

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 09/03/2026	APWS Task ID: 9019F7B51A91477AA23866F6FE825439	APWS Project ID: F9F9AF42454443EC88CFADB79E0A21F3
Procedure: ALLLN (RNAV) ONE ARRIVAL		Enroute: YES	Specialist: Damron, Todd		Agreement Number:
Airport ID: KMQY			Airport City: SMYRNA		State: TN
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
NEW RNAV STAR

(1) WAIVER: AFS 8260.19 NO ALTITUDE ON COMMON ROUTE.

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

04/08/26: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 02/26/26.

1. AIRPORTS SERVED: ADDED CENTERVILLE MUNI GHM.

2. ARRIVAL ROUTE DESCRIPTION: ADDED LANDING GHM.

3. ADDITIONAL FLIGHT DATA: ADDED GHM TO CHART AT VOLLS TERMINUS.

8260-2:

1. FIX USE: ADDED AIRPORT KGHM TO FIXES ALLLN, KOCCO, UTTEE, VIVEE, VOLLS.

Digitally signed by
TARA N MARTINELLI
Apr 23, 2026

04/14/2026



1. FLIGHT PROCEDURE IDENTIFICATION:

Smyrna, TN
Smyrna Airport, TN (KMQY)
ALLLN (RNAV) STAR

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Per 8260.3, Para. 2-2-7e. Common route and runway transitions. Establish a mandatory, minimum or block altitude restriction at a fix that represents the lowest altitude authorized by the STAR or STAR runway transition.

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

The ALLLN STAR serves multiple airports and runway configurations within Nashville area airspace and utilizes varying altitude restrictions to all airports based on dynamic traffic situations. The ALLLN arrival also must be managed while Nashville International Airport arrivals utilize the same airspace structure. Additionally, the procedure authorizes differing aircraft types, thus introducing different performance characteristics from one aircraft to another. The ALLLN STAR 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.

Coding the procedure with an altitude on the common route that serves multiple airports with mixed aircraft types and differing performance characteristics will cause confusion and additional workload when the issued altitude is different from the coded restriction on the procedure. Coding two different altitudes on one procedure based on aircraft type is not allowed per design criteria. Additionally, designing an arrival as a descend via while interacting within the same airspace corridors as Nashville International traffic creates a pilot discretionary descent, thereby delaying other traffic's descent.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

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 the procedure. When radio communications are in use, ATC will provide appropriate altitudes for separation, including obstacle clearance.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Consideration was given to designing the procedure with coded altitudes and deemed not feasible. Procedures with coded altitudes for different aircraft types or performance is not allowed within design criteria. Establishing coded altitudes on the STAR common route restricts ATC ability to dynamically assign altitudes based upon the traffic scenarios, differing aircraft performance characteristics, and airports of intended landing and creates pilot confusion and questions resulting in a significant workload increase for ATC and pilots.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

BNA Full Work Group
ESC OSG PBN Co-Leads
Atlanta ARTCC (ZTL)
Nashville ATCT (KBNA)
Southwest Airlines

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
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8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

Digitally signed by
TARA N MARTINELLI
Apr 14, 2026

COMMENTS:

DATE **ROUTING SYMBOL** **SIGNATURE**



Federal Aviation Administration

Memorandum

Date: August 11, 2023

To: Instrument Flight Procedures Service Providers
WADE EK
TERRELL

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

Subject: Waiver to FAA Order 8260.19, Flight Procedures and Airspace, STAR
Termination Altitude

