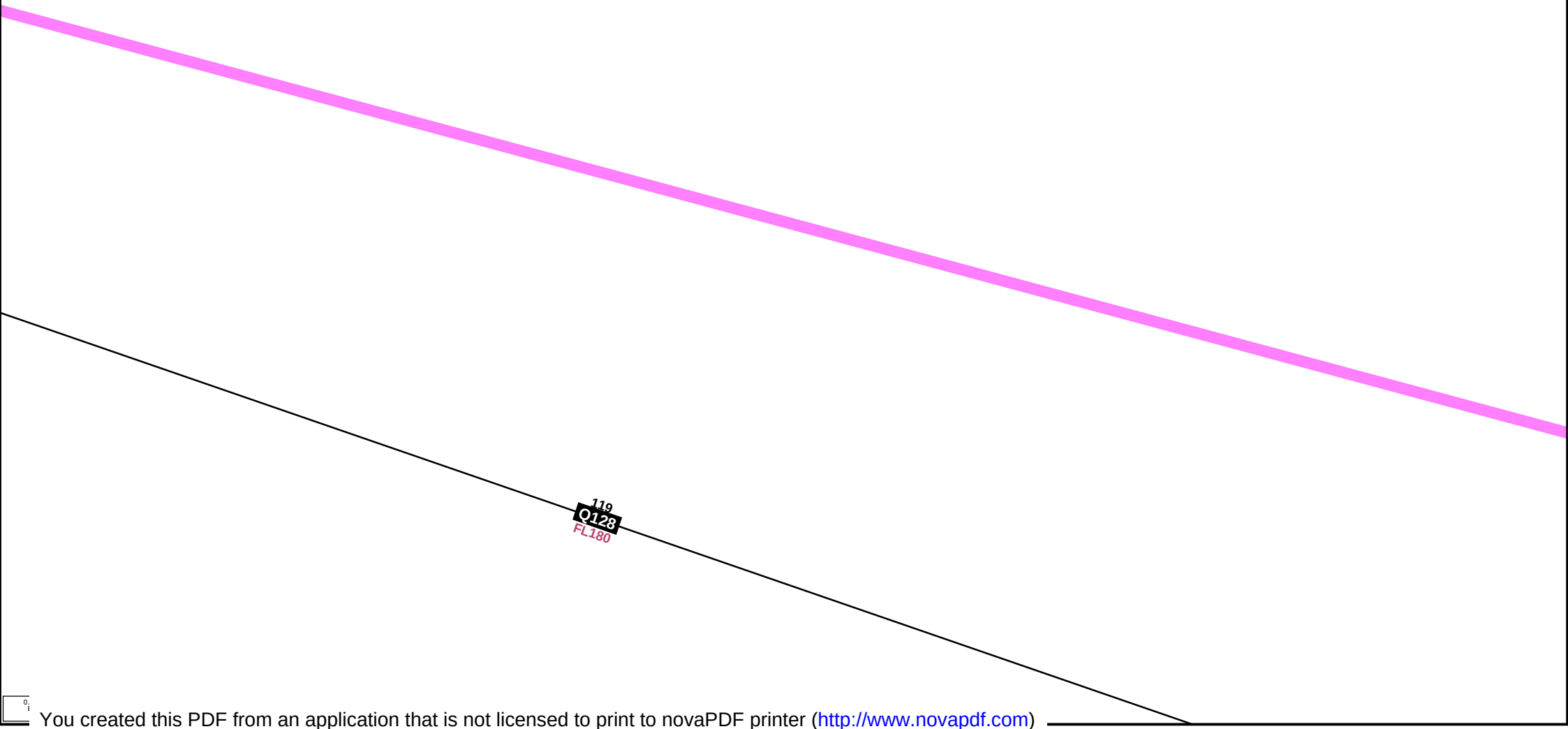

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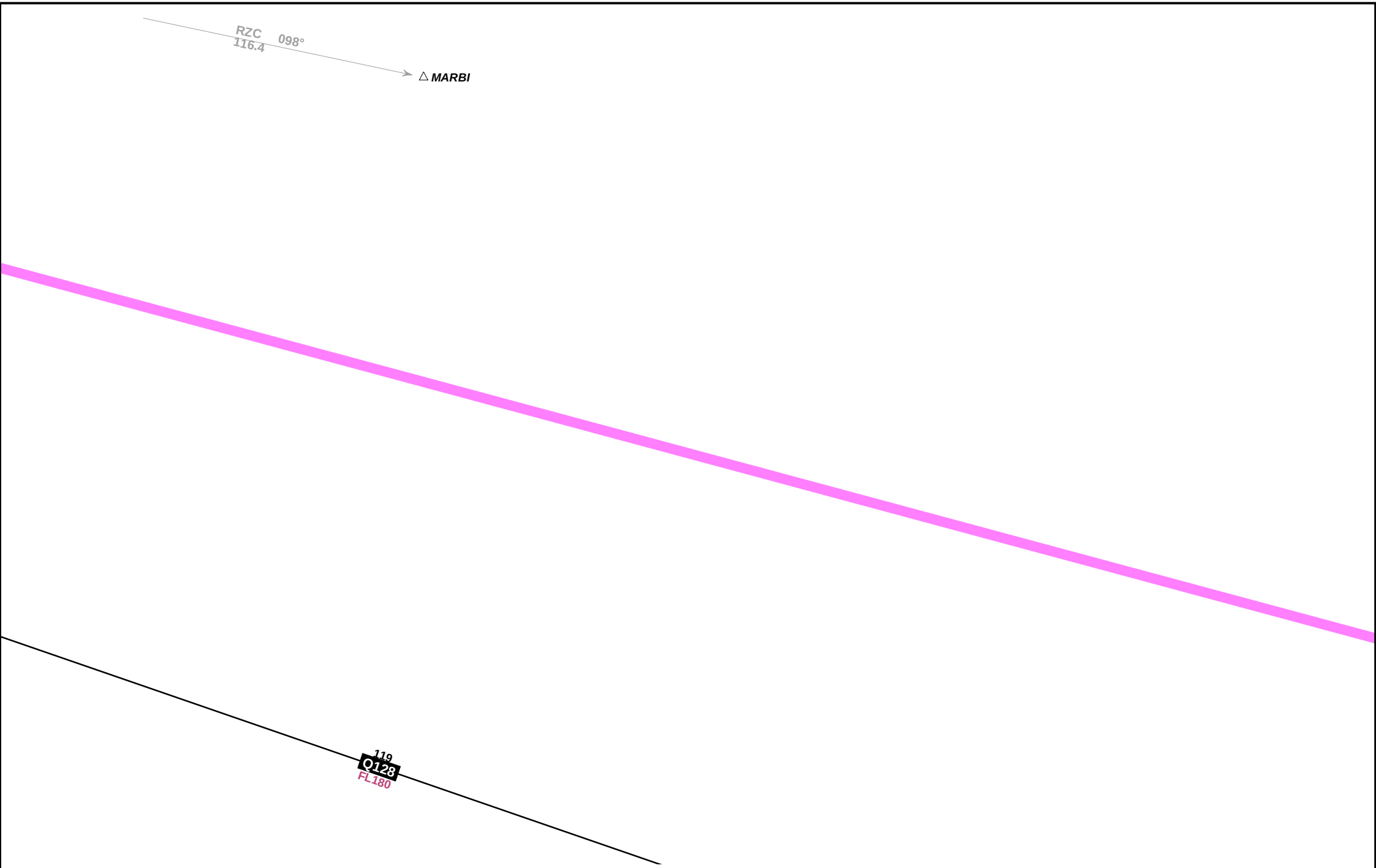

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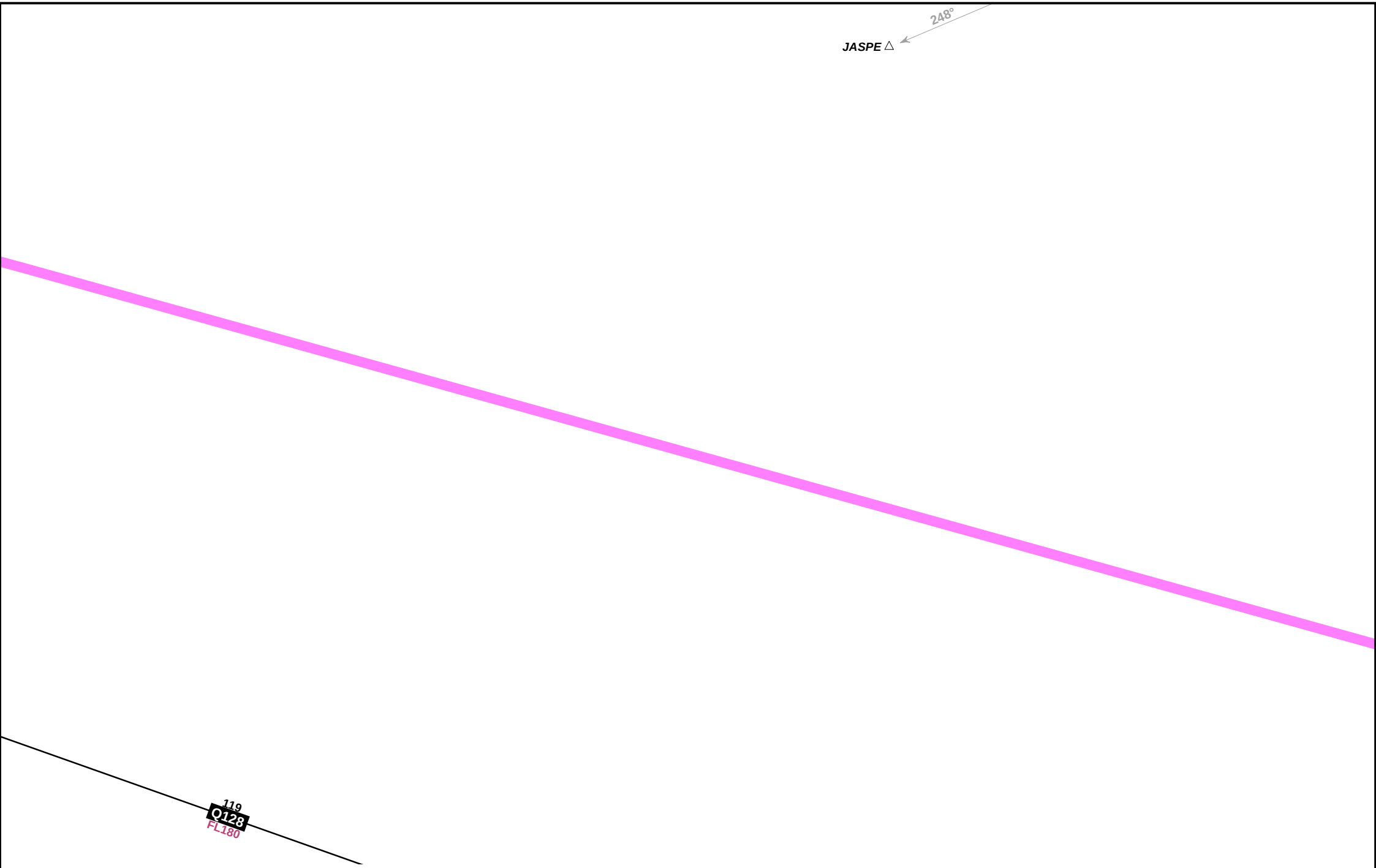

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37

119

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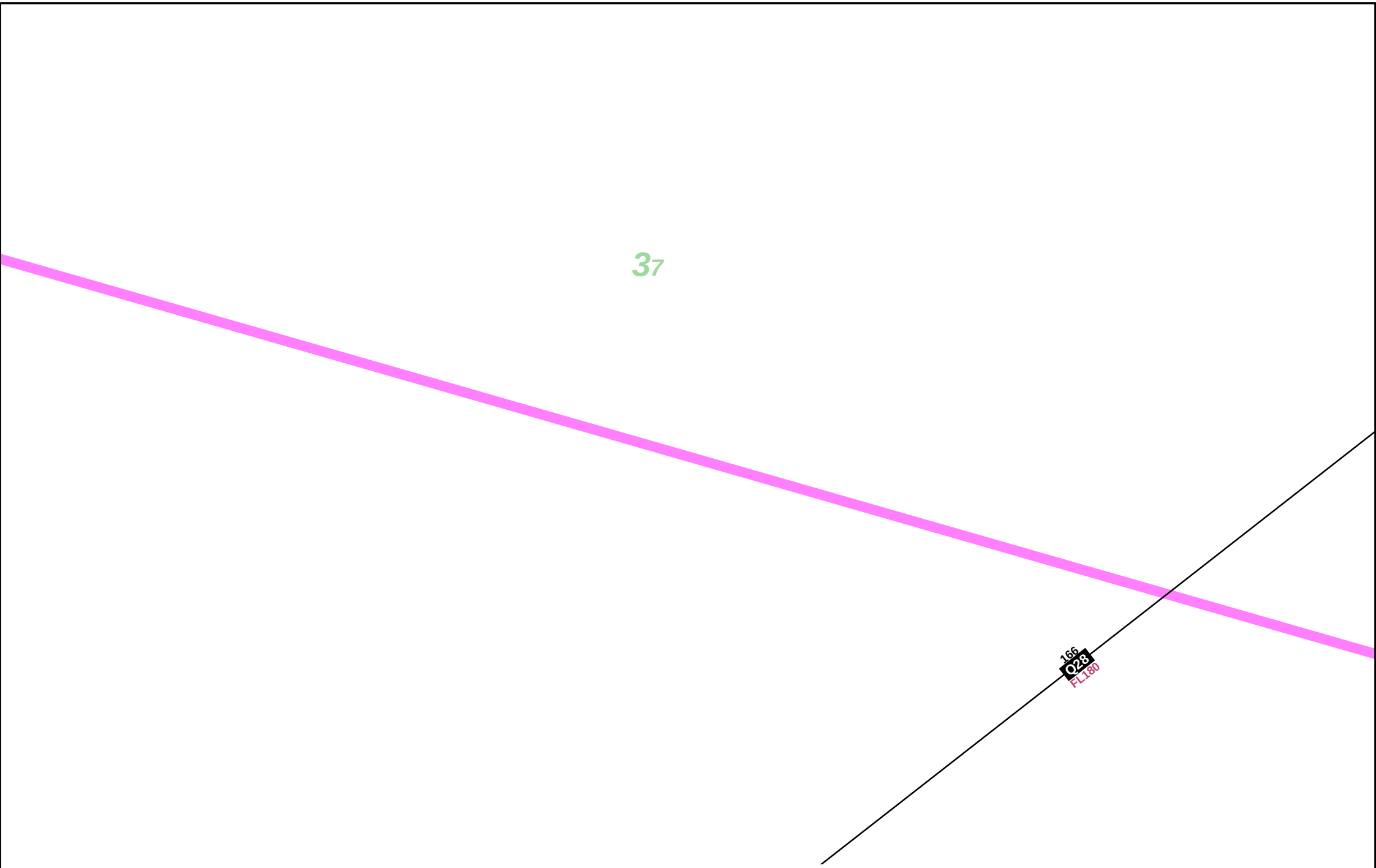

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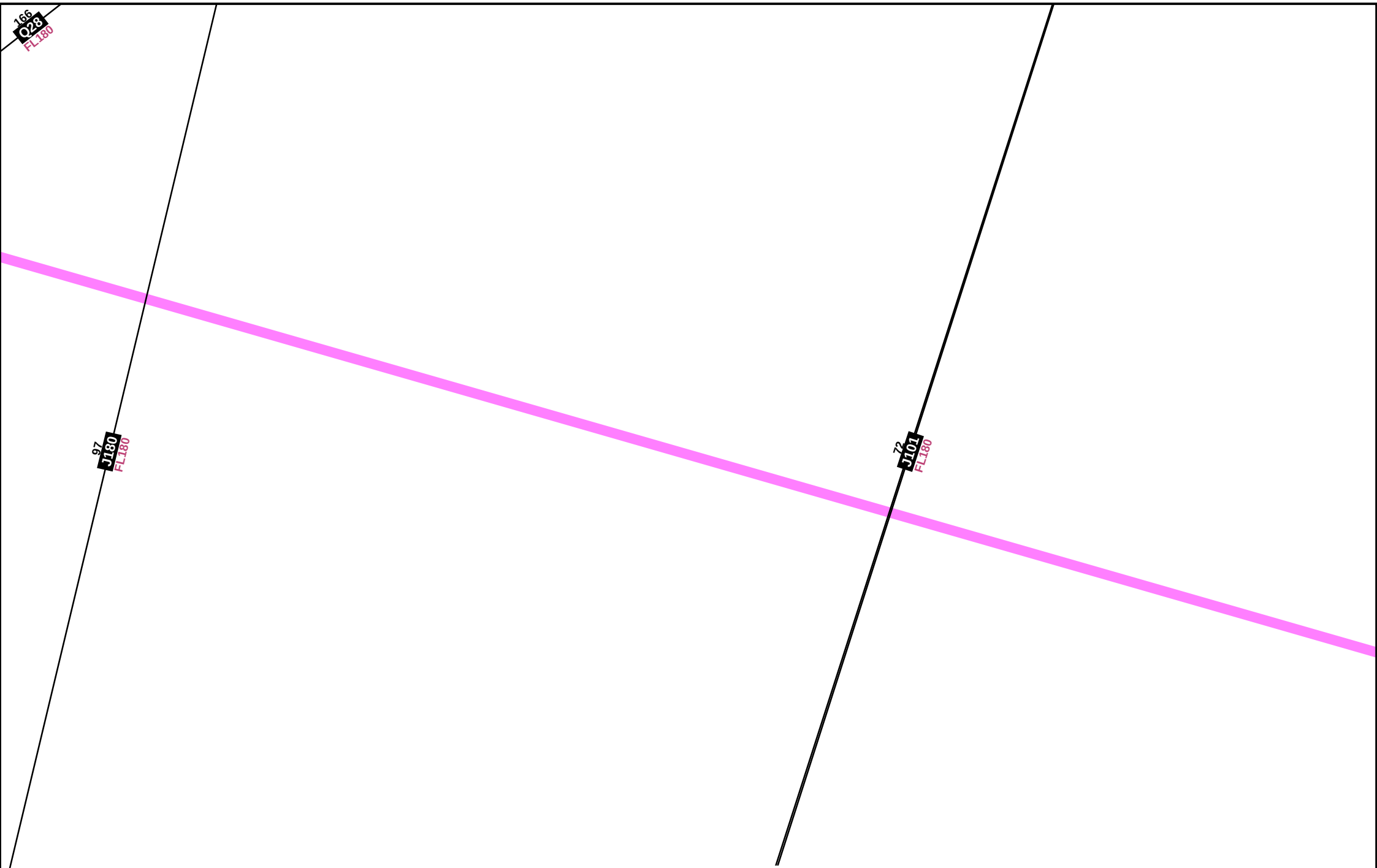

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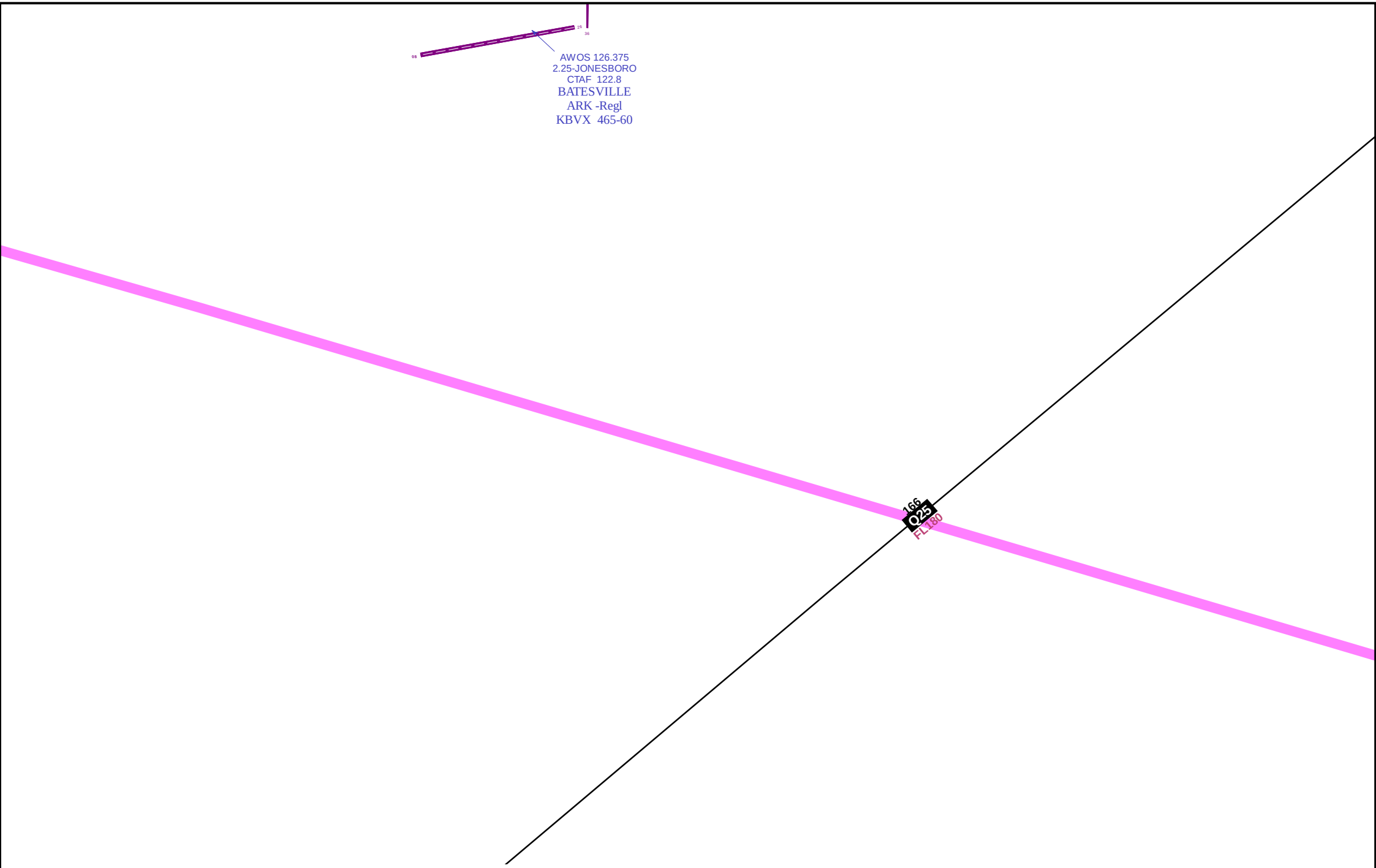

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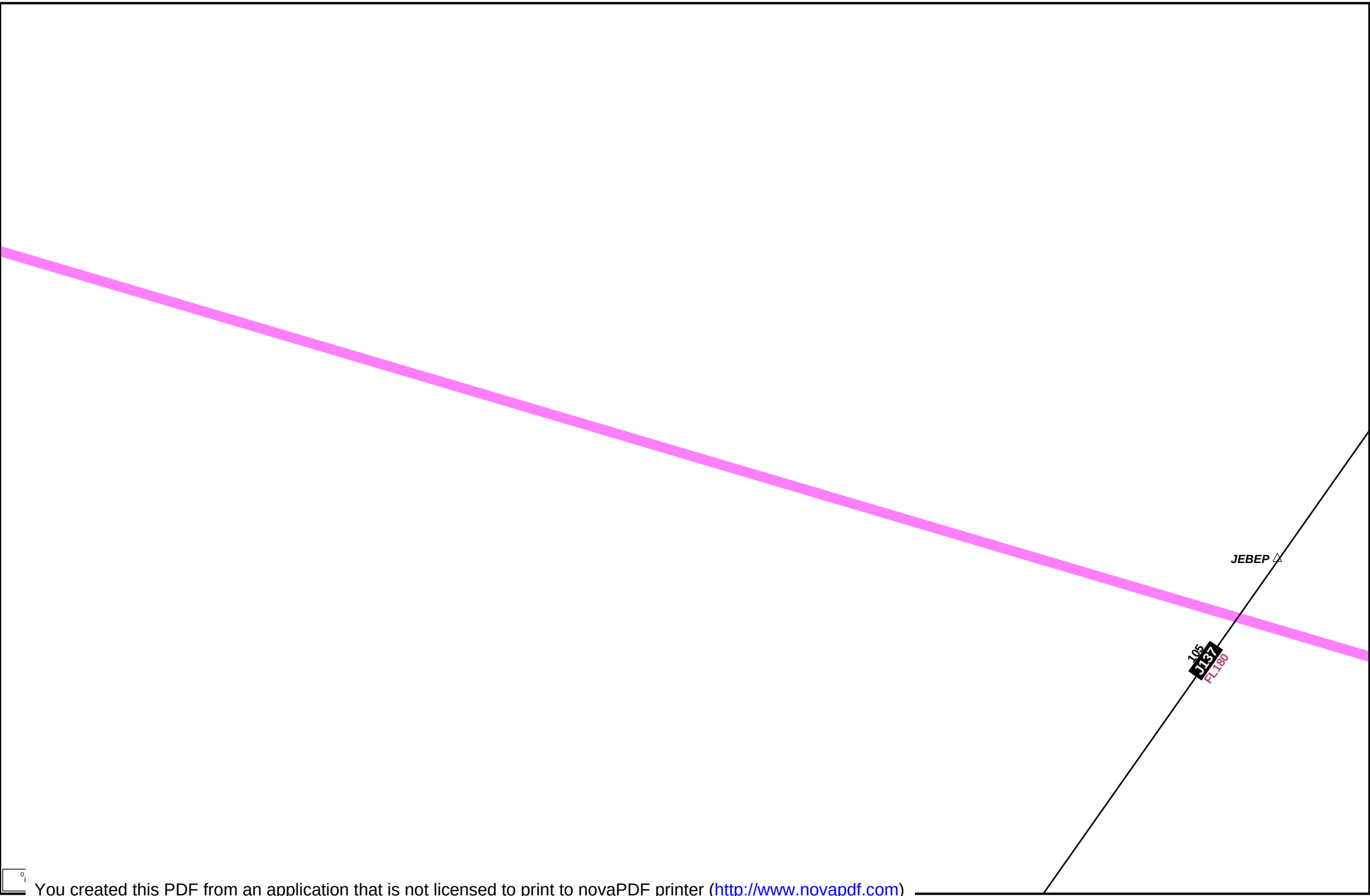

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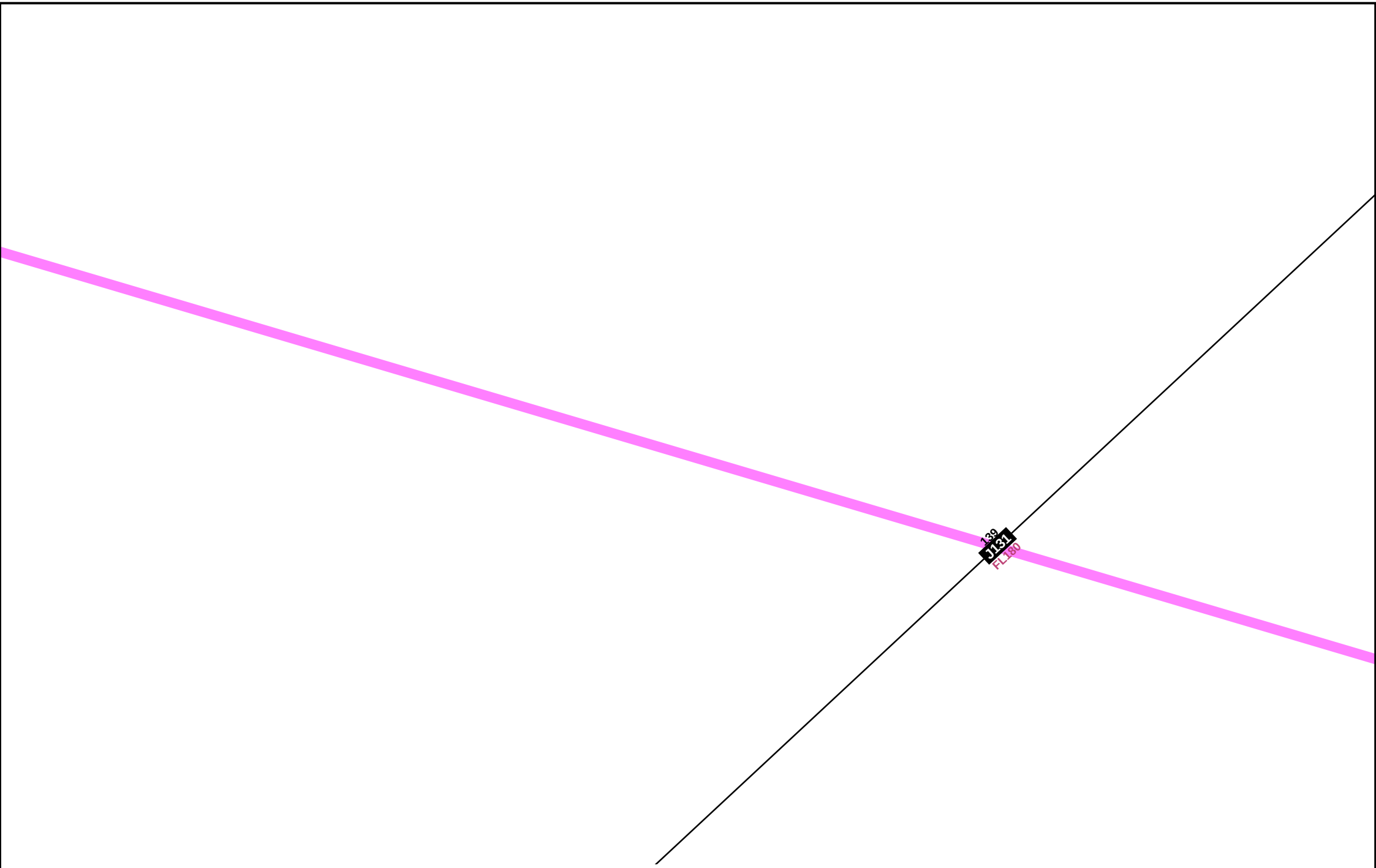

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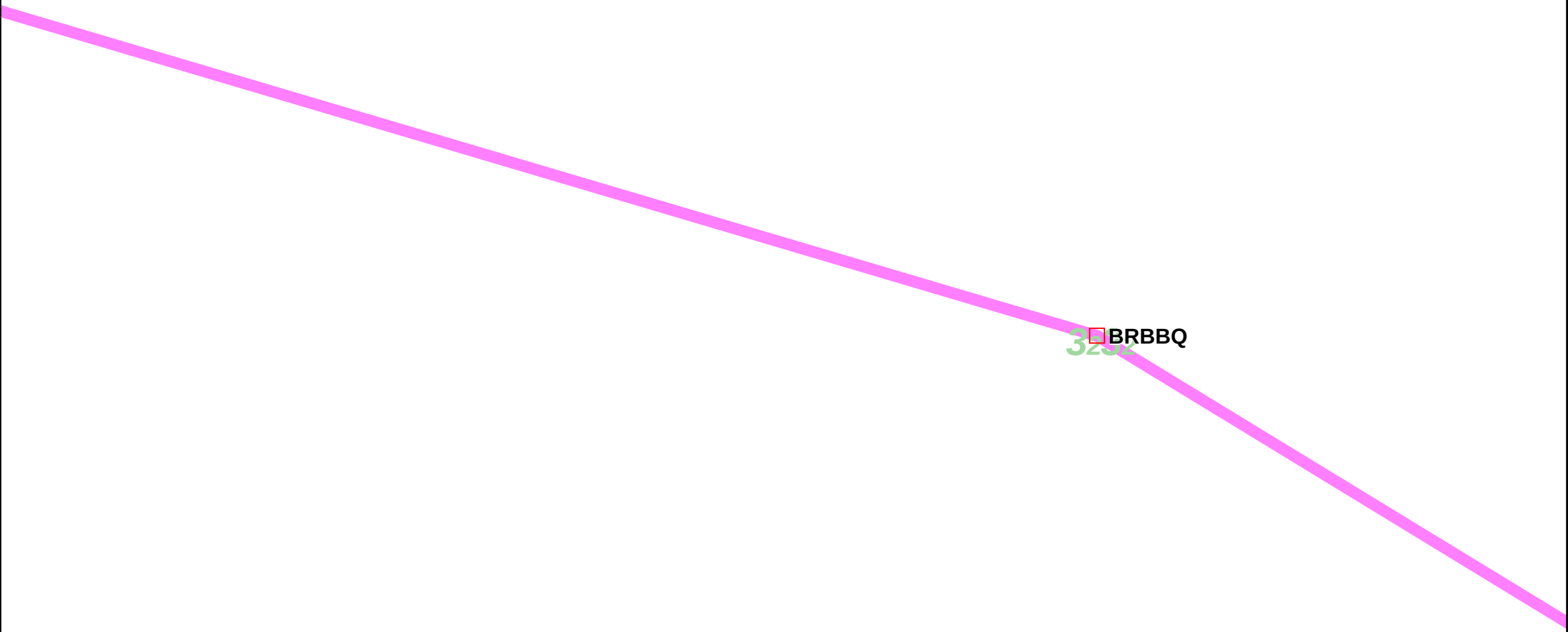

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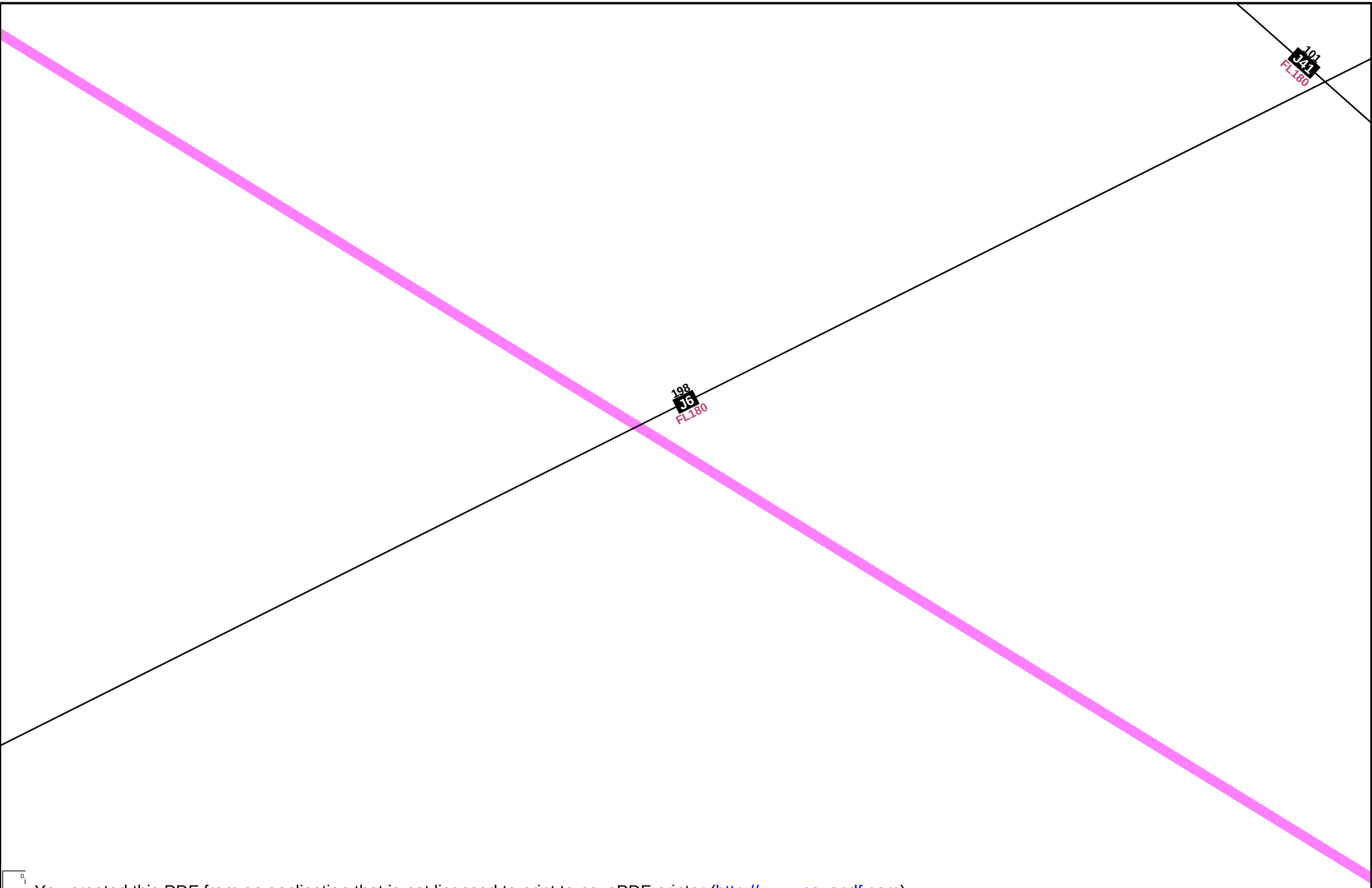

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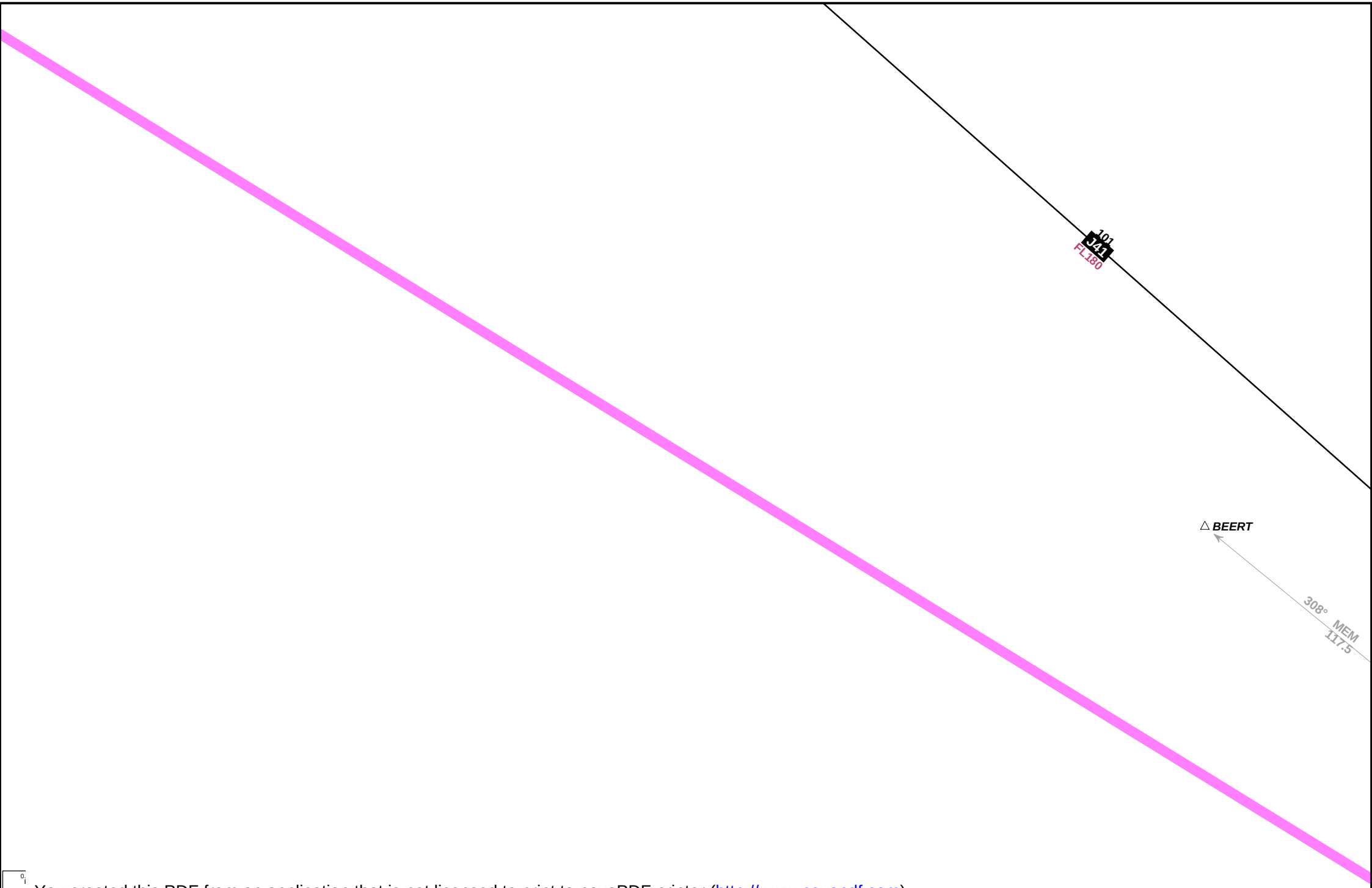

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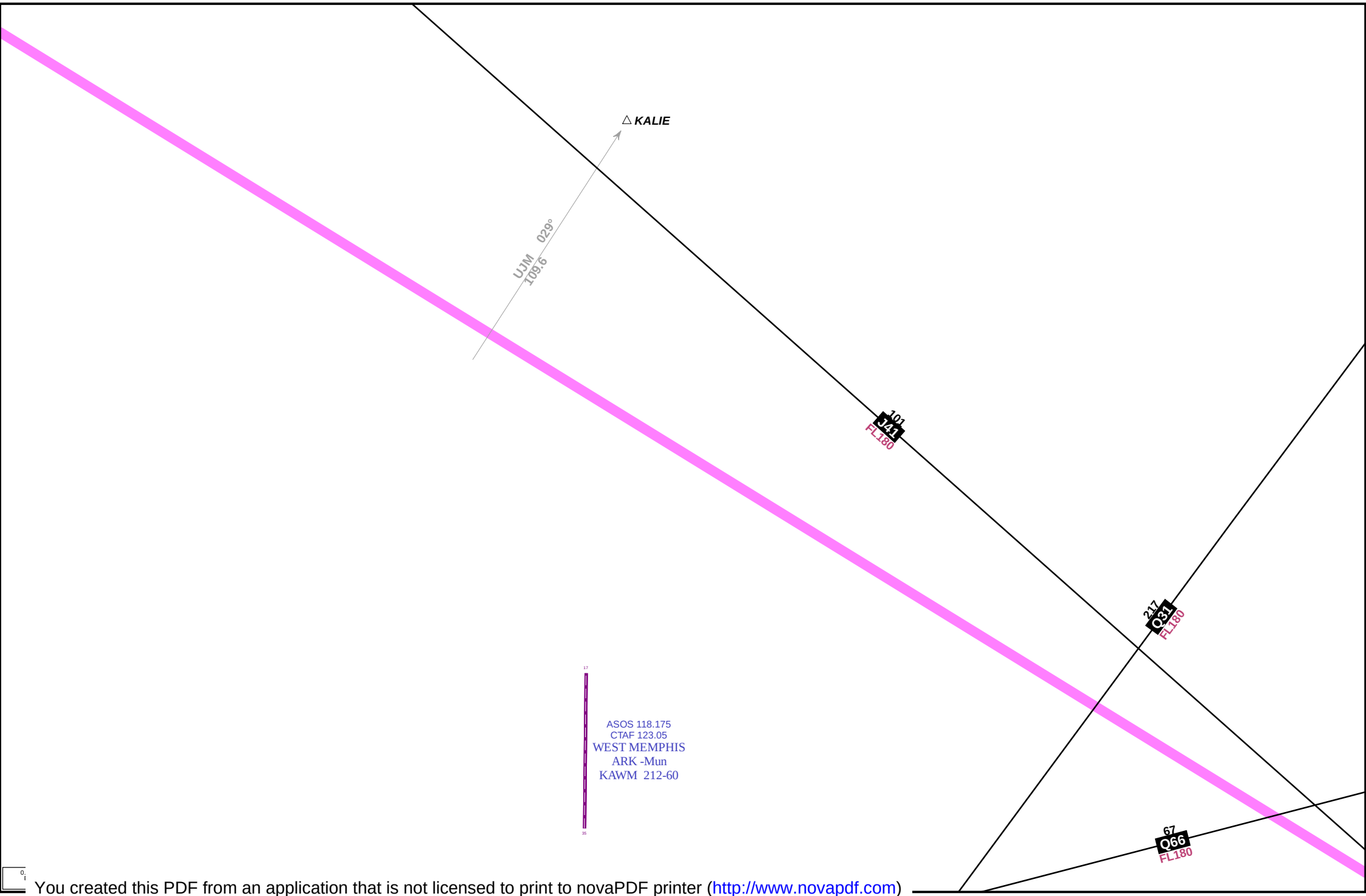

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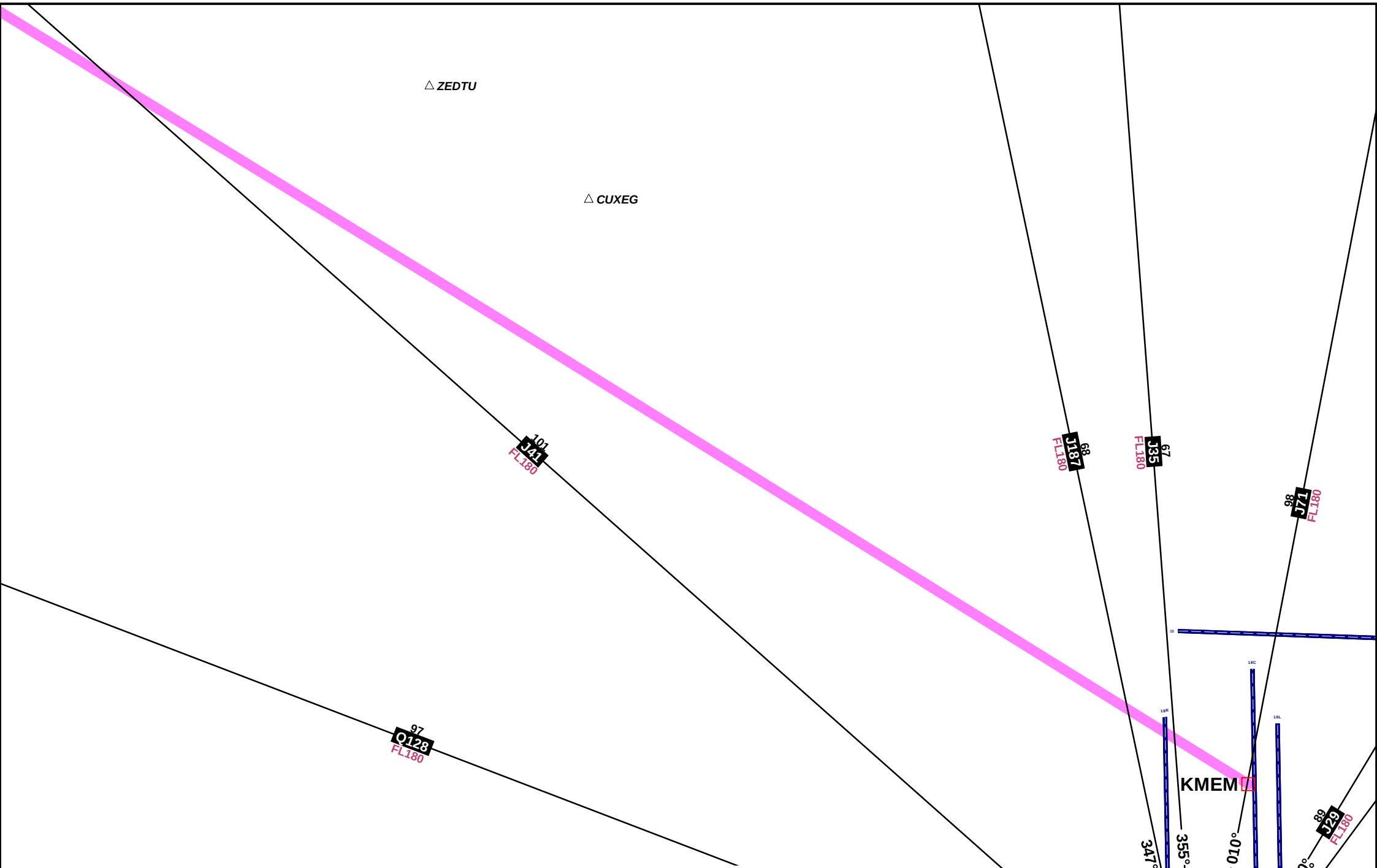

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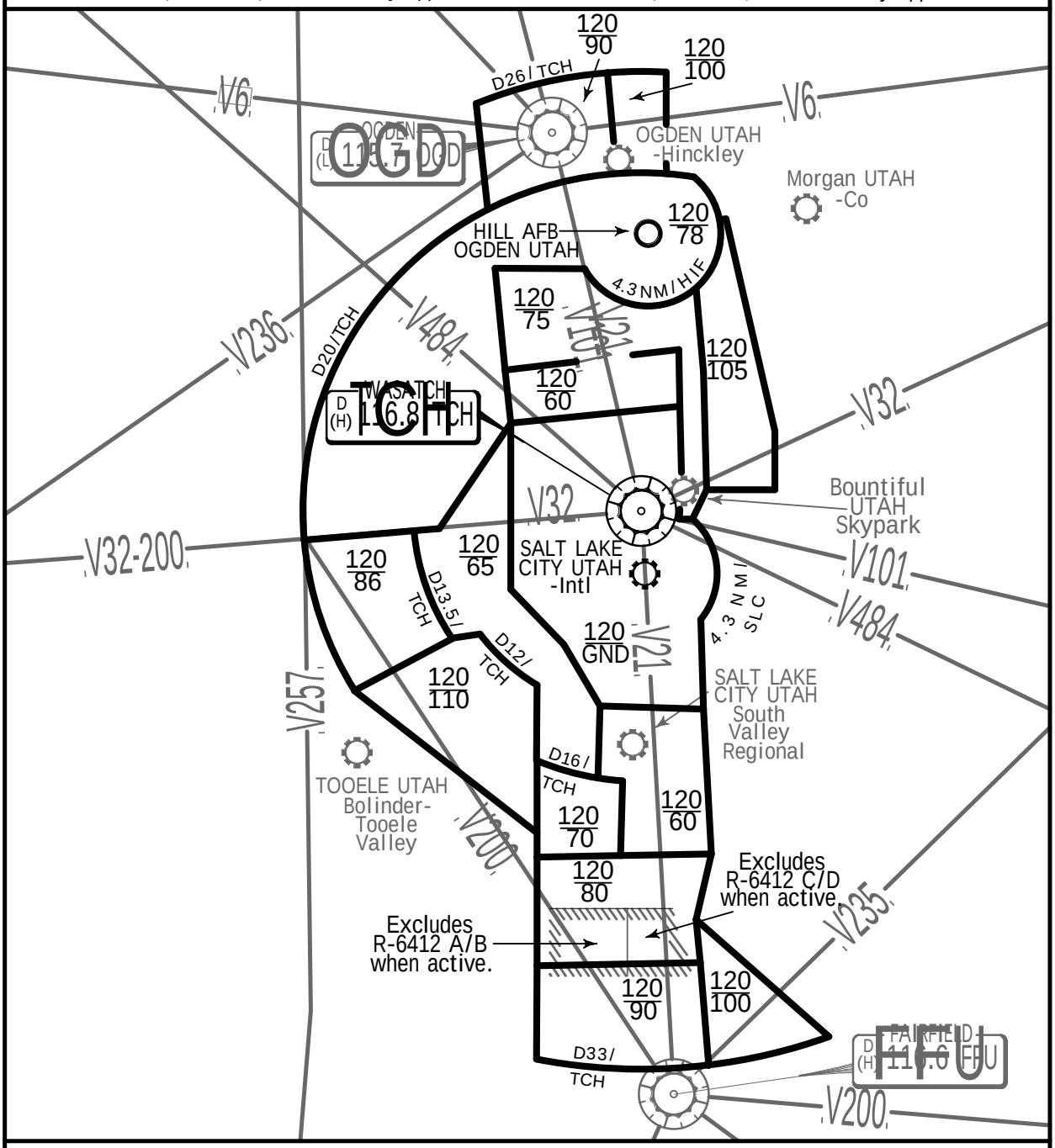
SALT LAKE CITY CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

S of N41^ (Below 8000) Salt Lake City App 120.9 N of N41^ (Below 8000) Salt Lake City App 121.1



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights-Aircraft within Class B airspace must be operated in accordance with ATC clearances and instructions.

VFR Flights-

a. Arriving aircraft should contact Salt Lake City Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.

b. Aircraft departing the primary airport are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart Class B airspace. Aircraft departing from other than Salt Lake City International Airport whose route of flight would penetrate Class B airspace should give this information to ATC on appropriate frequencies.

c. Aircraft desiring to transit Class B airspace must obtain an ATC clearance to enter the Class B airspace and will be handled on an ATC workload permitting basis.

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KSLC/SLC SALT LAKE CITY INTL

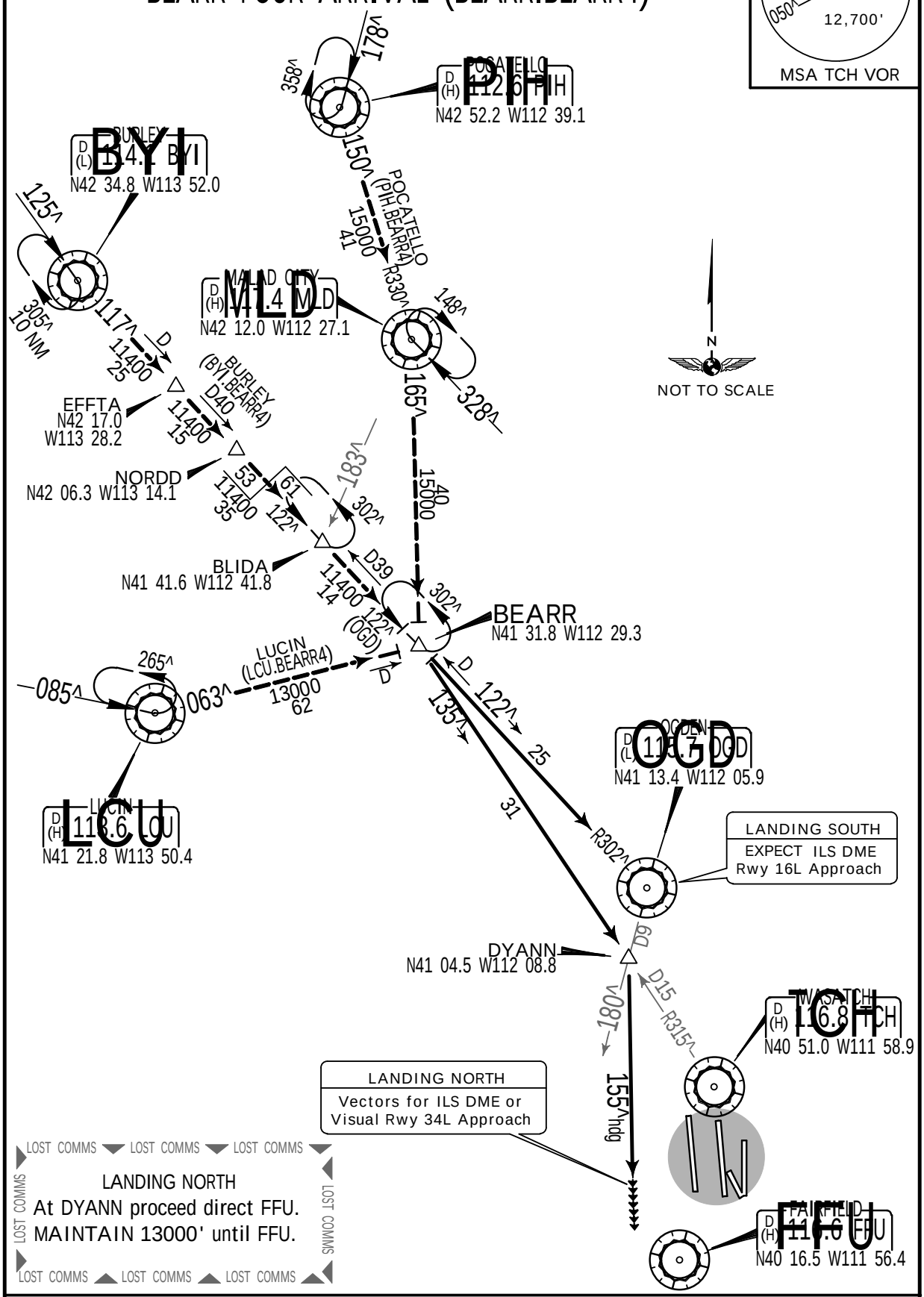
JEPPESEN 26 NOV 10 (10-2)

SALT LAKE CITY, UTAH .STAR.

D-ATIS	Apt Elev	
124.75 125.62	4227'	Alt set: INCHES Trans level: FL180 Trans alt: 18000' DME required.

MSA TCH VOR
140^ 11,000'
230^
8600'
050^
12,700'

BEARR FOUR ARRIVAL (BEARR.BEARR4)



ROUTING

LANDING NORTH	From BEARR via TCH R-315 to DYANN. After DYANN fly heading 155^ for vectors ILS DME or VISUAL Rwy 34L approach.
LANDING	From BEARR via OGD R-302 to OGD. EXPECT ILS DME Rwy 16L approach.

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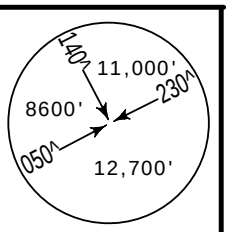
SALT LAKE CITY INTL

JEPPESEN 26 NOV 10 10-2A

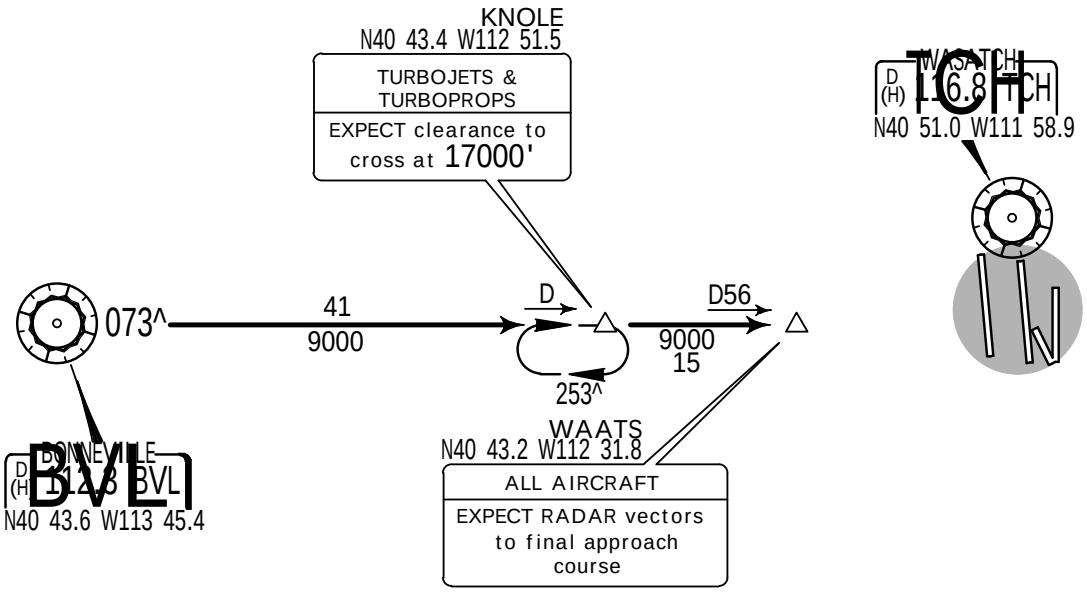
.STAR.

D-ATIS	Apt Elev	
124.75 125.62	4227'	Alt set: INCHES Trans level: FL180 Trans alt: 18000' DME required.

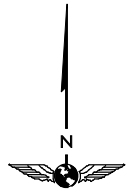


MSA TCH VOR

BONNEVILLE ONE ARRIVAL (BVL.BVL1)



Direct distance from WAATS to :
Salt Lake City Intl 26 NM



NOT TO SCALE

LOST COMMS LOST COMMS LOST COMMS LOST

At WAATS proceed direct TCH.
MAINTAIN 13000' until TCH.

LOST COMMS LOST COMMS LOST COMMS LOST

LOST COMMS LOST COMMS LOST COMMS

ROUTING

From over BVL via BVL R-073 to WATTS, then EXPECT RADAR vectors to final approach

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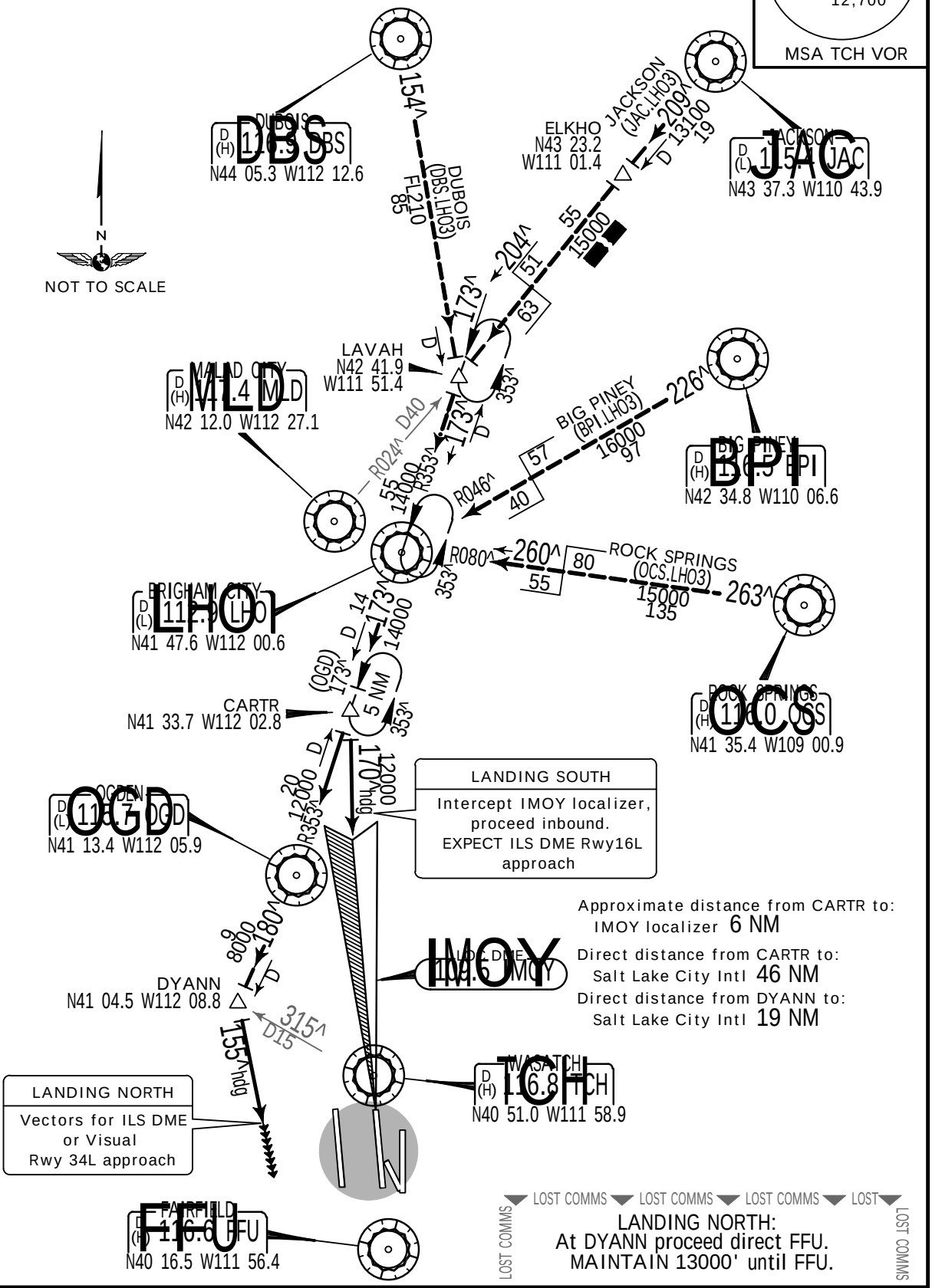
JEPPESEN 26 NOV 10 (10-2B)

SALT LAKE CITY, UTAH .STAR.

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' DME required.
124.75 125.62	4227'	

MSA TCH VOR
140^ 11,000'
230^
8600'
050^
12,700'

BRIGHAM CITY THREE ARRIVAL (LHO.LHO3)



ROUTING

LANDING NORTH	From LHO via LHO R-173 to CARTR, then via OGD R-353 to OGD, then via OGD R-180 to DYANN. After DYANN fly heading 155^ for vectors to ILS DME Rwy 34L approach.
LANDING	From LHO via LHO R-173 to CARTR. Fly heading 170^ to intercept IMOY localizer,

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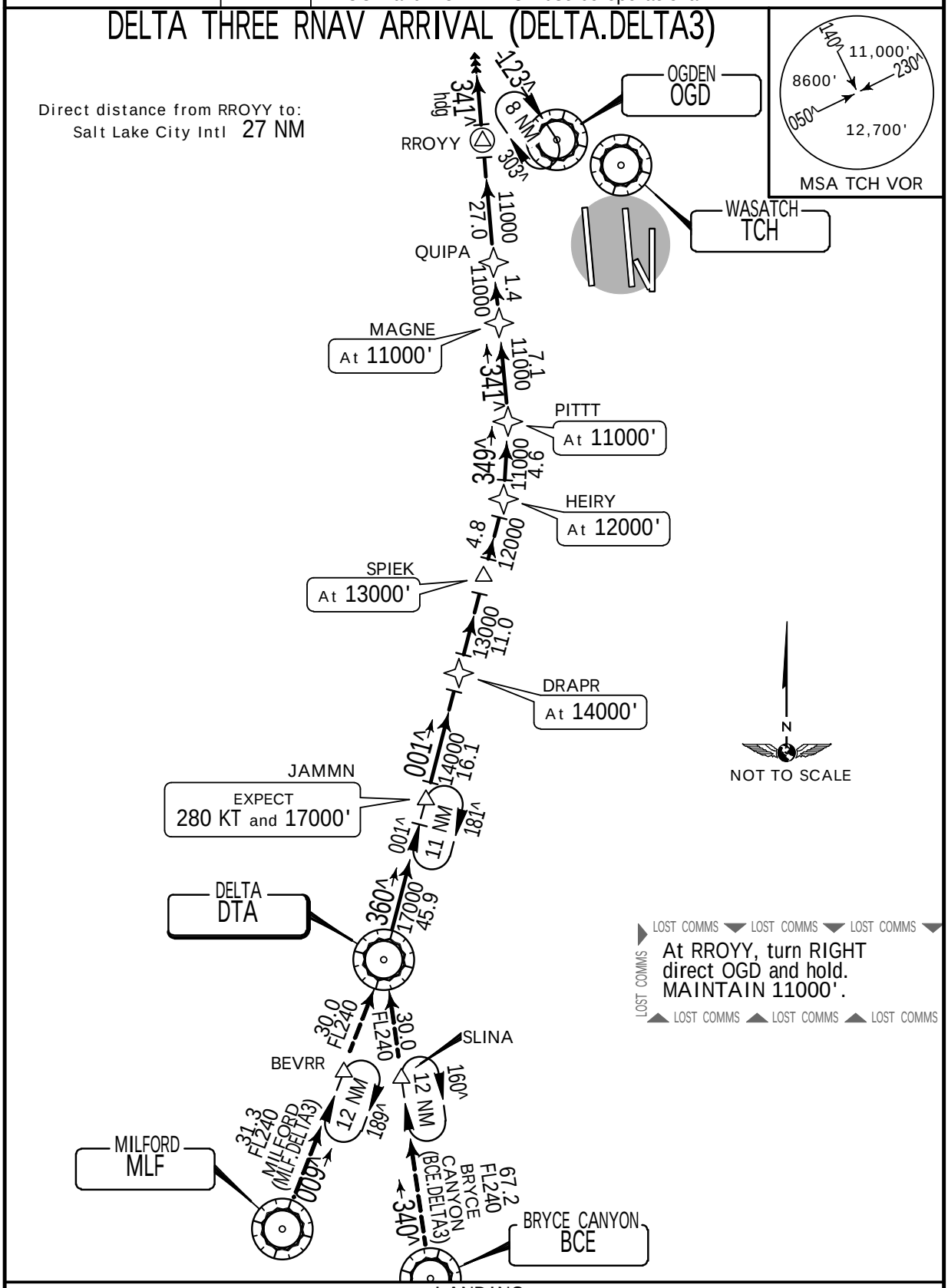
SALT LAKE CITY INTL

JEPPESEN
26 NOV 10 (10-2C)

SALT LAKE CITY, UTAH
.RNAV.STAR.

D-ATIS	Apt Elev	
124.75 125.62	4227'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. Turbojet aircraft only. 3. RNAV 1. 4. DME/DME/IRU or GPS required. 5. BRYCE CANYON Transition: For non-GPS equipped aircraft BVL, FFU, OGD and TCH DMEs must be operational. 6. MILFORD Transition: For non-GPS equipped aircraft BVL, OGD and TCH DMEs must be operational.

DELTA THREE RNAV ARRIVAL (DELTA.DELTA3)



LANDING

SOUTH (RWYS	From DTA via 360^ track to JAMMN, then via 001^ track to DRAPR, then via 001^ track to SPIEK, then via 001^ track to HEIRY, then via 349^ track to PITTT, then as depicted to RROYY, then via 341^ heading. EXPECT RADAR vectors to final

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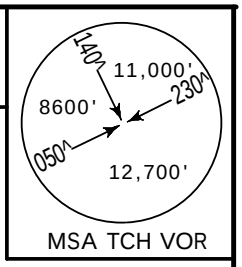
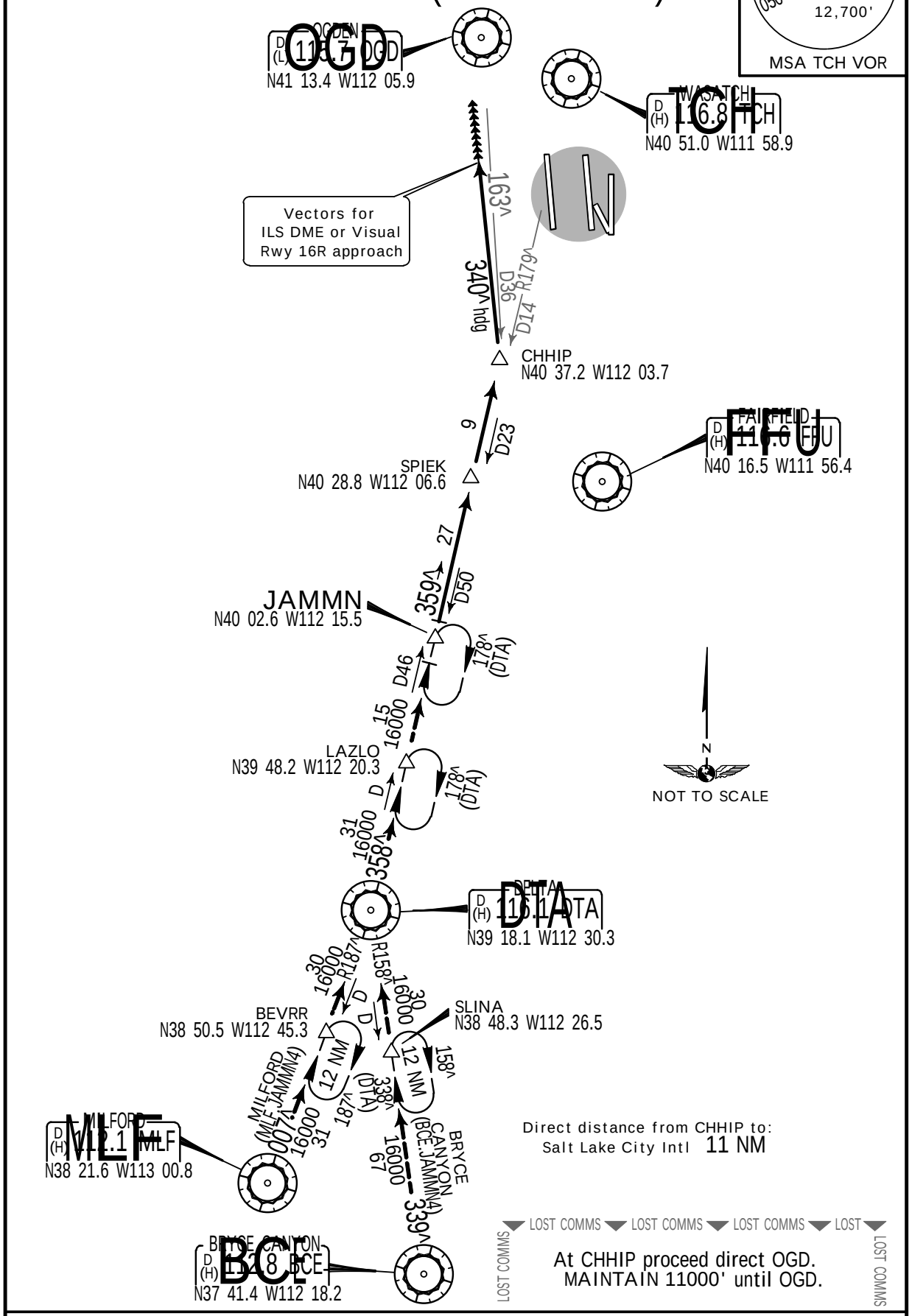
JEPPESEN 26 NOV 10 (10-2D)

SALT LAKE CITY, UTAH .STAR.

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' DME required.
124.75 125.62	4227'	



JAMMN FOUR ARRIVAL (JAMMN.JAMMN4)



ROUTING

From JAMMN via TCH R-179 to CHHIP, fly heading 340^ for vectors ILS DME or Visual

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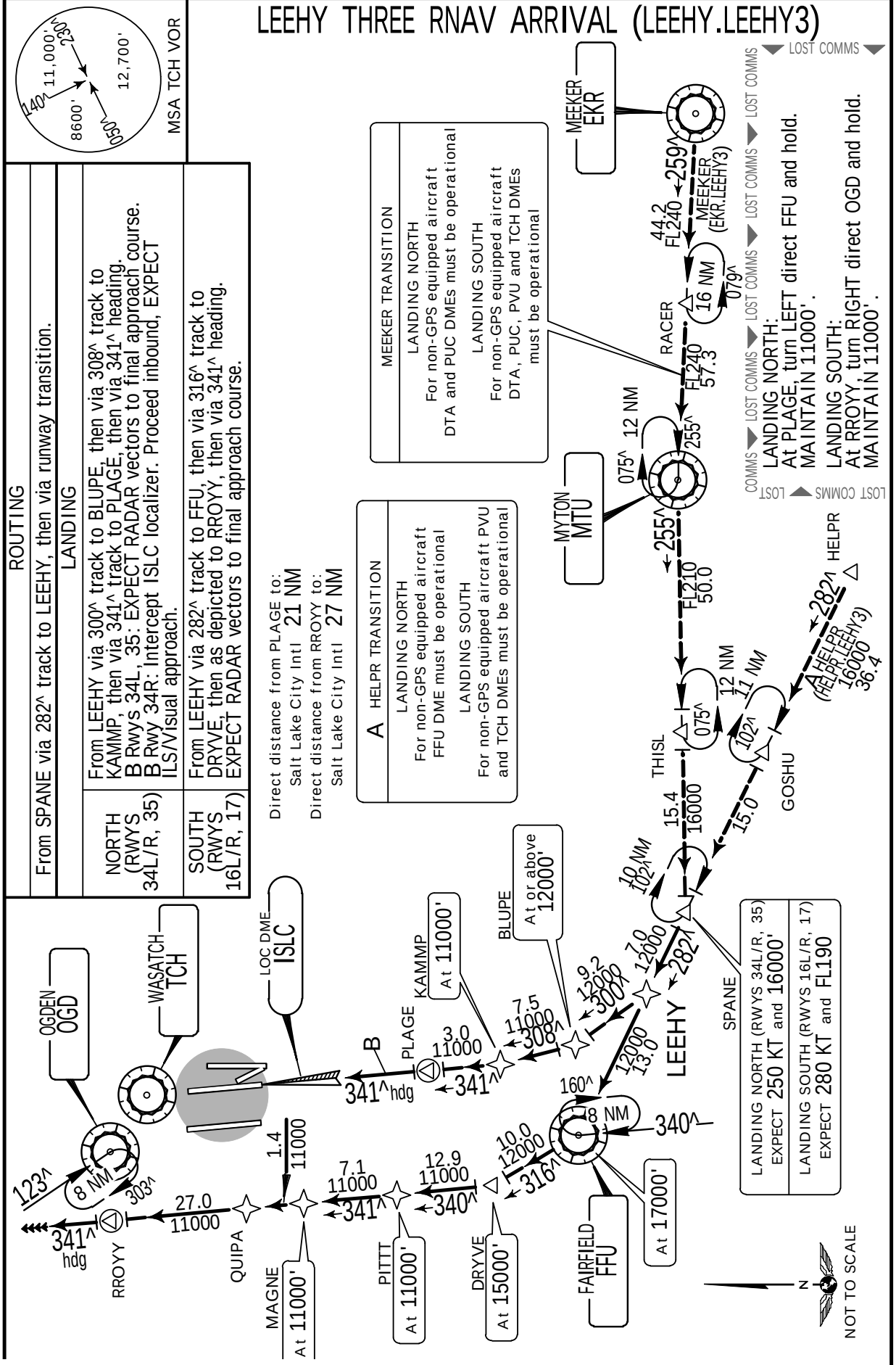
JEPPESEN 26 NOV 10 (10-2E)

SALT LAKE CITY, UTAH
.RNAV.STAR.

D-ATIS	Apt Elev	
124.75 125.62	4227'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. RNAV 1. 3. Turbojet aircraft only. 4. DME/DME/IRU or GPS required.

LEEHY THREE RNAV ARRIVAL (LEEHY.LEEHY3)



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CHANGES: ATIS frequency, crossing restriction at SPANE.

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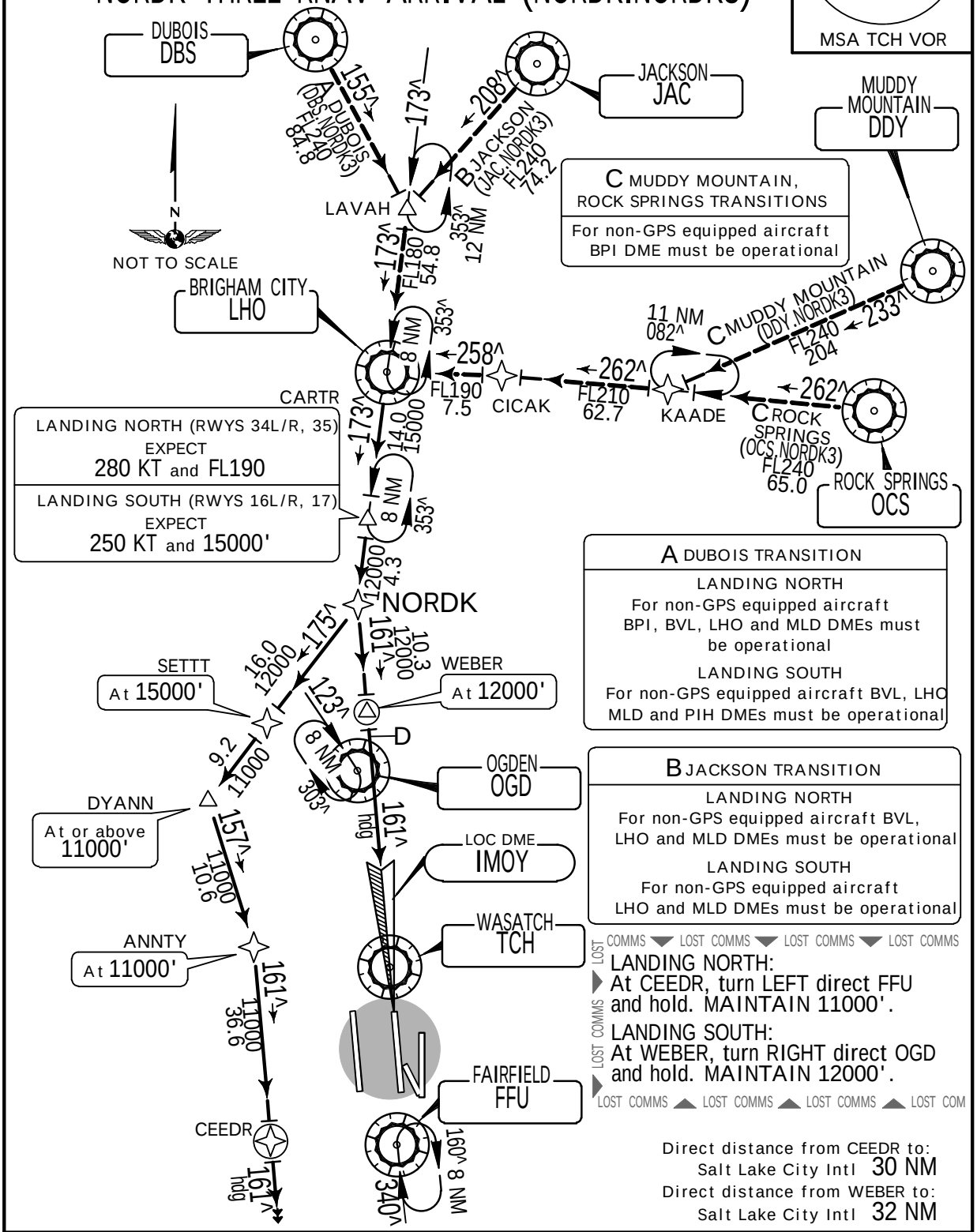
JEPPESEN 26 NOV 10 10-2F

SALT LAKE CITY, UTAH .RNAV.STAR.

D-ATIS	Apt Elev	
124.75 125.62	4227'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. RNAV 1. 3. Turbojet aircraft only. 4. DME/DME/IRU or GPS required.

MSA TCH VOR: 140^ 11,000' 230^ 8600' 050^ 12,700'

NORDK THREE RNAV ARRIVAL (NORDK.NORDK3)



ROUTING

From LHO via 173^ track to CARTR, then via 173^ track to NORDK.

LANDING

NORTH (RWYS 34L/R, 35)	From NORDK via 175^ track to SETTT, then as depicted to CEEDR, then via 161^ heading. EXPECT RADAR vectors to final approach course.
SOUTH (RWYS	From NORDK via 161^ track to WEBER, then via 161^ heading. DRwy 16L: Intercept IMOY localizer. Proceed inbound, EXPECT ILS/Visual approach.

