

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 09/03/2026	APWS Task ID: 4544B3C295B341BC827E4FD7675B5A2F	APWS Project ID: 7D355397DD6840179CAEC878377FF05B
Procedure: RYYMN FOUR (RNAV)		Enroute: YES	Specialist: Prassada, Parnell		Agreement Number:
Airport ID: KBNA			Airport City: NASHVILLE		State: TN
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

**Procedure Comments:**

ACTIVE DATA USED.

THIS AMENDMENT CANCELS NOTAM 5/0869.

LOA (1): SHORTENED LEG LENGTH FOR DECELERATION DISTANCE.

ADDED WAYPOINT, RROCC, TO ULTRA, LOONE, AND TONES TRANSITIONS.

ADDED WAYPOINTS, TONKN AND BBONZ, TO RWY 20L/C/R.

KMZ FILE: KBNA\_RYYMN\_FOUR\_ARRIVAL\_(RNAV).

FC REMARK: KMZ: DOES NOT REFLECT HOLDING CONTROLLING OBSTACLE; SEE STATIC MAP.

CONTACT: CASIMIR TABAKA, AJV-A432, (405) 954-7931.

QUALITY  
38  
CHECKED

QUALITY  
11  
CHECKED

## FIPC DME/DME FORM

<b>PROCEDURE:</b> RYYMN (RNAV) FOUR ARRIVAL		<b>AIRPORT NAME:</b> NASHVILLE INTL		<b>AIRPORT ID:</b> KBNA	<b>SPECIAL CONTROL NO:</b> AG-05-040-26
<b>FAC ID:</b> RYYMN4		<b>CITY:</b> NASHVILLE		<b>ST:</b> TN	<b>ORIG CHART DATE:</b> 09/03/2026
<b>DFL TYPE:</b> PROC/D	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 1.0	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b> 4544B3C295B341BC827E4FD7675B5A2F	

### PREFLIGHT NOTES

<b>REVIEWER:</b> joel p murphy			<b>DATE:</b> 05/18/2026		
<b>COMMENTS:</b>			<b>CHECK ONE:</b>		
			<input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
			<b>YES</b>	<b>NO</b>	
			<b>CPV COMPLETE?</b>		X

### PROCEDURE RESULTS

<b>INSPECTION DATE:</b> 05/18/2026	<b>CREW #:</b> VN451	<b>N #:</b>	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> joel p murphy @ 05/18/2026 08:30			<b>PRINTED NAME:</b> MURPHY, JOEL PATRICK		<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

**FLIGHT INSPECTOR REMARKS:**  
 ENROUTE TRANSITION: ADDED RROCC AND ASSOCIATED INFORMATION TO ULTRA, LOONE, AND TONES TRANSITIONS. INCREASED ALL ENROUTE TRANSITION MOCA VALUES TO 3100 FT. ADDED TONKN/BBONZ AND ASSOCIATED INFORMATION TO RWY 20L/C/R. New transitions within 2nm of previously checked DME DME. Transitions and crossing altitudes flown in FAA 737 simulator.

<b>DME/DME STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> UNSAT	<b>SPECIALIST SIGNATURE:</b> david c-ctr cook @ 05/19/2026 06:14	<b>PRINTED NAME:</b> Dave Cook
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**SPECIALIST REMARKS:**  
 Procedure sat for DME/DME/IRU flight.

### IN-FLIGHT OBSTACLE REPORT

<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>
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## FIPC DME/DME FORM

<b>PROCEDURE:</b> RYYMN (RNAV) FOUR ARRIVAL		<b>AIRPORT NAME:</b> NASHVILLE INTL		<b>AIRPORT ID:</b> KBNA	<b>SPECIAL CONTROL NO:</b> AG-05-040-26
<b>FAC ID:</b> RYYMN4		<b>CITY:</b> NASHVILLE		<b>ST:</b> TN	<b>ORIG CHART DATE:</b> 09/03/2026
<b>DFL TYPE:</b> PROC/D	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 1.0	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b> 4544B3C295B341BC827E4FD7675B5A2F	

### PREFLIGHT NOTES

<b>REVIEWER:</b> joel p murphy			<b>DATE:</b> 05/18/2026				
<b>COMMENTS:</b>			<b>CHECK ONE:</b>				
			<input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT			YES	NO
			<b>CPV COMPLETE?</b>			X	

### PROCEDURE RESULTS

<b>INSPECTION DATE:</b> 05/18/2026	<b>CREW #:</b> VN451	<b>N #:</b>	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> joel p murphy @ 05/18/2026 08:30			<b>PRINTED NAME:</b> MURPHY, JOEL PATRICK		<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

**FLIGHT INSPECTOR REMARKS:**  
 ENROUTE TRANSITION: ADDED RROCC AND ASSOCIATED INFORMATION TO ULTRA, LOONE, AND TONES TRANSITIONS. INCREASED ALL ENROUTE TRANSITION MOCA VALUES TO 3100 FT. ADDED TONKN/BBONZ AND ASSOCIATED INFORMATION TO RWY 20L/C/R. New transitions within 2nm of previously checked DME DME. Transitions and crossing altitudes flown in FAA 737 simulator.

<b>DME/DME STATUS:</b> <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT	<b>SPECIALIST SIGNATURE:</b>	<b>PRINTED NAME:</b>
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**SPECIALIST REMARKS:**

### IN-FLIGHT OBSTACLE REPORT

<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>
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# Federal Aviation Administration

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## Memorandum

Date: February 5, 2026

To: Christopher Stocking, Manager, Flight Technologies and Procedures Division

From: Bev Bordy, Manager, Instrument Flight Procedures Coordination Team, AJV-A45

Subject: Letter of Approval Request: Nashville Intl (KBNA) RYYMN RNAV STAR

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### **KBNA RYYMN Standard Terminal Arrival Route (STAR): JONIL to WILEE Leg Length for Deceleration Distance.**

Request approval for a leg length of 8.34 NM from JONIL to WILEE.

The requirement in Order 8260.3G, paragraph 2-2-10 states:

“A deceleration evaluation is required prior to any fix with a speed restriction or when required for 14 CFR part 91.117 (a) or (c). STARs not meeting the requirements of this paragraph may be authorized with Flight Standards approval unless required for 14 CFR part 91.117 (a) or (c) (see paragraph 1-4-2).”

The leg length from JONIL to WILEE is 8.34 NM. The minimum distance for this leg is 14 NM long due to a deceleration from 270 KIAS to 210 KIAS between 11000 MSL and 9000 MSL. Therefore, Flight Standards approval is required.

The RYYMN Arrival must operate at the altitudes and speeds specified in the procedure to meet air traffic separation and flow requirements. Hence, ZME is requesting approval for a leg length of 8.34 NM from JONIL to WILEE.

According to industry, the procedure can be managed without the need for increased energy management actions by the flight crew. For several years, the procedure has been in use with restrictions on altitude and speed, and there have been no reported problems.



