

# KMEM - Memphis - Memphis Intl

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## Airport details

|             |                          |
|-------------|--------------------------|
| State       | Tennessee                |
| Country     | United States of America |
| Region      | K7                       |
| Elevation   | 335ft (102m)             |
| Timezone    | GMT -6                   |
| Coordinates | 35.04242, -89.97667      |
| Type        | land                     |
| ICAO code   | KMEM                     |
| IATA code   | MEM                      |
| FAA code    | MEM                      |

## Runway info

|                  |                             |
|------------------|-----------------------------|
| Runway 18C / 36C |                             |
| length           | 3397m (11145ft)             |
| bearing          | 179° / 359°                 |
| width            | 46m (150ft)                 |
| surface          | concrete                    |
| blast zone       | 122m (400ft) / 122m (400ft) |
| Runway 18R / 36L |                             |
| length           | 2848m (9344ft)              |
| bearing          | 179° / 359°                 |
| width            | 46m (150ft)                 |
| surface          | concrete                    |
| blast zone       | 122m (400ft) / 244m (801ft) |
| Runway 18L / 36R |                             |
| length           | 2750m (9022ft)              |
| bearing          | 179° / 359°                 |
| width            | 46m (150ft)                 |
| surface          | concrete                    |
| blast zone       | 122m (400ft) / 122m (400ft) |
| Runway 9 / 27    |                             |
| length           | 2722m (8930ft)              |
| bearing          | 92° / 272°                  |
| width            | 46m (150ft)                 |
| surface          | concrete                    |
| blast zone       | 122m (400ft) / 122m (400ft) |

## Communication

|                   |         |
|-------------------|---------|
| Memphis Intl ATIS | 127.750 |
| Memphis Intl ATIS | 127.750 |
| Memphis Intl ATIS | 127.750 |

|                                        |         |
|----------------------------------------|---------|
| Memphis Intl ATIS                      | 127.750 |
| Memphis Intl UNICOM                    | 122.950 |
| Memphis Intl UNICOM                    | 122.950 |
| Memphis Intl UNICOM                    | 122.950 |
| Memphis Intl UNICOM                    | 122.950 |
| Memphis Intl DLV                       | 125.200 |
| Memphis Intl DLV                       | 125.200 |
| Memphis Intl DLV                       | 125.200 |
| Memphis Intl DLV                       | 125.200 |
| Memphis Intl GND (18L/36R,<br>18C/36C) | 121.900 |
| Memphis Intl GND (9/27)                | 121.000 |
| Memphis Intl GND (18L/36R,<br>18C/36C) | 121.900 |
| Memphis Intl GND (18R/36L)             | 121.650 |
| Memphis Intl GND (9/27)                | 121.000 |
| Memphis Intl GND (18R/36L)             | 121.650 |
| Memphis Intl GND (9/27)                | 121.000 |
| Memphis Intl GND (18R/36L)             | 121.650 |
| Memphis Intl GND (18L/36R,<br>18C/36C) | 121.900 |
| Memphis Intl GND (18R/36L)             | 121.650 |
| Memphis Intl GND (18L/36R,<br>18C/36C) | 121.900 |
| Memphis Intl GND (9/27)                | 121.000 |
| Memphis Intl TWR (18L/36R,<br>18C/36C) | 119.700 |
| Memphis Intl TWR (18L/36R,<br>18C/36C) | 119.700 |
| Memphis Intl TWR (9/27)                | 118.300 |
| Memphis Intl TWR (18R/36L)             | 128.425 |
| Memphis Intl TWR (18R/36L)             | 128.425 |
| Memphis Intl TWR (9/27)                | 118.300 |
| Memphis Intl TWR (9/27)                | 118.300 |
| Memphis Intl TWR (18L/36R,<br>18C/36C) | 119.700 |
| Memphis Intl TWR (18L/36R,<br>18C/36C) | 119.700 |
| Memphis Intl TWR (18R/36L)             | 128.425 |
| Memphis Intl TWR (9/27)                | 118.300 |
| Memphis Intl TWR (18R/36L)             | 128.425 |
| Memphis Intl APP (East)                | 125.800 |
| Memphis Intl APP (West)                | 119.100 |
| Memphis Intl APP (Final)               | 120.925 |
| Memphis Intl APP (Final 9/27)          | 126.050 |
| Memphis Intl APP (East)                | 125.800 |
| Memphis Intl APP (West)                | 119.100 |
| Memphis Intl APP (Final)               | 120.925 |
| Memphis Intl APP (Final 9/27)          | 126.050 |

