

VFR TERMINAL AREA CHART
MEMPHIS

Features normally used as checkpoints for controlling VFR traffic are indicated on this chart by the following symbols:

AIRPORTS

- Other than full service airports
- Full service airports
- Other than full service airports
- Other than full service airports

ADDITIONAL AIRPORT INFORMATION

- Other than full service airports
- Other than full service airports
- Other than full service airports

AIRPORT SERVICE AND AIRSPACE INFORMATION

- Class B Airspace
- Class C Airspace
- Class D Airspace
- Class E Airspace
- Class G Airspace

COMMUNICATION BOXES

- OMEGA
- CHRYSLER
- 122.1
- 122.3

RADIO AIDS TO NAVIGATION

- VORTAC
- VORT
- VOR
- VOR/DME
- DME
- Non-Directional Radio Beacon (NDB)

OBSTRUCTIONS

- Obstruction
- Obstruction
- Obstruction

MISCELLANEOUS

- Obstruction
- Obstruction
- Obstruction

TOPOGRAPHIC INFORMATION

- Obstruction
- Obstruction
- Obstruction

MEMPHIS TAC
VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

EFFECTIVE 0901Z 20 APR 2023 TO 0901Z 15 JUN 2023

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/nta_info/news/alerts/

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

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NSN 7541014099658
NSN 7541014099658
1:250,000

CONTROL TOWER FREQUENCIES ON MEMPHIS TERMINAL AREA CHART

Airports with control towers are indicated on the face of this chart by the letter C followed by the primary VFR tower frequency. Airports with control towers but no VFR tower frequency are indicated on the face of this chart by the letter C followed by the primary VFR tower frequency. Airports with control towers but no VFR tower frequency and no VFR tower frequency are indicated on the face of this chart by the letter C followed by the primary VFR tower frequency.

| CONTROL TOWER | OPERATES | TOWER | IND CON | ATS | ASAPAR |
|--------------------|--------------|---|-------------------------------------|--------|--------|
| MEMPHIS INTL | CONVENTIONAL | 118.1 (200) 119.7 (200) 121.5 (200) 123.0 (200) | 119.7 (200) 121.5 (200) 123.0 (200) | 127.75 | |
| MEMPHIS/COMMERCIAL | CONVENTIONAL | 118.1 (200) 119.7 (200) 121.5 (200) 123.0 (200) | 119.7 (200) 121.5 (200) 123.0 (200) | 127.75 | |
| MEMPHIS/COMMERCIAL | CONVENTIONAL | 118.1 (200) 119.7 (200) 121.5 (200) 123.0 (200) | 119.7 (200) 121.5 (200) 123.0 (200) | 127.75 | |

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

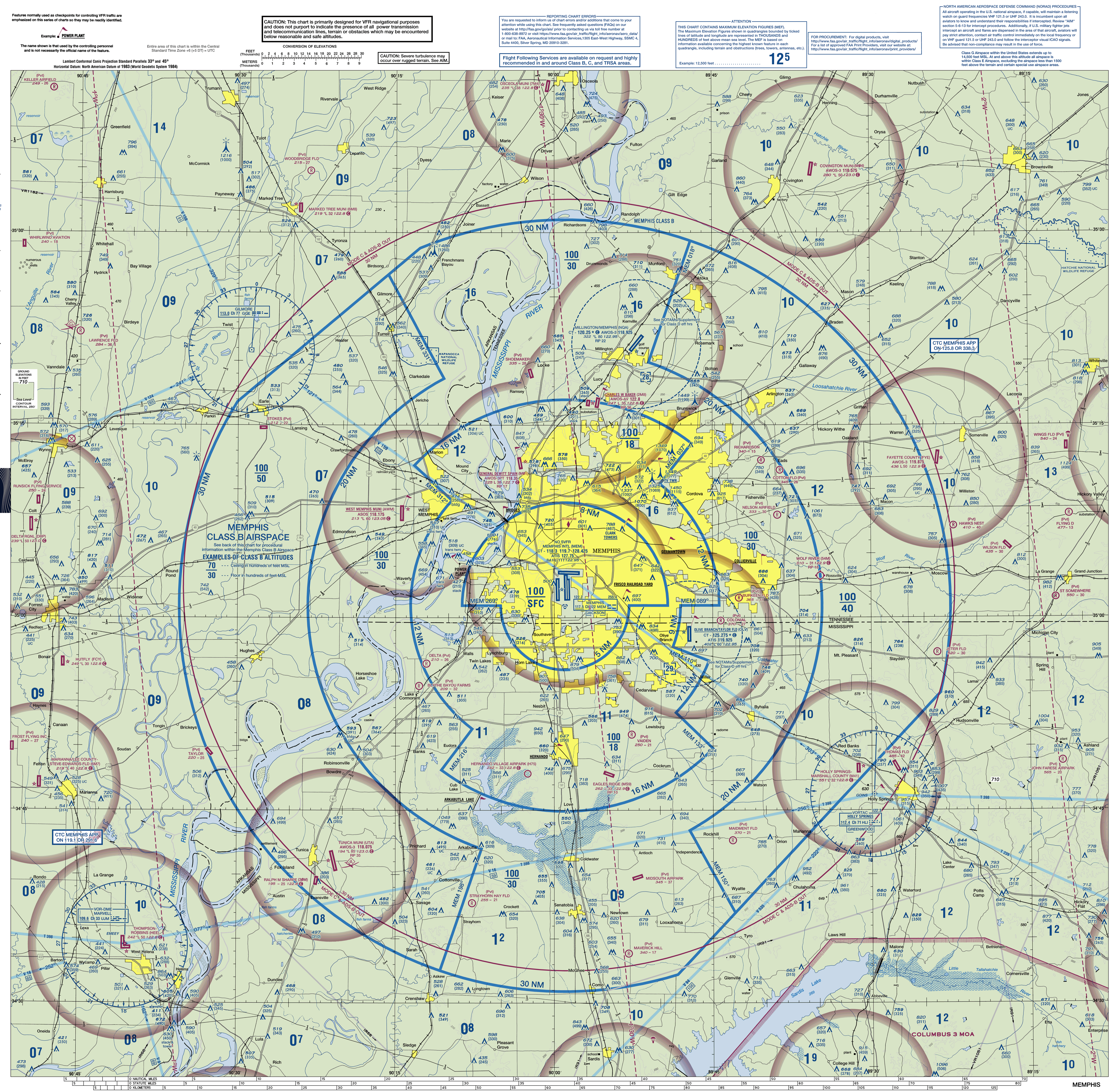
| FACILITY | FREQUENCIES | SERVICE AVAILABILITY |
|-----------------|---|----------------------|
| MEMPHIS CLASS B | 118.1 (200) 119.7 (200) 121.5 (200) 123.0 (200) | CONVENTIONAL |