# Federal Aviation Administration

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## Memorandum

Date:

To: Instrument Flight Procedure Service Providers

From: Wade E.K. Terrell, Manager, Flight Procedures and Airspace Group

Subject: Waiver to FAA Order 8260.58C paragraph 1-2-5.c.(3), Maximum bank angle

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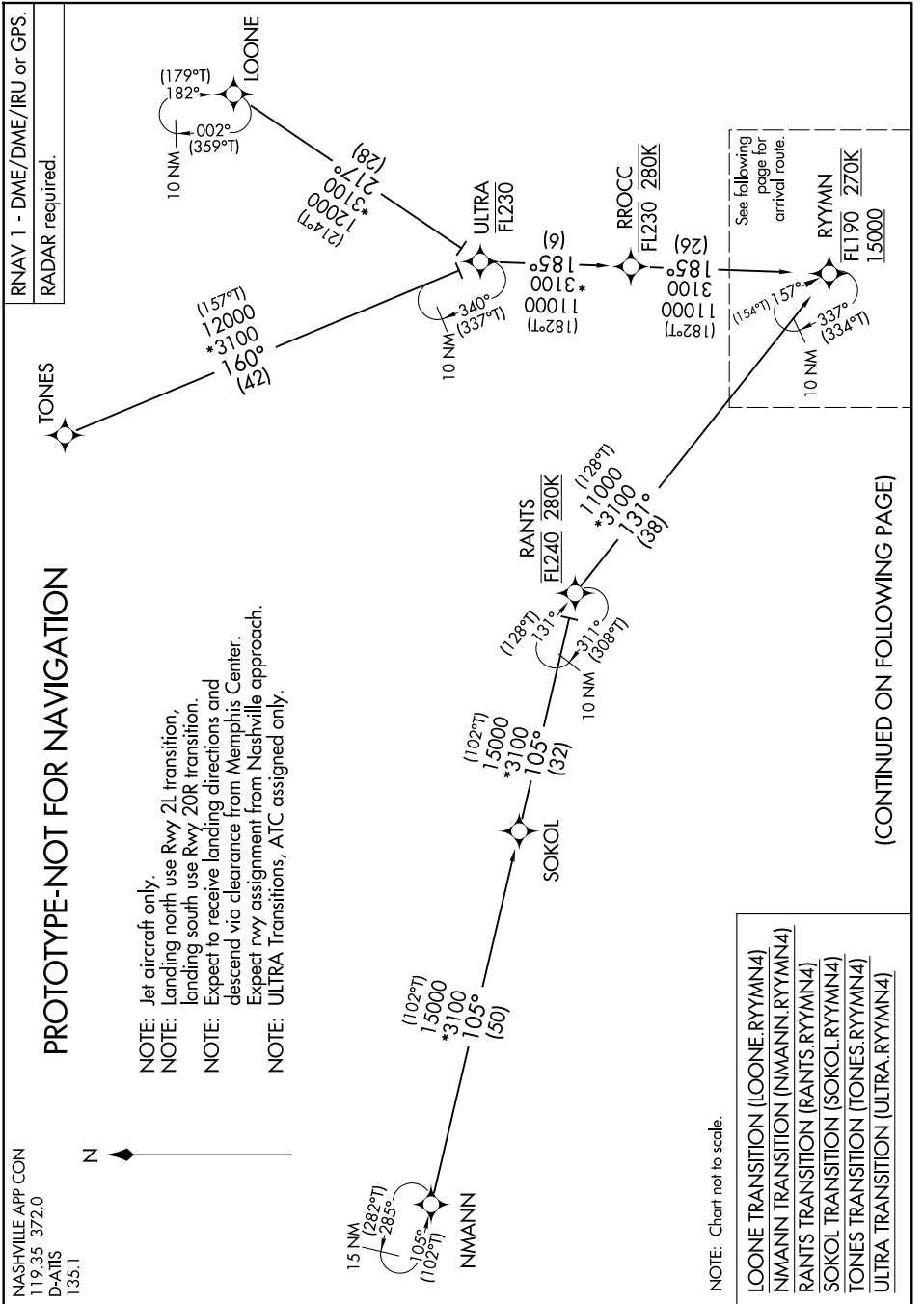
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**Background:** The Performance Based Navigation (PBN) Aviation Rulemaking Committee (PARC) made a recommendation that the FAA adjust the turn parameters used in PBN instrument flight procedure (IFP) design to reflect modern avionics values. The Flight Procedures and Airspace Group analyzed current avionics specifications with the help of several FAA offices and RTCA SC-227 to identify the new bank angles necessary for current IFP design. The Flight Procedures and Airspace Group then conducted an Operational Safety Review (OSR) for this amendment to bank angle criteria. The outcome of the OSR was that no new hazard is introduced into the National Aerospace System (NAS).

**Purpose:** This memorandum waives FAA Order 8260.58C, United States Standard for Performance Based Navigation (PBN) Instrument Procedure Design, paragraph 1-2-5.c.(3) and authorizes use of a maximum bank angle of 23 degrees above FL195 up to FL245 and a maximum bank angle of 16 degrees above FL245.

This waiver remains in effect until rescinded. No additional waiver request action is required. Please direct all inquiries to Thomas J. Nichols, Standards Section Manager, Flight Procedures and Airspace Group at 405-954-1171 or [thomas.j.nichols@faa.gov](mailto:thomas.j.nichols@faa.gov)

# RYYMN FOUR ARRIVAL (RNAV) Transition Routes



# RYYMN FOUR ARRIVAL (RNAV) Arrival Routes

NASHVILLE APP CON  
119.35 372.0  
D-ATIS  
135.1

RNAV 1 - DME/DME/IRU or GPS.  
RADAR required.

- NOTE: Jet aircraft only.
- NOTE: Landing north use Rwy 2L transition, landing south use Rwy 20R transition.
- NOTE: Expect to receive landing directions and descend via clearance from Memphis Center. Expect rwy assignment from Nashville approach.
- NOTE: ULTRA Transitions, ATC assigned only.

## PROTOTYPE-NOT FOR NAVIGATION

### ARRIVAL ROUTE DESCRIPTION

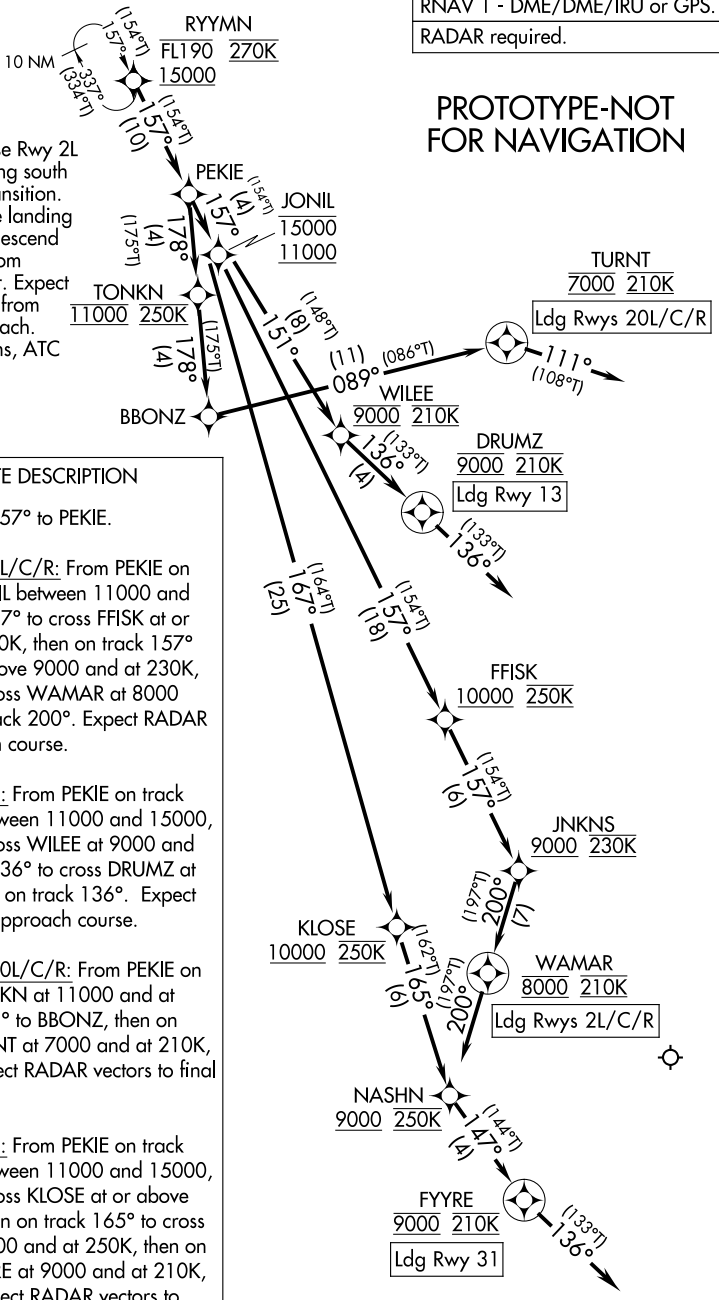
From RYYMN on track 157° to PEKIE.

