

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 09/03/2026	APWS Task ID: 1CC478DA681A46D29C84FE59D6F965AE	APWS Project ID: 73F6E8AC8DB24F50948C59C11A444FB4
Procedure: JNING ONE (RNAV) ARRIVAL		Enroute: YES	Specialist: Prassada, Parnell		Agreement Number:
Airport ID: KMQY			Airport City: SMYRNA		State: TN
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: ACTIVE DATA USED. ORIGINAL RNAV ARRIVAL PROCEDURE. WAIVER (1): NO ALTITUDE ESTABLISHED ON THE COMMON ROUTE. FC REMARK: KMZ: DOES NOT REFLECT HOLDING CONTROLLING OBSTACLE; SEE STATIC MAP. CONTACT: CASIMIR TABAKA, AJV-A432, (405) 954-7931. QUALITY 9 CHECKED BEGUE Digitally signed by TARA N MARTINELLI Jun 22, 2026 03/25/2026 QUALITY 14 CHECKED					

FIPC DME/DME FORM						
PROCEDURE: JNING (RNAV) ONE ARRIVAL			AIRPORT NAME: SMYRNA		AIRPORT ID: KMQY	SPECIAL CONTROL NO: AG-05-112-26
FAC ID: JNING1		CITY: SMYRNA			ST: TN	ORIG CHART DATE: 09/03/2026
DFL TYPE: PROC/D	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:	PTS TASK ID: 1CC478DA681A46D29C84FE59D6F965AE		
PREFLIGHT NOTES						
REVIEWER: jeffrey a findley					DATE: 06/17/2026	
COMMENTS:					CHECK ONE: ☒ FLT CK REQ ☐ NFCR ☐ REJECT YES NO CPV COMPLETE? X 	
PROCEDURE RESULTS						
INSPECTION DATE: 06/17/2026	CREW #: VN450	N #: N78	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☒ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: jeffrey a findley @ 06/17/2026 21:27			PRINTED NAME: FINDLEY, JEFFREY ALLEN			NOTAM INITIATED? ☐ YES ☒ NO
FLIGHT INSPECTOR REMARKS:						
DME/DME STATUS: ☒ SAT ☐ UNSAT	SPECIALIST SIGNATURE: david c-ctr cook @ 06/24/2026 10:08				PRINTED NAME: Dave Cook	
SPECIALIST REMARKS: Procedure SAT for DME/DME/IRU flight.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

FIPC DME/DME FORM							
PROCEDURE: JNING (RNAV) ONE ARRIVAL			AIRPORT NAME: SMYRNA		AIRPORT ID: KMQY	SPECIAL CONTROL NO: AG-05-112-26	
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PREFLIGHT NOTES							
REVIEWER: jeffrey a findley					DATE: 06/17/2026		
COMMENTS:					CHECK ONE:		
					☒ FLT CK REQ ☐ NFCR ☐ REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 06/17/2026		CREW #: VN450	N #: N78	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☒ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: jeffrey a findley @ 06/17/2026 21:27			PRINTED NAME: FINDLEY, JEFFREY ALLEN			NOTAM INITIATED? ☐ YES ☒ NO	
FLIGHT INSPECTOR REMARKS:							
DME/DME STATUS: ☐ SAT ☐ UNSAT		SPECIALIST SIGNATURE:			PRINTED NAME:		
SPECIALIST REMARKS:							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

1. FLIGHT PROCEDURE IDENTIFICATION:

SMYRNA, TN
KMQY
JNING ARRIVAL (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

To not publish or code any altitudes on the procedure. IAW FAA Order 8260.3, para 2-2-7 (F) (2), a Minimum or Mandatory Altitude must be established on the Common Route or Runway Transition "if the STAR authorizes radar vectors after the termination fix and does not join an approach, then the altitude authorized at the termination fix should be a mandatory altitude. FS approval is required if no altitude is established due to an operational need."