SPECIAL USE AIRSPACE ON MEMPHIS TERMINAL AREA CHART

Other than Class B, Class C, TRSA, and selected approach control frequencies, special use airspace is indicated on this chart by the letter S followed by the primary VFR tower frequency. Other than Class B, Class C, TRSA, and selected approach control frequencies, special use airspace is indicated on this chart by the letter S followed by the primary VFR tower frequency.

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

| MOA NAME | ALTITUDE* | TIME OF USE† | CONTROLLING AGENCY/CONTACT FACILITY | FREQUENCIES |
|----------|-----------|--------------|-------------------------------------|---|
| MEMPHIS | 1000 | 0800Z-1800Z | MEMPHIS INTL | 118.1 (200) 119.7 (200) 121.5 (200) 123.0 (200) |



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

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

REPORTING CHART ERRORS

You are requested to inform us of chart errors and omissions that come to your attention while using this chart. See frequently asked questions (FAQ) on our website at http://www.faa.gov/air_traffic/terminal_area_charts or call 1-800-485-8772 or visit http://www.faa.gov/air_traffic/terminal_area_charts or email air_traffic@faa.gov. For more information, visit http://www.faa.gov/air_traffic/terminal_area_charts or call 1-800-485-8772 or visit http://www.faa.gov/air_traffic/terminal_area_charts or email air_traffic@faa.gov.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figure (MEF) is a rounded number that represents the highest elevation in each quadrant, including terrain and obstructions. For more information, visit http://www.faa.gov/air_traffic/terminal_area_charts or call 1-800-485-8772 or visit http://www.faa.gov/air_traffic/terminal_area_charts or email air_traffic@faa.gov.

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NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies 121.5 or 123.0. It is incumbent upon all pilots to know and understand their responsibilities if contacted. Review "AIM" section 5-1.3 for intercept procedures. Additionally, if U.S. military aircraft are intercepted, pilots should be prepared to identify themselves as a U.S. military aircraft. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the earth in Class E airspace. For more information, visit http://www.faa.gov/air_traffic/terminal_area_charts or call 1-800-485-8772 or visit http://www.faa.gov/air_traffic/terminal_area_charts or email air_traffic@faa.gov.

MILITARY TRAINING ROUTES (MTR)

All MTR and VFR MTRs are shown, and may extend from the surface upwards. Only those MTRs that are shown on this chart are shown, and the routes do not represent all MTRs and VFR MTRs. For more information, visit http://www.faa.gov/air_traffic/terminal_area_charts or call 1-800-485-8772 or visit http://www.faa.gov/air_traffic/terminal_area_charts or email air_traffic@faa.gov.

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

The location of each of these areas is indicated by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency) without restriction from the respective Agency. Exceptions include: 1. When a flight is required for an emergency, the Federal Government, all aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the earth in Class E airspace. For more information, visit http://www.faa.gov/air_traffic/terminal_area_charts or call 1-800-485-8772 or visit http://www.faa.gov/air_traffic/terminal_area_charts or email air_traffic@faa.gov.

MEMPHIS CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS: Regardless of weather conditions, an authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.31 are met. Included among those requirements are:

- Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for the Class B Airspace.
- No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
 - The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and the aircraft is operated in accordance with the requirements of FAR 91.101(d); or holds a Sport Pilot certificate and has met the requirements of FAR 61.325, or;
 - The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
- Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from an primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
- An operable VOR or TACAN receiver for IFR operations.
- A transponder with automatic altitude reporting equipment.

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

FLIGHT PROCEDURES

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

VFR FLIGHTS—

- Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. After 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.
- 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 routes of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequency.
- Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

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

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

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