**LANDING RUNWAYS 2L/C/R:** From PEKIE on track 157° to cross JONIL between 11000 and 15000, then on track 157° to cross FFISK at or above 10000 and at 250K, then on track 157° to cross JNKNS at or above 9000 and at 230K, then on track 200° to cross WAMAR at 8000 and at 210K, then on track 200°. Expect RADAR vectors to final approach course.

**LANDING RUNWAY 13:** From PEKIE on track 157° to cross JONIL between 11000 and 15000, then on track 151° to cross WILEE at 9000 and at 210K, then on track 136° to cross DRUMZ at 9000 and at 210K, then on track 136°. Expect RADAR vectors to final approach course.

**LANDING RUNWAYS 20L/C/R:** From PEKIE on track 178° to cross TONKN at 11000 and at 250K, then on track 178° to BBONZ, then on track 089° to cross TURNT at 7000 and at 210K, then on track 111°. Expect RADAR vectors to final approach course.

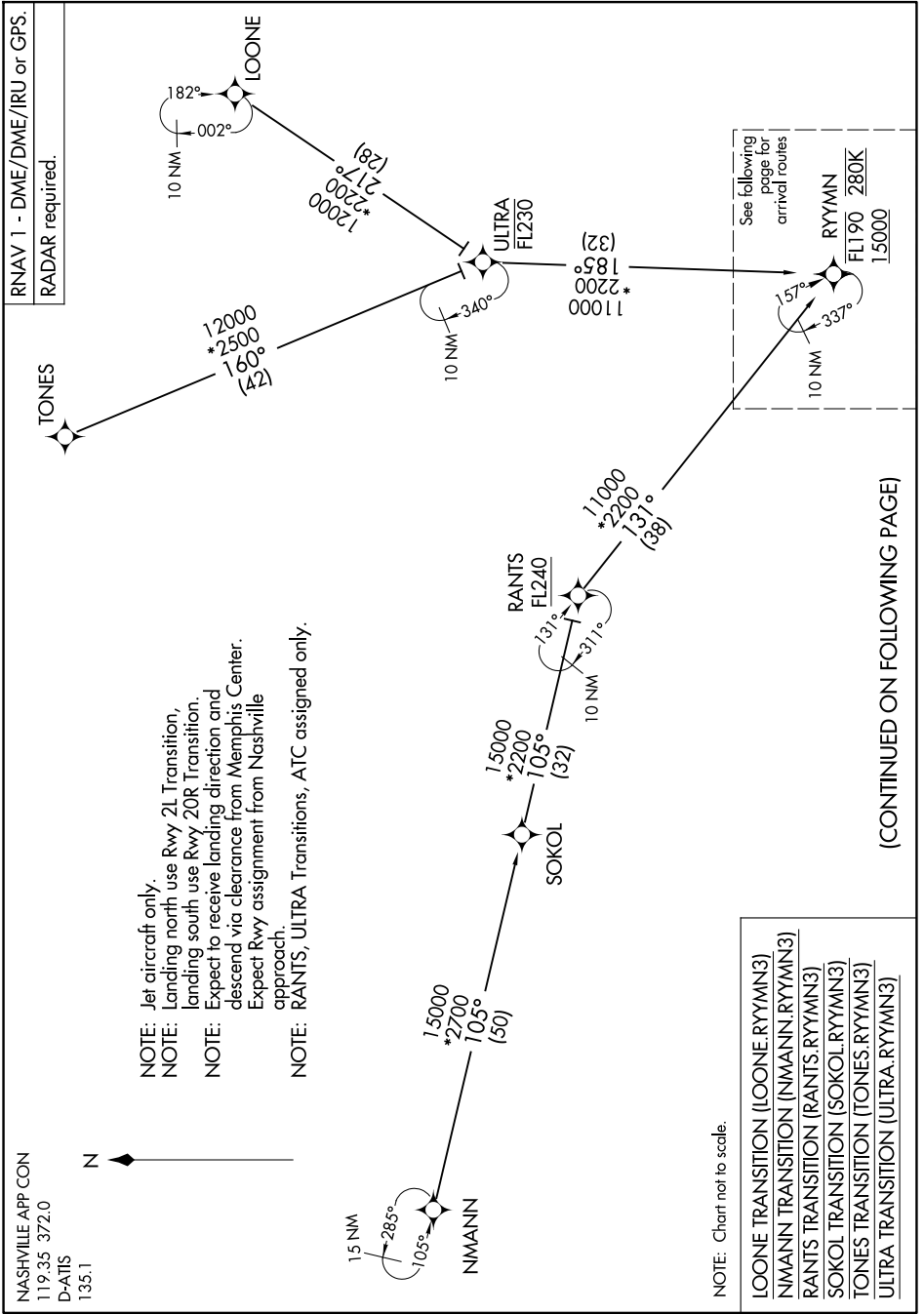
**LANDING RUNWAY 31:** From PEKIE on track 157° to cross JONIL between 11000 and 15000, then on track 167° to cross KLOSE at or above 10000 and at 250K, then on track 165° to cross NASHN at or above 9000 and at 250K, then on track 147° to cross FYYRE at 9000 and at 210K, then on track 136°. Expect RADAR vectors to final approach course.



NOTE: Chart not to scale.

# RYYMN THREE ARRIVAL (RNAV) Transition Routes

SE-1, 22 JAN 2026 to 19 FEB 2026



# RYYMN THREE ARRIVAL (RNAV) Transition Routes

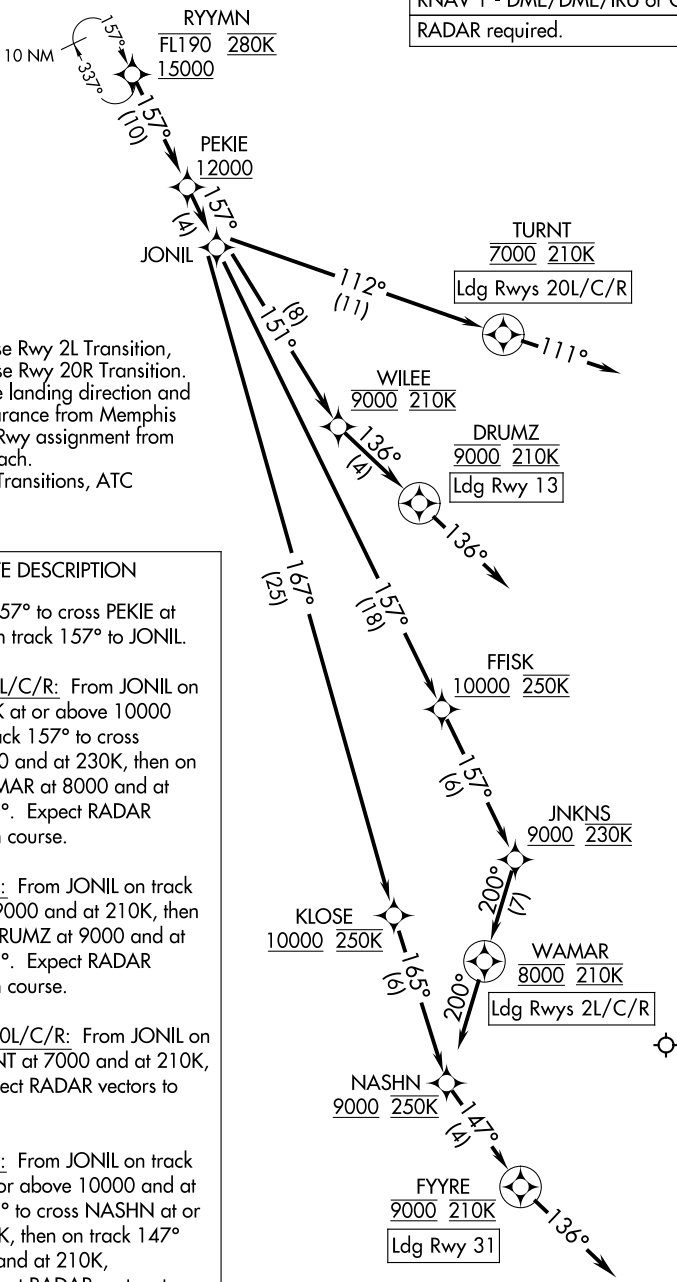
(CONTINUED ON FOLLOWING PAGE)

SE-1, 22 JAN 2026 to 19 FEB 2026

# RYYMN THREE ARRIVAL (RNAV) Arrival Routes

NASHVILLE APP CON  
119.35 372.0  
D-ATIS  
135.1

RNAV 1 - DME/DME/IRU or GPS.  
RADAR required.