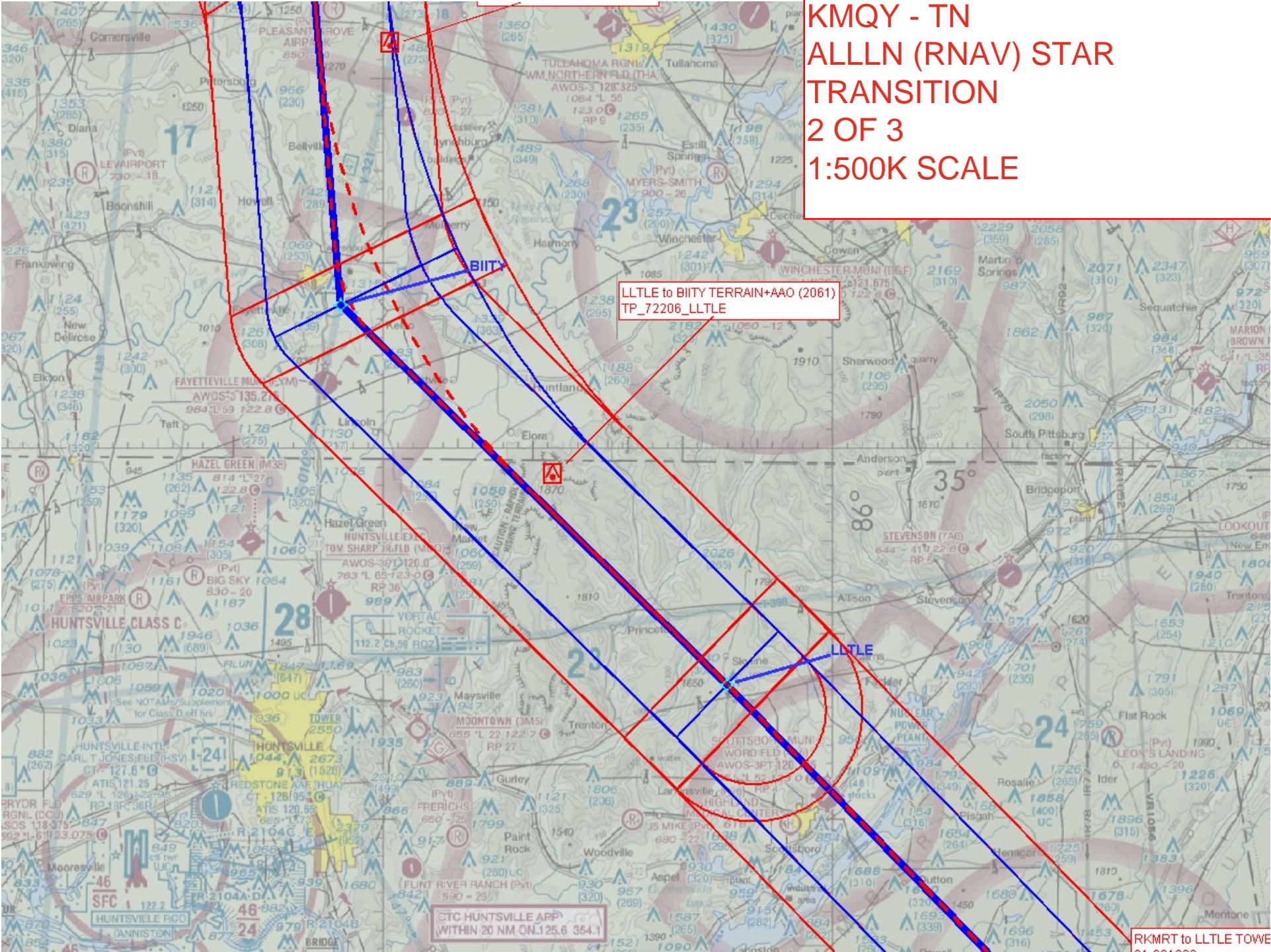
Digitally signed by WADE
EK TERRELL
Date: 2023.08.11 13:46:53
-05'00'

This memorandum waives the requirement of FAA Order 8260.19 paragraph 4-5-2.j for an altitude to be specified at the termination fix at the STAR termination point [see memo dated July 18, 2023, subject: Waiver to FAA Order 8260.3, paragraph 2-2-7.f(2)].

When no altitude is specified at that fix, the lowest altitude that will be assigned by air traffic control at the termination fix must be used for descent gradient and obstacle clearance calculations and noted in the Remarks section of Form 8260-17.1. Example: LOWEST ASSIGNED ATC ALTITUDE AT GIZMO, 3000.

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

KMQY - TN
ALLN (RNAV) STAR
TRANSITION
2 OF 3
1:500K SCALE



LLTLE to BIITY TERRAIN+AAO (2061)
TP_72206_LLTLLE

CTC HUNTSVILLE APP
WITHIN 20 NM ON J 25.6 354.1

RKMRT to LLTLE TOWER

KMQY - TN
ALLLN (RNAV) STAR
TRANSITION
3 OF 3
1:500K SCALE

RKMRT to LLTLE TOWER (2081)
01-001399

