



Nashville International Airport (BNA)

PILOT INFORMATION

Updated: 03/07/2023

BNA Tower Administrative Office

Business Phone 615-495-4594

Open 0800L to 1700L – Monday through Friday



**Federal Aviation
Administration**

Introduction

The purpose of this document is to supplement the From the Flight Deck Videos that are produced by the FAA Runway Safety Group. Here you will also find information provided by the local air traffic controllers at the airport where you intend to fly.

Table of Contents

	Page
Title Page	1
Introduction	2
Important Notice and Links	3
BNA Specific Section	
1. From the Flight Deck (FTFD) Video Notes	4
2. Airspace	5
3. Cautions	5
✓ Hot Spots	
✓ Airspace	
✓ Departure	
✓ Landing	
✓ Surface Risk – Movement Areas	
✓ Additional Cautions	
4. Communications	6
5. From the Control Tower	6
✓ General	
✓ Traffic Patterns	
✓ Ground	
✓ Takeoff/Departure	
✓ Arrival/Landing	
✓ Special Traffic (Military/Commercial/Helicopter, etc.)	
General Information Section	
1. Best Practices	8
2. Lost Communications	8
3. Emergencies	9
4. Special VFR	9

IMPORTANT NOTICE

The information in this facility supplement is subject to change. Not for navigation or legal* pre-flight action. Always refer to official pre-flight materials such as, but not limited to, NOTAMs, airport diagrams, VFR charts and airport construction notices for the latest airport-specific details.

General Links

Here are some links to current FAA information.

- [Aeronautical Information Services](#)
- [Airport Construction](#)
- [Airport Diagram](#)
- [Chart Supplement](#)
- [From the Flight Deck Videos](#)
- [Hot Spots](#)
- [NOTAMS](#)
- [VFR Charts](#)

Some Advisory Circulars for Reference

- ❖ [AC 90-66B Non-Towered Airport Flight Operations \(faa.gov\)](#) Subject: Non-Towered Airport Flight Operations – 2/25/19
- ❖ [AC 91-73B \(faa.gov\)](#) Subject: Parts 91 and 135 Single Pilot, Flight School Procedures During Taxi Operations – 7/30/12
- ❖ [AC 91-92 \(faa.gov\)](#) Subject: Pilot's Guide to a Preflight Briefing - 3/15/21
- ❖ [AC 90-48E \(faa.gov\)](#) Subject: Pilots' Role in Collision Avoidance – 10/20/22

BNA Specific Section

Nashville International Airport (BNA) is a medium to large-sized multi-use airport. It serves air carriers as well as general aviation, cargo operations, and the military. It boasts three parallel runways, as well as an intersecting runway. A complex series of taxiways provides access to terminals, FBOs, and cargo ramps, located on all sides of the airport.

1. From the Flight Deck (FTFD) Video Notes

- ✓ Runway configuration consists of 3 parallel RWYS 02L/20R, 02C/20C, and 02R/20L, and intersecting RWY 13/31.
- ✓ Several incidents have occurred when aircraft cleared to land on RWY 20C have landed or attempted to land on RWY 20R. The RWYS are closely spaced however the threshold for RWY 20C is considerably further south than the threshold for RWY 20R. Aircraft flying a right downwind for RWY 20C may be tempted to land on RWY 20R because it comes into sight first.
- ✓ A complex TWY structure at BNA includes TWY S, which is parallel to RWY 20C. Although TWY S is marked, lighted, and only 75 feet wide, its shoulders are wider than typical on the north end because it used to be a RWY in the past. Pilots taxiing to RWY 20C via TWYs S6 and S7 have attempted to depart on TWY S instead of RWY 20C.
- ✓ Visual clues to assist the pilot include the word “TAXI” painted in large yellow letters on the surface of TWY S at S6 and S7.
- ✓ Another area of potential confusion, but not an official Hot Spot, occurs with aircraft, predominantly air carriers, taxiing to RWY 02R/20L via TWY L and TWY H. The pilot may miss the slight left turn to remain on TWY L and continue on TWY L8. This could lead to the pilot inadvertently crossing RWY 31.
- ✓ Small aircraft landing RWY 20L may not be clearly visible from the TWR if they clear the RWY at H4 or H5. Unless specifically asked, a “cleared of RWY” call is not a requirement but, in this situation, may help the TWR for situational awareness.
- ✓ Ramp/Terminal area is a Non-Movement area and is not controlled by TWR. Refrain from asking GND for parking issues or gate-pushback clearances in this area.
- ✓ Pilots need to be aware of the Approach Hold Lines for RWY 20C on TWY K. Failing to hold short when instructed to do so may result in aircraft on final for RWY 20C to be sent around.
- ✓ VFR Traffic transiting the area may be present under the inner ring and outer shelf of BNA Class C airspace. They may not be in communication with ATC.

