

Smyrna/Rutherford County Airport (MQY)

PILOT INFORMATION

Updated: 02/24/2023

MQY Tower Administrative Office
Business Phone 615-355-9610
Open 0700L to 1600L – 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.

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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 90-48 (faa.gov) Subject: Pilots' Role in Collision Avoidance – 10/20/22

MQY Specific Section

Smyrna/Rutherford County Airport (MQY) is a joint use, small to medium sized airport located ten miles southeast of the larger Nashville International airport. While predominantly a general aviation facility, it does have a robust Army National guard presence on the field. Smyrna is a Part 139 airport with two intersecting runways

1. From the Flight Deck (FTFD) Video Notes

- Airport configuration consists of two intersecting RWYs labelled RWY 14-32 and RWY 01-19.
- TWYS provide access to ramps, hangars and businesses located primarily on the east and west sides of the airport.
- Hot Spot 1 is located on TWY A between the two RWYs. Aircraft exiting RWY 19 at TWY A for the east ramp have taxied across RWY 14/32 without clearance.
- You must have a clearance to cross any RWY.
- Hot Spot 3 is found at the intersection of TWY D, C and RWY 19. Aircraft taxiing to RWY 19 on TWY D have completely missed the RWY Hold Short Markings and Signage and taxied onto the RWY.
- Above ground RWY Guard Lights (wig-wag lights) have been installed to assist pilots in holding short of RWY 19.
- Aircraft approaching MQY from the northeast have misidentified TWY A or RWY 14 for RWY 19. TWY A was formerly a RWY which may explain the error.

2. Airspace

The airspace at MQY is Class D with a ceiling up to but not including 2500' MSL. It partially underlies BNA Class C airspace (Refer to Sectional Chart)

Class D Airspace Requirements (CFR §91.129 and AIM 3-1-4; 3-2-5):

- Visibility — 3 statute miles
- Distance from Clouds — 500 feet below | 1,000 feet above | 2,000 feet horizontal
- Communications — Establish communications (controller response)
- Pilot — No special certification required
- Equipment — Two-way radio

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 | 1,000 ft. above | 2,000 ft. 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 direct access from ramps to both RWYs and high volume operations.

HS 2 Maintain vigilance high volume operations.

HS 3 Maintain vigilance Hold Short Lines further back than expected

Departure

- ✓ Verify proper heading prior to starting takeoff roll on all intersection departures.

Landing

- ✓ Wrong Surface Landing risk exists here.
- ✓ Aircraft approaching MQY from the northeast have misidentified TWY A or RWY 14 for RWY 19. TWY A was formerly a RWY which may explain the error.

Surface Risk – Movement Area

- ✓ Review Hot Spots 1 through 3 above.

Additional Cautions

- ✓ If ever in doubt about your position or instructions, ask the TWR.
- ✓ Underlies BNA Class C Airspace
- ✓ BNA airport traffic transits MQY traffic area at 2500 MSL and above.
- ✓ RWYs 1-19 and RWY 32 do not have over-runs

4. Communications

Smyrna Tower (MQY) operates from

0700 – 2200 Local M-F

0700 – 1900 Saturday/Sunday

When TWR is closed:

- ✓ The airspace becomes class **G**.
- ✓ Pilots should utilize the CTAF for uncontrolled operations
- ✓ CTAF Frequency 118.5
- ✓ Obtain Clearance via the Nashville remote transmitter frequency 121.7 or (615)367-1224
- ✓ Cancel Flight Plan – Via the Nashville remote transmitter frequency 121.7 or (615)367-1224

5. From the MQY Control Tower

Local Information that your MQY TWR controllers want you to know.

Traffic Pattern

- ✓ Tower normally utilizes right traffic to runway 19 and 14 for closed traffic, although pattern direction may be adjusted to accommodate inbound aircraft.
- ✓ Inbound aircraft will normally be sent to the most direct pattern entry point from where the aircraft is located.
- ✓ Occasionally a less direct route will be utilized to increase spacing during busy periods.

Ground

- ✓ Read back all hold short instructions with the aircraft call sign.

Takeoff/Departure

- ✓ IFR/VFR Flight Following departures will normally be assigned runway heading off runway 19, and 090 for all others, regardless of on course heading. This is to avoid the Nashville departure and arrival areas in close proximity to Smyrna airport.

Arrival/Landing

- ✓ When approaching from an Easterly direction for a runway 19 arrival, take care not to fly through the final. There are routinely several aircraft on the right downwind. Flying through the final from the East puts aircraft in extremely close proximity to aircraft on the downwind.
- ✓ Upon landing, exit the runway without delay at the first available taxiway.
- ✓ Before stopping for post landing checklist, taxi far enough past the hold lines to allow aircraft to clear the runway behind you.
- ✓ The NASCAR Speedway 6 Northeast, the Rock Quarry 4 East, and the Nissan Automobile Plant 3 Southeast are common VFR reporting points.

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

- ✓ Large volume of army helicopters transiting just outside the Northern boundary of the MQY Class D airspace to and from Nashville Airport at approximately 1,500 feet.

End of MQY 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