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

a. JNING ONE Arrival will serve KJWN, KLUG, KM02, KM54, KM91, KMBT, KMRC, KMQY, KSYI, KXNX, K1M5, K3M7 and runway configurations within MEMPHIS TRACON airspace. TRACON utilizes varying altitude restrictions to all airports based on dynamic traffic situations. Additionally, the procedure authorizes differing aircraft types, thus introducing different performance characteristics from one aircraft to another. CLANG ONE is not a descend via procedure and ATC will issue CROSS (FIX) AT AND MAINTAIN or DESCEND AND MAINTAIN clearances to control the flow of traffic.

b. Confusion could arise from the procedure being coded with an altitude on the Common Route, which serves multiple airports with mixed aircraft types and differing performance characteristics. This can also create additional workload for ATC when the issued altitude is different from the coded restriction on the procedure. Coding two different altitudes in one procedure is prohibited according to design criteria.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

a. IAW FAA Order 8260.3, para 2-2-7 (F) (2) requires altitude assignments above the minimum IFR Altitude/Minimum Vectoring Altitude (MIA/MVA).

b. With RADAR required and ATC issuing a "CROSS (FIX) AT AND MAINTAIN" or "DESCEND AND MAINTAIN" clearance for all aircraft ensures the requirements are met. These altitudes provide obstacle clearance, communication, and navigable facility requirements for aircraft to utilize. When radio communications are in use, ATC will provide appropriate altitudes for separation, including obstacle clearance.

c. The MVA at both termination fixes LOGGN and SMSHH is 3000 ft MSL. The lowest altitude that will be assigned by ATC at both these fixes will be 3000 MSL.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Designing a STAR with coded altitudes was considered but deemed not feasible. Establishing coded altitudes on this STAR Common Route restricts ATC's ability to dynamically assign altitudes based on traffic scenarios. A procedure with one coded altitude restriction on the Common Route that authorizes mixed aircraft performance characteristics and for landing at numerous airports may create confusion and questions for pilots. This will lead to a significant workload increase for both ATC and pilots.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS
ESC OSG PBN Co-Leads
ZME
KBNA ATCT
Southwest Airlines

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
	AJV-A	MANAGER

Digitally signed by
CASIMIR L TABAKA
Mar 27, 2026

SIGNATURE

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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Federal Aviation Administration

Memorandum

Date:

To: Instrument Flight Procedures Service Providers

From: Eric S. Parker, Acting Manager, Flight Technologies and Procedures
Division

Subject: Waiver to FAA Order 8260.3, United States Standard for Terminal
Instrument Procedures (TERPS), STAR Termination Altitude

This memorandum waives the requirement of FAA Order 8260.3 paragraph 2-2-7.f(2) for Flight Standards approval when, due to an operational need, an altitude is not established at the termination fix on a STAR that does not join an approach.

Establishing an altitude at the termination fix on STAR that does not join an approach is beneficial for arrival descent planning purposes and is highly encouraged where practical. We recommend consulting Flight Standards, Flight Procedures and Airspace Group early in the design phase to assist in understanding how an altitude at a termination fix benefits operators.

No additional waiver request action is required. Please direct all inquiries to the Flight Procedures and Airspace Group, Standards Section (405) 954-1139 or 9-AWA-AVS-AFS420@faa.gov.

