

(WLDER.WLDER1) 23334  
**WLDER ONE ARRIVAL**

AL-253 (FAA)

MEMPHIS INTL (MEM)  
 MEMPHIS, TENNESSEE

MEMPHIS APP CON  
 119.1 291.6 (176°-355°)  
 125.8 338.3 (356°-175°)  
 D-ATIS  
 127.75

POCKET CITY  
 113.3 PXV  
 Chan 80

NASHVILLE  
 114.1 BNA  
 Chan 88

MC KELLAR  
 114.85 MKL  
 Chan 95(Y)

DASAC  
 11000  
 9000

CASOT  
 FL240 290K

SPKER  
 FL230 280K

KELNE  
 FL180 261°  
 FL240 290K

LTOWN  
 Landing North:  
 16000  
 14000

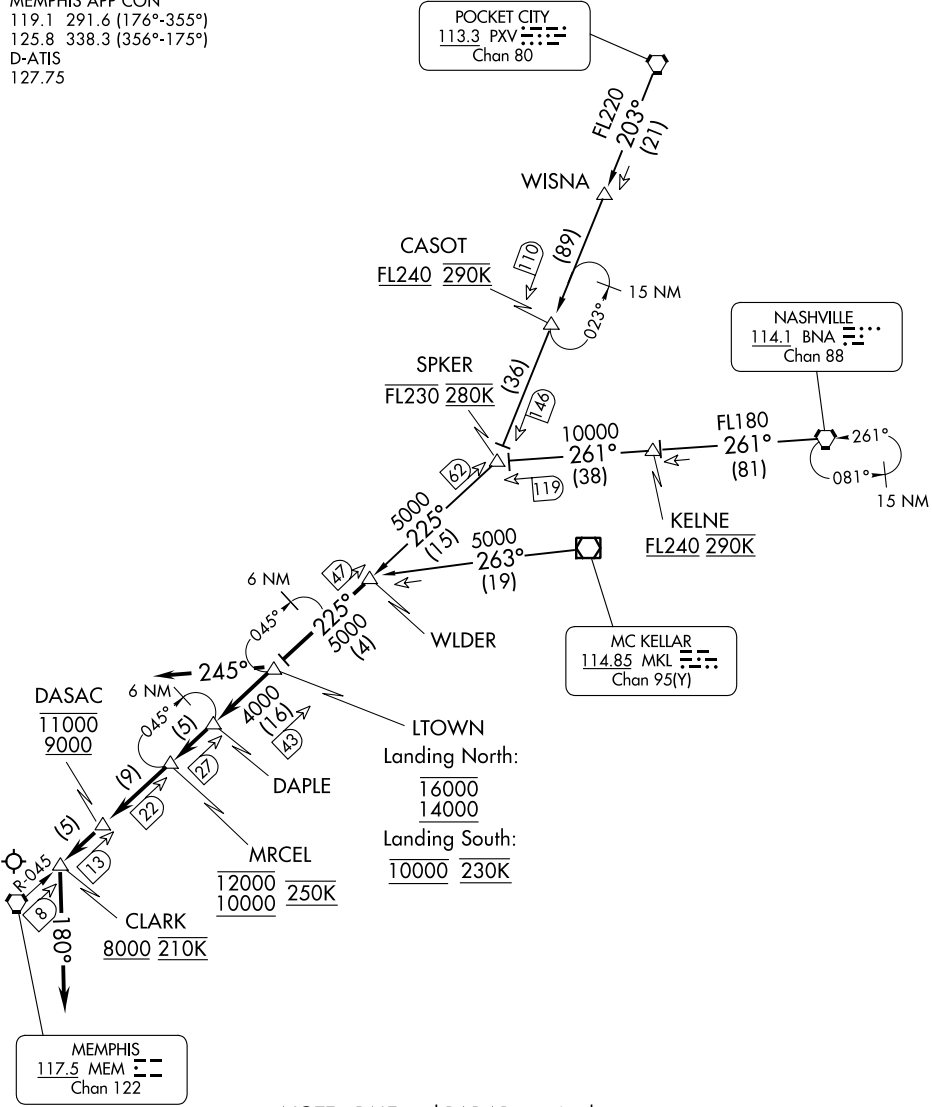
Landing South:  
 10000 230K

WLDER  
 5000 225°  
 5000 263°

MRCEL  
 12000 10000  
 250K

CLARK  
 8000 210K

MEMPHIS  
 117.5 MEM  
 Chan 122



- NOTE: DME and RADAR required.
- NOTE: Procedure NA for RNAV capable jets.
- NOTE: RNAV capable jets must file the BLUZZ RNAV STAR.
- NOTE: Maintain last assigned altitude until cleared to "Descend via the WLDER ONE", then comply with altitude restrictions as published.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

**WLDER ONE ARRIVAL**  
 (WLDER.WLDER1) 24MAR22

MEMPHIS, TENNESSEE  
 MEMPHIS INTL (MEM)

SE-1, 28 NOV 2024 to 26 DEC 2024

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ARRIVAL ROUTE DESCRIPTION

NASHVILLE TRANSITION (BNA.WLDER1): From over BNA VORTAC on BNA R-261 to SPKER, then on MEM R-045 to WLDER, thence. . . .

MC KELLAR TRANSITION (MKL.WLDER1): From over MKL VOR/DME on MKL R-263 to WLDER, thence. . . .

POCKET CITY TRANSITION (PXV.WLDER1): From over PXV VORTAC on PXV R-203 to SPKER, then on MEM R-045 to WLDER, thence. . . .

LANDING NORTH: From over WLDER/MEM VORTAC 47 DME on MEM R-045 to cross LTOWN/MEM 43 DME at or above 14000 and at or below 16000, then on MEM R-045 to cross DAPLE/MEM 27 DME, then on MEM R-045 to MRCEL/MEM 22 DME at or above 10000 and at or below 12000 and at 250K, then on MEM R-045 to cross DASAC/MEM 13 DME at or above 9000 and at or below 11000, then on on MEM R-045 to cross CLARK/MEM 8 DME at or above 8000 and at 210K, then on heading 180°, expect RADAR vectors to final approach course.

LANDING SOUTH: From over WLDER/MEM VORTAC 47 DME on MEM R-045 to cross LTOWN/MEM 43 DME at 10000 and 230K, then on heading 245°, expect RADAR vectors to final approach course.

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