

U.S. DEPARTMENT OF TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION  
**TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP)**

Bearings, headings, courses, tracks and radials are magnetic. Elevation and altitudes are in feet MSL. Altitudes are minimum altitudes unless otherwise indicated.  
Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated.

City, State	Airport	Effective Date	Amdt. No.
NASHVILLE, TN	JOHN C TUNE	15 OCTOBER 2015	2

**TAKEOFF MINIMUMS:**

RWY 20: STANDARD.

RWY 2: STANDARD WITH A MINIMUMS CLIMB OF 207 FT PER NM TO 1500, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT PER NM CLIMB GRADIENT, DEPARTURE MUST OCCUR NO LATER THAN 1900 FT PRIOR TO DER.

**TEXTUAL DEPARTURE PROCEDURES:**

RWY 2: CLIMB HEADING 017.76 TO 2300 BEFORE TURNING RIGHT.

RWY 20: CLIMB HEADING 197.76 TO 2400 BEFORE PROCEEDING ON COURSE.

**VISUAL CLIMB OVER AIRPORT:**

RWY 2: OBTAIN ATC APPROVAL FOR VCOA WHEN REQUESTING IFR CLEARANCE. CLIMB IN VISUAL CONDITIONS TO CROSS JOHN C TUNE AIRPORT AT OR ABOVE 2300 BEFORE PROCEEDING ON COURSE.

**TAKEOFF OBSTACLE NOTES:**

NOTE: RWY 2, RISING TERRAIN BEGINNING 454 FT FROM DER, FROM 492 FT LEFT OF CENTERLINE TO 233 FT RIGHT OF CENTERLINE, UP TO 539 FT MSL. TREES BEGINNING 838 FT FROM DER, FROM 633 FT RIGHT OF CENTERLINE, UP TO 68 FT AGL/548 FT MSL. TREES BEGINNING 1326 FT FROM DER, FROM 693 FT LEFT OF CENTERLINE, UP TO 56 FT AGL/556 FT MSL. TREES BEGINNING 1607 FT FROM DER, FROM 627 FT LEFT OF CENTERLINE, UP TO 86 FT AGL/565 FT MSL. TREES BEGINNING, 1918 FT FROM DER, FROM 554 FT LEFT OF CENTERLINE, UP TO 86 FT AGL/574 FT MSL.

NOTE: RWY 20, RUNWAY END LIGHTS BEGINNING 10 FT FROM DER, 10 FT RIGHT OF CENTERLINE AND 11 FT LEFT OF CENTERLINE, 3 FT AGL/459 FT MSL. TREES BEGINNING 1145 FT FROM DER, FROM 490 FT LEFT OF CENTERLINE, UP TO 62 FT AGL/502 FT MSL. TREES BEGINNING 1655 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 88 FT AGL/508 FT MSL. TRANSMISSION TOWERS BEGINNING 2983 FT FROM DER, FROM 746 FT LEFT OF CENTERLINE, UP TO 144 FT AGL/550 FT MSL.

**CONTROLLING OBSTACLES:**

RWY 2: 1250 FT MSL TOWER, 361612.37N-0865219.35W

RWY 2 (VCOA): 2049 FT MSL TOWER, 360827.45N-0865156.48W

OBSTACLES MANDATING ROUTE DEVELOPMENT:

RWY 2: 2049 FT MSL TOWER, 361604.95N-0864744.70W

RWY 20: 2049 TOWER, 360827.45N-0865156.48W.

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**REMARKS:**

**FLIGHT INSPECTED BY:**

**REQUIRED EFFECTIVE DATE:**

JEFFREY ECKMAN *Digitally signed by*  
**JULIE A MORGAN**<sup>FICO</sup> 08/26/2015

ROUTINE

**DEVELOPED BY:** Aug 31, 2015

SEAN BARBEE *Digitally signed by*  
**JULIE A MORGAN** AJV-5412 06/22/2015

**APPROVED BY:** Aug 31, 2015

ADOLFO URRUTIA *Digitally signed by*  
**JULIE A MORGAN** AJV-5410

**COORDINATED WITH:** Aug 31, 2015

ALPA, AOPA, NBAA, AMGR, ZME, BNA APP CON

**CHANGES:**

1. CHANGED RUNWAY 2 TAKEOFF MINIMUMS TO INCLUDE "OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT PER NM CLIMB GRADIENT, DEPARTURE MUST OCCUR NO LATER THAN 1900 FT PRIOR TO DER".
2. UPDATED TAKEOFF OBSTACLE NOTES.
3. MOVED VCOA INSTRUCTIONS FROM TEXTUAL DEPARTURE PROCEDURES BLOCK TO VISUAL CLIMB OVER AIRPORT BLOCK; CHANGED VCOA INSTRUCTIONS FROM "WHEN EXECUTING VCOA, NOTIFY ATC PRIOR TO DEPARTURE" TO "OBTAIN ATC APPROVAL FOR VCOA WHEN REQUESTING IFR CLEARANCE".

**REASONS:**

1. IAW 8260.46E, TABLE 2-1-1, FOR OBSTACLES THAT PENETRATE THE 40:1 OCS BY 35 FT OR LESS, PROVIDE AN OPTION TO REDUCE TAKEOFF RUNWAY LENGTH TO ACCOMMODATE THE MOST PENETRATING OBSTACLE BASED ON A STANDARD 200 FT PER NM CLIMB GRADIENT.
2. NEW AIRPORT AND OBSTACLE SURVEY DATA. RUNWAY 20 THRESHOLD EXTENDED AND DISPLACED THRESHOLD ELIMINATED.
3. IAW 8260.46E, APPENDIX D.