|                               |         |
|-------------------------------|---------|
| Memphis Intl APP (Final 9/27) | 126.050 |
| Memphis Intl APP (Final 9/27) | 126.050 |
| Memphis Intl APP (Final)      | 120.925 |
| Memphis Intl APP (West)       | 119.100 |
| Memphis Intl APP (East)       | 125.800 |
| Memphis Intl APP (East)       | 125.800 |
| Memphis Intl APP (West)       | 119.100 |
| Memphis Intl APP (Final)      | 120.925 |
| Memphis Intl DEP (East)       | 124.150 |
| Memphis Intl DEP (West)       | 124.650 |
| Memphis Intl DEP (East)       | 124.150 |
| Memphis Intl DEP (West)       | 124.650 |
| Memphis Intl DEP (West)       | 124.650 |
| Memphis Intl DEP (East)       | 124.150 |
| Memphis Intl DEP (East)       | 124.150 |
| Memphis Intl DEP (West)       | 124.650 |

## Approach frequencies

|             |     |        |         |
|-------------|-----|--------|---------|
| ILS-cat-III | 36C | 110.5  | 18.00mi |
| ILS-cat-III | 36R | 111.35 | 18.00mi |
| ILS-cat-III | 36L | 108.9  | 18.00mi |
| ILS-cat-I   | 18C | 111.95 | 18.00mi |
| ILS-cat-I   | 18R | 109.9  | 18.00mi |
| ILS-cat-I   | 18L | 111.15 | 18.00mi |
| ILS-cat-I   | 09  | 109.5  | 18.00mi |
| ILS-cat-I   | 27  | 108.7  | 18.00mi |
| 3° GS       | 36C | 110.5  | 18.00mi |
| 3° GS       | 36R | 111.35 | 18.00mi |
| 3° GS       | 18R | 109.9  | 18.00mi |
| 3° GS       | 09  | 109.5  | 18.00mi |
| 3° GS       | 27  | 108.7  | 18.00mi |
| 3° GS       | 18C | 111.95 | 18.00mi |
| 3° GS       | 18L | 111.15 | 18.00mi |
| 3° GS       | 36L | 108.9  | 18.00mi |

## Nearby beacons

| code | identifier               | dist | bearing | frequency |
|------|--------------------------|------|---------|-----------|
| MEM  | MEMPHIS VORTAC           | 1.6  | 193.4°  | 117.50    |
| HLI  | HOLLY SPRINGS VORTAC     | 28.7 | 119.5°  | 112.40    |
| GQE  | GILMORE VOR/DME          | 30.6 | 301.2°  | 113       |
| UV   | TUNNG (OXFORD) NDB       | 43.1 | 151.9°  | 426       |
| UJM  | MARVELL (HELENA) VOR/DME | 44.4 | 236.1°  | 109.60    |
| JBR  | JONESBORO VOR/DME        | 58.2 | 323.6°  | 108.60    |
| DYR  | DYERSBURG VORTAC         | 66.8 | 34°     | 116.80    |