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SALT LAKE CITY INTL

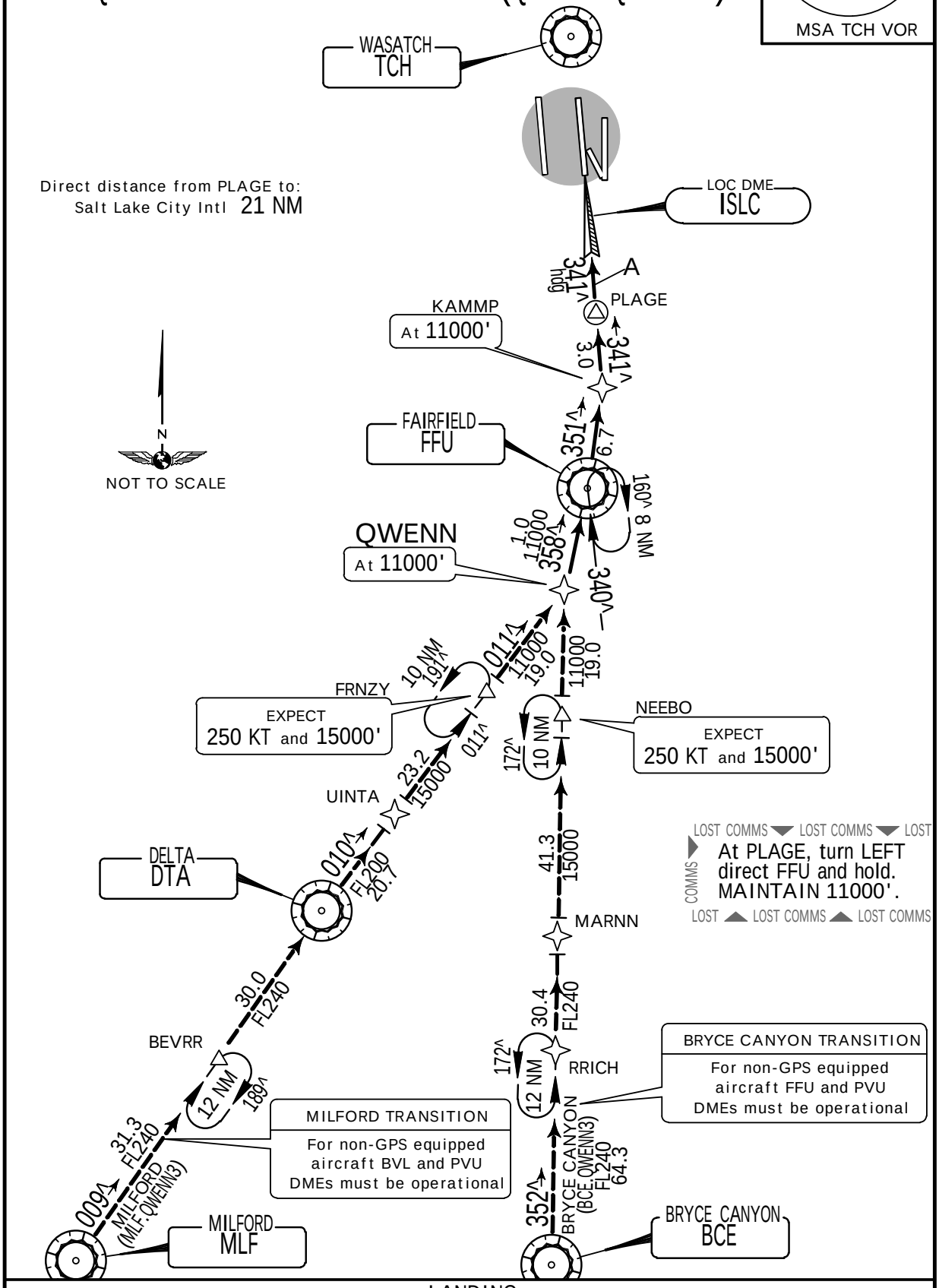
JEPPESEN 26 NOV 10 10-2G

.RNAV.STAR.

D-ATIS	Apt Elev	
124.75 125.62	4227'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. RNAV 1. 3. Turbojet aircraft only. 4. DME/DME/IRU or GPS required.

MSA TCH VOR: 140^ 11,000' 230^ 8600' 050^ 12,700'

QWENN THREE RNAV ARRIVAL (QWENN.QWENN3)



LANDING

NORTH (RWYS 34L/R, 35)	From QWENN via 358^ track to FFU, then as depicted to PLAGE, then via 341^ heading. A Rwys 34L, 35: EXPECT RADAR vectors to final approach course.

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SALT LAKE CITY INTL

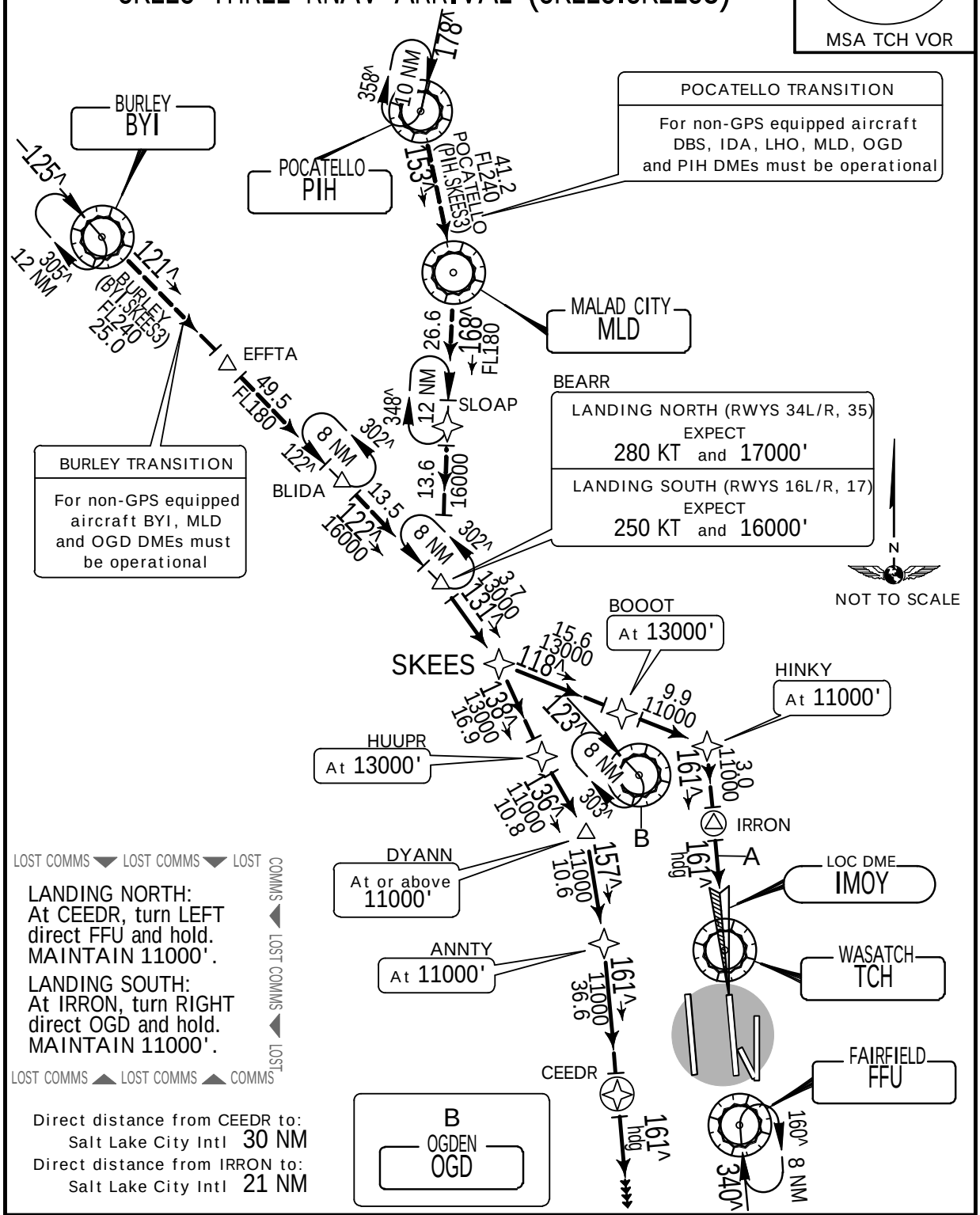
JEPPESEN 26 NOV 10 10-2H

SALT LAKE CITY, UTAH
.RNAV.STAR.

D-ATIS	Apt Elev	
124.75 125.62	4227'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. RNAV 1. 3. Turbojet aircraft only. 4. DME/DME/IRU or GPS required.

MSA TCH VOR
140^ 11,000'
230^
8600'
050^
12,700'

SKEES THREE RNAV ARRIVAL (SKEES.SKEES3)



ROUTING

From BEARR via 131^ track to SKEES.

LANDING

NORTH (RWYS 34L/R, 35)	From SKEES via 138^ track to HUUPR, then as depicted to CEEDR, then via 161^ heading. EXPECT RADAR vectors to final approach course.
SOUTH (RWYS 16L/R, 17)	From SKEES via 118^ track to BOOOT, then as depicted to IRRON, then via 161^ heading. A Rwy 16L: Intercept IMOY localizer. Proceed inbound. EXPECT ILS/Visual approach.

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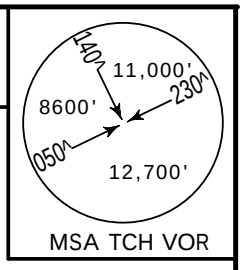
KSLC/SLC SALT LAKE CITY INTL

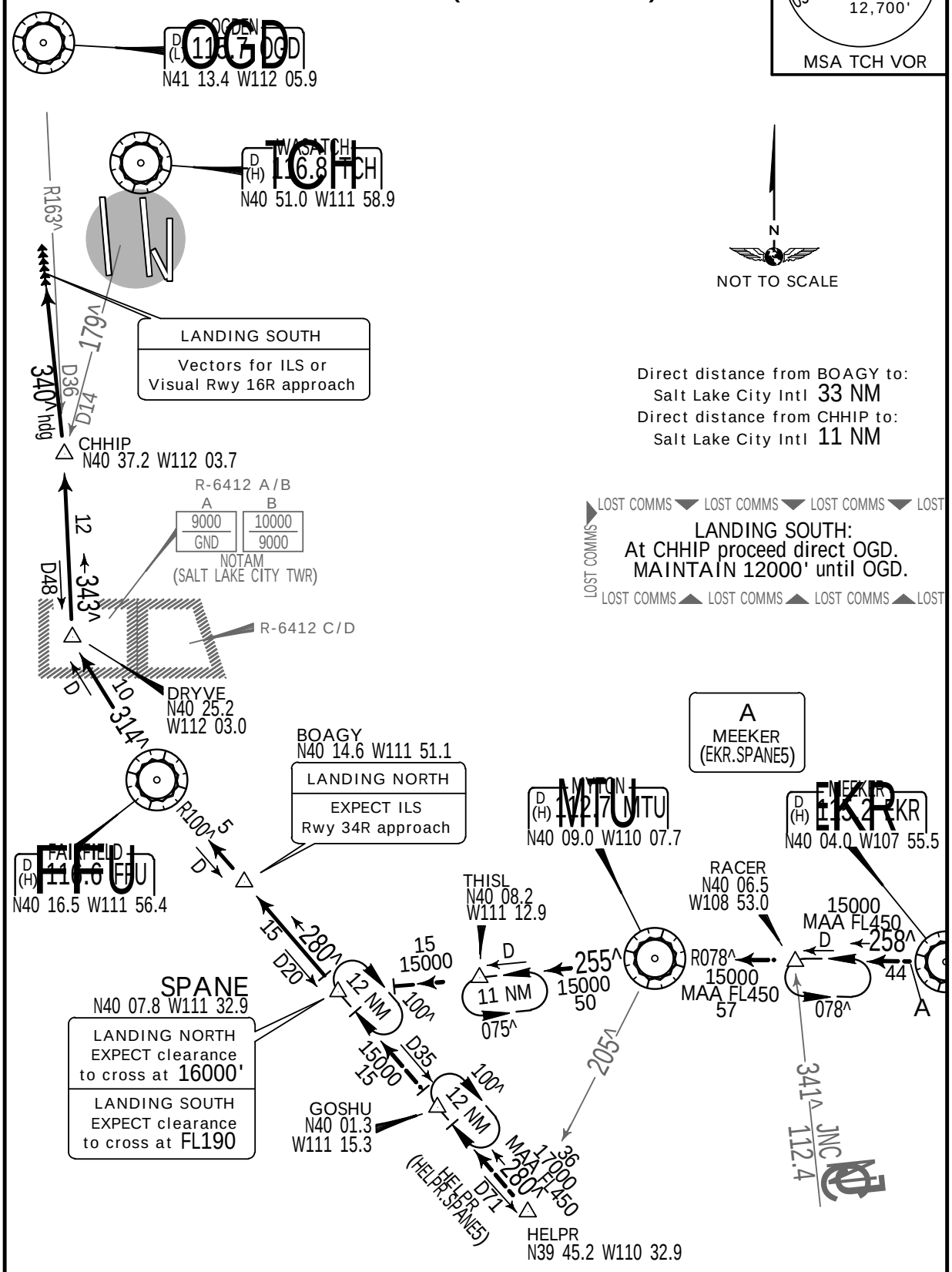
JEPPESEN 26 NOV 10 (10-2J)

SALT LAKE CITY, UTAH .STAR.

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' DME required.
124.75 125.62	4227'	



SPANE FIVE ARRIVAL (SPANE.SPANE5)



ROUTING

LANDING NORTH	From over SPANE via FFU R-100 to BOAGY. EXPECT ILS Rwy 34R approach.
LANDING SOUTH	From over SPANE via FFU R-100 to FFU, then via FFU R-314 to DRYVE, then via OGD R-163 to CHHIP. After CHHIP, fly heading 340^ for vectors to ILS or

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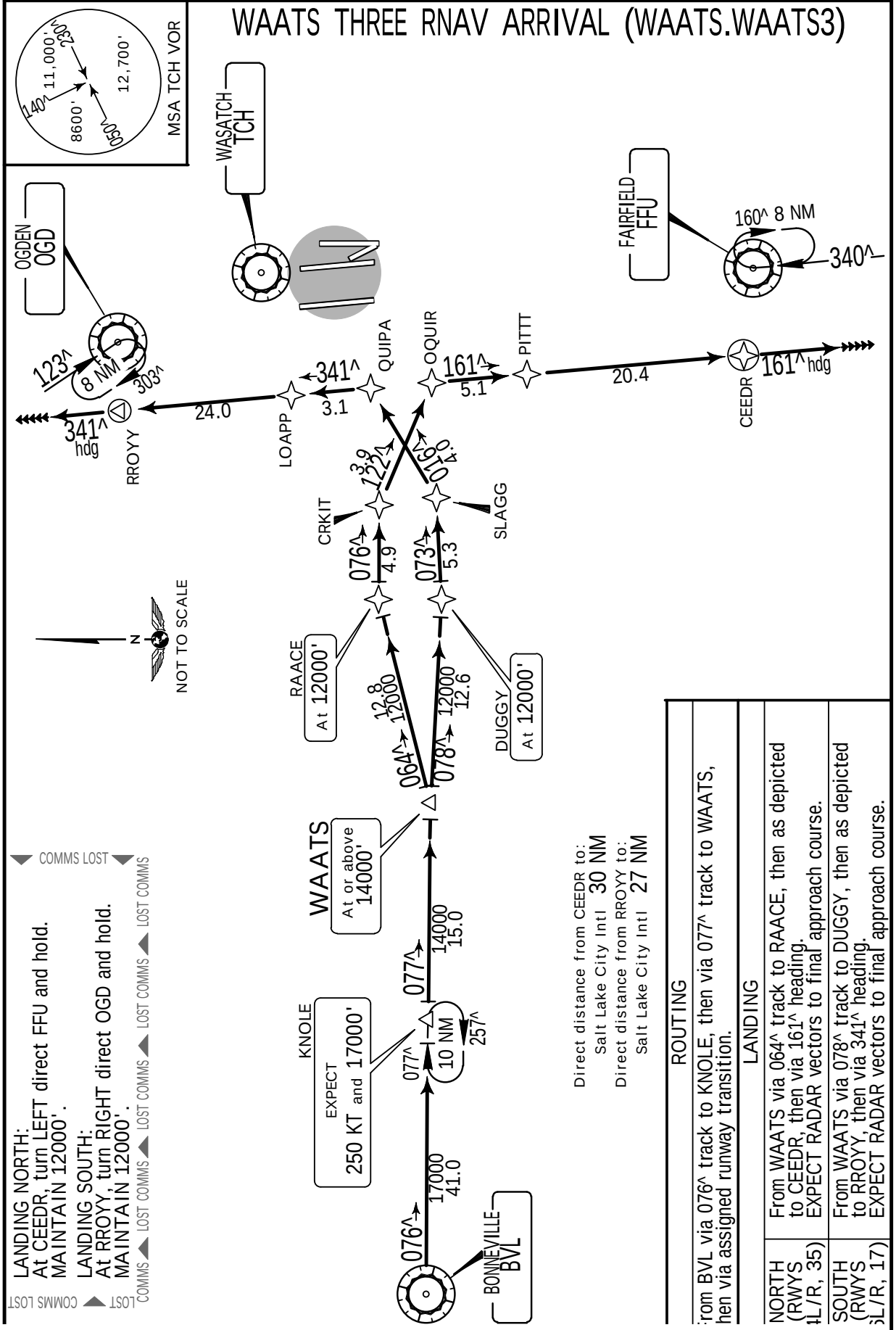
KSLC/SLC SALT LAKE CITY INTL

JEPPESEN 26 NOV 10 (10-2K)

SALT LAKE CITY, UTAH .RNAV.STAR.

D-ATIS	Apt Elev	
124.75 125.62	4227'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. RNAV 1. 3. Turbojet aircraft only. 4. DME/DME/IRU or GPS required. 5. For non-GPS equipped aircraft LCU, OGD and TCH DMEs must be operational.

WAATS THREE RNAV ARRIVAL (WAATS.WAATS3)



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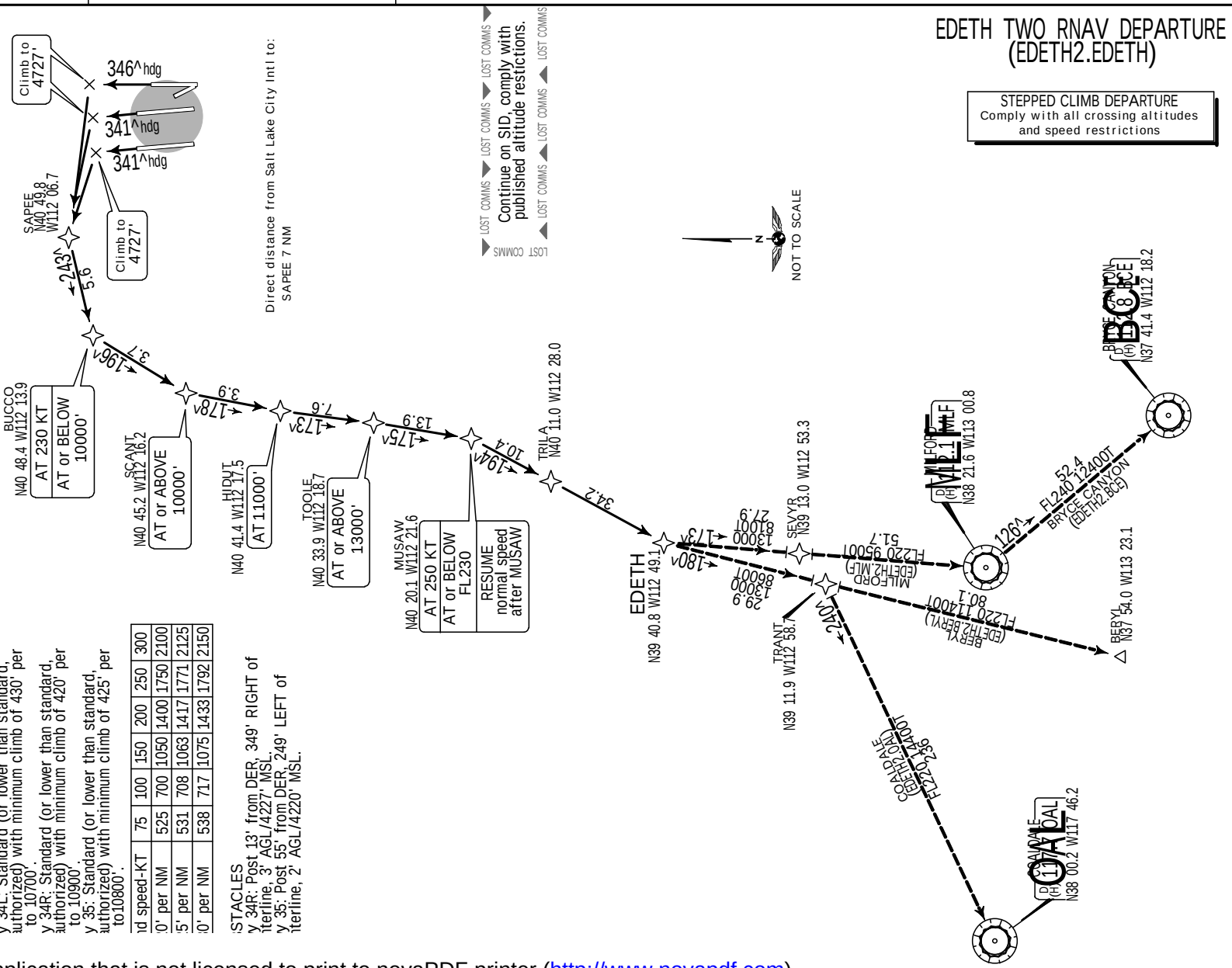
KSLC/SLC
SALT LAKE CITY INTL

SALT LAKE CITY Departure (R) 128.1	Apt Elev 4227'	Trans level: FL180 Trans alt: 18000'	1. RNAV 1. 2. DME/DME/IRU or GPS required. 3. RADAR required. 4. Turbojet aircraft only. 5. BERYL, BRYCE CANYON and MILFORD Transitions: For non-GPS equipped aircraft DTA and FFU DMEs must be operational. 6. COALDALE Transition: For non-GPS equipped aircraft DTA, FFU, ILC, MVA, OAL and TPH DMEs must be operational.

EDETH TWO RNAV DEPARTURE (EDETH2.EDETH)

STEPPED CLIMB DEPARTURE
Comply with all crossing altitudes and speed restrictions



	INITIAL CLIMB	STEPPED CLIMB DEPARTURE Comply with all crossing altitudes and speed restrictions
Y	Climb heading 341^ to 4727', then LEFT turn direct SAPEE, then via depicted route to EDETH.	
-/R	Climb heading 346^ to 4727', then LEFT turn direct SAPEE, then via depicted route to EDETH.	
5		

ROUTING

m EDETH, via transition. MAINTAIN FL230 or lower filed altitude. EXPECT filed altitude minutes after departure.

is SID requires take-off minimums
r standard minimums, refer to airport chart):
y 34L: Standard (or lower than standard, authorized) with minimum climb of 430' per to 10700'.
y 34R: Standard (or lower than standard, authorized) with minimum climb of 420' per to 10900'.
y 35: Standard (or lower than standard, authorized) with minimum climb of 425' per to10800'.

nd speed-KT	75	100	150	200	250	300
0' per NM	525	700	1050	1400	1750	2100
5' per NM	531	708	1063	1417	1771	2125
0' per NM	538	717	1075	1433	1792	2150

STACLES
y 34R: Post 13' from DER, 349' RIGHT of iterline, 3' AGL/4227' MSL.
y 35: Post 55' from DER, 249' LEFT of iterline, 2' AGL/4220' MSL.

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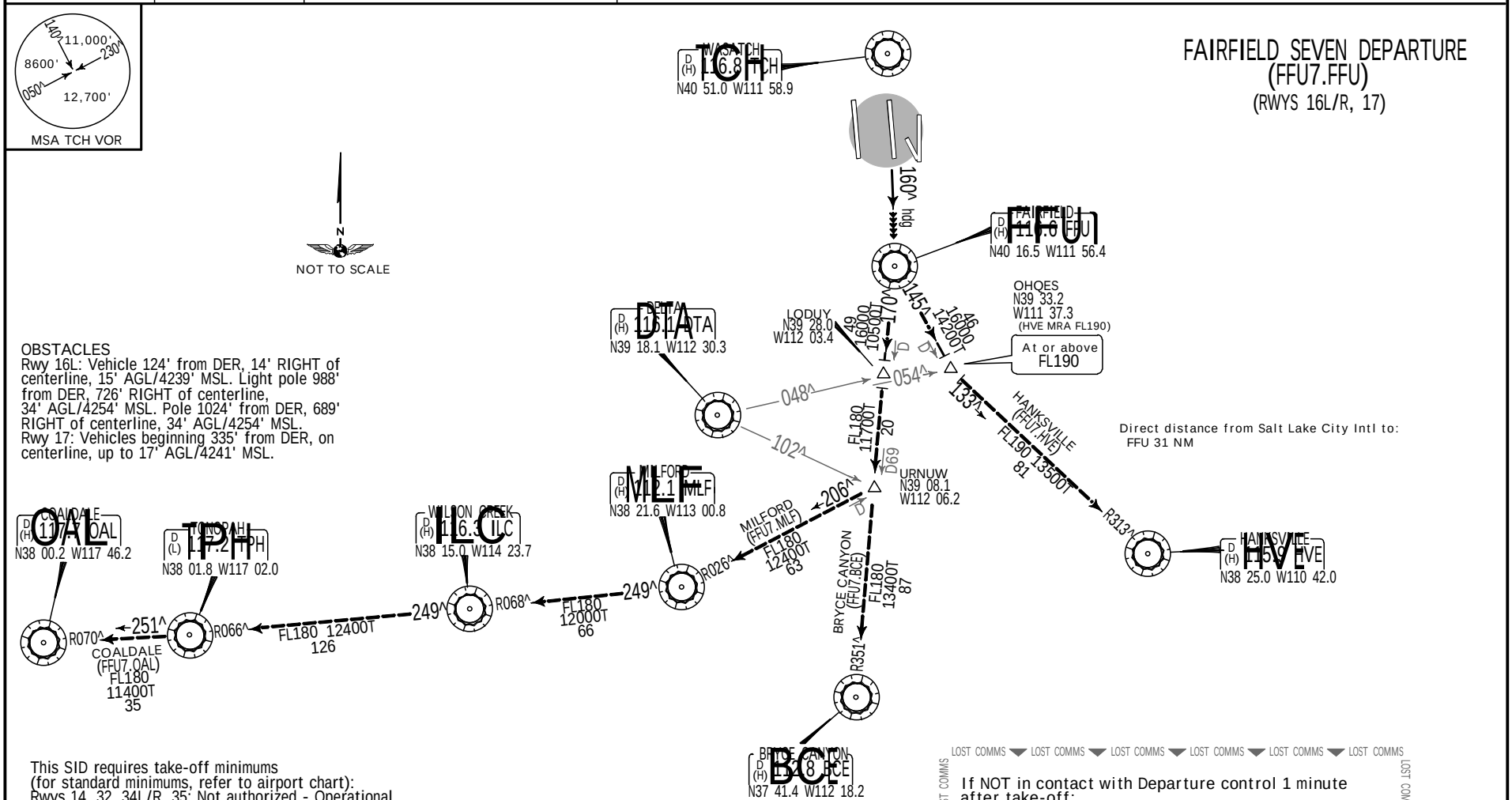
SALT LAKE CITY Departure (R) 124.3	Apt Elev 4227'	Trans level: FL180 Trans alt: 18000'	1. This is a RADAR vector departure to assigned route or fix. 2. RADAR required.

FAIRFIELD SEVEN DEPARTURE (FFU7.FFU)

(RWYS 16L/R, 17)



Direct distance from Salt Lake City Intl to:
FFU 31 NM

OBSTACLES
Rwy 16L: Vehicle 124' from DER, 14' RIGHT of centerline, 15' AGL/4239' MSL. Light pole 988' from DER, 726' RIGHT of centerline, 34' AGL/4254' MSL. Pole 1024' from DER, 689' RIGHT of centerline, 34' AGL/4254' MSL.
Rwy 17: Vehicles beginning 335' from DER, on centerline, up to 17' AGL/4241' MSL.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 14, 32, 34L/R, 35: Not authorized - Operational.
Rwys 16L/R, 17: Assigned heading 160^: Standard (or lower than standard, if authorized). with a minimum climb of 260' per NM to 6000'.
Assigned heading 280^ clockwise through 340^: Standard (or lower than standard, if authorized) with a minimum climb of 400' per NM to 8300'.

Gnd speed-KT	75	100	150	200	250	300
260' per NM	325	433	650	867	1083	1300
400' per NM	500	667	1000	1333	1667	2000

INITIAL CLIMB	ALTITUDE
Climb heading 160^ or as assigned.	MAINTAIN 10000' or assigned lower altitude.

ROUTING

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

If NOT in contact with Departure control 1 minute after take-off:
Aircraft assigned heading 160^:
Rwys 16L, 17: Turn RIGHT, then...
Rwy 16R: Turn LEFT, then...
...Climb to 11000' via TCH R-161 to FFU and continue climb via assigned/filed transition.

OR;

Aircraft assigned heading 280^ clockwise through 340^:
Fly assigned heading to 11000', then;
1. Aircraft assigned heading 280^ clockwise through 310^:
Execute a climbing RIGHT turn, then direct TCH, TCH R-161 to FFU, and continue climb via assigned/filed transition.
2. Aircraft assigned heading 311^ clockwise through 340^:
Execute a climbing LEFT turn, then direct TCH, .61 to FFU, and continue climb via assigned/filed n.

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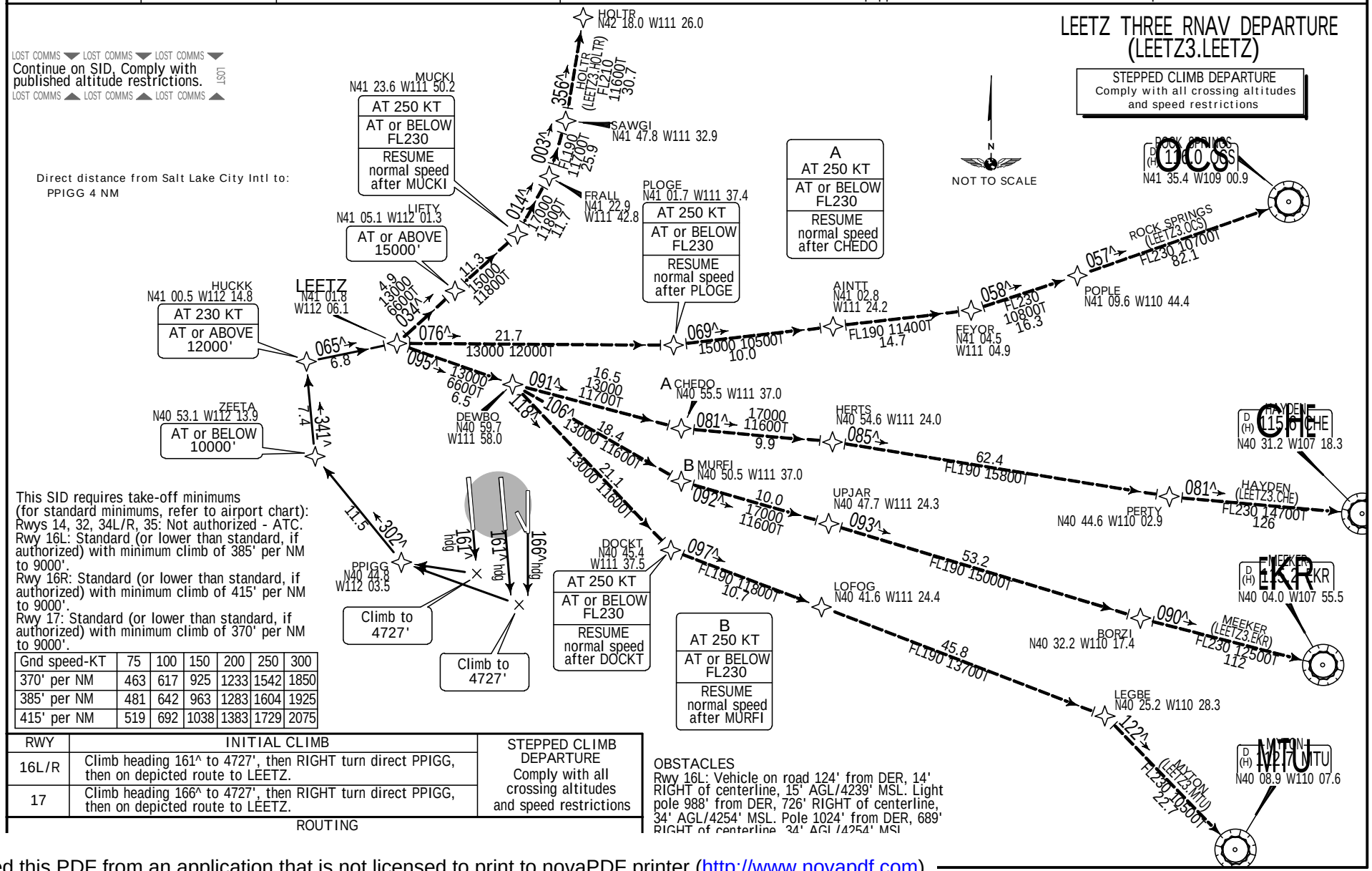
KSLC/SLC
SALT LAKE CITY INTL

SALT LAKE CITY Departure (R) 135.5	Apt Elev 4227'	Trans level: FL180 Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Turbojet aircraft only. 5. Notify ATC if unable to comply with crossing restrictions. 6. HAYDEN Transition: For non-GPS equipped aircraft BVL, MLD, OGD and TCH DMEs must be operational. 7. HOLTR Transition: For non-GPS equipped aircraft FFU, LHO, OGD and TCH DMEs must be operational. 8. MEEKER Transition: For non-GPS equipped aircraft BVL, MLD, OCS, OGD and TCH DMEs must be operational. 9. MYTON Transition: For non-GPS equipped aircraft BVL, FFU, OGD and TCH DMEs must be operational. 10. ROCK SPRINGS Transition: For non-GPS equipped aircraft OGD and TCH DMEs must be operational.

LEETZ THREE RNAV DEPARTURE (LEETZ3.LEETZ)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 14, 32, 34L/R, 35: Not authorized - ATC.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 385' per NM to 9000'.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 415' per NM to 9000'.
Rwy 17: Standard (or lower than standard, if authorized) with minimum climb of 370' per NM to 9000'.

Gnd speed-KT	75	100	150	200	250	300
370' per NM	463	617	925	1233	1542	1850
385' per NM	481	642	963	1283	1604	1925
415' per NM	519	692	1038	1383	1729	2075

RWY	INITIAL CLIMB	STEPPED CLIMB DEPARTURE
16L/R	Climb heading 161^ to 4727', then RIGHT turn direct PPIGG, then on depicted route to LEETZ.	Comply with all crossing altitudes and speed restrictions
17	Climb heading 166^ to 4727', then RIGHT turn direct PPIGG, then on depicted route to LEETZ.	

ROUTING

OBSTACLES
Rwy 16L: Vehicle on road 124' from DER, 14' RIGHT of centerline, 15' AGL/4239' MSL. Light pole 988' from DER, 726' RIGHT of centerline, 34' AGL/4254' MSL. Pole 1024' from DER, 689' RIGHT of centerline, 34' AGL/4254' MSL.

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CHANGES: Procedure revised, renumbered.

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KSLC/SLC SALT LAKE CITY INTL

JEPPESEN 12 SEP 14 (10-3C) .Eff.18.Sep. SALT LAKE CITY, UTAH .RNAV.SID.

SALT LAKE CITY Departure (R) 135.5	Apt Elev 4227'	Trans level: FL180 Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Turbojet aircraft only. 5. Notify ATC if unable to comply with crossing restriction at NSIGN and minimum altitude at FRALL. 6. HAYDEN Transition: For non-GPS equipped aircraft BVL, MLD, OGD and TCH DMEs must be operational. 7. HOLTR Transition: For non-GPS equipped aircraft FFU, LHO, OGD and TCH DMEs must be operational. 8. MEEKER Transition: For non-GPS equipped aircraft BVL, MLD, OCS, OGD and TCH DMEs must be operational. 9. MYTON Transition: For non-GPS equipped aircraft MLD, OGD and TCH DMEs must be operational. 10. ROCK SPRINGS Transition: For non-GPS equipped aircraft OGD and TCH DMEs must be operational.

NSIGN TWO RNAV DEPARTURE (NSIGN2.NSIGN)

STEPPED CLIMB DEPARTURE
Comply with all crossing altitudes and speed restrictions

LOST COMMS Continue on SID. Comply with published altitude restrictions. LOST COMMS

Direct distance from Salt Lake City Intl
(Rwy 34L) to: WETIK 11 NM
(Rwy 34R) to: RATTO 11 NM
(Rwy 35) to: MELEC 11 NM

NOT TO SCALE

HOLTR N42 18.0 W111 26.0
MUCKI N41 23.6 W111 50.2 — AT 250 KT; AT or BELOW FL230; RESUME normal speed after MUCKI
SAWGI N41 47.8 W111 32.9
FRALL N41 22.9 W111 42.8
PLOGE N41 01.7 W111 37.4 — AT 250 KT; AT or BELOW FL230; RESUME normal speed after PLOGE
B AT 250 KT; AT or BELOW FL230; RESUME normal speed after CHEDO
NSIGN N41 08.9 W111 55.4 — AT or ABOVE 13000'
COKKE N41 07.9 W111 46.7
WOMEX N41 04.9 W112 00.9 — AT or ABOVE 11000'
AINTT N41 02.8 W111 24.2
FEYOR N41 04.5 W111 04.9
POPLE N41 09.6 W110 44.4
ROCK SPRINGS (NSIGN2.OCS) FL230 10700T 82.1
ROCK SPRINGS (H) 11600 OCS N41 35.4 W109 00.9
WETIK N40 58.5 W112 01.1 — RWY 34L; AT 230 KT; AT or ABOVE 8400'
MELEC N40 58.5 W111 59.2 — RWY 35; AT 230 KT; AT or ABOVE 8400'
B CHEDO N40 55.5 W111 37.0
HERTS N40 54.6 W111 24.0
HAYDEN (H) 11500 CHE N40 31.2 W107 18.3
HAYDEN (NSIGN2.CHE) FL230 14700T 126
RATTO N40 58.5 W112 00.0 — RWY 34R; AT 230 KT; AT or ABOVE 8400'
C MUREI N40 50.5 W111 37.0
UPJAR N40 47.7 W111 24.3
PERTY N40 44.6 W110 02.9
Climb to 4727'
Climb to 4727'
DOCKT N40 45.4 W111 37.5 — AT 250 KT; AT or BELOW FL230; RESUME normal speed after DOCKT
LOFOG N40 41.6 W111 24.4
BORZI N40 32.2 W110 17.4
MEEKER (NSIGN2.EKR) FL230 12500T 112
EKR (H) 11200 EKR N40 04.0 W107 55.5
C AT 250 KT; AT or BELOW FL230; RESUME normal speed after MURFI
LEGBE N40 25.2 W110 28.3
MYTON (NSIGN2.MTU) FL230 10500T 22.7
MYTON (H) 11700 MTU N40 08.9 W110 07.6
341^hdg 341^hdg 346^hdg

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 14, 16L/R, 17, 32: Not authorized - ATC.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 414' per NM to 11800'.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 414' per NM to 11800'.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 409' per NM to 11800'.

Gnd speed-KT	75	100	150	200	250	300
409' per NM	511	682	1022	1363	1704	2045
414' per NM	518	690	1035	1380	1725	2070

RWY	INITIAL CLIMB	STEPPED CLIMB DEPARTURE
34L	Climb heading 341^ to 4727', then direct WETIK, then on depicted route to NSIGN.	Comply with all crossing altitudes and speed restrictions
34R	Climb heading 341^ to 4727', then LEFT turn direct RATTO, then on depicted route to NSIGN.	
35	Climb heading 346^ to 4727', then LEFT turn direct MELEC, then on depicted route to NSIGN.	

ROUTING

OBSTACLES
Rwy 34R: Post 13' from DER, 349' RIGHT of centerline, 3' AGL/4227' MSL

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CHANGES: Procedure revised, renumbered.

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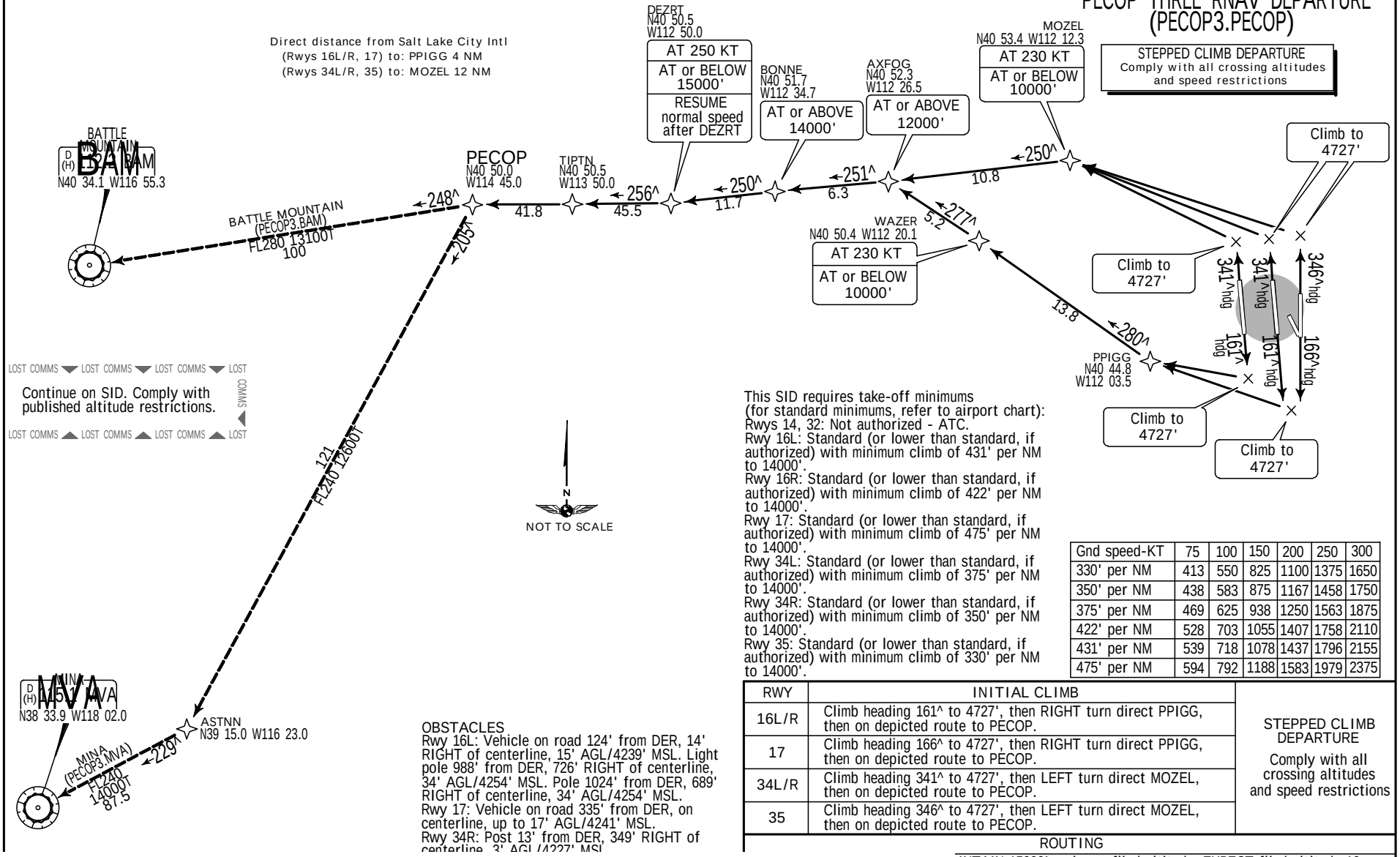
KSLC/SLC
SALT LAKE CITY INTL

SALT LAKE CITY Departure (R) 126.25	Apt Elev 4227'	Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turbojet aircraft only. 5. If unable to accept crossing restrictions, advise ATC on initial contact. 6. BATTLE MOUNTAIN Transition: For non-GPS equipped aircraft BVL, LCU, OGD, TCH and TWF DMEs must be operational. 7. MINA Transition: Departing runways 16L/R, 17: For non-GPS equipped aircraft BVL, ILC, LCU, MVA, OAL, OGD and TCH DMEs must be operational. Departing runways 34L/R, 35: For non-GPS equipped aircraft BVL, ILC, LCU, MVA, OGD and TCH DMEs must be operational.

PECOP THREE RNAV DEPARTURE (PECOP3.PECOP)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 14, 32: Not authorized - ATC.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 431' per NM to 14000'.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 422' per NM to 14000'.
Rwy 17: Standard (or lower than standard, if authorized) with minimum climb of 475' per NM to 14000'.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 375' per NM to 14000'.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 350' per NM to 14000'.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 330' per NM to 14000'.

Gnd speed-KT	75	100	150	200	250	300
330' per NM	413	550	825	1100	1375	1650
350' per NM	438	583	875	1167	1458	1750
375' per NM	469	625	938	1250	1563	1875
422' per NM	528	703	1055	1407	1758	2110
431' per NM	539	718	1078	1437	1796	2155
475' per NM	594	792	1188	1583	1979	2375

RWY	INITIAL CLIMB	STEPPED CLIMB DEPARTURE
16L/R	Climb heading 161^ to 4727', then RIGHT turn direct PPIGG, then on depicted route to PECOP.	Comply with all crossing altitudes and speed restrictions
17	Climb heading 166^ to 4727', then RIGHT turn direct PPIGG, then on depicted route to PECOP.	
34L/R	Climb heading 341^ to 4727', then LEFT turn direct MOZEL, then on depicted route to PECOP.	
35	Climb heading 346^ to 4727', then LEFT turn direct MOZEL, then on depicted route to PECOP.	

OBSTACLES
Rwy 16L: Vehicle on road 124' from DER, 14' RIGHT of centerline, 15' AGL/4239' MSL. Light pole 988' from DER, 726' RIGHT of centerline, 34' AGL/4254' MSL. Pole 1024' from DER, 689' RIGHT of centerline, 34' AGL/4254' MSL.
Rwy 17: Vehicle on road 335' from DER, on centerline, up to 17' AGL/4241' MSL.
Rwy 34R: Post 13' from DER, 349' RIGHT of centerline, 3' AGL/4227' MSL.

ROUTING
MAINTAIN 15000' or lower filed altitude. EXPECT filed altitude 10

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CHANGES: Crossing restriction, climb gradients, obstacles, renumbered.

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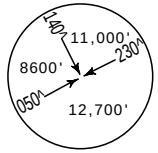
KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN 12 SEP 14 (10-3E) .Eff.18.Sep.

SALT LAKE CITY, UTAH .SID.

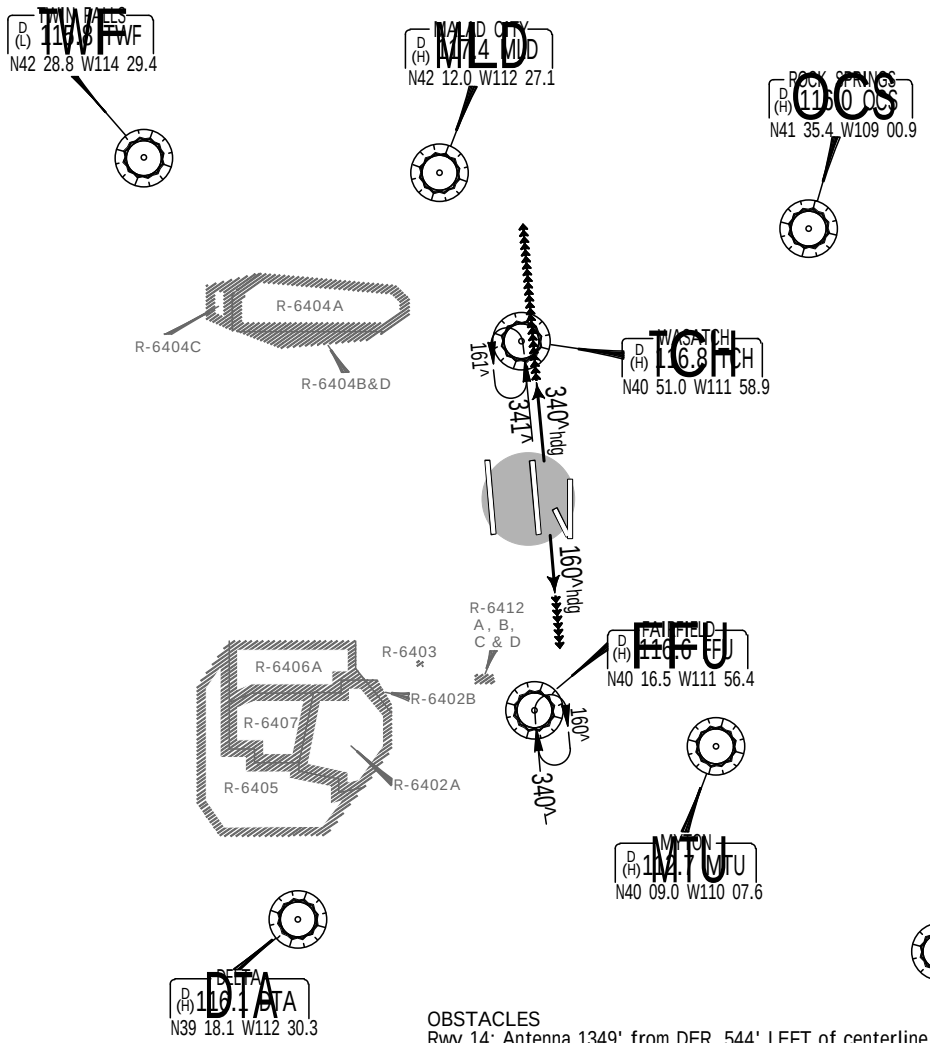
SALT LAKE CITY Departure (R) 124.3	Apt Elev 4227'	Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. This is a RADAR vector departure to assigned route or fix.



MSA TCH VOR

SALT LAKE TWO DEPARTURE (SLC2.TCH)

NOT TO SCALE



LOST COMMS LOST COMMS
SEE 10-3F FOR LOST COMMUNICATIONS
LOST COMMS LOST COMMS

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 14, 16L/R, 17: Assigned heading 160^: Standard (or lower than standard, if authorized) with a minimum climb of 260' per NM to 6000'. Assigned heading 280^ clockwise through 340^: Standard (or lower than standard, if authorized) with a minimum climb of 400' per NM to 8300'. Rwy 32: Assigned heading 260^ clockwise through 340^: Standard (or lower than standard, if authorized) with a minimum climb of 498' per NM to 7800' or 400-1 with minimum climb of 260' per NM to 7800'. Rwys 34L/R, 35: Assigned heading 260^ clockwise through 319^: Standard (or lower than standard, if authorized) with a minimum climb of 260' per NM to 7800'. Assigned heading 320^ clockwise through 340^: Standard (or lower than standard, if authorized) with a minimum climb of 260' per NM to 7800', ATC climb of 340' per NM to 7500'.

Gnd speed-KT	75	100	150	200	250	300
260' per NM	325	433	650	867	1083	1300
340' per NM	425	567	850	1133	1417	1700
400' per NM	500	667	1000	1333	1667	2000
498' per NM	623	830	1245	1660	2075	2490

RWY	INITIAL CLIMB	ALTITUDE
14, 16L/R, 17	Climb heading 160^ or as assigned.	MAINTAIN 10000' or assigned lower altitude
32, 34L/R, 35	Climb heading 340^ or as assigned.	
ROUTING		
EXPECT vectors to assigned route or fix. EXPECT clearance to filed altitude 10 minutes		

OBSTACLES
Rwy 14: Antenna 1349' from DER, 544' LEFT of centerline, 42' AGL/4263' MSL.
Rwy 16L: Vehicle on road 124' from DER, 14' RIGHT of centerline, 15' AGL/4239' MSL.
Light pole 988' from DER, 726' RIGHT of centerline, 34' AGL/4254' MSL. Pole 1024' from DER, 689' RIGHT of centerline, 34' AGL/4254' MSL.
Rwy 17: Vehicles on road beginning 335' from DER, on centerline, up to 17' AGL/4241' MSL.
Rwy 32: ATC tower 5266' from DER, 1767' LEFT of centerline, 335' AGL/4549' MSL.
Crane 5195' from DER, 1630' LEFT of centerline, 240' AGL/4463' MSL. Flag on obstacle light 5153' from DER, 1619' LEFT of centerline, 249' AGL/4463' MSL. Aircraft beginning 989' from DER, 722' LEFT of centerline, up to 79' AGL/4306' MSL.
Rwy 34R: Post 13' from DER, 349' RIGHT of centerline, 3' AGL/4227' MSL.
Rwy 35: Post 56' from DER, 340' LEFT of centerline, 2' AGL/4220' MSL.

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CHANGES: None.

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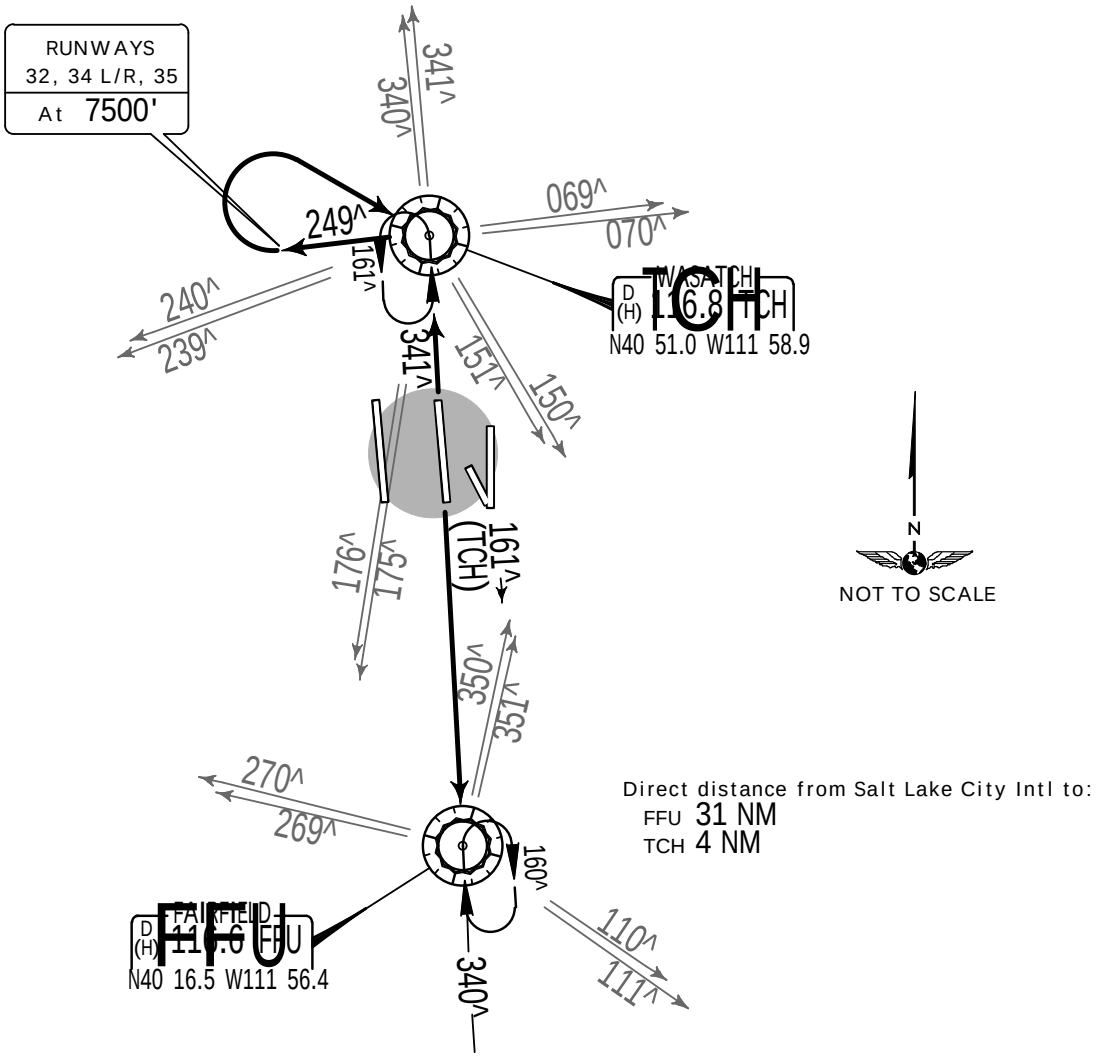
JeppView 3.6.2.0

LOST COMMUNICATIONS FOR SALT LAKE TWO DEPARTURE (SLC2.TCH)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS



If NOT in contact with Departure control 1 minute after take-off:

Rwys 14, 16L, 17: Aircraft assigned heading 160^, turn RIGHT, then. . .
Rwy 16R: Aircraft assigned heading 160^, turn LEFT, then. . .
. . .Climb to 11000' via TCH R-161 to FFU.
Aircraft departing FFU R-111 clockwise through R-269, climb on assigned route.
All others continue climb in FFU holding pattern (hold SOUTH, RIGHT turns, 340^ inbound) to cross FFU at or above:
R-351 clockwise through R-110, 12500'.
R-270 clockwise through R-350, 11600'.

OR;

Rwys 14, 16L/R, 17:
Aircraft assigned heading 280^ clockwise through 340^: Fly assigned heading to 11000', then;
1. Aircraft assigned heading 280^ clockwise through 310^: Execute a climbing RIGHT turn direct to TCH and cross TCH at or above 11400' then proceed on course.
2. Aircraft assigned heading 311^ clockwise through 340^: Execute a climbing LEFT turn direct to TCH and cross TCH at or above 11400' then proceed on course.

Rwys 32, 34L/R, 35:
Climb direct TCH.
Aircraft departing TCH R-240 clockwise through R-340: Climb on course.
All others continue climb via TCH R-249 to 7500' then climbing RIGHT turn direct TCH.
Continue climb in TCH holding pattern (hold SOUTH, LEFT turns, 341^ inbound) to cross TCH at or above:
R-070 clockwise through R-150, 11400', then climb on course.
R-151 clockwise through R-175, 8200', then climb on course.
R-176 clockwise through R-239, 9900', then climb on course.

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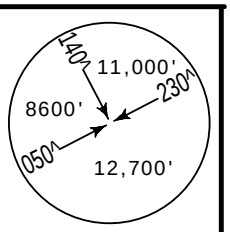
KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN 5 FEB 10 (10-3G) .Eff.11.Feb.

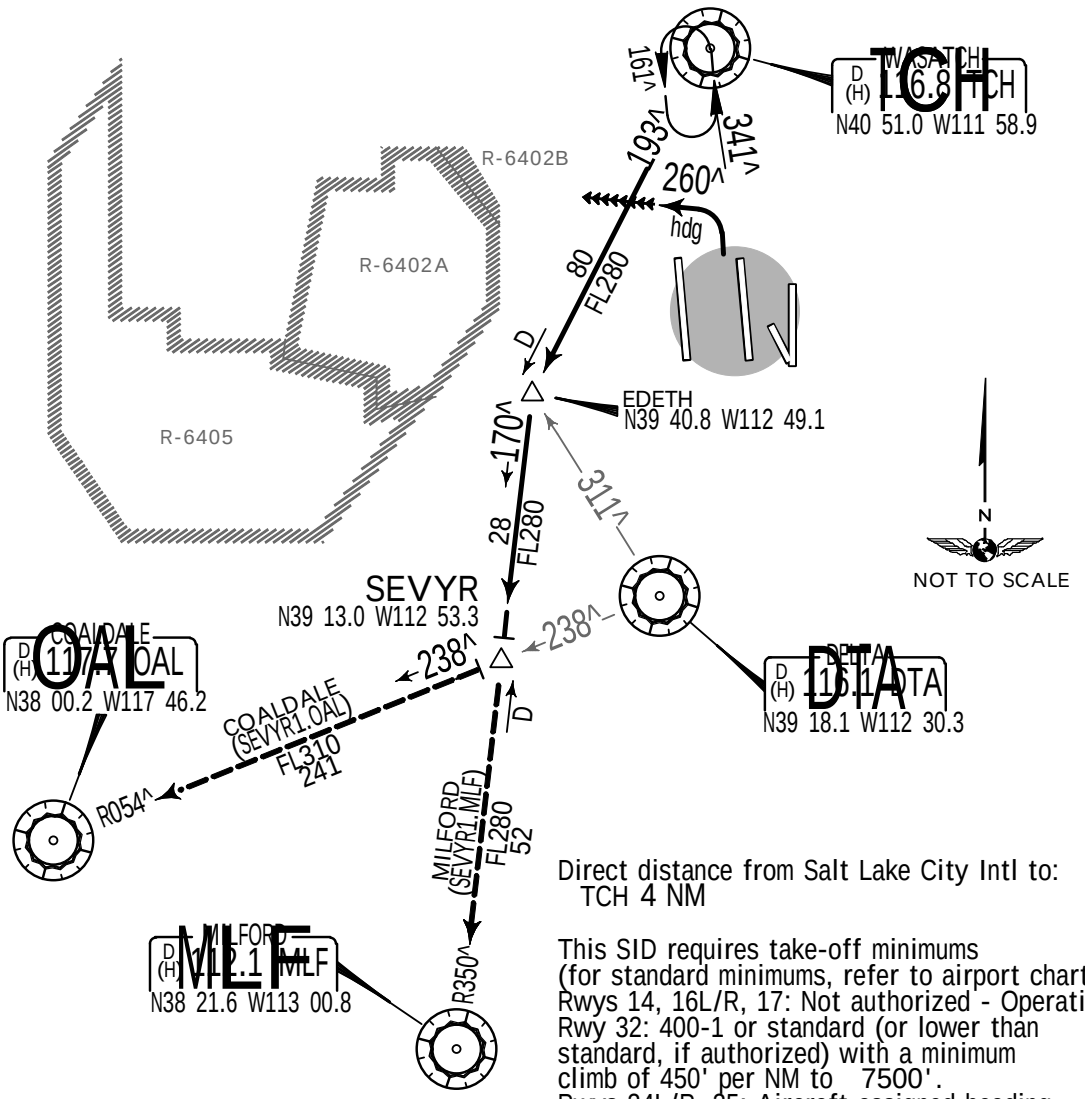
SALT LAKE CITY, UTAH
.SID.

SALT LAKE CITY Departure (R)	Apt Elev	
128.1	4227'	Trans level: FL180 Trans alt: 18000' 1. This is a RADAR vector departure to assigned route or fix. 2. RADAR required. 3. Turbojet and turboprop aircraft only.



MSA TCH VOR

SEVYR ONE DEPARTURE (SEVYR1.SEVYR)
(RWYS 32, 34L/R, 35)



Direct distance from Salt Lake City Intl to:
TCH 4 NM

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 14, 16L/R, 17: Not authorized - Operational.
Rwy 32: 400-1 or standard (or lower than standard, if authorized) with a minimum climb of 450' per NM to 7500'.
Rwys 34L/R, 35: Aircraft assigned heading 260^ clockwise through 319^: standard (or (lower than standard, if authorized) with a minimum climb of 260' per NM to 7500'.
Aircraft assigned heading 320^ clockwise through 340^: standard (or lower than standard, if authorized) with a minimum climb of 340' per NM to 7500' (ATC).

NOTE: Rwy 32: Tower 5260' from DER, 1760' LEFT of extended runway centerline, 329' AGL/4549' MSL.

Gnd speed-KT	75	100	150	200	250	300
260' per NM	325	433	650	867	1083	1300
340' per NM	425	567	850	1133	1417	1700
450' per NM	563	750	1125	1500	1875	2250

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

If not in contact with Departure Control within 1 minute after take-off, fly assigned heading to 11000'.
Then, aircraft assigned heading 310^ clockwise through 340^: Execute a climbing LEFT turn, all others execute a climbing RIGHT turn to TCH.
Continue climb in the TCH holding pattern to cross TCH at or above 11500'.
Proceed on course.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

INITIAL CLIMB	ALTITUDE
Fly heading 260^ or as assigned for RADAR vectors to assigned route or fix.	MAINTAIN 10000' or assigned lower altitude

ROUTING

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KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN
15 AUG 14 (10-3H)

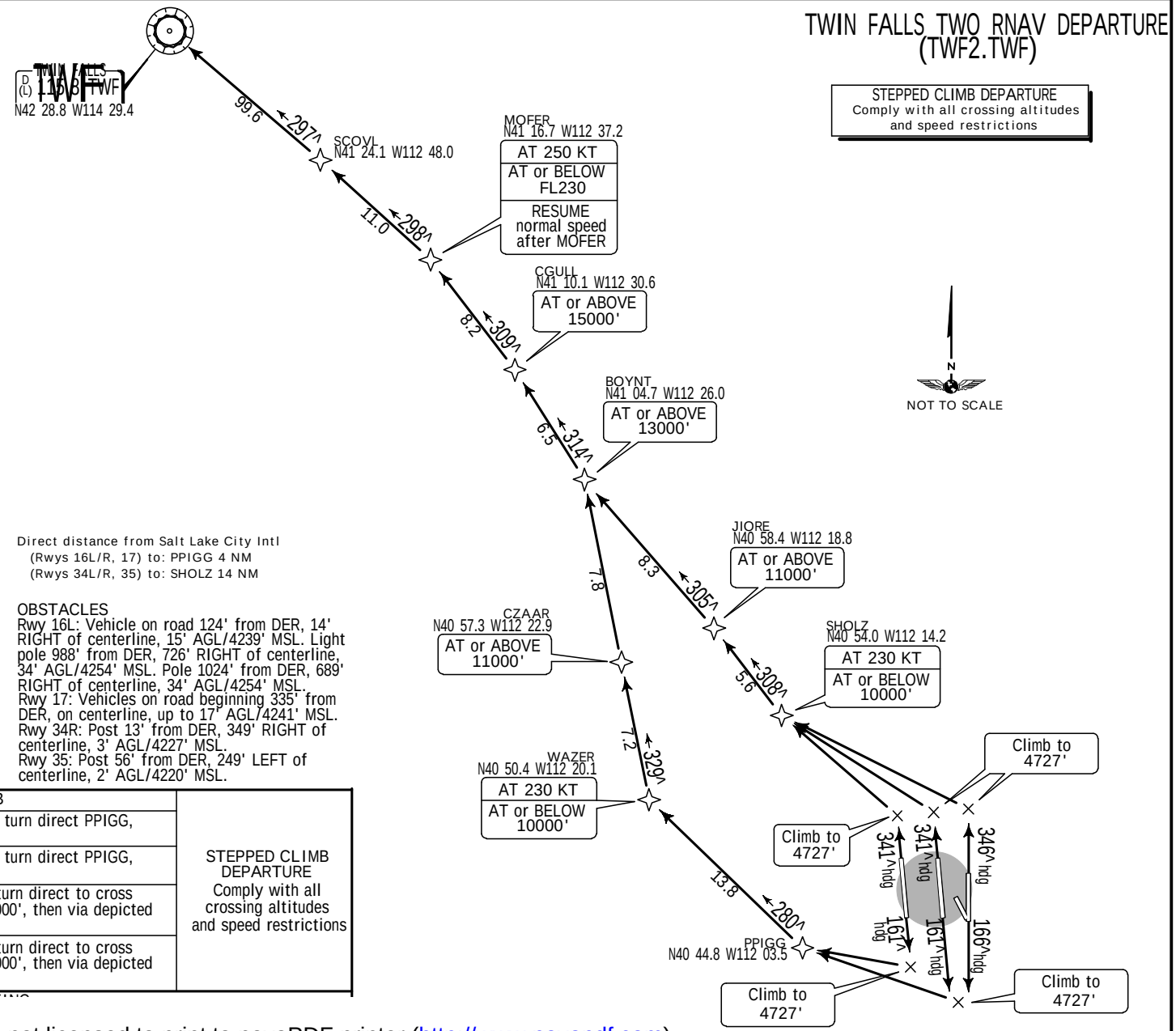
SALT LAKE CITY, UTAH
.RNAV.SID.

SALT LAKE CITY Departure (R) 126.25	Apt Elev 4227'	Trans level: FL180 Trans alt: 18000'	1. RNAV 1. 2. DME/DME/IRU or GPS required. 3. RADAR required. 4. Turbojet aircraft only. 5. For non-GPS equipped aircraft OGD and TCH DMEs must be operational.

TWIN FALLS TWO RNAV DEPARTURE (TWF2.TWF)

STEPPED CLIMB DEPARTURE
Comply with all crossing altitudes and speed restrictions

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Continue on SID. Comply with published altitude restrictions.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲
LOST COMMS



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 381' per NM to 8300'.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 413' per NM to 8300'.
Rwy 17: Standard (or lower than standard, if authorized) with minimum climb of 367' per NM to 7800'.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 253' per NM to 7700'.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 238' per NM to 7700'.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 226' per NM to 7700'.

Gnd speed-KT	75	100	150	200	250	300
226' per NM	283	377	565	753	942	1130
238' per NM	298	397	595	793	992	1190
253' per NM	316	422	633	843	1054	1265
367' per NM	459	612	918	1223	1529	1835
381' per NM	476	635	953	1270	1588	1905
413' per NM	516	688	1033	1377	1721	2065

Direct distance from Salt Lake City Intl
(Rwys 16L/R, 17) to: PPIGG 4 NM
(Rwys 34L/R, 35) to: SHOLZ 14 NM

OBSTACLES
Rwy 16L: Vehicle on road 124' from DER, 14' RIGHT of centerline, 15' AGL/4239' MSL. Light pole 988' from DER, 726' RIGHT of centerline, 34' AGL/4254' MSL. Pole 1024' from DER, 689' RIGHT of centerline, 34' AGL/4254' MSL.
Rwy 17: Vehicles on road beginning 335' from DER, on centerline, up to 17' AGL/4241' MSL.
Rwy 34R: Post 13' from DER, 349' RIGHT of centerline, 3' AGL/4227' MSL.
Rwy 35: Post 56' from DER, 249' LEFT of centerline, 2' AGL/4220' MSL.

RWY	INITIAL CLIMB	
16L/R	Climb heading 161^ to 4727', then RIGHT turn direct PPIGG, then via depicted route to TWF.	STEPPED CLIMB DEPARTURE Comply with all crossing altitudes and speed restrictions
17	Climb heading 166^ to 4727', then RIGHT turn direct PPIGG, then via depicted route to TWF.	
34L/R	Climb heading 341^ to 4727', then LEFT turn direct to cross SHOLZ AT 230 KT and AT or BELOW 10000', then via depicted route to TWF.	
35	Climb heading 346^ to 4727', then LEFT turn direct to cross SHOLZ AT 230 KT and AT or BELOW 10000', then via depicted route to TWF.	

ROUTING

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CHANGES: Reissue.

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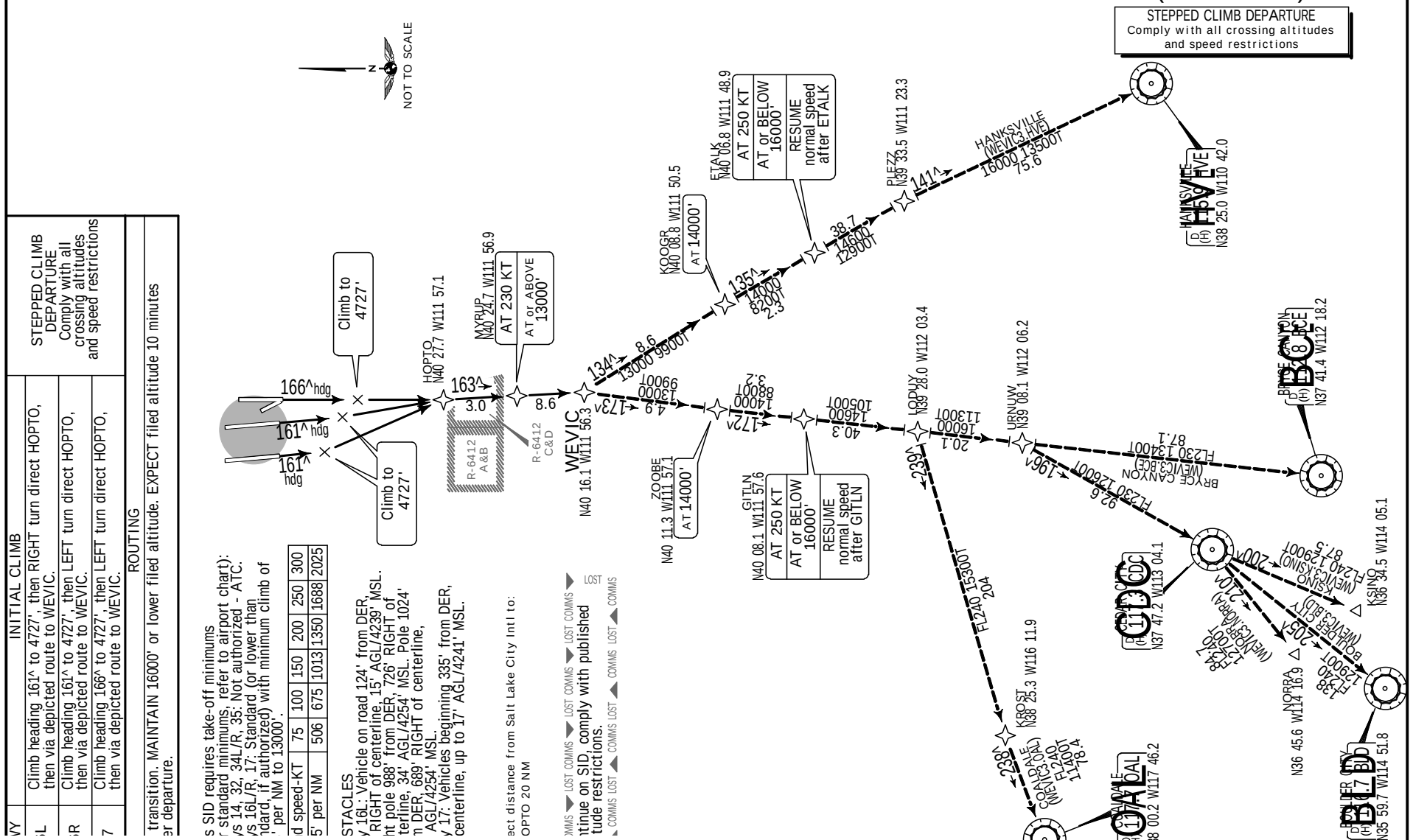
SALT LAKE CITY Departure (R) 124.3	Apt Elev 4227'	Trans level: FL180 Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Turbojet aircraft only. 5. BOULDER CITY, BRYCE CANYON, KSINO and NORRA Transitions: For non-GPS equipped aircraft DTA and PVU DMEs must be operational. 6. HANKSVILLE Transition: For non-GPS equipped aircraft DTA, FFU, HVE, PUC and PVU DMEs must be operational. 7. COALDALE Transition: For non-GPS equipped aircraft DTA, ILC, MVA, OAL, TPH and PVU DMEs must be operational.

WEVIC THREE RNAV DEPARTURE (WEVIC3.WEVIC)



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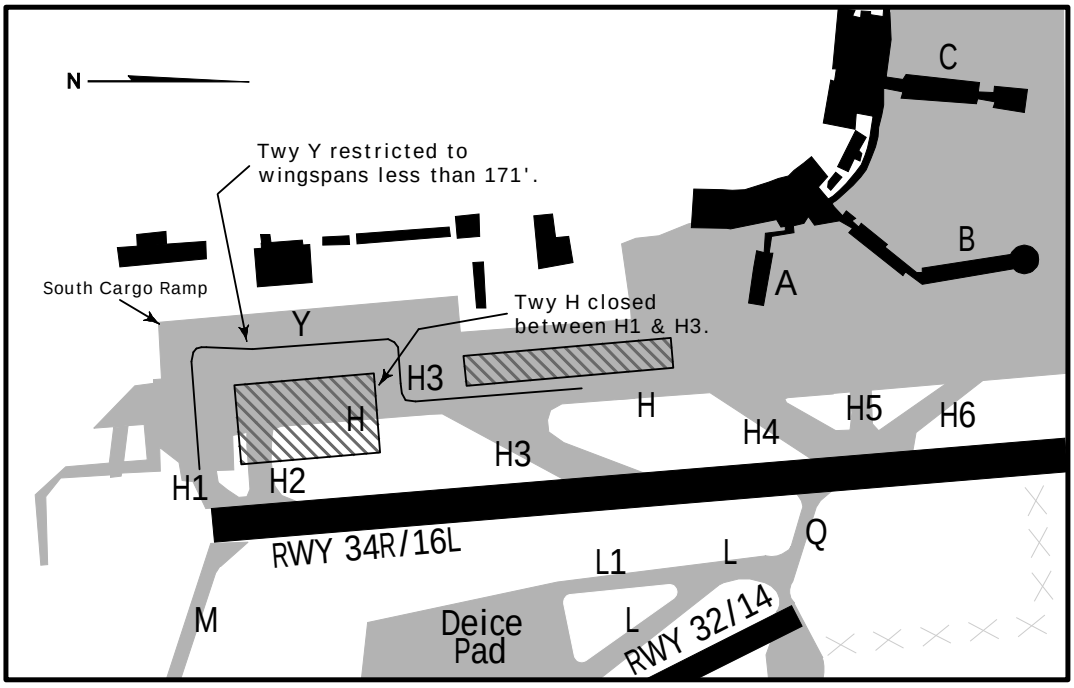
SALT LAKE CITY INTL CONSTRUCTION

(MARCH 2014 - LATE FALL 2014)

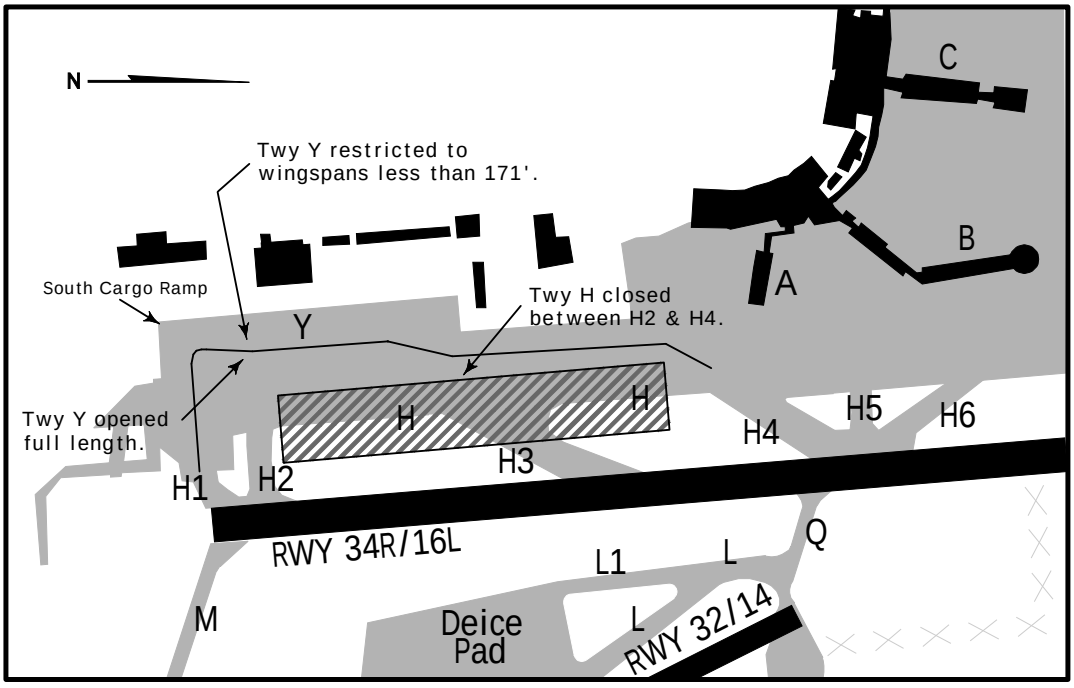
All dates are approximate
Implementation should be verified through NOTAMs
See current NOTAMs for additional information

RWY 34R DEICE PAD CONSTRUCTION

March 2014 - Late Summer 2014



Late Summer 2014 - Late Fall 2014



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KSLC/SLC

Apt Elev 4227'
N40 47.3 W111 58.7

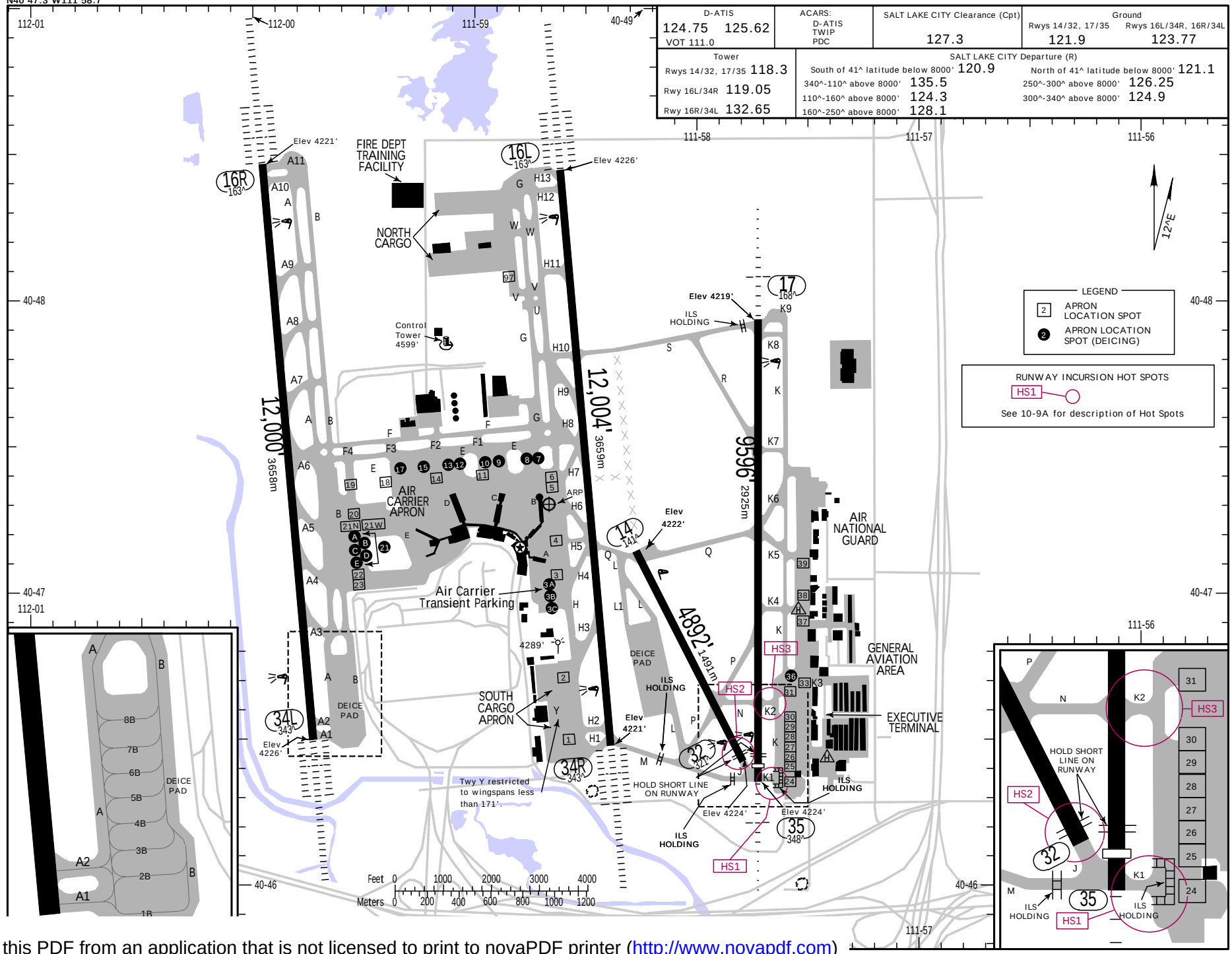
JEPPESEN
11 APR 14
10-9

SALT LAKE CITY, UTAH

SALT LAKE CITY INTL

D-ATIS	ACARS:	SALT LAKE CITY Clearance (Cpt)	Ground
124.75 125.62 VOT 111.0	D-ATIS TWIP PDC	127.3	Rwys 14/32, 17/35 121.9 Rwys 16L/34R, 16R/34L 123.77

Tower	SALT LAKE CITY Departure (R)	
Rwys 14/32, 17/35 118.3	South of 41^ latitude below 8000' 120.9	North of 41^ latitude below 8000' 121.1
Rwy 16L/34R 119.05	340^-110^ above 8000' 135.5	250^-300^ above 8000' 126.25
Rwy 16R/34L 132.65	110^-160^ above 8000' 124.3	300^-340^ above 8000' 124.9
	160^-250^ above 8000' 128.1	



CHANGES: Twy Y added, notes.

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GENERAL

CAUTION: Birds in vicinity of airport.

ASDE-X surveillance system in use. Operate transponder with Mode C when on taxiways and runways.

Due to traffic volume, local departure and arrival operations are discouraged and delays can be expected between 1000-1200 and 2000-2300 local.

SMGCS and Low Visibility Taxi Procedures.

Air National Guard (ANG): PPR all aircraft 48 hr prior notice. Transient parking/service extremely limited. All aircraft contact Utah Control with landing and departure times. Phase II wildlife activity during migration/morning/evening hrs from Oct-Apr. Military alternate Hill AFB (KHIF) 25 NM North.