- NOTE: Jet aircraft only.
- NOTE: Landing north use Rwy 2L Transition, Landing south use Rwy 20R Transition.
- NOTE: Expect to receive landing direction and descend via clearance from Memphis Center. Expect Rwy assignment from Nashville approach.
- NOTE: RANTS, ULTRA Transitions, ATC assigned only.

### ARRIVAL ROUTE DESCRIPTION

From RYYMN on track 157° to cross PEKIE at or above 12000, then on track 157° to JONIL.

**LANDING RUNWAYS 2L/C/R:** From JONIL on track 157° to cross FFISK at or above 10000 and at 250K, then on track 157° to cross JNKNS at or above 9000 and at 230K, then on track 200° to cross WAMAR at 8000 and at 210K, then on track 200°. Expect RADAR vectors to final approach course.

**LANDING RUNWAY 13:** From JONIL on track 151° to cross WILEE at 9000 and at 210K, then on track 136° to cross DRUMZ at 9000 and at 210K, then on track 136°. Expect RADAR vectors to final approach course.

**LANDING RUNWAYS 20L/C/R:** From JONIL on track 112° to cross TURNT at 7000 and at 210K, then on track 111°. Expect RADAR vectors to final approach course.

**LANDING RUNWAY 31:** From JONIL on track 167° to cross KLOSE at or above 10000 and at 250K, then on track 165° to cross NASHN at or above 9000 and at 250K, then on track 147° to cross FYRE at 9000 and at 210K, then on track 136°. Expect RADAR vectors to final approach course.

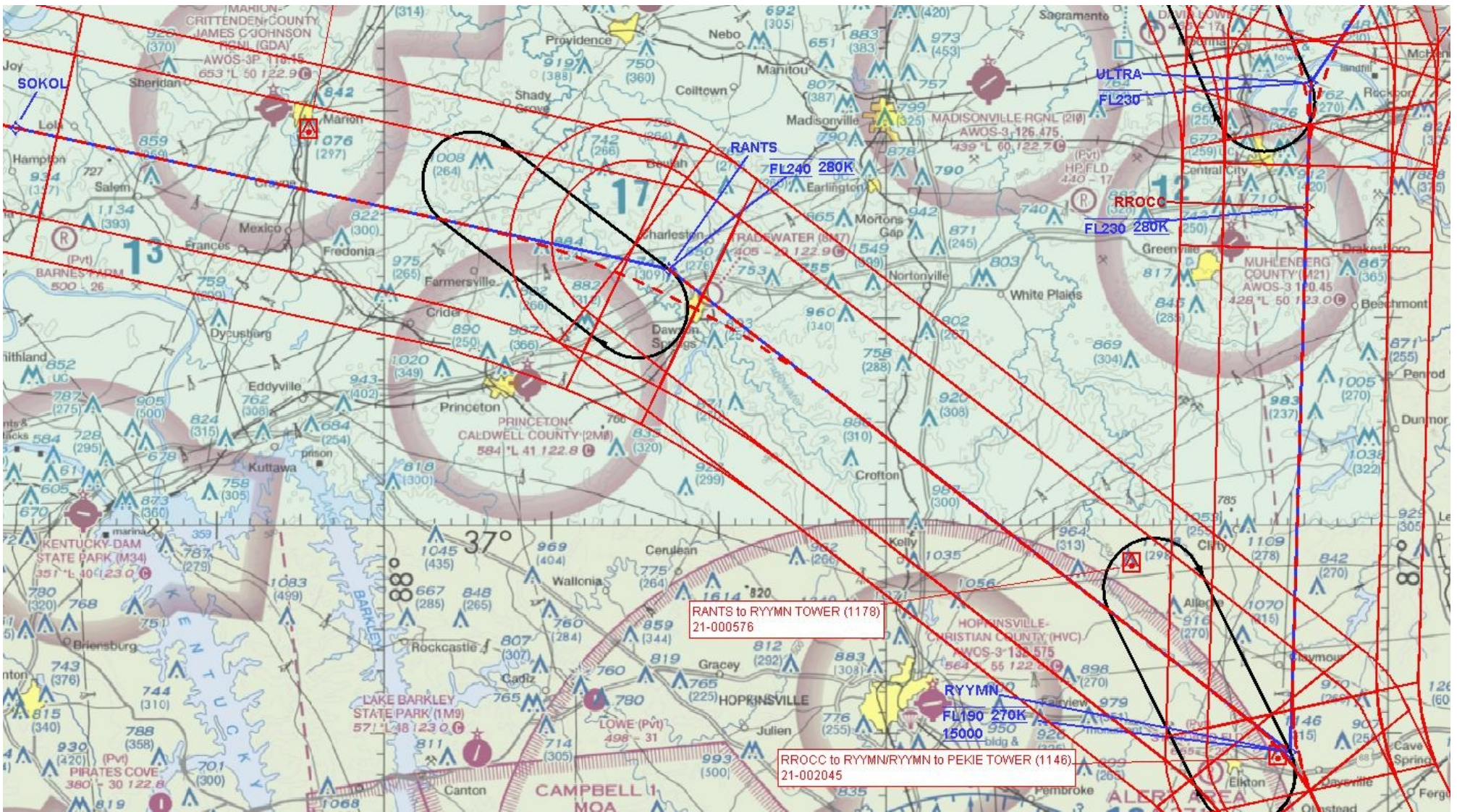
NOTE: Chart not to scale.