## Departure and arrival routes

Transition altitude 18000ft  
Transition level 18000ft

| SID end points |        | distance | outbound direction |
|----------------|--------|----------|--------------------|
| ALL            |        |          |                    |
|                | ELVIS4 | 40.9     | 269°               |
| RW09           |        |          |                    |
|                | SELPH7 | 44.4     | 13°                |
|                | CRSON7 | 92.5     | 37°                |
|                | GENEH7 | 44.6     | 54°                |
|                | GOETZ7 | 44.1     | 77°                |
|                | AZONE7 | 43.5     | 91°                |
|                | BBKNG7 | 91.6     | 100°               |
|                | GMBUD7 | 42.4     | 115°               |
|                | OLEMS6 | 38.1     | 150°               |
|                | PIEPE6 | 57.7     | 190°               |
|                | BINKY6 | 42.5     | 222°               |
|                | AUTMN6 | 43.2     | 237°               |
|                | CHLDR5 | 90.4     | 260°               |
|                | DUCKZ5 | 43.2     | 269°               |
|                | ZUMIT5 | 51.5     | 278°               |
|                | NIKEI5 | 45.3     | 297°               |
|                | HOTRD5 | 43.9     | 312°               |
|                | GRRIZ5 | 44.6     | 332°               |
|                | JTEEE5 | 44.5     | 354°               |
| RW18C          |        |          |                    |
|                | SELPH7 | 44.4     | 13°                |
|                | CRSON7 | 92.5     | 37°                |
|                | GENEH7 | 44.6     | 54°                |
|                | GOETZ7 | 44.1     | 77°                |
|                | AZONE7 | 43.5     | 91°                |
|                | BBKNG7 | 91.6     | 100°               |
|                | GMBUD7 | 42.4     | 115°               |
|                | OLEMS6 | 38.1     | 150°               |
|                | PIEPE6 | 57.7     | 190°               |
|                | BINKY6 | 42.5     | 222°               |
|                | AUTMN6 | 43.2     | 237°               |
|                | CHLDR5 | 90.4     | 260°               |
|                | DUCKZ5 | 43.2     | 269°               |
|                | ZUMIT5 | 51.5     | 278°               |
|                | NIKEI5 | 45.3     | 297°               |
|                | HOTRD5 | 43.9     | 312°               |
|                | GRRIZ5 | 44.6     | 332°               |
|                | JTEEE5 | 44.5     | 354°               |
| RW18L          |        |          |                    |
|                | SELPH7 | 44.4     | 13°                |
|                | CRSON7 | 92.5     | 37°                |

|       |        |      |      |
|-------|--------|------|------|
|       | GENEH7 | 44.6 | 54°  |
|       | GOETZ7 | 44.1 | 77°  |
|       | AZONE7 | 43.5 | 91°  |
|       | BBKNG7 | 91.6 | 100° |
|       | GMBUD7 | 42.4 | 115° |
|       | OLEMS6 | 38.1 | 150° |
|       | PIEPE6 | 57.7 | 190° |
|       | BINKY6 | 42.5 | 222° |
|       | AUTMN6 | 43.2 | 237° |
|       | CHLDR5 | 90.4 | 260° |
|       | DUCKZ5 | 43.2 | 269° |
|       | ZUMIT5 | 51.5 | 278° |
|       | NIKEI5 | 45.3 | 297° |
|       | HOTRD5 | 43.9 | 312° |
|       | GRRIZ5 | 44.6 | 332° |
|       | JTEEE5 | 44.5 | 354° |
| RW18R |        |      |      |
|       | SELPH7 | 44.4 | 13°  |
|       | CRSON7 | 92.5 | 37°  |
|       | GENEH7 | 44.6 | 54°  |
|       | GOETZ7 | 44.1 | 77°  |
|       | AZONE7 | 43.5 | 91°  |
|       | BBKNG7 | 91.6 | 100° |
|       | GMBUD7 | 42.4 | 115° |
|       | OLEMS6 | 38.1 | 150° |
|       | PIEPE6 | 57.7 | 190° |
|       | BINKY6 | 42.5 | 222° |
|       | AUTMN6 | 43.2 | 237° |
|       | CHLDR5 | 90.4 | 260° |
|       | DUCKZ5 | 43.2 | 269° |
|       | ZUMIT5 | 51.5 | 278° |
|       | NIKEI5 | 45.3 | 297° |
|       | HOTRD5 | 43.9 | 312° |
|       | GRRIZ5 | 44.6 | 332° |
|       | JTEEE5 | 44.5 | 354° |
| RW27  |        |      |      |
|       | SELPH7 | 44.4 | 13°  |
|       | CRSON7 | 92.5 | 37°  |
|       | GENEH7 | 44.6 | 54°  |
|       | GOETZ7 | 44.1 | 77°  |
|       | AZONE7 | 43.5 | 91°  |
|       | BBKNG7 | 91.6 | 100° |
|       | GMBUD7 | 42.4 | 115° |
|       | OLEMS6 | 38.1 | 150° |
|       | PIEPE6 | 57.7 | 190° |
|       | BINKY6 | 42.5 | 222° |
|       | AUTMN6 | 43.2 | 237° |
|       | CHLDR5 | 90.4 | 260° |

