Air Traffic Control Towers Level 1 – Level 12







Procedure Board Overview

PARDN Departures SWFFT Arrivals	Procedure – All procedures use a five-letter designation. This departure procedure is pronounced "Pardon" The arrow indicates the direction of travel for departing or arriving procedures.
COOGR	Fix/Waypoint – Represents a latitude/longitude point on a procedure. Waypoints also use five-letter designations. This waypoint is pronounced "Cougar"
Departures Arrivals	Flight Path Area – Represents the approximate area that aircraft fly when Air Traffic Controllers give pilots headings to follow, called vectors.
Flight Tracks – The arrival and departure flight tracks are from Sept 2024 using the FAA's radar data.	
STARStandard Terminal ArrivalSIDStandard Instrument DepartureATCAir Traffic Control	





Existing Nashville Metro Area Aircraft Operations

- This board shows flight tracks for John C. Tune Airport (JWN), Smyrna Airport (MQY), and Nashville Int'l Airport (BNA)
- The three airport have dedicated airspace with a control tower and air traffic controllers
- MQY and JWN airports are used by military, corporate jets, flight schools, medical transportation, law enforcement, and recreation operations
- Flight procedures for each airport are designed to avoid adjoining airport airspace
- Airports may share procedures where aircraft from multiple airports are sequenced to join a procedure
- The flight tracks are a sample of data from September 2024





Existing North Flow Departures

- This board shows a zoomed-out view of the existing published SIDs and flight tracks for north flow
- When an aircraft departs, ATC assigns an initial vector for the aircraft to fly
- The initial vector assigned will connect aircraft to a departure procedure based on the most efficient route to the aircraft's destination
- The flight tracks are a sample of data from September 2024 from Runway 02C





Existing North Flow Departures

- This board shows a zoomed-in view of the existing published SIDs and flight tracks for north flow
- Aircraft most often use the center runway to depart and the outer runways to land
- Aircraft departing BNA flying to the east will fly below aircraft coming in to land at BNA
- Since aircraft must be separated at least 1,000 feet vertically, departing aircraft are at least 1,000 feet below arriving aircraft
- The flight tracks are a sample of data from September 2024 from Runway 02C





Existing & Proposed North Flow Departures

- Departing aircraft will fly one of the three headings shown in the blue arrows
- The proposed headings are designed to be used from any of the three parallel runways
- The proposed departure headings are designed to disperse aircraft between one- to three-miles from the runway
- Aircraft flying to the north or west will fly straight for 3 miles, then turn to heading 345°
- Aircraft flying to the north will fly straight on the 020° heading
- Aircraft flying to the east and south will fly straight for a mile, then turn to heading 055°





Existing North Flow Arrivals

- This board shows a zoomed-out view of the existing flight tracks and published STARs for north flow
- Aircraft typically land on the outer runways, Runway 02L and 02R
- Aircraft are sequenced into a final approach stream for their assigned runway
- Aircraft typically line up for final approach approximately 8 to 22 miles from the runway
- Aircraft must meet separation standards, which is three miles laterally and 1,000 feet vertically near an airport
- There are no changes proposed for arrival operations
- The flight tracks are a sample of data from September 2024 for Runway 02L and 02R





Existing South Flow Departures

- This board shows a zoomed-in view of the existing published SIDs and flight tracks for south flow
- Aircraft most often use the center runway to depart and the outer runways to land
- Since aircraft must be separated at least 1,000 feet vertically, departing aircraft are at least 1,000 feet below arriving aircraft
- The flight tracks are a sample of data from September 2024 for Runway 20C





Existing South Flow Departures

- This board shows a zoomed-in view of the existing published SIDs and flight tracks for south flow
- When an aircraft departs, ATC assigns an initial vector for the aircraft to fly
- The initial vector assigned will connect aircraft to a departure procedure based on the most efficient route to the aircraft's destination
- The flight tracks are a sample of data from September 2024 for Runway 20C





Existing & Proposed South Flow **Departures**

- This board shows a zoomed-in view of the published SIDs, existing flight tracks and proposed headings for south flow
- The proposed headings will provide ٠ ATC with more tools that will guide aircraft out of the area
- Departing aircraft will fly one of the • four headings shown in the blue arrows off any of the three parallel runways
- The proposed departure headings • are designed to disperse aircraft one mile from the runway
- Runway 20C is used most often for • departures, however, Runway 20R and 20L are also used when Runway 20C isn't available





Existing South Flow Arrivals

- This board shows a zoomed-out view of the existing flight tracks and published STARs for south flow
- Aircraft are sequenced into a final approach stream for their assigned runway
- Aircraft typically line up for final approach approximately 8 to 20 miles from the runway
- Aircraft must meet separation standards, which is three miles laterally and 1,000 feet vertically near an airport
- The flight tracks are a sample of data from September 2024 for Runway 20L and 20R





John C. Tune & Nashville North Flow Departures

- This board shows a zoomed-out view of existing flight for BNA and JWN and the proposed 345 heading for BNA
- Aircraft using the 345 heading will fly further to the north before turning than they do today
- Aircraft on the 345 heading will help increase the separation between JWN departures and BNA departures
- John C. Tune and Smyrna departures must climb to approximately 4,000 feet, fly at that altitude for approximately 20 miles to maintain the required lateral and vertical separation from aircraft departing from Nashville.