KMQY
SMYRNA
SMYRNA, TN
STAR JNING ONE ARRIVAL (RNAV)
1:500,000
1 OF 3

BUMKN to JNING TOWER (1505)
21-000423

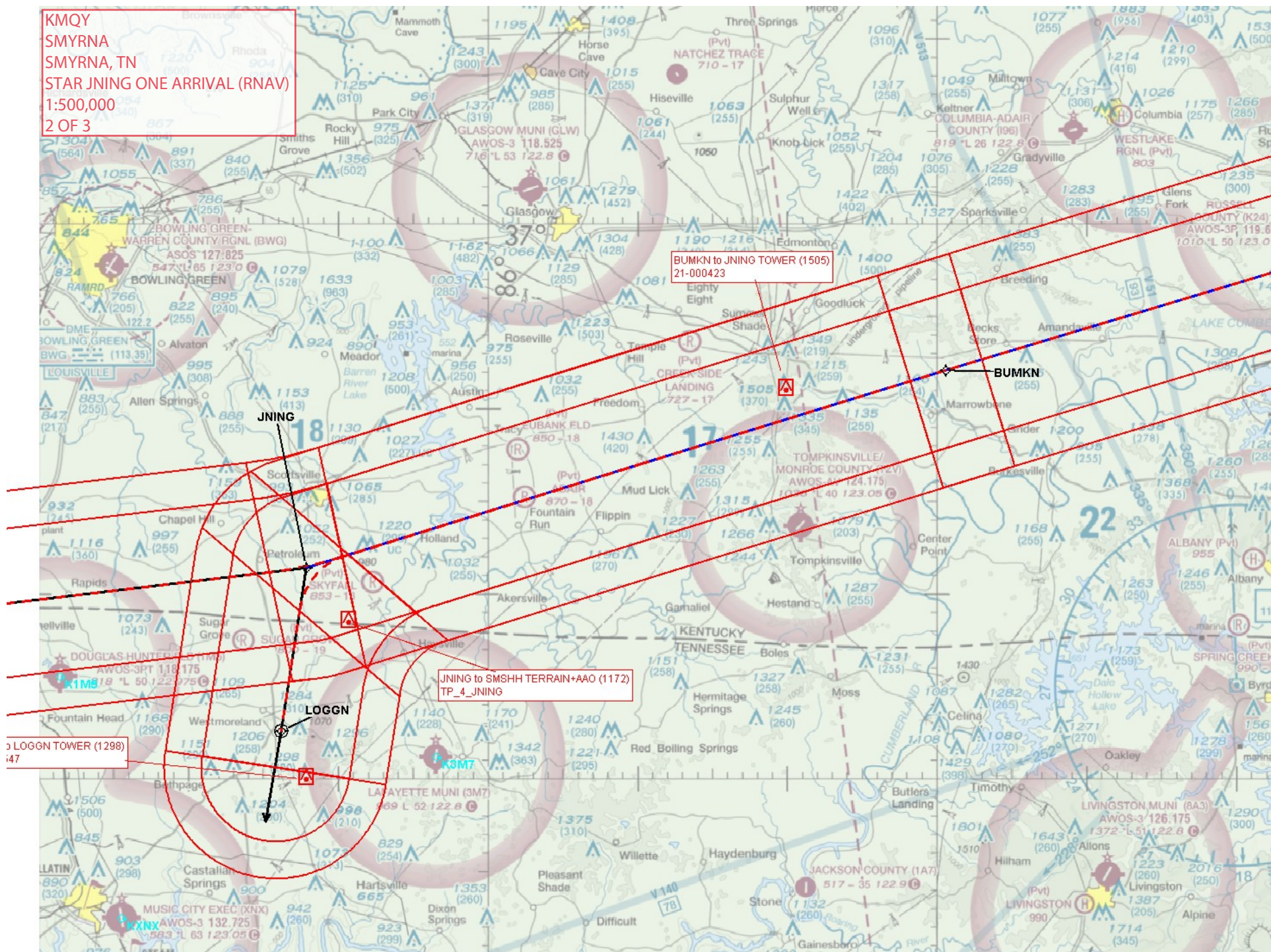
CUTRR to BUMKN TERRAIN+AAO (1542)
TP_193_CUTRR

CUTRR

BUMKN

RAIN+AAO (1172)

KMQY
SMYRNA
SMYRNA, TN
STAR JNING ONE ARRIVAL (RNAV)
1:500,000
2 OF 3



KMQY
SMYRNA
SMYRNA, TN
STAR JNING ONE ARRIVAL (RNAV)
1:500,000
3 OF 3

IVILLE APP WITHIN
119.35 372.0

JNING to SMSHH TERRAIN+AAO (1172)
TP_4_JNING

JNING to LOGGN TOWER (1298)
47-023547

HOLDING AT CUTRR: HOLD NE, RT, 242.83 INBOUND, 10 NM LEGS

