

*****ASAP ALERT*****

Recent ASAP reports and pilot deviations indicate there is an incorrect expectation bias for the use of RWY 27 on the BLUZZ ONE arrival when KMEM is in a north configuration. These flights flew the LANDING SOUTH transition despite being cleared for the LANDING NORTH transition. Using the wrong transition will result in the aircraft flying the wrong vertical and lateral path.

Memphis ARTCC should ALWAYS issue the LANDING NORTH transition for the BLUZZ ONE when KMEM is advertising RWY36L/R and 27. If RWY27 becomes available after being switched to MEM APPROACH, they will provide a heading and an altitude off the procedure to avoid any confusion on which transition to fly.