

Memphis International Airport

IATA/ICAO CODE: MEM/KMEM
CITY: Memphis
STATE: TN
COUNTRY: USA

AIRPORT CONTACT

Information confirmed as current by the airport 2/2011

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ELEVATION: 340.8 MSL

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
9/27	8946	-	-	150
18C/36C	11120	-	-	150
18L/36R	9000	-	-	150
18R/36L	9320	-	-	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

There are no formal runway use programs at Memphis International Airport. However, the following are locally adopted procedures which are to be utilized except for flight safety reasons:

- 1) Turbojet aircraft shall not be authorized to turn nor assigned a heading which will result in an aircraft below altitude 3,000 traversing the residential areas north of Holmes Rd. E and east and west of the extended centerline of runways 18L/R as depicted on the attached map.
- 2) Turbojet aircraft departing runway 27 shall not be authorized to turn south until leaving 3,000 feet or two miles from the departure end of the runway to protect the area shown on the attached map.

NOTE: All turbojet aircraft flying below 3,000 feet shall be issued instructions that keep the aircraft from overlying the areas depicted.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

Runway 18L/36R is the preferential runway.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

Only in designated Run-Up areas from 0600L to 2200L except in emergency situations, and only after notification to the Airport Authority.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	N/A	N/A
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	N/A	N/A
Avigation Easements	1993	On May 5, 1993 a November 13, 1989 lawsuit against the airport was certified as Class Action. Subsequent settlement resulted in monetary payments to approximately 12,000 households. In return an avigation easement was imposed on all property located inside of the class area.
Zoning Laws	1991	In 1991 an Off-airport Land Use Study was undertaken to address impacts of airport growth(i.e. noise, land use changes), unplanned growth and aging structures in old neighborhoods. A land use plan was formed to achieve guidelines to help shape public and private actions, recommend amendments to zoning and building codes, coordinate capital budgets, and enact a buyout area redevelopment program.
Real Estate/Property	1991	see Zoning Laws above

Disclosure Laws		
Acquire Land for Noise Compatibility to date	1988	Approximately 1400 homes and churches
Population within each noise contour level relative to aircraft operations	-	Approximately: 65-69 DNL - 22,120 70-74 DNL - 1,137 >75 DNL - 25
Airport Noise Contour Overlay Maps	2005	Part 150 Study Update accepted by FAA July 25, 2005. 2004 existing condition and 2009 future conditions Noise Exposure Maps.
Total Cost of Noise Mitigation Programs to Date	-	\$116,000,000
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Noise Acquisition Program - AIP Grants Lawsuit Settlement - Airport Bonds

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)

COMMENTS

Airport Land Use Study, the purpose of which was to revise local Jurisdiction's comprehensive plans, zoning regulations and building codes in order to prevent the development of noise sensitive uses in areas exposed to significant aircraft noise levels. The Study provided recommended development concepts for the areas acquired or planned for acquisition by the Authority.