2. Airspace

The airspace at BNA is Class C with a ceiling up to and including 4600' MSL. (Refer to Sectional Chart)

Class C Airspace Requirements (CFR §91.130 and AIM 3-1-4; 3-2-4)

- Visibility 3 statute miles
- Distance from Clouds 500 feet below | 1,000ft above | 2,000ft horizontal
- Communications Establish communications (controller response)
- Pilot No special certification required
- Equipment Two-way radio, operable radar transponder with altitude reporting and ADS-B Out

3. Cautions

Hot Spots

- HS 1** Maintain vigilance as hold bars at TWY T3/TWY K intersection and TWY K west of TWY T4 protect RWY 20C arrivals.
- HS 2** Maintain vigilance as TWY S is often mistaken for RWY 20C departure surface.

Airspace

- ✓ There are many areas of congestion in and around Nashville (BNA)
- ✓ The Class C encompasses the downtown Nashville area. With there being four major hospitals in the vicinity, numerous medevacs transit through the airspace. While many remain under the shelf, some medevacs call the tower for mid-field crossings.
- ✓ Aircraft in the downtown vicinity should use extreme caution as multiple touring helicopters based at JWN frequent the area.
- ✓ Traffic permitting, the tower will accommodate downtown tours in the Class C.
- ✓ There may be other VFR aircraft in the area (departing aircraft, traffic pattern, VFR traffic transitioning the area, etc.). All pilots conducting practice instrument approaches should be extremely vigilant to observe any traffic that may be in the pattern or departing the airport.
- ✓ John C. Tune Airport (JWN) is located eleven (11) miles west of BNA and has a Control Tower. JWN services an extremely diverse variety of aircraft types, and experiences high levels of congestion. See JWN LTA for more information.

Departure

- ✓ Wrong Surface Departure risk exists.
- ✓ Verify proper heading prior to starting takeoff roll on all intersection departures.
- ✓ Do not confuse TWY S for RWY 20C.

Landing

- ✓ Wrong Surface Landing risk exists.
- ✓ Positive identification of the landing RWY needs to be a part of every pilot's landing checklist. The triple parallels are a little complicated in that RWY 20R/2L and 20C/2C are closer in proximity than RWY 20C/2C to 20L/2R. Use caution.
- ✓ Do not confuse TWY S for RWY 20C.

Surface Risk – Movement Area

- ✓ H1- TWY K is in the approach area for RWY 20C. Use caution with the approach hold lines. It is always okay to verify with the TWR that you are unsure to hold or proceed.
- ✓ H2- TWY S 6 and S 7 on S. The width of S is larger than a normal TWY and can potentially cause confusion. Large yellow letters indicating "TAXI" are on S to mitigate confusion and assist in situational awareness.
- ✓ While not listed as a hot spot, two access roads are present halfway down RWY 20L/2R that can be confused as an exit point. There are signs to help prevent any confusion.
- ✓ Do not confuse TWY S for RWY 20C.
- ✓ Read-back and compliance of holding instructions required:
 - Especially TWY K and RWY 20C Approach Hold
 - TWY L at RWY 13
 - TWY H at RWY 31

Additional Cautions

- ✓ If ever in doubt about your position or your instructions, ask the TWR.

4. Communications**BNA Tower (TWR) operates continuously**

- ✓ For traffic advisories contact Nashville Approach Control on 119.35 if from the west, or 118.4 if from the east.

5. From the BNA Control Tower**Local Information that your BNA Tower (TWR) controllers want you to know.****General**

- ✓ No flight over main Terminal building permitted.
- ✓ The BNA controllers alternate between Control Tower and TRACON duties.
- ✓ Bird activity on and in vicinity of the airport.
- ✓ Noise abatement procedures – see Special Notices.

Traffic Patterns

- ✓ Practice approaches to the airport or pattern traffic at the airport are not permitted between 11:00 p.m. and 7:00 am.

Ground

- ✓ C-Concourse taxi-lanes are inner taxi-lane for outbound traffic and outer lane for inbound traffic.
- ✓ Terminal Ramp uncontrolled – Monitor 122.95 for Ramp Advisories
- ✓ Pilots comply with All Hold-Short Instructions, particularly at TWY K and RWY 20C Approach; TWY L at RWY 13 Approach and TWY H at RWY 31 Approach
- ✓ Do not confuse TWY S for RWY 20C.
- ✓ At C concourse, the inner taxi-lane is for outbound traffic and the outer taxi-lane is used for inbound traffic.

Takeoff/Departure

- ✓ Read back all runway assignment and hold-short instructions.

Arrival/Landing

- ✓ Read back all runway hold-short instructions.
 - RWY 13/31 Thresholds Displaced
 - Practice instrument approaches to the airport or pattern traffic at the airport are not permitted between 11:00 p.m. and 7:00 am.

Special Traffic (Military/Commercial/Helicopter, etc.)

- ✓ Landing on taxiways/ Ramp permitted during VFR conditions
- ✓ Must land/depart from active runway during IFR conditions
- ✓ Starting at the BNA070015 to BNA070035 extending to the BNA130015 to BNA130035 extensive student pilot flight training at most altitudes ranging from 2,500'-7,500' MSL. All prop aircraft use this area. For traffic advisories contact Nashville Approach on 118.4 above 4,500' MSL or Nashville Approach on 128.75 at or below 4,500' MSL.