CAUTION: Extensive paragliding in vicinity of Point of the Mountain.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
14 1 32	HIRL PAPI-L (angle 3.0^) grooved				150' 46m
1 Rwy 14/32 closed below 1200' RVR.					
16L 2 34R	HIRL CL ALSF-II TDZ PAPI-L(angle 3.0^) RVR		10,965'3342m 10,957'3340m		150' 46m
2 Runway grooved.					
16R 3 34L	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0^)RVR		10,949'3337m 10,949'3337m		150' 46m
3 Runway grooved.					
17 4 35	HIRL CL MALSR TDZ PAPI-R (angle 3.0^) RVR		8547'2605m		150' 46m
	HIRL CL MALSR TDZ PAPI-L (angle 3.0^) RVR	9272'2826m	8194'2498m		
4 Runway grooved.					

RUNWAY INCURSION HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1

HS1 Wrong Runway Departure Risk. Check alignment with assigned runway prior to departure. Hold lines for Runway 32 and Runway 35 are at the same spot at K1 with short taxi distance to either runway.

HS2 Be aware of the Runway 35 hold line on Runway 14/32 during taxi SE on the runway. Hold line is located on north side of Runway 32 numbers.

HS3 Possible confusion between ramp, taxiway and runway due to large paved area. ATC clearance is required to enter the movement area, immediately west of vehicle drive lanes marked by a movement/non-movement boundary line.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 16L/16R/34L/34R

2 operating RVRs are required. All operating RVRs are controlling. HUD & CL & HIRL	CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng
TDZ RVR 3 Mid RVR 3 Rollout RVR 3	TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 17/35

Both RVRs are required and controlling. CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 14 Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng	Rwy 32 With Mim climb of 498'/NM to 4700' Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng	Other
1/4	1/2	1	1/4	1/2	1	400-1

OBSTACLE DP:

Rwy 14, Climb to 10,000' via heading 189^ and FFU VOR R-341 to FFU VOR before proceeding on course.
Rwys 16L/R, Climb to 10,000' via heading 161^ and FFU VOR R-341 to FFU VOR before proceeding on course.
Rwy 17, Climb to 10,000' via heading 166^ and FFU VOR R-341 to FFU VOR before proceeding on course.
Rwy 32, Climb to 9000' via heading 359^ and OGD VOR R-153 to OGD VOR before proceeding on course.
Rwys 34L/R, Climb to 9000' via heading 341^ and OGD VOR R-153 to OGD VOR before proceeding on course.
Rwy 35, Climb to 9000' via heading 336^ and OGD VOR R-153 to OGD VOR before proceeding on course.

FOR FILING AS ALTERNATE

	ILS Rwy 16L ILS Rwy 16R ILS Rwy 17 ILS Rwy 34L ILS Rwy 34R	LOC Rwy 16L LOC Rwy 16R LOC Rwy 17 LOC Rwy 34L LOC Rwy 34R LDA DME Rwy 35 RNAV (GPS) Rwy 16L	RNAV (GPS) Rwy 16R RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 34L RNAV (GPS) Rwy 35 VOR DME Rwy 16L VOR DME Rwy 17	RNAV (GPS) Rwy 34R VOR DME Rwy 34R
A B C	600-2	800-2		NA

AMEND 11

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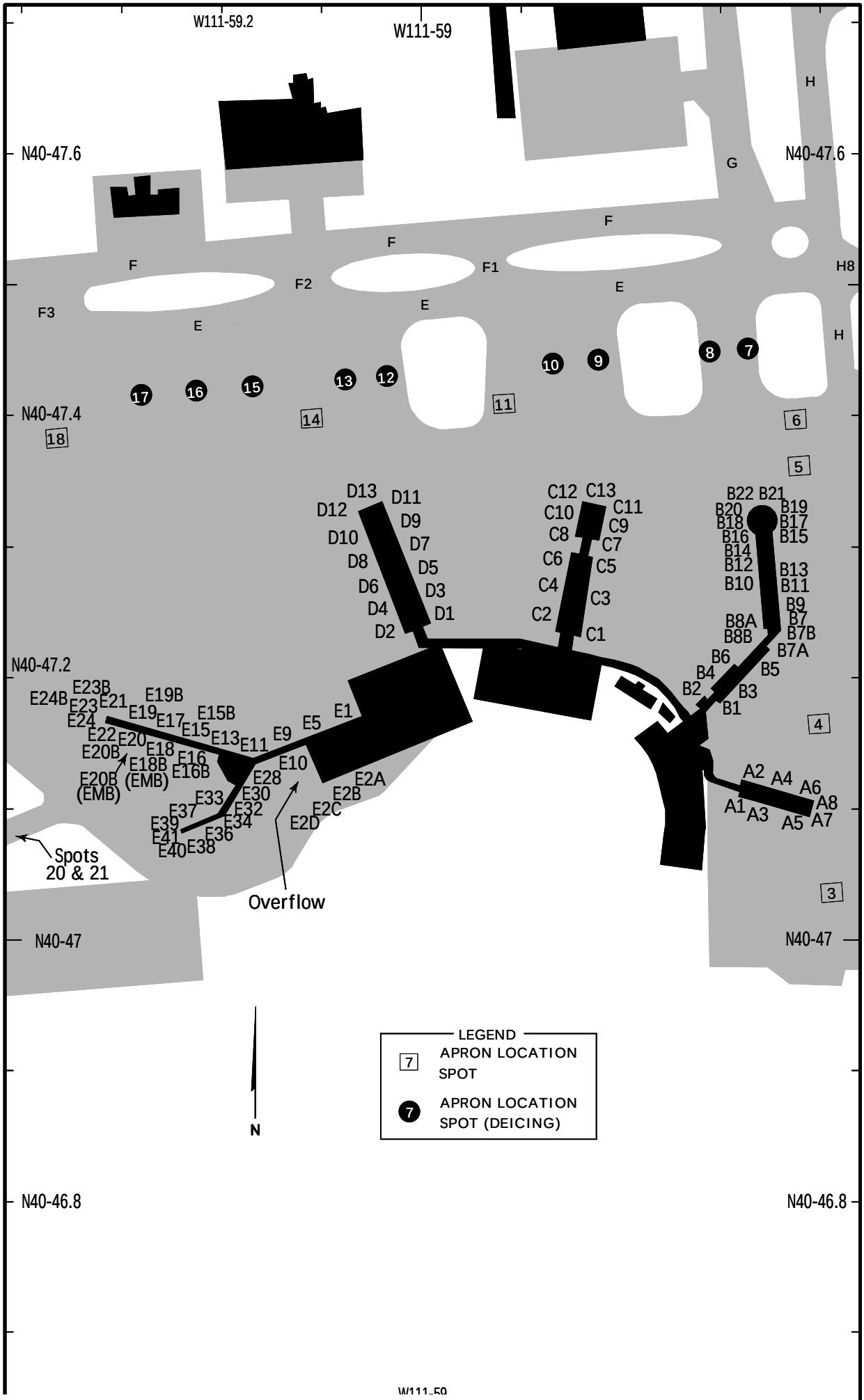
KSLC/SLC

JEPPESEN

28 MAY 10 (10-9B)

SALT LAKE CITY, UTAH

SALT LAKE CITY INTL



CHANGES: Gates B19, B20, B21, and B22 added.

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PARKING GATE COORDINATES

GATE No.	COORDINATES
CONCOURSE A	
A1 thru A3	N40 47.1 W111 58.7
A4 thru A8	N40 47.1 W111 58.6
CONCOURSE B	
B1 thru B6	N40 47.2 W111 58.7
B7 thru B7B	N40 47.2 W111 58.6
B8A, B8B	N40 47.2 W111 58.7
B9	N40 47.3 W111 58.6
B10	N40 47.3 W111 58.7
B11	N40 47.3 W111 58.6
B12	N40 47.3 W111 58.7
B13	N40 47.3 W111 58.6
B14	N40 47.3 W111 58.7
B15	N40 47.3 W111 58.6
B16	N40 47.3 W111 58.7
B17	N40 47.3 W111 58.6
B18	N40 47.3 W111 58.7
B19	N40 47.3 W111 58.6
B20	N40 47.3 W111 58.7
B21	N40 47.3 W111 58.6
B22	N40 47.3 W111 58.7
CONCOURSE C	
C1	N40 47.2 W111 58.8
C2	N40 47.2 W111 58.9
C3	N40 47.3 W111 58.8
C4	N40 47.3 W111 58.9
C5	N40 47.3 W111 58.8
C6	N40 47.3 W111 58.9
C7	N40 47.3 W111 58.8
C8	N40 47.3 W111 58.9
C9	N40 47.3 W111 58.8
C10	N40 47.3 W111 58.9
C11 thru C13	N40 47.3 W111 58.8

GATE No.	COORDINATES
CONCOURSE D	
D1, D2	N40 47.2 W111 59.0
D3 thru D7	N40 47.3 W111 59.0
D8	N40 47.3 W111 59.1
D9	N40 47.3 W111 59.0
D10	N40 47.3 W111 59.1
D11	N40 47.3 W111 59.0
D12, D13	N40 47.3 W111 59.1
CONCOURSE E	
E1	N40 47.2 W111 59.1
E2A thru E2D	N40 47.1 W111 59.1
E5, E9	N40 47.2 W111 59.1
E10	N40 47.1 W111 59.1
E11	N40 47.1 W111 59.2
E13, E15, E15B	N40 47.2 W111 59.2
E16, E16B	N40 47.1 W111 59.2
E17	N40 47.2 W111 59.3
E18, E18B(EMB)	N40 47.1 W111 59.3
E19, E19B, E20	N40 47.2 W111 59.3
E20B, E20B(EMB)	N40 47.1 W111 59.3
E21 thru E24	N40 47.2 W111 59.3
E24B	N40 47.2 W111 59.4
E28, E30	N40 47.2 W111 59.2
E32 thru E34	N40 47.1 W111 59.2
E36 thru E41	N40 47.1 W111 59.2
SPOTS	
20, 21	N40 47.1 W111 59.4

CHANGES: Gates B19, B20, B21, and B22 added.

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KSLC/SLC JEPPESEN

SALT LAKE CITY INTL (10-9D)

.LESS.THAN.RVR.1200.to.600.

SMGCS

11 OCT 13

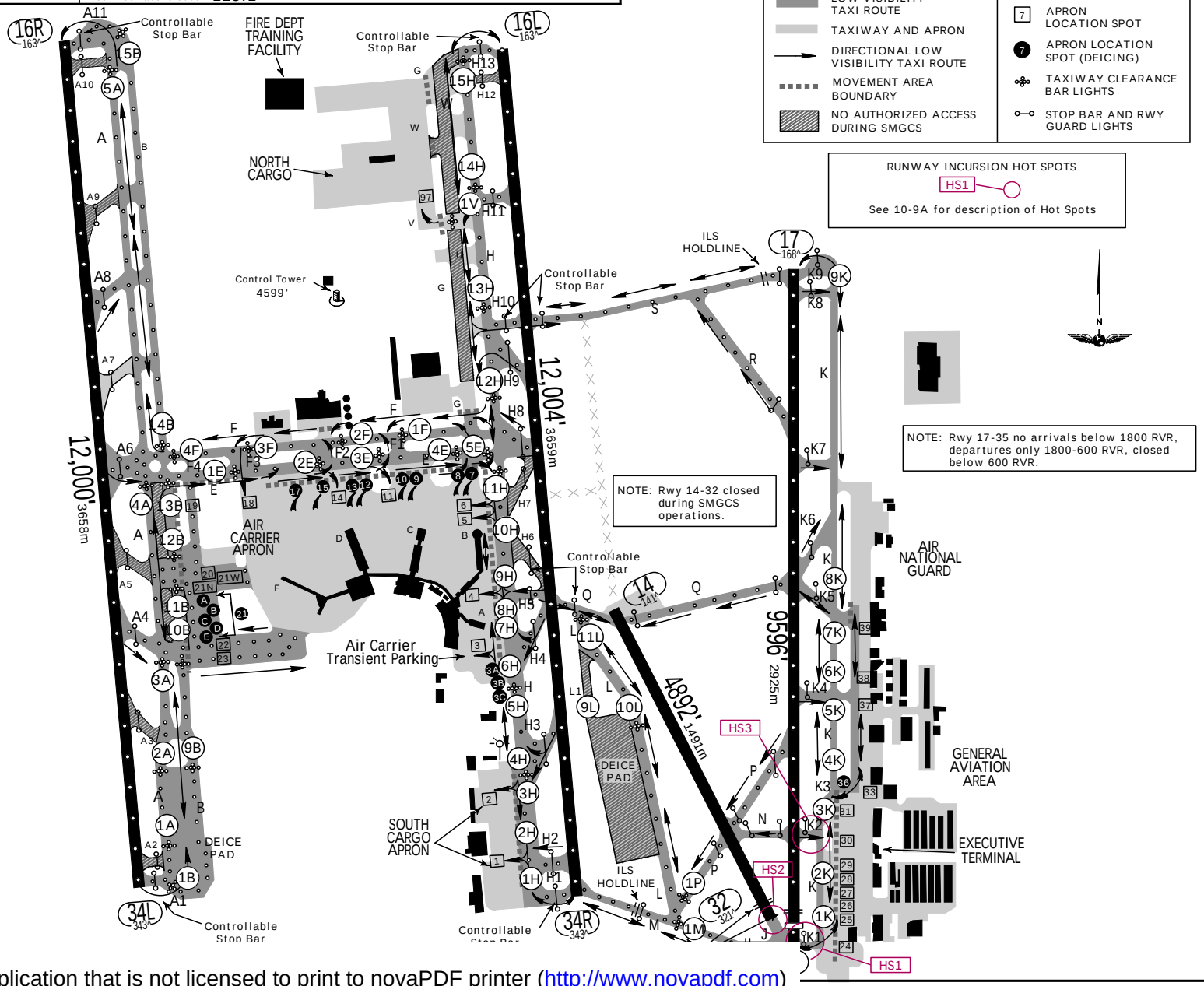
SALT LAKE CITY, UTAH
LOW VISIBILITY TAXI ROUTES

D-ATIS		ACARS: D-ATIS PDC TWIP	SALT LAKE CITY Clearance (Cpt)	Ground	
124.75	125.62		127.3	Rwys 14/32, 17/35	Rwy 16L/34R, 16R/34L
VOT 111.0				121.9	123.77

Tower		
Rwys 14/32, 17/35	Rwy 16L/34R	Rwy 16R/34L
118.3	119.05	132.65

SALT LAKE CITY Departure (R)

South of 41^ latitude below 8000'	120.9	North of 41^ latitude below 8000'	121.1
340^-110^ above 8000'	135.5	250^-300^ above 8000'	126.25
110^-160^ above 8000'	124.3	300^-340^ above 8000'	124.9
160^-250^ above 8000'	128.1		



CHANGES: Hot spots.

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KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN
11 OCT 13 (10-9E)

.SMGCS.
SALT LAKE CITY, UTAH
LOW VISIBILITY TAXI ROUTES

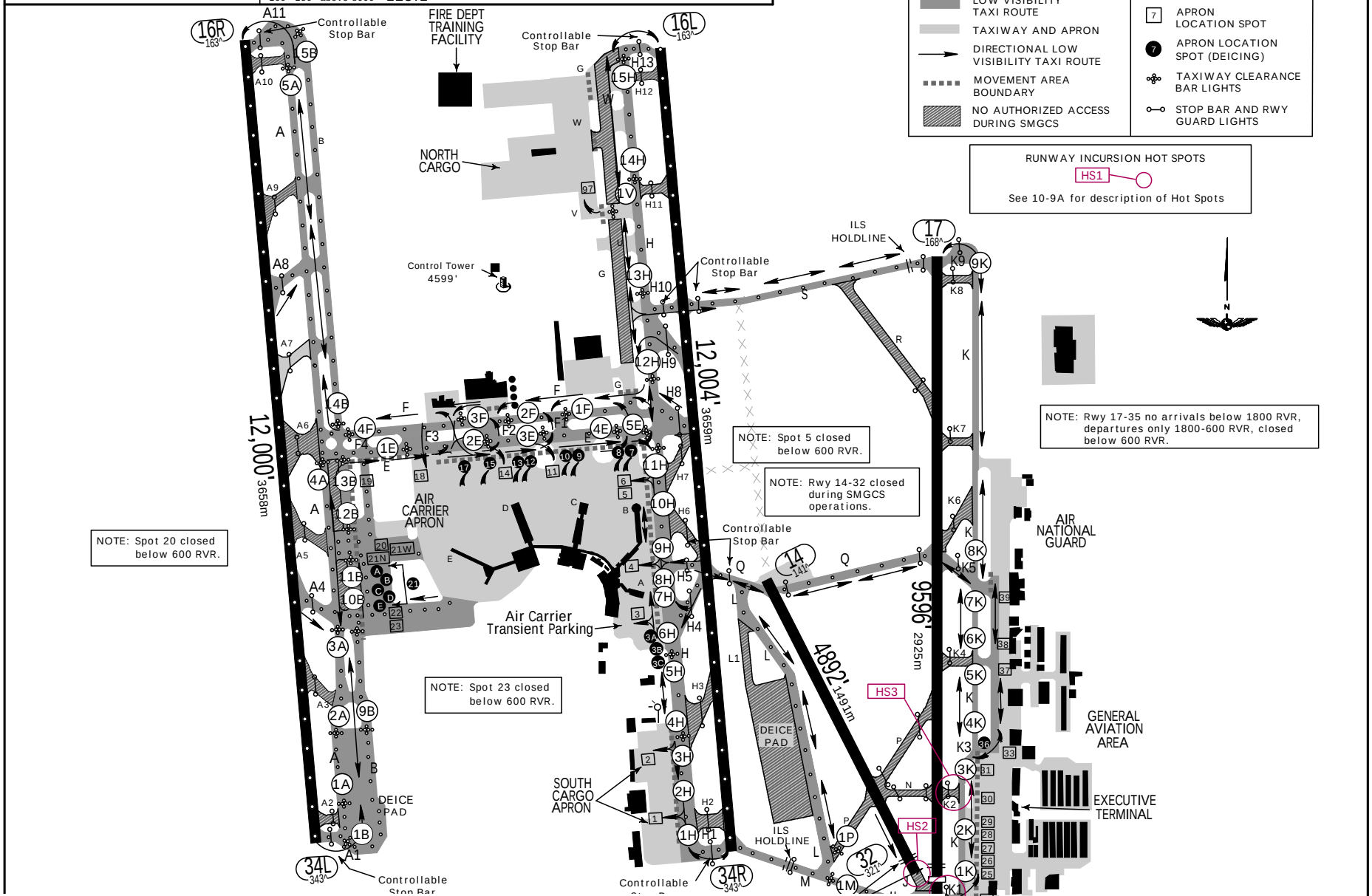
.LESS.THAN.RVR.600.to.300.

D-ATIS		ACARS: D-ATIS PDC TWIP	SALT LAKE CITY Clearance (Cpt)	Ground	
124.75	125.62		127.3	Rwys 14/32, 17/35	Rwy 16L/34R, 16R/34L
VOT 111.0				121.9	123.77

Tower		
Rwys 14/32, 17/35	Rwy 16L/34R	Rwy 16R/34L
118.3	119.05	132.65

SALT LAKE CITY Departure (R)

South of 41^ latitude below 8000'	120.9	North of 41^ latitude below 8000'	121.1
340^-110^ above 8000'	135.5	250^-300^ above 8000'	126.25
110^-160^ above 8000'	124.3	300^-340^ above 8000'	124.9
160^-250^ above 8000'	128.1		



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CHANGES: Hopt spots.

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KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN
12 OCT 12 (11-1)

SALT LAKE CITY, UTAH
ILS or LOC Rwy 16L

BRIEFING STRIP ™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

SALT LAKE CITY Tower			Ground	
Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35
119.05	132.65	118.3	123.77	121.9

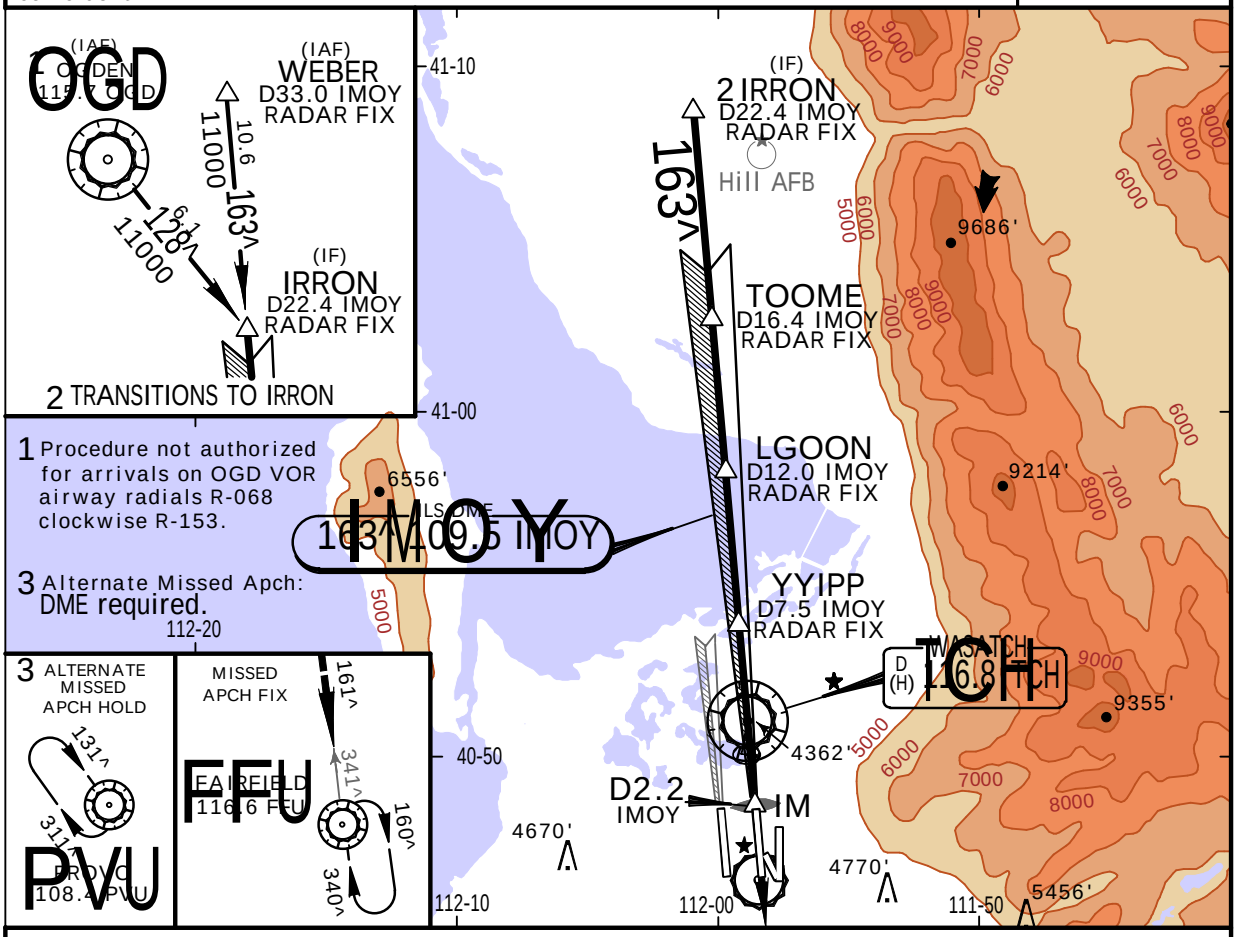
LOC IMOY	Final Apch Crs	GS YYIPP	ILS DA(H)	Apt Elev 4227'
109.5	163^	6000' (1773')	4427' (200')	TDZE 4227'

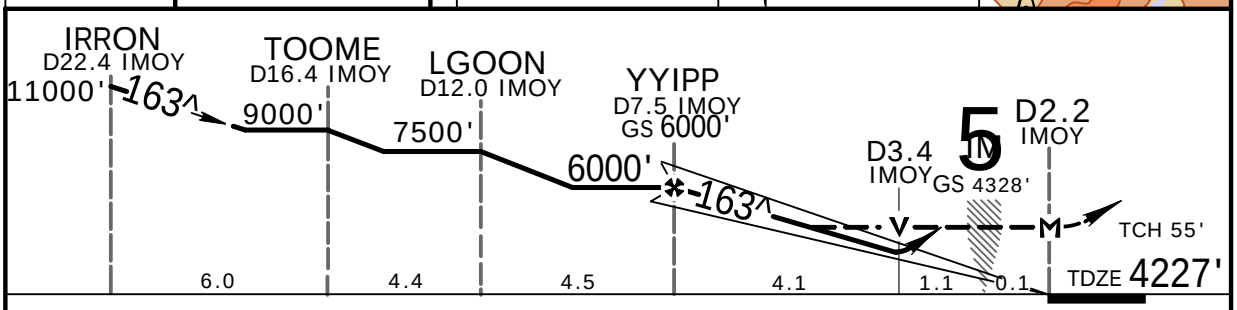
MISSED APCH: Climb to 4800' then climb to 10000' inbound via FFU VOR R-341 to FFU VOR and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME or Radar required. 2. Simultaneous approach authorized with ILS or LOC Rwy 16R, ILS Rwy 16R (SA CAT I), (CAT II), (CAT III). 3. VGSI and ILS glidepath not coincident.

140^ 11,000' 230^ 8600' 050^ 12,700'
MSA TCH VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D2.2 IMOY or YYIPP to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59

PAPI ALSF-II 4800' 10000' via FFU 116.6 R-341 FFU 116.6

STRAIGHT-IN LANDING RWY16L

	ILS DA(H) 4427' (200')			LOC (GS out) MDA(H) 4680' (453')	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1
B					
C				RVR 40 or 3/4	RVR 60 or 1 1/4
D				RVR 50 or 1	1 1/2

CHANGES: Communications.

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KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN 12 OCT 12 (11-1A)

SALT LAKE CITY, UTAH
ILS Rwy 16L CAT II & III

BRIEFING STRIP ™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

SALT LAKE CITY Tower			Ground	
Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35
119.05	132.65	118.3	123.77	121.9

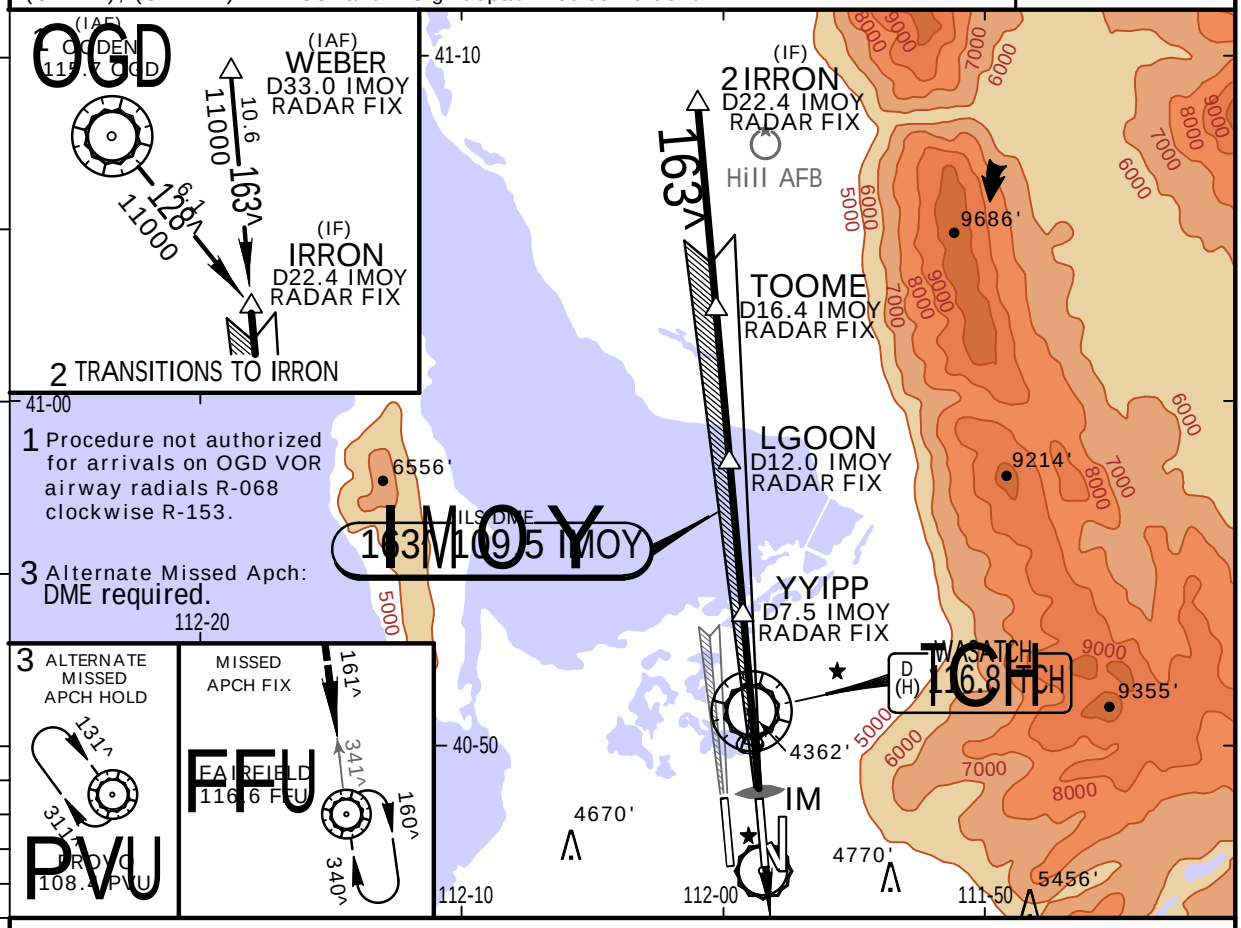
LOC IMOY	Final Apch Crs	GS YYIPP	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
109.5	163^	6000' (1773')	NA	Refer to Minimums		RA 108' DA(H) 4327'(100')	4227' TDZE 4227'

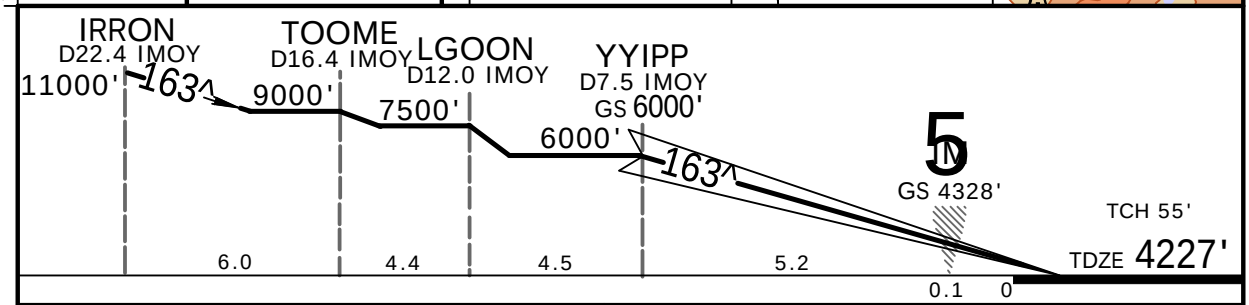
MISSED APCH: Climb to 4800' then climb to 10000' inbound via FFU VOR R-341 to FFU VOR and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Acft Certification required. 2. DME or Radar required.
3. Simultaneous approach authorized with ILS or LOC Rwy 16R, ILS Rwy 16R (SA CAT I), (CAT II), (CAT III). 4. VGSI and ILS glidepath not coincident.

140^ 11,000' 230^ 8600' 050^ 12,700'
MSA TCH VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II PAPI | 4800' | 10000' via FFU 116.6 R-341 | FFU 116.6

STRAIGHT-IN LANDING RWY16L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 108' DA(H) 4327'(100')
NA	RVR 3	RVR 7	1 RVR 12

AMEND 3A 8 MAR 2012

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KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN 28 FEB 14 (11-2)

SALT LAKE CITY, UTAH
ILS or LOC Rwy 16R

BRIEFING STRIP™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

SALT LAKE CITY Tower			Ground	
Rwy 16R/34L	Rwy 16L/34R	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35
132.65	119.05	118.3	123.77	121.9

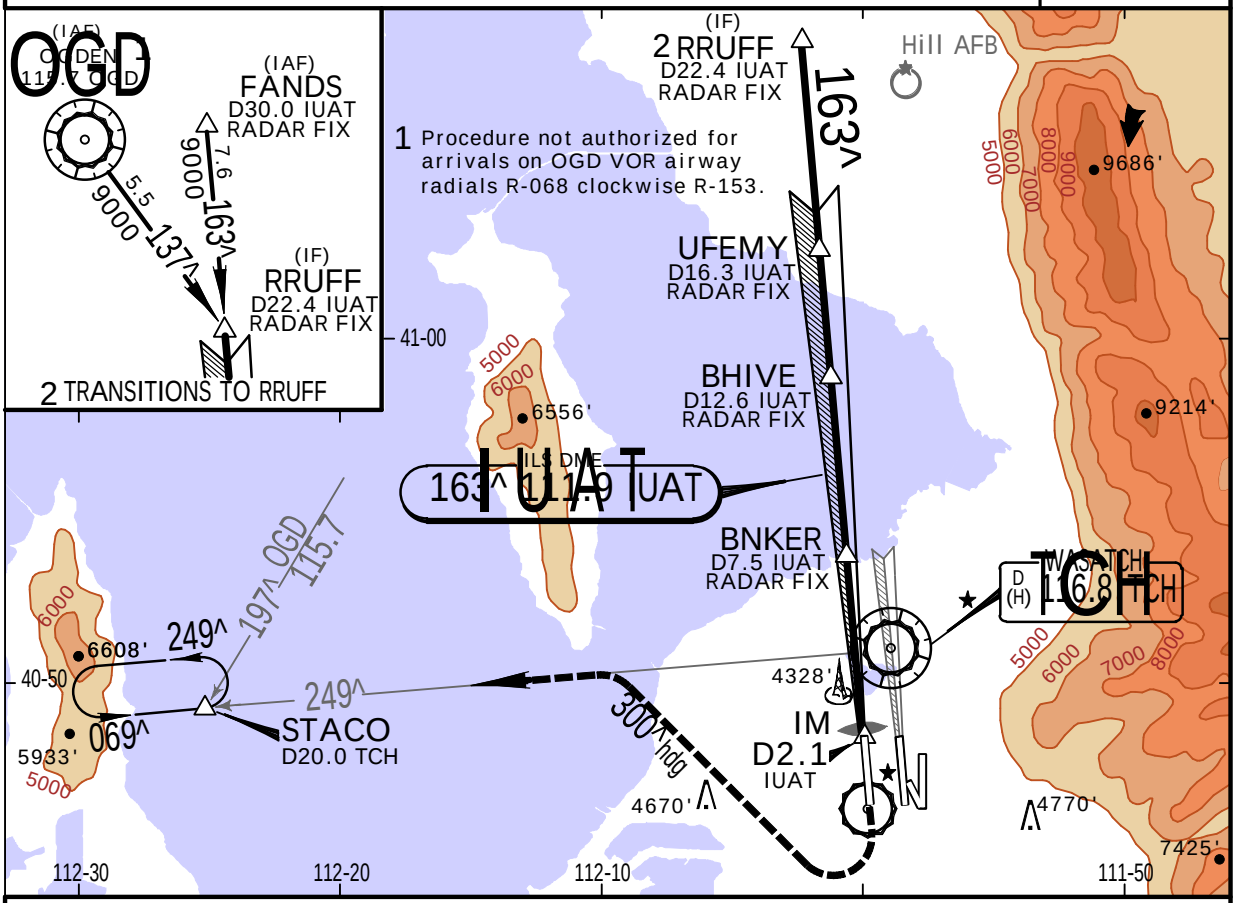
LOC IUAT	Final Apch Crs	GS BNKER	ILS DA(H)	Apt Elev / TDZE
111.9	163^	6000' (1777')	4423' (200')	4227' / 4223'

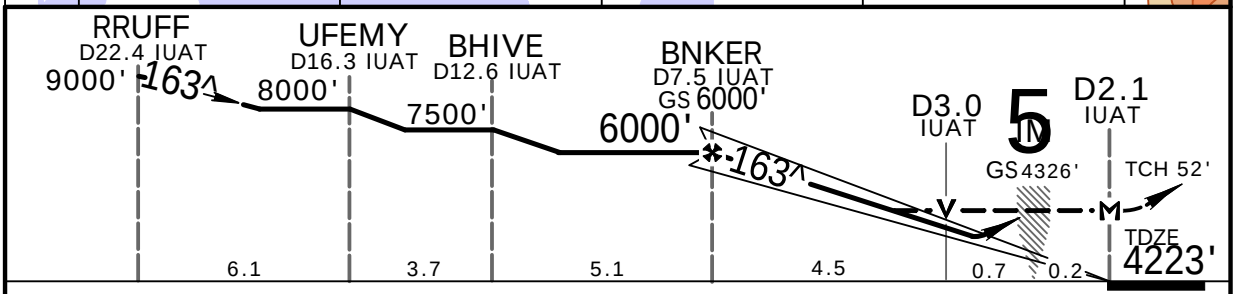
MISSED APCH: Climb to 4800', then climbing RIGHT turn to 8100' via 300^ hdg and outbound via TCH VOR R-249 to STACO INT/D20.0 TCH and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME or Radar required. 2. Simultaneous approach authorized with ILS or LOC Rwy 16L, ILS Rwy 16L CAT II & III and Rwy 17. 3. VGSI and ILS glidepath not coincident.

MSA TCH VOR
140^ 11,000' 230^ 8600' 050^ 12,700'





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D2.1 IUAT or BNKER to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59

ALSF-II PAPI | 4800' | 8100' RT via 300^ hdg and TCH 116.8 R-249

STRAIGHT-IN LANDING RWY 16R

	ILS DA(H) 4423' (200')			LOC (GS out) MDA(H) 4580' (357')	
	FULL	TDZ or CL out	ALS out		ALS out
A, B, C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1
D				RVR 40 or 3/4	RVR 60 or 1 1/4

CHANGES: None.
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KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN 28 FEB 14 (11-2A)

SALT LAKE CITY, UTAH
ILS Rwy 16R CAT II & III

BRIEFING STRIP™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

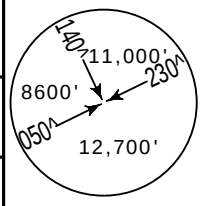
SALT LAKE CITY Tower			Ground	
Rwy 16R/34L	Rwy 16L/34R	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35
132.65	119.05	118.3	123.77	121.9

LOC IUAT	Final Apch Crs	GS BNKER	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
111.9	163^	6000' (1777')	NA	Refer to Minimums		RA 108' DA(H) 4323'(100')	4227' TDZE 4223'

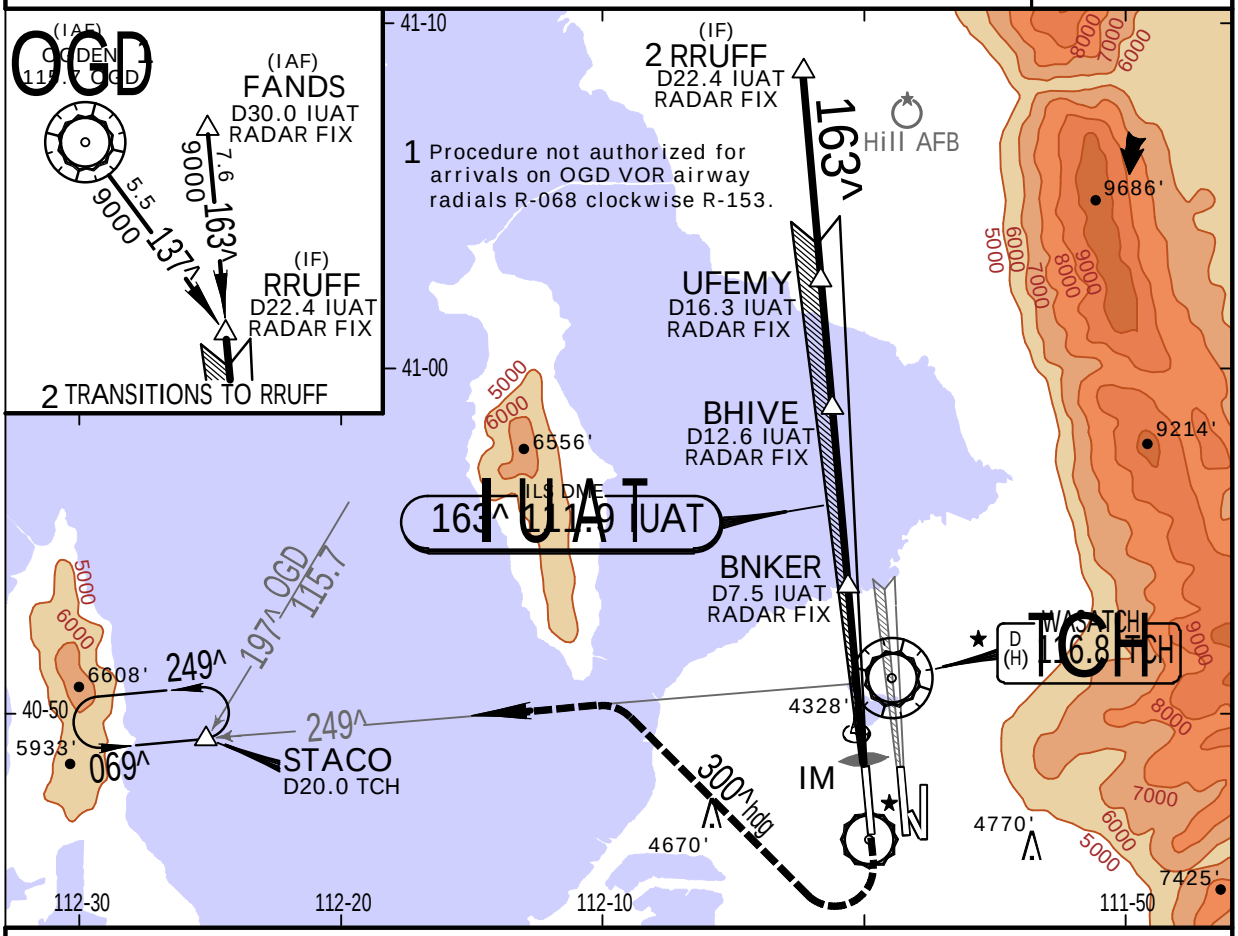
MISSED APCH: Climb to 4800' then climbing RIGHT turn to 8100' via 300^ hdg and outbound via TCH VOR R-249 to STACO INT/D20.0 TCH and hold, or as directed by ATC.

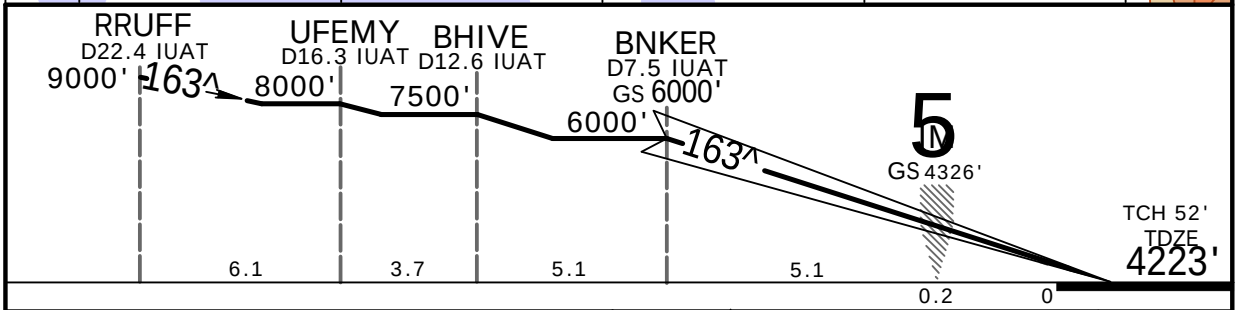
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Acft Certification required. 2. DME or Radar required.
3. Simultaneous approach authorized with ILS or LOC Rwy 16L, ILS Rwy 16L CAT II & III and Rwy 17. 4. VGSI and ILS glidepath not coincident.



MSA TCH VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II PAPI 4800' 8100' RT via 300^ hdg and TCH 116.8 R-249

STRAIGHT-IN LANDING RWY 16R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
			RA 108' DA(H) 4323' (100')
NA	RVR 3	RVR 7	1 RVR 12

CHANGES: None.

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S AMEND 3B 17 OCT 2013

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KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN 11 OCT 13 (11-2B)

SALT LAKE CITY, UTAH
ILS Rwy 16R SA CAT I

BRIEFING STRIP™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

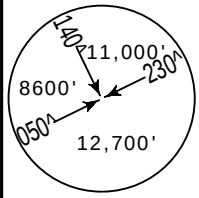
SALT LAKE CITY Tower			Ground	
Rwy 16R/34L	Rwy 16L/34R	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35
132.65	119.05	118.3	123.77	121.9

LOC	Final	GS	SA CAT I ILS	
IUAT 111.9	Apch Crs 163^	BNKER 6000' (1777')	RA 157' DA(H)4373'(150')	Apt Elev 4227' TDZE 4223'

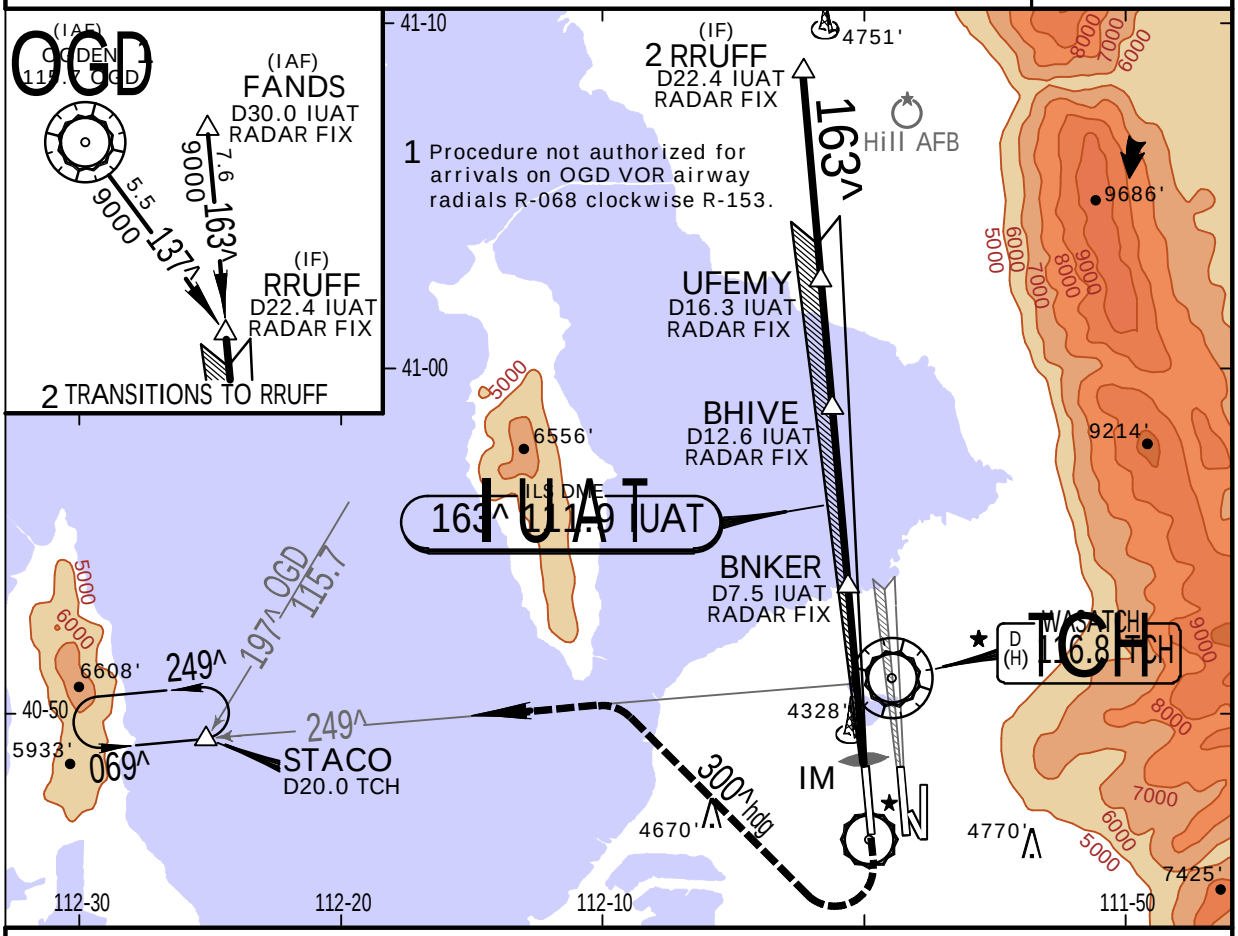
MISSED APCH: Climb to 4800' then climbing RIGHT turn to 8100' via 300^ hdg and outbound via TCH VOR R-249 to STACO INT/D20.0 TCH and hold, or as directed by ATC.

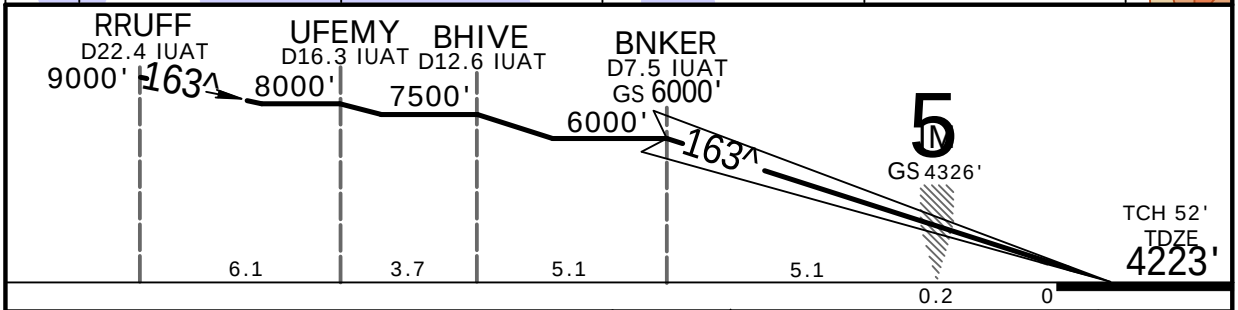
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Acft Certification required. 2. DME or Radar required.
3. Simultaneous approach authorized with ILS or LOC Rwy 16L, ILS Rwy 16L CAT II & III and Rwy 17. 4. VGSI and ILS glidepath not coincident.



MSA TCH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849

ALSF-II PAPI 4800' 8100' RT via 300^ hdg and TCH 116.8 R-249

STRAIGHT-IN LANDING RWY 16R
1 SA CAT I ILS
RA 157'
DA(H) 4373' (150')

RVR 14

CHANGES: Notes.

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KSLC/SLC SALT LAKE CITY INTL

JEPPESEN 23 NOV 12 (11-3)

SALT LAKE CITY, UTAH ILS or LOC Rwy 17

BRIEFING STRIP ™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

SALT LAKE CITY Tower Rwys 14/32, 17/35	Rwy 16L/34R	Rwy 16R/34L	Ground Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L
118.3	119.05	132.65	121.9	123.77

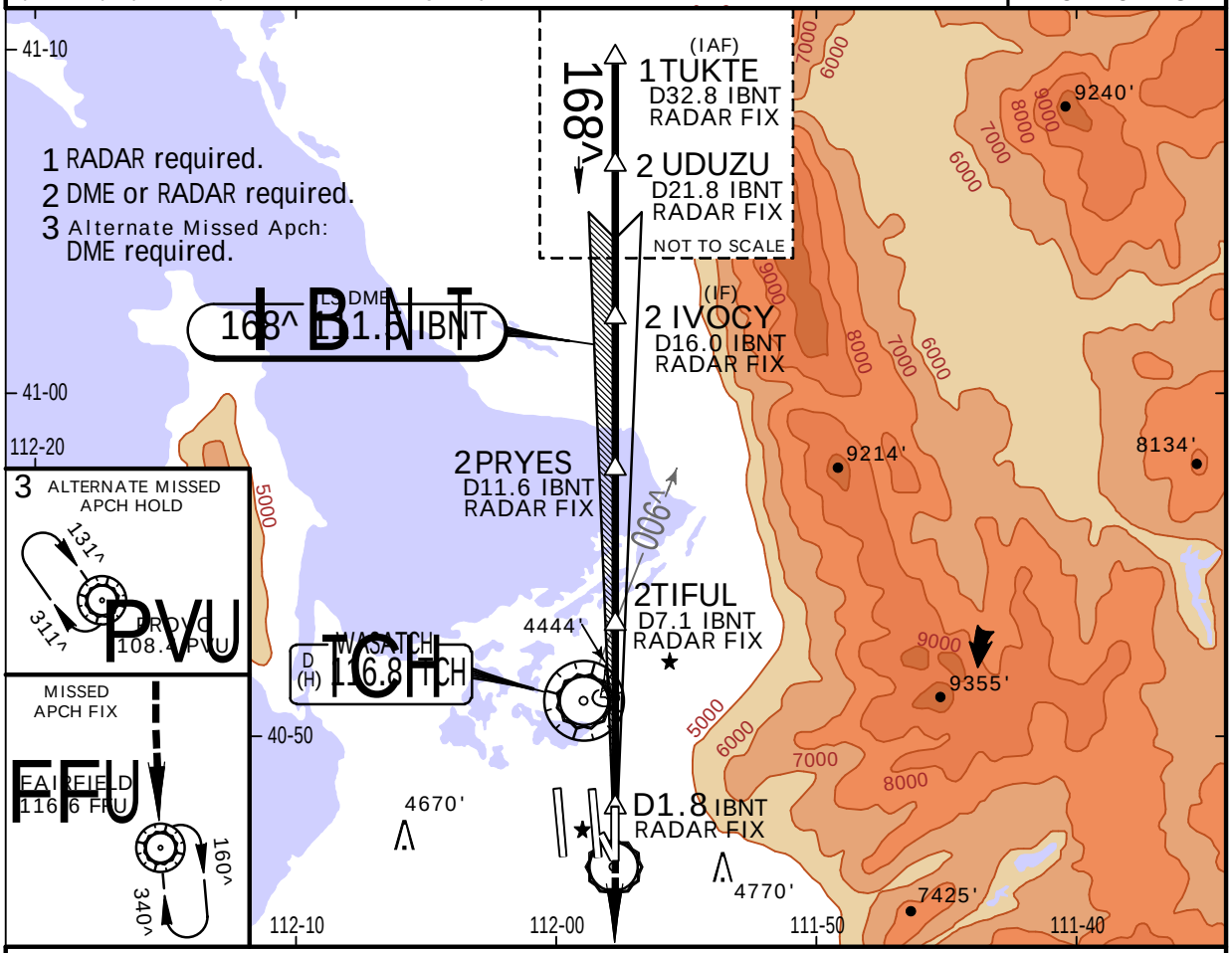
LOC IBNT	Final Apch Crs	GS TIFUL	ILS DA(H)	Apt Elev 4227' TDZE 4219'
111.5	168^	6000' (1781')	4419' (200')	

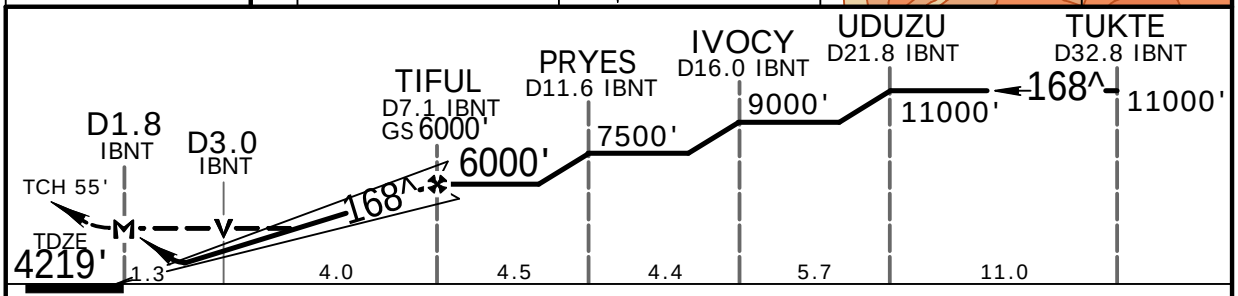
MISSED APCH: Climb to 5800' then climbing LEFT turn to 10000' direct FFU VOR and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Simultaneous approach authorized with ILS or LOC Rwy 16R, ILS Rwy 16R (SA CAT I), (CAT II), (CAT III). 2. VGSI and ILS glidepath not coincident.

140^ 11,000' 230^ 8600' 050^ 12,700'
MSA TCH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D1.8 IBNT or TIFUL to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

MALSR PAPI 5800' 10000' LT FFU 116.6

STRAIGHT-IN LANDING RWY17

	ILS DA(H) 4419' (200') FULL	TDZ or CL out	RAIL or ALS out	LOC (GS out) MDA(H) 4700' (481')	RAIL out	ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B						
C				RVR 40 or 3/4	RVR 60 or 1 1/4	
D				RVR 50 or 1	1 1/2	

CS AMEND 13A 8 MAR 2012

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SALT LAKE CITY INTL

JEPPESEN
23 NOV 12 (11-3A)

SALT LAKE CITY, UTAH
ILS Rwy 17 SA CAT II

BRIEFING STRIP ™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

SALT LAKE CITY Tower			Ground	
Rwys 14/32, 17/35	Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L
118.3	119.05	132.65	121.9	123.77

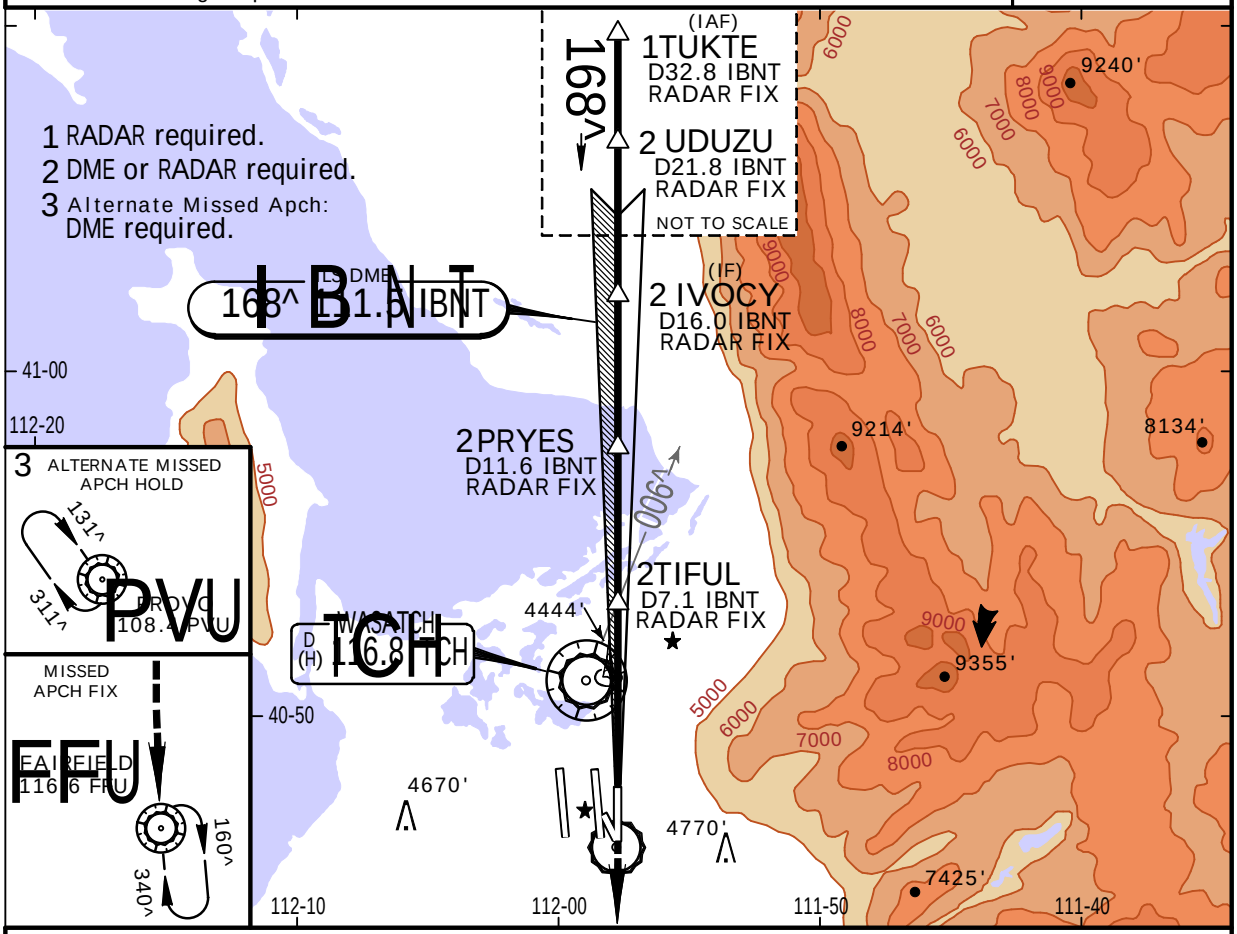
LOC IBNT	Final Apch Crs	GS TIFUL	SA CAT II ILS	Apt Elev 4227'
111.5	168^	6000' (1781')	RA 99' DA(H)4319'(100')	TDZE 4219'

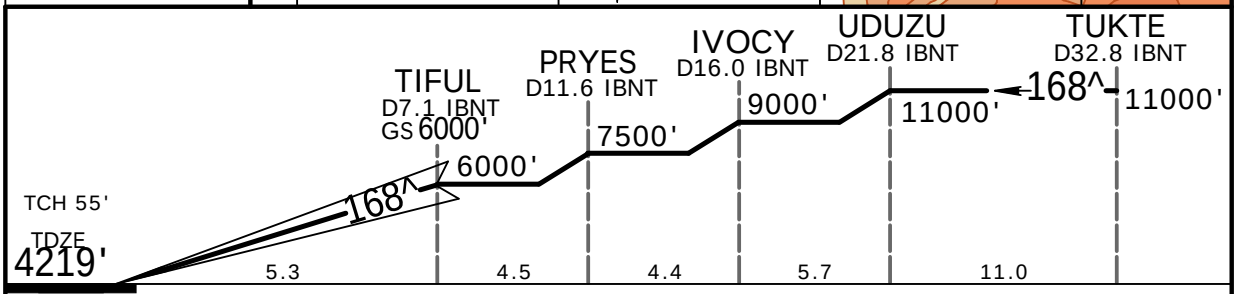
MISSED APCH: Climb to 5800' then climbing LEFT turn to 10000' direct FFU VOR and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Acft Certification required. 2. Simultaneous approach authorized with ILS or LOC Rwy 16R, ILS Rwy 16R (SA CAT I), (CAT II), (CAT III).
3. VGSI and ILS glidepath not coincident.

MSA TCH VOR
140^ 11,000'
230^
8600'
050^
12,700'





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

MALSR
PAPI
5800'
10000' LT
D
FFU 116.6

STRAIGHT-IN LANDING RWY17
1 SA CAT II ILS
RA 99'
DA(H) 4319' (100')

RVR 12

1 Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval.

AMEND 13A 8 MAR 2012

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SALT LAKE CITY INTL

JEPPESEN 18 JUL 14 (11-4)

SALT LAKE CITY, UTAH
ILS or LOC Rwy 34L

BRIEFING STRIP ™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

SALT LAKE CITY Tower			Ground	
Rwy 16R/34L	Rwy 16L/34R	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35
132.65	119.05	118.3	123.77	121.9

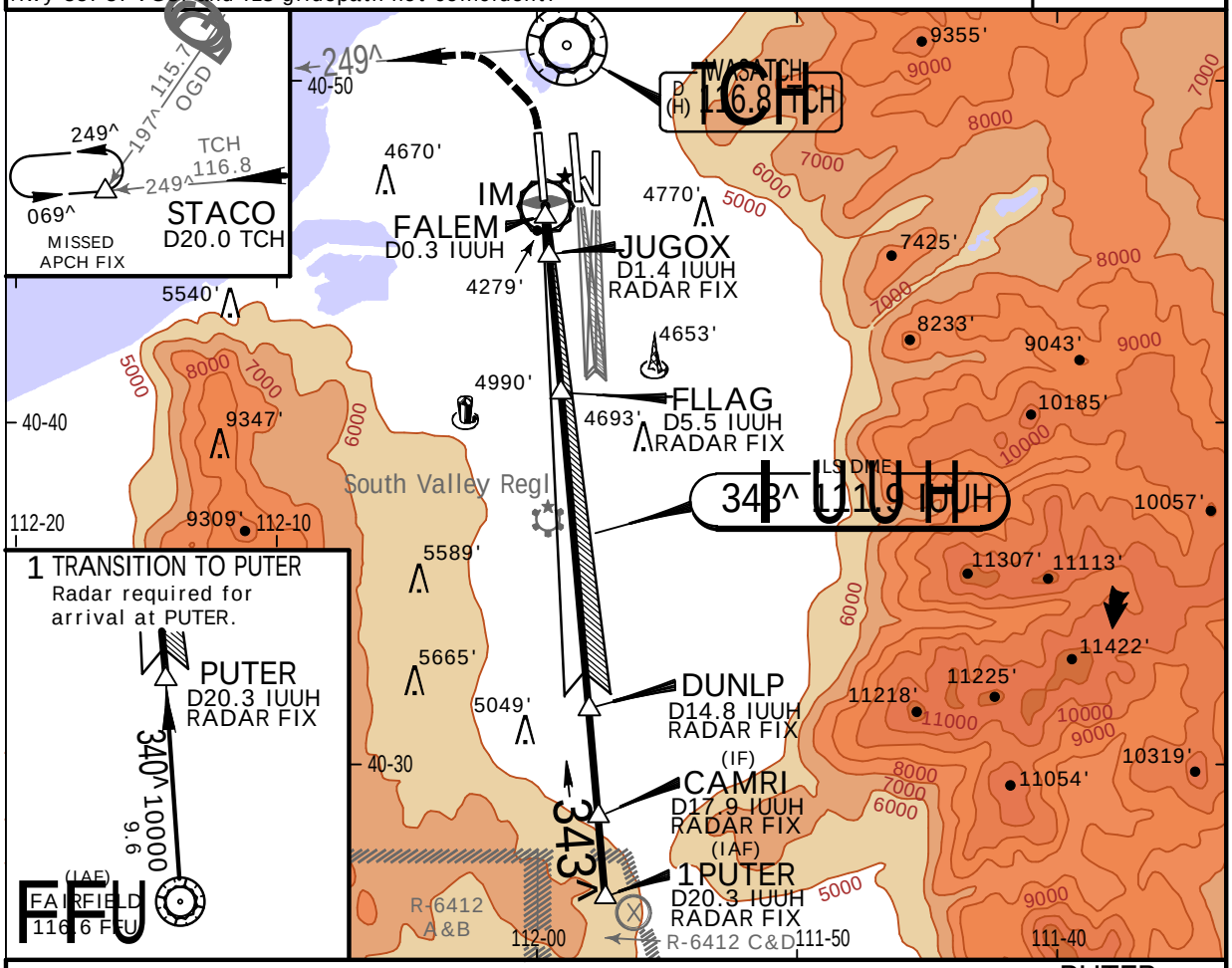
LOC IUUH	Final Apch Crs	GS FLLAG	ILS DA(H)	Apt Elev 4227'
111.9	343^	6100' (1874')	4426' (200')	TDZE 4226'

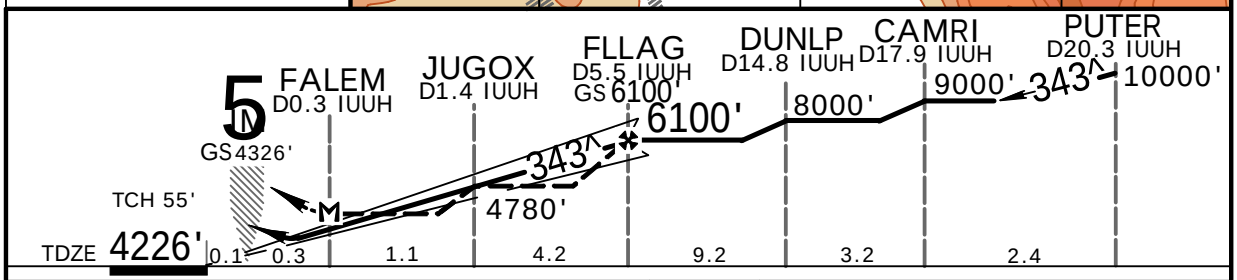
MISSED APCH: Climb to 4800' then climbing LEFT turn to 8100' on TCH VOR R-249 to STACO INT/D20.0 TCH and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME or Radar required. 2. Simultaneous approaches authorized with Rwy 34R and Rwy 35. 3. VGSI and ILS glidepath not coincident.

MSA TCH VOR: 140^ 11,000' 230^; 9600'; 050^; 12,700'





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at FALEM or FLLAG to MAP	5.3	4:33	3:32	3:11	2:39	2:16	2:03

ALSF-II PAPI 4800' 8100' LT on TCH 116.8 R-249

.TERPS.

STRAIGHT-IN LANDING RWY 34L

	ILS DA(H) 4426' (200')			LOC (GS out) MDA(H) 4560' (334')	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 26 or 1/2	RVR 50 or 1
D					

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CHANGES: TAKE TO TDZE.

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KSLC/SLC SALT LAKE CITY INTL

JEPPESEN 18 JUL 14 (11-4A)

SALT LAKE CITY, UTAH ILS Rwy 34L CAT II & III

BRIEFING STRIP ™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

SALT LAKE CITY Tower			Ground	
Rwy 16R/34L	Rwy 16L/34R	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35
132.65	119.05	118.3	123.77	121.9

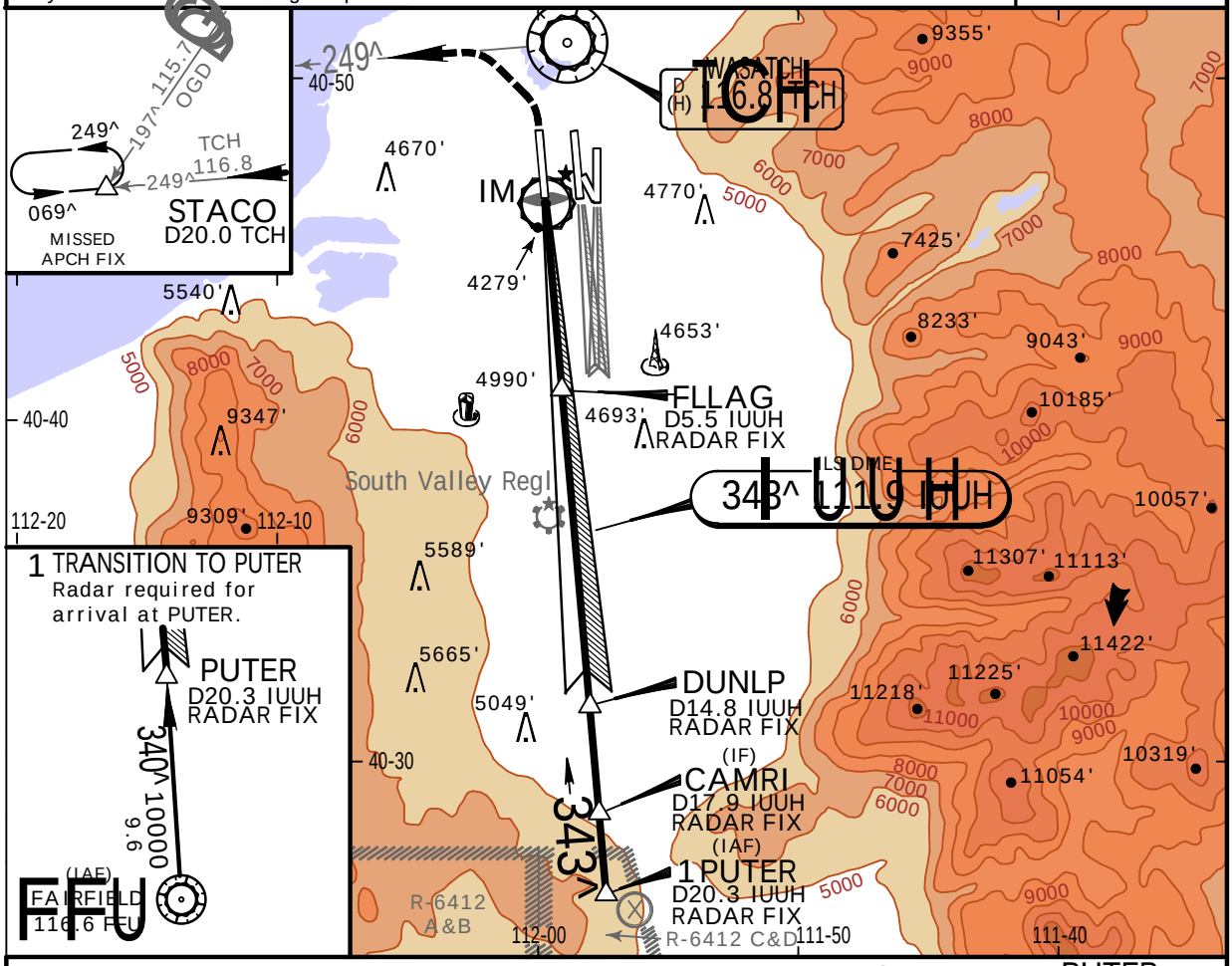
LOC IUUH	Final Apch Crs	GS FLLAG	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
111.9	343^	6100' (1874')	NA	Refer to Minimums		RA 102' DA(H) 4326'(100')	4227' TDZE 4226'

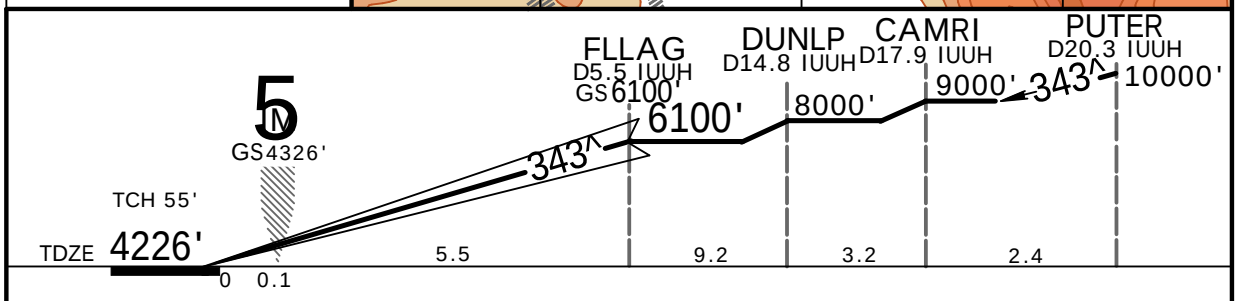
MISSED APCH: Climb to 4800' then climbing LEFT turn to 8100' on TCH VOR R-249 to STACO INT/D20.0 TCH and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Acft Certification Required.
2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 34R and Rwy 35. 4. VGSI and ILS glidepath not coincident.

MSA TCH VOR: 140^ 11,000' 230^ 9600' 050^ 12,700'





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849

ALSF-II PAPI 4800' 8100' LT TCH 116.8 on R-249

.TERPS. STRAIGHT-IN LANDING RWY34L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
			RA 102' DA(H) 4326'(100')
NA	RVR 3	RVR 7	1 RVR 12

CHANGES: THRE TO TDZE

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SALT LAKE CITY INTL

JEPPESEN 18 JUL 14 (11-4B)

SALT LAKE CITY, UTAH
ILS Rwy 34L SA CAT I

BRIEFING STRIP ™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

SALT LAKE CITY Tower			Ground	
Rwy 16R/34L	Rwy 16L/34R	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35
132.65	119.05	118.3	123.77	121.9

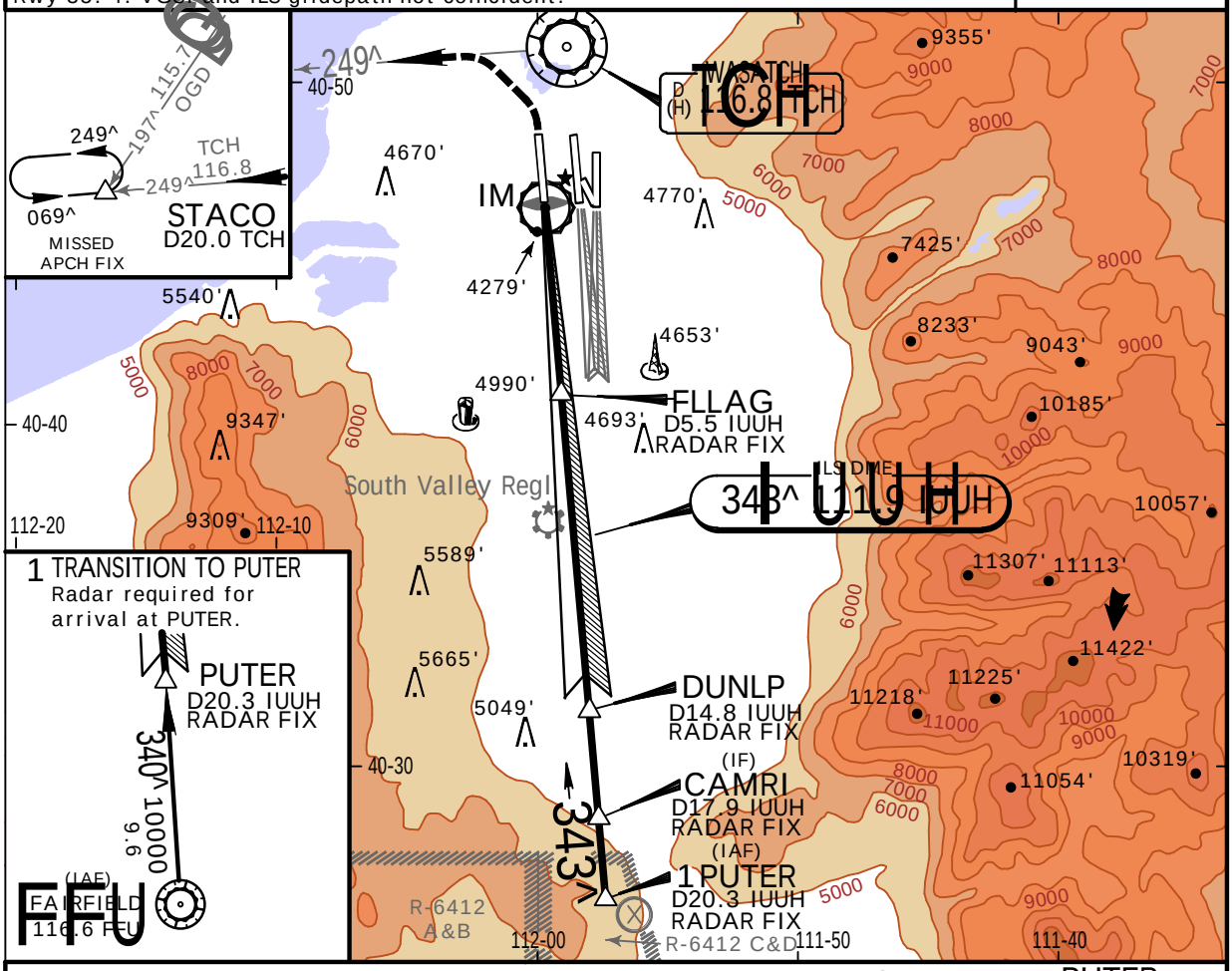
LOC	Final	GS	SA CAT I ILS	Apt Elev 4227'
IUUH	Apch Crs	FLLAG	RA 158'	TDZE 4226'
111.9	343^	6100' (1874')	DA(H) 4376' (150')	

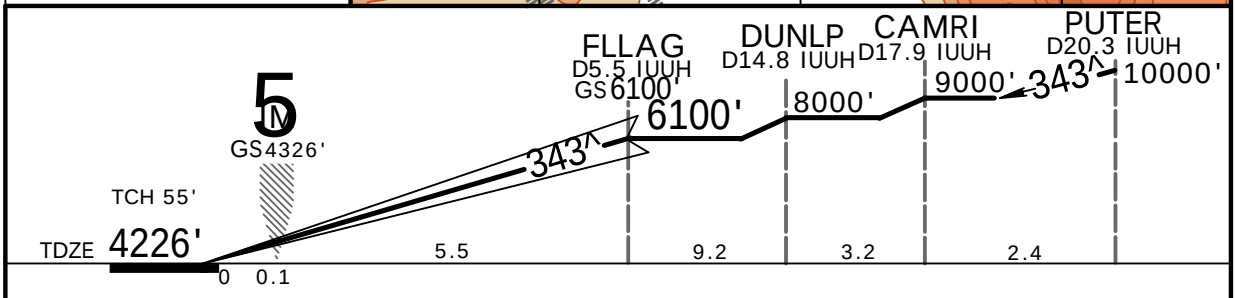
MISSED APCH: Climb to 4800' then climbing LEFT turn to 8100' on TCH VOR R-249 to STACO INT/D20.0 TCH and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Acft Certification Required.
2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 34R and Rwy 35. 4. VGSI and ILS glidepath not coincident.

MSA TCH VOR
140^ 11,000' 230^
9600'
050^ 12,700'





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849

ALSF-II
PAPI
4800'
8100' LT
TCH 116.8 on R-249

.TERPS.