SE-1, 22 JAN 2026 to 19 FEB 2026

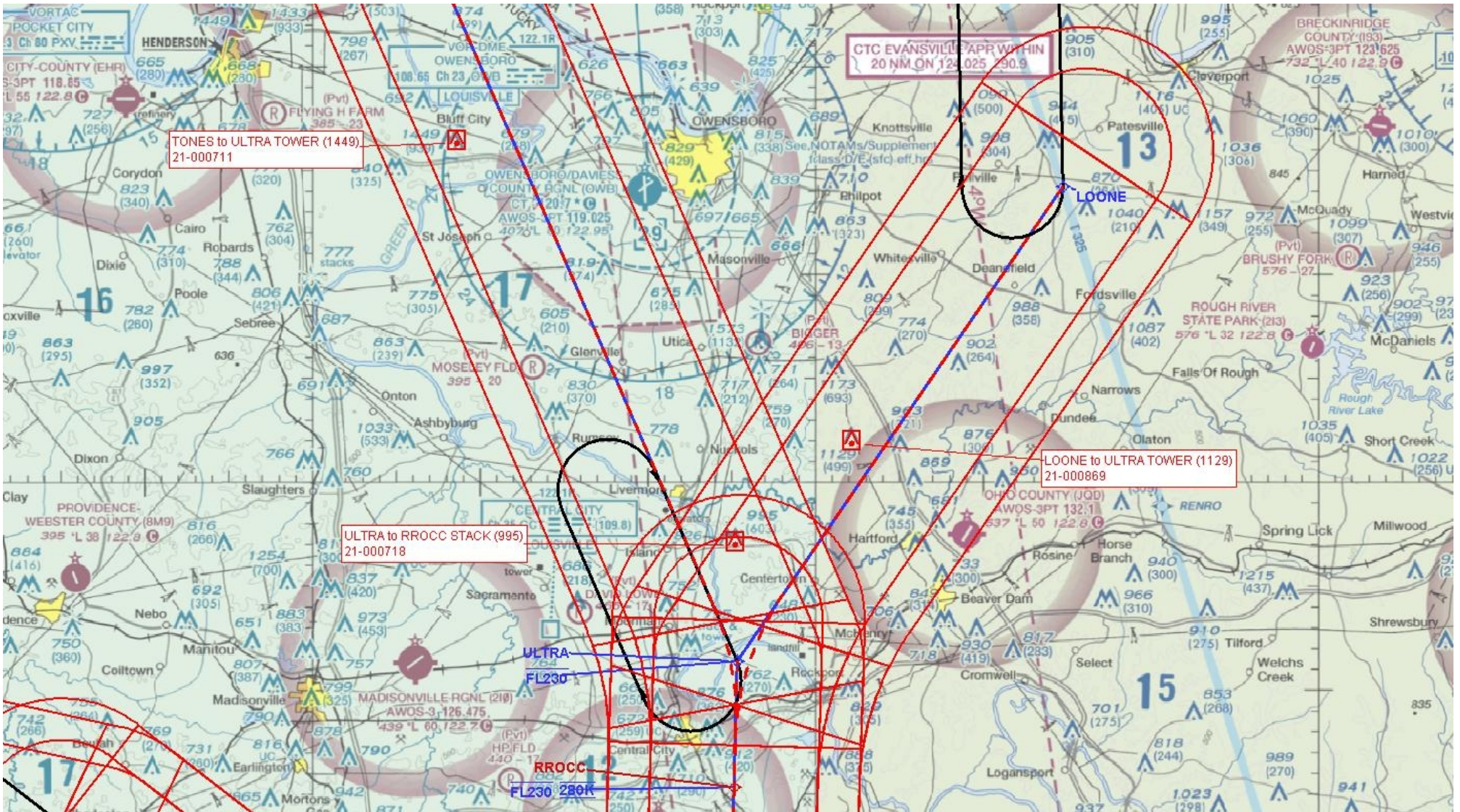
SE-1, 22 JAN 2026 to 19 FEB 2026

# RYYMN THREE ARRIVAL (RNAV) Arrival Routes

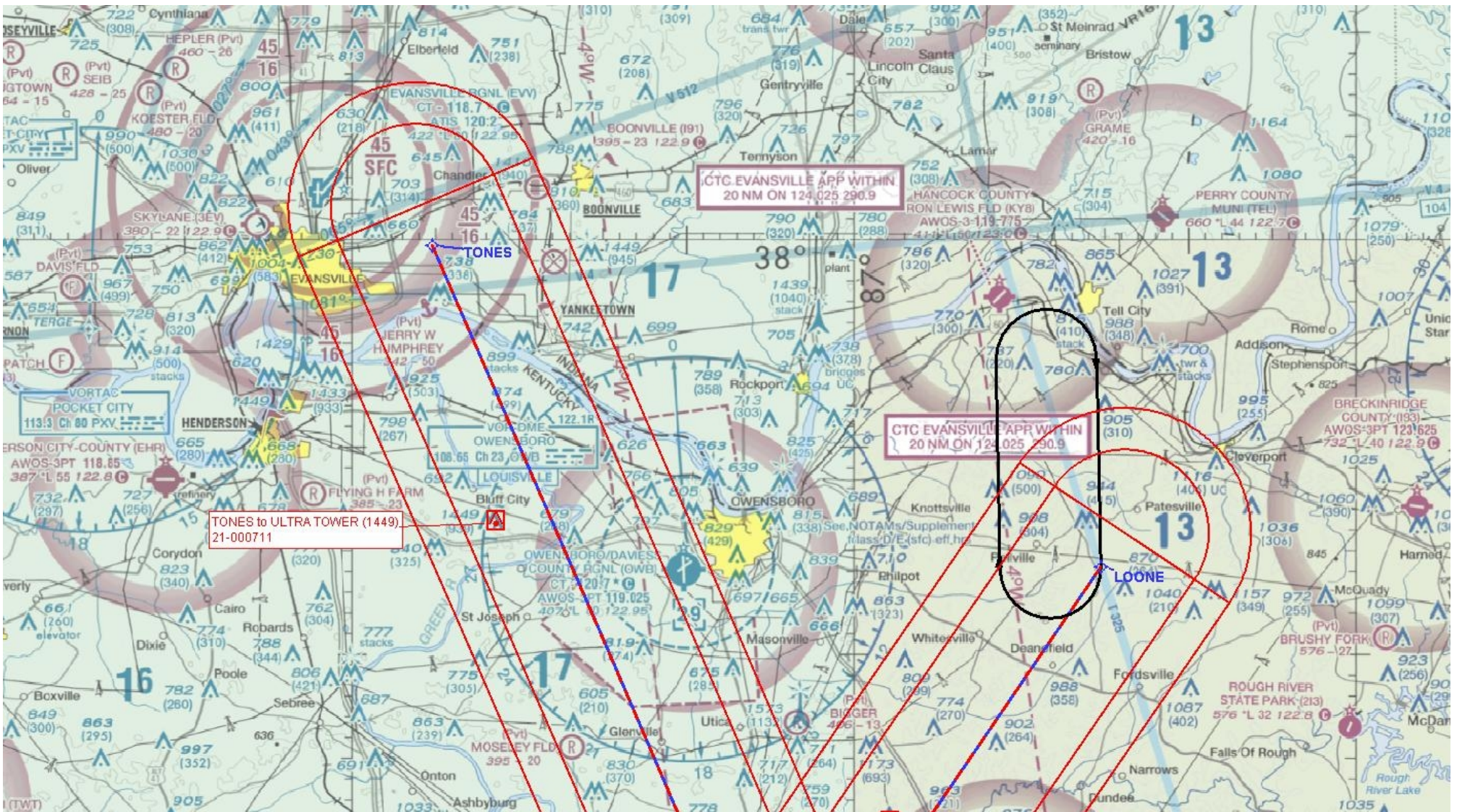




