

DAWGG TWO ARRIVAL
(DAWGG, DAWGG2) 29MAY14

(DAWGG, DAWGG2) 23334
DAWGG TWO ARRIVAL

AL-253 (FAA)

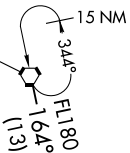
MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

MEMPHIS APP CON

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

WALNUT RIDGE
114.5 ARG
Chan 92

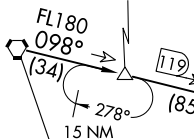
FL210 290K



HORIS
FL190 290K

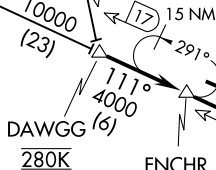


MARBI



RAZORBACK
116.4 RZC
Chan 111

HUBBL
FL230



GILMORE
113.0 GQE
Chan 77

FNCHR
Landing North:
16000
14000
Landing South:
10000 230K

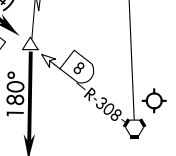


BEERT
12000 250K
10000

MEMPHIS
117.5 MEM
Chan 122

BOWEN
8000 210K

LOONR
11000
9000



- NOTE: DME and RADAR required.
- NOTE: Procedure not available for RNAV capable Turbojets.
- NOTE: RNAV capable Turbojets must file the BRBBQ RNAV STAR.
- NOTE: Maintain last assigned altitude until cleared to "descend via the DAWGG TWO," then comply with altitude restrictions as published.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

ARRIVAL ROUTE DESCRIPTION

RAZORBACK TRANSITION (RZC.DAWGG2): From over RZC VORTAC on RZC R-098 to IGLOO, then on GQE R-291 to DAWGG, thence. . . .

WALNUT RIDGE TRANSITION (ARG.DAWGG2): From over ARG VORTAC on R-164 to DAWGG, thence. . . .

LANDING NORTH: From over DAWGG/GQE 17 DME on GQE R-291 to cross FNCHR/GQE 11 DME at or above 14000 and at or below 16000, then on GQE R-291 to GQE VORTAC, then on GQE R-124 and MEM R-308 to JESTI/MEM 27 DME, then on MEM R-308 to cross BEERT/MEM 22 DME at or above 10000 and at or below 12000 and at 250K, then on MEM R-308 to cross LOONR/MEM 12 DME at or above 9000 and at or below 11000, then on MEM R-308 to cross BOWEN/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 DAWGG/GQE 17 DME on GQE R-291 to cross FNCHR/GQE 11 DME at 10000 and 230K, then on heading 112°, expect radar vectors to final approach course.

SE-1, 20 MAR 2025 to 17 APR 2025

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