STRAIGHT-IN LANDING RWY 34L
1 SA CAT I ILS
RA 158'
DA(H) 4376' (150')

RVR 14

CHANGES: THRE TO TDZE

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SALT LAKE CITY INTL

JEPPESEN 18 JUL 14 (11-5)

SALT LAKE CITY, UTAH
ILS or LOC Rwy 34R

BRIEFING STRIP ™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

SALT LAKE CITY Tower			Ground	
Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35
119.05	132.65	118.3	123.77	121.9

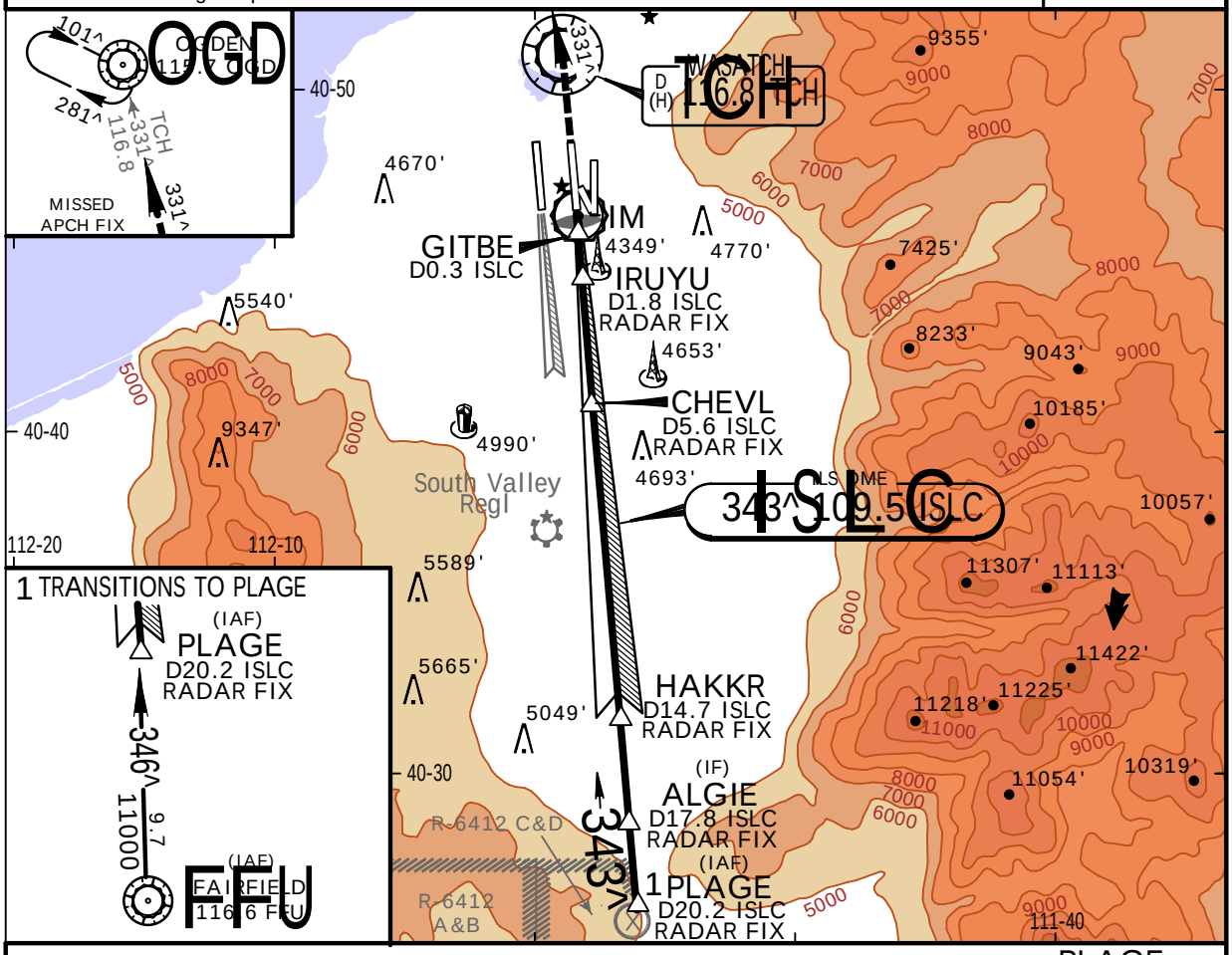
LOC ISLC	Final Apch Crs	GS CHEVL	ILS DA(H)	Apt Elev 4227'
109.5	343^	6100' (1878')	4422' (200')	TDZE 4222'

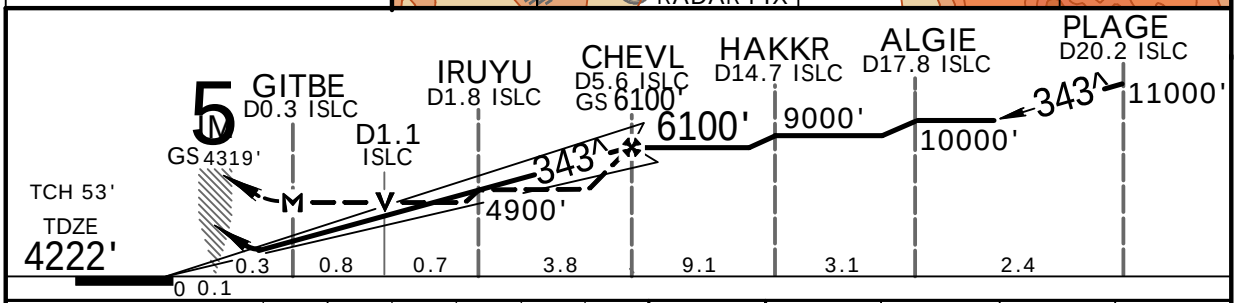
MISSED APCH: Climb to 9000' direct TCH VOR then outbound via TCH VOR R-331 to OGD VOR and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME or Radar required. 2. Simultaneous approach authorized with ILS or LOC Rwy 34L, ILS Rwy 34L (SA CAT I), (CAT II), (CAT III), RNAV (GPS) Rwy 34L, and LDA Rwy 35.
3. VGSI and ILS glidepath not coincident.

MSA TCH VOR
040^ 11,000' 230^
9600'
050^ 12,700'





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at GITBE or CHEVL to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

ALSF-II PAPI 9000' D TCH 116.8

.TERPS. STRAIGHT-IN LANDING RWY 34R

	ILS DA(H) 4422' (200')			LOC (GS out) MDA(H) 4700' (478')	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C					1 3/8
D					

S AMEND 4A 24 JUL 2014

CHANGES: TAKE OFF TDZE minimums.

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SALT LAKE CITY INTL

JEPPESEN 18 JUL 14 (11-5A)

SALT LAKE CITY, UTAH
ILS Rwy 34R CAT II & III

BRIEFING STRIP ™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

SALT LAKE CITY Tower			Ground	
Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35
119.05	132.65	118.3	123.77	121.9

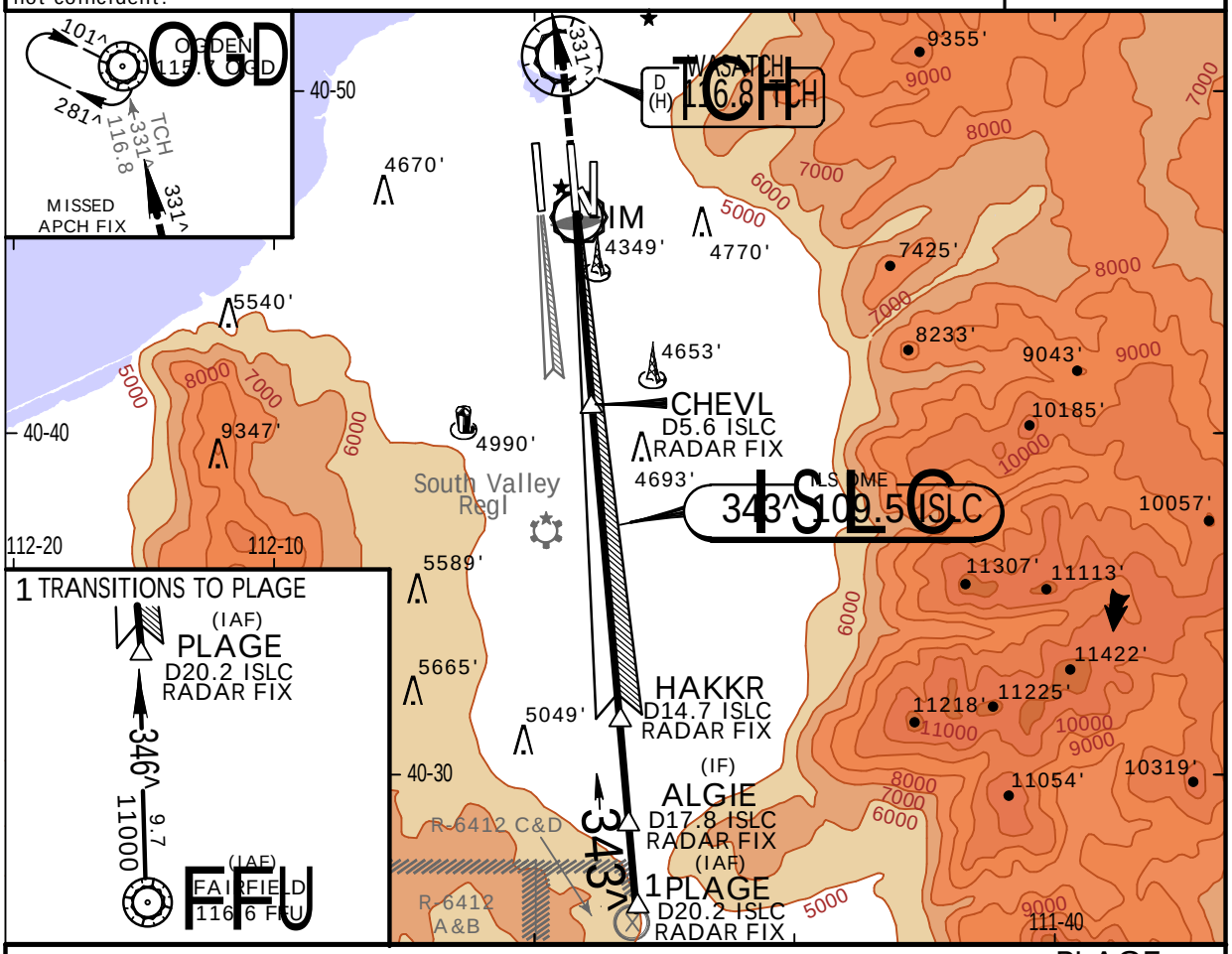
LOC ISLC	Final Apch Crs	GS CHEVL	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev / TDZE
109.5	343^	6100' (1878')	NA	Refer to Minimums		RA 100' DA(H) 4322'(100')	4227' / 4222'

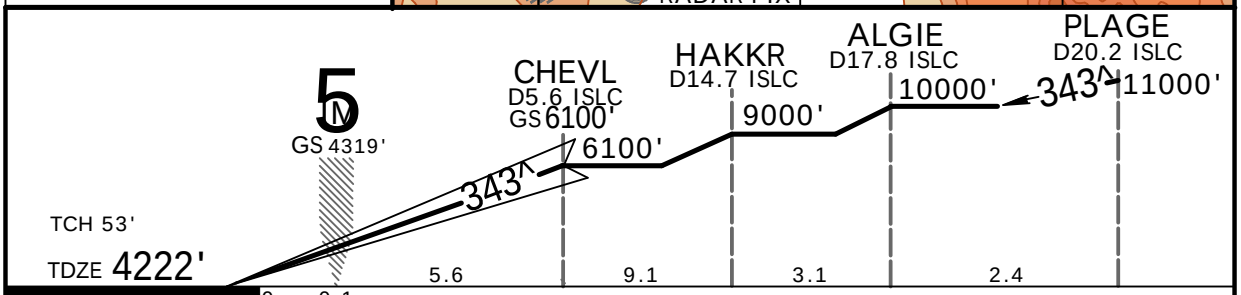
MISSED APCH: Climb to 9000' direct TCH VOR then outbound via TCH VOR R-331 to OGD VOR and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Acft Certification Required. 2. DME or Radar required.
3. Simultaneous approach authorized with ILS or LOC Rwy 34L, ILS Rwy 34L (SA CAT I), (CAT II), (CAT III), RNAV (GPS) Rwy 34L, and LDA Rwy 35. 4. VGSI and ILS glidepath not coincident.

MSA TCH VOR: 140^ 11,000' 230^; 9600' 050^; 12,700'





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II PAPI 9000' D TCH 116.8

.TERPS. STRAIGHT-IN LANDING RWY 34R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
			RA 100' DA(H) 4322'(100')
NA	RVR 3	RVR 7	1 RVR 12

CHANGES: THRE TO TDZE, minimums.

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SALT LAKE CITY INTL

JEPPESEN 18 JUL 14 (11-5B)

SALT LAKE CITY, UTAH
ILS Rwy 34R SA CAT I

BRIEFING STRIP ™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

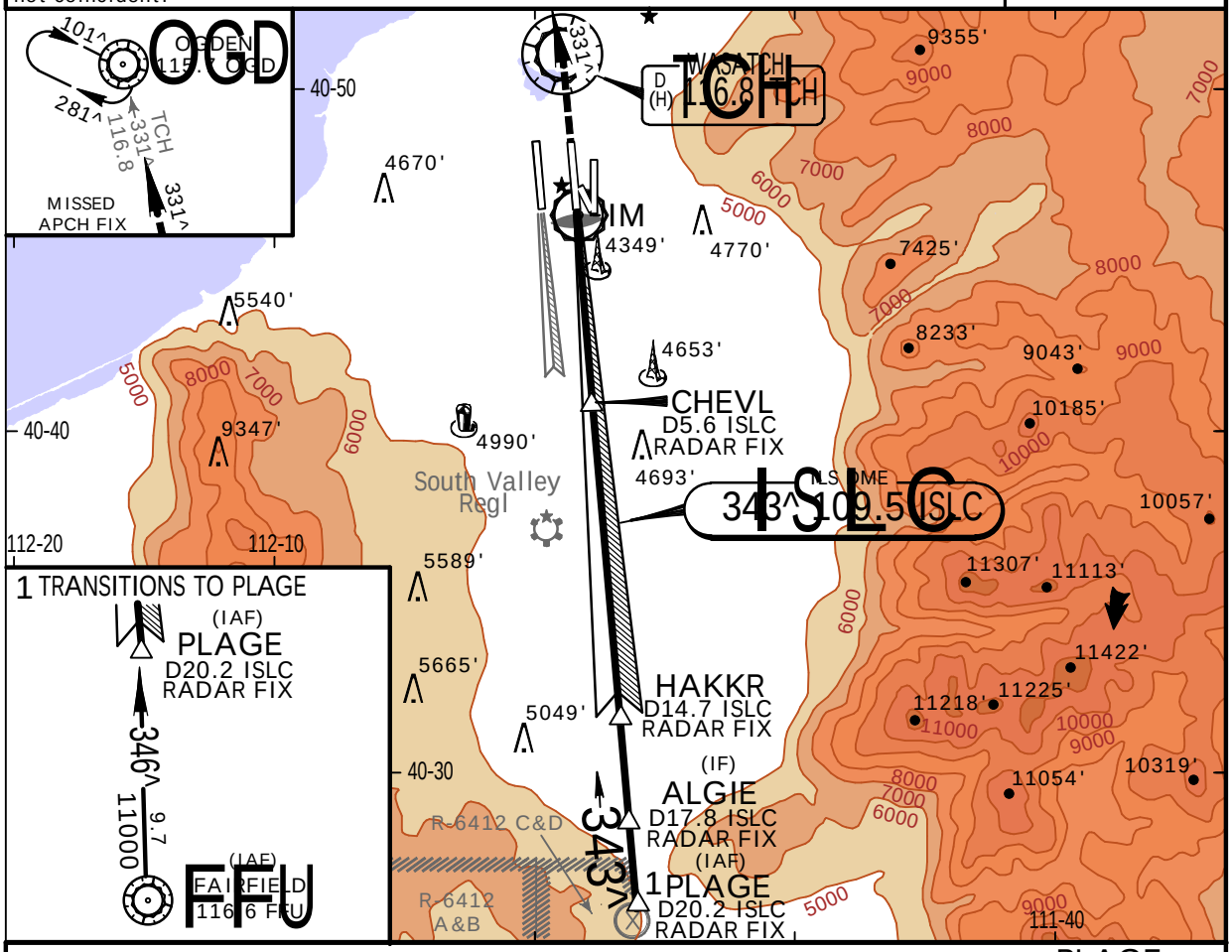
SALT LAKE CITY Tower			Ground	
Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35
119.05	132.65	118.3	123.77	121.9

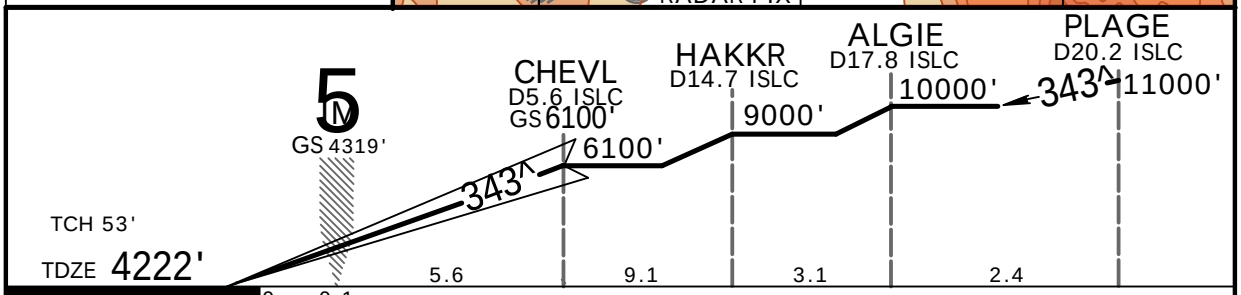
LOC	Final	GS	SA CAT I ILS	
ISLC	Apch Crs	CHEVL	RA 151'	Apt Elev 4227'
109.5	343^	6100' (1878')	DA(H) 4372' (150')	TDZE 4222'

MISSED APCH: Climb to 9000' direct TCH VOR then outbound via TCH VOR R-331 to OGD VOR and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Special Aircrew & Acft Certification Required. 2. DME or Radar required.
3. Simultaneous approach authorized with ILS or LOC Rwy 34L, ILS Rwy 34L (SA CAT I), (CAT II), (CAT III), RNAV (GPS) Rwy 34L, and LDA Rwy 35. 4. VGSI and ILS glidepath not coincident.

MSA TCH VOR
140^ 11,000' 230^
9600'
050^
12,700'





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849

ALSF-II PAPI 9000' D TCH 116.8

.TERPS.

STRAIGHT-IN LANDING RWY 34R
1 SA CAT I ILS
RA 151'
DA(H) 4372' (150')

A
B
C
D

RVR 14

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SALT LAKE CITY INTL

JEPPESEN 18 JUL 14 (11-6)

SALT LAKE CITY, UTAH
LDA DME Rwy 35

BRIEFING STRIP ™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

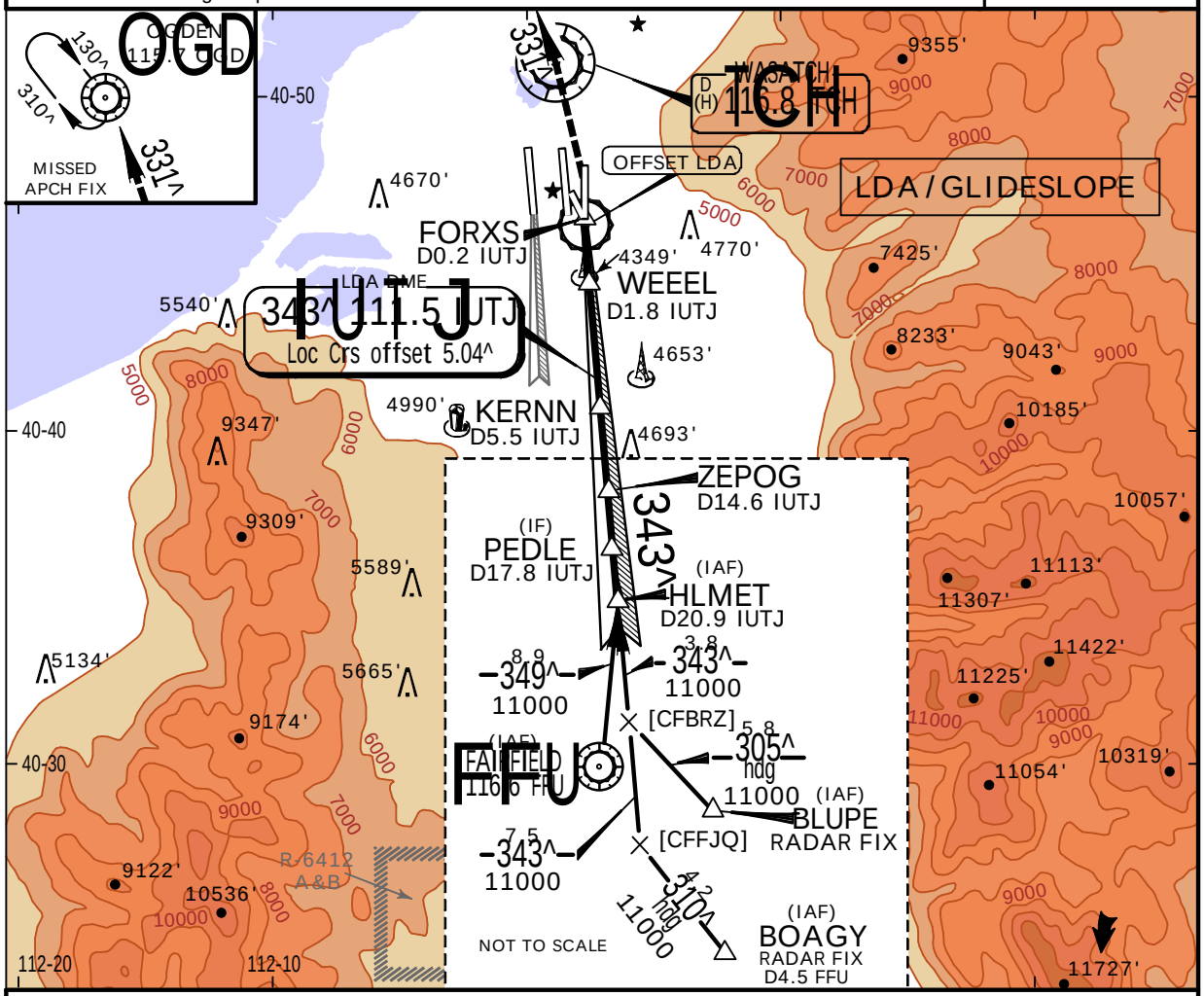
SALT LAKE CITY Tower			Ground	
Rwys 14/32, 17/35	Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L
118.3	119.05	132.65	121.9	123.77

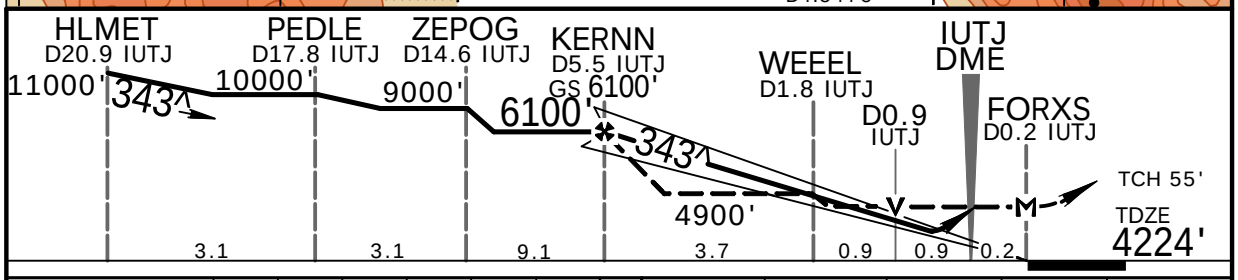
LDA IUTJ	Final Apch Crs	GS KERNN	LDA with GS DA(H)	Apt Elev 4227' TDZE 4224'
111.5	343^	6100' (1876')	4474' (250')	

MISSED APCH: Climb to 4800' then climbing LEFT turn to 9000' direct TCH VOR and outbound TCH VOR R-331 to OGD VOR and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Simultaneous approach authorized with Rwy 34L.
2. VGSI and LDA glidepath not coincident.

MSA TCH VOR: 140^ 11,000'; 230^ 9600'; 050^ 12,700'





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at FORXS						

MALSR
PAPI
4800'
9000' LT
TCH 116.8

.TERPS.

STRAIGHT-IN LANDING RWY 35

	LDA with GS DA(H) 4474' (250')			LDA without GS MDA(H) 4660' (436')		
	FULL	RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4		RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B						
C				RVR 40 or 3/4	RVR 50 or 1	1 1/4

CHANGES: TDZE.

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S AMEND 0B 22 APR 2014

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SALT LAKE CITY INTL

JEPPESEN 12 OCT 12 (12-1)

SALT LAKE CITY, UTAH
RNAV (GPS) Rwy 16L

BRIEFING STRIP ™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

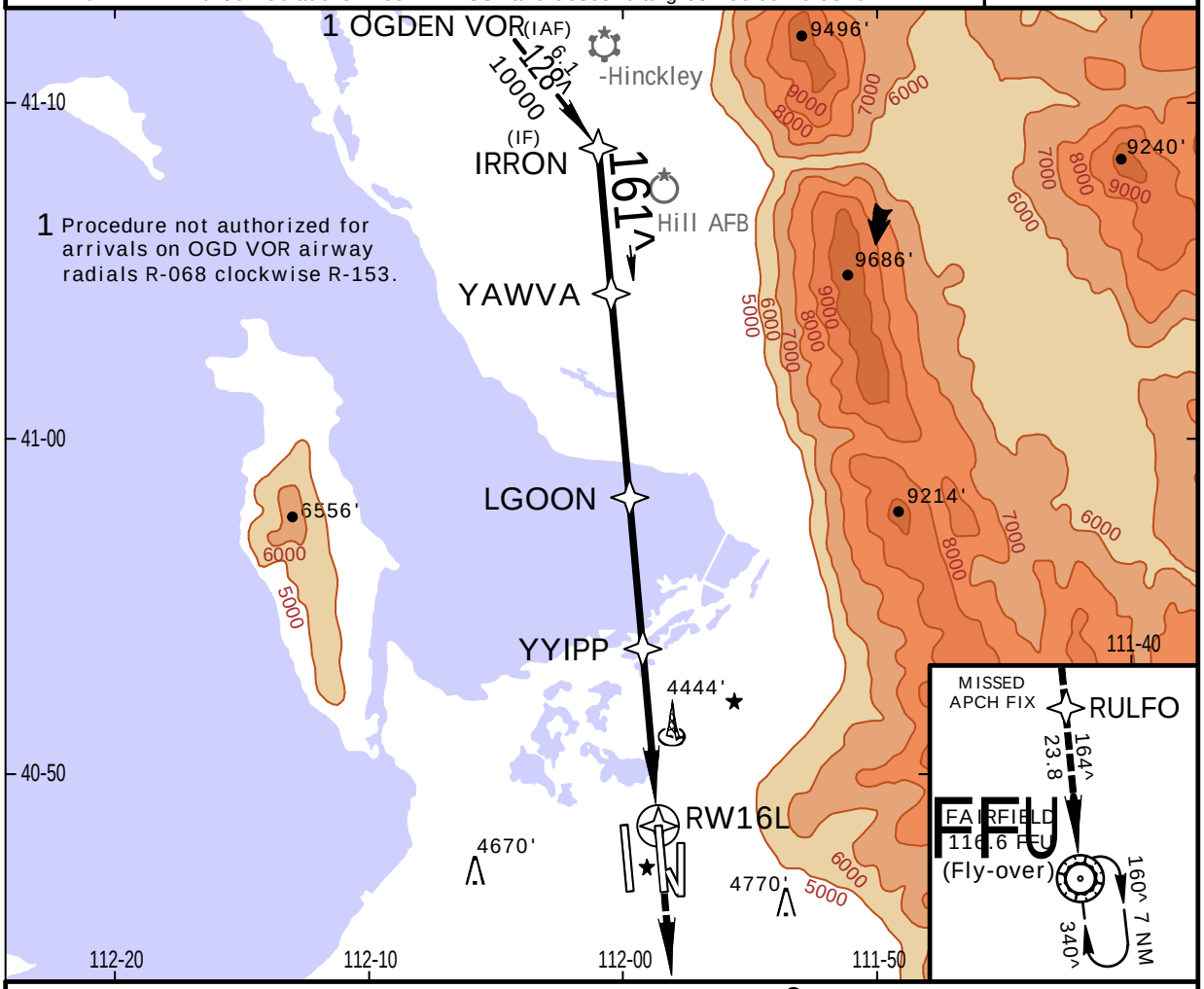
SALT LAKE CITY Tower			Ground	
Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35
119.05	132.65	118.3	123.77	121.9

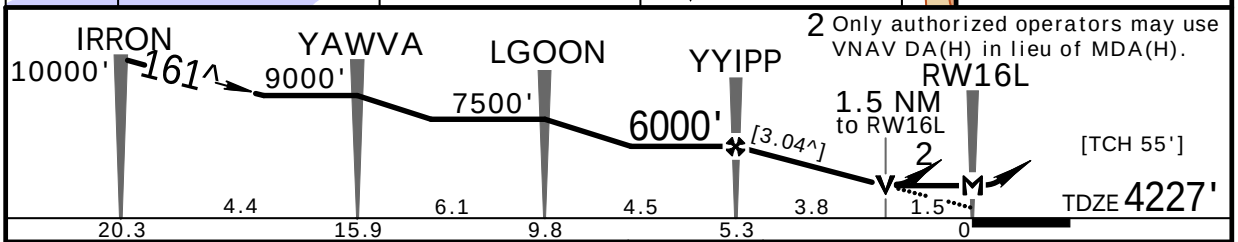
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 4227'
	161^	YYIPP 6000' (1773')	4760' (533')	TDZE 4227'

MISSED APCH: Climb to 10000' direct RULFO and on track 164^ to FFU VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.

13,000'
MSA RW16L





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04^]	376	484	538	645	753	861
MAP at RW16L						

ALSF-II
PAPI
10000'
RULFO

STRAIGHT-IN LANDING RWY 16L
LNAV
MDA(H) 4760' (533')

		ALS out
A	RVR 24 or ½	RVR 50 or 1
B		
C	RVR 50 or 1	1½

CHANGES: Communications.

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SALT LAKE CITY INTL

JEPPESEN
12 OCT 12 (12-2)

SALT LAKE CITY, UTAH
RNAV (GPS) Rwy 16R

BRIEFING STRIP ™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

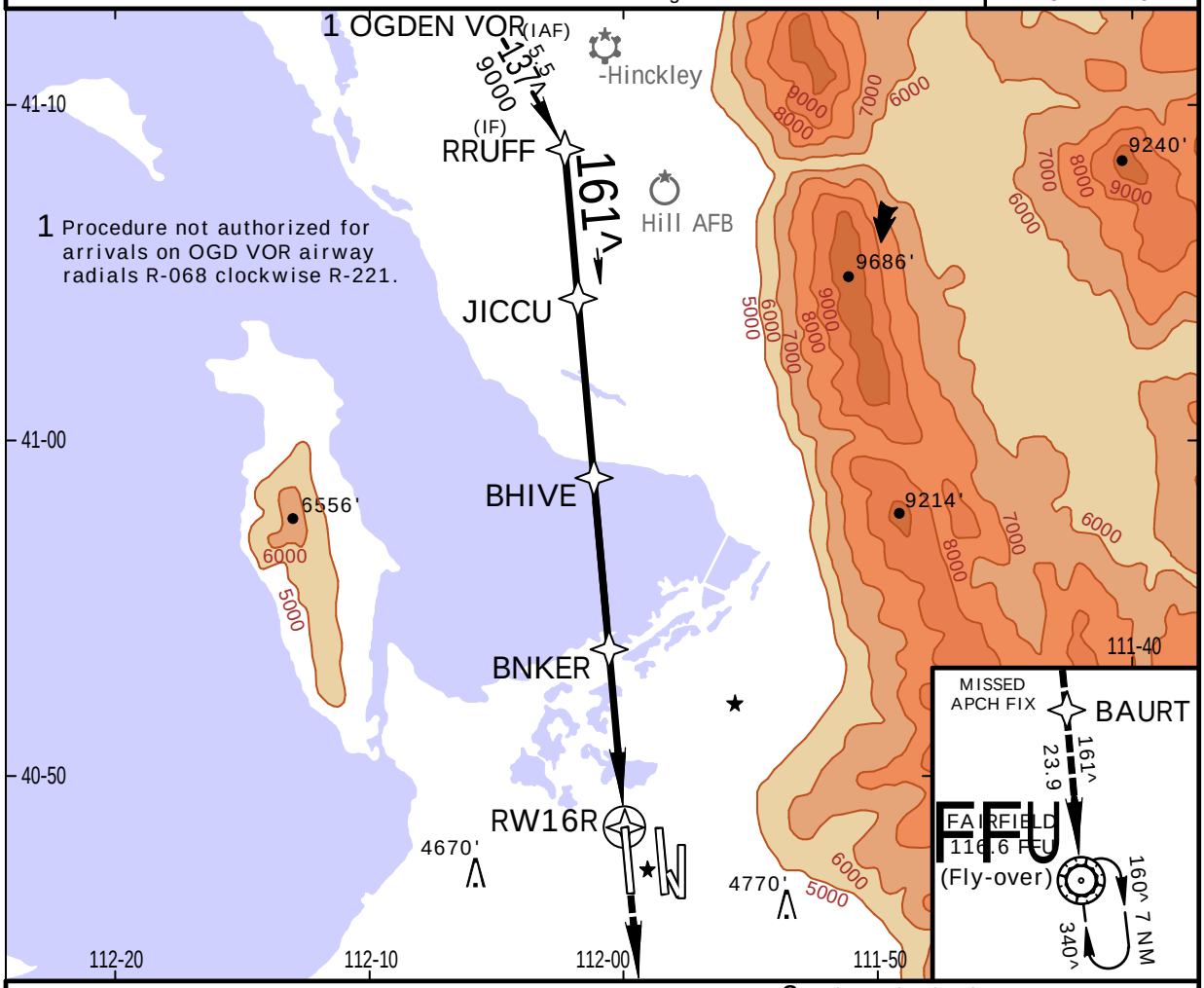
SALT LAKE CITY Tower			Ground	
Rwy 16R/34L	Rwy 16L/34R	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35
132.65	119.05	118.3	123.77	121.9

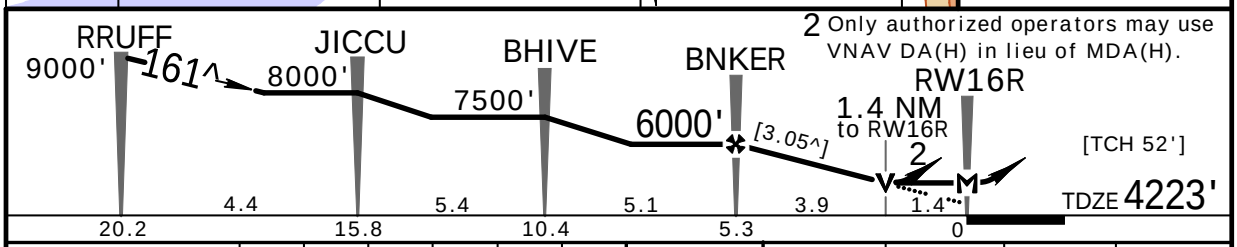
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 4227'
	161^	BNKER 6000' (1777')	4740' (517')	TDZE 4223'

MISSED APCH: Climb to 10000' direct BAURT and on track 161^ to FFU VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.

12,700'
MSA RW16R





2 Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05^]	378	486	540	648	755	863
MAP at RW16R						

ALSF-II
PAPI
10000'
BAURT

STRAIGHT-IN LANDING RWY 16R
LNAV
MDA(H) 4740' (517')

		ALS out
A	RVR 24 or ½	RVR 50 or 1
B		
C	RVR 50 or 1	1½

CHANGES: Communications.

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SALT LAKE CITY INTL

JEPPESEN 18 JUL 14 (12-3)

SALT LAKE CITY, UTAH
RNAV (GPS) Rwy 17

BRIEFING STRIP ™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

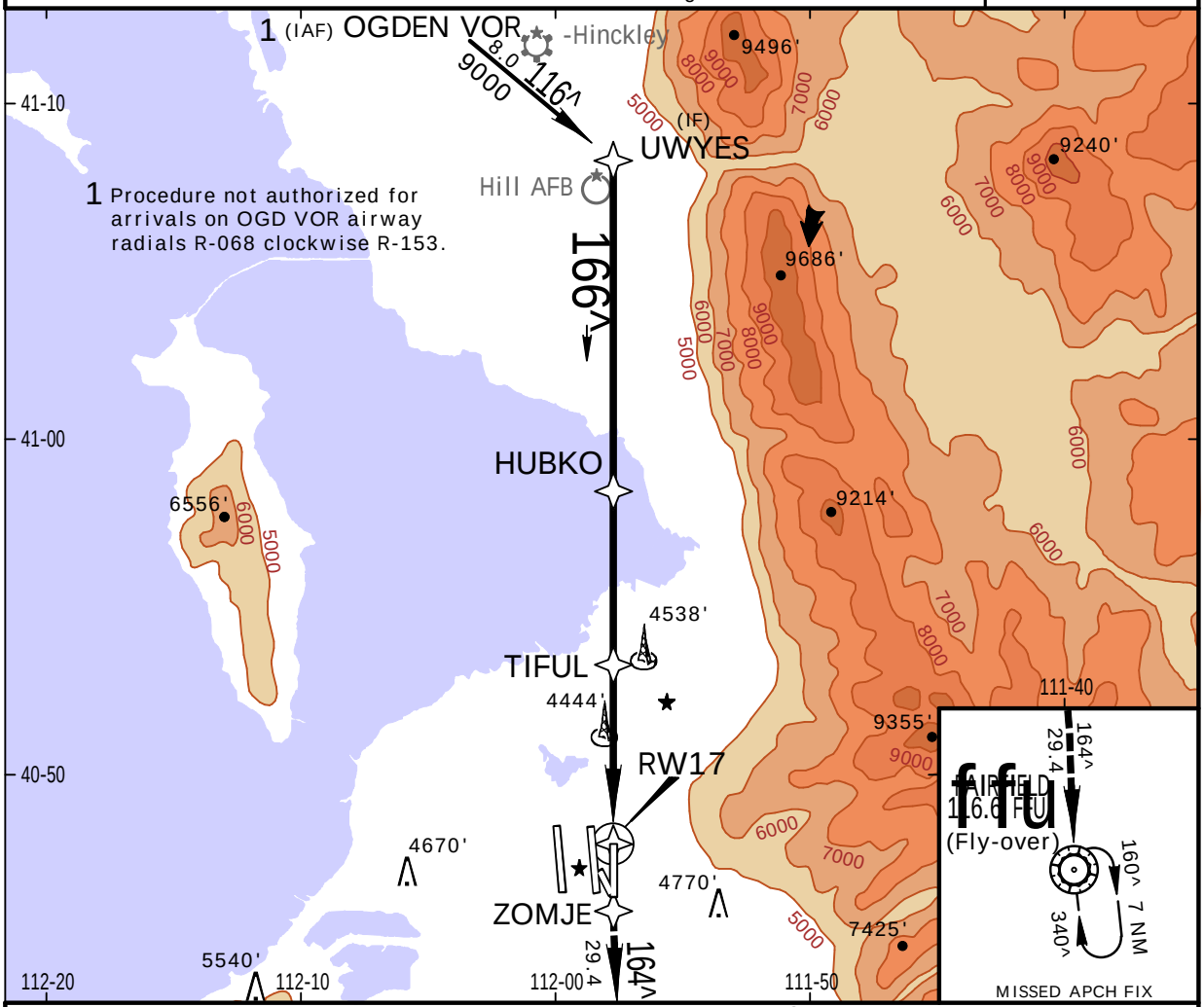
SALT LAKE CITY Tower			Ground	
Rwys 14/32, 17/35	Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L
118.3	119.05	132.65	121.9	123.77

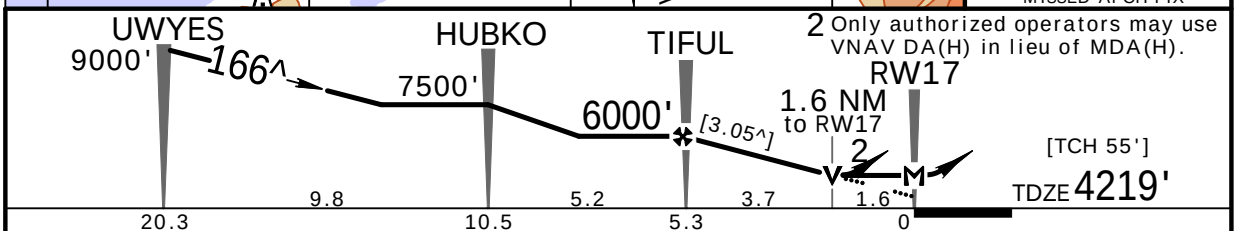
RNAV	Final Apch Crs	Minimum Alt TIFUL	LNAV MDA(H)	Apt Elev 4227'
	166^	6000' (1781')	4800' (581')	TDZE 4219'

MISSED APCH: Climb to 10000' direct ZOMJE and on track 164^ to FFU VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.

13,000'
MSA RW17





2 Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05^]	378	486	540	648	755	863
MAP at RW17						

MALSR
PAPI
10000'
ZOMJE

STRAIGHT-IN LANDING RWY 17
LNAV
MDA(H) 4800' (581')

		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B			
C	RVR 50 or 1	1 1/2	

S AMEND 1 13 JAN 2011

CHANGES: None.

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KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN 18 JUL 14 (12-4)

SALT LAKE CITY, UTAH
RNAV (GPS) Rwy 34L

BRIEFING STRIP ™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

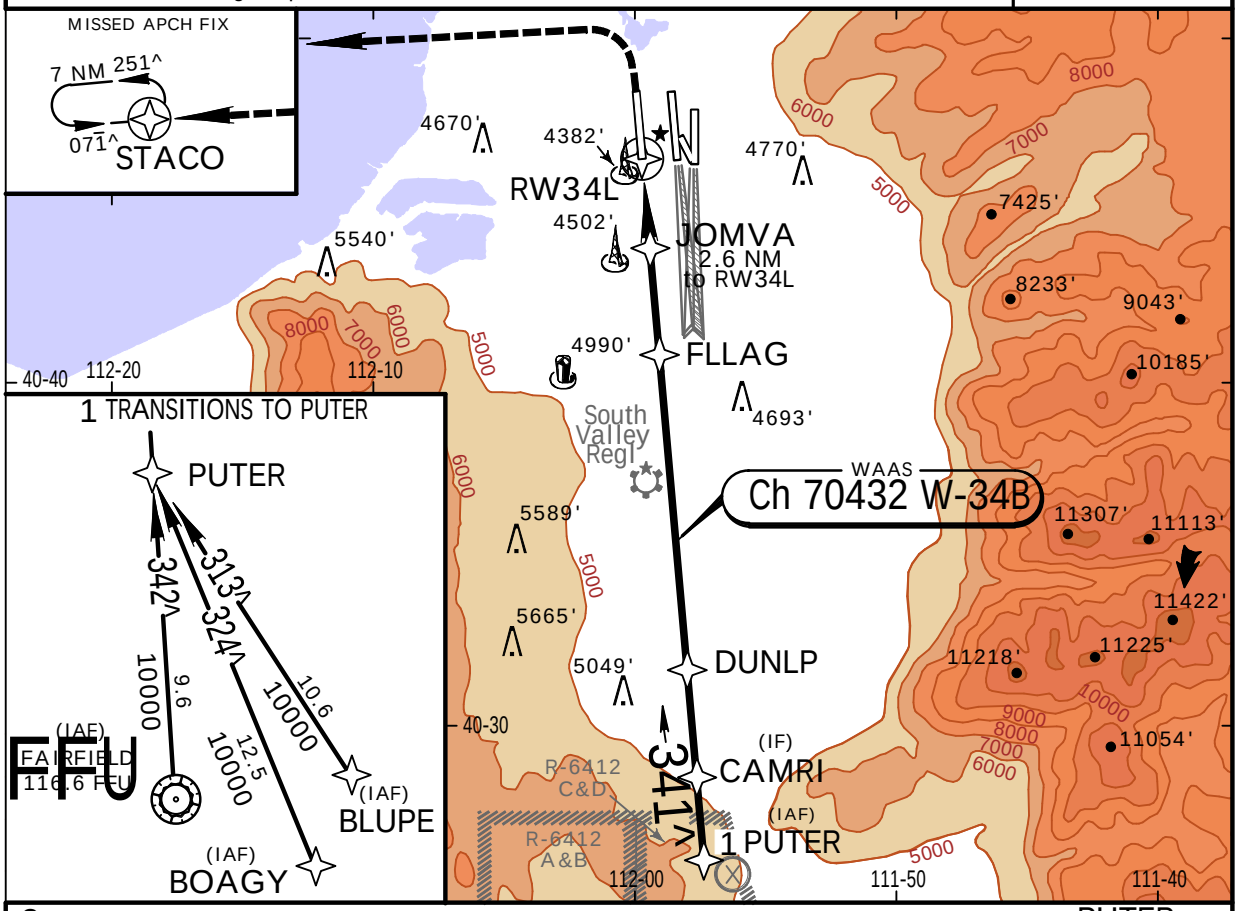
SALT LAKE CITY Tower			Ground	
Rwy 16R/34L	Rwy 16L/34R	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35
132.65	119.05	118.3	123.77	121.9

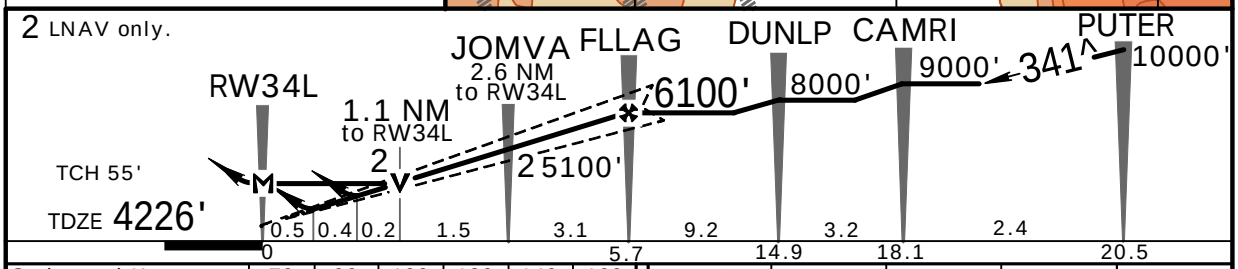
WAAS	Final Apch Crs	Minimum Alt FLLAG	LPV DA(H)	Apt Elev 4227'
Ch 70432 W-34B	341^	6100' (1874')	4426' (200')	TDZE 4226'

MISSED APCH: Climb to 4800' then climbing LEFT turn to 8100' direct STACO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. For uncompensated Baro-VNAV, LNAV/VNAV not authorized below -17^C (2^F) or above 49^C (121^F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approaches authorized with Rwy 34R and Rwy 35. 4. Use of flight director or autopilot providing RNAV track guidance required during simultaneous operations.
5. VGSI and RNAV glidepath not coincident.

13,000'
MSA RW34L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW34L						

ALSF-II PAPI | 4800' | 8100' LT | STACO

.TERPS. STRAIGHT-IN LANDING RWY 34L

	LPV DA(H) 4426'(200')		LNAV/VNAV DA(H) 4577'(351')		1 LNAV MDA(H) 4660'(434')		CIRCLE-TO-LAND
		ALS out		ALS out		ALS out	
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 30 or 5/8	RVR 60 or 1 1/8	RVR 24 or 1/2	RVR 55 or 1	NA
B							
C					RVR 40 or 3/4	1 1/4	
D							

CHANGES: TDZE.

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KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN 18 JUL 14 (12-5)

SALT LAKE CITY, UTAH
RNAV (GPS) Rwy 34R

BRIEFING STRIP ™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

SALT LAKE CITY Tower Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Ground Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35
119.05	132.65	118.3	123.77	121.9

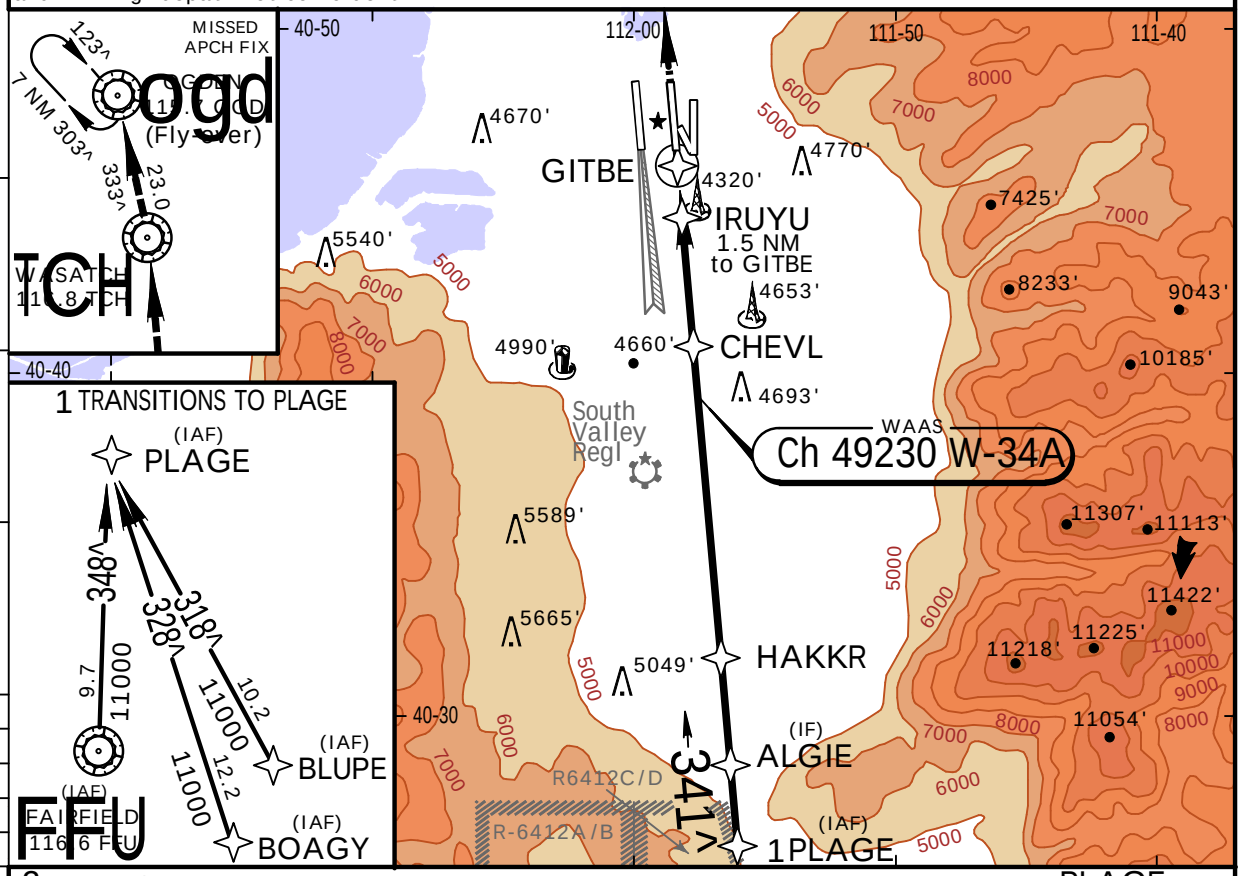
WAAS	Final Apch Crs	Minimum Alt CHEVL	LPV DA(H)	Apt Elev 4227'
Ch 49230 W-34A	341^	6100' (1878')	4422' (200')	TDZE 4222'

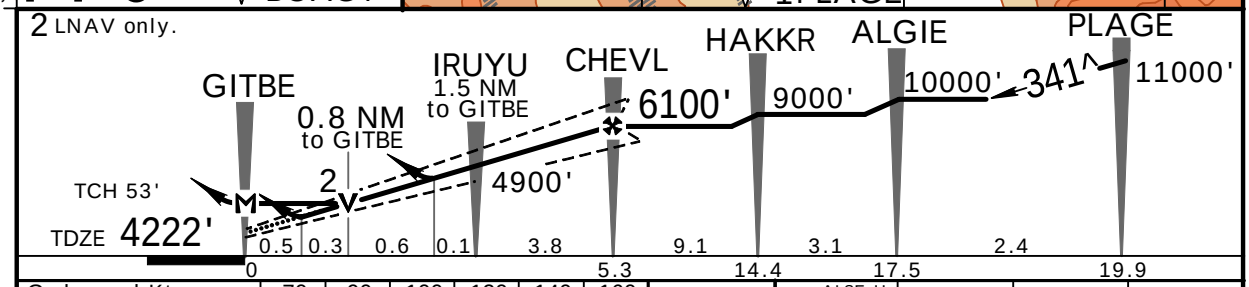
MISSED APCH: Climb to 9000' direct TCH VOR and on track 333^ to OGD VOR and hold.

13,000' MSA GITBE

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Simultaneous approach authorized with ILS or LOC Rwy 34L, ILS Rwy 34L (SA CAT I), (CAT II), (CAT III), RNAV (GPS) Rwy 34L, and LDA Rwy 35. 2. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17^C (1^F) or above 49^C (121^F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at GITBE						

ALSF-II PAPI 9000' TCH 116.8

.TERPS. STRAIGHT-IN LANDING RWY 34R

	LPV DA(H) 4422' (200')	ALS out	LNAV/VNAV DA(H) 4735' (513')	ALS out	1 LNAV MDA(H) 4700' (478')	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/8	1 5/8	RVR 24 or 1/2	RVR 55 or 1
B						
C					RVR 50 or 1	1 3/8
D						

AMEND 1A 24 JUL 2014

CHANGES: TDZE, minimums.

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JEPPESEN
JeppView 3.6.2.0

KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN
18 JUL 14 (12-6)

SALT LAKE CITY, UTAH
RNAV (GPS) Rwy 35

BRIEFING STRIP ™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

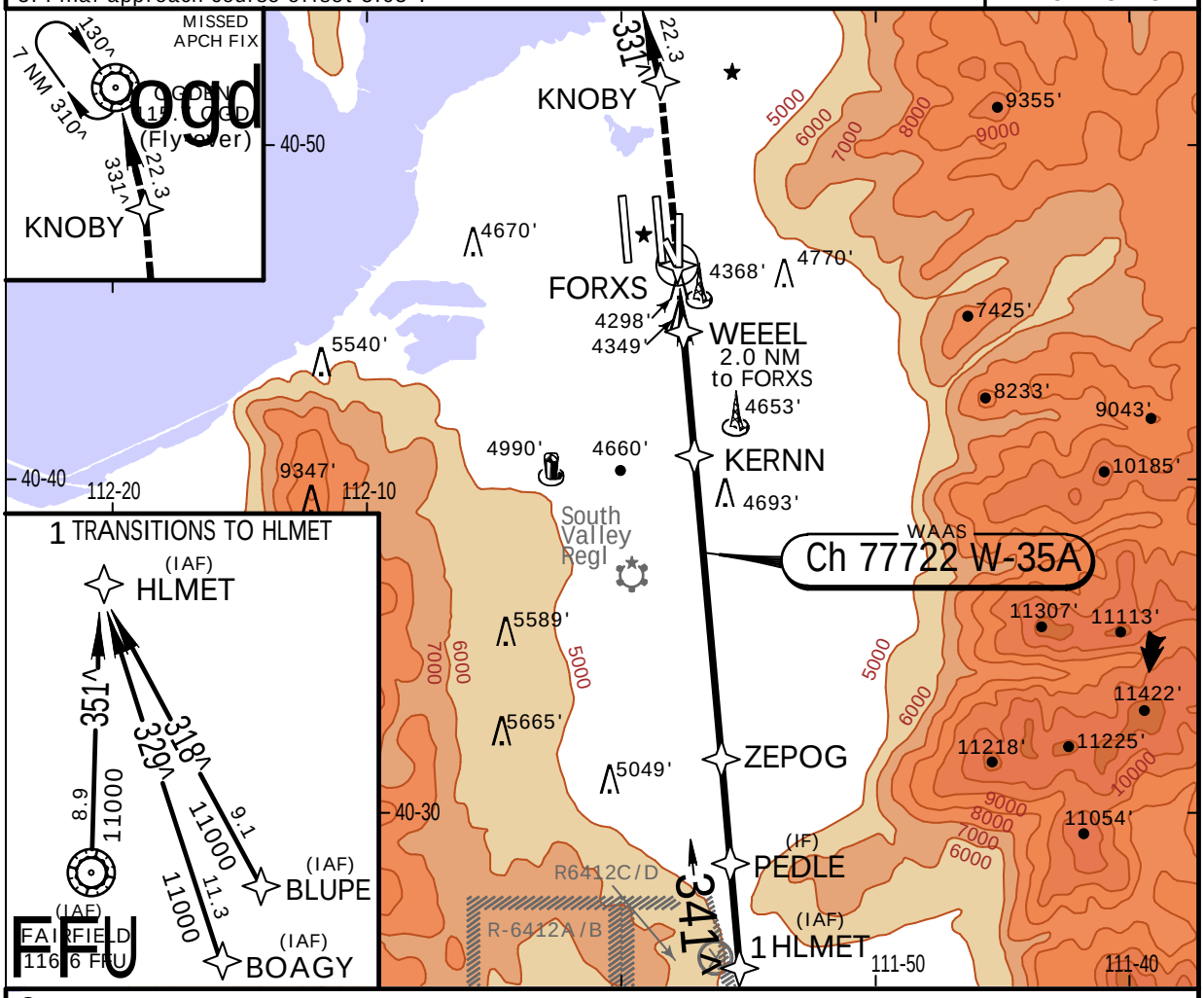
SALT LAKE CITY Tower			Ground	
Rwys 14/32, 17/35	Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L
118.3	119.05	132.65	121.9	123.77

WAAS	Final Apch Crs	Minimum Alt KERNN	LP MDA(H)	Apt Elev 4227'
Ch 77722 W-35A	341^	6100' (1876')	4560' (336')	TDZE 4224'

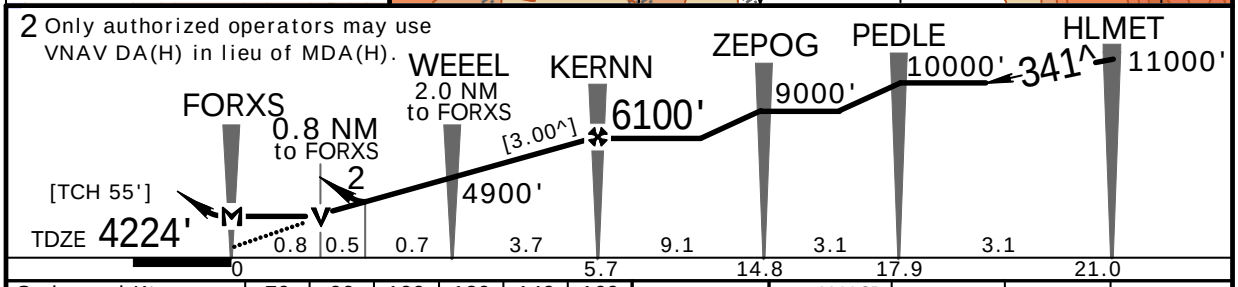
MISSED APCH: Climb to 9000' direct KNOBY and on track 331^ to OGD VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.
3. Final approach course offset 5.03^.

13,000'
MSA FORXS



2 Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00^]	372	478	531	637	743	849
MAP at FORXS						

MALSR
PAPI
9000'
KNOBY

.TERPS. STRAIGHT-IN LANDING RWY 35

	LP MDA(H) 4560' (336')			LNAV MDA(H) 4680' (456')		
		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B						
C	[illegible]		[illegible]	[illegible]		[illegible]

S AMEND 2A 24 JUL 2014

CHANGES: TDZE.

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KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN
12 OCT 12 (13-1)

SALT LAKE CITY, UTAH
VOR DME Rwy 16L

BRIEFING STRIP ™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

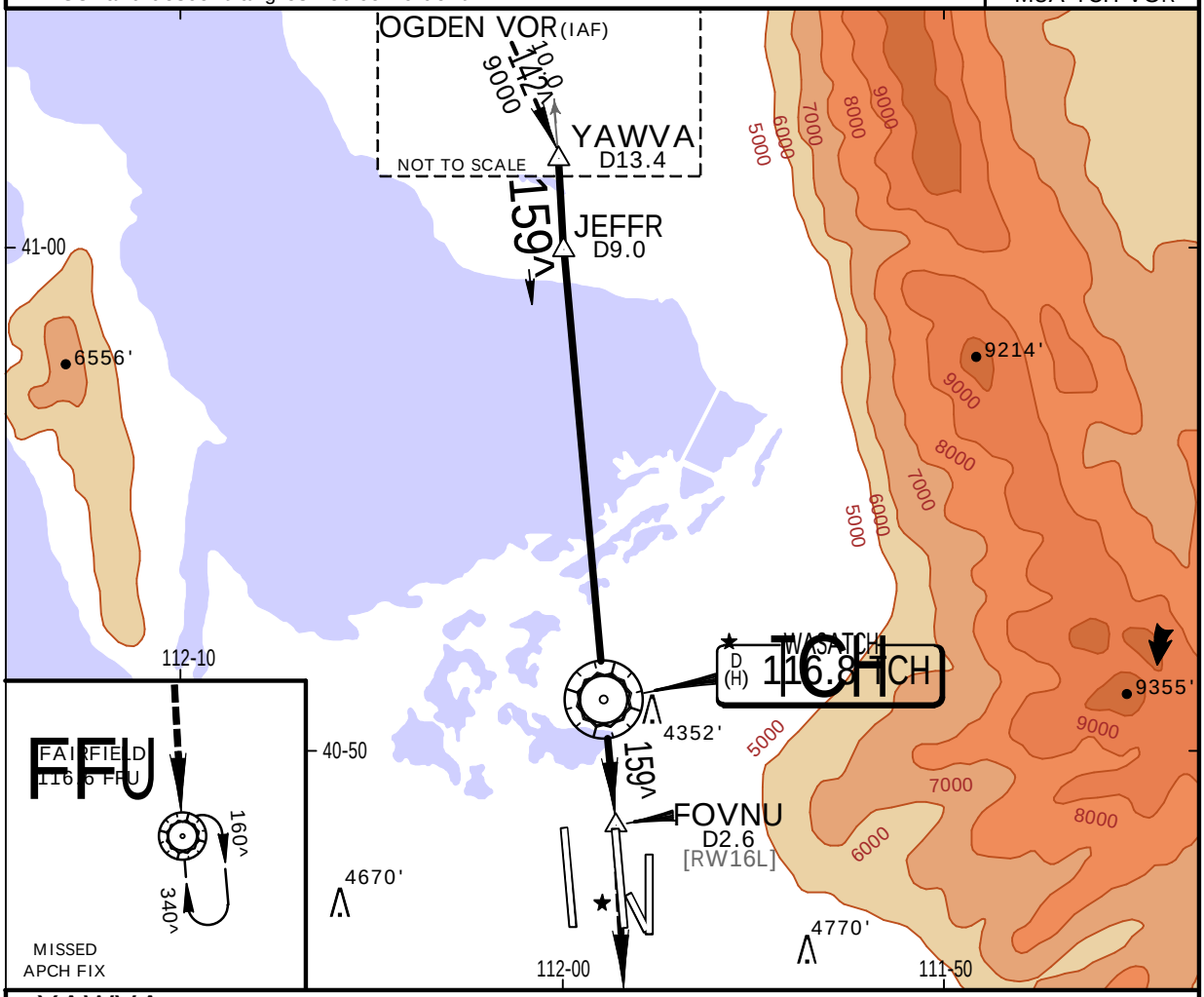
SALT LAKE CITY Tower			Ground	
Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35
119.05	132.65	118.3	123.77	121.9

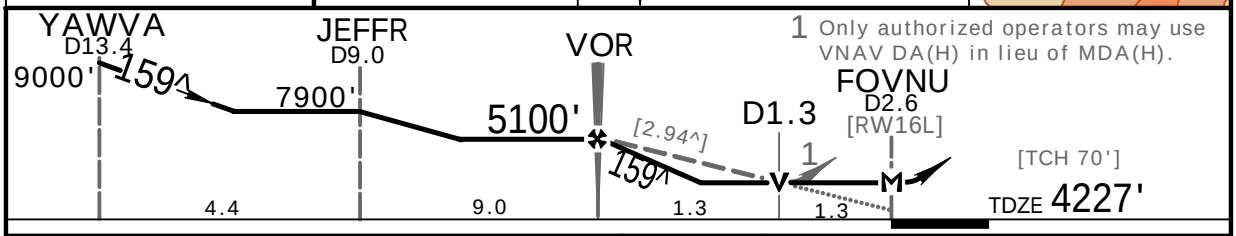
VOR TCH	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 4227'
116.8	159^	5100' (873')	4720' (493')	TDZE 4227'

MISSED APCH: Climb to 10000' direct FFU VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. VGSI and descent angles not coincident.

MSA TCH VOR
140^ 11,000'
230^
8600'
050^
12,700'





1 Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle[2.94^]	364	468	520	624	728	832
MAP at FOVNU						

ALSF-II
PAPI
10000'
D
FFU
116.6

STRAIGHT-IN LANDING RWY 16L		CIRCLE-TO-LAND
MDA(H) 4720' (493')		
	ALS out	
A		A
B	RVR 24 or 1/2	RVR 50 or 1	B	NA
C	RVR 40 or 3/4	RVR 60 or 1 1/4	C	
D	RVR 50 or 1	1 1/2	D	

AMDT 2 PS

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KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN
12 OCT 12 (13-2)

SALT LAKE CITY, UTAH
VOR DME Rwy 17

BRIEFING STRIP ™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

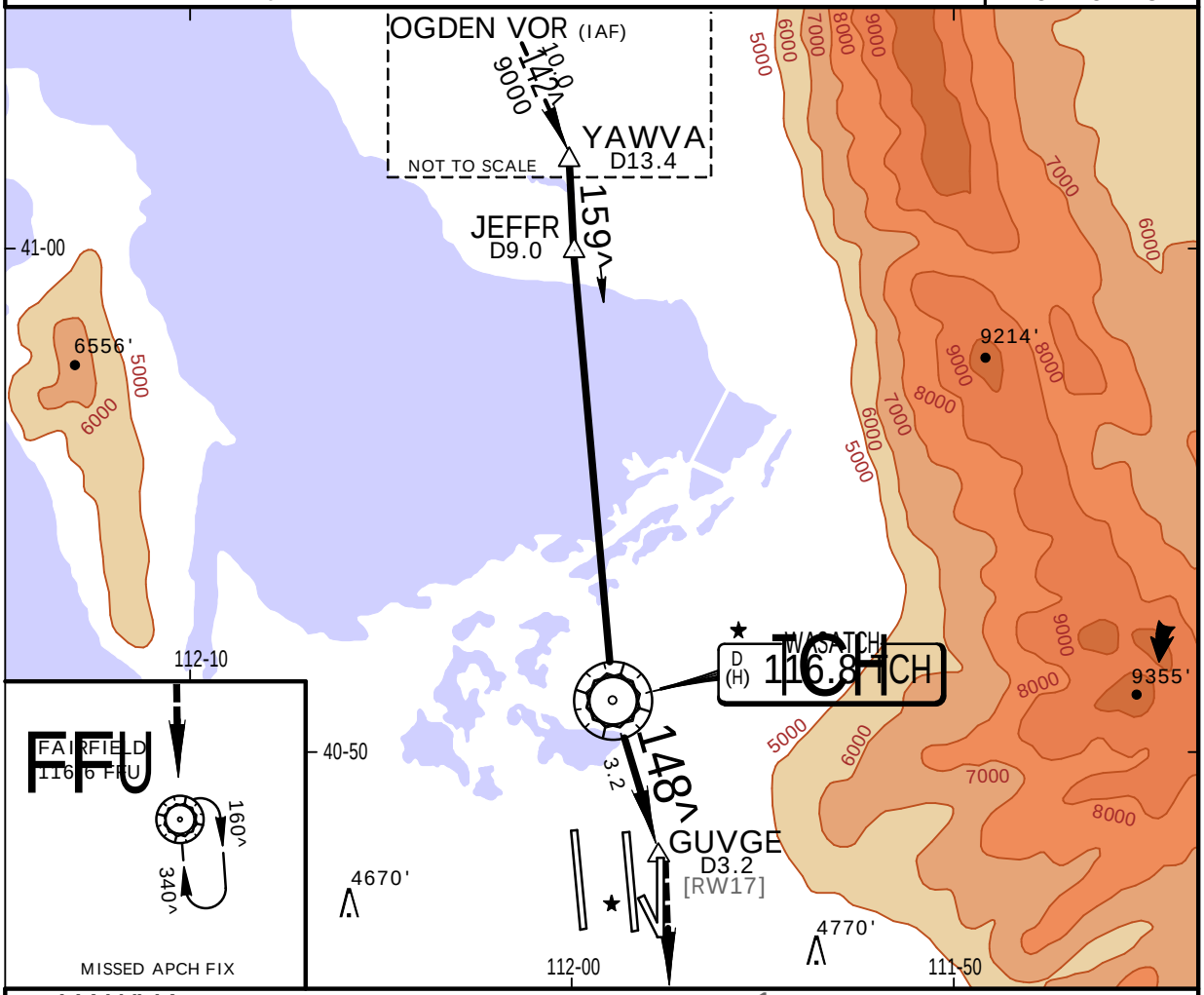
SALT LAKE CITY Tower			Ground	
Rwys 14/32, 17/35	Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L
118.3	119.05	132.65	121.9	123.77

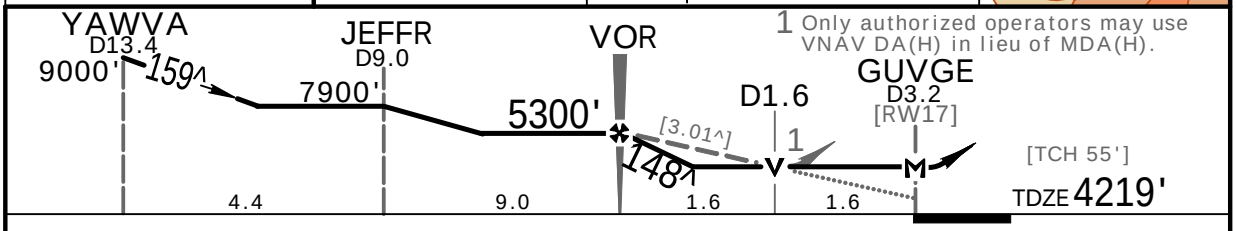
VOR TCH	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 4227'
116.8	148^	5300' (1081')	4800' (581')	TDZE 4219'

MISSED APCH: Climb to 10000' direct FFU VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. VGSI and descent angles not coincident.

MSA TCH VOR
140^ 11,000' 230^
8600'
050^ 12,700'





1 Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.01^]	373	479	532	639	745	852
MAP at GUVGE						

MALSR
PAPI
10000'
D
FFU 116.6

STRAIGHT-IN LANDING RWY 17			CIRCLE-TO-LAND	
MDA(H) 4800' (581')				
	RAIL out	ALS out		
A	RVR 50 or 1		A	NA
B			B	
C	1½		C	
D	1¾		D	

S AMEND 2A 11 FEB 2010

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KSLC/SLC SALT LAKE CITY INTL

JEPPESEN 12 OCT 12 (13-3)

SALT LAKE CITY, UTAH VOR DME Rwy 34R

BRIEFING STRIP ™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

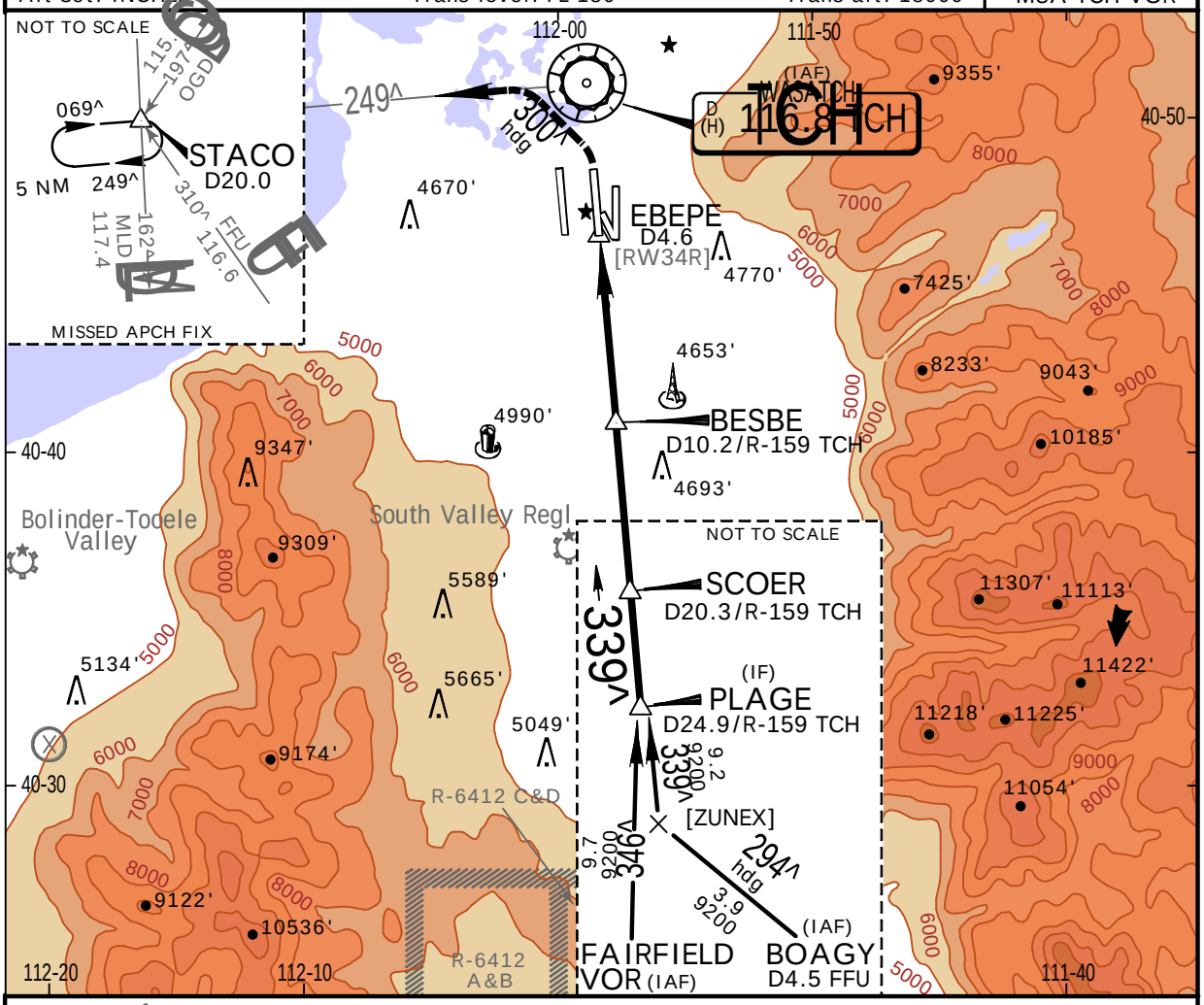
SALT LAKE CITY Tower			Ground	
Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35
119.05	132.65	118.3	123.77	121.9

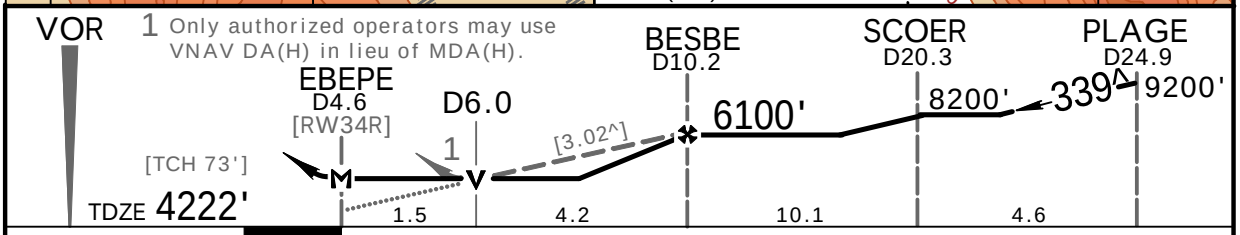
VOR TCH	Final Apch Crs	Minimum Alt BESBE	MDA(H)	Apt Elev 4227'
116.8	339^	6100' (1878')	4760' (538')	TDZE 4222'

MISSED APCH: Climb to 5300', then climb to 10700' via 300^ heading and outbound on TCH VOR R-249 to STACO INT/D20.0 and hold. Continue climb-in-hold to 10700'.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

MSA TCH VOR: 140^ 11,000' 230^; 8600'; 050^ 12,700'





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.02^]	374	481	534	641	748	855
MAP at EBEPE						

ALSF-II PAPI

5300' then 10700' via 300^ hdg and TCH 116.8 R-249

STRAIGHT-IN LANDING RWY 34R MDA(H) 4760' (538')		ALS out	CIRCLE-TO-LAND	
A	RVR 24 or 1/2	RVR 50 or 1	A	NA
B			B	
C	RVR 50 or 1	1 1/2	C	
D	RVR 60 or 1 1/4	1 3/4	D	

AMDT 9A PS

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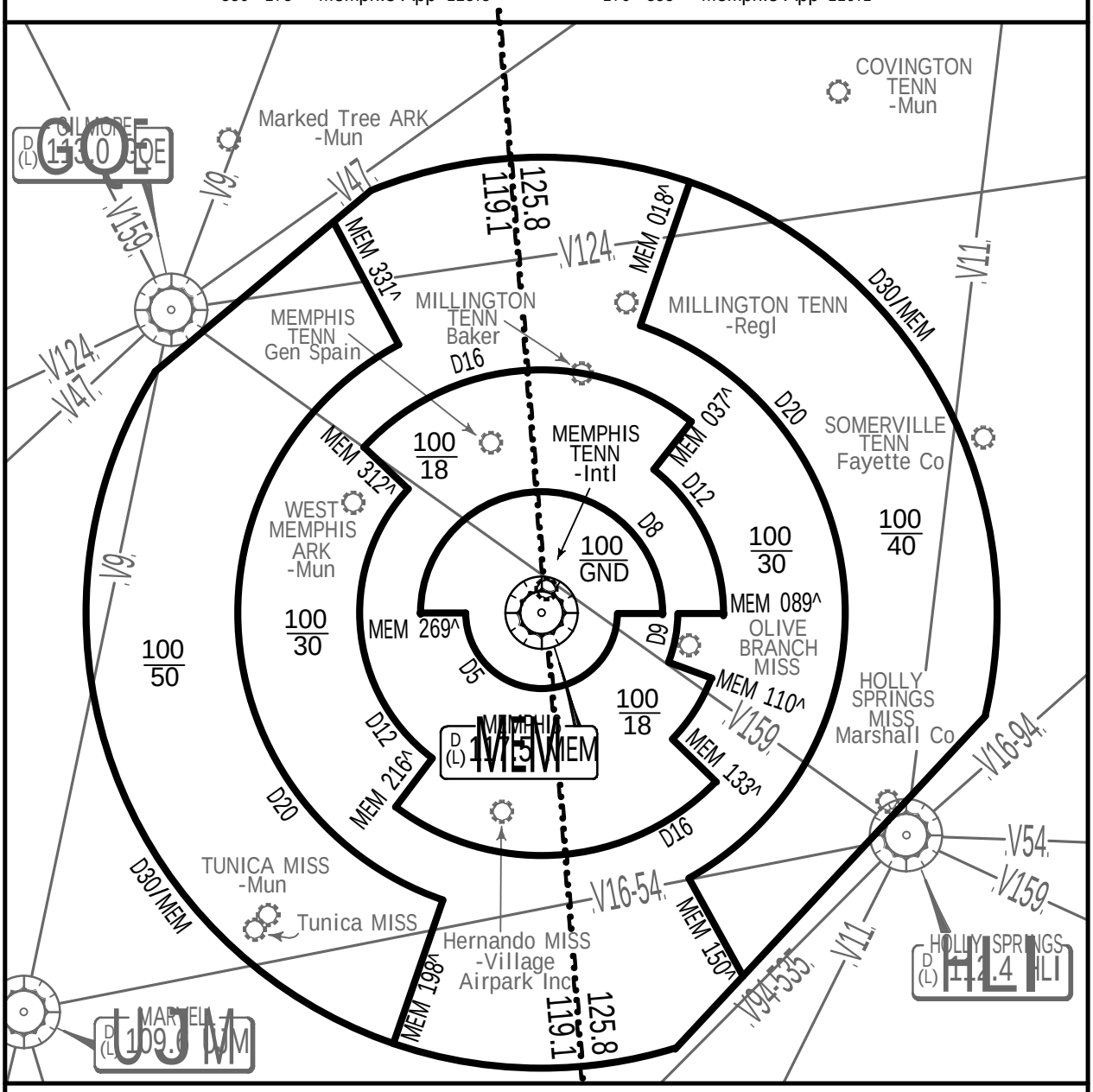
MEMPHIS CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

356^-175^ Memphis App 125.8 176^-355^ Memphis App 119.1



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

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.

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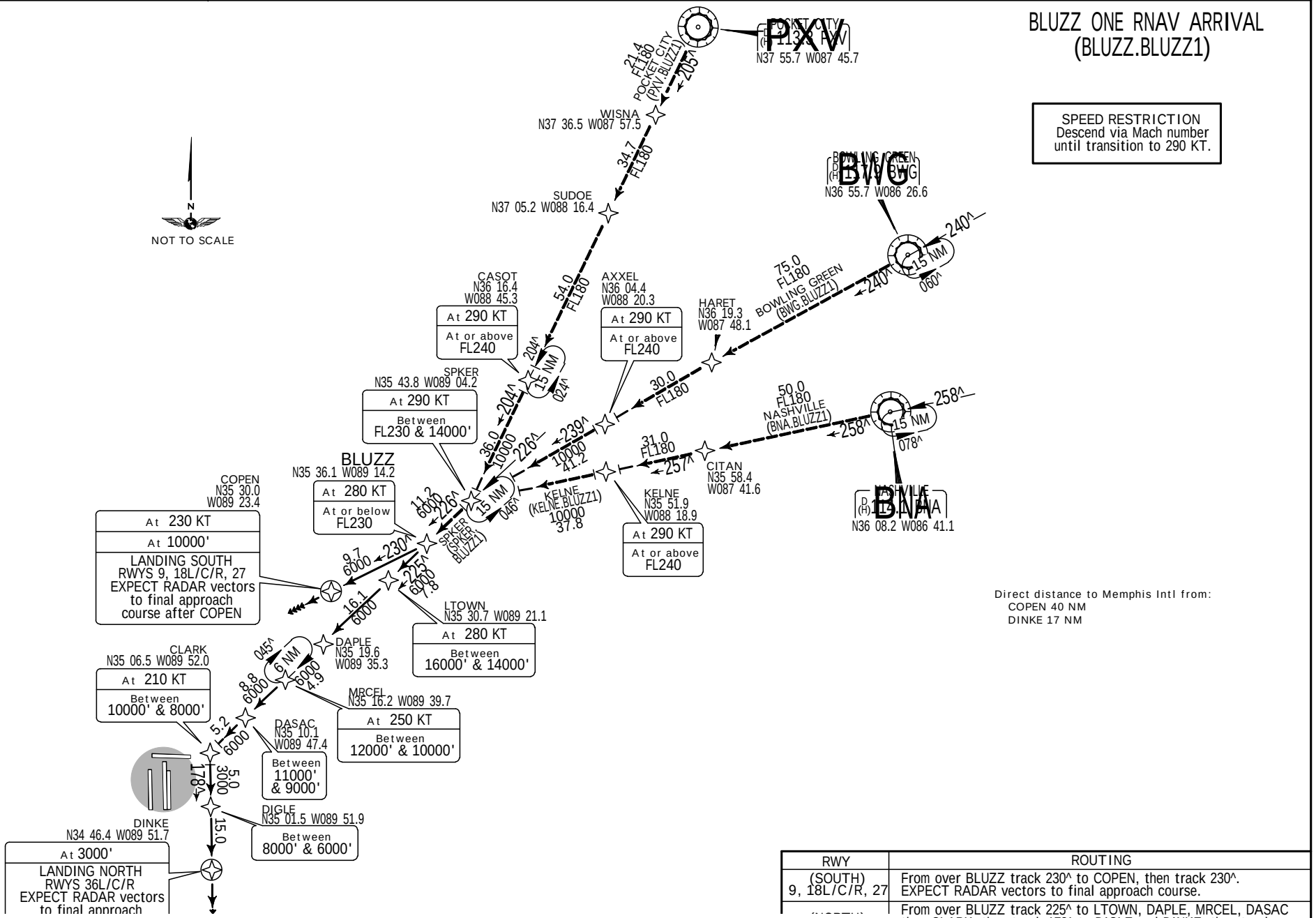
KMEM/MEM
MEMPHIS INTL

D-ATIS	Apt Elev		
127.75	341'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turbojet aircraft only.	5. EXPECT to receive landing direction (NORTH/SOUTH) and "Descend via" clearance from Memphis Center. Memphis Approach will assign landing runway. 6. Landing SOUTH indicates Rwys 9, 18L/C/R, 27. Landing NORTH indicates Rwys 36L/C/R.