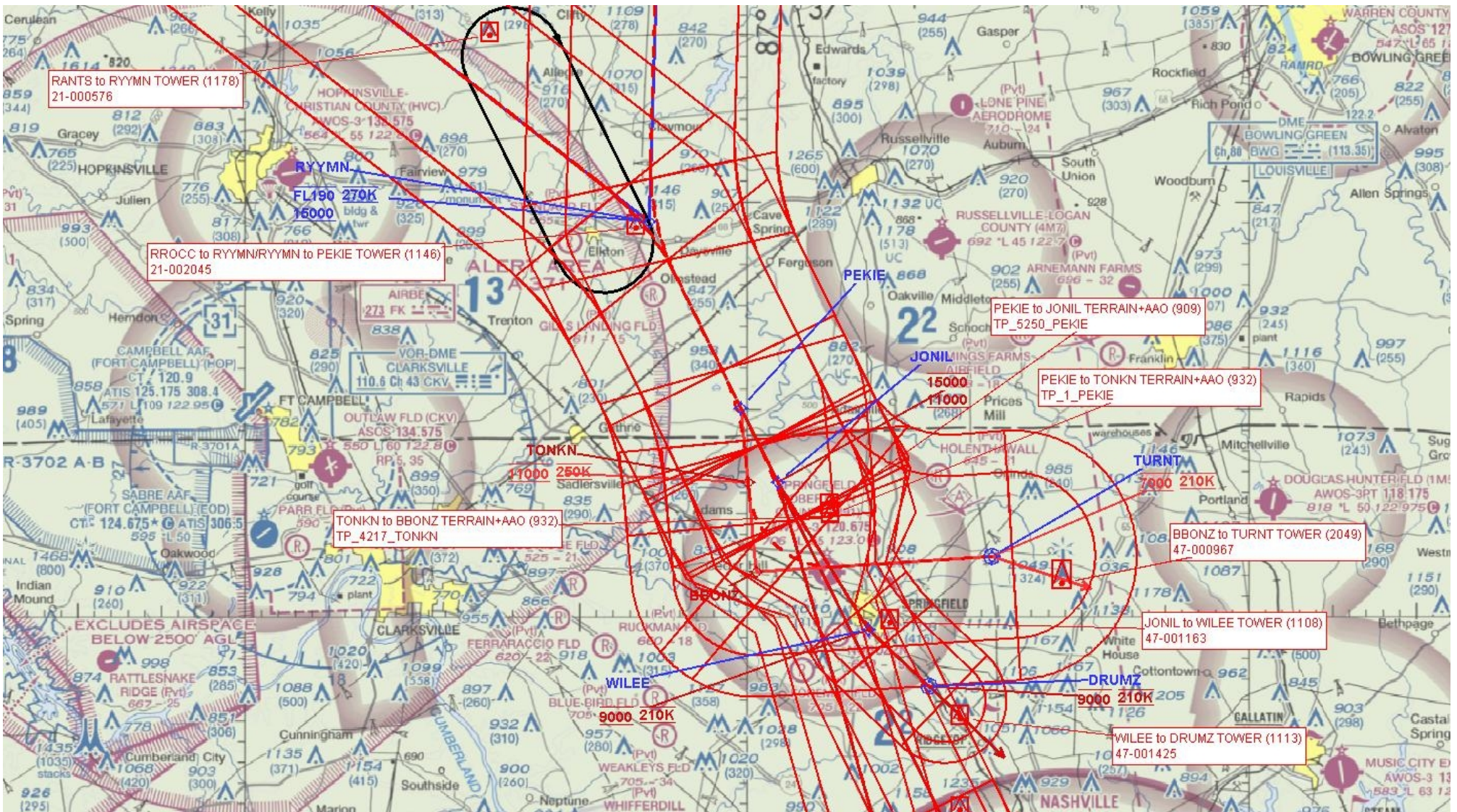
RYYMN (RNAV) STAR



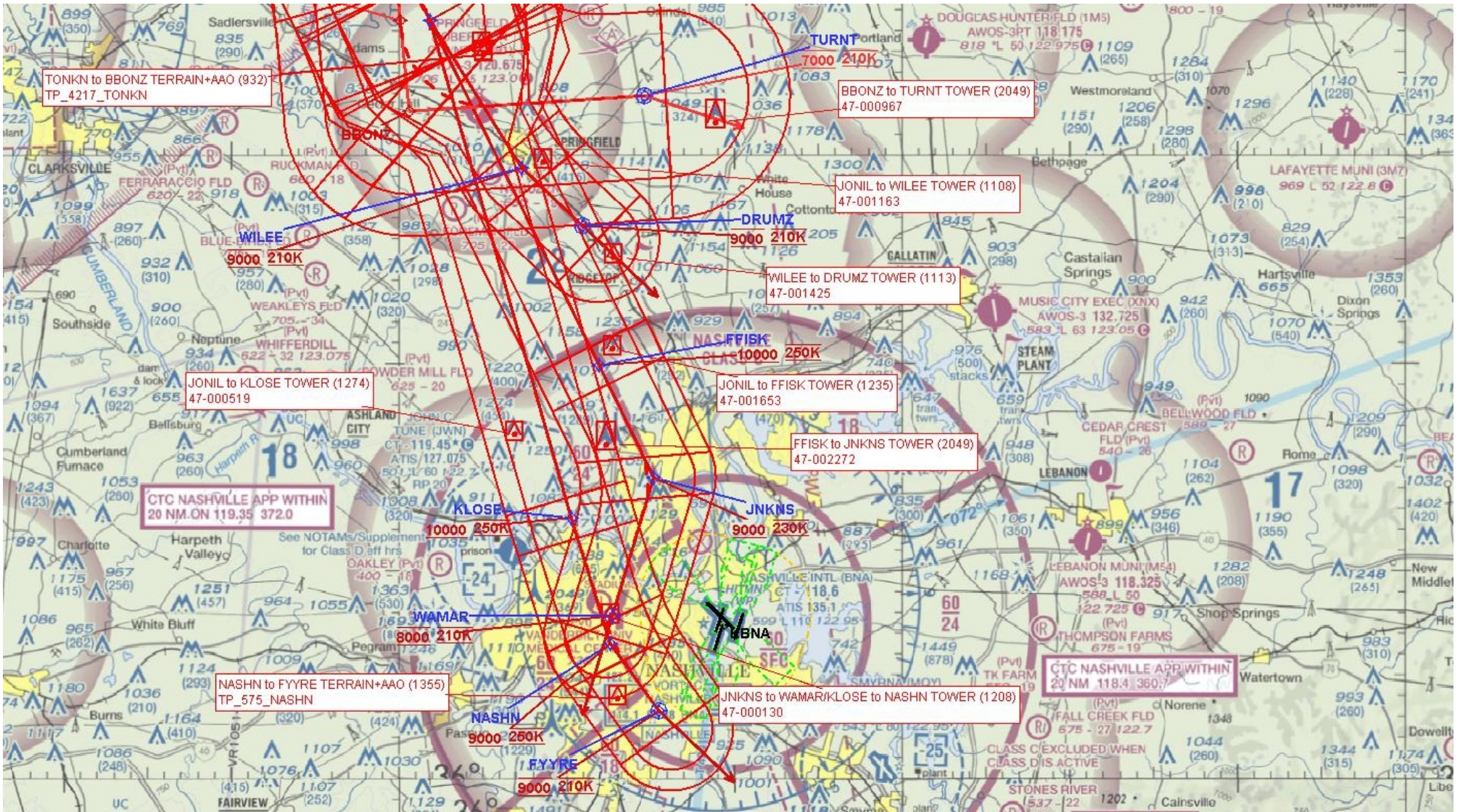
RYYMN (RNAV) STAR



RYYMN (RNAV) STAR



RYMNM (RNAV) STAR



RYMN (RNAV) STAR

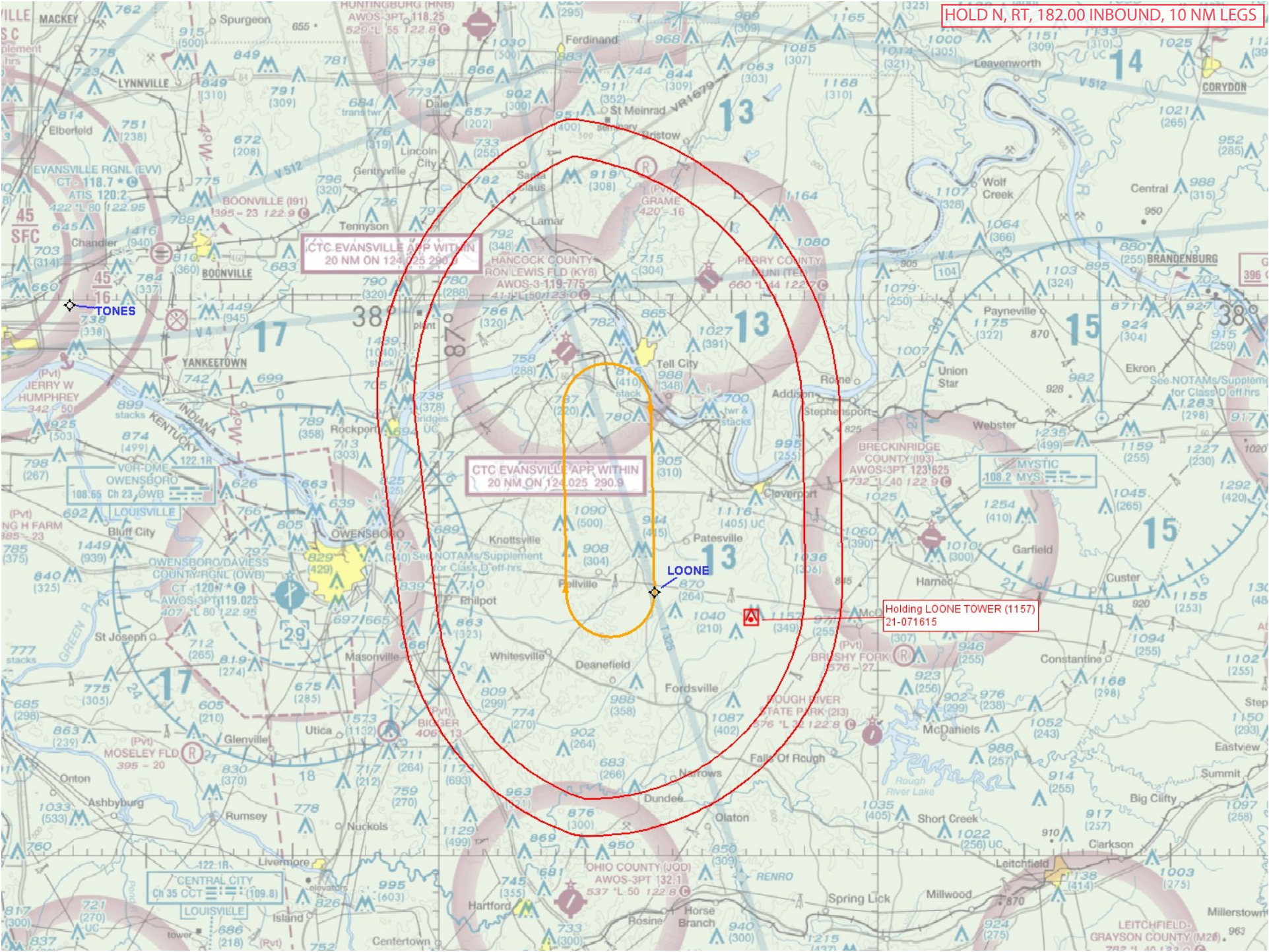