|       |        |      |      |
|-------|--------|------|------|
| RW36C | DUCKZ5 | 43.2 | 269° |
|       | ZUMIT5 | 51.5 | 278° |
|       | NIKEI5 | 45.3 | 297° |
|       | HOTRD5 | 43.9 | 312° |
|       | GRRIZ5 | 44.6 | 332° |
|       | JTEEE5 | 44.5 | 354° |
| RW36L | SELPH7 | 44.4 | 13°  |
|       | CRSON7 | 92.5 | 37°  |
|       | GENEH7 | 44.6 | 54°  |
|       | GOETZ7 | 44.1 | 77°  |
|       | AZONE7 | 43.5 | 91°  |
|       | BBKNG7 | 91.6 | 100° |
|       | GMBUD7 | 42.4 | 115° |
|       | OLEMS6 | 38.1 | 150° |
|       | PIEPE6 | 57.7 | 190° |
|       | BINKY6 | 42.5 | 222° |
|       | AUTMN6 | 43.2 | 237° |
|       | CHLDR5 | 90.4 | 260° |
|       | DUCKZ5 | 43.2 | 269° |
|       | ZUMIT5 | 51.5 | 278° |
|       | NIKEI5 | 45.3 | 297° |
|       | HOTRD5 | 43.9 | 312° |
|       | GRRIZ5 | 44.6 | 332° |
|       | JTEEE5 | 44.5 | 354° |
| RW36R | SELPH7 | 44.4 | 13°  |
|       | CRSON7 | 92.5 | 37°  |
|       | GENEH7 | 44.6 | 54°  |
|       | GOETZ7 | 44.1 | 77°  |
|       | AZONE7 | 43.5 | 91°  |
|       | BBKNG7 | 91.6 | 100° |
|       | GMBUD7 | 42.4 | 115° |
|       | OLEMS6 | 38.1 | 150° |
|       | PIEPE6 | 57.7 | 190° |
|       | BINKY6 | 42.5 | 222° |
|       | AUTMN6 | 43.2 | 237° |
|       | CHLDR5 | 90.4 | 260° |
|       | DUCKZ5 | 43.2 | 269° |
|       | ZUMIT5 | 51.5 | 278° |
|       | NIKEI5 | 45.3 | 297° |
|       | HOTRD5 | 43.9 | 312° |
|       | GRRIZ5 | 44.6 | 332° |
|       | JTEEE5 | 44.5 | 354° |
| RW36R | SELPH7 | 44.4 | 13°  |
|       | CRSON7 | 92.5 | 37°  |
|       | GENEH7 | 44.6 | 54°  |

|        |      |      |
|--------|------|------|
| GOETZ7 | 44.1 | 77°  |
| AZONE7 | 43.5 | 91°  |
| BBKNG7 | 91.6 | 100° |
| GMBUD7 | 42.4 | 115° |
| OLEMS6 | 38.1 | 150° |
| PIEPE6 | 57.7 | 190° |
| BINKY6 | 42.5 | 222° |
| AUTMN6 | 43.2 | 237° |
| CHLDR5 | 90.4 | 260° |
| DUCKZ5 | 43.2 | 269° |
| ZUMIT5 | 51.5 | 278° |
| NIKEI5 | 45.3 | 297° |
| HOTRD5 | 43.9 | 312° |
| GRRIZ5 | 44.6 | 332° |
| JTEEE5 | 44.5 | 354° |

| STAR starting points | distance | inbound direction |
|----------------------|----------|-------------------|
|----------------------|----------|-------------------|