BLUZZ ONE RNAV ARRIVAL (BLUZZ.BLUZZ1)



RWY	ROUTING
(SOUTH) 9, 18L/C/R, 27	From over BLUZZ track 230^ to COPEN, then track 230^. EXPECT RADAR vectors to final approach course.
(NORTH)	From over BLUZZ track 225^ to LTOWN, DAPLE, MRCEL, DASAC then CLARK, then track 178^ to DIGLE and DINKE, then track 178^. EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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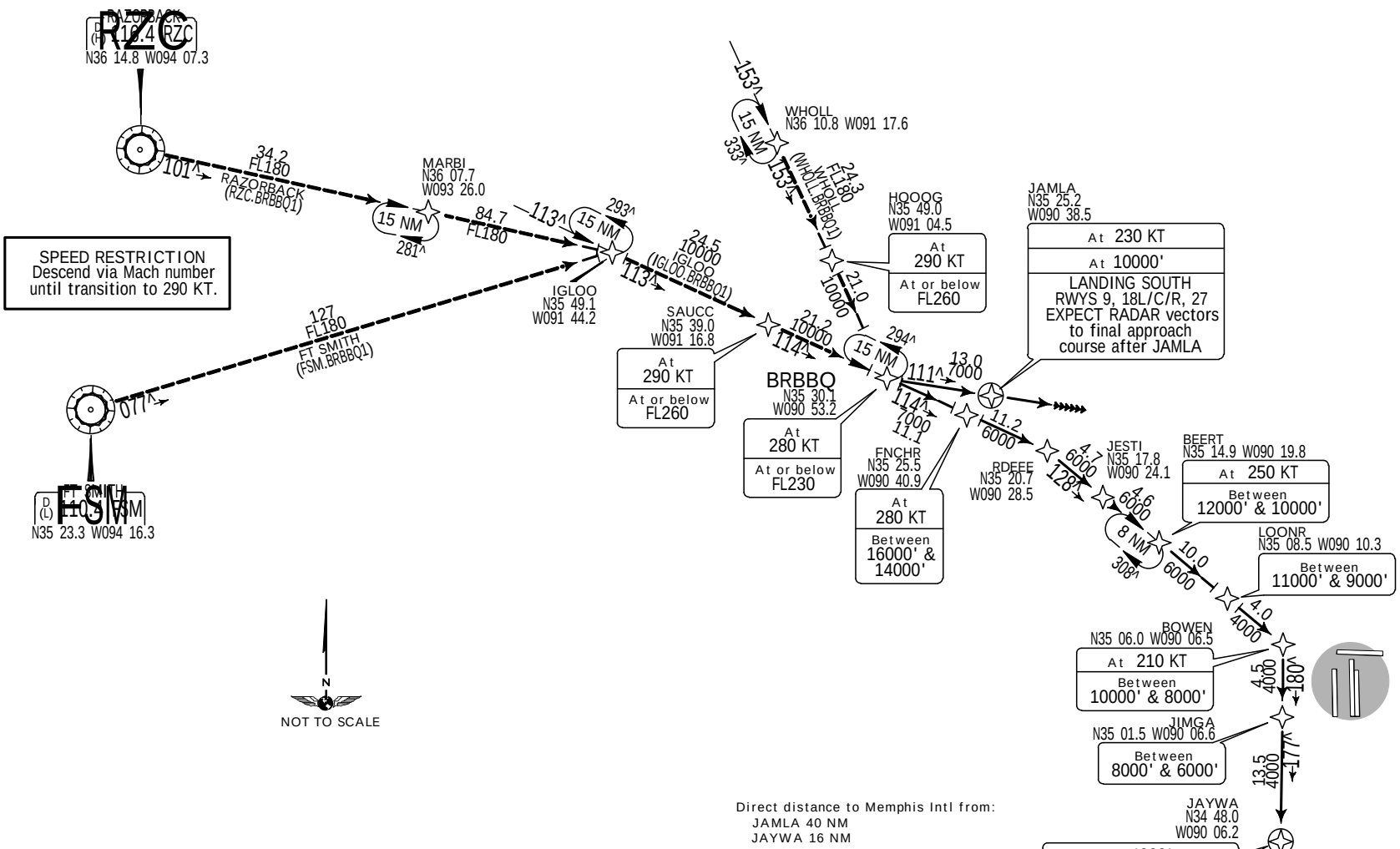
D-ATIS	Apt Elev		
127.75	341'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turbojet aircraft only.	5. EXPECT to receive landing direction (NORTH/SOUTH) and "Descend via" clearance from Memphis Center. Memphis Approach will assign landing runway. 6. Landing SOUTH indicates Rwys 9, 18L/C/R, 27. Landing NORTH indicates Rwys 36L/C/R.

BRBBQ ONE RNAV ARRIVAL (BRBBQ.BRBBQ1)



Direct distance to Memphis Intl from:
JAMLA 40 NM
JAYWA 16 NM

RWY	ROUTING
(SOUTH) 9, 18L/C/R, 27	From over BRBBQ track 111^ to JAMLA, then track 111^. EXPECT RADAR vectors to final approach course.
(NORTH)	From over BRBBQ on track 114^ to FNCHR and RDEEE, then on track 128^ to JESTI, BEERT, LOONR and BOWEN, then track

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CHANGES: New procedure at this airport.

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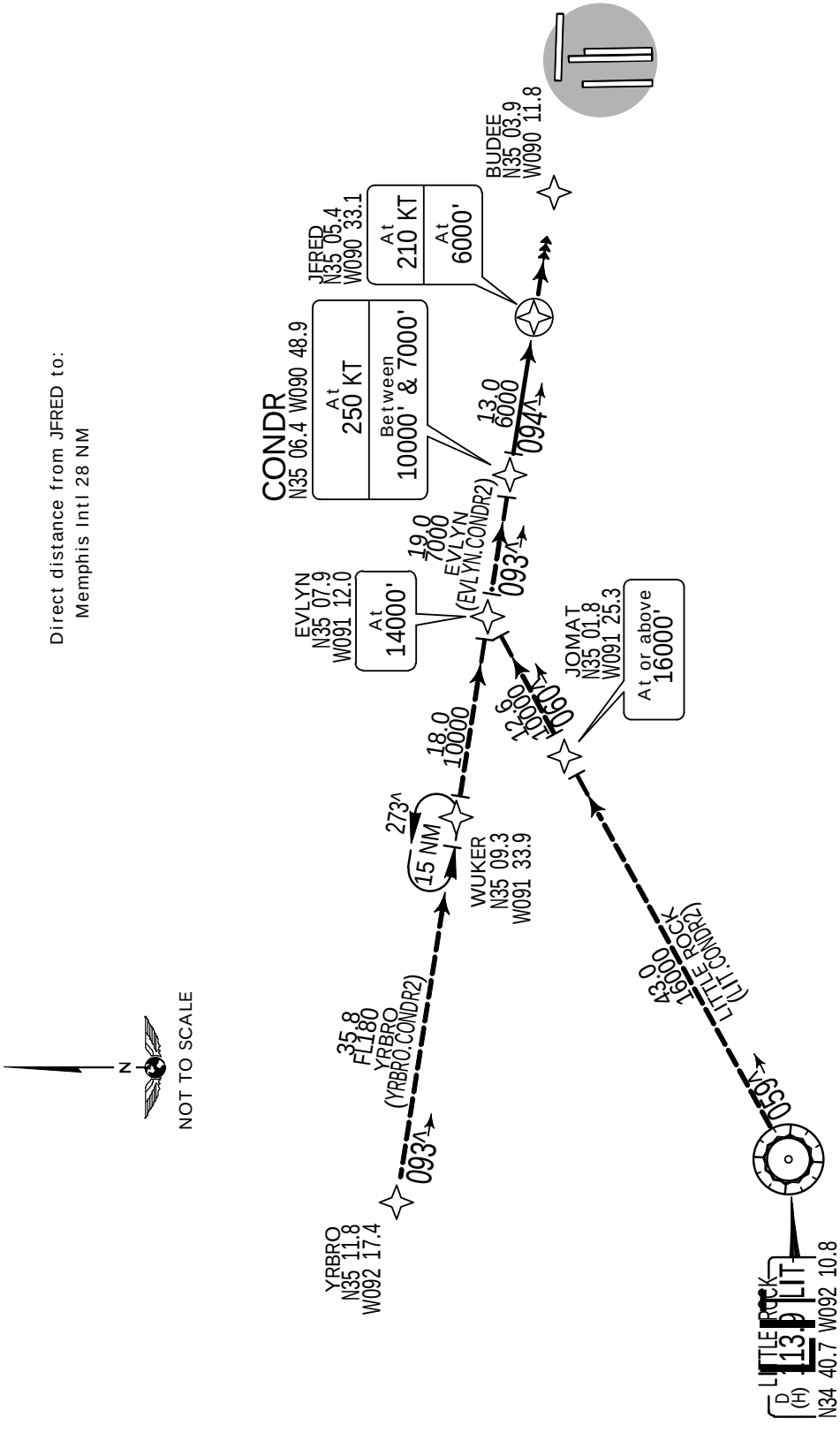
KMEM/MEM MEMPHIS INTL

MEMPHIS, TENN .RNAV.STAR.

D-ATIS	Apt Elev	
127.75	341'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required. 4. Turbojet aircraft only. 5. Assigned by ATC only.

CONDR TWO RNAV ARRIVAL (CONDR.CONDR2)



ROUTING

From over CONDR track 094^ to JFRED, then track 094^. EXPECT RADAR vectors to final approach course.

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KMEM/MEM MEMPHIS INTL

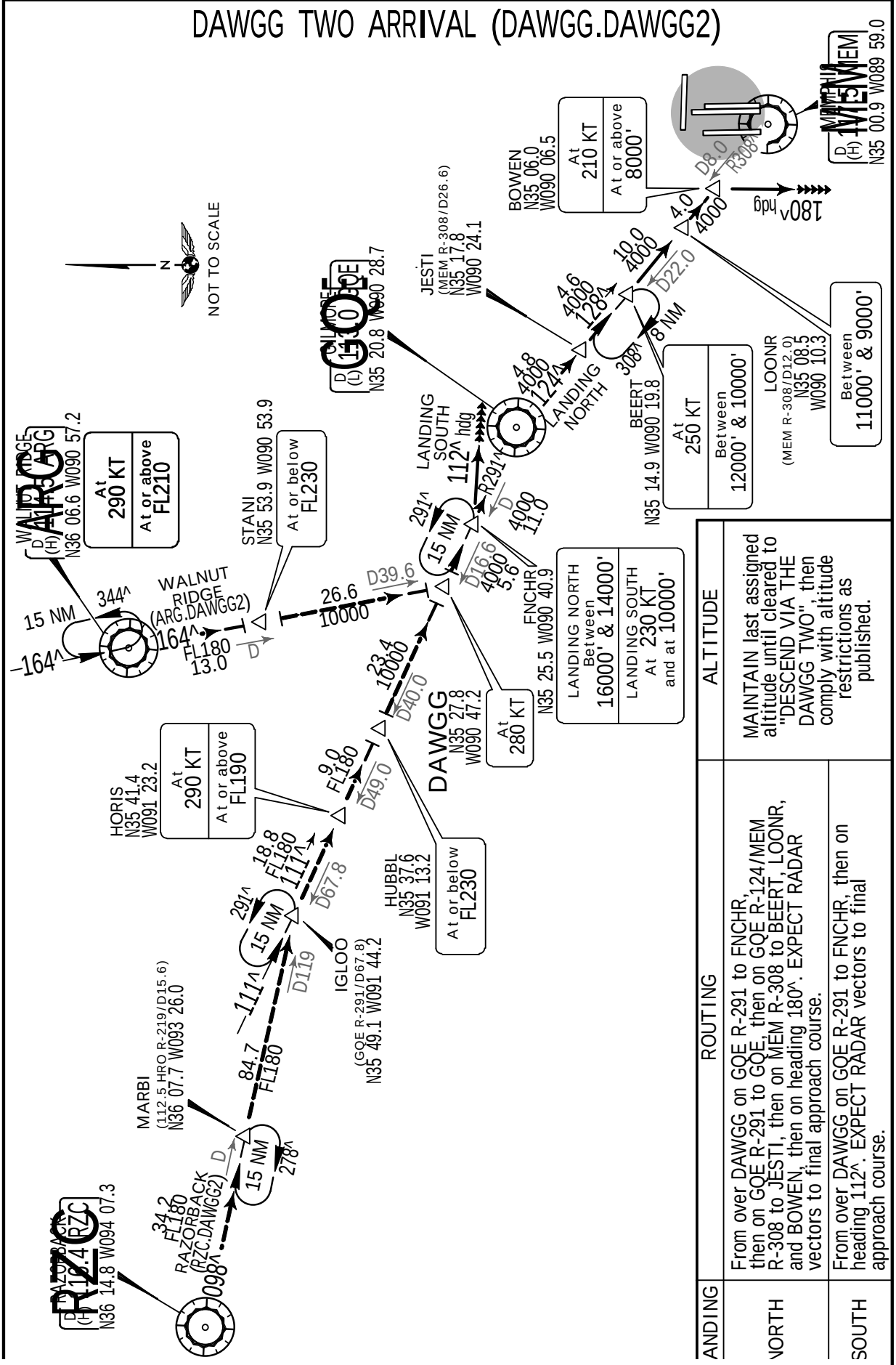
JEPPESEN 23 MAY 14 (10-2C) .Eff.29.May.

MEMPHIS, TENN .STAR.

D-ATIS	Apt Elev
127.75	341'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME and RADAR required.
2. Procedure not available for RNAV capable turbojets.
3. RNAV capable turbojets must file the BRBBQ RNAV STAR.

DAWGG TWO ARRIVAL (DAWGG.DAWGG2)



ALTITUDE
MAINTAIN last assigned altitude until cleared to "DESCEND VIA THE DAWGG TWO", then comply with altitude restrictions as published.

LANDING	ROUTING
NORTH	From over DAWGG on GOE R-291 to FNCHR, then on GOE R-291 to GOE, then on GOE R-124/MEM R-308 to JESTI, then on MEM R-308 to BEERT, LOONR, and BOWEN, then on heading 180^. EXPECT RADAR vectors to final approach course.
SOUTH	From over DAWGG on GOE R-291 to FNCHR, then on heading 112^. EXPECT RADAR vectors to final approach course.

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KMEM/MEM MEMPHIS INTL

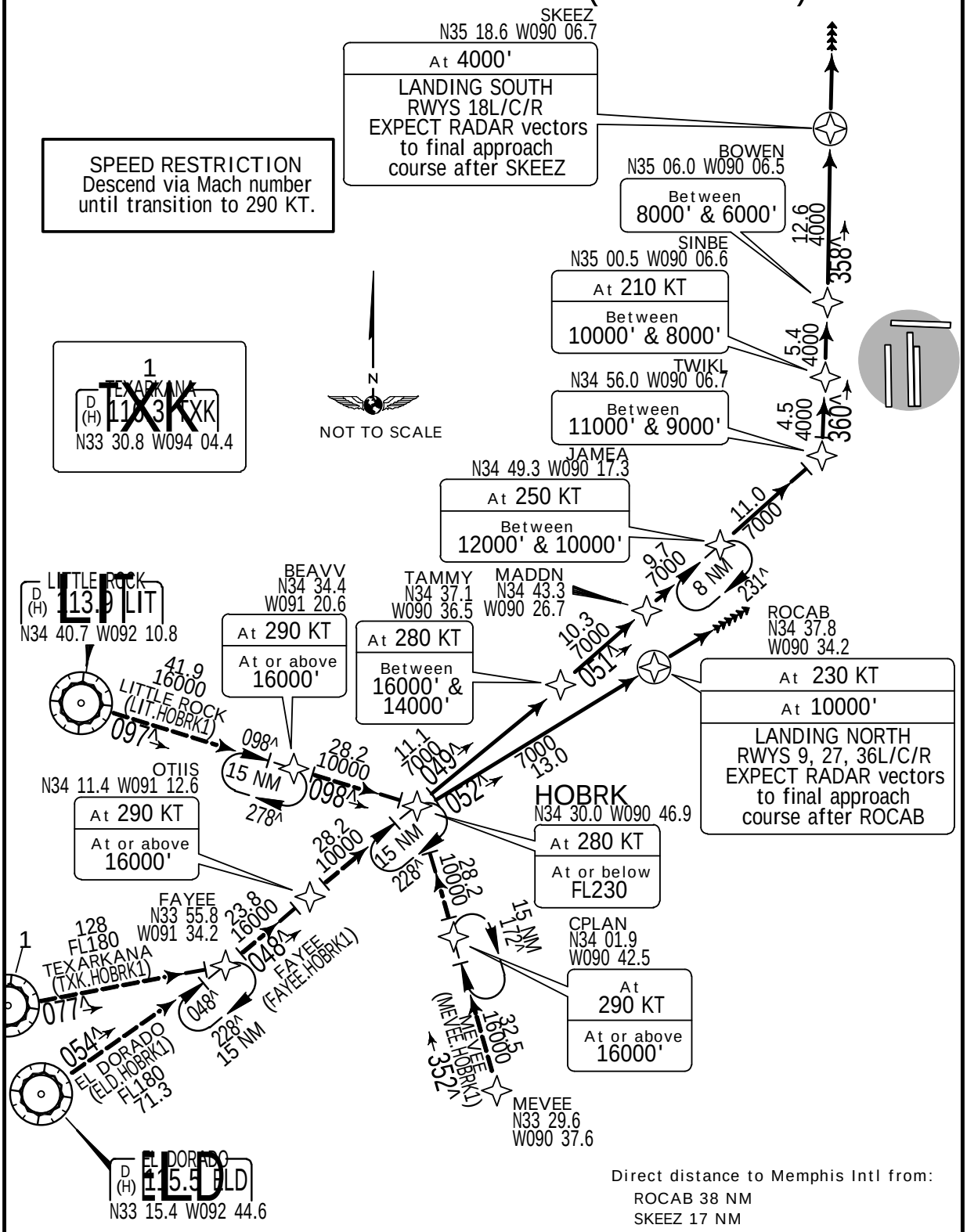
JEPPESEN

31 JAN 14 (10-2D) .Eff.6.Feb.

MEMPHIS, TENN .RNAV.STAR.

D-ATIS	Apt Elev	
127.75	341'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turbojet aircraft only. 5. EXPECT to receive landing direction (NORTH/SOUTH) and "Descend via" clearance from Memphis Center. Memphis Approach will assign landing runway. 6. Landing SOUTH indicates Rwys 18L/C/R. Landing NORTH indicates Rwys 9, 27, 36L/C/R.

HOBRK ONE RNAV ARRIVAL (HOBRK.HOBRK1)



RWY	ROUTING
(NORTH) 9, 27, 36L/C/R	From over HOBRK track 052^ to ROCAB, then track 052^. EXPECT RADAR vectors to final approach course.
(SOUTH) 18L/C/R	From over HOBRK track 049^ to TAMMY, then track 051^ to MADDN, JAMEA and then TWIKL, then track 360^ to SINBE and BOWEN, then track 358^ to SKEEZ, then

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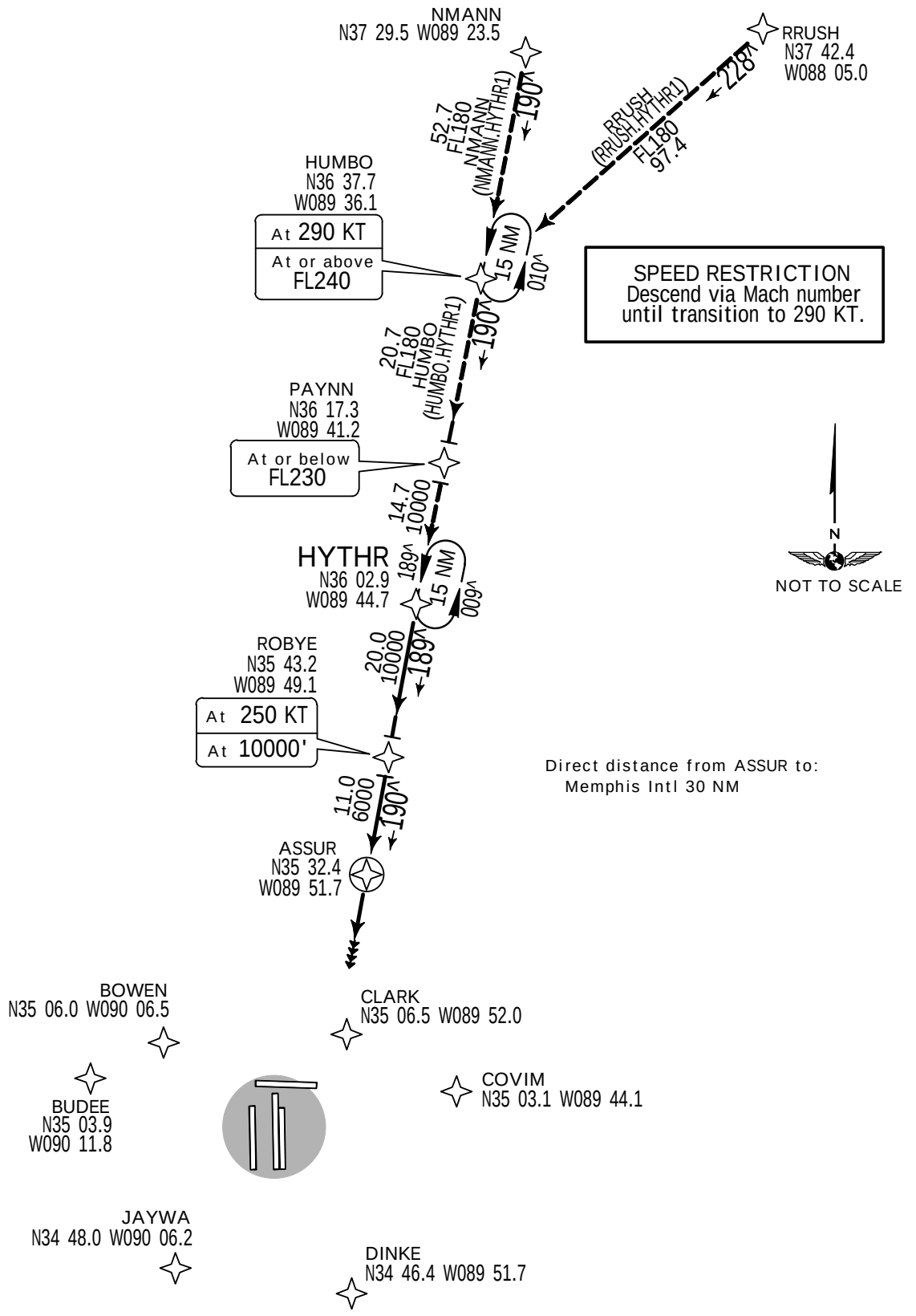
KMEM/MEM
MEMPHIS INTL

JEPPESEN
31 JAN 14 (10-2E) .Eff.6.Feb.

MEMPHIS, TENN
.RNAV.STAR.

D-ATIS	Apt Elev	
127.75	341'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turbojet aircraft only. 5. Assigned by ATC only.

HYTHR ONE RNAV ARRIVAL (HYTHR.HYTHR1)



ROUTING

From over HYTHR track 189^ to ROBYE, then track 190^ to ASSUR, then track 190^. EXPECT

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KMEM/MEM MEMPHIS INTL

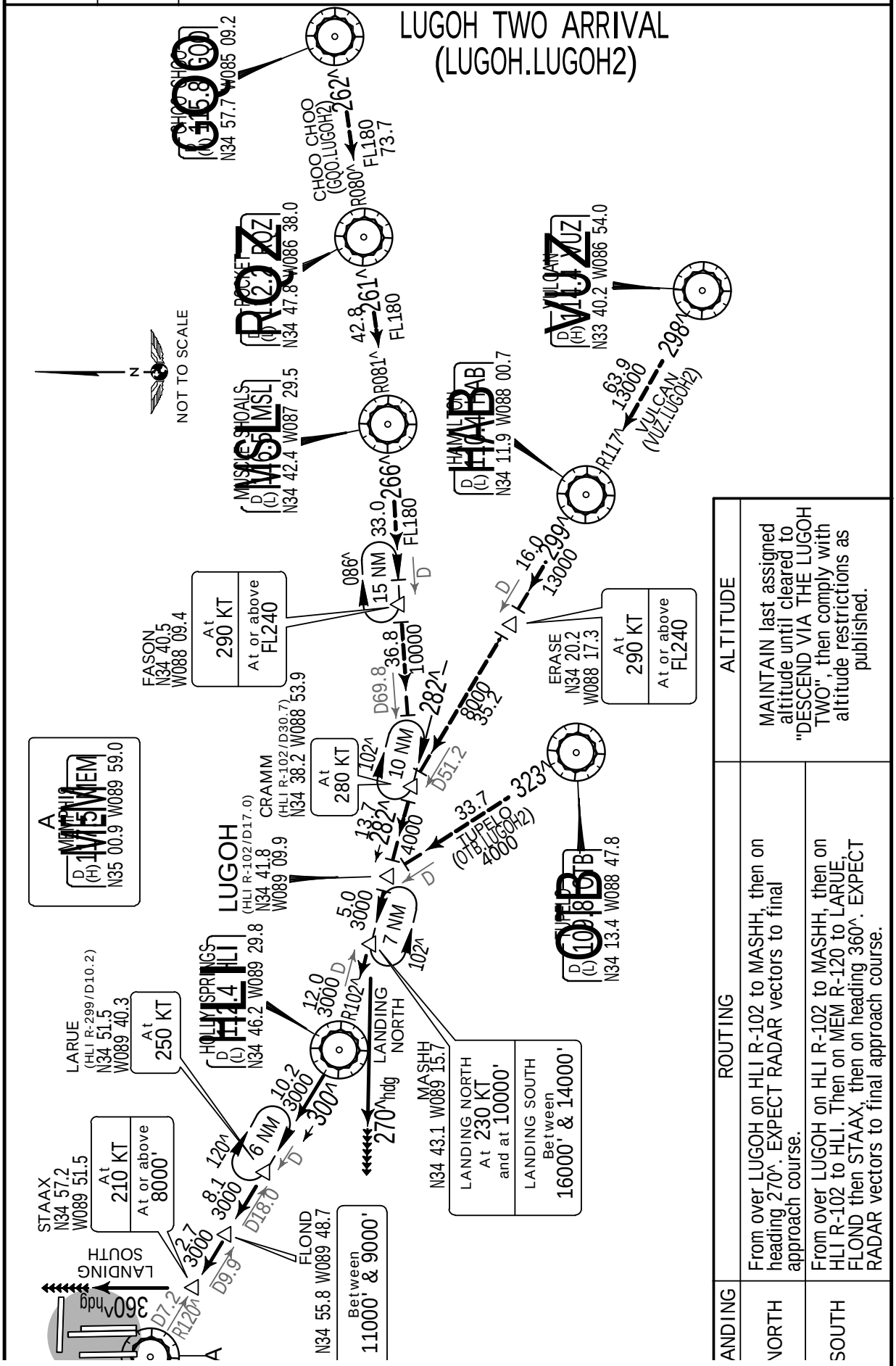
JEPPESEN 23 MAY 14 (10-2F) .Eff.29.May.

MEMPHIS, TENN .STAR.

D-ATIS	Apt Elev
127.75	341'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME and RADAR required.
2. Procedure not available for RNAV capable turbojets.
3. RNAV capable turbojets must file the VANZE RNAV STAR.

LUGOH TWO ARRIVAL (LUGOH.LUGOH2)



ANDING	ROUTING	ALTITUDE
NORTH	From over LUGOH on HLI R-102 to MASHH, then on heading 270^. EXPECT RADAR vectors to final approach course.	MAINTAIN last assigned altitude until cleared to "DESCEND VIA THE LUGOH TWO", then comply with altitude restrictions as published.
SOUTH	From over LUGOH on HLI R-102 to MASHH, then on HLI R-102 to HLI. Then on MEM R-120 to LARUE, FLOND then STAAX, then on heading 360^. EXPECT RADAR vectors to final approach course.	

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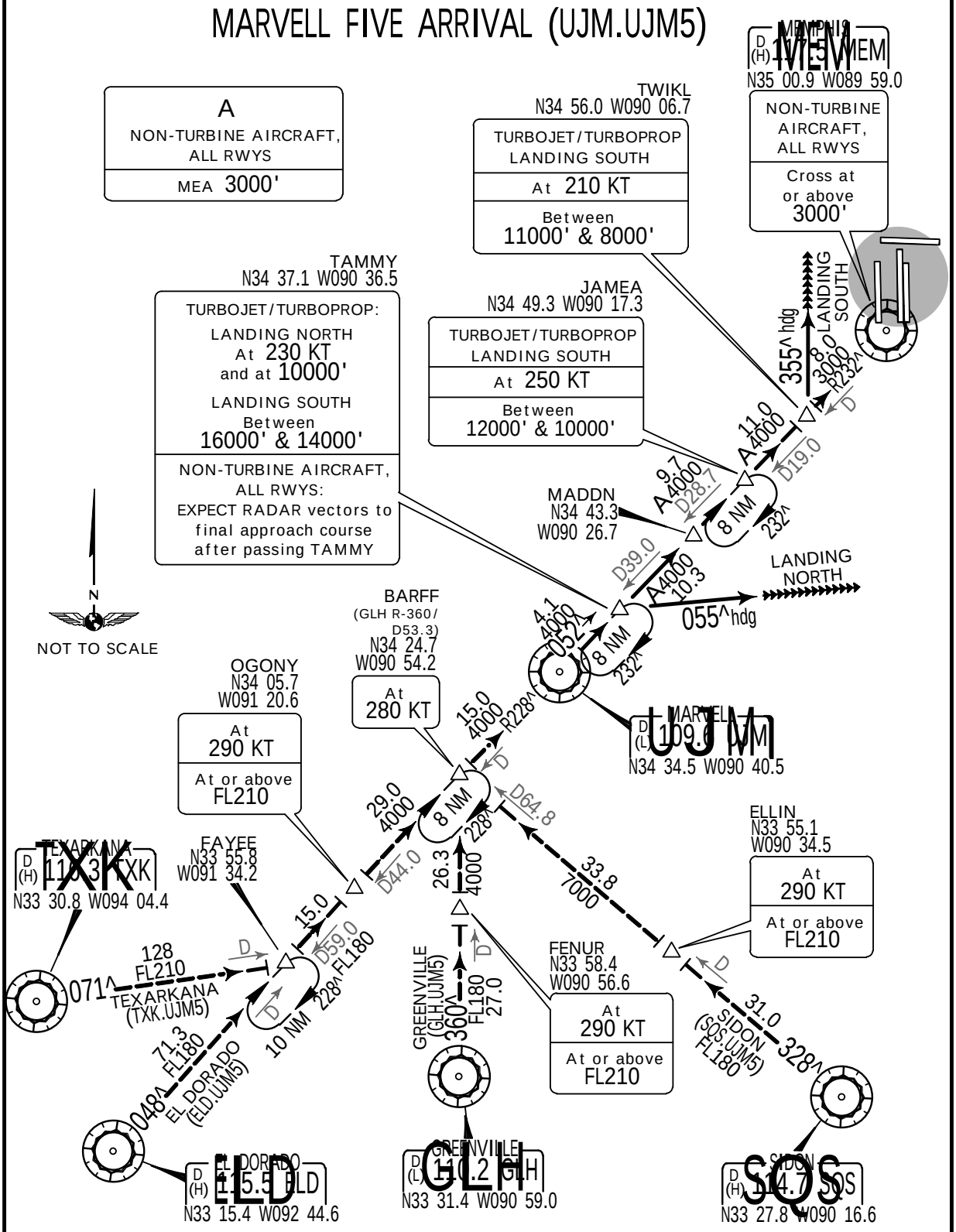
KMEM/MEM MEMPHIS INTL — MEMPHIS, TENN .STAR.

JEPPESEN
23 MAY 14 (10-2G) .Eff.29.May.

D-ATIS	Apt Elev	
127.75	341'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. DME and RADAR required. 2. Procedure not available for RNAV capable turbojets. 3. RNAV capable turbojets must file the HOBRK RNAV STAR.

MARVELL FIVE ARRIVAL (UJM.UJM5)



	ROUTING	ALTITUDE
TURBOJETS/ TURBOPROPS LANDING NORTH	From over UJM on MEM R-232 to TAMMY, then on heading 055^. EXPECT RADAR vectors to final approach course.	MAINTAIN last assigned altitude until cleared to "DESCEND VIA THE MARVELL FIVE", then comply with altitude restrictions as published.
TURBOJETS/ TURBOPROPS LANDING SOUTH	From over UJM on MEM R-232 to TAMMY, MADDN, JAMEA, then TWIKL, then on heading 355^. EXPECT RADAR vectors to final approach course.	
NON-TURBINE ALL RUNWAYS	From over UJM on MEM R-232 to MEM. EXPECT RADAR vectors to final approach course after	

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KMEM/MEM MEMPHIS INTL

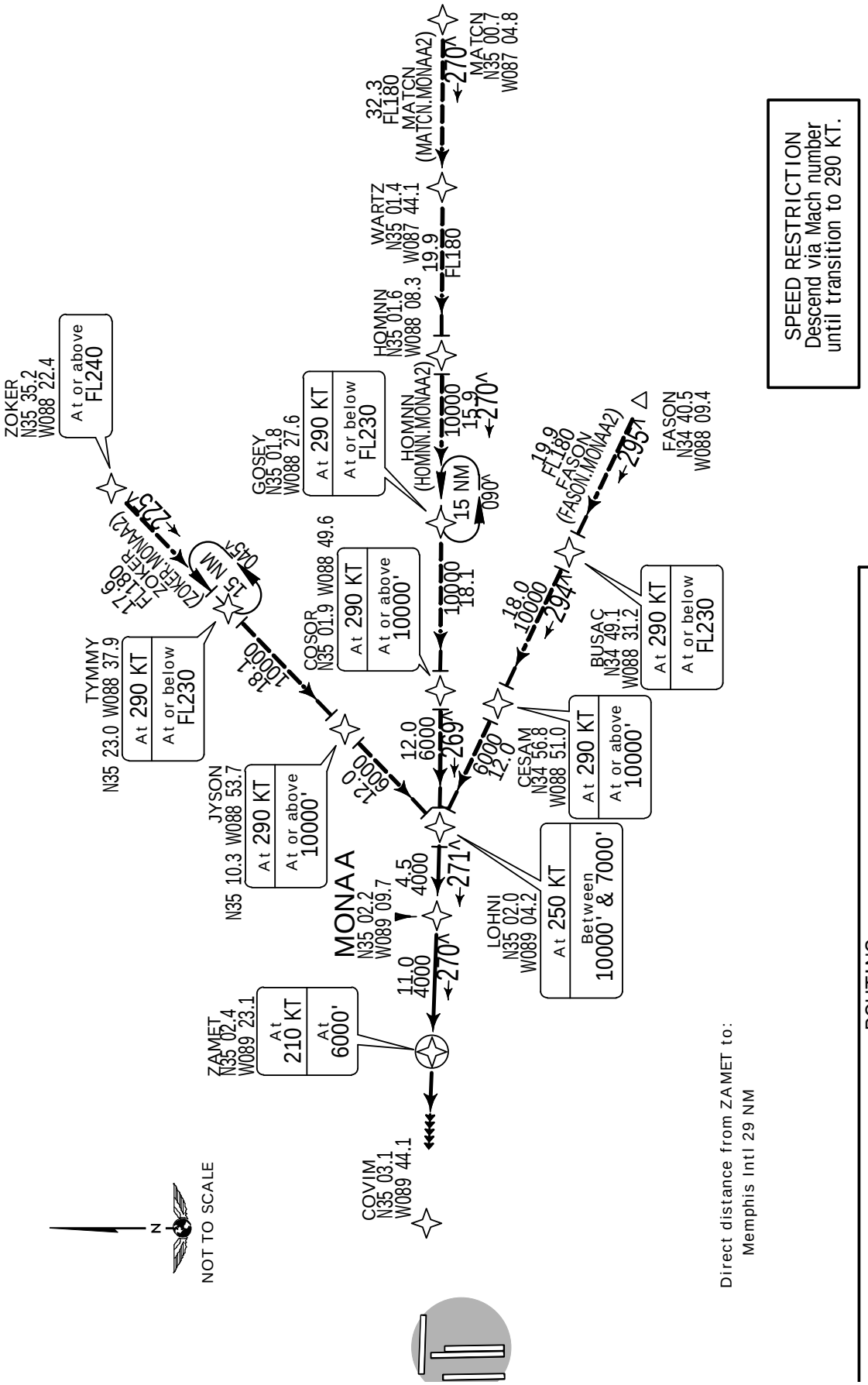
JEPPESEN 31 JAN 14 (10-2H) .Eff.6.Feb.

MEMPHIS, TENN .RNAV.STAR.

D-ATIS	Apt Elev
127.75	341'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. Turbojet aircraft only. 5. Assigned by ATC only.

MONAA TWO RNAV ARRIVAL (MONAA.MONAA2)



SPEED RESTRICTION
Descend via Mach number until transition to 290 KT.

ROUTING

om over LOHNI track 271^ to MONAA, then track 270^ to ZAMET, then track 270^.
XPECT RADAR vectors to final approach course.

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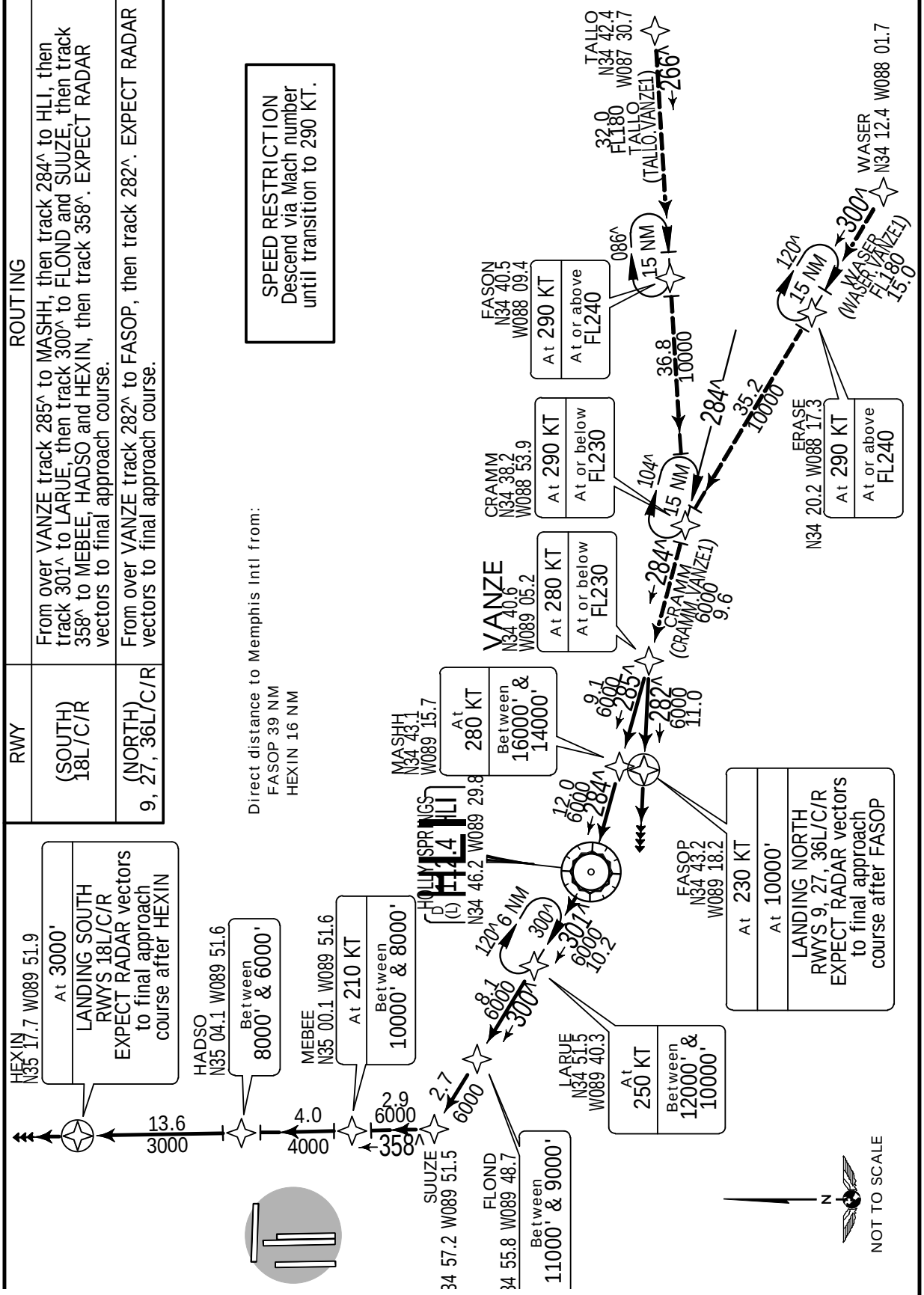
D-ATIS	Apt Elev	
127.75	341'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turbojet aircraft only. 5. EXPECT to receive landing direction (NORTH/SOUTH) and "Descend via" clearance from Memphis Center. Memphis Approach will assign landing runway. 6. Landing SOUTH indicates Rwys 18L/C/R. Landing NORTH indicates Rwys 9, 27, 36L/C/R.

VANZE ONE RNAV ARRIVAL (VANZE.VANZE1)

RWY	ROUTING
(SOUTH) 18L/C/R	From over VANZE track 285^ to MASHH, then track 284^ to HLI, then track 301^ to LARUE, then track 300^ to FLOND and SUUZE, then track 358^ to MEBEE, HADSO and HEXIN, then track 358^. EXPECT RADAR vectors to final approach course.
(NORTH) 9, 27, 36L/C/R	From over VANZE track 282^ to FASOP, then track 282^. EXPECT RADAR vectors to final approach course.



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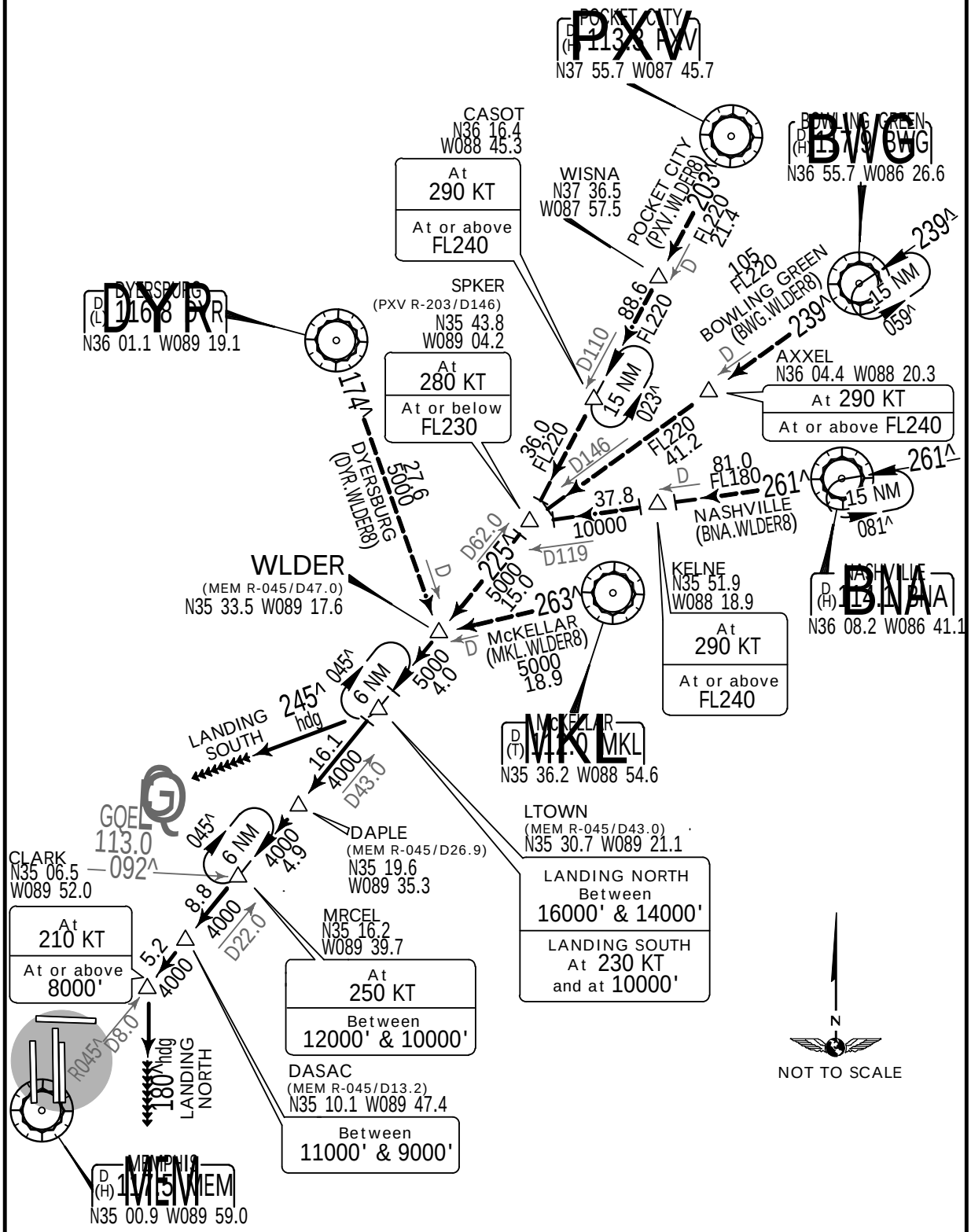
KMEM/MEM MEMPHIS INTL — MEMPHIS, TENN .STAR.

JEPPESEN 23 MAY 14 (10-2K) .Eff.29.May.

D-ATIS	Apt Elev	
127.75	341'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. DME and RADAR required. 2. Procedure not available for RNAV capable turbojets. 3. RNAV capable turbojets must file the BLUZZ RNAV STAR.

WLDER EIGHT ARRIVAL (WLDER.WLDER8)



LANDING	ROUTING	ALTITUDE
NORTH	From over WLDER on MEM R-045 to LTOWN, DAPLE, MRCEL, DASAC and then CLARK, then on heading 180^. EXPECT RADAR vectors to final approach course.	MAINTAIN last assigned altitude until cleared to "DESCEND VIA THE WLDER EIGHT", then comply with altitude restrictions as published.
SOUTH	From over WLDER via MEM R-045 to LTOWN, then on heading 245^. EXPECT RADAR vectors to final	

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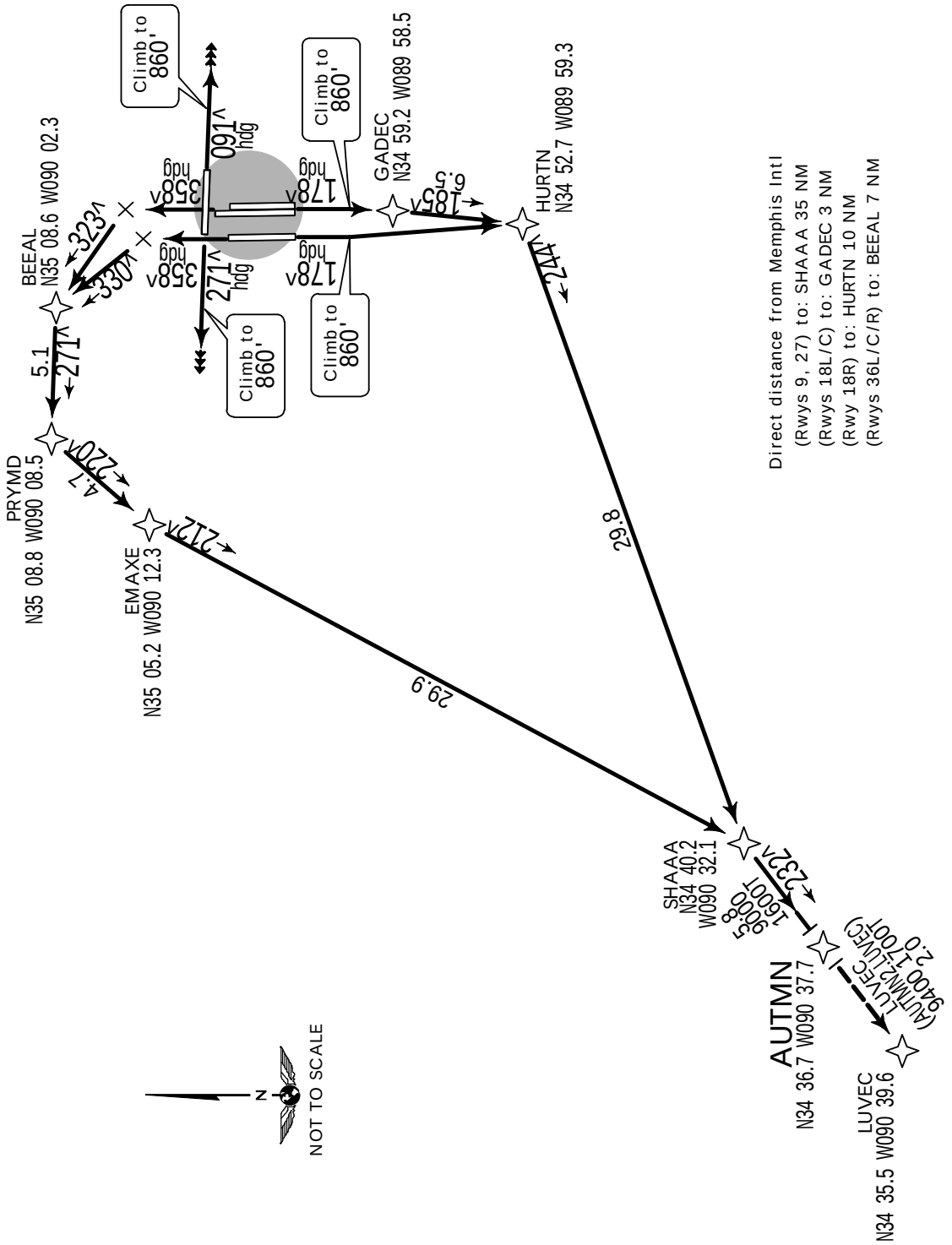
MEMPHIS Departure (R)	Apt Elev	
124.65	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Procedure authorized 0200-0600 local only. 8. Accelerate to 250 KT, if unable advise ATC. 9. If unable to accept climb rates, advise ATC on initial contact.

AUTMN TWO RNAV DEPARTURE
(AUTMN2.AUTMN)

For Procedure Text, Take-off Minimums and Obstacles see 10-3-1



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AUTMN TWO RNAV DEPARTURE (AUTMN2.AUTMN)

For Procedure Graphic see 10-3

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to SHAAA, then on depicted route to AUTMN.
18L/C	Climb heading 178^ to 860', then direct GADEC, then on depicted route to AUTMN.
18R	Climb heading 178^ to 860', then direct HURTN, then on depicted route to AUTMN.
27	Climb heading 271^ to 860^, then continue climb on heading 271^. EXPECT vectors to SHAAA, then on depicted route to AUTMN.
36L	Climb heading 358^ to intercept course 330^ to BEEAL, then on depicted route to AUTMN.
36C/R	Climb heading 358^ to intercept course 323^ to BEEAL, then on depicted route to AUTMN.

ROUTING

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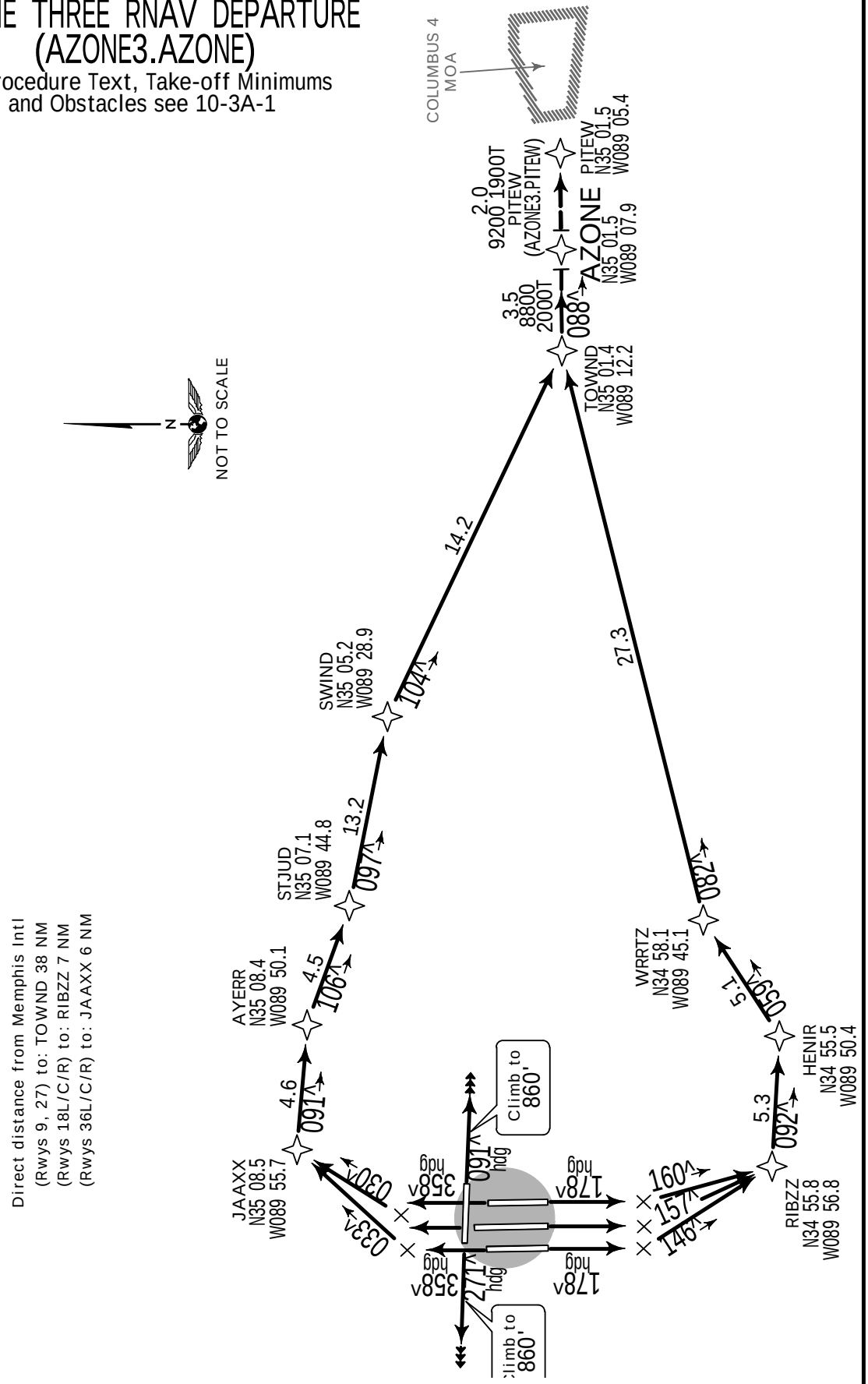
MEMPHIS Departure (R)	Apt Elev	
124.15	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Procedure not authorized when COLUMBUS 4 MOA active. 8. Accelerate to 250 KT, if unable advise ATC. 9. If unable to accept climb rates, advise ATC on initial contact.

AZONE THREE RNAV DEPARTURE (AZONE3.AZONE)

For Procedure Text, Take-off Minimums and Obstacles see 10-3A-1



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AZONE THREE RNAV DEPARTURE (AZONE3.AZONE)

For Procedure Graphic see 10-3A

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to TOWND, then on depicted route to AZONE.
18L	Climb heading 178^ to intercept course 160^ to RIBZZ, then on depicted route to AZONE.
18C	Climb heading 178^ to intercept course 157^ to RIBZZ, then on depicted route to AZONE.
18R	Climb heading 178^ to intercept course 146^ to RIBZZ, then on depicted route to AZONE.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to TOWND, then on depicted route to AZONE.
36L	Climb heading 358^ to intercept course 033^ to JAAXX, then on depicted route to AZONE.
36C/R	Climb heading 358^ to intercept course 030^ to JAAXX, then on depicted route to AZONE.

ROUTING

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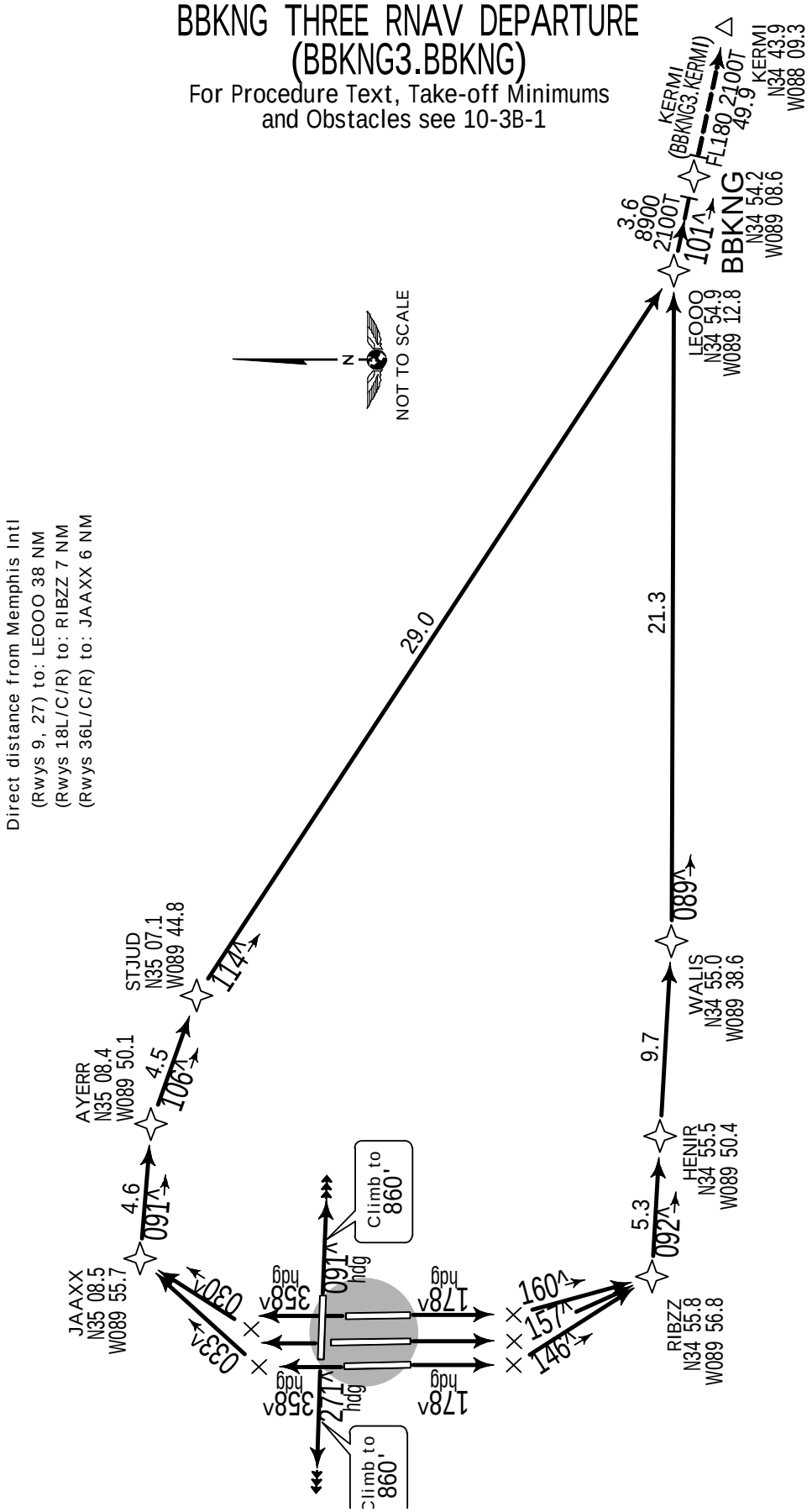
MEMPHIS Departure (R) 124.15	Apt Elev 341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Accelerate to 250 KT, if unable advise ATC. 8. If unable to accept climb rates, advise ATC on initial contact.

BBKNG THREE RNAV DEPARTURE (BBKNG3.BBKNG)

For Procedure Text, Take-off Minimums and Obstacles see 10-3B-1



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BBKNG THREE RNAV DEPARTURE (BBKNG3.BBKNG)

For Procedure Graphic see 10-3B

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to LEOOO, then on depicted route to BBKNG.
18L	Climb heading 178^ to intercept course 160^ to RIBZZ, then on depicted route to BBKNG.
18C	Climb heading 178^ to intercept course 157^ to RIBZZ, then on depicted route to BBKNG.
18R	Climb heading 178^ to intercept course 146^ to RIBZZ, then on depicted route to BBKNG.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to LEOOO, then on depicted route to BBKNG.
36L	Climb heading 358^ to intercept course 033^ to JAAXX, then on depicted route to BBKNG.
36C/R	Climb heading 358^ to intercept course 030^ to JAAXX, then on depicted route to BBKNG.

ROUTING

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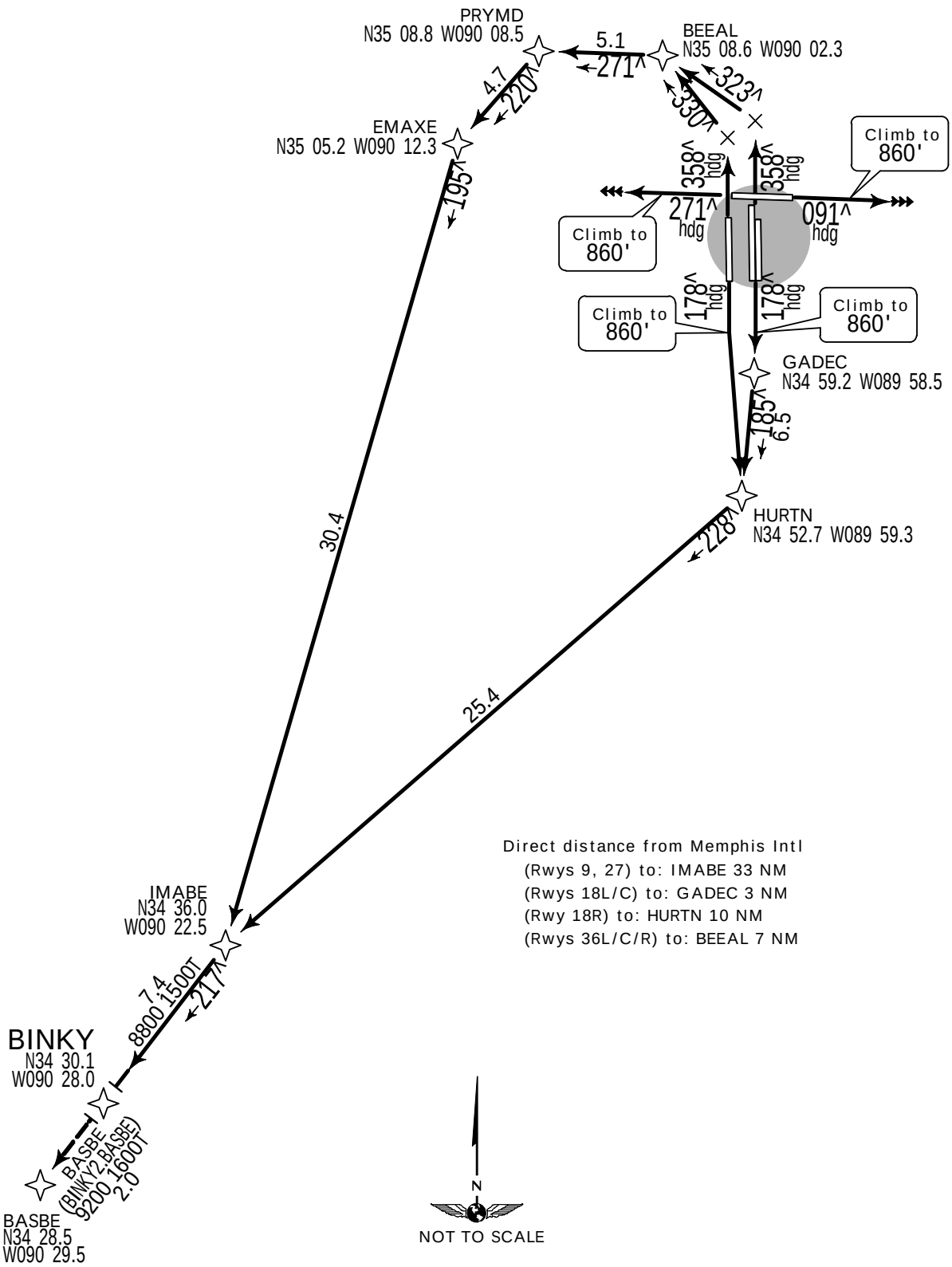
MEMPHIS Departure (R)	Apt Elev	
124.65	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Procedure authorized 0200-0600 local only. 8. Accelerate to 250 KT, if unable advise ATC. 9. If unable to accept climb rates, advise ATC on initial contact.

BINKY TWO RNAV DEPARTURE
(BINKY2.BINKY)

For Procedure Text, Take-off Minimums and Obstacles see 10-3C-1



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BINKY TWO RNAV DEPARTURE
(BINKY2.BINKY)

For Procedure Graphic see 10-3C

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to IMABE, then on depicted route to BINKY.
18L/C	Climb heading 178^ to 860', then direct GADEC, then on depicted route to BINKY.
18R	Climb heading 178^ to 860', then direct to HURTN, then on depicted route to BINKY.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to IMABE, then on depicted route to BINKY.
36L	Climb heading 358^ to intercept course 330^ to BEEAL, then on depicted route to BINKY.
36C/R	Climb heading 358^ to intercept course 323^ to BEEAL, then on depicted route to BINKY.

ROUTING

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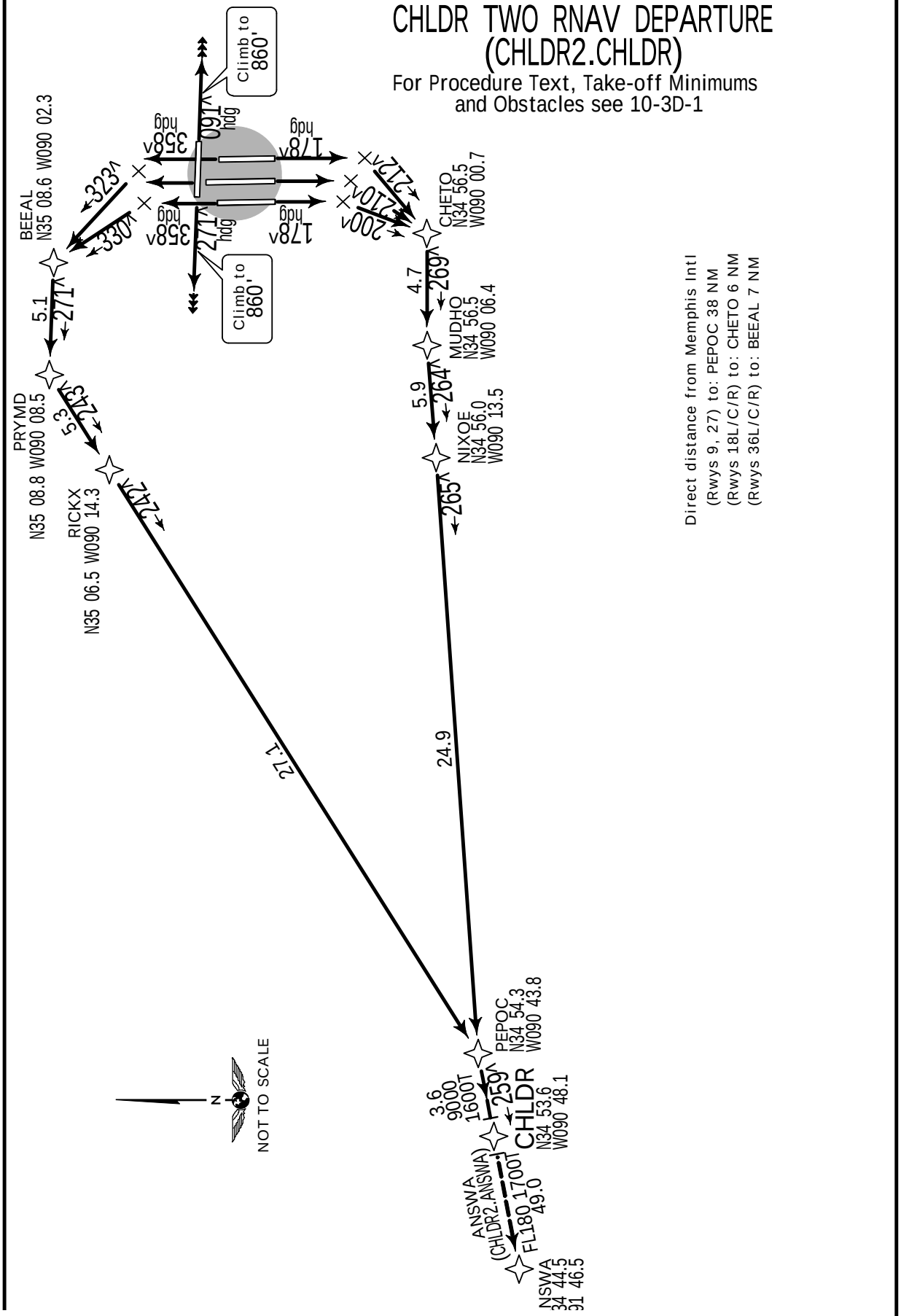
MEMPHIS Departure (R)	Apt Elev	
124.65	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Accelerate to 250 KT, if unable advise ATC. 8. If unable to accept climb rates, advise ATC on initial contact.

CHLDR TWO RNAV DEPARTURE (CHLDR2.CHLDR)

For Procedure Text, Take-off Minimums and Obstacles see 10-3D-1



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CHLDR TWO RNAV DEPARTURE
(CHLDR2.CHLDR)

For Procedure Graphic see 10-3D

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to PEPOC, then on depicted route to CHLDR.
18L	Climb heading 178^ to intercept course 212^ to CHETO, then on depicted route to CHLDR.
18C	Climb heading 178^ to intercept course 210^ to CHETO, then on depicted route to CHLDR.
18R	Climb heading 178^ to intercept course 200^ to CHETO, then on depicted route to CHLDR.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to PEPOC, then on depicted route to CHLDR.
36L	Climb heading 358^ to intercept course 330^ to BEEAL, then on depicted route to CHLDR.
36C/R	Climb heading 358^ to intercept course 323^ to BEEAL, then on depicted route to CHLDR.

ROUTING

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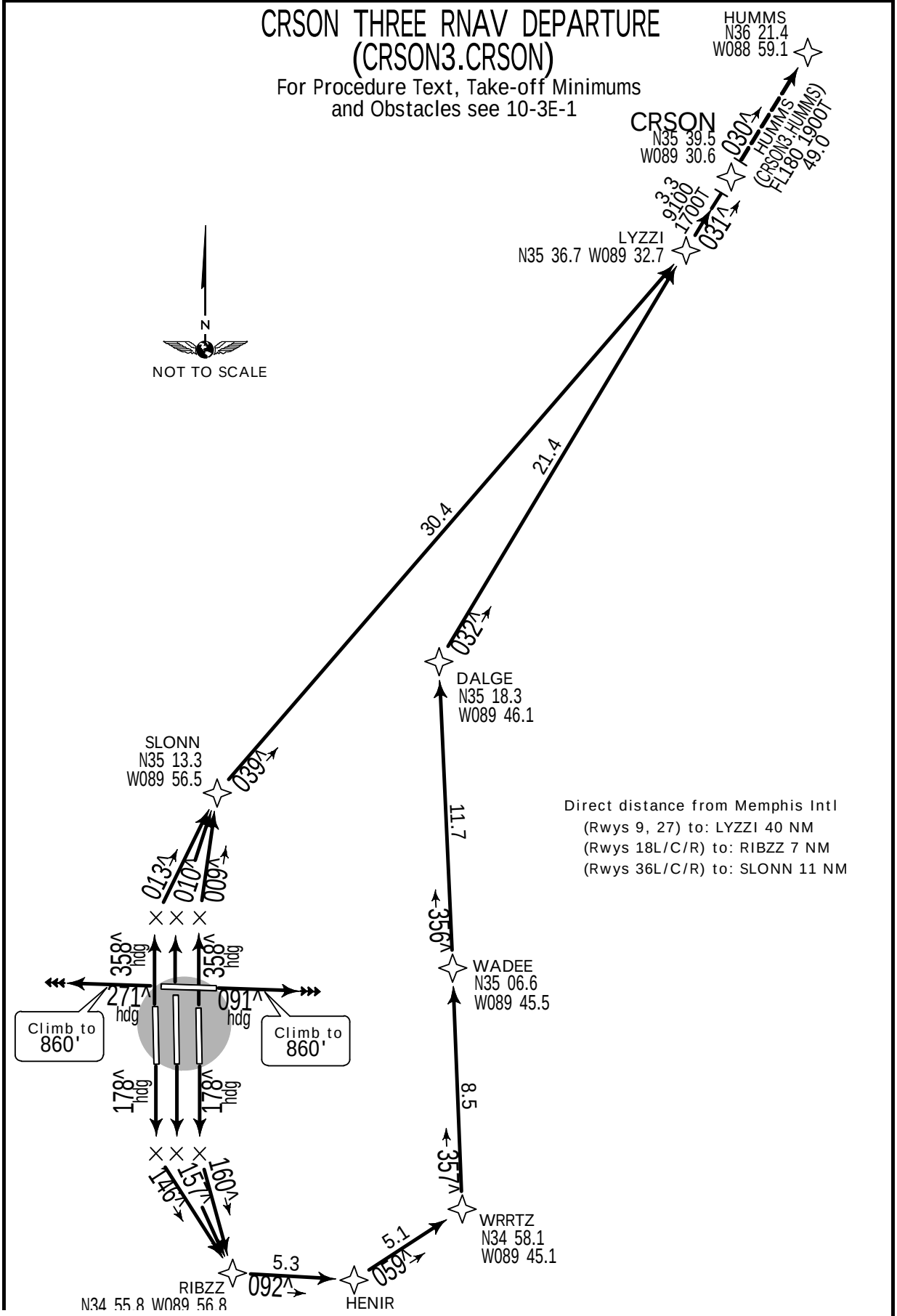
MEMPHIS Departure (R)	Apt Elev	
124.15	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Accelerate to 250 KT, if unable advise ATC. 8. If unable to accept climb rates, advise ATC on initial contact.

CRSON THREE RNAV DEPARTURE (CRSON3.CRSON)

For Procedure Text, Take-off Minimums and Obstacles see 10-3E-1



Direct distance from Memphis Intl
(Rwys 9, 27) to: LYZZI 40 NM
(Rwys 18L/C/R) to: RIBZZ 7 NM
(Rwys 36L/C/R) to: SLONN 11 NM

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CRSON THREE RNAV DEPARTURE (CRSON3.CRSON)

For Procedure Graphic see 10-3E

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to LYZZI, then on depicted route to CRSON.
18L	Climb heading 178^ to intercept course 160^ to RIBZZ, then on depicted route to CRSON.
18C	Climb heading 178^ to intercept course 157^ to RIBZZ, then on depicted route to CRSON.
18R	Climb heading 178^ to intercept course 146^ to RIBZZ, then on depicted route to CRSON.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to LYZZI, then on depicted route to CRSON.
36L	Climb heading 358^ to intercept course 013^ to SLONN, then on depicted route to CRSON.
36C	Climb heading 358^ to intercept course 010^ to SLONN, then on depicted route to CRSON.
36R	Climb heading 358^ to intercept course 009^ to SLONN, then on depicted route to CRSON.

ROUTING

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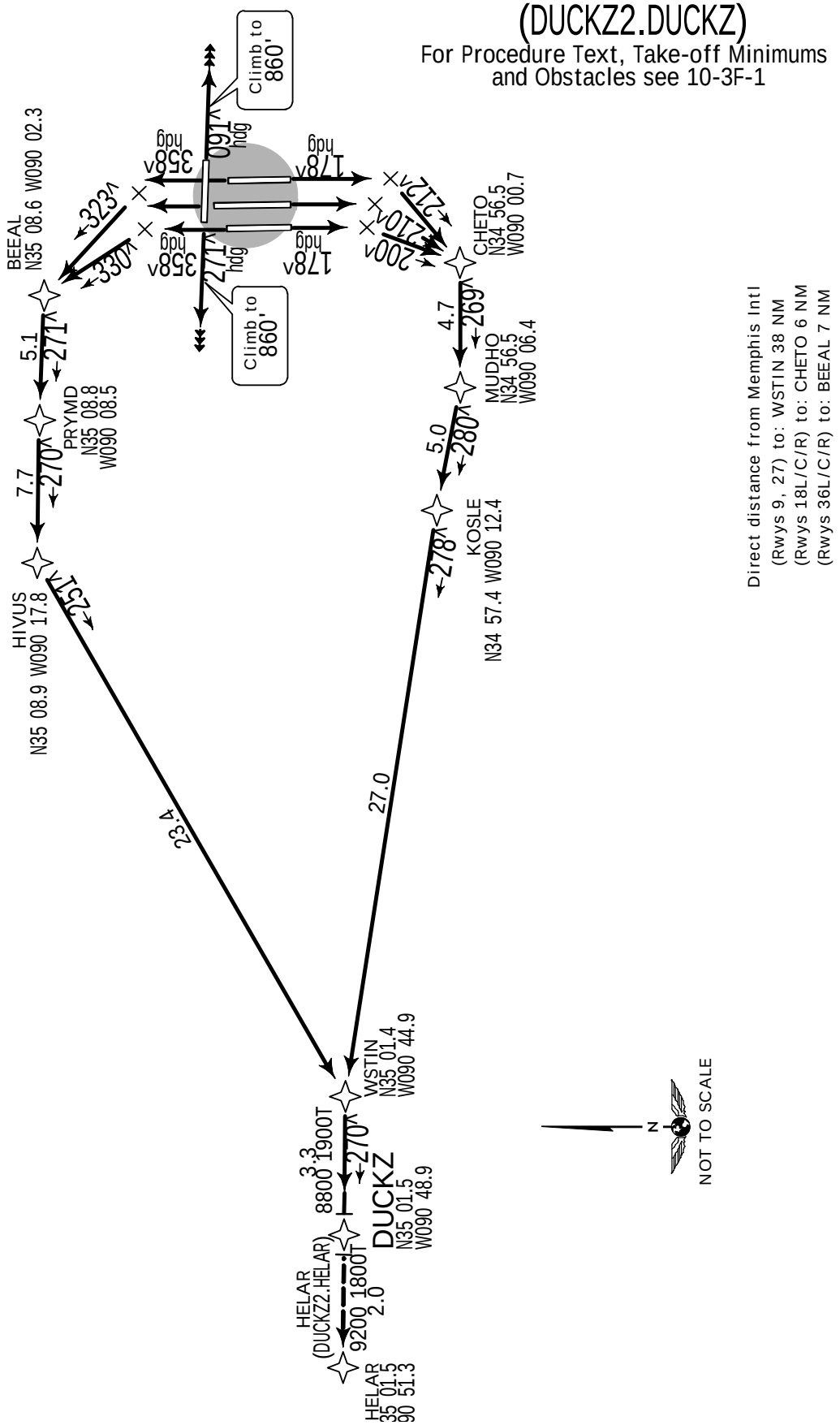
MEMPHIS Departure (R)	Apt Elev	
124.65	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Accelerate to 250 KT, if unable advise ATC. 8. If unable to accept climb rates, advise ATC on initial contact.

DUCKZ TWO RNAV DEPARTURE (DUCKZ2.DUCKZ)

For Procedure Text, Take-off Minimums and Obstacles see 10-3F-1



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DUCKZ TWO RNAV DEPARTURE (DUCKZ2.DUCKZ)

For Procedure Graphic see 10-3F

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to WSTIN, then on depicted route to DUCKZ.
18L	Climb heading 178^ to intercept course 212^ to CHETO, then on depicted route to DUCKZ.
18C	Climb heading 178^ to intercept course 210^ to CHETO, then on depicted route to DUCKZ.
18R	Climb heading 178^ to intercept course 200^ to CHETO, then on depicted route to DUCKZ.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to WSTIN, then on depicted route to DUCKZ.
36L	Climb heading 358^ to intercept course 330^ to BEEAL, then on depicted route to DUCKZ.
36C/R	Climb heading 358^ to intercept course 323^ to BEEAL, then on depicted route to DUCKZ.

ROUTING

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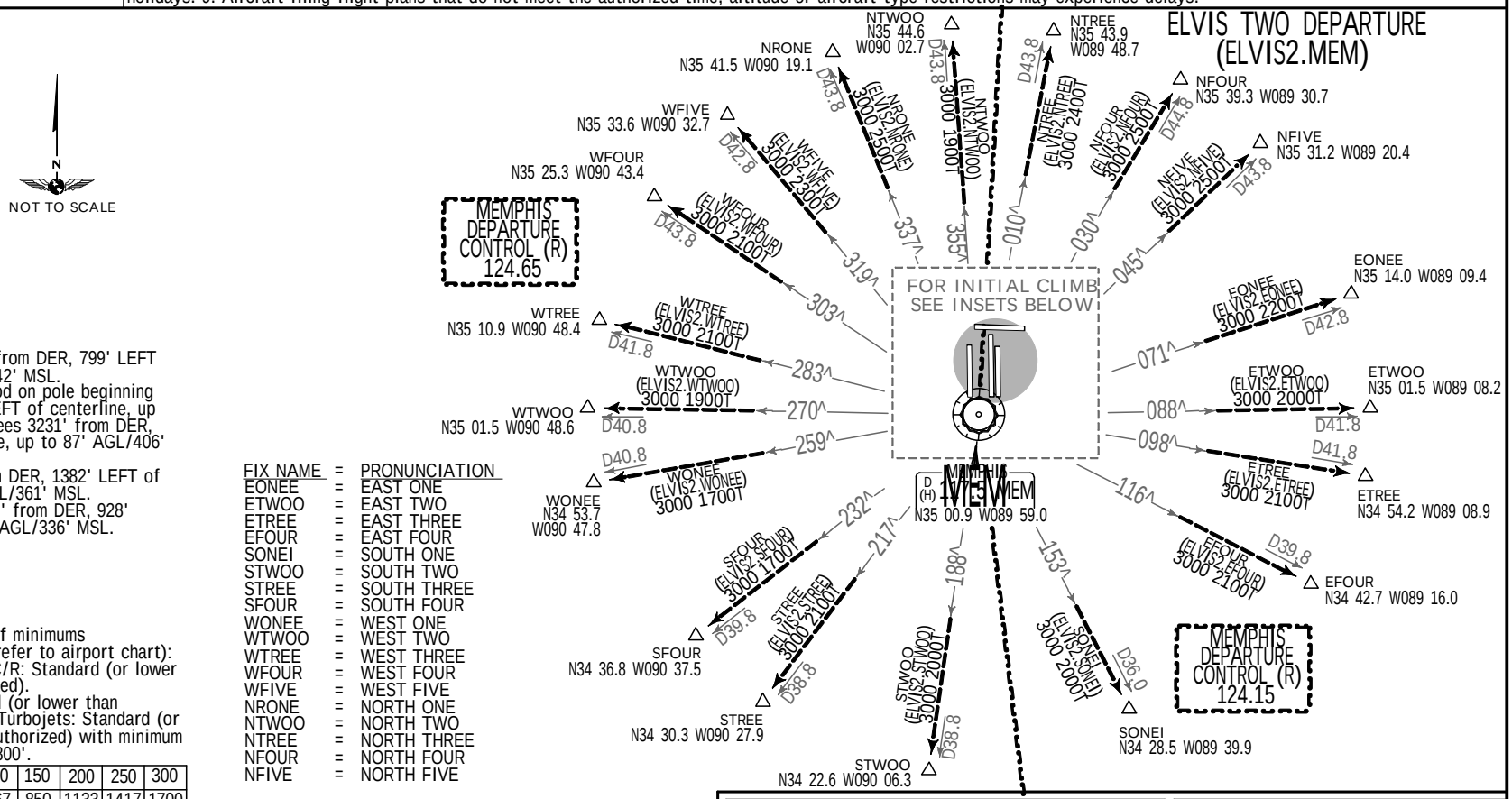
KMEM/MEM
MEMPHIS INTL

JEPPESEN MEMPHIS, TENN
6 DEC 13 (10-3G) .Eff.12.Dec. .SID.

FOR DEPARTURE CONTROL FREQ. SEE GRAPHIC	Apt Elev 341'	Trans level: FL180 Trans alt: 18000'	1. DME and RADAR required. 2. Make no turns below 800'. 3. Turbojet aircraft accelerate to 250 KIAS immediately until reaching 10000', if unable advise ATC. 4. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 5. NFIVE, EFOUR, STREE, SFOUR, WFOUR and WFIVE transitions authorized 0200 - 0600 local only. 6. ETWOO and WTREE transitions restricted to aircraft requesting 9000' or below, sunrise-sunset, Monday-Friday. Restrictions do not apply on weekday nights, weekends or holidays. 7. NRONE transition restricted to prop/turboprop aircraft requesting 14000' or below. Restriction does not apply 0200-0600 local. 8. SONEI transition restricted to aircraft requesting 7000' or below, sunrise to sunset, Monday-Friday. Restrictions do not apply on weekday nights, weekends, or holidays. 9. Aircraft filing flight plans that do not meet the authorized time, altitude or aircraft type restrictions may experience delays.