End of BNA Specific Section

General Information Section

1. Some Best Practices

Do:

- ✓ Refer to the airfield diagram and/or airport moving map while stopped and/or prior to taxiing.
- ✓ Keep your eyes outside to observe traffic, potential threats and airport signs and markings.
- ✓ Ask the controller to repeat instructions and clearances if you are not sure.
- ✓ Ask for progressive taxi instructions if you are unfamiliar or have lost situational awareness.
- ✓ Taxi your aircraft to the side of the run-up area to allow other aircraft to taxi around you if you are not ready for departure.
- ✓ Advise TWR on initial contact (ground or air) if you are a student pilot.
- ✓ Using runway and/or taxiway designators to describe your position, and turning on exterior lights will assist the controller in identifying you.
- ✓ Acknowledge all ATC instructions and read back all hold short restrictions with your call sign.
- ✓ Always make sure that your aircraft is completely behind all hold-short lines.
- ✓ Advise GND/TWR if you want an intersection departure and wait for TWR clearance to take off. There may be a delay due to wake turbulence or traffic.
- ✓ When using any RWY, verify mag heading and look for the white markings to avoid a wrong surface event.
- ✓ Consider backing up a visual approach with an underlying instrument (ILS/LOC/GPS) approach if time and workload allows.
- ✓ Remember that you must have a clearance to cross all RWYs, active and not active.
- ✓ Use caution when taxiing smaller aircraft/helicopters in the vicinity of larger aircraft/helicopters. Controllers may use the words rotor wash, jet blast, or prop wash when issuing cautionary advisories. A general rule of thumb is 100 feet behind a jet aircraft.
- ✓ Reference GPS User Waypoint, or if available, the assigned runway's instrument approach. If unsure that you are aligned for the assigned runway, announce going around and why.
- ✓ Verify proper heading prior to starting takeoff roll on all departures. Consider checking and calling out, Wet compass, runway heading, runway paint/signage for departure runway, and directional gyro shows runway heading.

Do Not:

- ✓ Do not taxi on your own without obtaining taxi instructions from ATC.
- ✓ Do not cross an active RWY without specific controller permission to cross that RWY.
- ✓ Do not use a RWY as a turn-off during landing unless cleared to do so by TWR.
- ✓ Do not wait until you are ready for departure to request an IFR clearance. Making your request to clearance delivery or ground control prior to taxiing will allow time for ATC coordination.
- ✓ Do not, on departure, leave TWR frequency while still in TWR airspace unless previously approved. (Note: frequency change outside of TWR airspace is at pilot's discretion.)

2. Lost Communications Tips (Additional information in the Aeronautical Information Manual (AIM) Chapter 6 - Section 4)

- ✓ Squawk **Transponder Code 7600** if you experience loss of two-way radio capability.
- ✓ If you can hear other aircraft but nobody responds to your calls then you should check for proper

frequency selection, popped circuit breaker, radio panel setup, or an improperly hooked up intercom.

- ✓ Weak batteries in intercoms are often the cause of “radio failure”. Your emergency checklist may come in handy for checking other areas specific to your aircraft.
- ✓ If you can’t hear anything on the receiver, check the volume control, squelch, intercom, circuit breaker, or a stuck mike.
- ✓ After you have determined the extent of the radio failure, you can determine how to communicate with the ATC.

3. Emergencies

- ✓ Each pilot in command who (though not deviating from a rule of this subpart) is given priority by ATC in an emergency and shall submit a detailed report of that emergency within 48 hours to the manager of that ATC facility, if requested by ATC. Ref: CFR §91.123 (d)
- ✓ It is extremely rare that a pilot is asked to justify declaring an emergency. In most cases, when a report is needed, it can usually be accomplished with a phone call.
- ✓ Additional information is also found in the AIM in Chapter 6 – Emergency Procedures

4. Special VFR (AIM 4-4-6)

- ✓ Special VFR is primarily intended to offer pilots a way to operate into, out of, and through tower controlled airspace when local weather restricts the visibility or ceiling to below VFR minimums.
- ✓ There are times, for instance, when visibility is below three miles due to ground fog or the ceiling is below 1000 feet AGL due to a cold front passage, it may be advantageous to use the Special VFR rules to be able to get to VFR conditions.
- ✓ There are rules and conditions that apply to Special VFR and the one that controllers deal with the most often is the requirement that the pilot must request the clearance. We cannot offer it, as we cannot determine your abilities as a pilot and have no wish to talk you into accepting a clearance that may be beyond your experience level.

The basic requirements for Special VFR are:

- The clearance must be requested by the pilot.
- If it is after sunset and before sunrise the pilot requesting the clearance must be IFR rated and the aircraft must be certified for IFR flight.
- A minimum of 1 mile visibility must exist as reported by the tower.

What you may do with a Special VFR clearance:

- You may depart for another destination
- You may transition
- You may enter and land
- You may do touch and go landings

End of General Section