HOLD N, RT, 182.00 INBOUND, 10 NM LEGS

CTC EVANSVILLE APP WITHIN  
20 NM ON 124.025 290.9

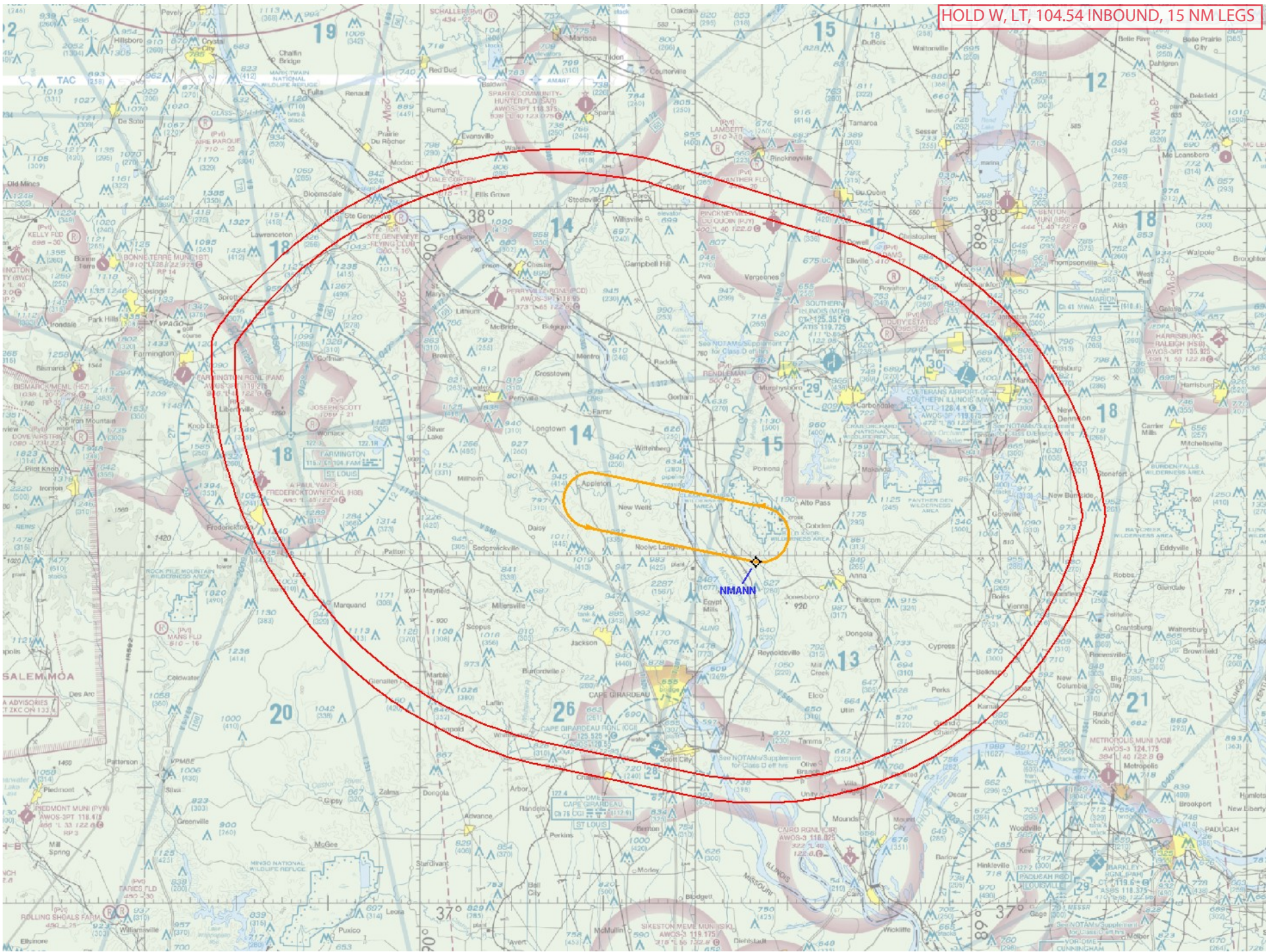
HANCOCK COUNTY  
RON LEWIS FLD (KY8)  
AWOS-3 119-775  
41°11'N 80°12'30"W