ELVIS TWO DEPARTURE (ELVIS2.MEM)



OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

FIX NAME	=	PRONUNCIATION
EONEE	=	EAST ONE
ETWOO	=	EAST TWO
ETREE	=	EAST THREE
EFOUR	=	EAST FOUR
SONEI	=	SOUTH ONE
STWOO	=	SOUTH TWO
STREE	=	SOUTH THREE
SFOUR	=	SOUTH FOUR
WONEE	=	WEST ONE
WTWOO	=	WEST TWO
WTREE	=	WEST THREE
WFOUR	=	WEST FOUR
WFIVE	=	WEST FIVE
NRONE	=	NORTH ONE
NTWOO	=	NORTH TWO
NTREE	=	NORTH THREE
NFOUR	=	NORTH FOUR
NFIVE	=	NORTH FIVE

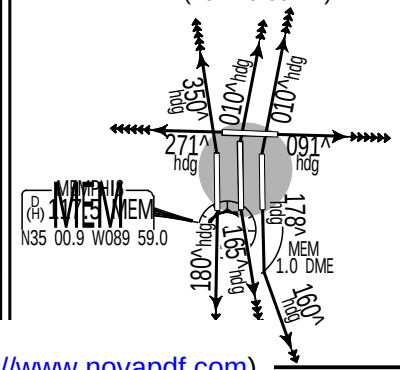
This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized).
Rwy 18L: Props: Standard (or lower than standard, if authorized). Turbojets: Standard (or lower than standard, if authorized) with minimum climb of 340' per NM to 800'.

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	850	1133	1417	1700

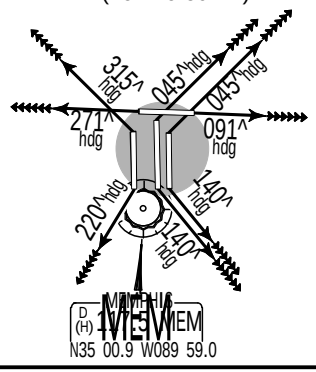
RWY	INITIAL CLIMB	ALTITUDE
9	All aircraft: Climb heading 091^, or as assigned by ATC.	JET AIRCRAFT: MAINTAIN 5000' (or requested altitude if lower) PROP AIRCRAFT: MAINTAIN 3000'
18L	Turbojet aircraft: Climb heading 178^ to MEM 1.0 DME SOUTH of MEM, then turn LEFT heading 160^, or as assigned by ATC. Non-Turbojet aircraft: Climbing LEFT turn heading 140^, or as assigned by ATC.	
18C	Turbojet aircraft: Climb heading 165^, or as assigned by ATC. Non-Turbojet aircraft: Climbing LEFT turn heading 140^, or as assigned by ATC.	
18R	Turbojet aircraft: Climb heading 180^, or as assigned by ATC. Non-Turbojet aircraft: Climbing RIGHT turn heading 220^, or as assigned by ATC.	
27	All aircraft: Climb heading 271^, or as assigned by ATC.	
36L	Turbojet aircraft: Climb heading 350^, or as assigned by ATC. Non-Turbojet aircraft: Climbing LEFT turn heading 315^, or as assigned by ATC.	
36C/R	Turbojet aircraft: Climb heading 010^, or as assigned by ATC. Non-Turbojet aircraft: Climbing RIGHT turn heading 045^, or as assigned by ATC.	

ROUTING
EXPECT vectors to join assigned transition radial. Crossing the transition fix, continue on current heading

TURBOJET AIRCRAFT INITIAL CLIMB INSET (NOT TO SCALE)



NON-TURBOJET AIRCRAFT INITIAL CLIMB INSET (NOT TO SCALE)



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CHANGES: Procedure renumbered, revised.

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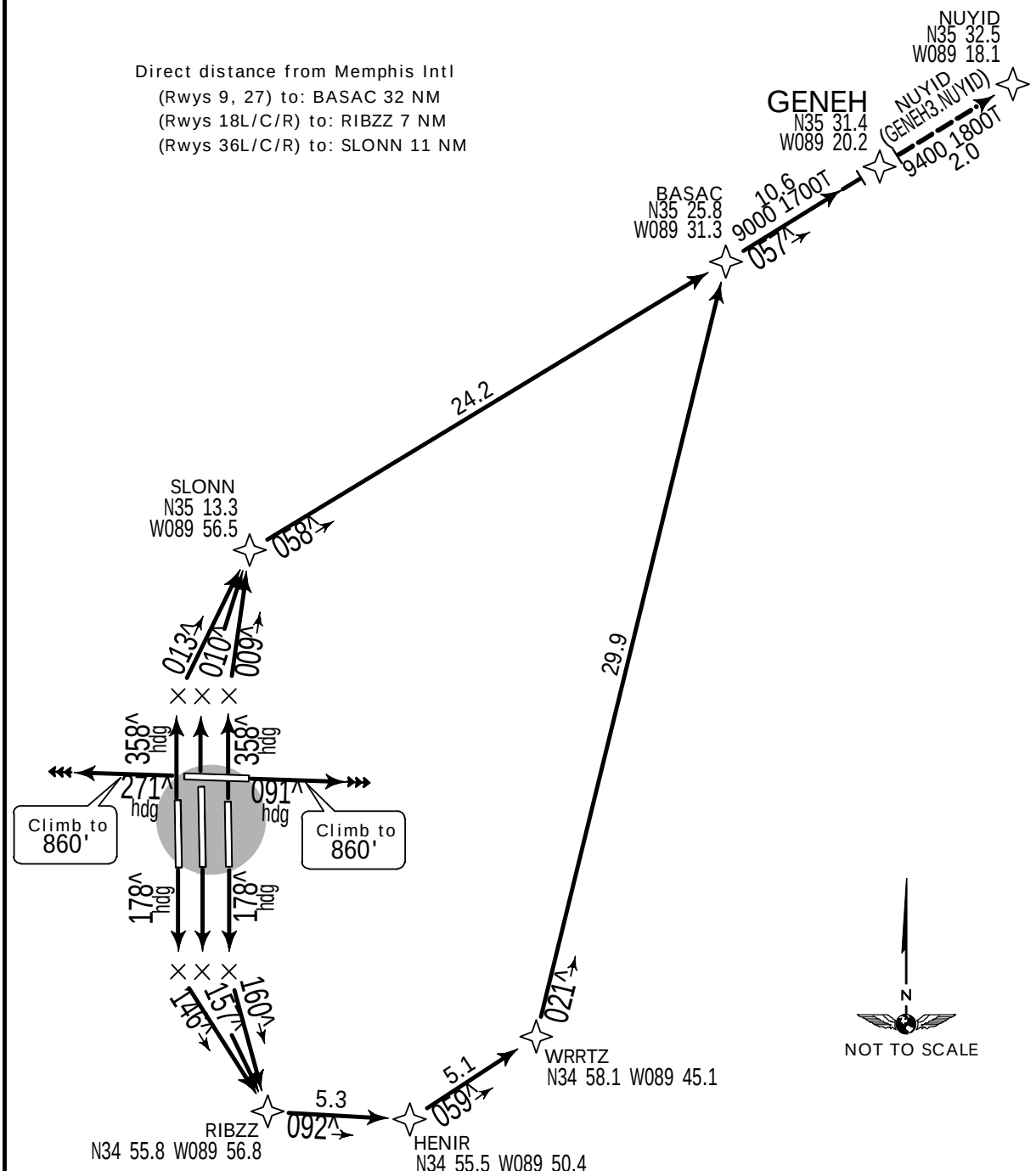
MEMPHIS Departure (R)	Apt Elev	
124.15	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Procedure authorized 0200-0600 local only. 8. Accelerate to 250 KT, if unable advise ATC. 9. If unable to accept climb rates, advise ATC on initial contact.

GENEH THREE RNAV DEPARTURE (GENEH3.GENEH)

For Procedure Text, Take-off Minimums and Obstacles see 10-3H-1



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GENEH THREE RNAV DEPARTURE (GENEH3.GENEH)

For Procedure Graphic see 10-3H

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to BASAC, then on depicted route to GENEH.
18L	Climb heading 178^ to intercept course 160^ to RIBZZ, then on depicted route to GENEH.
18C	Climb heading 178^ to intercept course 157^ to RIBZZ, then on depicted route to GENEH.
18R	Climb heading 178^ to intercept course 146^ to RIBZZ, then on depicted route to GENEH.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to BASAC, then on depicted route to GENEH.
36L	Climb heading 358^ to intercept course 013^ to SLONN, then on depicted route to GENEH.
36C	Climb heading 358^ to intercept course 010^ to SLONN, then on depicted route to GENEH.
36R	Climb heading 358^ to intercept course 009^ to SLONN, then on depicted route to GENEH.

ROUTING

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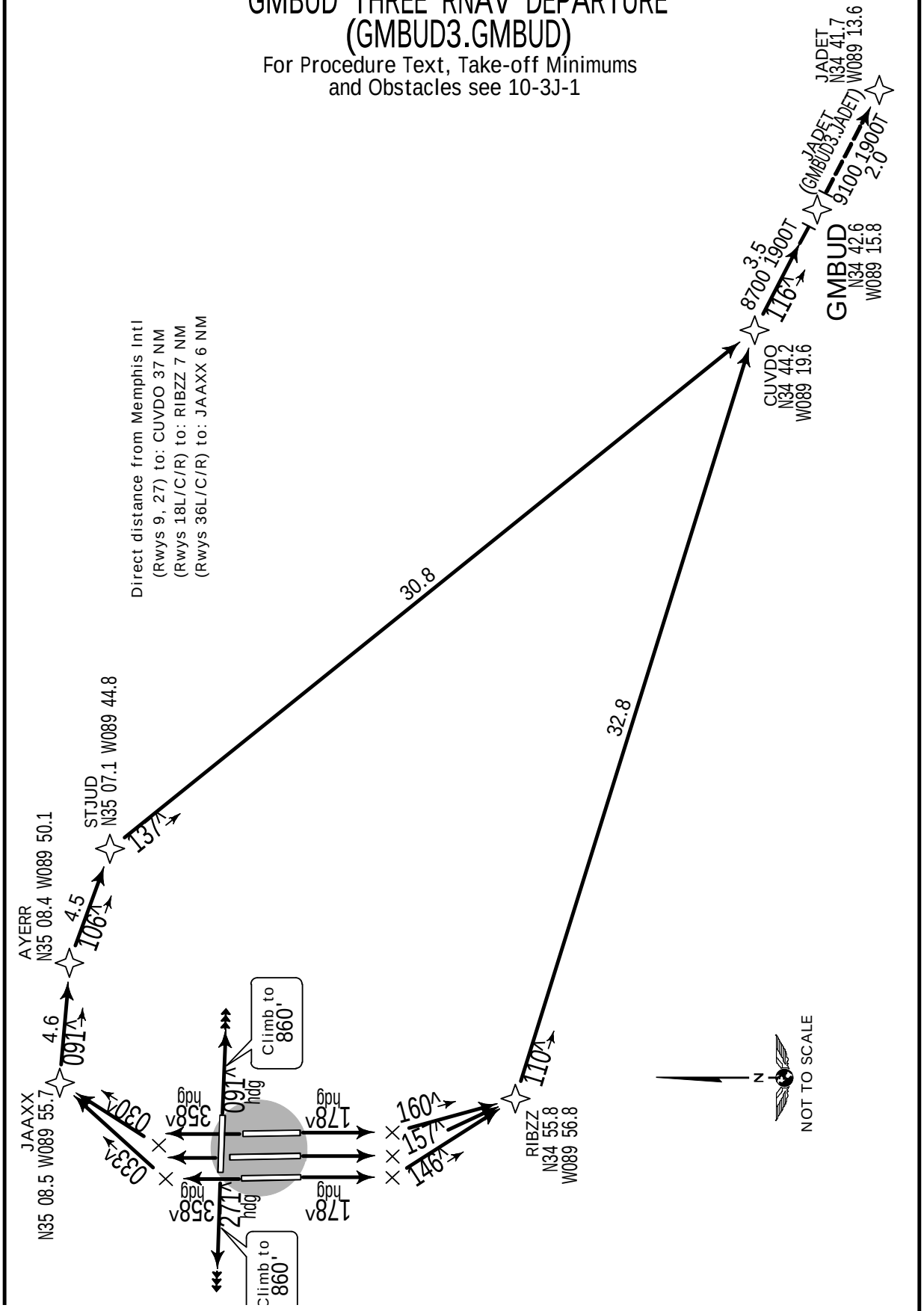
MEMPHIS Departure (R)	Apt Elev	
124.15	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Procedure authorized 0200-0600 local only. 8. Accelerate to 250 KT, if unable advise ATC. 9. If unable to accept climb rates, advise ATC on initial contact.

GMBUD THREE RNAV DEPARTURE (GMBUD3.GMBUD)

For Procedure Text, Take-off Minimums and Obstacles see 10-3J-1



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GMBUD THREE RNAV DEPARTURE (GMBUD3.GMBUD)

For Procedure Graphic see 10-3J

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to CUVDO, then on depicted route to GMBUD.
18L	Climb heading 178^ to intercept course 160^ to RIBZZ, then on depicted route to GMBUD.
18C	Climb heading 178^ to intercept course 157^ to RIBZZ, then on depicted route to GMBUD.
18R	Climb heading 178^ to intercept course 146^ to RIBZZ, then on depicted route to GMBUD.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to CUVDO, then on depicted route to GMBUD.
36L	Climb heading 358^ to intercept course 033^ to JAAXX, then on depicted route to GMBUD.
36C/R	Climb heading 358^ to intercept course 030^ to JAAXX, then on depicted route to GMBUD.

ROUTING

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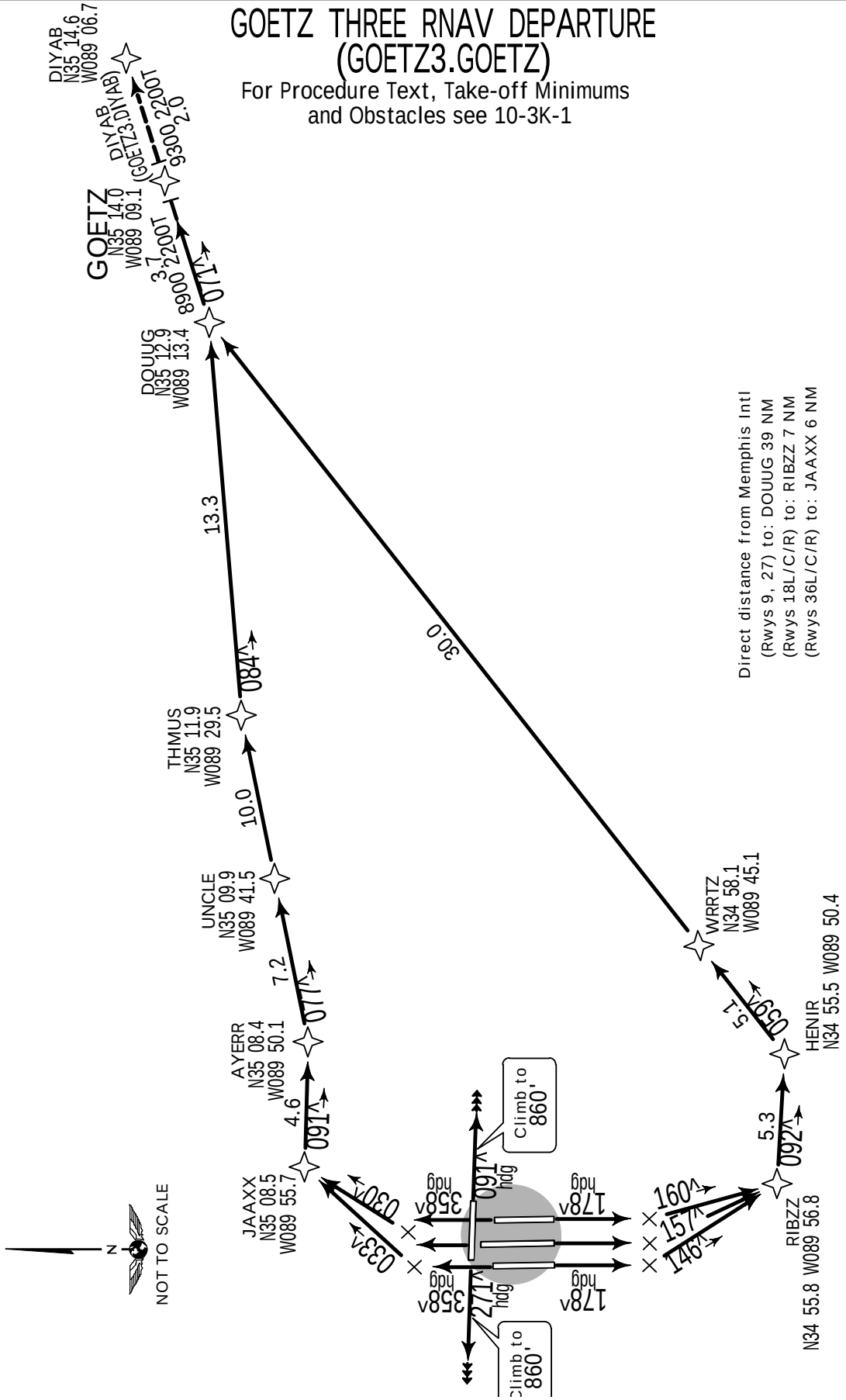
MEMPHIS Departure (R)	Apt Elev	
124.15	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Accelerate to 250 KT, if unable advise ATC. 8. If unable to accept climb rates, advise ATC on initial contact.

GOETZ THREE RNAV DEPARTURE (GOETZ3.GOETZ)

For Procedure Text, Take-off Minimums and Obstacles see 10-3K-1



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GOETZ THREE RNAV DEPARTURE (GOETZ3.GOETZ)

For Procedure Graphic see 10-3K

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to DOUUG, then on depicted route to GOETZ.
18L	Climb heading 178^ to intercept course 160^ to RIBZZ, then on depicted route to GOETZ.
18C	Climb heading 178^ to intercept course 157^ to RIBZZ, then on depicted route to GOETZ.
18R	Climb heading 178^ to intercept course 146^ to RIBZZ, then on depicted route to GOETZ.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to DOUUG, then on depicted route to GOETZ.
36L	Climb heading 358^ to intercept course 033^ to JAAXX, then on depicted route to GOETZ.
36C/R	Climb heading 358^ to intercept course 030^ to JAAXX, then on depicted route to GOETZ.

ROUTING

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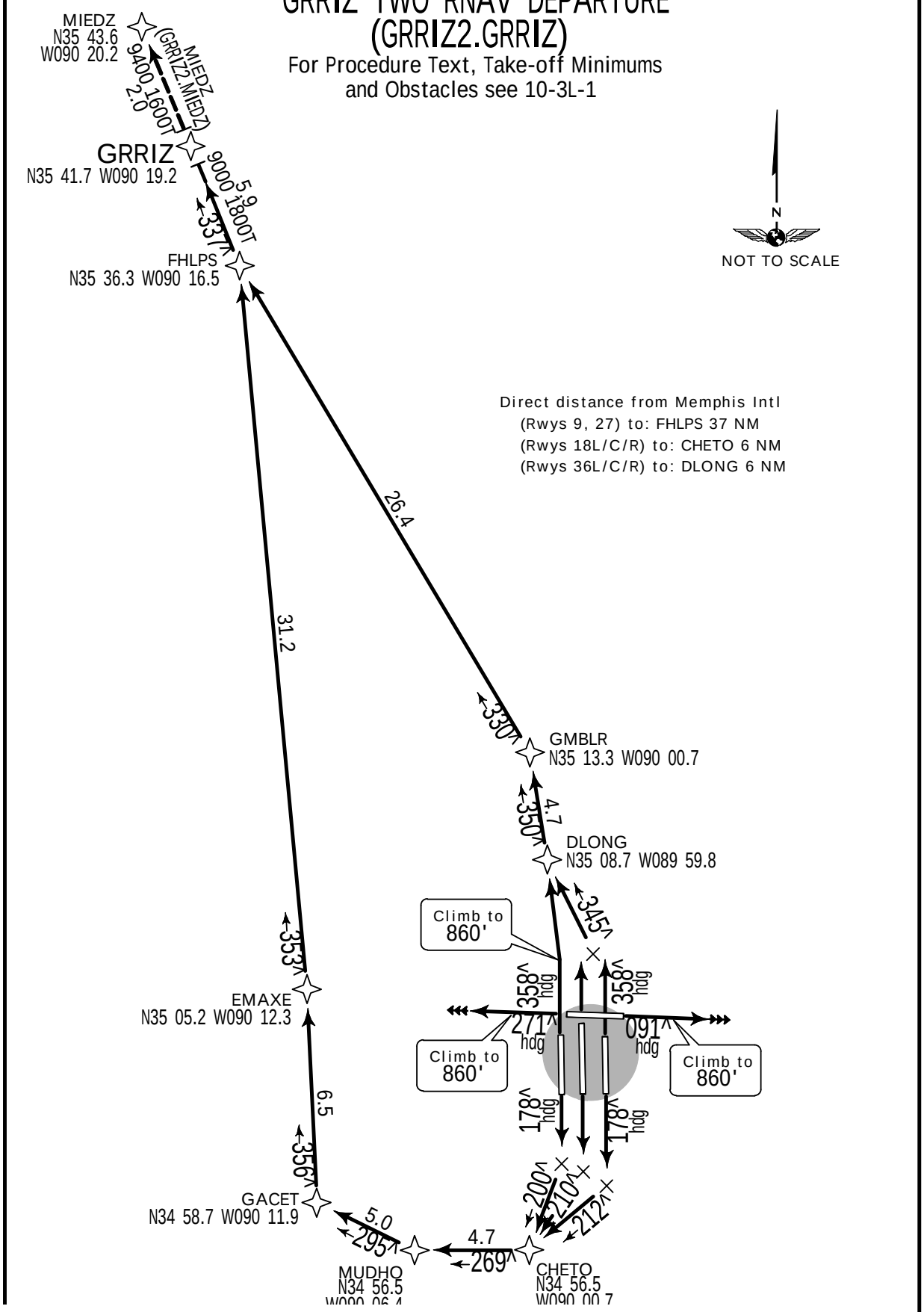
MEMPHIS Departure (R)	Apt Elev	
124.65	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Procedure authorized 0200-0600 local only. 8. Accelerate to 250 KT, if unable advise ATC. 9. If unable to accept climb rates, advise ATC on intial contact.

GRRIZ TWO RNAV DEPARTURE
(GRRIZ2.GRRIZ)

For Procedure Text, Take-off Minimums and Obstacles see 10-3L-1



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GRRIZ TWO RNAV DEPARTURE
(GRRIZ2.GRRIZ)

For Procedure Graphic see 10-3L

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to FHLPS, then on depicted route to GRRIZ.
18L	Climb heading 178^ to intercept course 212^ to CHETO, then on depicted route to GRRIZ.
18C	Climb heading 178^ to intercept course 210^ to CHETO, then on depicted route to GRRIZ.
18R	Climb heading 178^ to intercept course 200^ to CHETO, then on depicted route to GRRIZ.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to FHLPS, then on depicted route to GRRIZ.
36L	Climb heading 358^ to 860', then direct DLONG, then on depicted route to GRRIZ.
36C/R	Climb heading 358^ to intercept course 345^ to DLONG, then on depicted route to GRRIZ.

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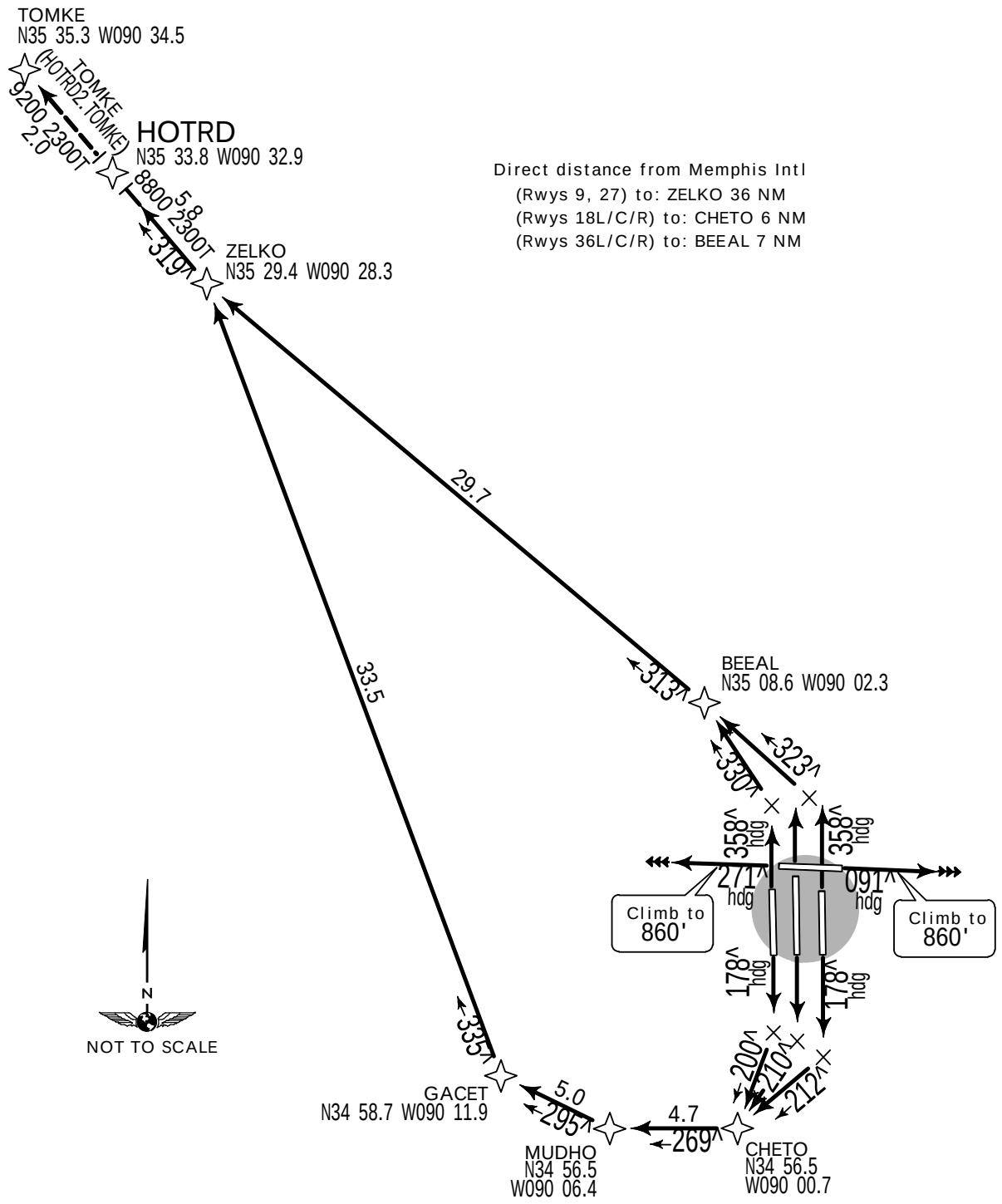
MEMPHIS Departure (R)	Apt Elev	
124.65	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Procedure authorized 0200-0600 local only. 8. Accelerate to 250 KT, if unable advise ATC. 9. If unable to accept climb rates, advise ATC on initial contact.

HOTRD TWO RNAV DEPARTURE
(HOTRD2.HOTRD)

For Procedure Text, Take-off Minimums and Obstacles see 10-3M-1



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HOTRD TWO RNAV DEPARTURE
(HOTRD2.HOTRD)

For Procedure Graphic see 10-3M

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to ZELKO, then on depicted route to HOTRD.
18L	Climb heading 178^ to intercept course 212^ to CHETO, then on depicted route to HOTRD.
18C	Climb heading 178^ to intercept course 210^ to CHETO, then on depicted route to HOTRD.
18R	Climb heading 178^ to intercept course 200^ to CHETO, then on depicted route to HOTRD.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to ZELKO, then on depicted route to HOTRD.
36L	Climb heading 358^ to intercept course 330^ to BEEAL, then on depicted route to HOTRD.
36C/R	Climb heading 358^ to intercept course 323^ to BEEAL, then on depicted route to HOTRD.

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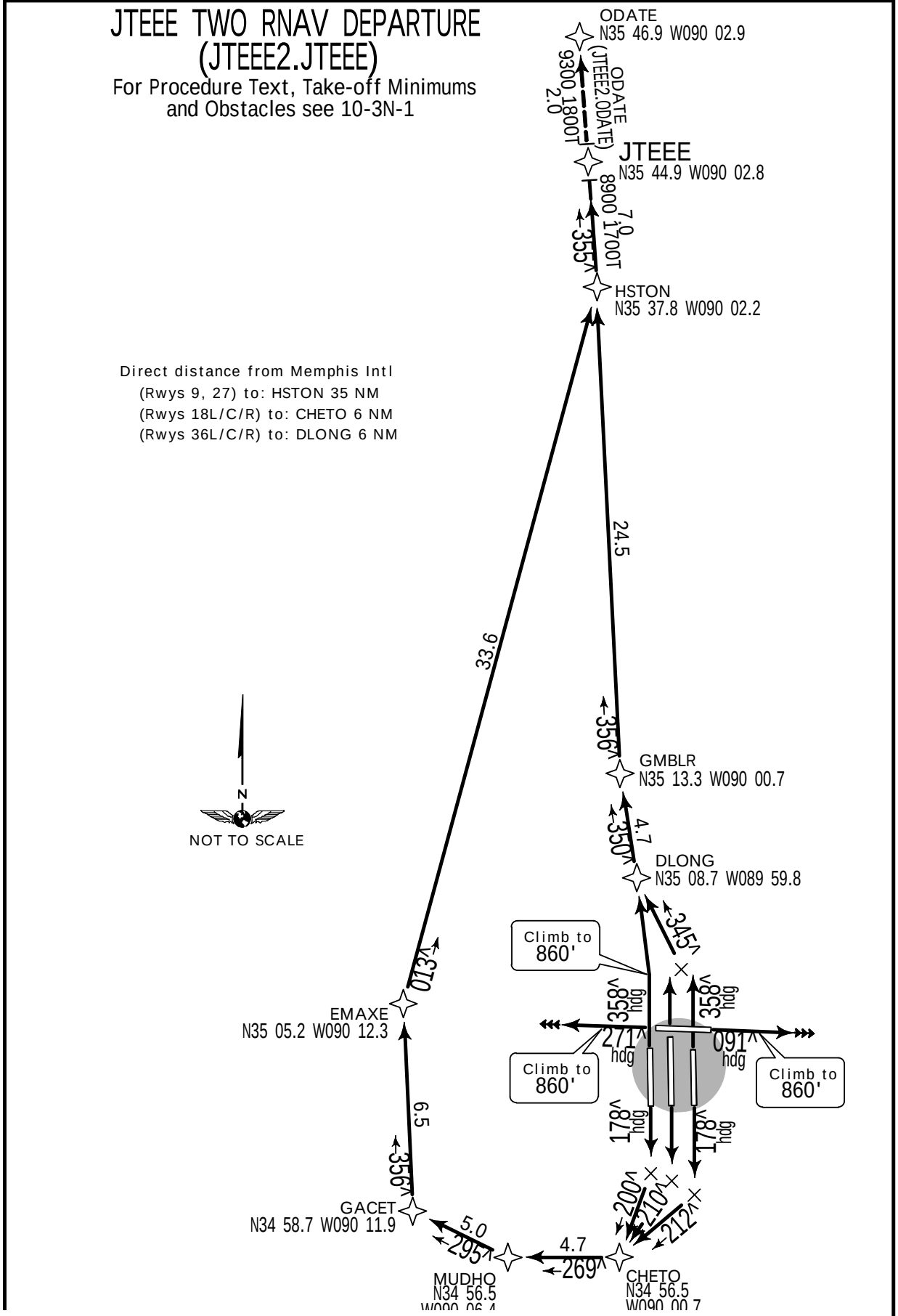
MEMPHIS Departure (R)	Apt Elev	
124.65	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Accelerate to 250 KT, if unable advise ATC. 8. If unable to accept climb rates, advise ATC on initial contact.

JTEEE TWO RNAV DEPARTURE (JTEEE2.JTEEE)

For Procedure Text, Take-off Minimums and Obstacles see 10-3N-1



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JTEEE TWO RNAV DEPARTURE
(JTEEE2.JTEEE)

For Procedure Graphic see 10-3N

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to HSTON, then on depicted route to JTEEE.
18L	Climb heading 178^ to intercept course 212^ to CHETO, then on depicted route to JTEEE.
18C	Climb heading 178^ to intercept course 210^ to CHETO, then on depicted route to JTEEE.
18R	Climb heading 178^ to intercept course 200^ to CHETO, then on depicted route to JTEEE.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to HSTON, then on depicted route to JTEEE.
36L	Climb heading 358^ to 860', then direct DLONG, then on depicted route to JTEEE.
36C/R	Climb heading 358^ to intercept course 345^ to DLONG, then on depicted route to JTEEE.

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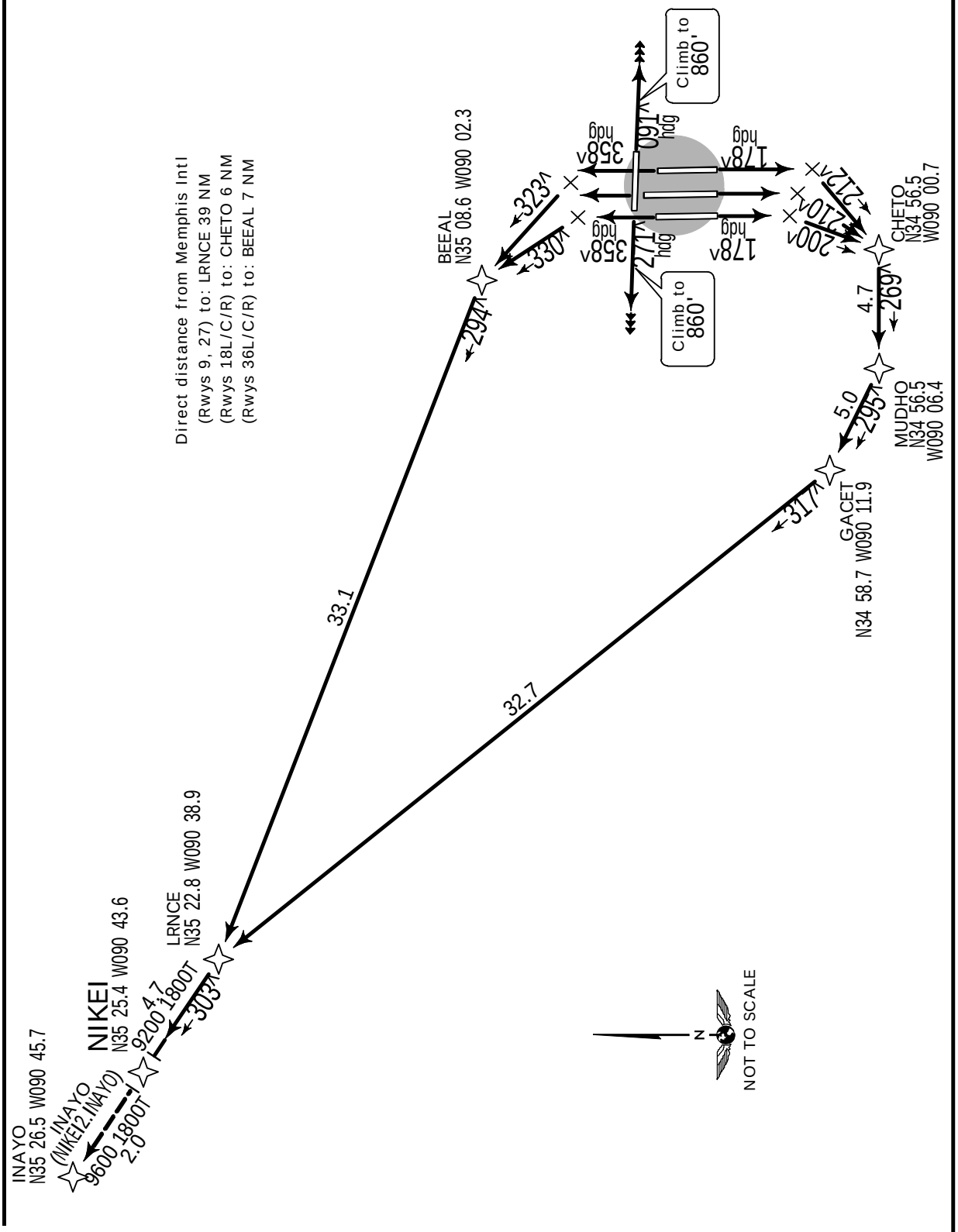
MEMPHIS Departure (R)	Apt Elev	
124.65	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Procedure authorized 0200-0600 local only. 8. Accelerate to 250 KT, if unable advise ATC. 9. If unable to accept climb rates, advise ATC on initial contact.

NIKEI TWO RNAV DEPARTURE
(NIKEI2.NIKEI)

For Procedure Text, Take-off Minimums and Obstacles see 10-3P-1



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NIKEI TWO RNAV DEPARTURE
(NIKEI2.NIKEI)

For Procedure Graphic see 10-3P

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to LRNCE, then on depicted route to NIKEI.
18L	Climb heading 178^ to intercept course 212^ to CHETO, then on depicted route to NIKEI.
18C	Climb heading 178^ to intercept course 210^ to CHETO, then on depicted route to NIKEI.
18R	Climb heading 178^ to intercept course 200^ to CHETO, then on depicted route to NIKEI.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to LRNCE, then on depicted route to NIKEI.
36L	Climb heading 358^ to intercept course 330^ to BEEAL, then on depicted route to NIKEI.
36C/R	Climb heading 358^ to intercept course 323^ to BEEAL, then on depicted route to NIKEI.

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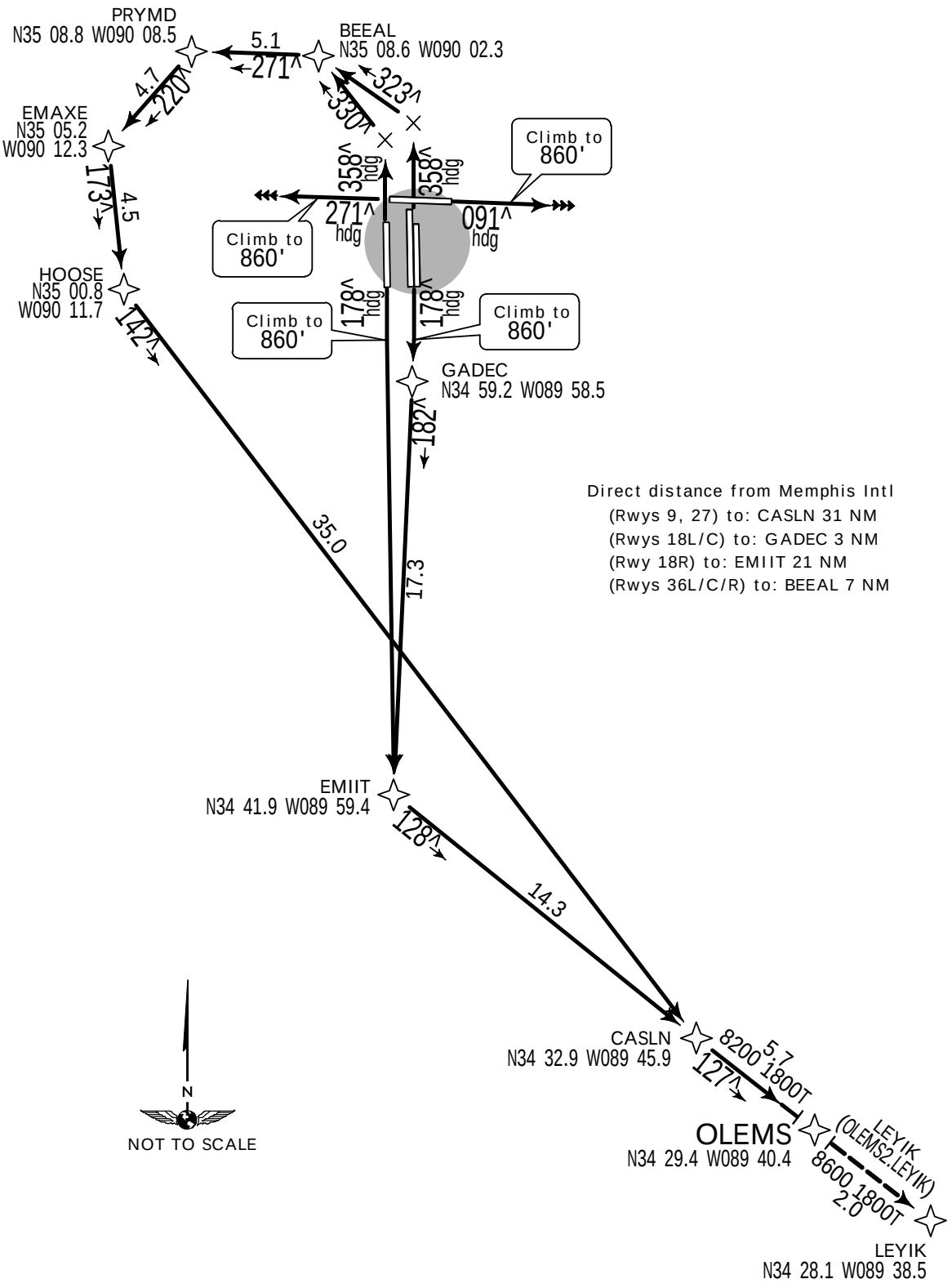
MEMPHIS Departure (R)	Apt Elev	
124.65	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Procedure authorized 0200-0600 local only. 7. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 8. Accelerate to 250 KT, if unable advise ATC. 9. If unable to accept climb rates, advise ATC on initial contact.

OLEMS TWO RNAV DEPARTURE (OLEMS2.OLEMS)

For Procedure Text, Take-off Minimums and Obstacles see 10-3Q-1



Direct distance from Memphis Intl
(Rwys 9, 27) to: CASLN 31 NM
(Rwys 18L/C) to: GADEC 3 NM
(Rwy 18R) to: EMIIT 21 NM
(Rwys 36L/C/R) to: BEEAL 7 NM

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OLEMS TWO RNAV DEPARTURE
(OLEMS2.OLEMS)

For Procedure Graphic see 10-3Q

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to CASLN, then on depicted route to OLEMS.
18L/C	Climb heading 178^ to 860', then direct GADEC, then on depicted route to OLEMS.
18R	Climb heading 178^ to 860', then direct EMIIT, then on depicted route to OLEMS.
27	Climb heading 271^ to 860^, then continue climb on heading 271^. EXPECT vectors to CASLN, then on depicted route to OLEMS.
36L	Climb heading 358^ to intercept course 330^ to BEEAL, then on depicted route to OLEMS.
36C/R	Climb heading 358^ to intercept course 323^ to BEEAL, then on depicted route to OLEMS.

ROUTING

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KMEM/MEM
MEMPHIS INTL

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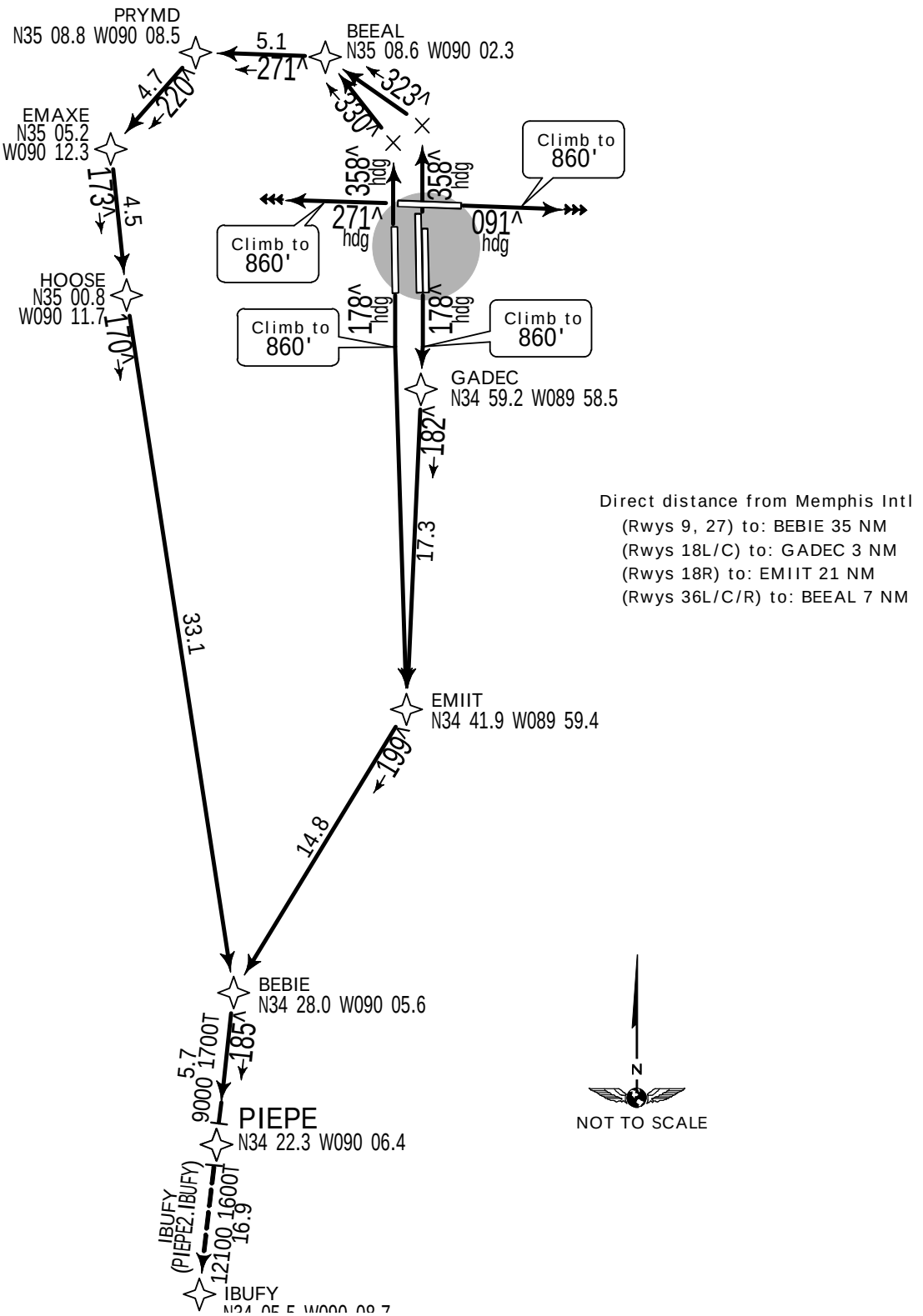
18 JUL 14 (10-3S) .Eff.24.Jul.

MEMPHIS, TENN
.RNAV.SID.

MEMPHIS Departure (R)	Apt Elev	
124.65	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Accelerate to 250 KT, if unable advise ATC. 8. If unable to accept climb rates, advise ATC on initial contact.

PIEPE TWO RNAV DEPARTURE
(PIEPE2.PIEPE)

For Procedure Text, Take-off Minimums and Obstacles see 10-3S-1



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PIEPE TWO RNAV DEPARTURE (PIEPE2.PIEPE)

For Procedure Graphic see 10-3S

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to BEBIE, then on depicted route to PIEPE.
18L/C	Climb heading 178^ to 860', then direct GADEC, then on depicted route to PIEPE.
18R	Climb heading 178^ to 860', then direct EMIIT, then on depicted route to PIEPE.
27	Climb heading 271^ to 860^, then continue climb on heading 271^. EXPECT vectors to BEBIE, then on depicted route to PIEPE.
36L	Climb heading 358^ to intercept course 330^ to BEEAL, then on depicted route to PIEPE.
36C/R	Climb heading 358^ to intercept course 323^ to BEEAL, then on depicted route to PIEPE.

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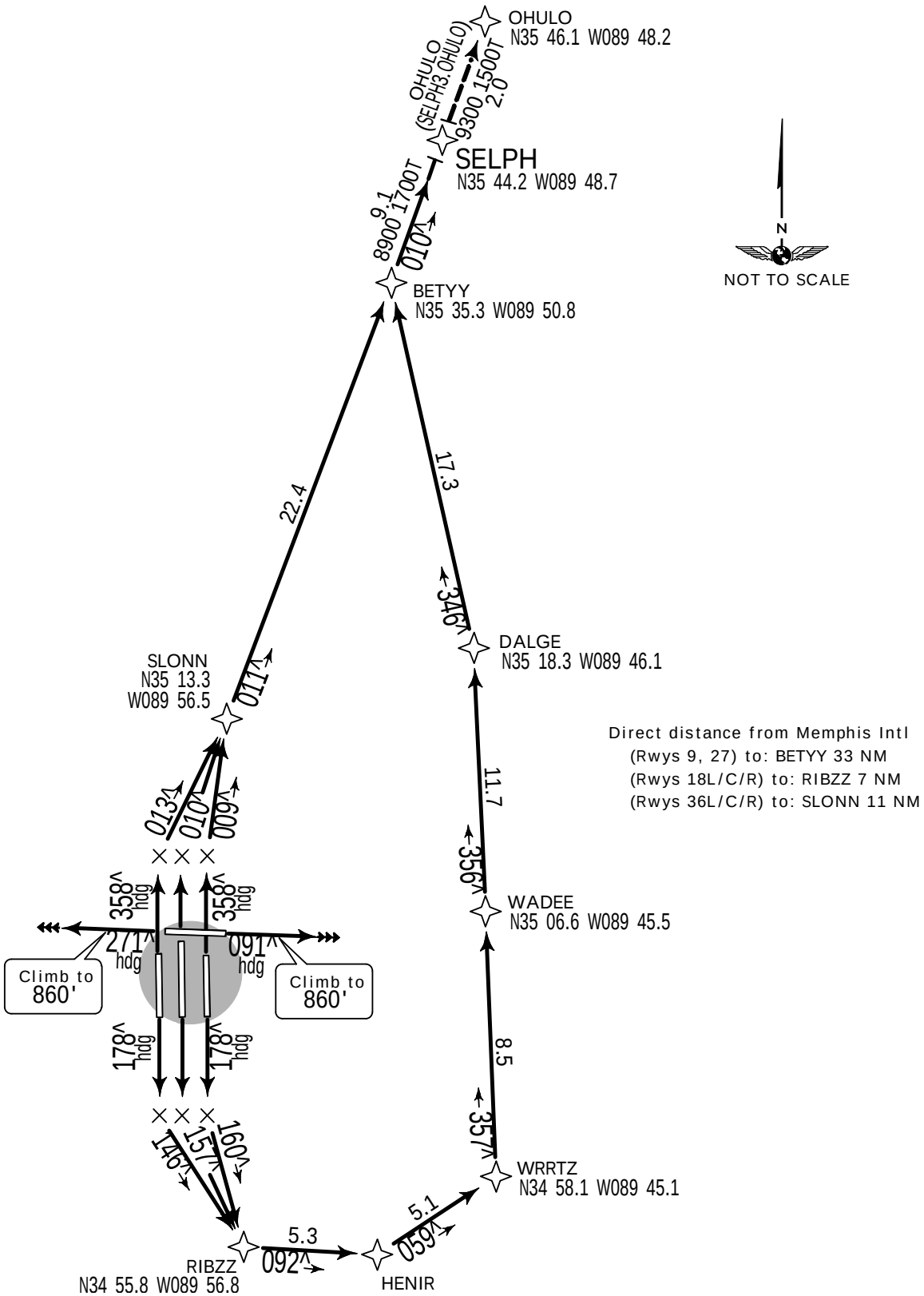
124.15	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Accelerate to 250 KT, if unable advise ATC. 8. If unable to accept climb rates, advise ATC on initial contact.

SELPH THREE RNAV DEPARTURE
(SELPH3.SELPH)

For Procedure Text, Take-off Minimums and Obstacles see 10-3T-1



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SELPH THREE RNAV DEPARTURE
(SELPH3.SELPH)

For Procedure Graphic see 10-3T

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to BETYY, then on depicted route to SELPH.
18L	Climb heading 178^ to intercept course 160^ to RIBZZ, then on depicted route to SELPH.
18C	Climb heading 178^ to intercept course 157^ to RIBZZ, then on depicted route to SELPH.
18R	Climb heading 178^ to intercept course 146^ to RIBZZ, then on depicted route to SELPH.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to BETYY, then on depicted route to SELPH.
36L	Climb heading 358^ to intercept course 013^ to SLONN, then on depicted route to SELPH.
36C	Climb heading 358^ to intercept course 010^ to SLONN, then on depicted route to SELPH.
36R	Climb heading 358^ to intercept course 009^ to SLONN, then on depicted route to SELPH.

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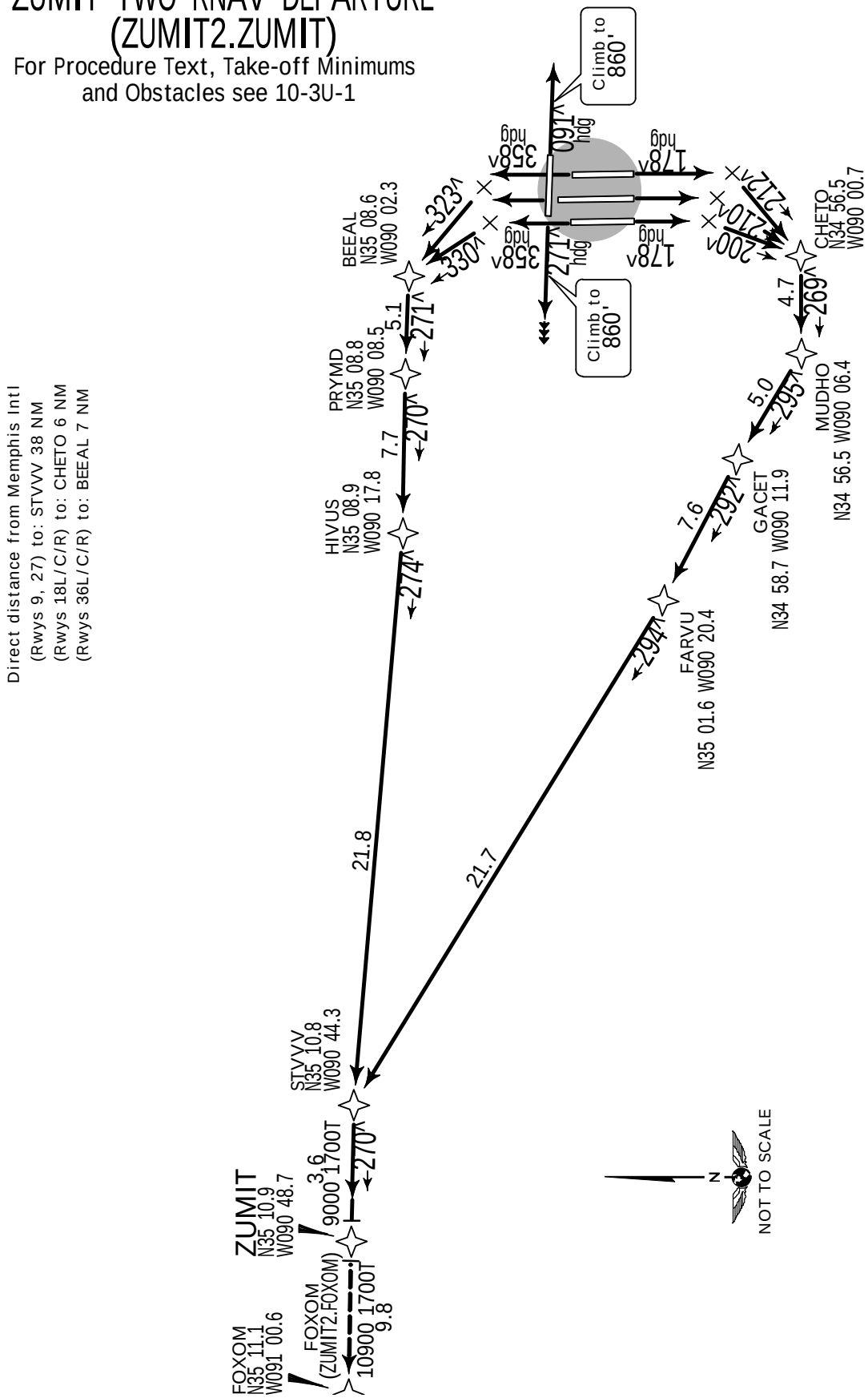
MEMPHIS Departure (R)	Apt Elev	
124.65	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Authorized for aircraft requesting FL240 or above only. 8. Accelerate to 250 KT, if unable advise ATC. 9. If unable to accept climb rates, advise ATC on initial contact.

ZUMIT TWO RNAV DEPARTURE (ZUMIT2.ZUMIT)

For Procedure Text, Take-off Minimums and Obstacles see 10-3U-1



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ZUMIT TWO RNAV DEPARTURE (ZUMIT2.ZUMIT)

For Procedure Graphic see 10-3U

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to STVVV, then on depicted route to ZUMIT.
18L	Climb heading 178^ to intercept course 212^ to CHETO, then on depicted route to ZUMIT.
18C	Climb heading 178^ to intercept course 210^ to CHETO, then on depicted route to ZUMIT.
18R	Climb heading 178^ to intercept course 200^ to CHETO, then on depicted route to ZUMIT.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to STVVV, then on depicted route to ZUMIT.
36L	Climb heading 358^ to intercept course 330^ to BEEAL, then on depicted route to ZUMIT.
36C/R	Climb heading 358^ to intercept course 323^ to BEEAL, then on depicted route to ZUMIT.

ROUTING

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KMEM/MEM

Apt Elev 341'
N35 02.5 W089 58.6

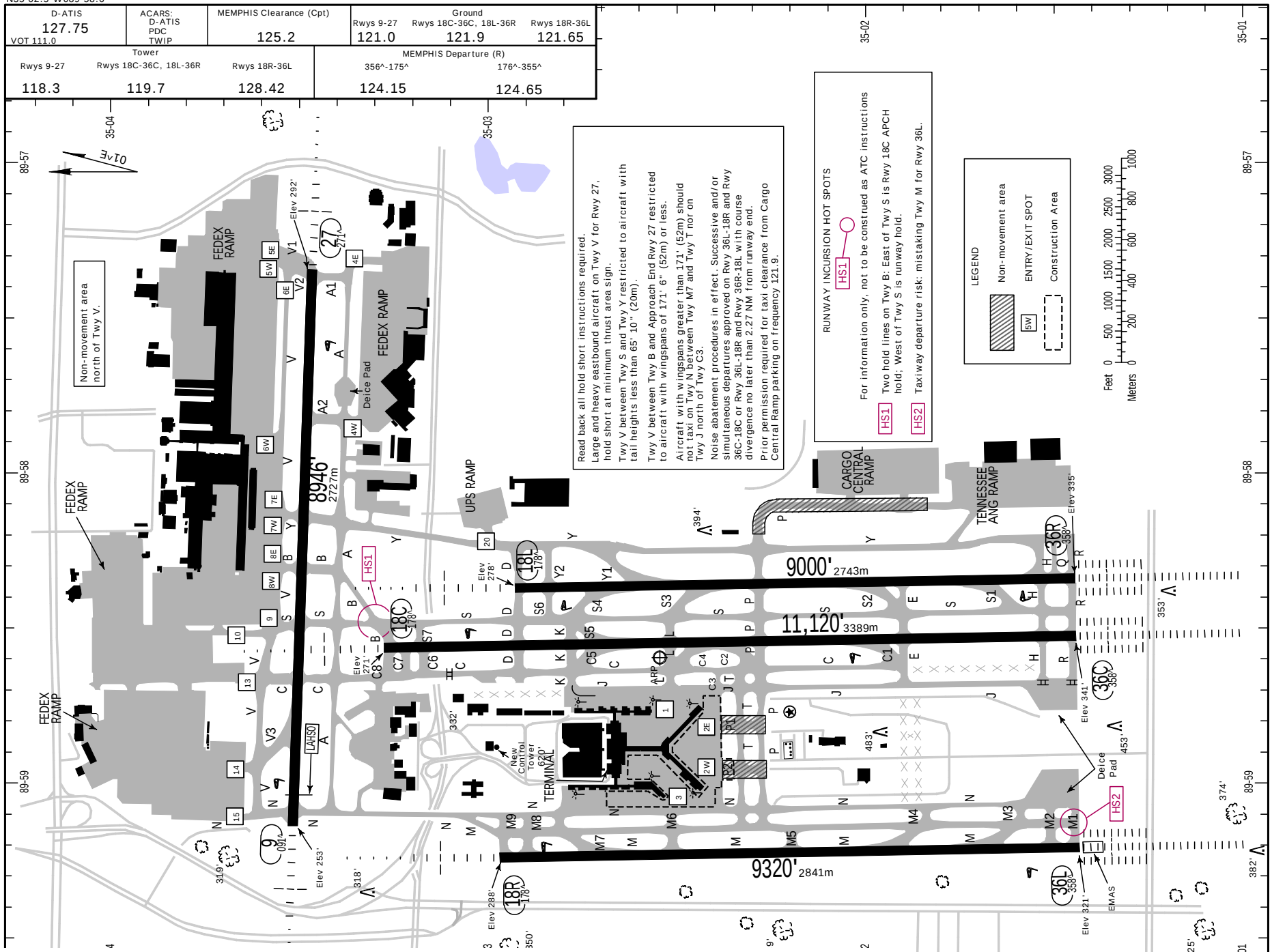
JEPPESEN
1 AUG 14 (10-9)

MEMPHIS, TENN

MEMPHIS INTL

D-ATIS	ACARS: D-ATIS PDC TWIP	MEMPHIS Clearance (Cpt)	Ground Rwys 9-27	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 18R-36L
127.75 VOT 111.0		125.2	121.0	121.9	121.65

Tower Rwys 9-27	Tower Rwys 18C-36C, 18L-36R	Tower Rwys 18R-36L	MEMPHIS Departure (R) 356^-175^	MEMPHIS Departure (R) 176^-355^
118.3	119.7	128.42	124.15	124.65



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CHANGES: Construction area added.

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GENERAL

ASDE-X surveillance system in use: Operate transponders with Mode C on all Twys and Rwys. If possible all aircraft conduct ground operations with transponders on. Birds in vicinity of airport. Terminal Doppler Weather Radar. All transient aircraft require 'Follow me' assistance when entering ANG ramp. Prior permission required for use of ANG ramp. Helicopter operations prohibited to/from terminal building.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
9 1 27	HIRL CL MALSR RVR		7901'2408m			150' 46m
	HIRL CL MALSR 2 PAPI-L RVR		7698'2346m	Twy N 8450'2576m		
18R 1 36L	HIRL CL MALSR TDZ RVR		8370'2551m			150' 46m
	HIRL CL ALSF-II TDZ 2 PAPI-L RVR		8020'2444m			
18C 1 36C	HIRL CL MALSR TDZ RVR		10,220'3115m			150' 46m
	HIRL CL ALSF-II TDZ RVR		9950'3033m			
18L 1 36R	HIRL CL MALSR TDZ 2 PAPI-L RVR		8086'2465m			150' 46m
	HIRL CL ALSF-II TDZ 2 PAPI-R RVR		7869'2398m			

1 Grooved. 2 Angle 3.0^

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 36R, 36C

2 operating RVRs are required All operating RVRs are controlling			Adequate Vis Ref	STD	
HUD & CL & HIRL	CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 3 Mid RVR 3 Rollout RVR 3	TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 18R, 18C, 18L, 36L

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 9, 27

Both RVRs are required & controlling	Adequate Vis Ref	STD	
CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

OBSTACLE DP

Rwy 36C, climb heading 358^ to 700' before turning LEFT.

FOR FILING AS ALTERNATE

	ILS Rwy 9 ILS Rwy 18L ILS Rwy 18C ILS Rwy 18R ILS Rwy 36L ILS Rwy 36C ILS Rwy 36R	ILS Rwy 27	LOC Rwy 9 LOC Rwy 18L LOC Rwy 18C LOC Rwy 18R LOC Rwy 36L LOC Rwy 36C LOC Rwy 36R	RNAV (GPS) Rwy 9 RNAV (GPS) Z Rwy 18L RNAV (GPS) Z Rwy 18C RNAV (GPS) Z Rwy 18R RNAV (GPS) Rwy 36L RNAV (GPS) Rwy 36C RNAV (GPS) Rwy 36R	RNAV (RNP) X Rwy 18L RNAV (RNP) Y Rwy 18L RNAV (RNP) Y Rwy 18C RNAV (RNP) X Rwy 18R RNAV (RNP) Y Rwy 18R	LOC Rwy 27 RNAV (GPS) Rwy 27
A B C	600-2	700-2	800-2			800-2

AMEND 4

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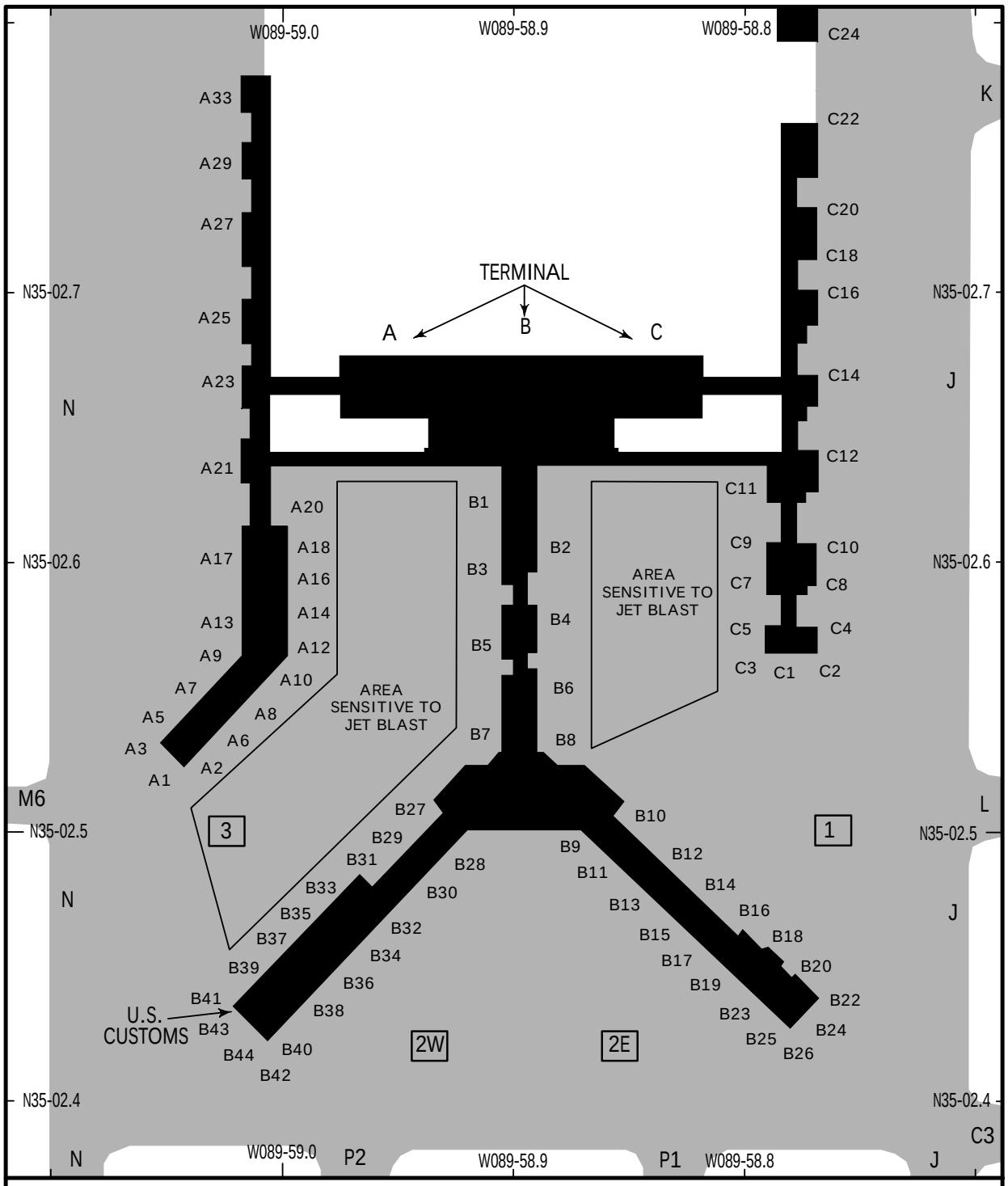
KMEM/MEM

JEPPESEN
24 JUL 09 10-9B

MEMPHIS, TENN
MEMPHIS INTL



PARKING GATE COORDINATES

GATE No.	COORDINATES		GATE No.	COORDINATES	
A1, A2, A6, A8	N35 02.5	W089 59.0	B19 thru B26	N35 02.4	W089 58.8
A3, A5	N35 02.5	W089 59.1	B29, B31 thru B35	N35 02.5	W089 58.8
A7, A9 thru A21	N35 02.6	W089 59.0	B37, B39	N35 02.5	W089 58.8
A23 thru A29	N35 02.7	W089 59.0	B36, B38,	N35 02.4	W089 59.0
A33	N35 02.8	W089 59.0	B40 thru B44	N35 02.4	W089 59.0
B1 thru B6	N35 02.6	W089 58.9	C1 thru C12	N35 02.6	W089 58.8
B7 thru B9, B11	N35 02.5	W089 58.9	C14 thru C20	N35 02.7	W089 58.8
B27, B28, B30	N35 02.5	W089 58.9	C22, C24	N35 02.8	W089 58.8
B10, B12 thru B18	N35 02.5	W089 58.8			

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KMEM/MEM
MEMPHIS INTL

JEPPESEN

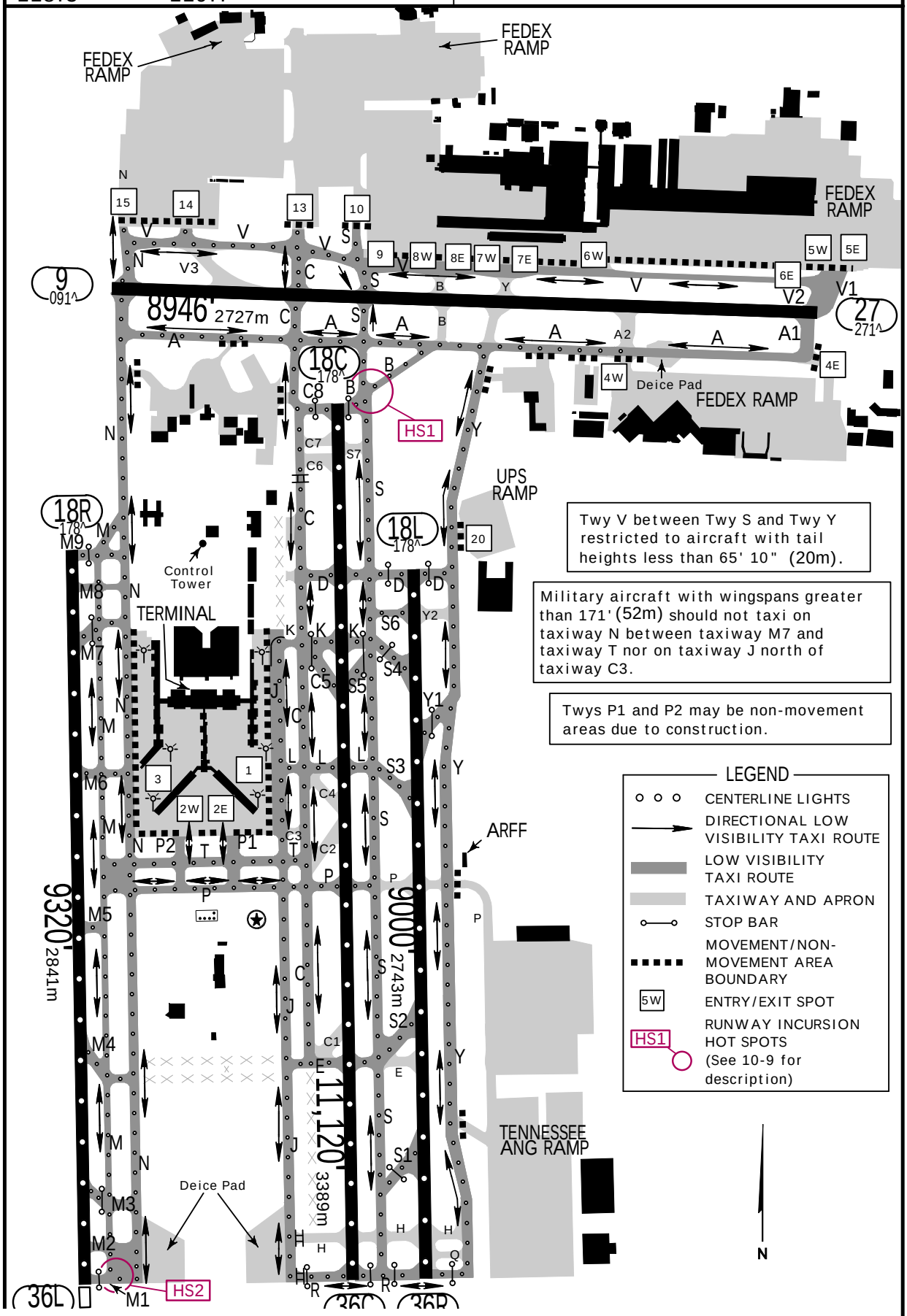
28 FEB 14 (10-9C)

.LESS.THAN.RVR.1200.to.600.
For less than RVR 600, see 10-9D thru 10-9J

.SMGCS.
MEMPHIS, TENN
LOW VISIBILITY TAXI ROUTES

D-ATIS	ACARS:	MEMPHIS Clearance (Cpt)	Ground		
127.75	D-ATIS PDC TWIP	125.2	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L
VOT 111.0			121.0	121.9	121.65

Tower			MEMPHIS Departure (R)	
Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	356^-175^	176^-355^
118.3	119.7	128.42	124.15	124.65



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KMEM/MEM

MEMPHIS INTL

.LESS.THAN.RVR.600.

For less than RVR 1200 to 600, see 10-9C

JEPPESEN

28 FEB 14 (10-9D)

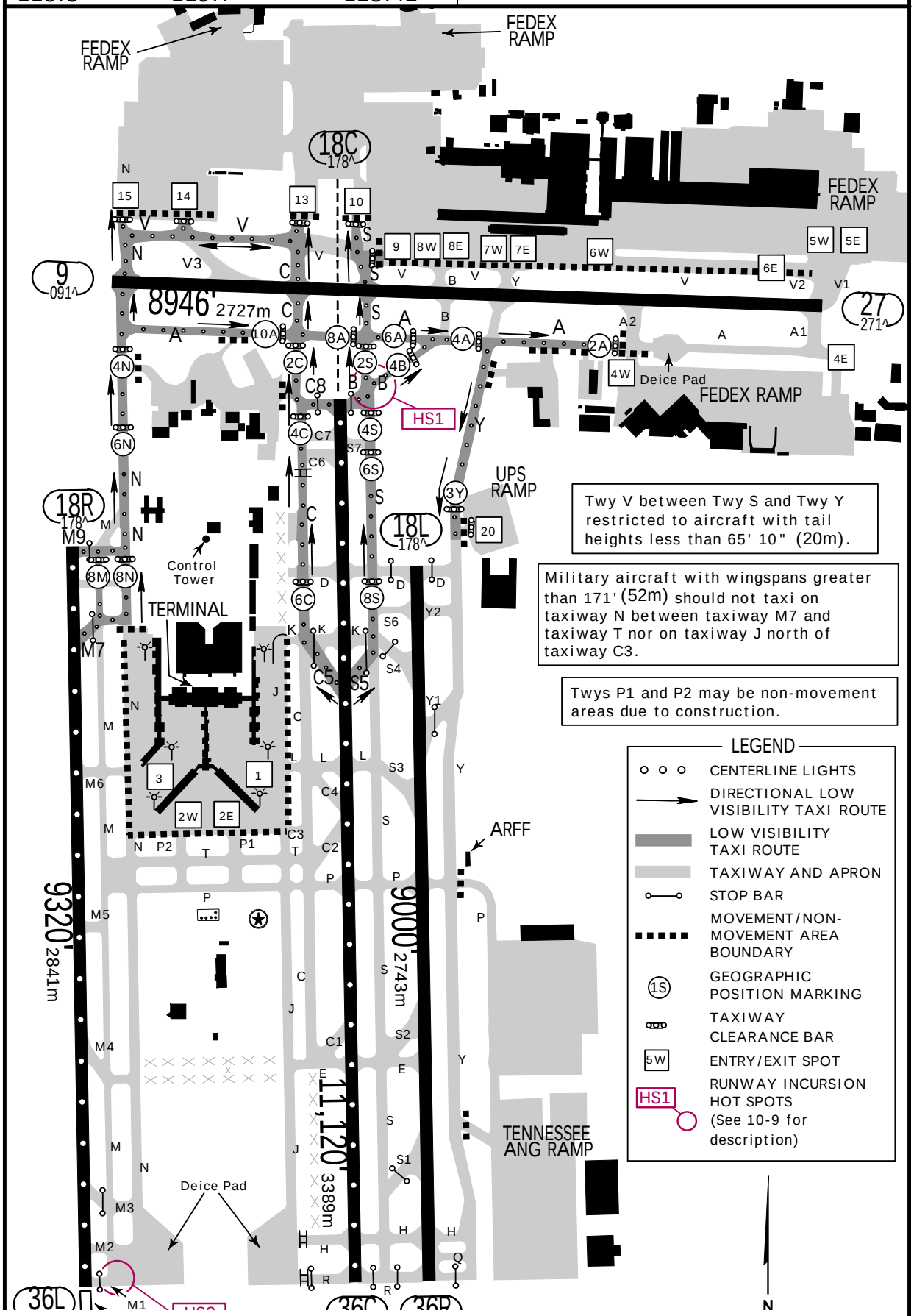
SMGCS

MEMPHIS, TENN

LOW VISIBILITY TAXI ROUTES
ARRIVAL Rwys 36L/36C

D-ATIS	ACARS:	MEMPHIS Clearance (Cpt)	Ground		
127.75	D-ATIS PDC TWIP	125.2	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L
VOT 111.0			121.0	121.9	121.65

Tower			MEMPHIS Departure (R)	
Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	356^-175^	176^-355^
118.3	119.7	128.42	124.15	124.65



Twy V between Twy S and Twy Y restricted to aircraft with tail heights less than 65' 10" (20m).

Military aircraft with wingspans greater than 171' (52m) should not taxi on taxiway N between taxiway M7 and taxiway T nor on taxiway J north of taxiway C3.

Twys P1 and P2 may be non-movement areas due to construction.

LEGEND

- CENTERLINE LIGHTS
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- LOW VISIBILITY TAXI ROUTE
- TAXIWAY AND APRON
- STOP BAR
- MOVEMENT/NON-MOVEMENT AREA BOUNDARY
- (1S) GEOGRAPHIC POSITION MARKING
- TAXIWAY CLEARANCE BAR
- [5W] ENTRY/EXIT SPOT
- HS1 RUNWAY INCURSION HOT SPOTS (See 10-9 for description)

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MEMPHIS INTL

.LESS.THAN.RVR.600.

For less than RVR 1200 to 600, see 10-9C

JEPPESEN

28 FEB 14

10-9E

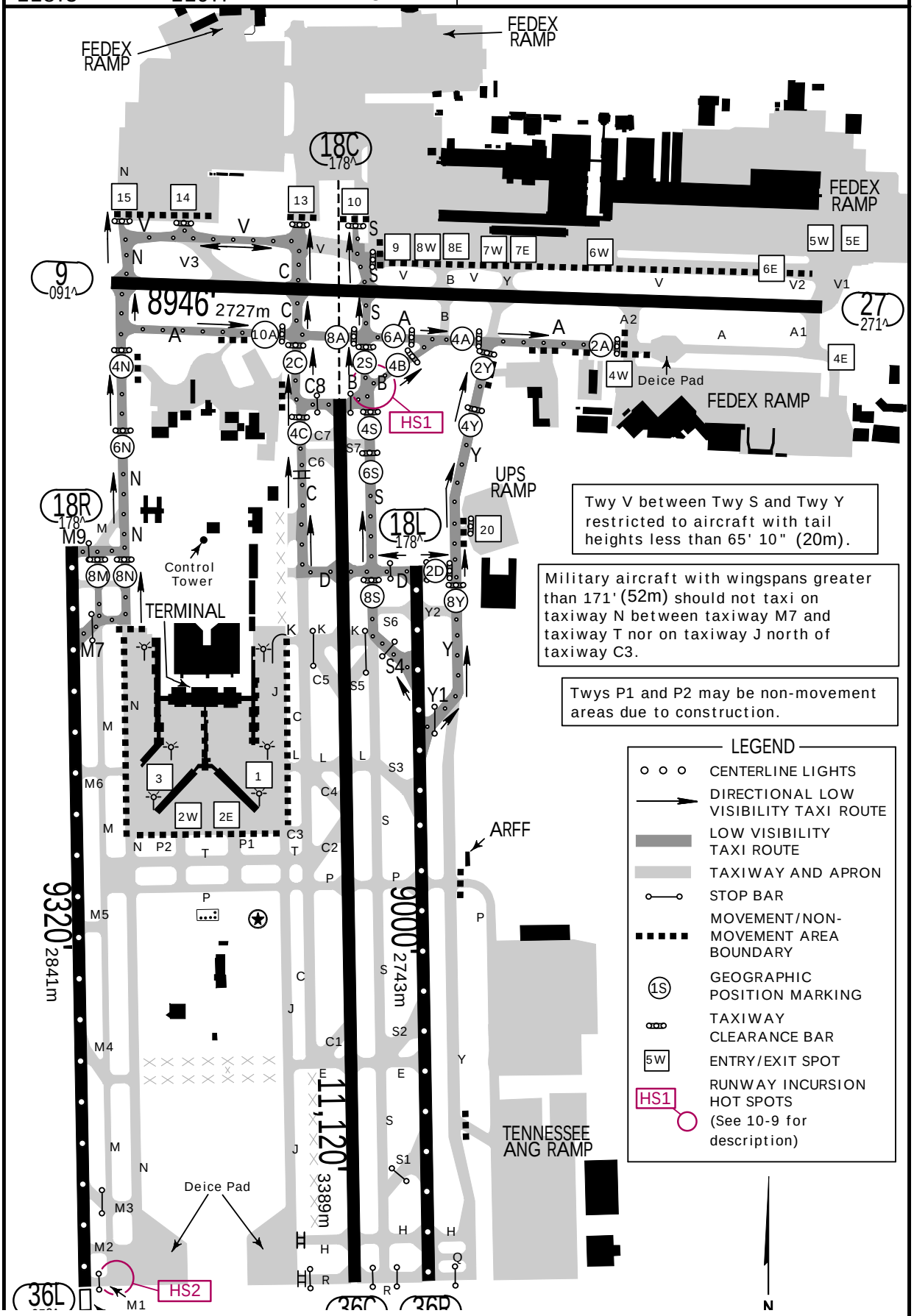
SMGCS

MEMPHIS, TENN

LOW VISIBILITY TAXI ROUTES
ARRIVAL Rwys 36L/36R

D-ATIS	ACARS:	MEMPHIS Clearance (Cpt)	Ground		
127.75	D-ATIS PDC TWIP	125.2	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L
VOT 111.0			121.0	121.9	121.65

Tower			MEMPHIS Departure (R)	
Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	356^-175^	176^-355^
118.3	119.7	128.42	124.15	124.65



Twy V between Twy S and Twy Y restricted to aircraft with tail heights less than 65' 10" (20m).