ALL

|        |      |      |
|--------|------|------|
| CONDR3 | 41.3 | 94°  |
| HYTHR2 | 61.4 | 193° |
| MONAA3 | 44.5 | 271° |

RW09

|        |      |      |
|--------|------|------|
| HOBKR3 | 51.3 | 56°  |
| BRBBQ3 | 52.4 | 117° |
| BLUZZ3 | 49.4 | 233° |
| VANZE2 | 49.0 | 292° |

RW18 (ALL)

|        |      |      |
|--------|------|------|
| UJM6   | 44.4 | 56°  |
| HOBKR3 | 51.3 | 56°  |
| BRBBQ3 | 52.4 | 117° |
| DAWGG2 | 47.0 | 118° |
| BLUZZ3 | 49.4 | 233° |
| WLDER9 | 45.6 | 233° |
| VANZE2 | 49.0 | 292° |
| LUGOH3 | 45.0 | 293° |

RW27

|        |      |      |
|--------|------|------|
| HOBKR3 | 51.3 | 56°  |
| BRBBQ3 | 52.4 | 117° |
| BLUZZ3 | 49.4 | 233° |
| VANZE2 | 49.0 | 292° |

RW36 (ALL)

|        |      |      |
|--------|------|------|
| HOBKR3 | 51.3 | 56°  |
| UJM6   | 44.4 | 56°  |
| BRBBQ3 | 52.4 | 117° |
| DAWGG2 | 47.0 | 118° |
| BLUZZ3 | 49.4 | 233° |
| WLDER9 | 45.6 | 233° |
| VANZE2 | 49.0 | 292° |