CTC EVANSVILLE APP WITHIN  
20 NM ON 124.025 290.9

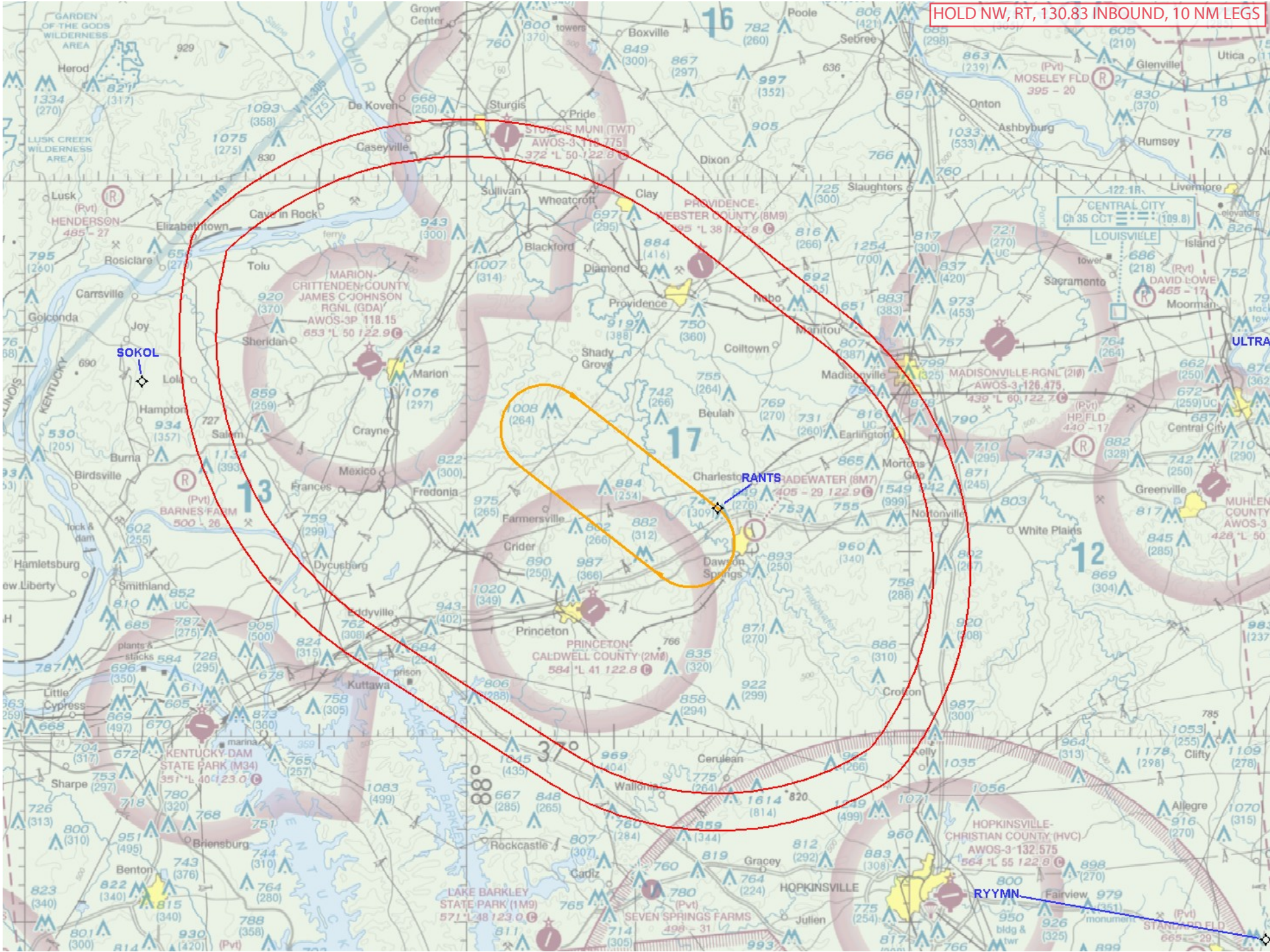
Holding LOONE TOWER (1157)  
21-071615



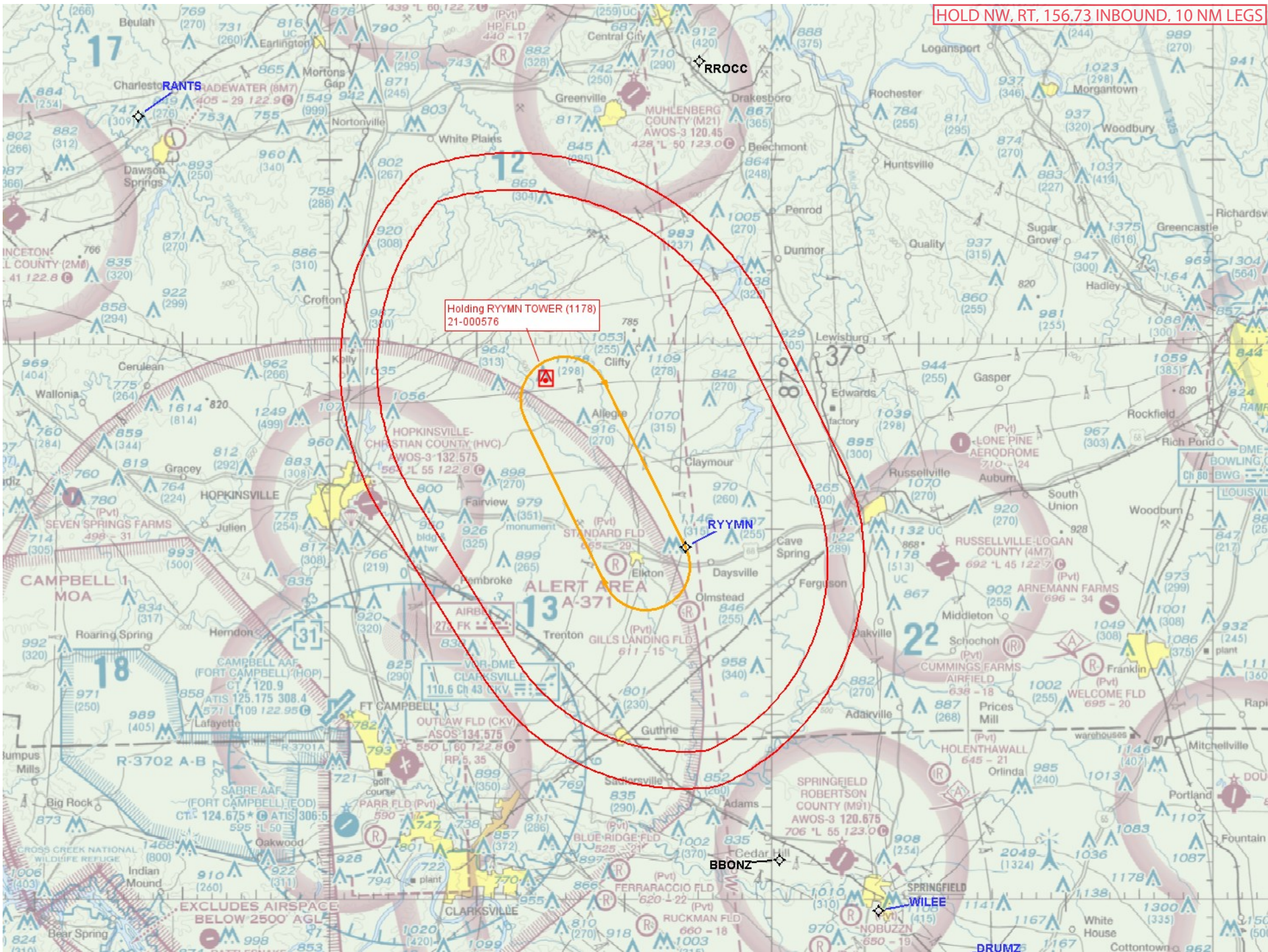
HOLD W, LT, 104.54 INBOUND, 15 NM LEGS



HOLD NW, RT, 130.83 INBOUND, 10 NM LEGS



HOLD NW, RT, 156.73 INBOUND, 10 NM LEGS



Holding RYYMN TOWER (1178)  
21-000576

RYYMN

ALERT AREA  
13A-371

DRUMZ



CTC EVANSVILLE APX WITHIN 20 NM ON 124.025 290.9

HOLD N, RT, 159.85 INBOUND, 10 NM LEGS

Holding ULTRA TOWER (1573) 21-000909

CENTRAL CITY Ch 35 CCT 109.8

ULTRA

SON CITY-COUNTY (EHR) WOS-3PT 118.85 87°L 55 122.8

FLYING H FARM (Pvt) 385-23 785 (375)

OWENSBORO DAVIESS COUNTY-RGNL (OWB) CT 120.7 407°L 80 122.95

MOSELEY FLD (Pvt) 395-20 830 (370)

LOUISVILLE Ch 35 CCT 109.8

DAVID LOWE (Pvt) 455-17 752 (326)

MADISONVILLE-RGNL (218) AWOS-3 126.47 439°L 60 122.70

MADISONVILLE-RGNL (218) AWOS-3 126.47 439°L 60 122.70

MUHENBERG COUNTY (M21) AWOS-3 120.45 428°L 50 123.00

See NOTAMS/Supplement for Class D off hrs

BIGLER (Pvt) 406-13 774 (270)

OHIO COUNTY (JOD) AWOS-3PT 132.1 537°L 50 122.8

RENRO

ROCHESTER

LEWISBURG

LOONE

ROUGH RIVER STATE PARK (213) 576°L 32 122.8

BEAVER DAM

LOGANSPORT

HUNTSVILLE

LEWISBURG

13

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1051