Military aircraft with wingspans greater than 171' (52m) should not taxi on taxiway N between taxiway M7 and taxiway T nor on taxiway J north of taxiway C3.

Twys P1 and P2 may be non-movement areas due to construction.

LEGEND

- CENTERLINE LIGHTS
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- LOW VISIBILITY TAXI ROUTE
- TAXIWAY AND APRON
- STOP BAR
- MOVEMENT/NON-MOVEMENT AREA BOUNDARY
- (1S) GEOGRAPHIC POSITION MARKING
- TAXIWAY CLEARANCE BAR
- [5W] ENTRY/EXIT SPOT
- HS1 RUNWAY INCURSION HOT SPOTS (See 10-9 for description)

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MEMPHIS INTL

.LESS.THAN.RVR.600.

For less than RVR 1200 to 600, see 10-9C

JEPPESEN

28 FEB 14

10-9F

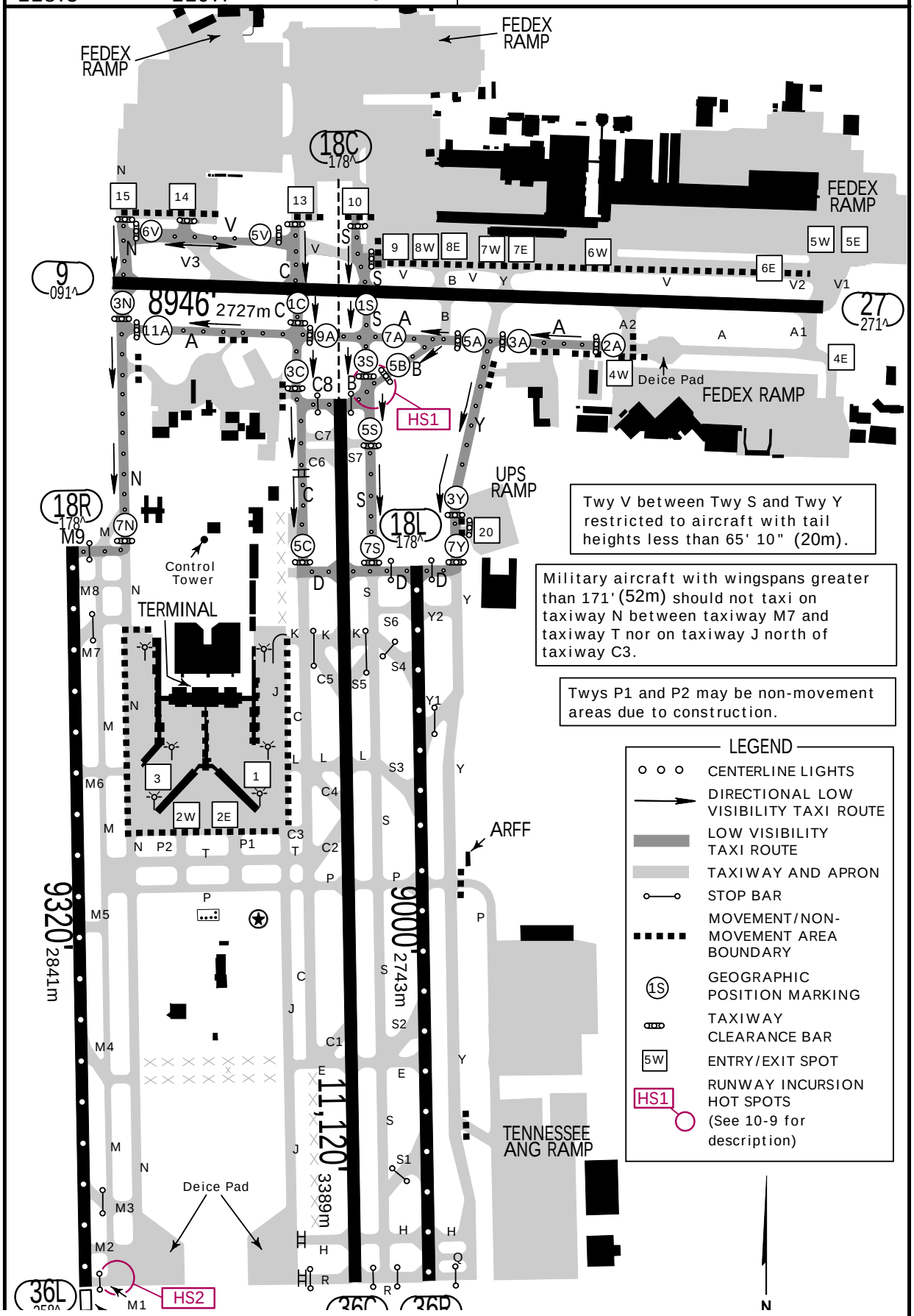
SMGCS

MEMPHIS, TENN

LOW VISIBILITY TAXI ROUTES DEPARTURE Rwys 18L/18R

D-ATIS	ACARS:	MEMPHIS Clearance (Cpt)	Ground		
127.75	D-ATIS PDC TWIP	125.2	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L
VOT 111.0			121.0	121.9	121.65

Tower			MEMPHIS Departure (R)	
Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	356^-175^	176^-355^
118.3	119.7	128.42	124.15	124.65



Twy V between Twy S and Twy Y restricted to aircraft with tail heights less than 65' 10" (20m).

Military aircraft with wingspans greater than 171' (52m) should not taxi on taxiway N between taxiway M7 and taxiway T nor on taxiway J north of taxiway C3.

Twys P1 and P2 may be non-movement areas due to construction.

LEGEND

- CENTERLINE LIGHTS
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- LOW VISIBILITY TAXI ROUTE
- TAXIWAY AND APRON
- STOP BAR
- MOVEMENT/NON-MOVEMENT AREA BOUNDARY
- GEOGRAPHIC POSITION MARKING
- TAXIWAY CLEARANCE BAR
- ENTRY/EXIT SPOT
- RUNWAY INCURSION HOT SPOTS (See 10-9 for description)

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MEMPHIS INTL

.LESS.THAN.RVR.600.

For less than RVR 1200 to 600, see 10-9C

JEPPESEN

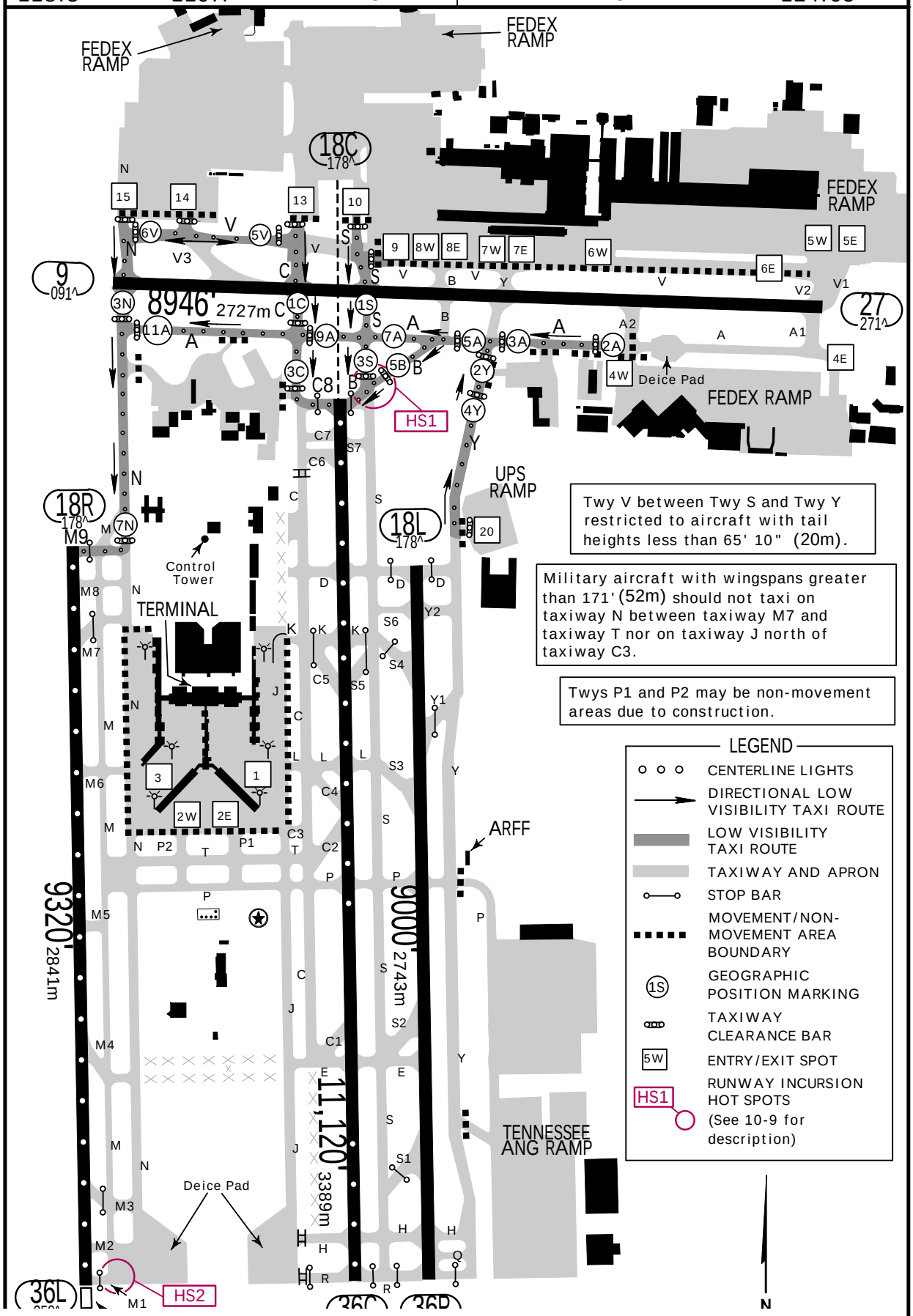
28 FEB 14 (10-9G)

.SMGCS.

MEMPHIS, TENN
LOW VISIBILITY TAXI ROUTES
DEPARTURE Rwys 18C/18R

D-ATIS	ACARS:	MEMPHIS Clearance (Cpt)	Ground		
127.75 (VOT 111.0)	D-ATIS PDC TWIP	125.2	Rwys 9-27 121.0	Rwys 18C-36C, 18L-36R 121.9	Rwys 18R-36L 121.65

Tower			MEMPHIS Departure (R)	
Rwys 9-27 118.3	Rwys 18C-36C, 18L-36R 119.7	Rwys 18R-36L 128.42	356^-175^ 124.15	176^-355^ 124.65



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KMEM/MEM

MEMPHIS INTL

.LESS.THAN.RVR.600.

For less than RVR 1200 to 600, see 10-9C

JEPPESEN

28 FEB 14

10-9H

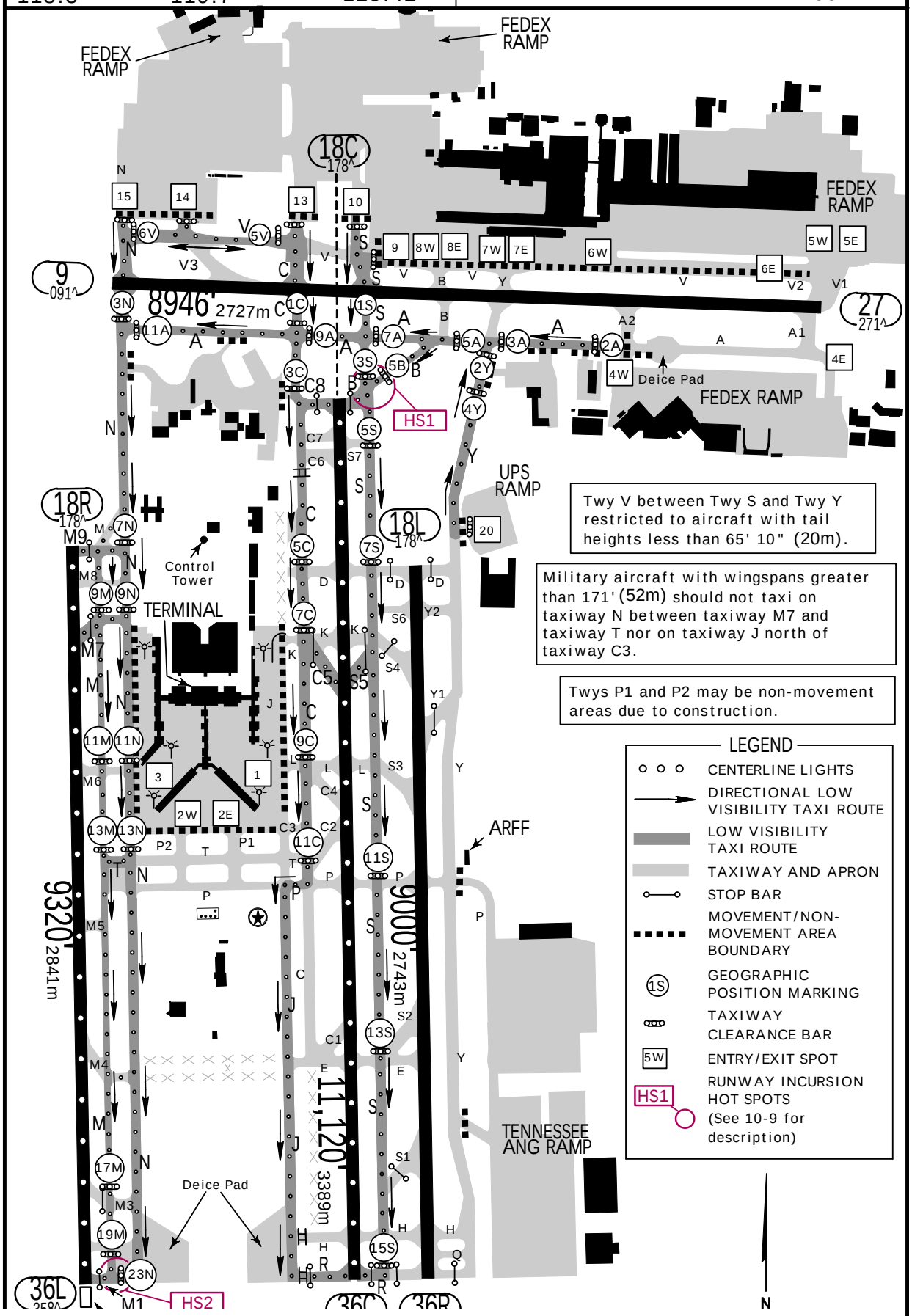
SMGCS

MEMPHIS, TENN

LOW VISIBILITY TAXI ROUTES DEPARTURE Rwys 36L/36C

D-ATIS	ACARS:	MEMPHIS Clearance (Cpt)	Ground		
127.75	D-ATIS PDC TWIP	125.2	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L
VOT 111.0			121.0	121.9	121.65

Tower			MEMPHIS Departure (R)	
Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	356^-175^	176^-355^
118.3	119.7	128.42	124.15	124.65



Twy V between Twy S and Twy Y restricted to aircraft with tail heights less than 65' 10" (20m).

Military aircraft with wingspans greater than 171' (52m) should not taxi on taxiway N between taxiway M7 and taxiway T nor on taxiway J north of taxiway C3.

Twys P1 and P2 may be non-movement areas due to construction.

LEGEND

- CENTERLINE LIGHTS
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- LOW VISIBILITY TAXI ROUTE
- TAXIWAY AND APRON
- STOP BAR
- MOVEMENT/NON-MOVEMENT AREA BOUNDARY
- GEOGRAPHIC POSITION MARKING
- TAXIWAY CLEARANCE BAR
- ENTRY/EXIT SPOT
- RUNWAY INCURSION HOT SPOTS (See 10-9 for description)

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KMEM/MEM

MEMPHIS INTL

.LESS.THAN.RVR.600.

For less than RVR 1200 to 600, see 10-9C

JEPPESEN

28 FEB 14

10-9J

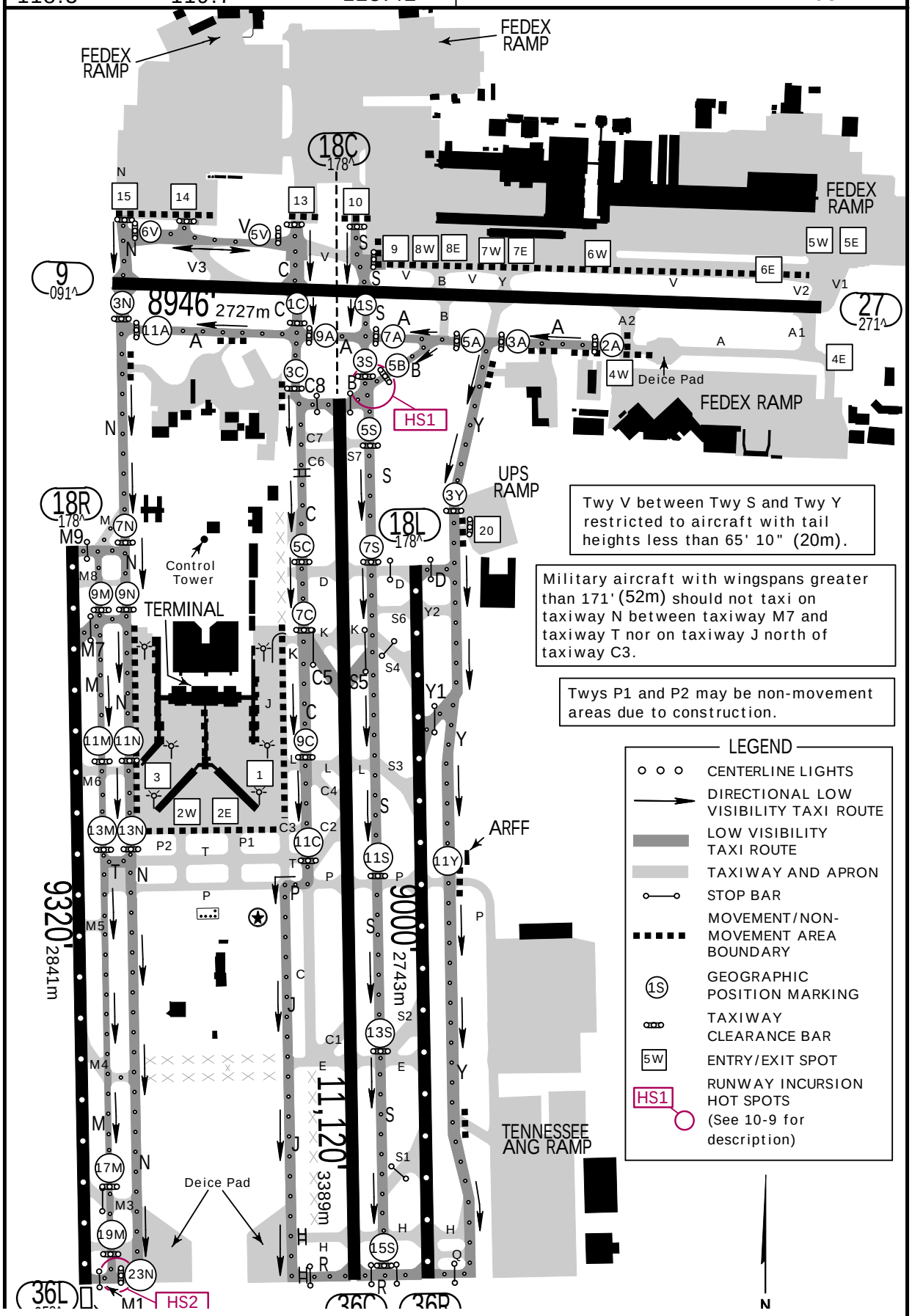
SMGCS

MEMPHIS, TENN

LOW VISIBILITY TAXI ROUTES DEPARTURE Rwys 36L/36R

D-ATIS	ACARS:	MEMPHIS Clearance (Cpt)	Ground		
127.75	D-ATIS PDC TWIP	125.2	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L
VOT 111.0			121.0	121.9	121.65

Tower			MEMPHIS Departure (R)	
Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	356^-175^	176^-355^
118.3	119.7	128.42	124.15	124.65



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KMEM/MEM
MEMPHIS INTL

JEPPESEN
4 MAR 11 (11-1)

MEMPHIS, TENN
ILS or LOC Rwy 9

BRIEFING STRIP™

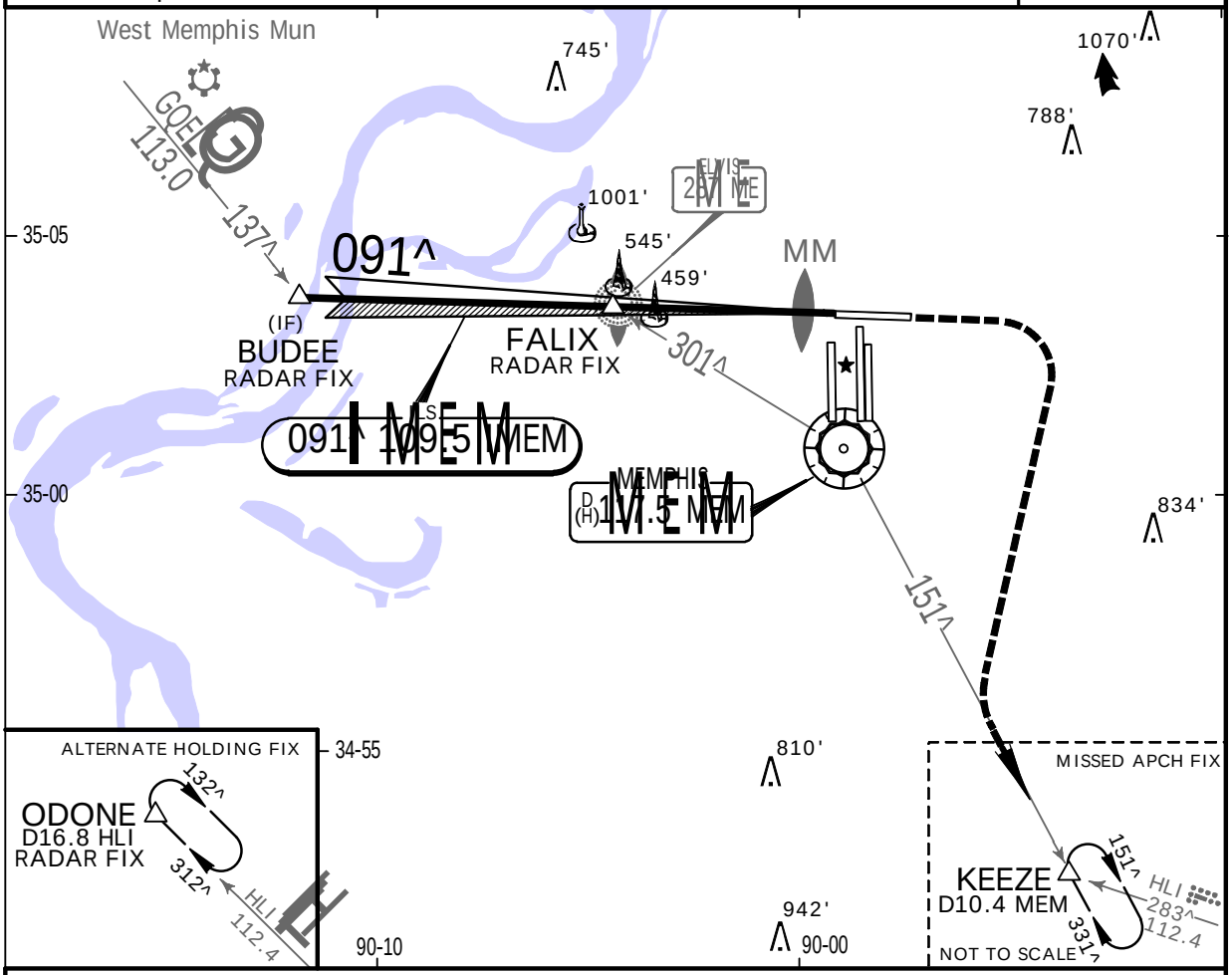
D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 9-27	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 18R-36L
127.75	125.8	119.1	118.3	119.7	128.42	121.0	121.9	121.65

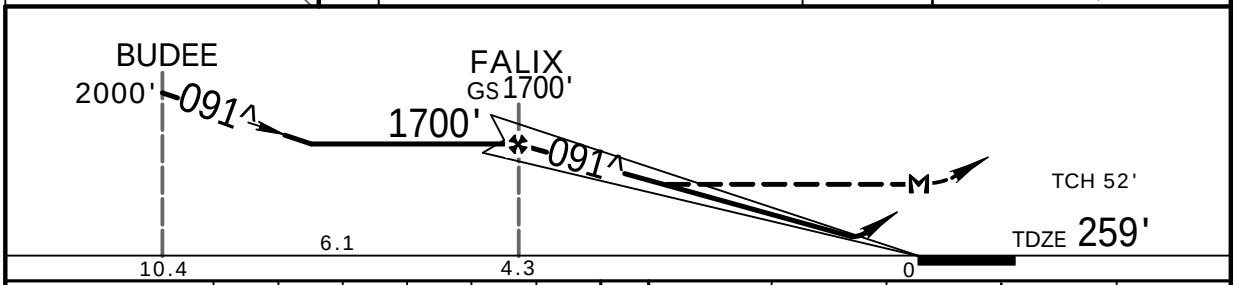
LOC IMEM	Final Apch Crs	GS FALIX	ILS DA(H)	Apt Elev 341'
109.5	091^	1700' (1441')	466' (207')	TDZE 259'

MISSED APCH: Climb to 1000' then climbing RIGHT turn to 5000' outbound via MEM VOR R-151 to KEEZE INT/D10.4 MEM and hold, continue climb-in-hold to 5000'.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'
1. Radar required.

MSA MEM VOR: 135^ 2500', 315^ 2100'





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	377	484	538	646	753	861
FALIX to MAP 4.3	3:41	2:52	2:35	2:09	1:51	1:37

MALSR | 1000' | 5000' via RT | MEM 117.5 R-151 | KEEZE

STRAIGHT-IN LANDING RWY9

	ILS DA(H) 466' (207') FULL	ILS DA(H) 466' (207') RAIL or ALS out	LOC (GS out) MDA(H) 720' (461')	LOC (GS out) RAIL out	LOC (GS out) ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	940' (599') -1
B						120	
C			RVR 40 or ¾	RVR 60 or 1¼		140	940' (599') -1½
D			RVR 50 or 1	1½		165	940' (599') -2

CHANGES: Circling minimums.

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KMEM/MEM
MEMPHIS INTL

JEPPESEN
25 MAY 12 (11-2)

MEMPHIS, TENN
ILS or LOC Rwy 18L

BRIEFING STRIP ™

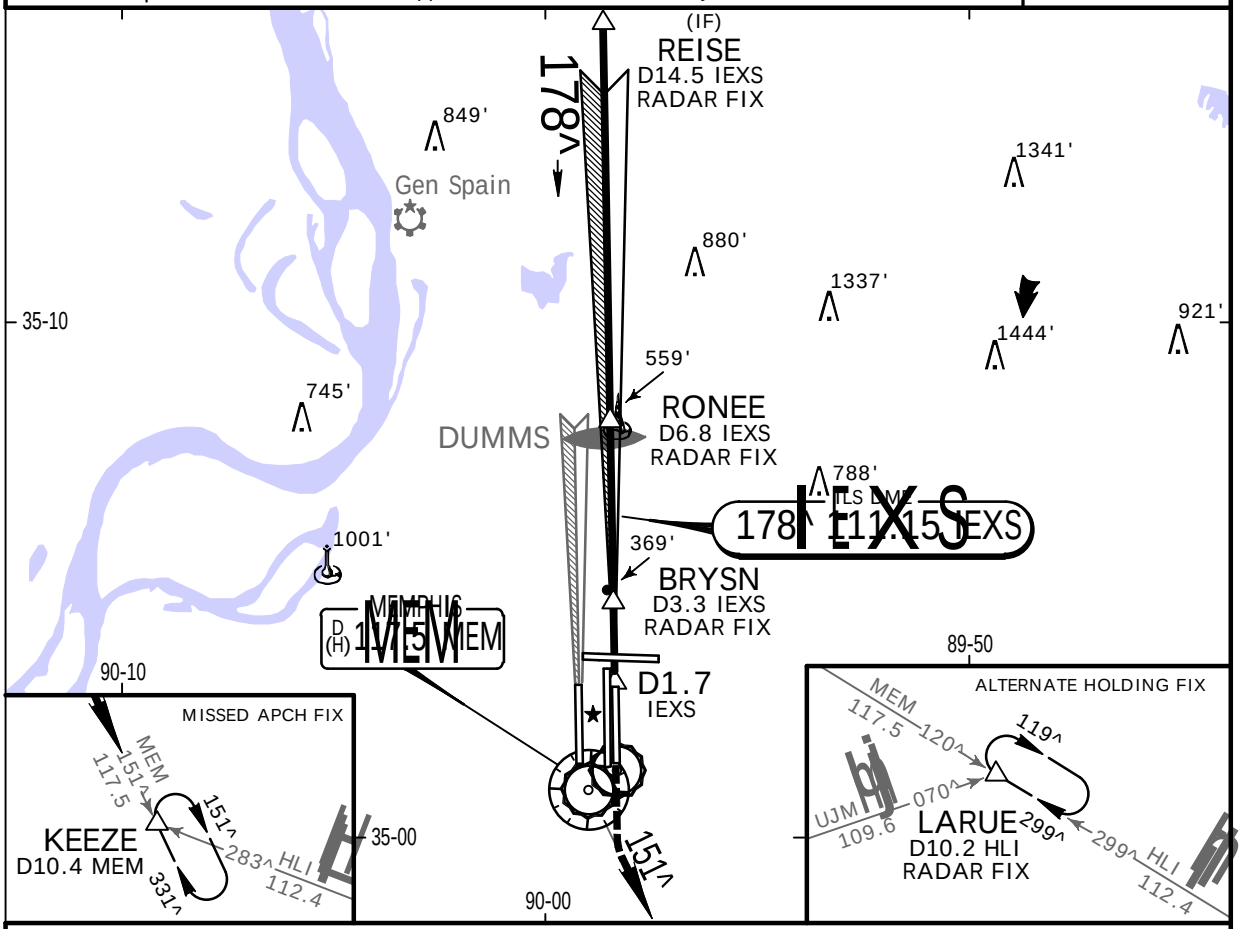
D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 9-27	Ground Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

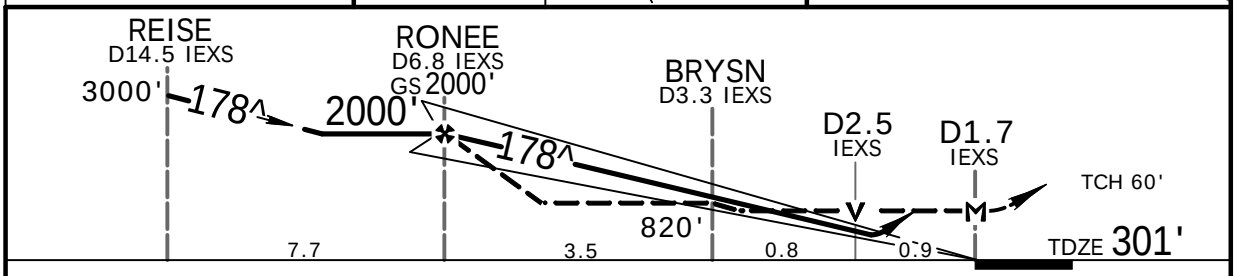
LOC IEXS	Final Apch Crs	GS RONEE	ILS DA(H)	Apt Elev 341' / TDZE 301'
111.15	178^	2000' (1699')	501' (200')	

MISSED APCH: Climb to 900' then climbing LEFT turn to 5000' outbound via MEM VOR R-151 to KEEZE INT/D10.4 MEM and hold, continue climb-in-hold to 5000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Radar required. 2. Simultaneous approach authorized with Rwy 18R.

MSA MEM VOR: 135^ 2500'; 315^ 2100'





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D1.7 IEXS or RONEE to MAP 5.2	4:27	3:28	3:07	3:02	2:14	1:57

MALSR
PAPI

900' ↑

5000' LT via MEM 117.5 R-151 KEEZE

STRAIGHT-IN LANDING RWY 18L

	ILS DA(H) 501' (200') FULL	TDZ or CL out	RAIL or ALS out	1 LOC (GS out) with BRYSN MDA(H) 620' (319')	RAIL out	ALS out	without BRYSN MDA(H) 820' (519')	RAIL out	ALS out
A	RVR 18 or 1½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B									
C							RVR 50 or 1	1½	
D				RVR 40 or ¾	RVR 50 or 1		RVR 60 or 1¼	1¾	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940' (599') -1
120	
140	940' (599') -1½
165	940' (599') -2

CHANGES: Notes. AMEND 2C 31 MAY 2012

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KMEM/MEM
MEMPHIS INTL

JEPPESEN
25 MAY 12 (11-3)

MEMPHIS, TENN
ILS or LOC Rwy 18C

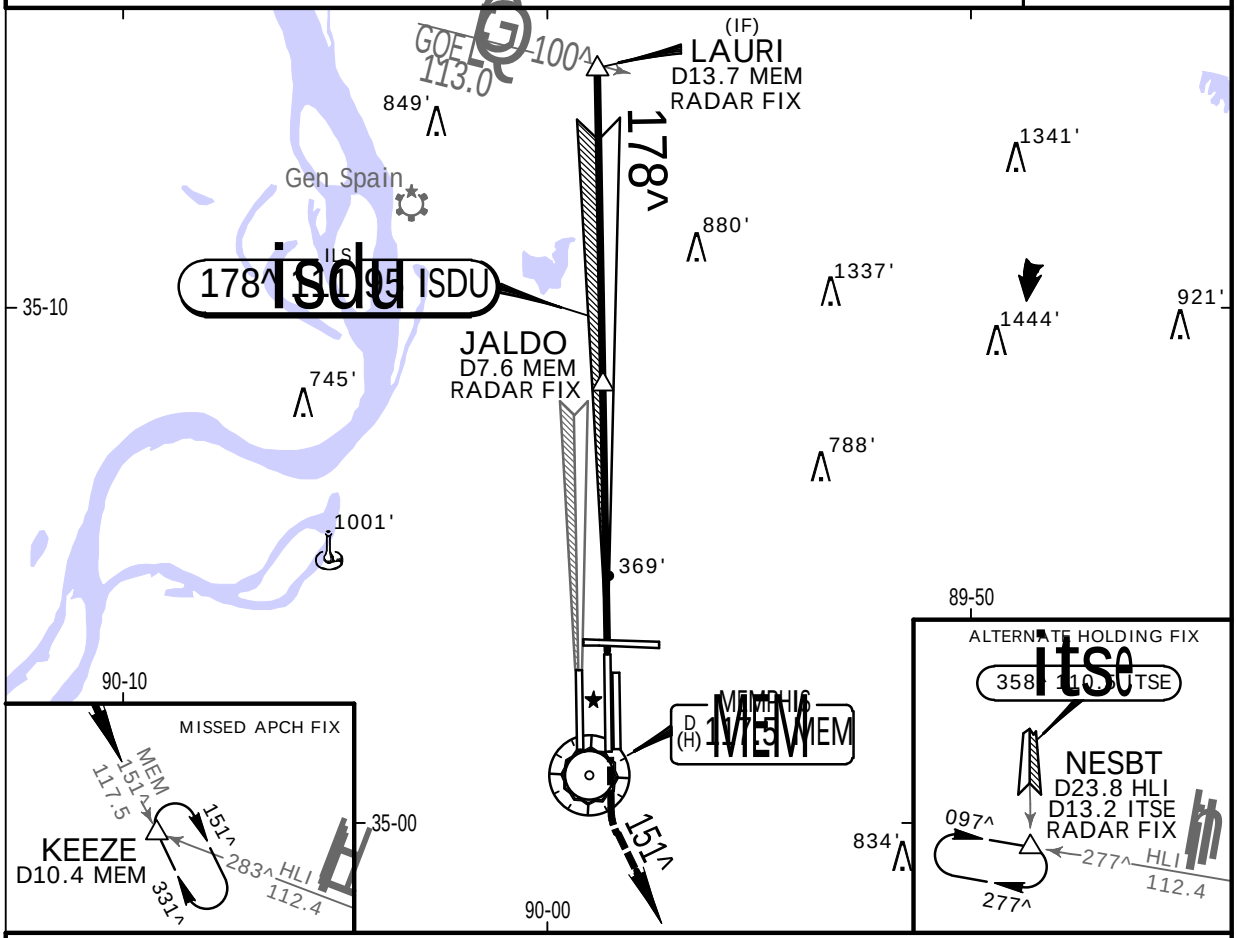
D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 9-27	Ground Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

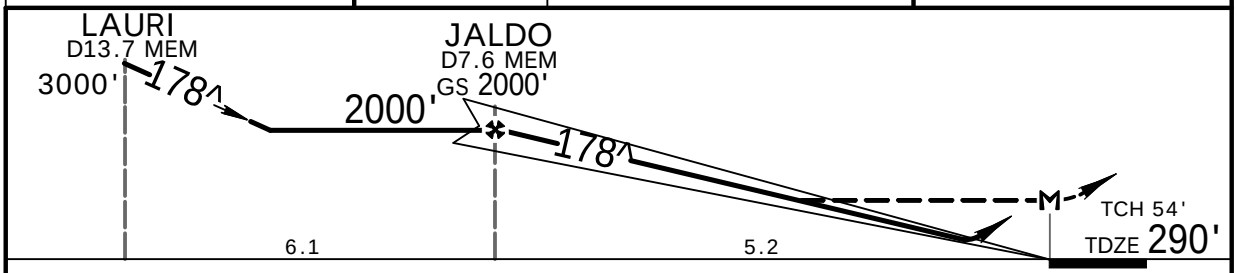
LOC ISDU	Final Apch Crs	GS JALDO	ILS DA(H)	Apt Elev / TDZE
111.95	178^	2000' (1710')	640' (350')	341' / 290'

MISSED APCH: Climb to 900' then climbing LEFT turn to 5000' outbound via MEM VOR R-151 to KEEZE INT/D10.4 MEM and hold, continue climb-in-hold to 5000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 18R.

MSA MEM VOR: 135^ 2500' 2100' 315^





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
JALDO to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR | 900' | 5000' LT via MEM 117.5 R-151 | KEEZE

STRAIGHT-IN LANDING RWY 18C

ILS DA(H) 640' (350')

	FULL	TDZ or CL out	RAIL or ALS out
A, B, C	RVR 40 or ¾	RVR 50 or 1	RVR 60 or 1¼

LOC (GS out) MDA(H) 860' (570')

		RAIL out	ALS out
A, B	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
C	RVR 50 or 1	1½	
	RVR 60		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940' (599') -1
120	940' (599') -1
140	940' (599') -1½

BRIEFING STRIP ™

AMEND 1C 31 MAY 2012

CHANGES: Notes.

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KMEM/MEM
MEMPHIS INTL

JEPPESEN
18 JUL 14 (11-4)

MEMPHIS, TENN
ILS or LOC Rwy 18R

BRIEFING STRIP ™

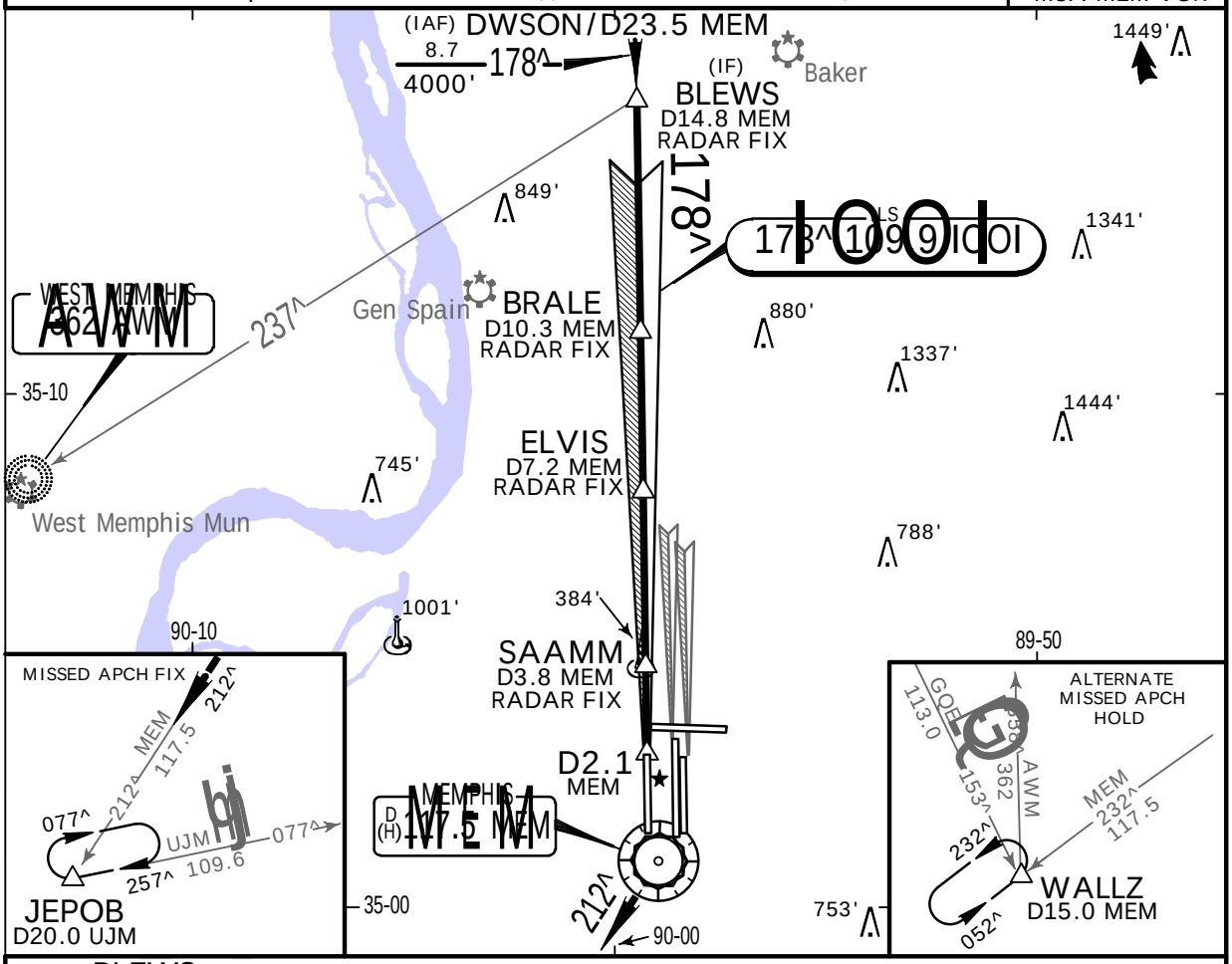
D-ATIS	MEMPHIS Approach (R)		MEMPHIS Tower			Ground		
	356^-175^	176^-355^	Rwys 18R-36L	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	Rwys 9-27	Rwys 18C-36C, 18L-36R
127.75	125.8	119.1	128.42	118.3	119.7	121.65	121.0	121.9

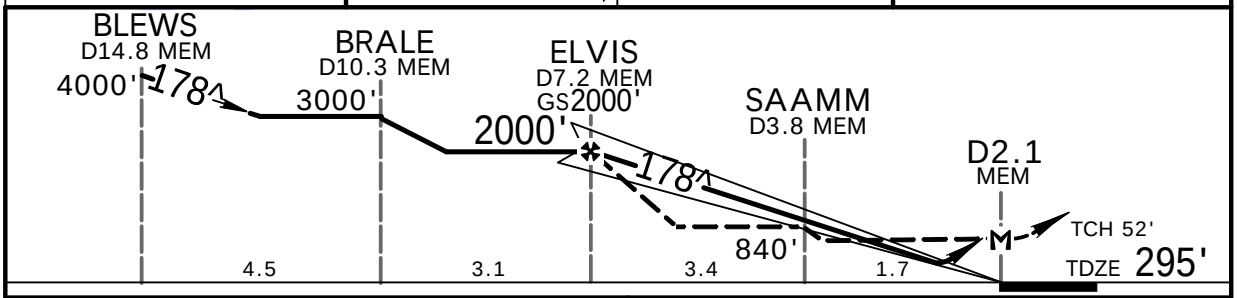
LOC IOOI	Final Apch Crs	GS ELVIS	ILS DA(H)	Apt Elev 341'
109.9	178^	2000' (1705')	495' (200')	TDZE 295'

MISSED APCH: Climb to 900' then climbing RIGHT turn to 5000' outbound via MEM VOR R-212 to JEPOB INT/D20.0 UJM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 18C/L.

MSA MEM VOR: 135^ 2500' 2100' 315^





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D2.1 MEM or ELVIS to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR | 900' | 5000' RT | via MEM 117.5 R-212 | JEPOB

STRAIGHT-IN LANDING RWY 18R

	ILS DA(H) 495' (200')			LOC (GS out) MDA(H) 700' (405') With SAAMM			MDA(H) 840' (545') Without SAAMM			CIRCLE-TO-LAND Max Kts	MDA(H)
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out		
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	940' (599') -1
B										120	
C				RVR 40 or 3/4	RVR 60 or 1 1/4		RVR 50 or 1	1 1/2		140	940' (599') -1 1/2
							RVR 60				

CHANGES: None.

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KMEM/MEM MEMPHIS INTL

JEPPESEN

18 JUL 14 (11-5)

MEMPHIS, TENN ILS or LOC Rwy 27

BRIEFING STRIP™

D-ATIS	MEMPHIS Approach (R) 356^-175^	176^-355^	MEMPHIS Tower Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	Ground Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L
127.75	125.8	119.1	118.3	119.7	128.42	121.0	121.9	121.65

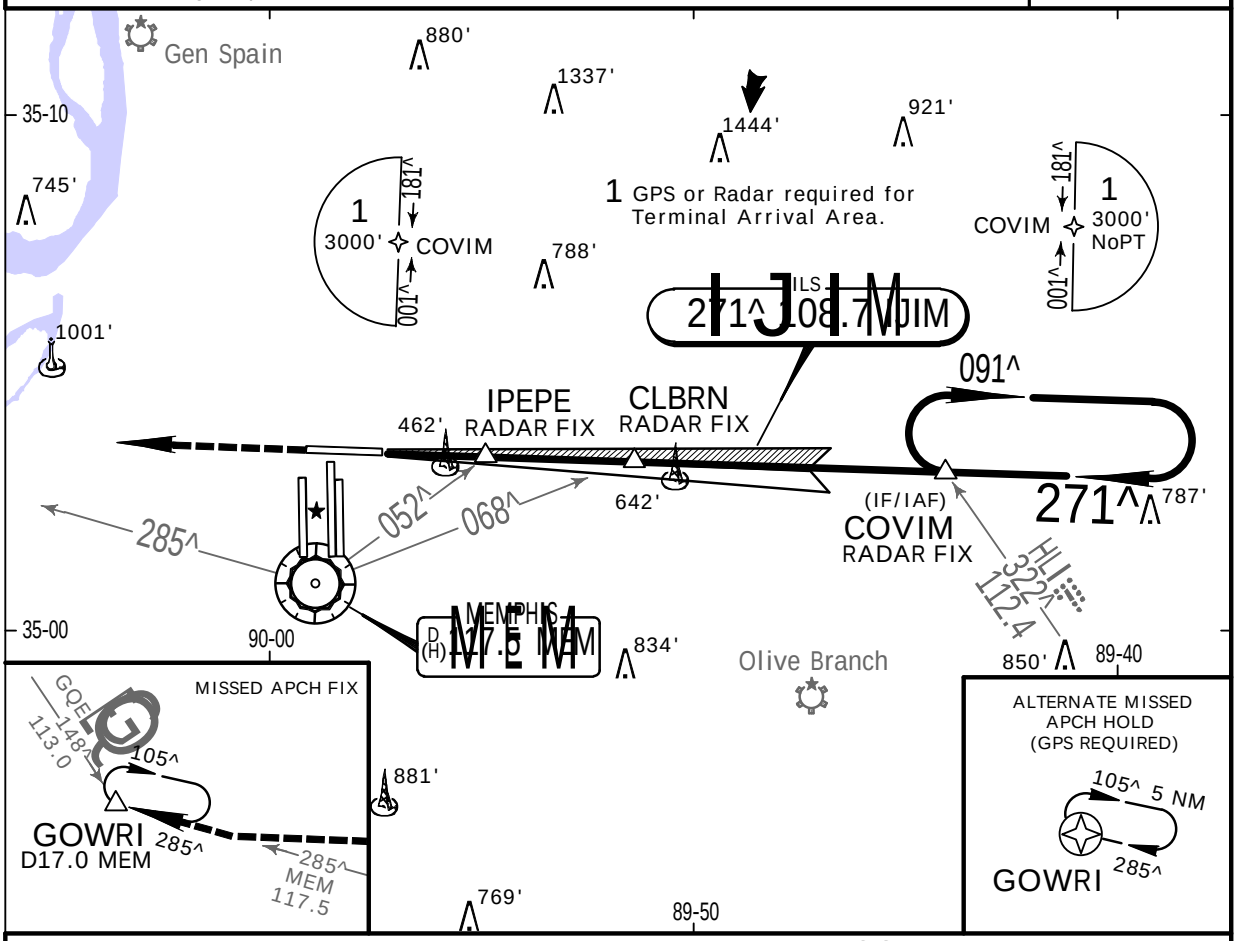
LOC IJIM	Final Apch Crs	GS CLBRN	ILS DA(H)	Apt Elev 341'
108.7	271^	1900' (1608')	492' (200')	TDZE 292'

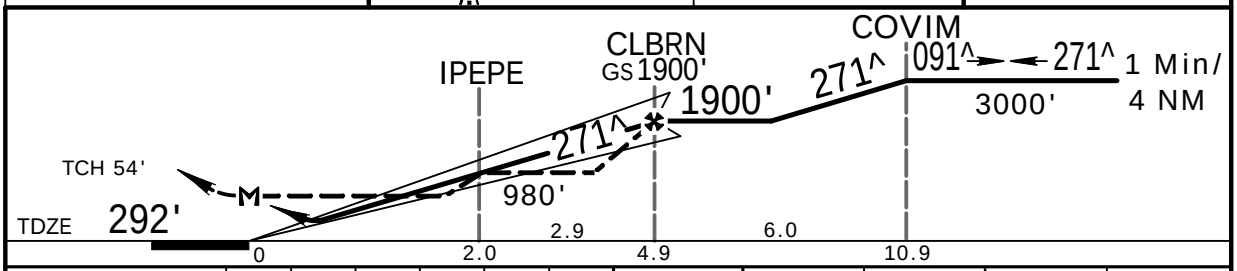
MISSED APCH: Climb to 5000' and intercept MEM VOR R-285 to GOWRI INT/D17.0 MEM and hold, continue climb-in-hold to 5000, or as directed by ATC.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. VGSI and ILS glidepath not coincident.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
CLBRN to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50

MALSR PAPI 5000' MEM and 117.5 R-285 GOWRI

TERPS. STRAIGHT-IN LANDING RWY 27

	ILS DA(H) 492' (200') FULL	ILS RAIL or ALS out	LOC (GS out) 1 With IPEPE MDA(H) 720' (428')	RAIL out	ALS out	Without IPEPE MDA(H) 980' (688')	RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B								
C			RVR 40 or 3/4	RVR 50 or 1	1 1/4	1 1/2	1 3/4	2
D								

CIRCLE-TO-LAND

Max Kts	1 With IPEPE MDA(H)	Without IPEPE MDA(H)
90	920 (579') -1	980 (639') -1
120		
140	920 (579') -1 1/2	980 (639') -2
165	1020 (679') -2 1/4	1020 (679') -2 1/4

CHANGES: TDZE.

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KMEM/MEM
MEMPHIS INTL

JEPPESEN
12 APR 13 (11-6)

MEMPHIS, TENN
ILS or LOC Rwy 36L

BRIEFING STRIP ™

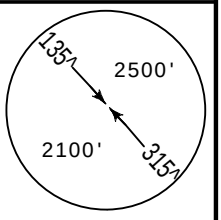
D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18R-36L	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18C-36C, 18L-36R	Ground Rwys 18R-36L	Ground Rwys 9-27	Ground Rwys 18C-36C, 18L-36R
127.75	125.8	119.1	128.42	118.3	119.7	121.65	121.0	121.9

LOC IOHN	Final Apch Crs	GS CADUS	ILS DA(H)	Apt Elev 341'
108.9	360^	2000' (1679')	521' (200')	TDZE 321'

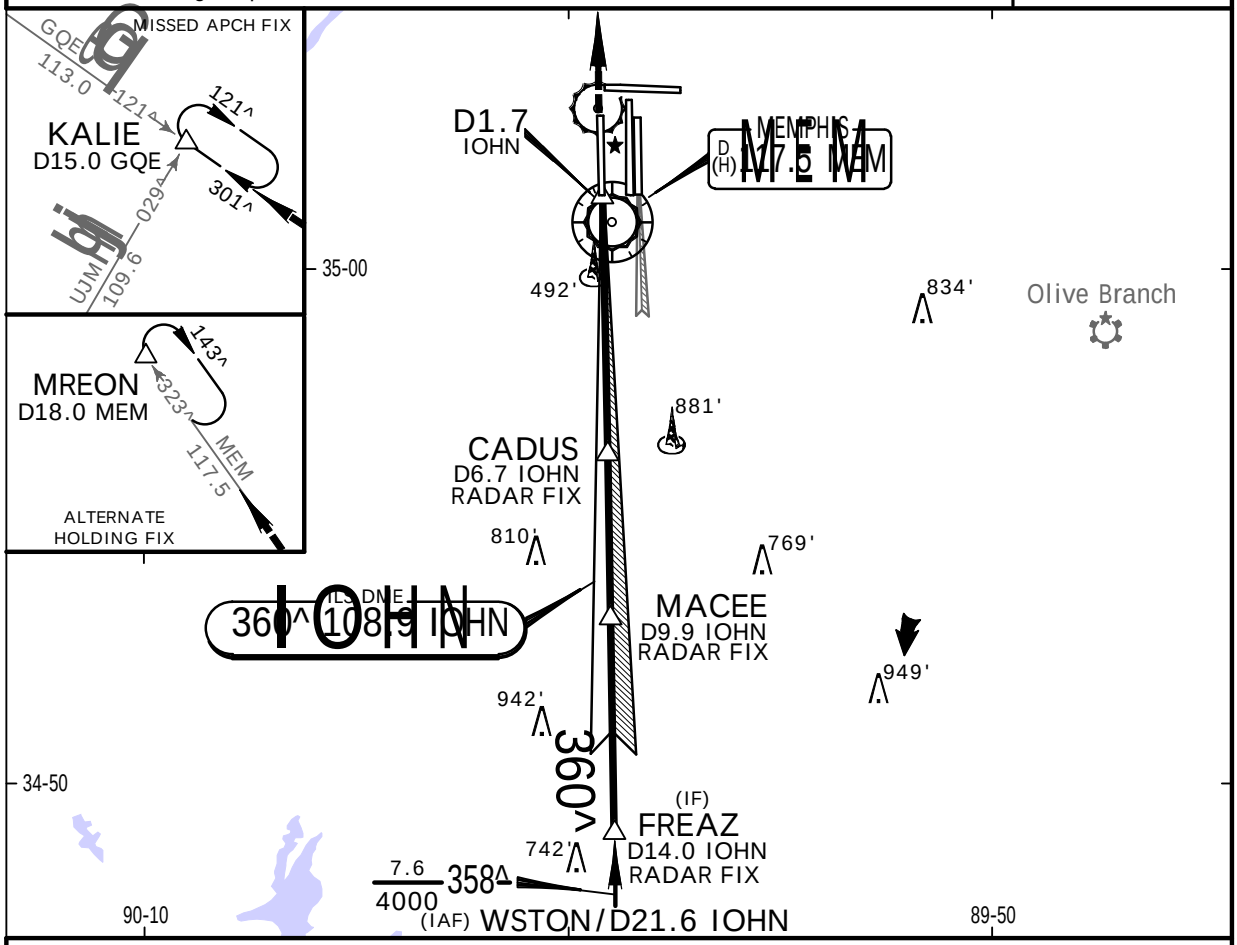
MISSED APCH: Climb to 1000' then climbing LEFT turn to 5000' via 330^ heading and GQE VOR R-121 to KALIE INT/D15.0 GQE and hold, continue climb-in-hold to 5000'.

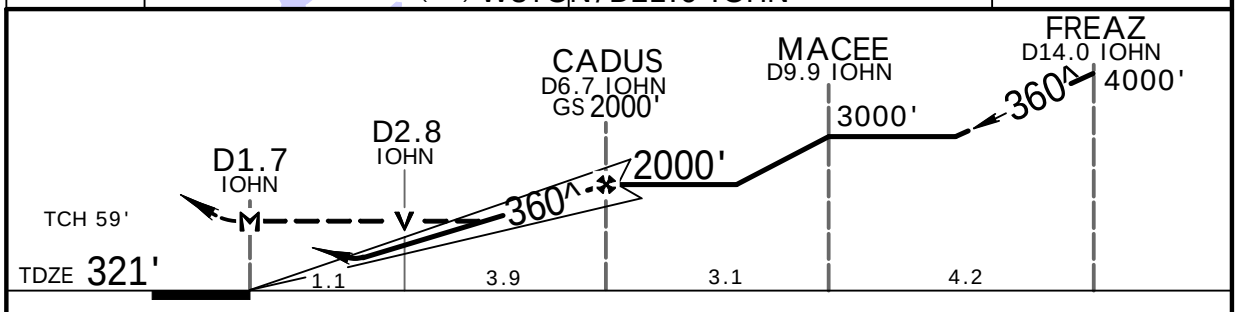
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 36C/R.
3. VGSI and ILS glidepath not coincident.



MSA MEM VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D1.7 IOHN or CADUS to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI ALSF-II 1000' 5000' LT via 330^ hdg and GQE 113.0 R-121

STRAIGHT-IN LANDING RWY 36L

	ILS DA(H) 521' (200') FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out) MDA(H) 760' (439')	LOC ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	90	940'(599')-1
B						120	
C				RVR 40 or ¾	RVR 60 or 1¼	140	940'(599')-1½
D				50-1	1¼		

CHANGES: Marker beacon decommissioned.

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KMEM/MEM
MEMPHIS INTL

JEPPESEN
12 APR 13 (11-6A)

MEMPHIS, TENN
ILS Rwy 36L CAT II & III

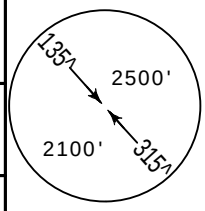
D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18R-36L	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18C-36C, 18L-36R	Ground Rwys 18R-36L	Ground Rwys 9-27	Ground Rwys18C-36C, 18L-36R
127.75	125.8	119.1	128.42	118.3	119.7	121.65	121.0	121.9

LOC IOHN	Final Apch Crs	GS CADUS	CAT IIIC	CAT IIIB / CAT IIIA	CAT II ILS	Apt Elev
108.9	360^	2000' (1679')	NA	Refer to Minimums	RA 100' DA(H) 421'(100')	341' TDZE 321'

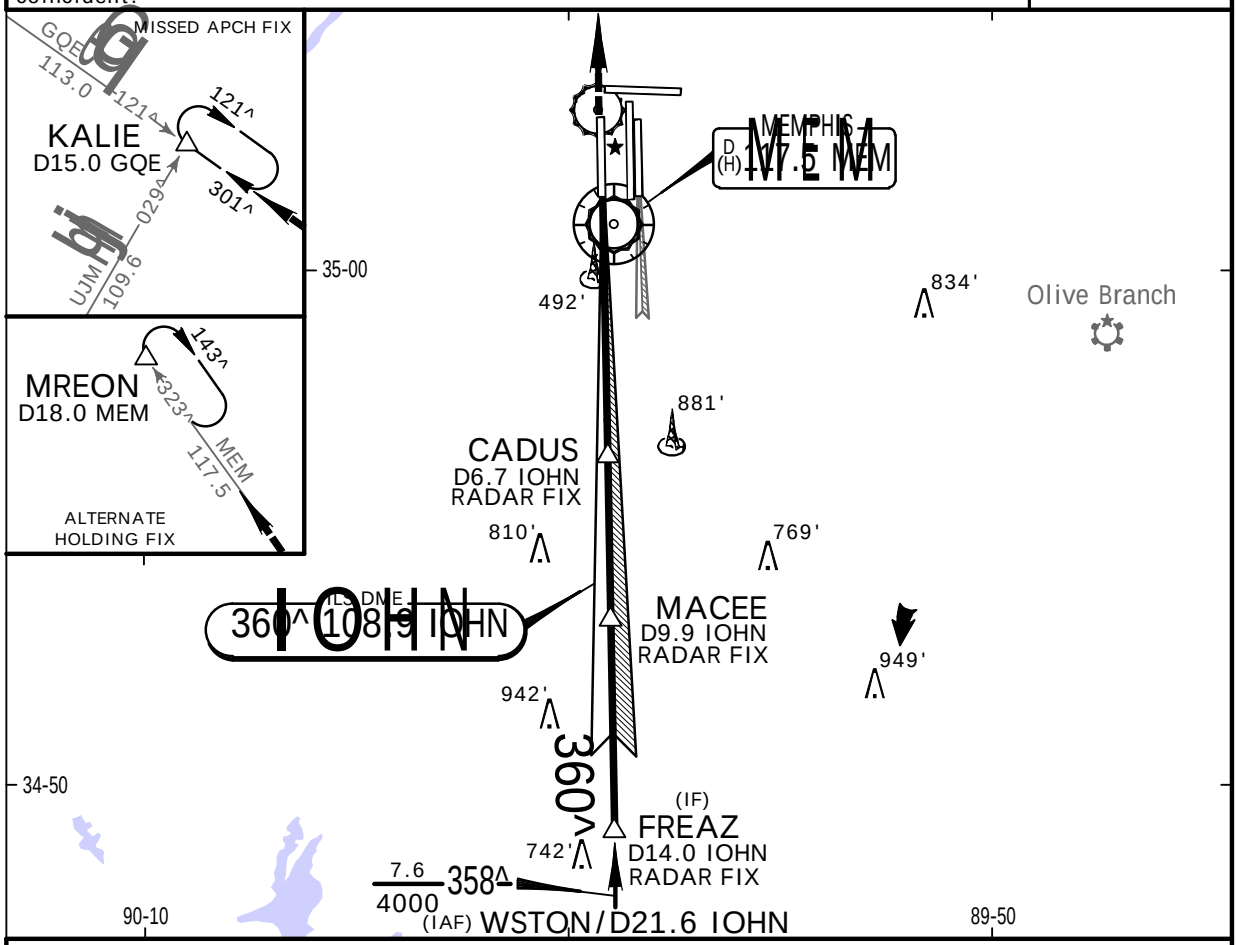
MISSED APCH: Climb to 1000' then climbing LEFT turn to 5000' via 330^ heading and GQE VOR R-121 to KALIE INT/D15.0 GQE and hold, continue climb-in-hold to 5000'.

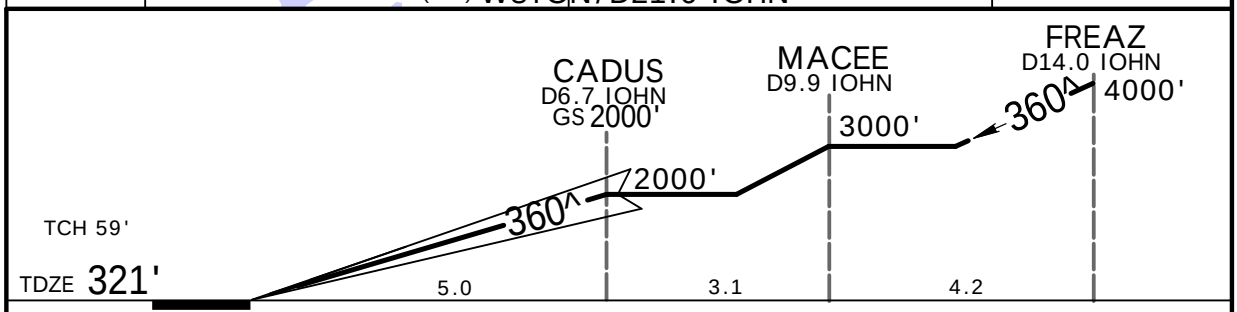
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Aircraft Certification required. 2. DME or Radar required.
3. Simultaneous approach authorized with Rwy 36C/R. 4. VGSI and ILS glidepath not coincident.



MSA MEM VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II PAPI 1000' 5000' LT via 330^ hdg and GQE 113.0 R-121

STRAIGHT-IN LANDING RWY 36L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
			RA 100' DA(H) 421' (100')
NA	RVR 3	RVR 7	RVR 12

BRIEFING STRIP ™

CHANGES: Marker beacon decommissioned.

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KMEM/MEM
MEMPHIS INTL

JEPPESEN
12 APR 13 (11-7)

MEMPHIS, TENN
ILS or LOC Rwy 36C

BRIEFING STRIP ™

D-ATIS	MEMPHIS Approach (R)		MEMPHIS Tower			Ground		
	356^-175^	176^-355^	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

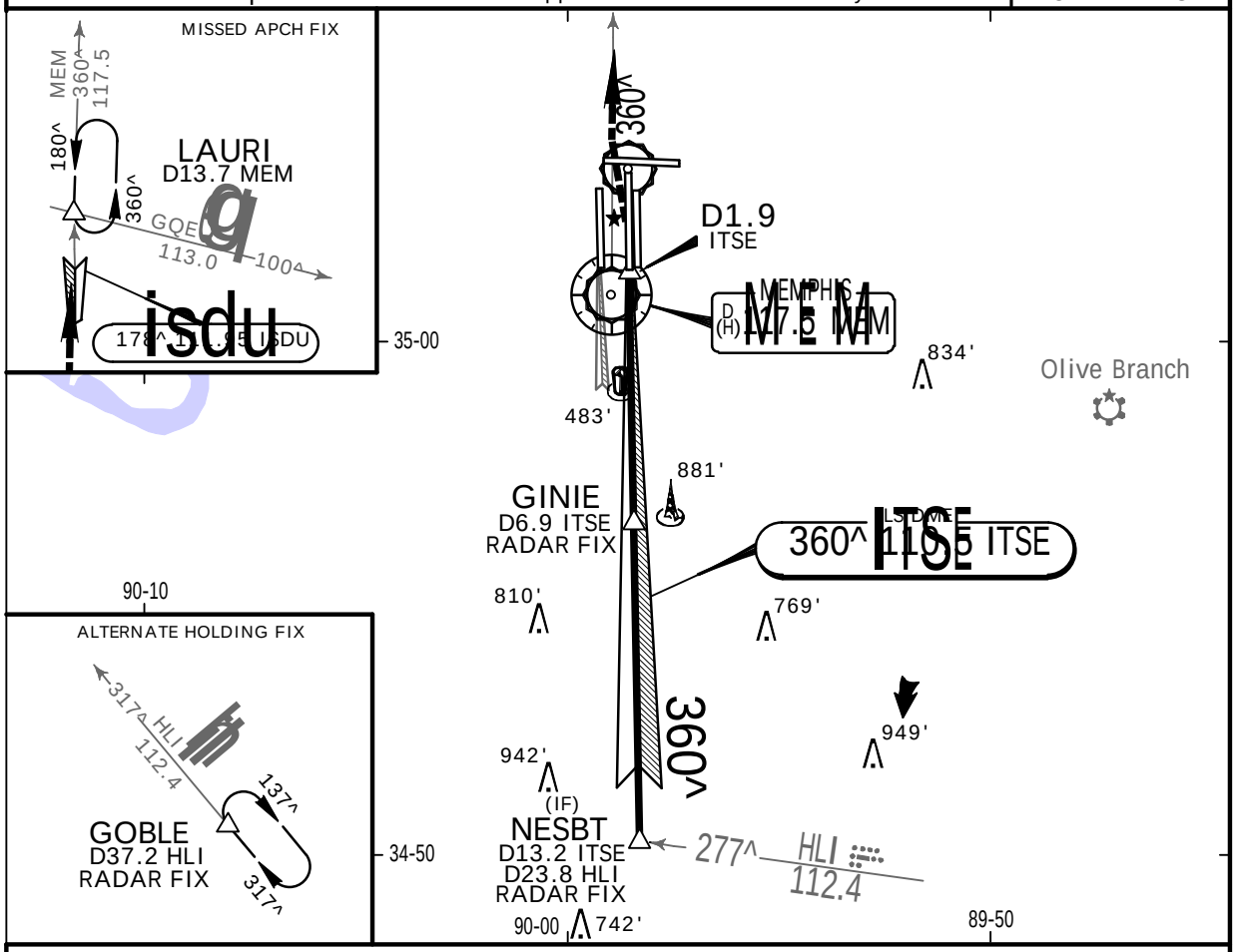
LOC ITSE	Final Apch Crs	GS GINIE	ILS DA(H)	Apt Elev 341'
110.5	360^	2000' (1659')	541' (200')	TDZE 341'

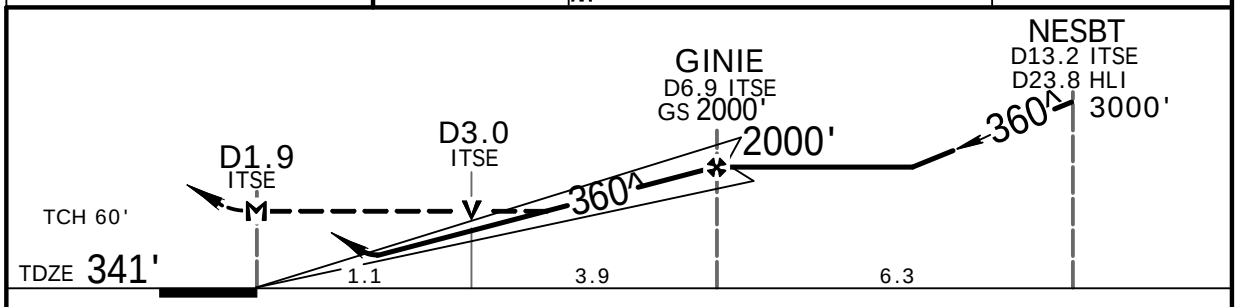
MISSED APCH: Climb to 3000' outbound via MEM VOR R-360 to LAURI INT/D13.7 MEM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 36L.

MSA MEM VOR: 135^ 2500', 315^ 2100'





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D1.9 ITSE or GINIE to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-II

3000' via MEM 117.5 R-360 LAURI

STRAIGHT-IN LANDING RWY 36C

	ILS DA(H) 541' (200') FULL	TDZ or CL out	ALS out	1 LOC (GS out) MDA(H) 740' (399')	ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1
B					
C					
D				RVR 40 or 3/4	RVR 60 or 1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940' (599')-1
120	
140	940' (599')-1 1/2
165	940' (599')-2

CHANGES: Marker beacons decommissioned.

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MEMPHIS INTL

JEPPESEN

12 APR 13 (11-7A)

MEMPHIS, TENN
ILS Rwy 36C CAT II & III

BRIEFING STRIP ™

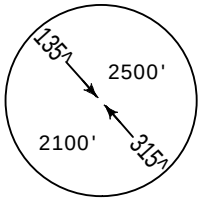
D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 9-27	Ground Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

LOC ITSE	Final Apch Crs	GS GINIE	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev / TDZE
110.5	360^	2000' (1659')	NA	Refer to Minimums		RA 118' DA(H) 441'(100')	341' / 341'

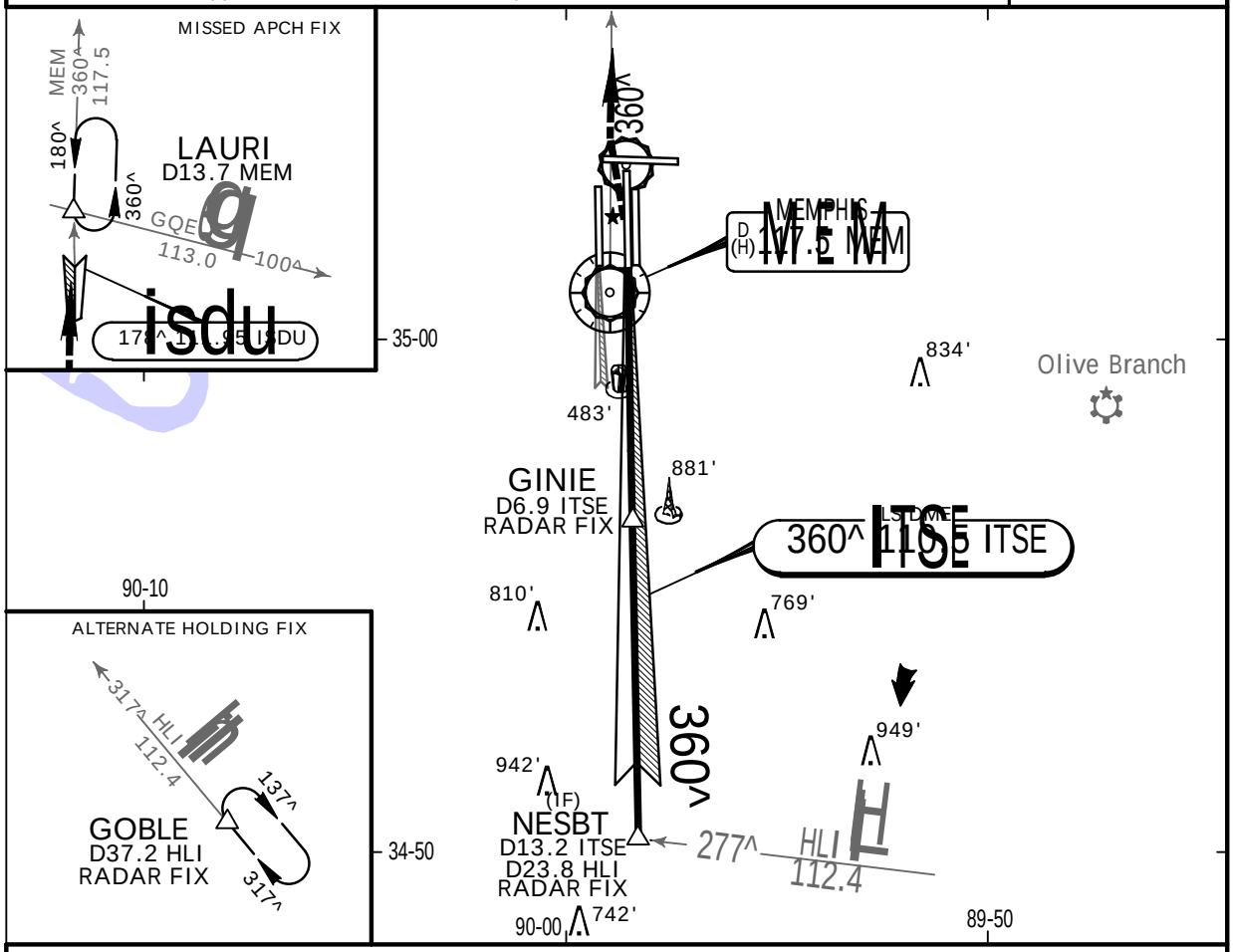
MISSED APCH: Climb to 3000' outbound via MEM VOR R-360 to LAURI INT/D13.7 MEM and hold.

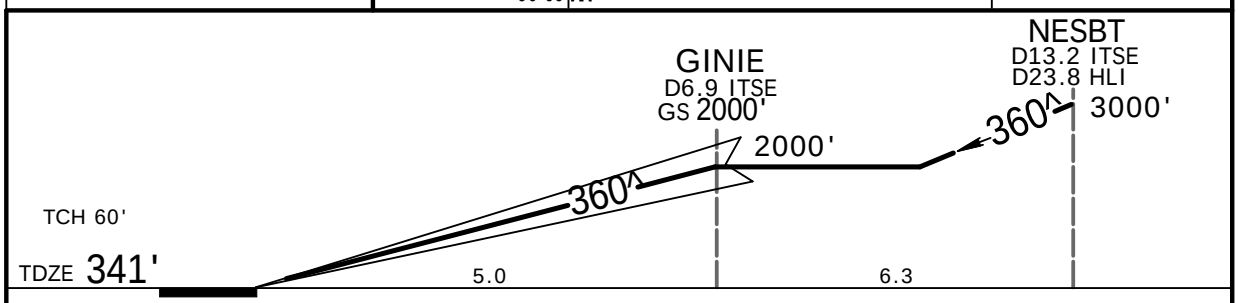
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Acft Certification required. 2. DME or Radar required.
3. Simultaneous approach authorized with Rwy 36L.



MSA MEM VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II 3000' via MEM 117.5 R-360 LAURI

STRAIGHT-IN LANDING RWY 36C

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 118' DA(H) 441' (100')
NA	RVR 3	RVR 7	RVR 12

CHANGES: Marker beacons decommissioned.

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KMEM/MEM
MEMPHIS INTL

JEPPESEN
12 APR 13 (11-8)

MEMPHIS, TENN
ILS or LOC Rwy 36R

BRIEFING STRIP™

D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 9-27	Ground Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

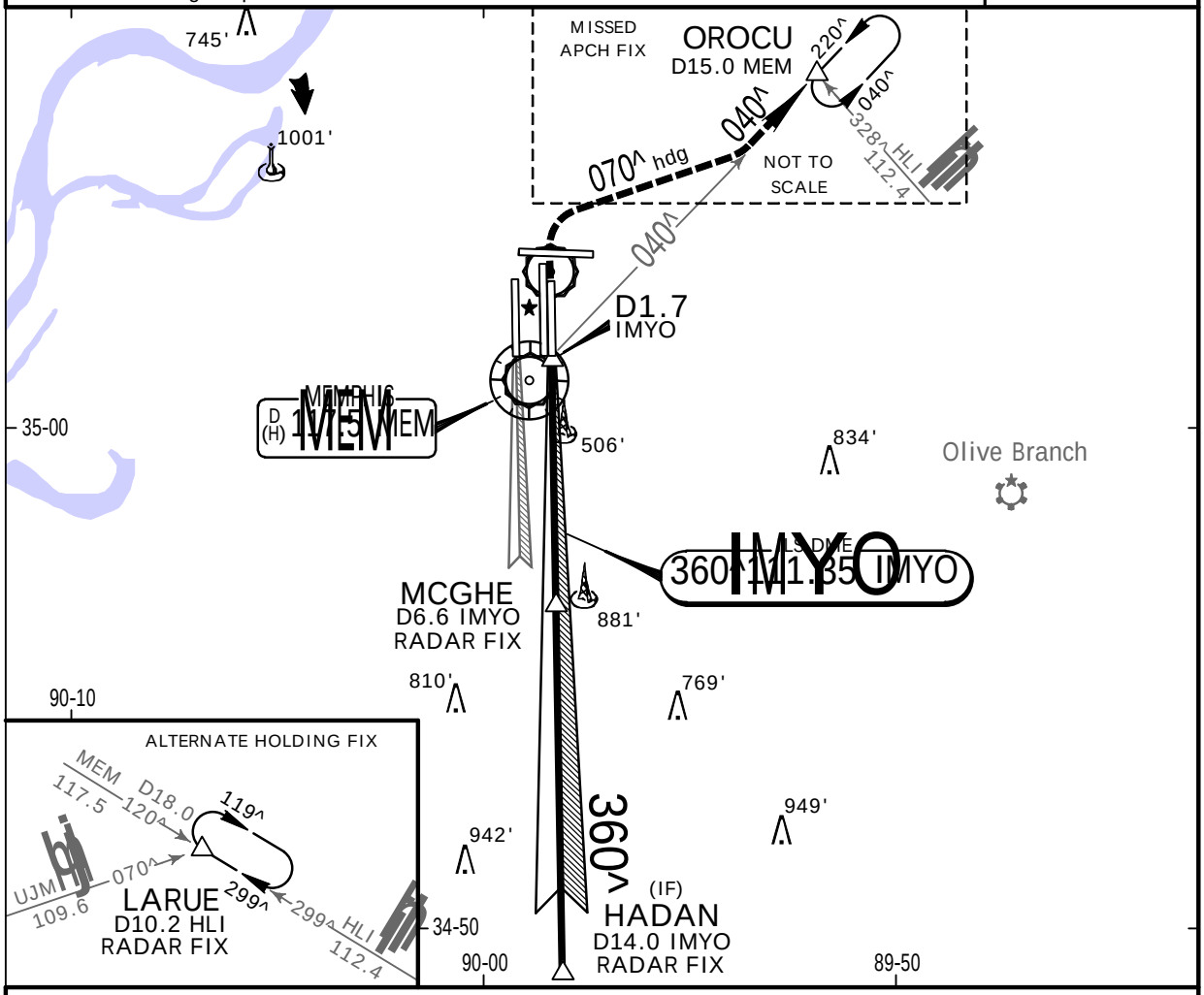
LOC IMYO	Final Apch Crs	GS MCGHE	ILS DA(H)	Apt Elev 341'
111.35	360^	2000' (1665')	535' (200')	TDZE 335'

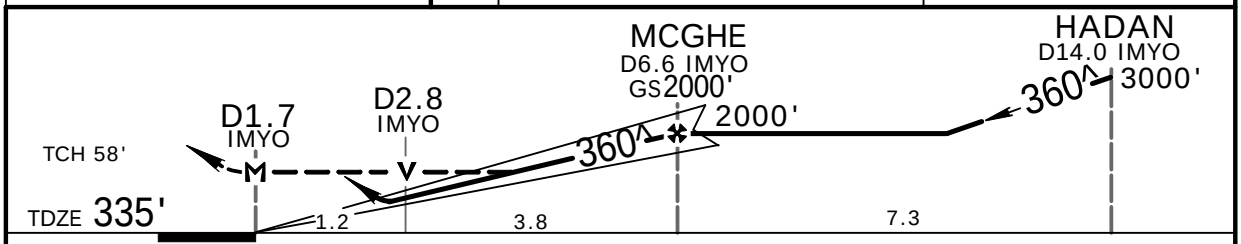
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 5000' via 070^ heading and MEM VOR R-040 outbound to OROCU INT/D15.0 MEM and hold, continue climb-in-hold to 5000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME or Radar required. 2. Simultaneous approach authorized with Runway 36L.
3. VGSI and ILS glidepath not coincident.

MSA MEM VOR: 135^ 2500', 2100', 315^





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D1.7 IMYO or MCGHE to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-II PAPI

1000' 5000' RT via 070^ hdg and MEM 117.5 R-040

STRAIGHT-IN LANDING RWY36R

	ILS DA(H) 535' (200') FULL	TDZ or CL out	ALS out	1 LOC (GS out) MDA(H) 760' (425')	ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1
B					
C				RVR 40 or 3/4	RVR 60 or 1 1/4
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940' (599') -1
120	
140	940' (599') -1 1/2
165	940' (599') -2

CHANGES: Marker beacon decommissioned.