## Holding patterns

| STAR name | hold at | type | turn  | heading*   | altitude  | leg        | speed limit |
|-----------|---------|------|-------|------------|-----------|------------|-------------|
| BLUZZ3    | BNA     | NDB  | left  | 80 (260)°  |           | DME 15.0mi | ICAO rules  |
| BLUZZ3    | BWG     | NDB  | left  | 62 (242)°  |           | DME 15.0mi | ICAO rules  |
| BLUZZ3    | CASOT   | VHF  | left  | 26 (206)°  |           | DME 15.0mi | ICAO rules  |
| BLUZZ3    | MRCEL   | VHF  | right | 45 (225)°  |           | DME 6.0mi  | ICAO rules  |
| BLUZZ3    | SPKER   | VHF  | left  | 48 (228)°  |           | DME 15.0mi | ICAO rules  |
| BRBBQ3    | BEERT   | VHF  | right | 310 (130)° |           | DME 8.0mi  | ICAO rules  |
| BRBBQ3    | BRBBQ   | VHF  | left  | 296 (116)° |           | DME 15.0mi | ICAO rules  |
| BRBBQ3    | IGLOO   | VHF  | left  | 295 (115)° | < 60000ft | DME 15.0mi | ICAO rules  |
| BRBBQ3    | MARBI   | VHF  | right | 278 (98)°  | < 60000ft | DME 15.0mi | ICAO rules  |
| BRBBQ3    | WHOLL   | VHF  | left  | 335 (155)° |           | DME 15.0mi | ICAO rules  |
| CONDR3    | WUKER   | VHF  | left  | 275 (95)°  |           | DME 15.0mi | ICAO rules  |
| DAWGG2    | ARG     | NDB  | left  | 344 (164)° | < 60000ft | DME 15.0mi | ICAO rules  |
| DAWGG2    | BEERT   | VHF  | right | 310 (130)° |           | DME 8.0mi  | ICAO rules  |
| DAWGG2    | FNCHR   | VHF  | left  | 291 (111)° | < 60000ft | DME 15.0mi | ICAO rules  |
| DAWGG2    | IGLOO   | VHF  | left  | 295 (115)° | < 60000ft | DME 15.0mi | ICAO rules  |
| DAWGG2    | MARBI   | VHF  | right | 278 (98)°  | < 60000ft | DME 15.0mi | ICAO rules  |
| HOBK3     | BEAVV   | VHF  | right | 280 (100)° |           | DME 15.0mi | ICAO rules  |
| HOBK3     | CPLAN   | VHF  | right | 174 (354)° |           | DME 15.0mi | ICAO rules  |
| HOBK3     | FAYEE   | VHF  | right | 228 (48)°  | < 60000ft | DME 10.0mi | ICAO rules  |
| HOBK3     | HOBK    | VHF  | right | 230 (50)°  |           | DME 15.0mi | ICAO rules  |
| HOBK3     | JAMEA   | VHF  | right | 232 (52)°  | < 17999ft | DME 8.0mi  | ICAO rules  |
| HYTHR2    | HUMBO   | VHF  | left  | 12 (192)°  | < 60000ft | DME 15.0mi | ICAO rules  |
| HYTHR2    | HYTHR   | VHF  | left  | 11 (191)°  |           | DME 15.0mi | ICAO rules  |
| LUGOH3    | CRAMM   | VHF  | right | 102 (282)° |           | DME 10.0mi | ICAO rules  |
| LUGOH3    | FASON   | VHF  | right | 86 (266)°  |           | DME 15.0mi | ICAO rules  |
| LUGOH3    | LARUE   | VHF  | right | 120 (300)° |           | DME 5.0mi  | ICAO rules  |
| LUGOH3    | MASHH   | VHF  | left  | 102 (282)° |           | DME 7.0mi  | ICAO rules  |
| MONAA3    | GOSEY   | VHF  | left  | 92 (272)°  |           | DME 15.0mi | ICAO rules  |
| MONAA3    | TYMMY   | VHF  | left  | 47 (227)°  |           | DME 15.0mi | ICAO rules  |
| UJM6      | BARFF   | VHF  | right | 228 (48)°  | < 60000ft | DME 8.0mi  | ICAO rules  |
| UJM6      | FAYEE   | VHF  | right | 228 (48)°  | < 60000ft | DME 10.0mi | ICAO rules  |
| UJM6      | JAMEA   | VHF  | right | 232 (52)°  | < 17999ft | DME 8.0mi  | ICAO rules  |
| UJM6      | TAMMY   | VHF  | right | 232 (52)°  | < 60000ft | DME 8.0mi  | ICAO rules  |
| VANZE2    | CRAMM   | VHF  | right | 102 (282)° |           | DME 10.0mi | ICAO rules  |
| VANZE2    | ERASE   | VHF  | right | 122 (302)° | < 60000ft | DME 15.0mi | ICAO rules  |
| VANZE2    | FASON   | VHF  | right | 86 (266)°  |           | DME 15.0mi | ICAO rules  |
| VANZE2    | LARUE   | VHF  | right | 120 (300)° |           | DME 5.0mi  | ICAO rules  |
| WLDER9    | BNA     | NDB  | left  | 80 (260)°  |           | DME 15.0mi | ICAO rules  |
| WLDER9    | CASOT   | VHF  | left  | 26 (206)°  |           | DME 15.0mi | ICAO rules  |
| WLDER9    | LTOWN   | VHF  | right | 45 (225)°  | < 60000ft | DME 6.0mi  | ICAO rules  |
| WLDER9    | MRCEL   | VHF  | right | 45 (225)°  |           | DME 6.0mi  | ICAO rules  |

\*) magnetic outbound (inbound) holding course



# Disclaimer

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## To be used with X-Plane simulation only