

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 09/03/2026	APWS Task ID: D0846DBFA9EA40CFB80F1AEE3906AC56	APWS Project ID: 8A473D5105AB40D9A57F398744E2D788
Procedure: KOMBS (RNAV) ONE ARRIVAL		Enroute: YES	Specialist: Baggett, Jay		Agreement Number:
Airport ID: KMQY			Airport City: SMYRNA		State: TN
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: REASON FOR PROJECT: INCREASED TRAFFIC VOLUME INTO KMQY, KBNA, AND SATELLITE AIRPORTS REQUIRING STARS REDESIGN AND NEWLY DEVELOPED STAR. (1) WAIVER: AFS 8260.19 NO ALT ON COMMON ROUTE AND RUNWAY TRANSITIONS. 4/20/26: THIS IS A UPDATED COPY OF THE FORM DEVELOPED ON 03/19/26. 1. ADDED CENTERVILLE MUNICIPAL (GHM) AIRPORT. POC: TARA MARTINELLI AJV-432, 405-954-8376. 5/18/26: THIS IS A UPDATED COPY OF THE FORM DEVELOPED ON 03/19/26. CHANGED ARRIVAL ROUTE DESCRIPTION FROM "LANDING MQY/3M7/M54/XNX/MBT/1M5" TO "LANDING MQY/3M7/M54/XNX/MBT/SYI/1M5" AND FROM "LANDING GHM/JWN/M02/M91/SYI" TO "LANDING GHM/JWN/M02/M91." <i>Digitally signed by</i> TARA N MARTINELLI Jun 22, 2026 04/30/2026					

QUALITY
41
CHECKED

QUALITY
14
CHECKED

QUALITY
38
CHECKED

FIPC DME/DME FORM							
PROCEDURE: KOMBS (RNAV) ONE ARRIVAL			AIRPORT NAME: DICKSON MUNI		AIRPORT ID: KM02	SPECIAL CONTROL NO: AG-05-113-26	
FAC ID: KOMBS1		CITY: DICKSON			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: D0846DBFA9EA40CFB80F1AEE3906AC56		
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 21:28			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 10:31			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: KOMBS (RNAV) ONE ARRIVAL			AIRPORT NAME: DICKSON MUNI		AIRPORT ID: KM02	SPECIAL CONTROL NO: AG-05-113-26
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DFL TYPE: PROC/D	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:	PTS TASK ID: D0846DBFA9EA40CFB80F1AEE3906AC56		
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 21:28			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
MQY
KOMBS (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 KOMBS 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 KOMBS 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 KOMBS 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
Memphis ARTCC (ZTL)
Nashville ATCT (KBNA)
Southwest Airlines

7. SUBMITTED BY:

DATE OFFICE IDENTIFICATION TITLE

SIGNATURE

Digitally signed by
TARA N MARTINELLI
May 01, 2026

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:



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

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.



Federal Aviation Administration

Memorandum

Date: January 31, 2023

To: Instrument Flight Procedure Service Providers
Digitally signed by WADE
EK TERRELL
WADE EK TERRELL
Date: 2023.01.31 09:21:16
-06'00'

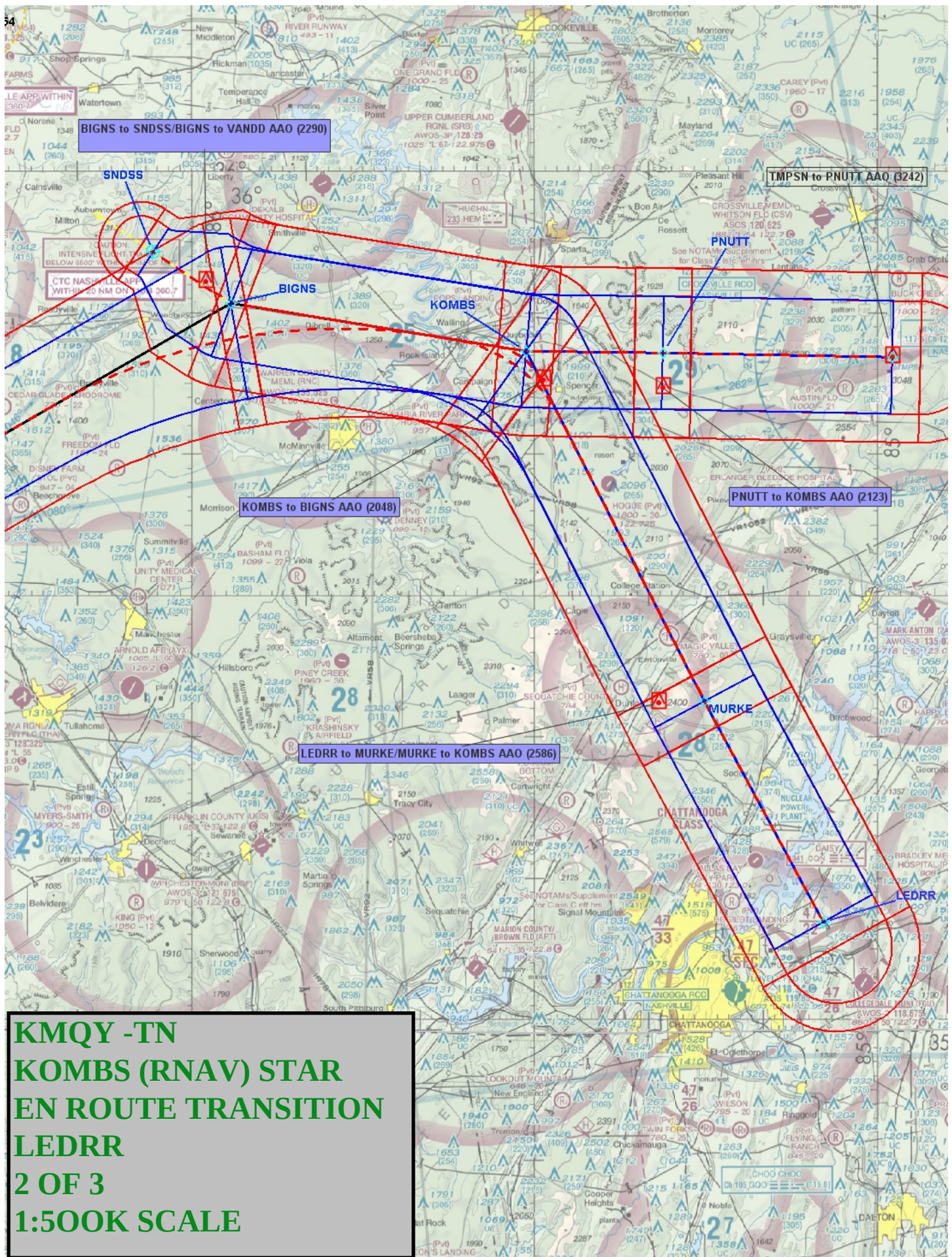
From: Wade E.K. Terrell, Manager, Flight Procedures and Airspace Group

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

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



KMQY -TN
KOMBS (RNAV) STAR
EN ROUTE TRANSITION
LEDRR
2 OF 3
1:500K SCALE