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KMEM/MEM MEMPHIS INTL

JEPPESEN

12 APR 13 (11-8A)

MEMPHIS, TENN ILS Rwy 36R CAT II & III

D-ATIS	MEMPHIS Approach (R)		MEMPHIS Tower			Ground		
	356^-175^	176^-355^	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

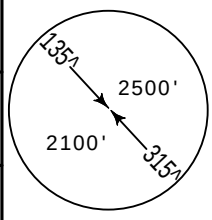
LOC	Final Apch Crs	GS MCGHE	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IMYO 111.35	360^	2000' (1665')	NA	Refer to Minimums		RA 109' DA(H) 435'(100')	341' TDZE 335'

BRIEFING STRIP™

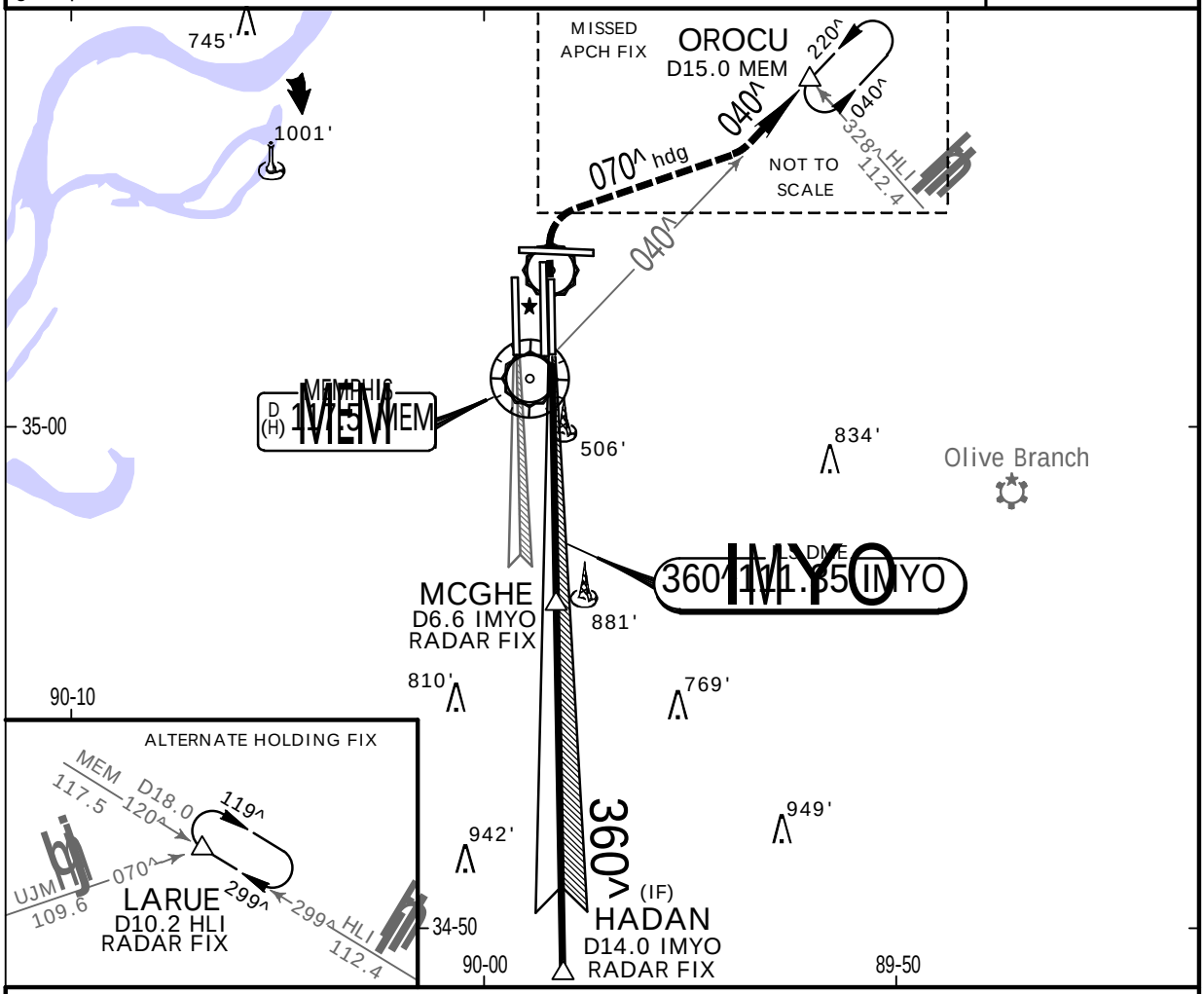
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 5000' via 070^ heading and MEM VOR R-040 outbound to OROCU INT/D15.0 MEM and hold, continue climb-in-hold to 5000'.

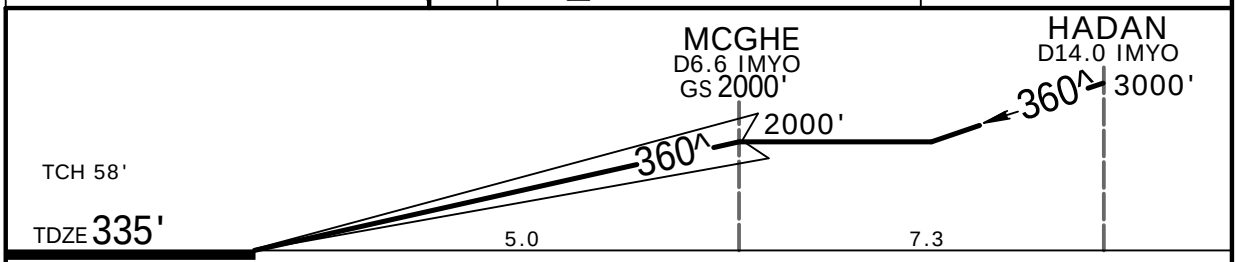
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Aircraft Certification required. 2. DME or Radar required. 3. Simultaneous approach authorized with Runway 36L. 4. VGSI and ILS glidepath not coincident.



MSA MEM VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II PAPI

1000' ↑ | 5000' RT via 070^ hdg and MEM 117.5 R-040

STRAIGHT-IN LANDING RWY 36R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 109' DA(H) 435'(100')
NA	RVR 3	RVR 7	RVR 12

CHANGES: Marker beacon decommissioned.

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KMEM/MEM MEMPHIS INTL

JEPPESEN 29 MAR 13 (12-1) .Eff.4.Apr.

MEMPHIS, TENN RNAV (GPS) Rwy 9

BRIEFING STRIP ™

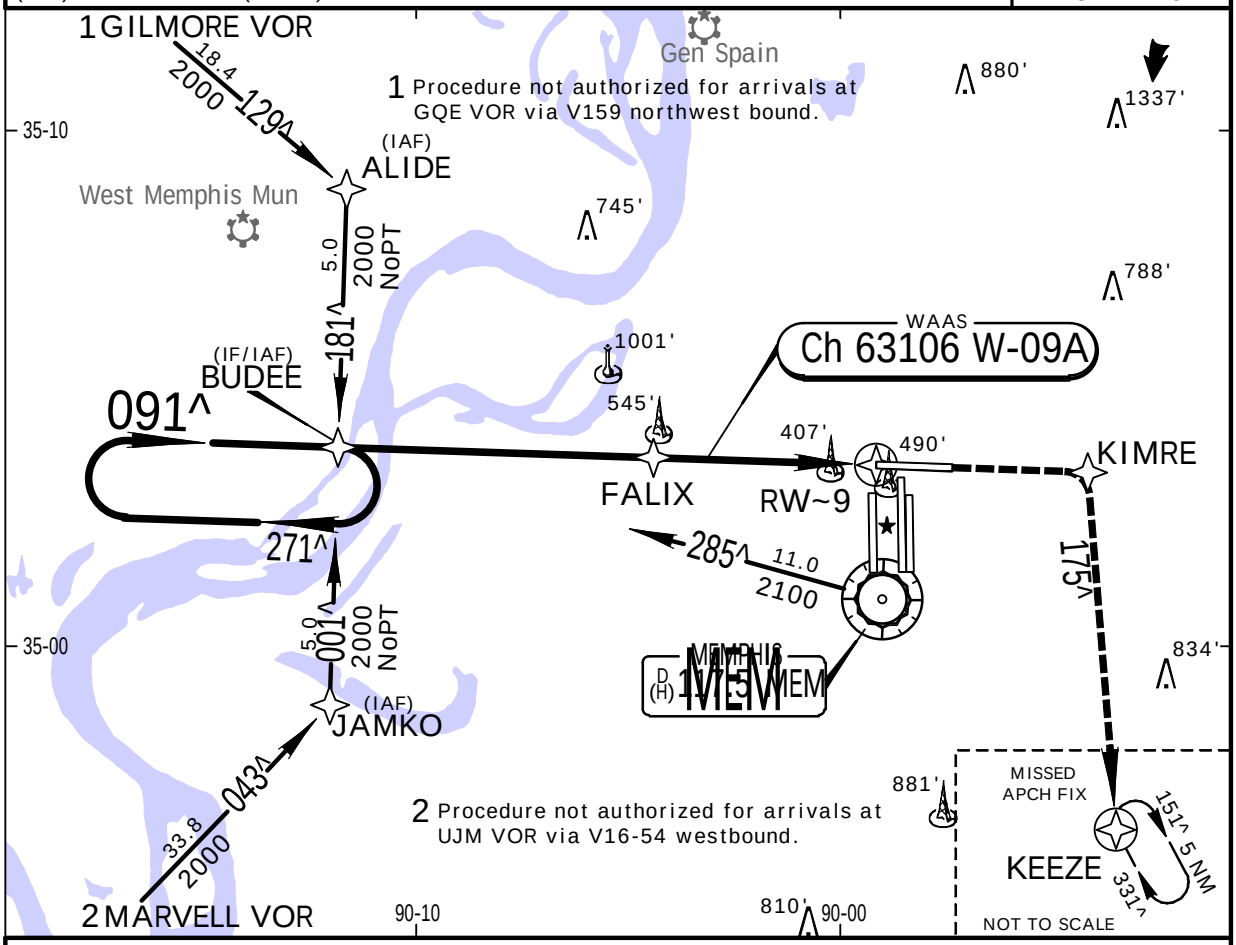
D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 9-27	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 18R-36L
127.75	125.8	119.1	118.3	119.7	128.42	121.0	121.9	121.65

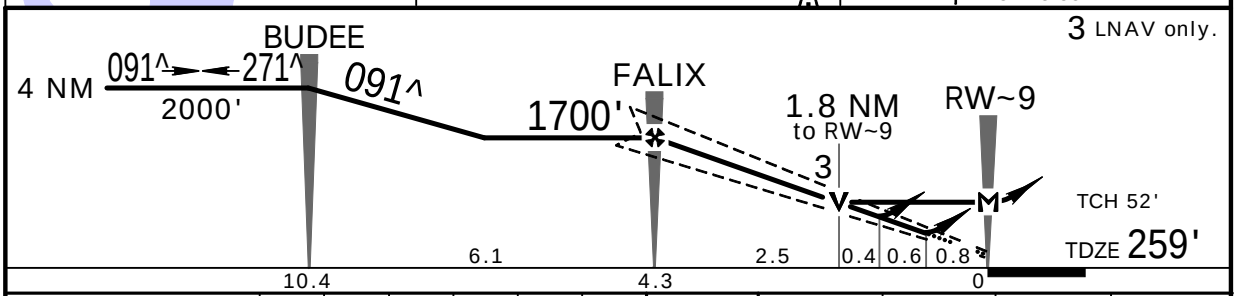
WAAS	Final Apch Crs	Minimum Alt FALIX	LPV DA(H)	Apt Elev 341'
Ch 63106 W-09A	091^	1700'(1441')	557'(298')	TDZE 259'

MISSED APCH: Climb to 5000' direct KIMRE and via 175^ track to KEEZE and hold, continue climb-in-hold to 5000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15^C (5^F) or above 48^C (118^F). 2. DME/DME RNP-0.30 not authorized.

2500'
MSA RW~9





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW~9						

MALSR 5000' KIMRE

STRAIGHT-IN LANDING RWY 9

	LPV DA(H) 557'(298') RAIL or ALS out		LNAV/VNAV DA(H) 751'(492') RAIL or ALS out		LNAV MDA(H) 880'(621') RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 40 or ¾ / RVR 50 or 1
B						
C					RVR 60 or 1¼	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940'(599')-1
120	
140	940'(599')-1½

S AMEND 1A 7 APR 2011

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KMEM/MEM MEMPHIS INTL

JEPPESEN

29 MAR 13 .Eff.4.Apr. (12-2)

MEMPHIS, TENN RNAV (GPS) Z Rwy 18L

BRIEFING STRIP ™

D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 9-27	Ground Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

WAAS	Final Apch Crs	Minimum Alt RONEE	LPV DA(H)	Apt Elev 341'
Ch 53307 W-18B	178^	2000' (1699')	557' (256')	TDZE 301'

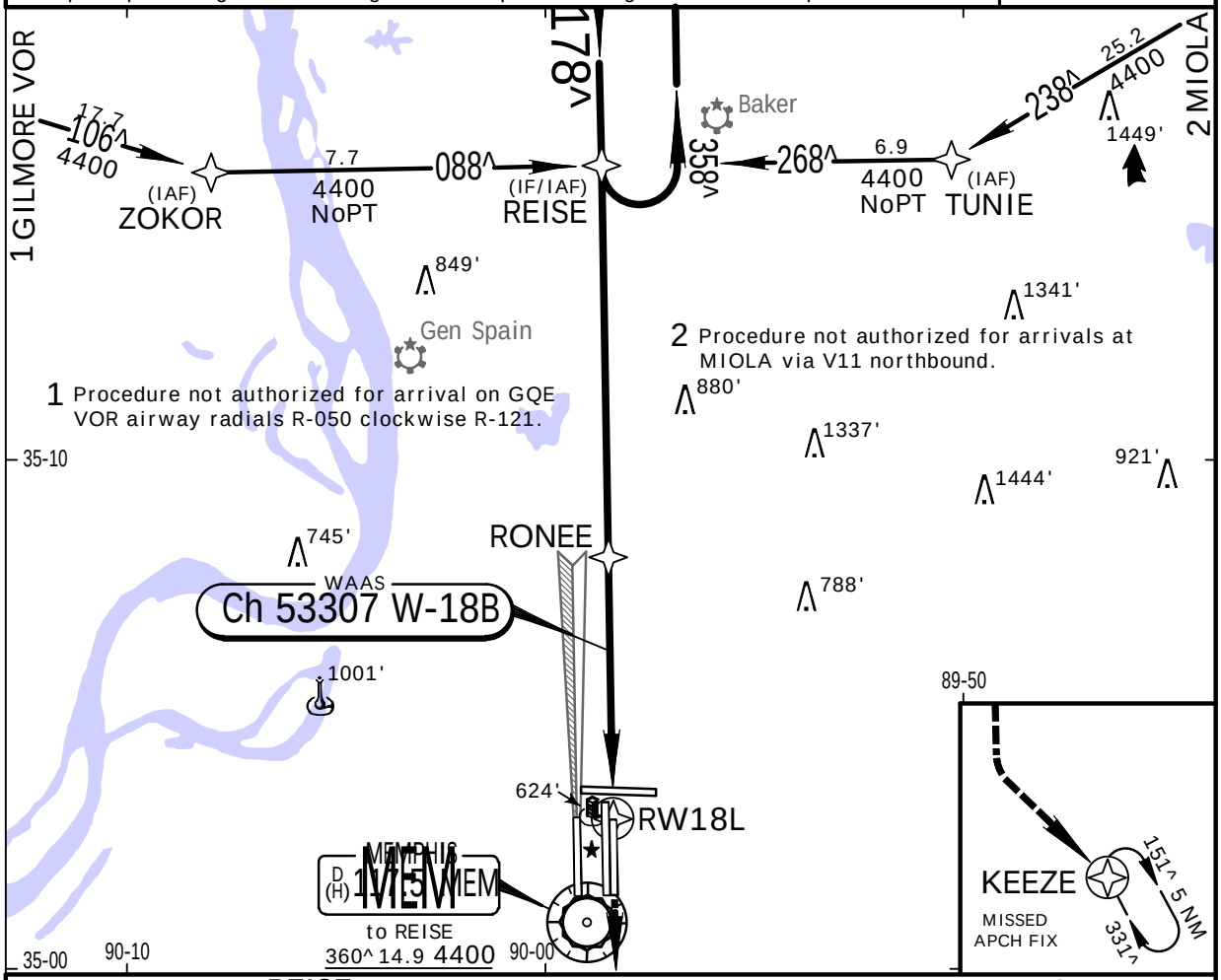
MISSED APCH: Climb to 900' then climbing LEFT turn to 5000' direct KEEZE and hold, continue climb-in-hold to 5000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15^C (5^F) or above 48^C (118^F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Simultaneous approach authorized with Rwy 18R. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

2500'

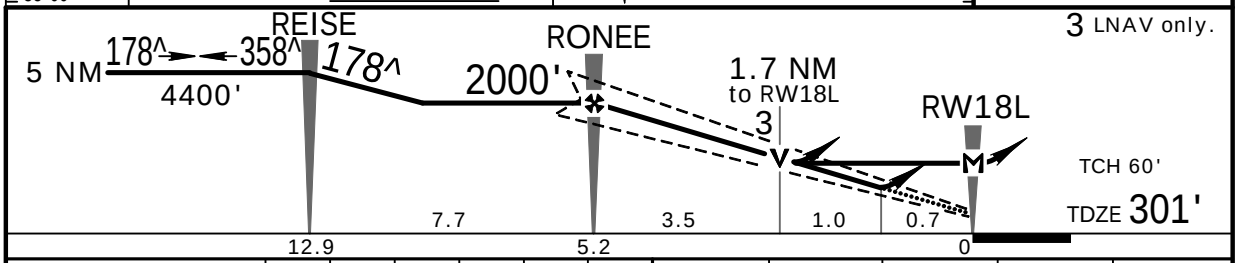
MSA RW18L



1 Procedure not authorized for arrival on GQE VOR airway radials R-050 clockwise R-121.

2 Procedure not authorized for arrivals at MIOLA via V11 northbound.

3 LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW18L						

MALSR PAPI 900' 5000' LT D KEEZE

STRAIGHT-IN LANDING RWY 18L

	LPV DA(H) 557' (256') RAIL or ALS out		LNAV/VNAV DA(H) 874' (573') RAIL or ALS out		LNAV MDA(H) 880' (579') RAIL out	ALS out
A	RVR 24 or 1/2	RVR 50 or 1	1½	2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B						
C					RVR 50 or 1	1½
					RVR 60	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940' (599') -1
120	
140	940' (599') -1½

AMEND 2B 4 APR 2013

CHANGES: missed approach.

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KMEM/MEM MEMPHIS INTL

JEPPESEN

29 MAR 13 .Eff.4.Apr. (12-3)

MEMPHIS, TENN RNAV (GPS) Z Rwy 18C

BRIEFING STRIP ™

D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 9-27	Ground Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

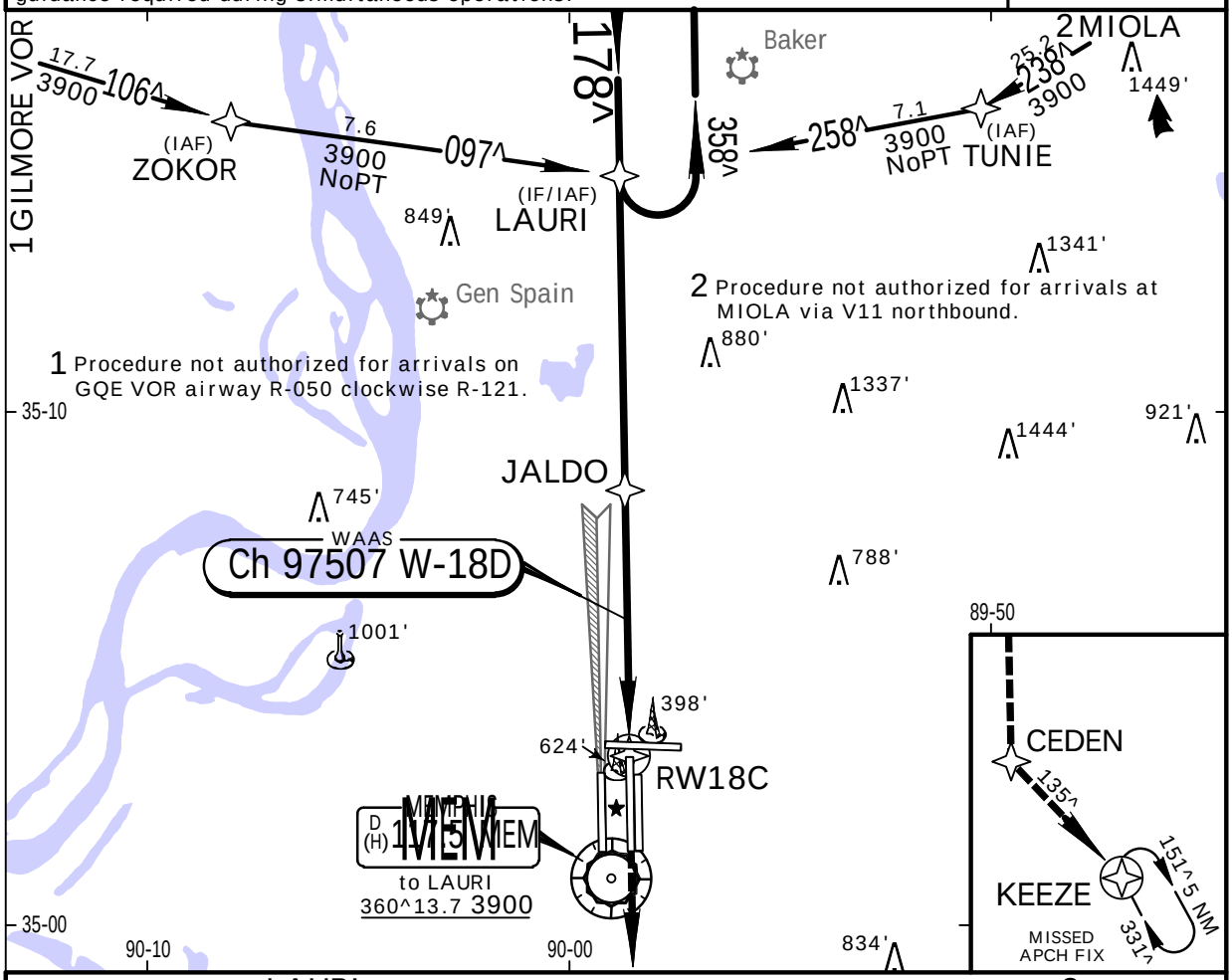
WAAS Ch 97507 W-18D	Final Apch Crs 178^	Minimum Alt JALDO 2000' (1710')	LPV DA(H) 665' (375')	Apt Elev 341' TDZE 290'

MISSED APCH: Climb to 5000' direct CEDEN and via 135^ track to KEEZE and hold, continue climb-in-hold to 5000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15^C (5^F) or above 48^C (118^F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 18R. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

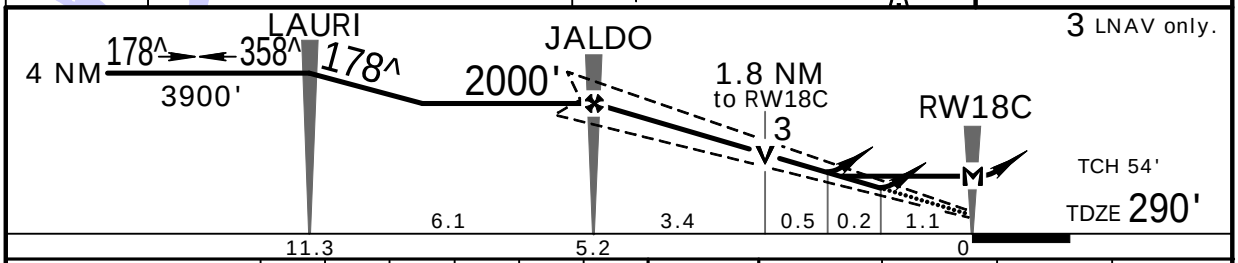
MSA RW18C: 2500'



1 Procedure not authorized for arrivals on GQE VOR airway R-050 clockwise R-121.

2 Procedure not authorized for arrivals at MIOLA via V11 northbound.

3 LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW18C						

MALSR 5000' CEDEN

STRAIGHT-IN LANDING RWY 18C

	LPV DA(H) 665' (375') RAIL or ALS out	LNAV/VNAV DA(H) 741' (451') RAIL or ALS out	LNAV MDA(H) 880' (590') RAIL out	LNAV MDA(H) 880' (590') ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 60 or 1¼	1½
B				
C				

	RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B			
C	RVR 50 or 1	1½	
	RVR 60		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940' (599') -1
120	
140	940' (599') -1½

S AMEND 2A 31 MAY 2012

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KMEM/MEM MEMPHIS INTL

JEPPESEN

29 MAR 13 .Eff.4.Apr. (12-4)

MEMPHIS, TENN RNAV (GPS) Z Rwy 18R

BRIEFING STRIP ™

D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18R-36L	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18C-36C, 18L-36R	Ground Rwys 18R-36L	Ground Rwys 9-27	Ground Rwys 18C-36C, 18L-36R
127.75	125.8	119.1	128.42	118.3	119.7	121.65	121.0	121.9

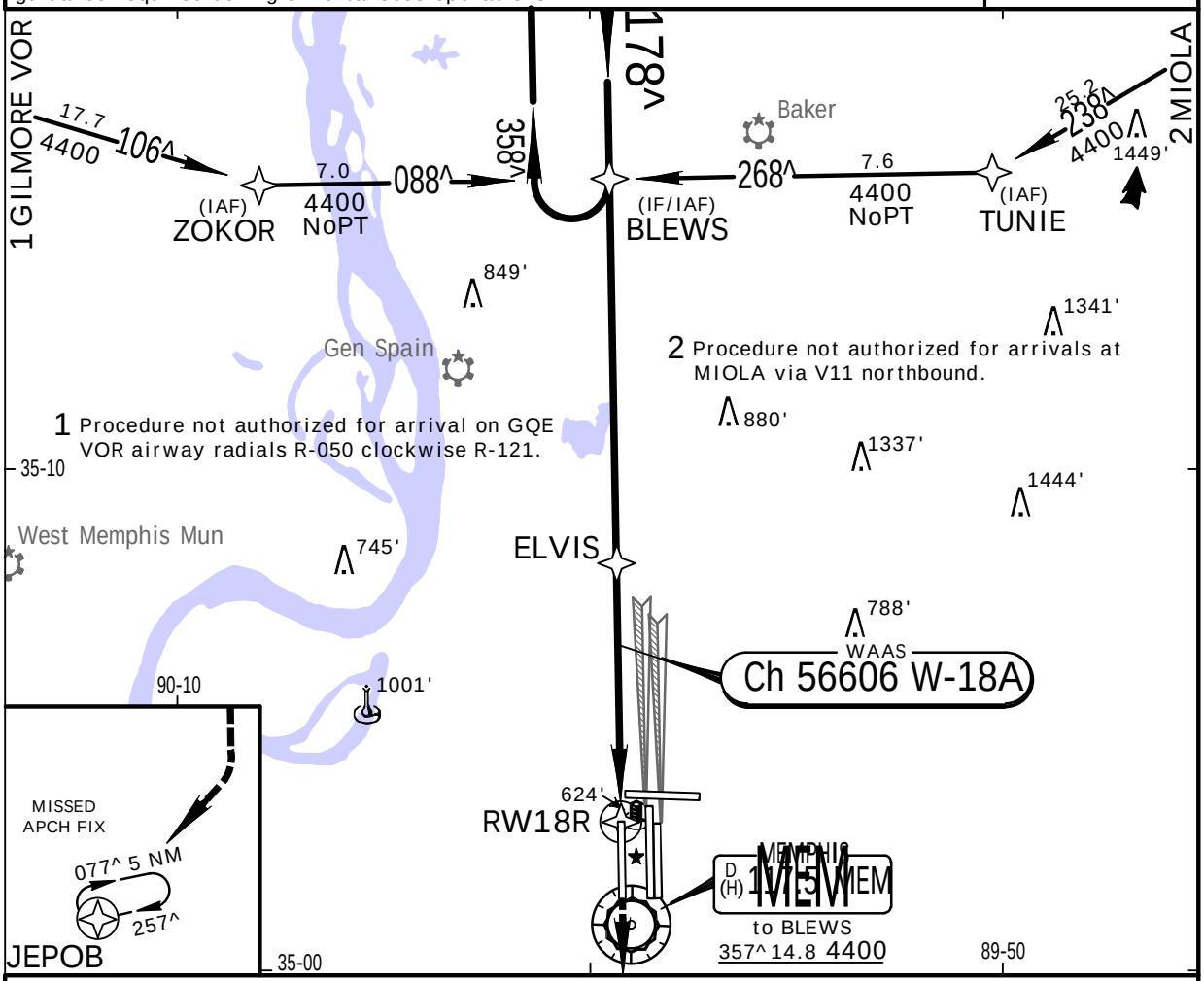
WAAS	Final Apch Crs	Minimum Alt ELVIS	LPV DA(H)	Apt Elev / TDZE
Ch 56606 W-18A	178^	2000' (1705')	495' (200')	Apt Elev 341' TDZE 295'

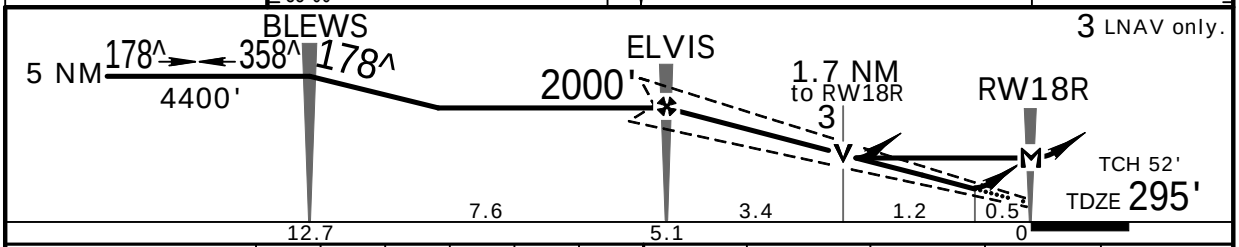
MISSED APCH: Climb to 900' then climbing RIGHT turn to 5000' direct JEPOB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15^C (5^F) or above 48^C (118^F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 18C/L. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

2500'
MSA RW18R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW18R						

MALSR 900' 5000' RT D JEPOB

STRAIGHT-IN LANDING RWY 18R

	LPV DA(H) 495' (200') RAIL or ALS out		LNAV/VNAV DA(H) 874' (579') RAIL or ALS out		LNAV MDA(H) 880' (585') RAIL out	ALS out
A	RVR 24 or 1/2	RVR 50 or 1	1½	2	RVR 24 or 1/2	RVR 40 or 3/4 / RVR 50 or 1
B						
C					RVR 50 or 1	1½
					RVR 60	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940' (599') -1
120	
140	940' (599') -1½

AMEND 2B 4 APR 2013

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KMEM/MEM
MEMPHIS INTL

JEPPESEN
18 JUL 14 (12-5)

MEMPHIS, TENN
RNAV (GPS) Rwy 27

BRIEFING STRIP ™

D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 9-27	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 18R-36L
127.75	125.8	119.1	118.3	119.7	128.42	121.0	121.9	121.65

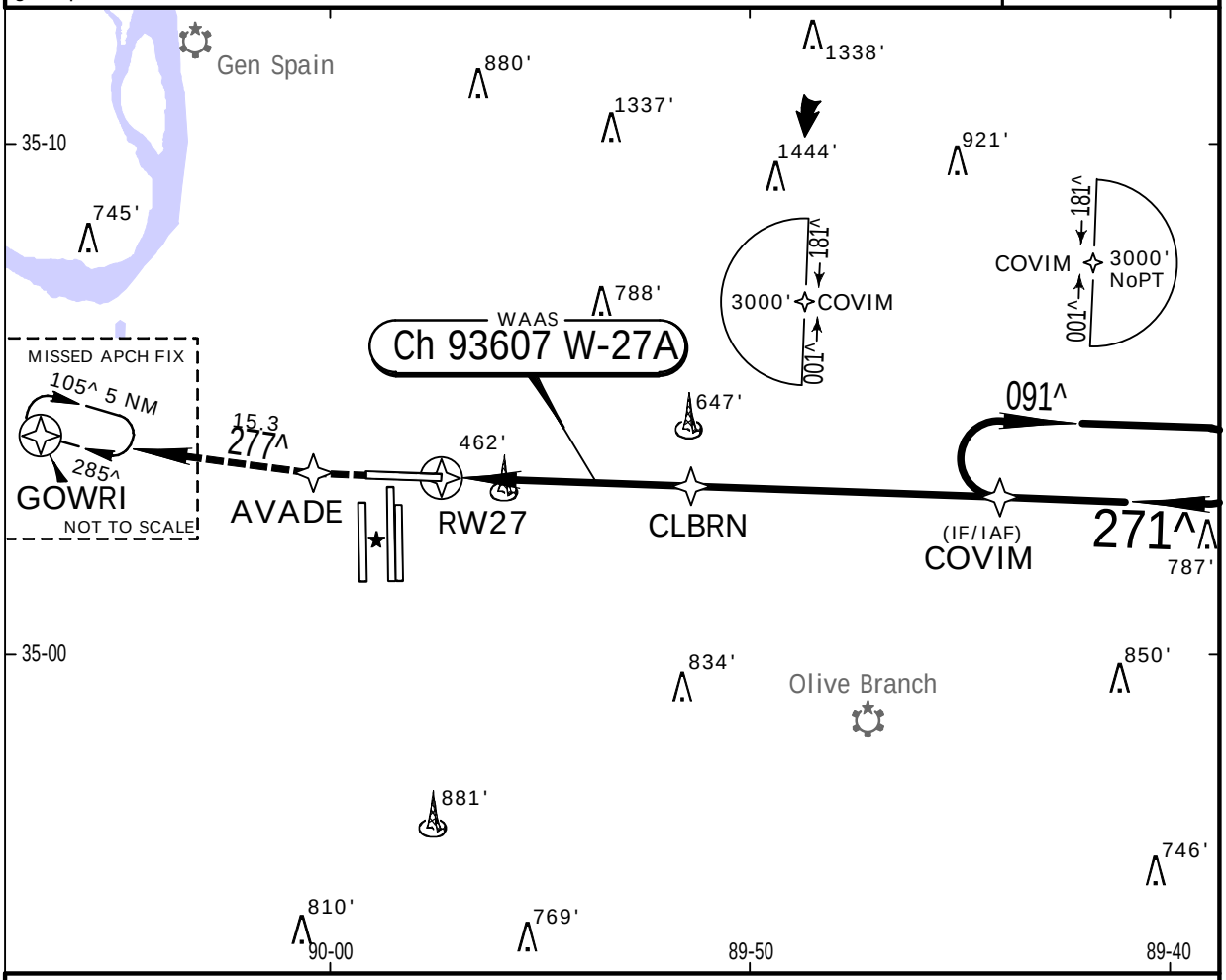
WAAS	Final Apch Crs	Minimum Alt CLBRN	LPV DA(H)	Apt Elev / TDZE
Ch 93607 W-27A	271^	1900' (1608')	492' (200')	Apt Elev 341' TDZE 292'

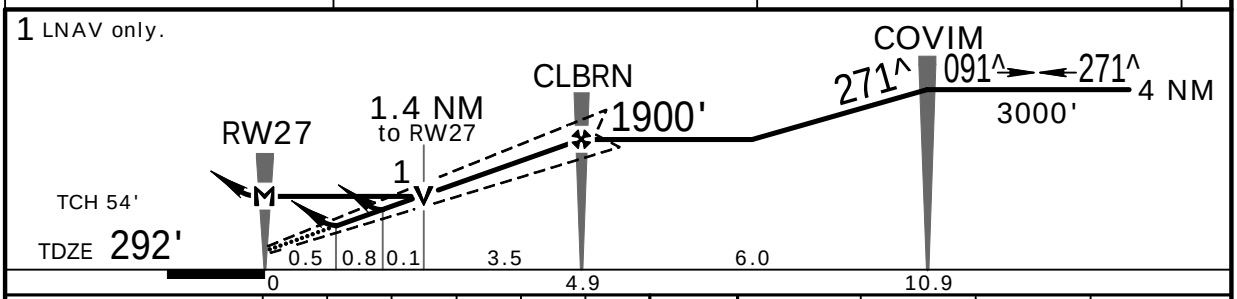
MISSED APCH: Climb to 5000' direct AVADE and on track 277^ to GOWRI and hold, continue climb-in-hold to 5000'.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -9^C (16^F) or above 54^C (130^F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW27						

MALSR
PAPI
5000'
D
AVADE

.TERPS.

STRAIGHT-IN LANDING RWY 27

	LPV DA(H) 492' (200')		LNAV/VNAV DA(H) 745' (453')			LNAV MDA(H) 800' (508')		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 55 or 1	1 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B								
C						RVR 55 or 1	1 1/4	1 3/8

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	920' (579') -1
120	
140	920' (579') -1 1/2

S AMEND 2B 24 JUL 2014

CHANGES: TDZE. JEPPESEN, 2001, 2014. ALL RIGHTS RESERVED.

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KMEM/MEM
MEMPHIS INTL

JEPPESEN
18 JUL 14 (12-6)

MEMPHIS, TENN
RNAV (GPS) Rwy 36L

BRIEFING STRIP ™

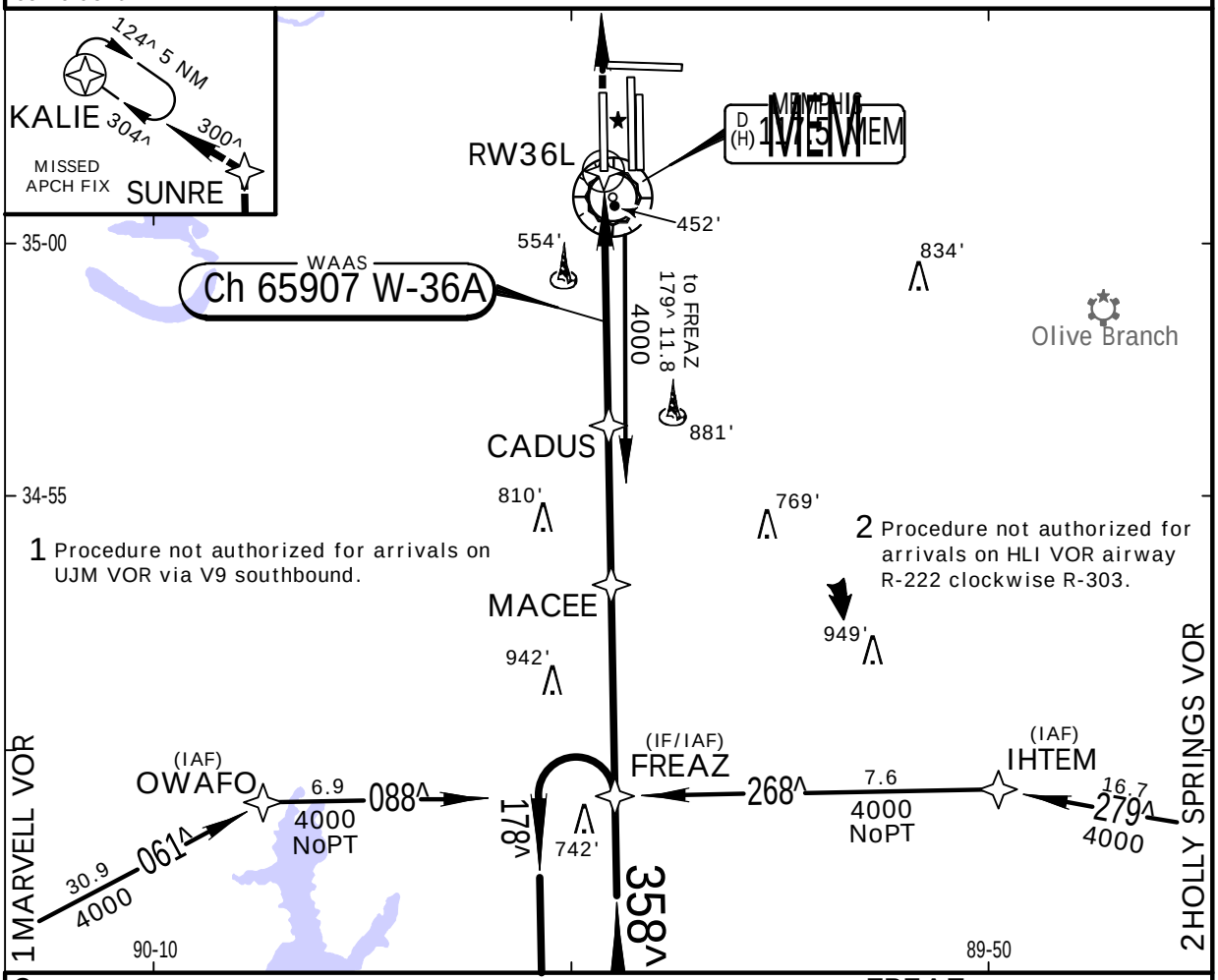
D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18R-36L	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18C-36C, 18L-36R	Ground Rwys 18R-36L	Ground Rwys 9-27	Ground Rwys 18C-36C, 18L-36R
127.75	125.8	119.1	128.42	118.3	119.7	121.65	121.0	121.9

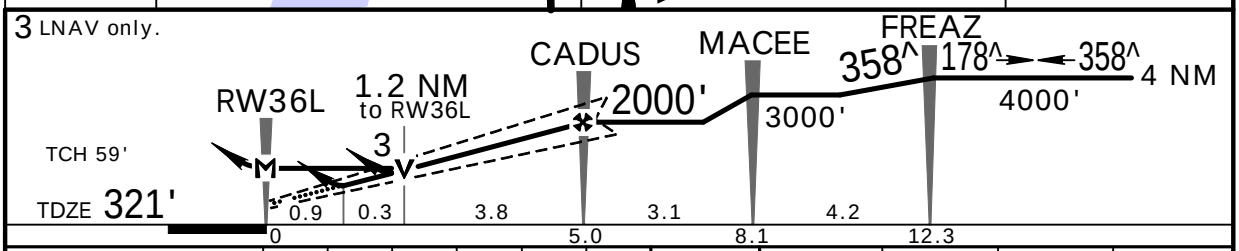
WAAS Ch 65907 W-36A	Final Apch Crs 358^	Minimum Alt CADUS 2000' (1679')	LPV DA(H) 673' (352')	Apt Elev 341' TDZE 321'	2500' MSA RW36L

MISSED APCH: Climb to 5000' direct SUNRE and via 300^ track to KALIE and hold, continue climb-in-hold to 5000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15^C (5^F) or above 48^C (118^F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 36R/C. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW36L						

ALSF-II PAPI 5000' D SUNRE

STRAIGHT-IN LANDING RWY 36L

	LPV DA(H) 673' (352')		LNAV/VNAV DA(H) 760' (439')		LNAV MDA(H) 780' (459')		CIRCLE-TO-LAND Max Kts	MDA(H)
		ALS out		ALS out		ALS out		
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 50 or 1	1½	RVR 24 or ½	RVR 50 or 1	90	940' (599') -1
B							120	
C					RVR 40 or ¾	RVR 60 or 1¼	140	940' (599') -1½
					RVR 50			

S AMEND 1B 5 APR 2012

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KMEM/MEM
MEMPHIS INTL

JEPPESEN
30 MAR 12 (12-7)

MEMPHIS, TENN
RNAV (GPS) Rwy 36C

BRIEFING STRIP™

D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 9-27	Ground Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

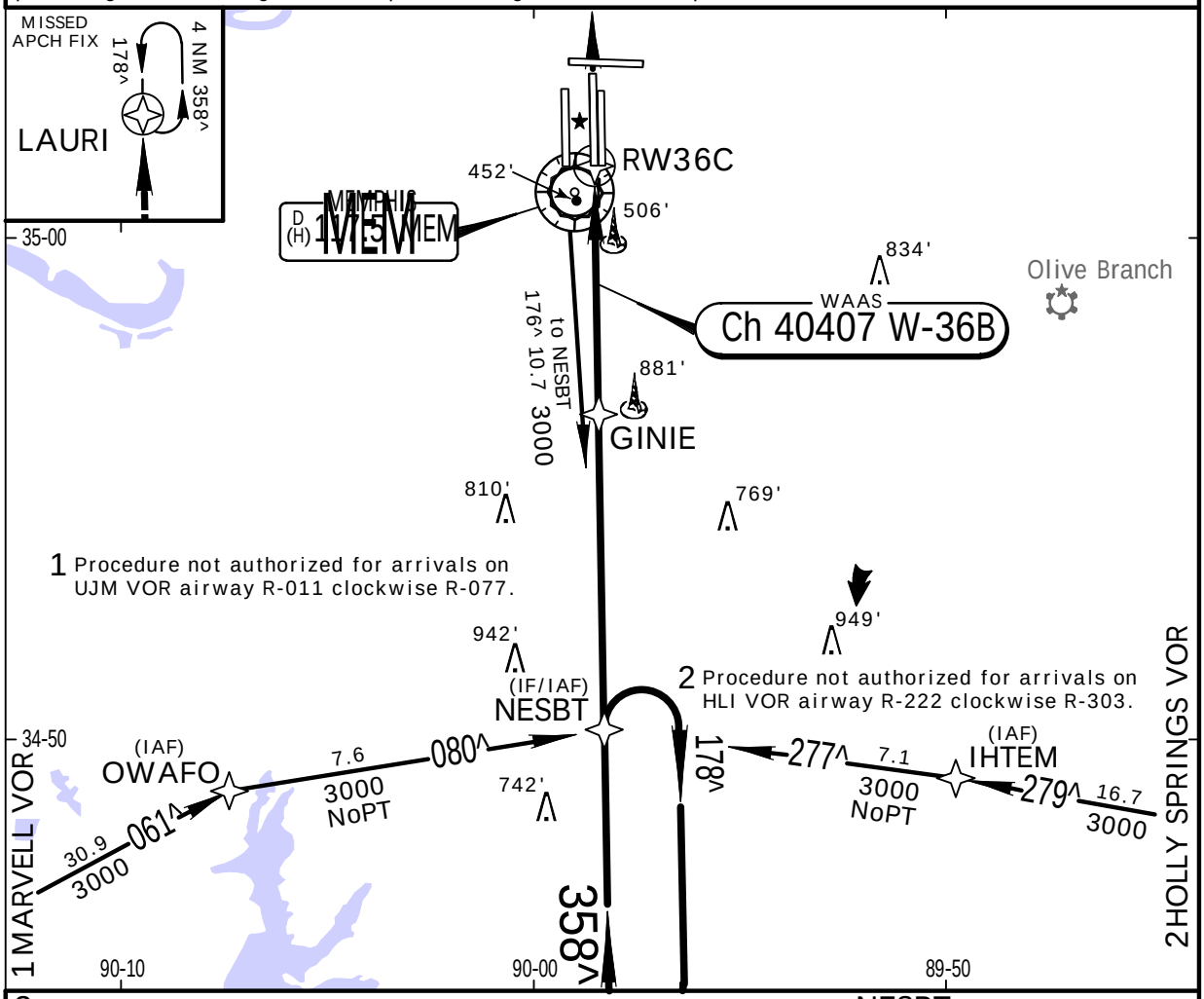
WAAS	Final Apch Crs	Minimum Alt GINIE	LPV DA(H)	Apt Elev 341'
Ch 40407 W-36B	358^	2000' (1659')	665' (324')	TDZE 341'

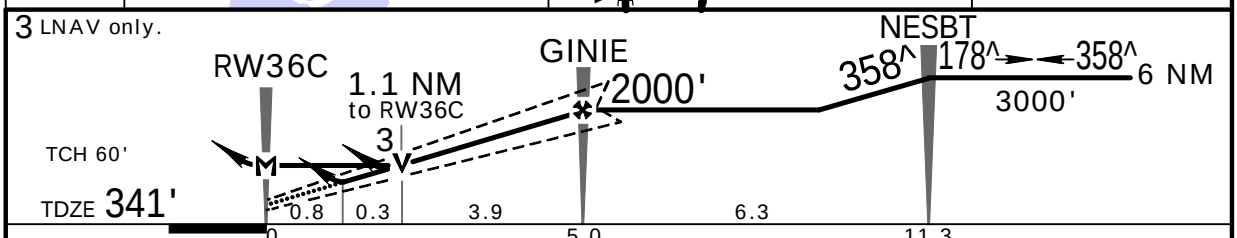
2500' MSA RW36C

MISSED APCH: Climb to 3000' direct LAURI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15^C (5^F) or above 48^C (118^F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 36L. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW36C						

ALSF-II 3000' LAURI

STRAIGHT-IN LANDING RWY 36C

	LPV DA(H) 665' (324') ALS out		LNAV/VNAV DA(H) 765' (424') ALS out		LNAV MDA(H) 760' (419') ALS out	
A	RVR 24 or ½	RVR 50 or 1	RVR 50 or 1	1½	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 40 or ¾	RVR 60 or 1¼
					RVR 50	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940' (599') -1
120	
140	940' (599') -1½

PS AMEND 1B 5 APR 2012

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KMEM/MEM
MEMPHIS INTL

JEPPESEN
30 MAR 12 (12-8)

MEMPHIS, TENN
RNAV (GPS) Rwy 36R

BRIEFING STRIP ™

D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 9-27	Ground Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

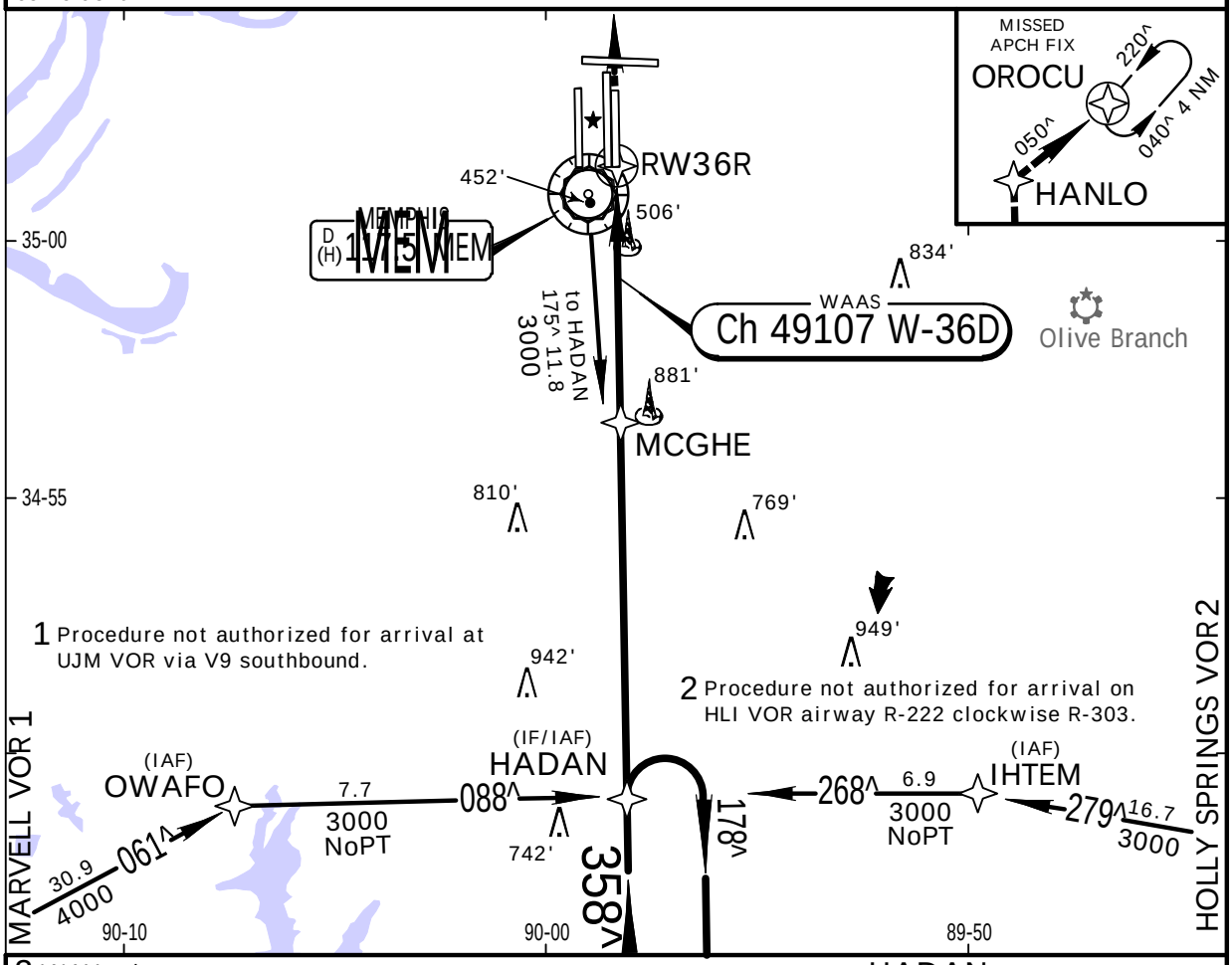
WAAS	Final Apch Crs	Minimum Alt MCGHE	LPV DA(H)	Apt Elev 341'
Ch 49107 W-36D	358^	2000' (1665')	639' (304')	TDZE 335'

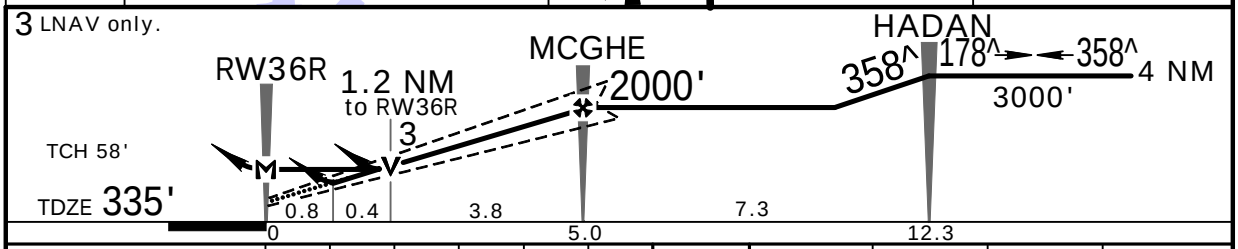
MISSED APCH: Climb to 5000' direct HANLO and via 050^ track to OROCU and hold, continue climb-in-hold to 5000'.

2500'
MSA RW36R

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15^C (5^F) or above 48^C (118^F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 36L. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW36R						

ALSF-II
PAPI
5000'
HANLO

STRAIGHT-IN LANDING RWY 36R

	LPV DA(H) 639' (304')		LNAV/VNAV DA(H) 763' (428')		LNAV MDA(H) 760' (425')	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/2	RVR 24 or 1/2	RVR 50 or 1
B						
C					RVR 40 or 3/4	RVR 60 or 1 1/4
D					RVR 50	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940' (599') -1
120	
140	940' (599') -1 1/2

CHANGES: Notes.

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KMEM/MEM
MEMPHIS INTL

JEPPESEN
25 MAY 12 (12-20)

MEMPHIS, TENN
RNAV (RNP) X Rwy 18L

BRIEFING STRIP ™

D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 9-27	Ground Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

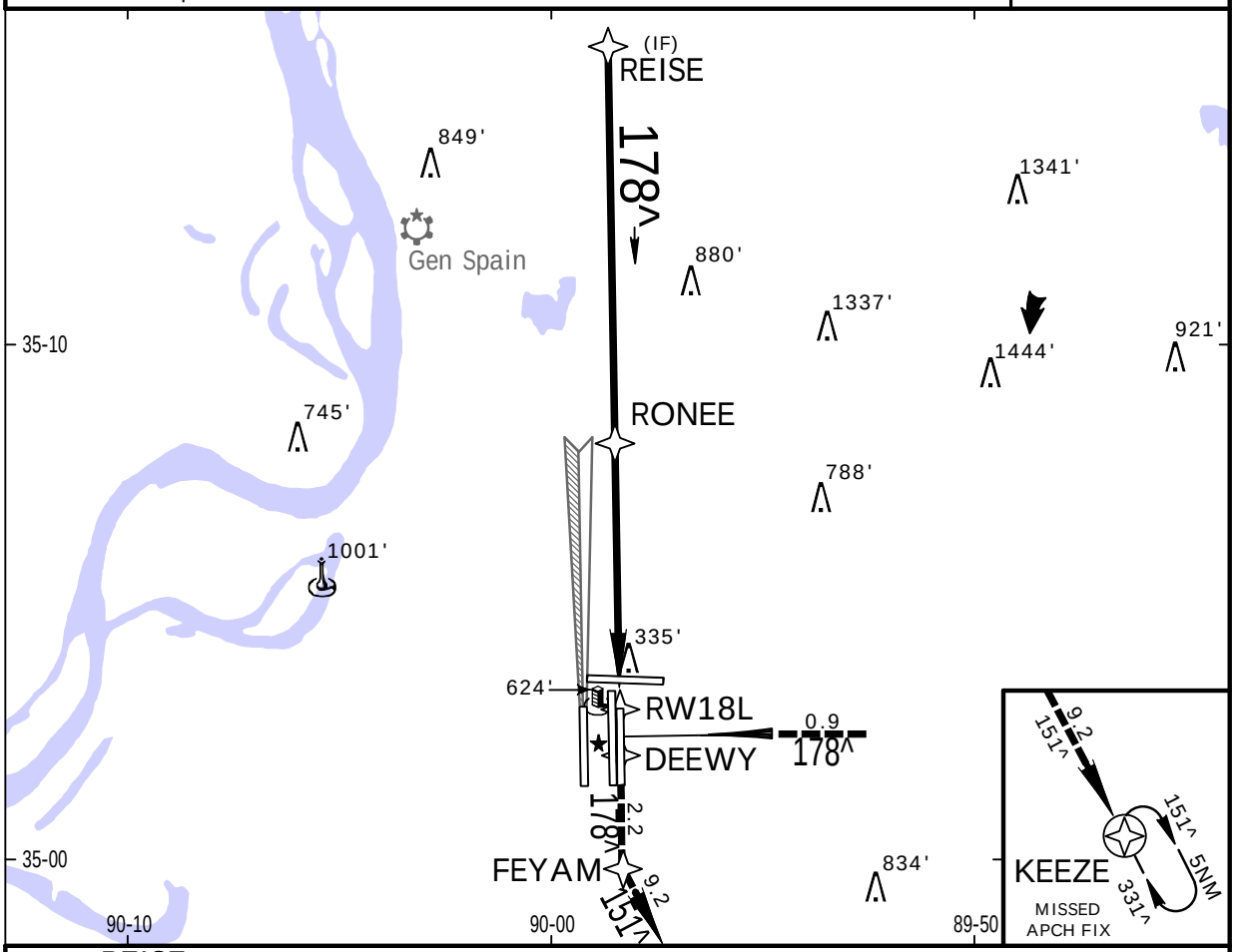
RNAV	Final Apch Crs	Minimum Alt RONEE	RNP 0.11 DA(H)	Apt Elev 341'
	178^	2000' (1699')	647' (346')	TDZE 301'

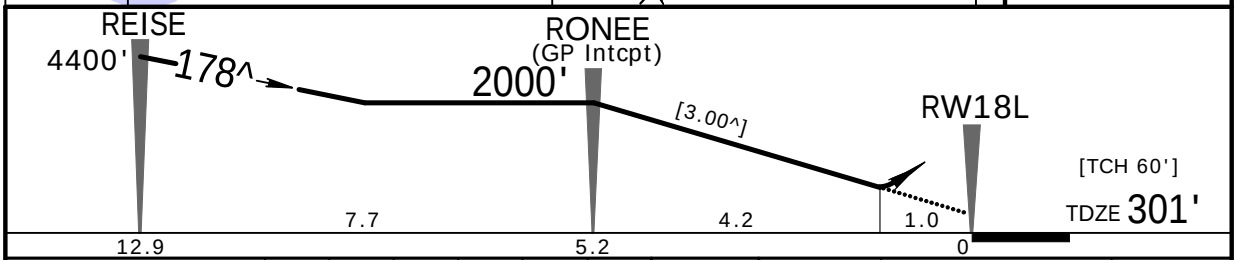
MISSED APCH: Climb to 5000' via track 178^ to DEEWY and via track 178^ to FEYAM and via 151^ track to KEEZE and hold, continue climb-in-hold to 5000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -9^C (16^F) or above 48^C (118^F). 5. VGSI and RNAV glidepath not coincident. 6. Missed approach requires RNP less than 1.0. 7. Simultaneous approach authorized with Rwy 18R. 8. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

2600'
MSA RW18L





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00^]	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI
5000' via 178^ DEEWY

STRAIGHT-IN LANDING RWY 18L
RNP 0.11
DA(H) 647' (346')

	RAIL or ALS out	
A	RVR 40 or ¾	RVR 60 or 1¼
B		
C		

S AMEND 0C 31 MAY 2012

CHANGES: None.

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KMEM/MEM MEMPHIS INTL

JEPPESEN 25 MAY 12 (12-21)

MEMPHIS, TENN RNAV (RNP) Y Rwy 18L

BRIEFING STRIP ™

D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 9-27	Ground Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

RNAV	Final Apch Crs	Minimum Alt RONEE	RNP 0.30 DA(H) (CONDITIONAL)	Apt Elev 341' TDZE 301'
	178^	2000' (1699')	680' (379')	

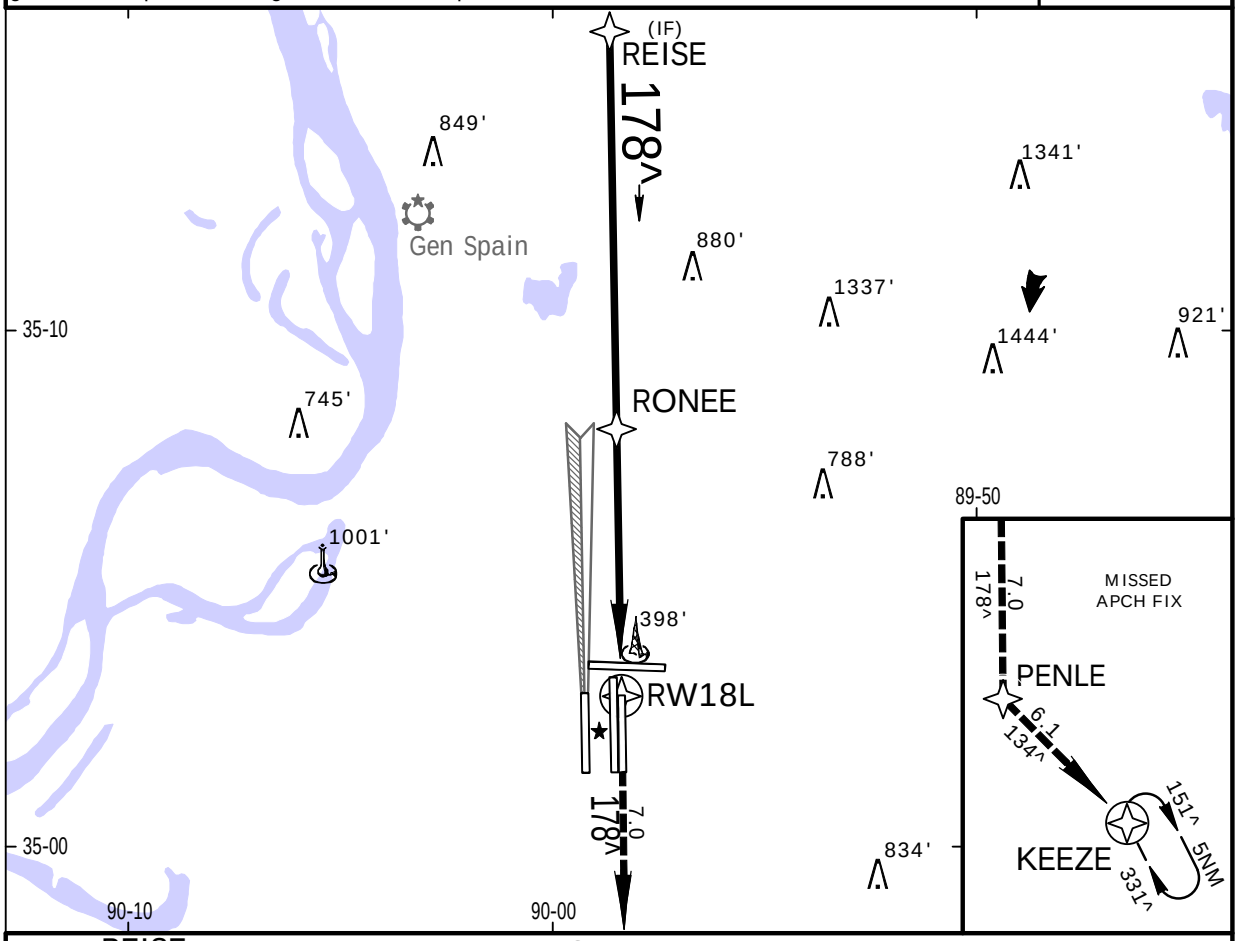
MISSED APCH: Climb to 5000' via track 178^ to PENLE and via track 134^ to KEEZE and hold, continue climb-in-hold to 5000'.

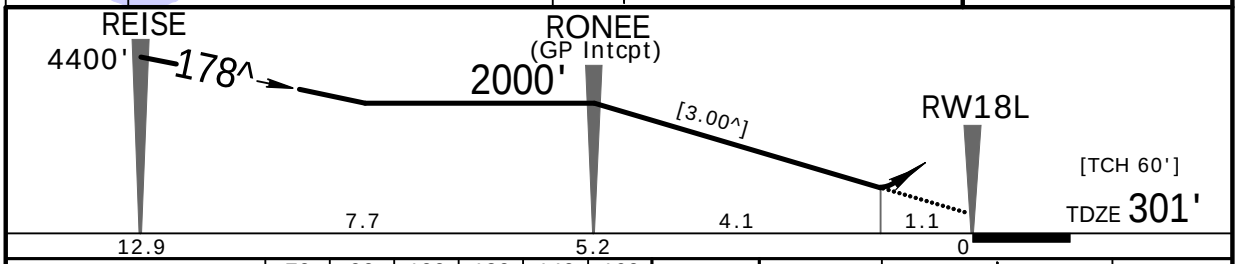
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -9^C (16^F) or above 48^C (118^F). 5. VGSI and RNAV glidepath not coincident. 6. Simultaneous approach authorized with Rwy 18R. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

2600'

MSA RW18L





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00^]	372	478	531	637	743	849
MAP at DA						

MALSR PAPI 5000' via 178^ PENLE

STRAIGHT-IN LANDING RWY 18L

	1 RNP 0.30 DA(H) 680' (379')		RNP 0.30 DA(H) 771' (470')	
		RAIL or ALS out		RAIL or ALS out
A	RVR 50 or 1	RVR 60 or 1¼	RVR 60 or 1¼	1¾
B				
C				
D				

S AMEND 0C 31 MAY 2012

CHANGES: Notes:

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KMEM/MEM MEMPHIS INTL

JEPPESEN 18 JUL 14 (12-22)

MEMPHIS, TENN RNAV (RNP) Y Rwy 18C

BRIEFING STRIP ™

D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 9-27	Ground Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

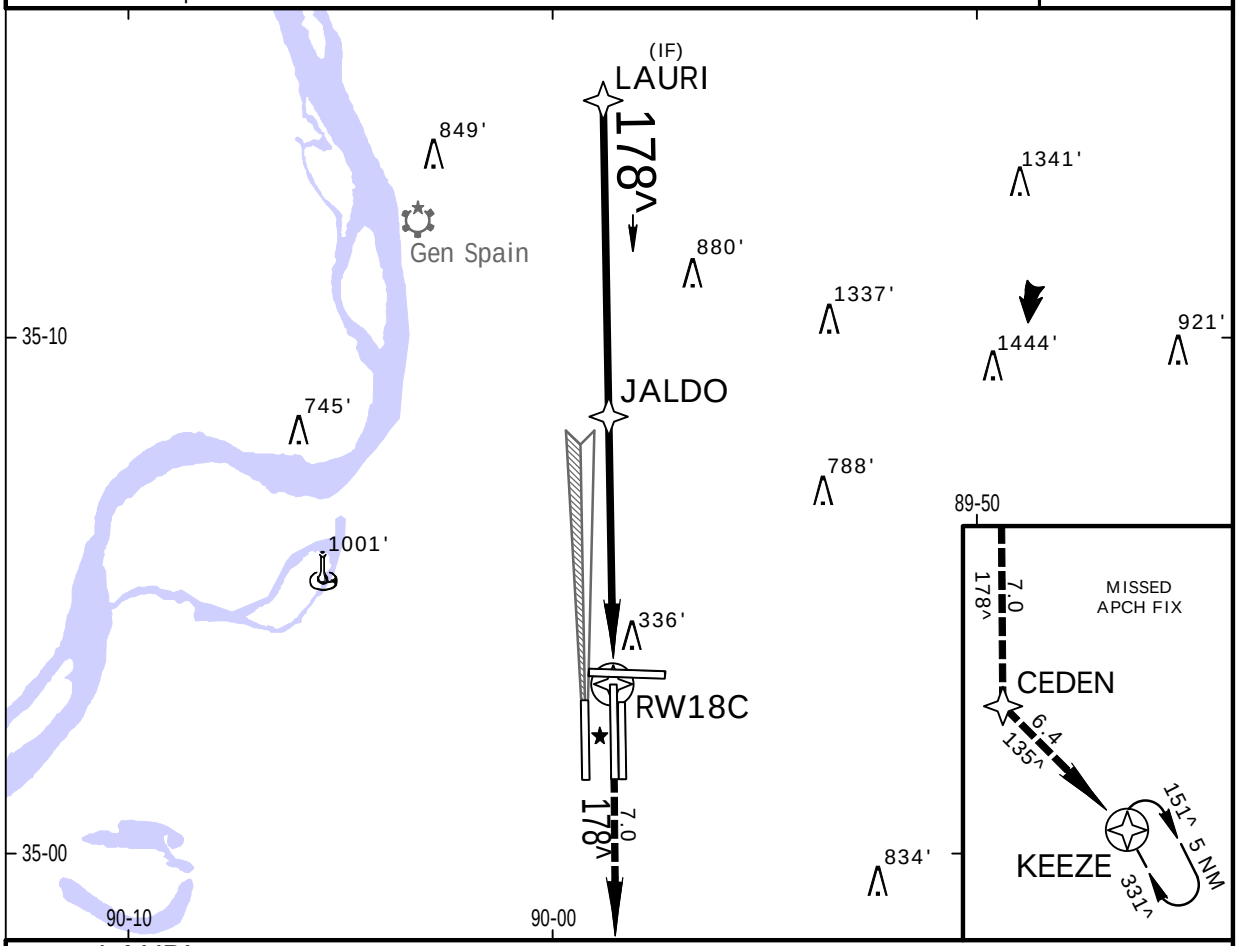
RNAV	Final Apch Crs	Minimum Alt JALDO	RNP 0.30 DA(H) (CONDITIONAL)	Apt Elev 341' TDZE 290'
	178^	2000' (1710')	655' (365')	

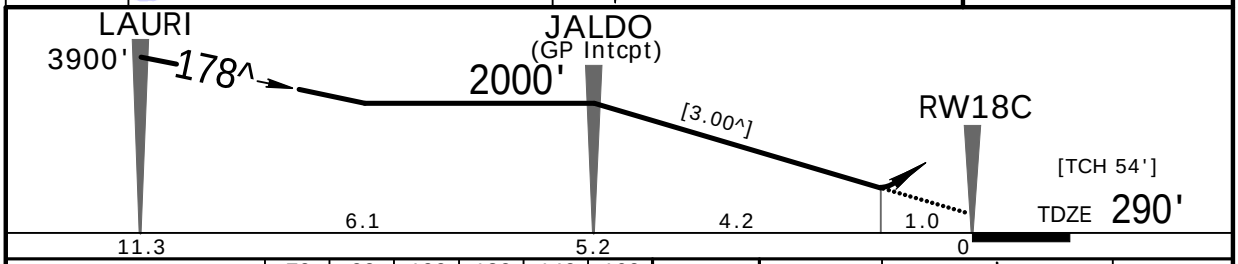
MISSED APCH: Climb to 5000' on track 178^ to CEDEN and on track 135^ to KEEZE and hold, continue climb-in-hold to 5000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -10^C (14^F) or above 54^C (130^F). 5. Simultaneous approach authorized with Rwy 18R.
6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

MSA RW18C: 2600'





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00^]	372	478	531	637	743	849
MAP at DA						

MALSR 5000' on 178^ CEDEN

.TERPS.

STRAIGHT-IN LANDING RWY 18C
RNP 0.30

	1 DA(H) 655' (365') RAIL out	ALS out	DA(H) 747' (457') RAIL out	ALS out
A, B, C, D	RVR 35 or 5/8	RVR 40 or 3/4	RVR 60 or 1 1/8	RVR 54 or 1	RVR 55 or 1	1 1/2

CHANGES: TDZE, minimums.

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AMEND 0D 24 JUL 2014

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JEPPESEN
18 JUL 14 (12-23)

MEMPHIS, TENN
RNAV (RNP) X Rwy 18R

BRIEFING STRIP ™

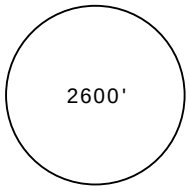
D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18R-36L	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18C-36C, 18L-36R	Ground Rwys 18R-36L	Ground Rwys 9-27	Ground Rwys 18C-36C, 18L-36R
127.75	125.8	119.1	128.42	118.3	119.7	121.65	121.0	121.9

RNAV	Final Apch Crs	Minimum Alt ELVIS	RNP 0.14 DA(H)	Apt Elev 341'
	178^	2000' (1705')	562' (267')	TDZE 295'

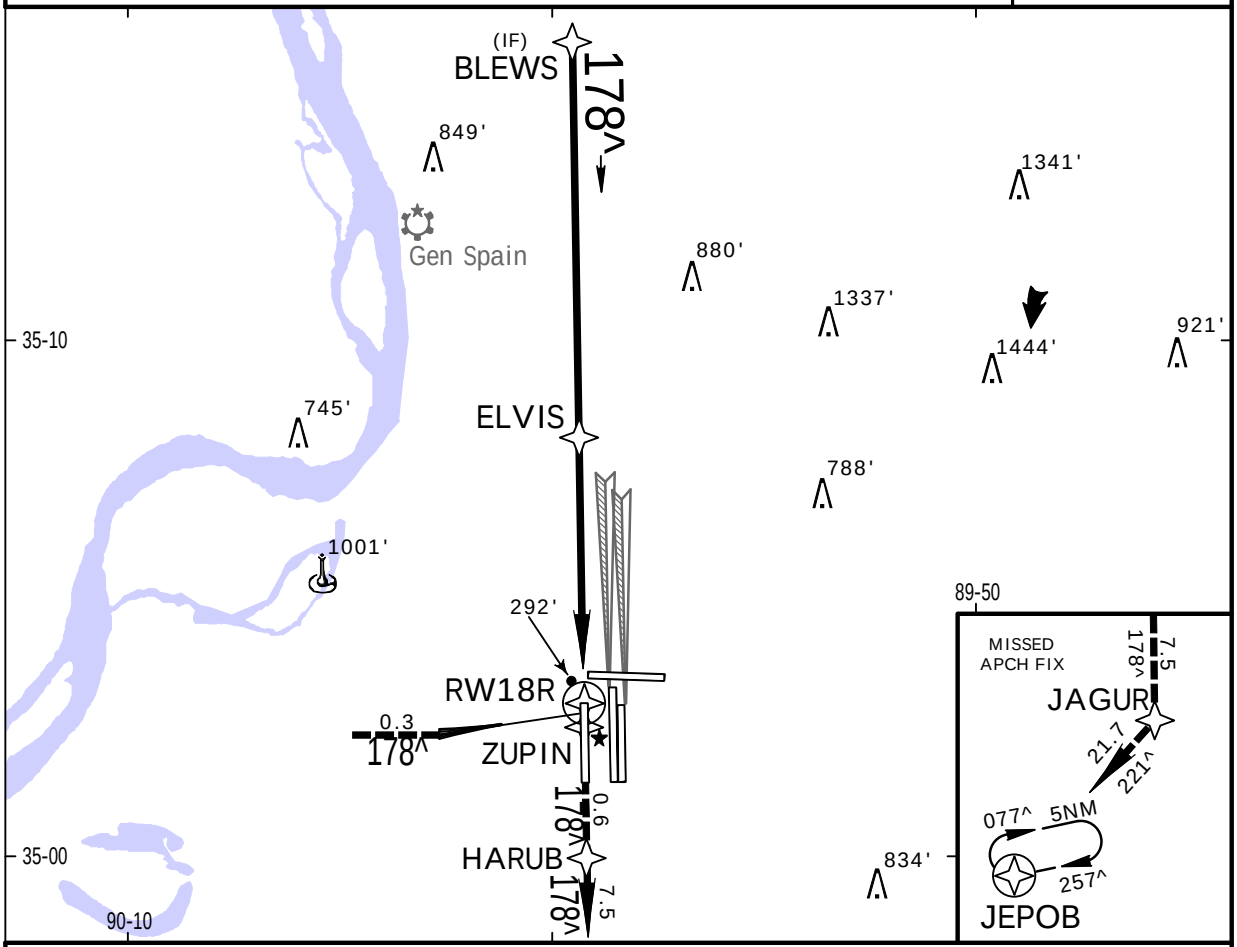
MISSED APCH: Climb to 5000' via 178^ track to ZUPIN and via 178^ track to HARUB and via 178^ track to JAGUR and via 221^ track to JEPOB and hold.

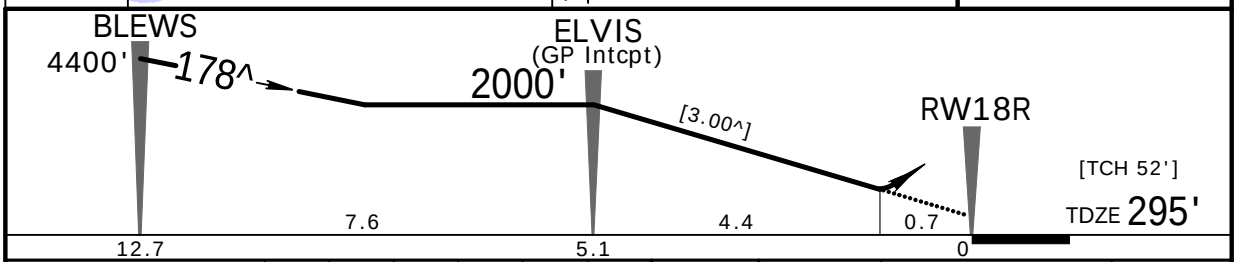
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -9^C (16^F) or above 48^C (118^F). 5. Missed approach requires RNP less than 1.0.
6. Simultaneous approach authorized with Rwy 18C/L. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



MSA RW18R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00^]	372	478	531	637	743	849
MAP at DA						

MALSR

5000' via 178^ ZUPIN

STRAIGHT-IN LANDING RWY 18R
RNP 0.14
DA(H) 562' (267')

	RAIL or ALS out	
A		
B	RVR 24 or ½	RVR 50 or 1
C		

AMEND OC 31 MAY 2012

CHANGES: None.

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MEMPHIS INTL

JEPPESEN
25 MAY 12 (12-24)

MEMPHIS, TENN
RNAV (RNP) Y Rwy 18R

BRIEFING STRIP ™

D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18R-36L	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18C-36C, 18L-36R	Ground Rwys 18R-36L	Ground Rwys 9-27	Ground Rwys 18C-36C, 18L-36R
127.75	125.8	119.1	128.42	118.3	119.7	121.65	121.0	121.9

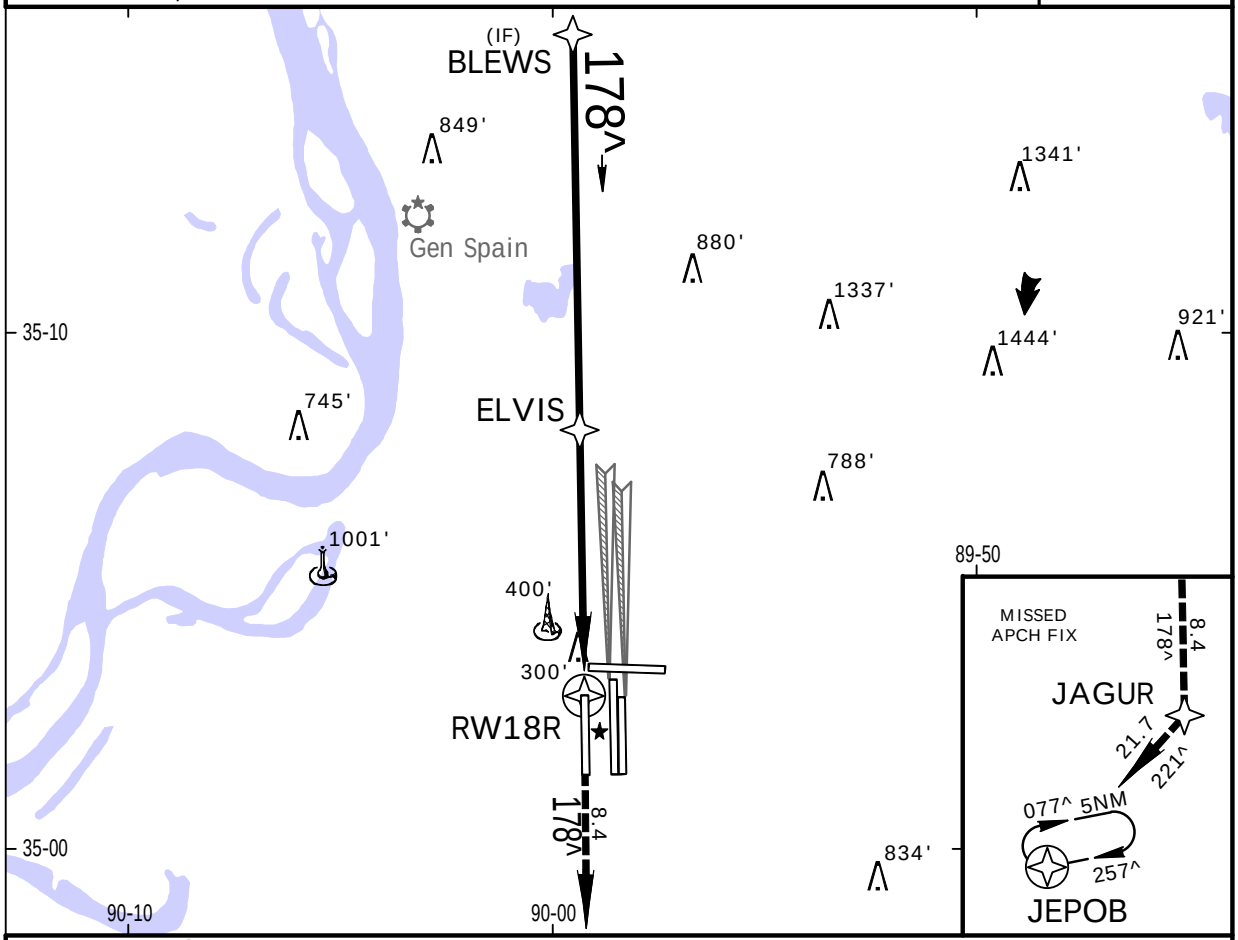
RNAV	Final Apch Crs	Minimum Alt ELVIS	RNP 0.19 DA(H)	Apt Elev 341'
	178^	2000' (1705')	641' (346')	TDZE 295'

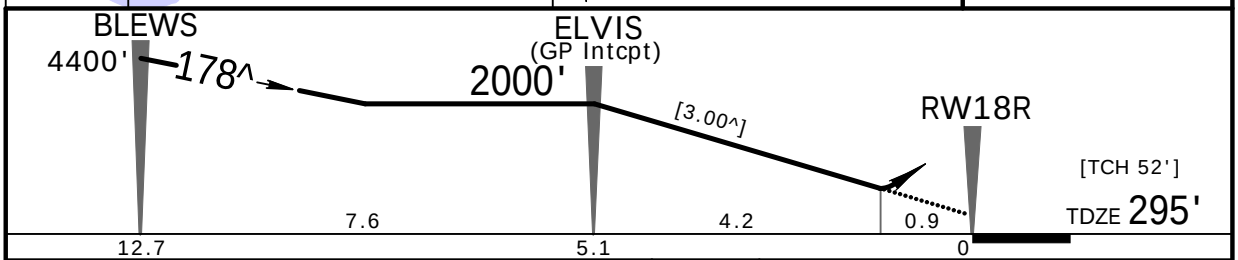
MISSED APCH: Climb to 5000' via track 178^ to JAGUR and via track 221^ to JEPOB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -9^C (16^F) or above 48^C (118^F). 5. Simultaneous approach authorized with Rwy 18C/L.
6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

2600'
MSA RW18R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00^]	372	478	531	637	743	849
MAP at DA						

MALSR

5000' via 178^ JAGUR

STRAIGHT-IN LANDING RWY 18R

	1 RNP 0.19 DA(H) 641' (346') RAIL or ALS out		RNP 0.30 DA(H) 769' (474') RAIL or ALS out	
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 60 or 1¼	1¾
B				
C				
D				

1. Missed approach requires minimum climb of 425'/NM to 1000'.

AMEND OC 31 MAY 2012

CHANGES: None.

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