

NASHVILLE (BNA/KBNA)

Elevation 599ft

CATEGORY A

AV brief – not required

GENERAL

- Nashville is located in Central Tennessee, the airfield is situated to the South East of the city
- The airfield is a joint public and military (Air National Guard) use airport
- As of May 2018, BA is the only operator of a passenger wide-body service and the only non-stop transatlantic flight from Nashville

Threats**Runway Excursion**

- Smyrna Airport (KMQY) 10 nm SE of BNA, which has a similar runway orientation
- RW13 and RW31 have displaced landing thresholds

Runway Incursion

- Often all runways are in use and taxiing will require crossing of active runways
- LAHSO is in use at KBNA – ATC are aware that BAV aircraft will not participate in this procedure, crews should decline if offered

Ground Collision

- Taxiways on the airfield are narrow and caution should be taken – not all taxiways are useable by wide-body aircraft
- Caution advised when taxiing to the ramp as all aprons are classified as non-movement areas with ATC having no control of pushbacks
- When entering the Apron via T1, exercise caution and be aware for aircraft on the “Recommended De-icing Pad” on the North side of the apron – a crew report suggests that wing tip clearance was marginal whilst an aircraft was parked there. An ops vehicle was required to ensure safe clearance.

Loss of Control

- ATC state that there is a moderate risk of bird strikes

Mid Air Collision

- Parachute area (Eagleville) to the south of the airfield operating daily SR-SS
- VFR traffic in vicinity, particularly to South East and East

ARRIVAL

Diversion Airports

ATLANTA	ATL/KATL	186 nm/143°T	CAT A
MEMPHIS	MEM/KMEM	174 nm/249°T	CAT A
CHARLOTTE	CLT/KCLT	285 nm/099°T	CAT A
BIRMINGHAM,USA(Municipal)	BHM/KBHM	154 nm/181°T	CAT B

- Primary runway for landing will be either 02L/20R and 13/31, depending on crew preference and wind direction.
- Alternative preferred runway is 02C/20C.

Approach

- Crews are encouraged to request the e.g. “RNAV Z RW 13” etc. ATC use this terminology in preference to “RNP AR”
- Crews will be given at least a 10 nm final and may be offered visual approaches. We suggest flying the ILS but accepting the visual, and thus accepting responsibility for safe separation
- Runway exit planning: expect ATC instructions to vacate at Rwy ends, with the exception of Rwy 31 where Rwy end or K2 available.

BAV Crew Reports

- ATC are accommodating but they are unlikely to grant landing clearance to a runway crossing the runway in use. E.g. if ATIS states 02/20 in use, don't expect to be granted Rwy 31.

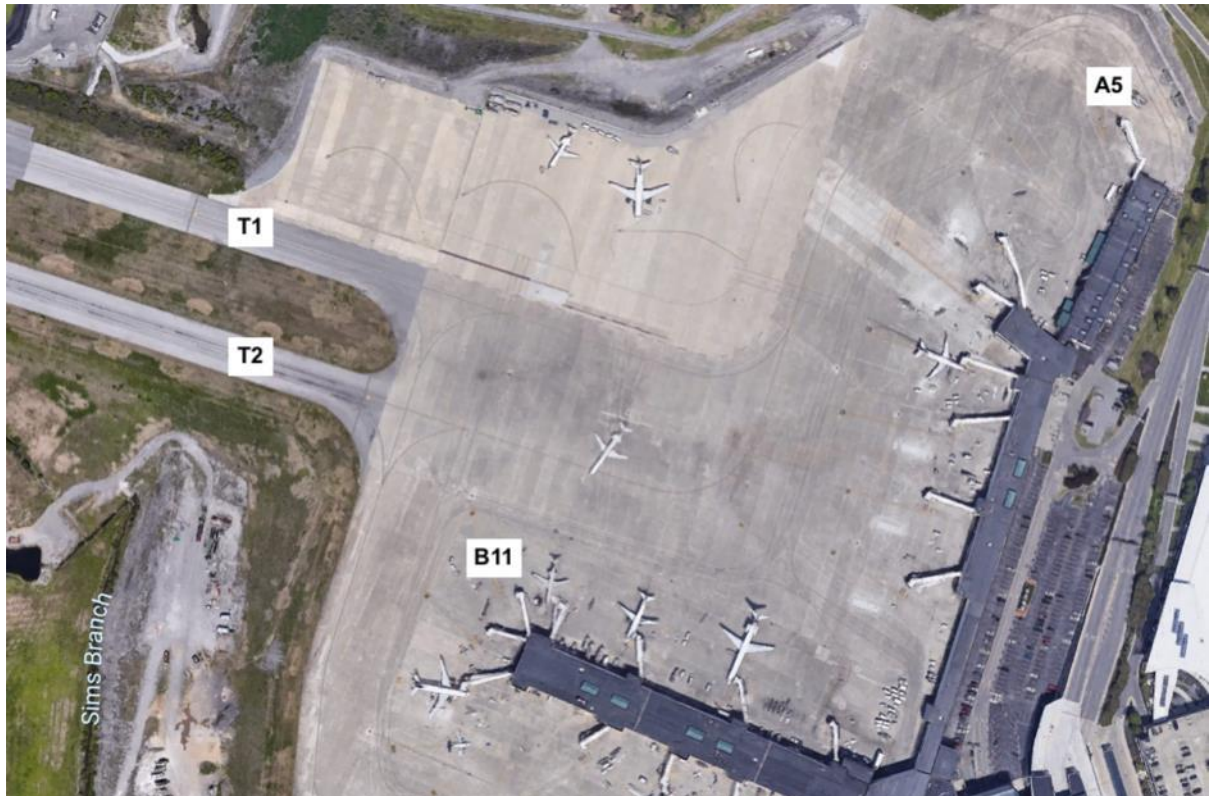
GROUND

Taxiing

- There is no routing between the ramp area and the ‘CONNECTOR’ suitable for wide body aircraft. Entry to/from the ramp will therefore be via taxiway T1 only
- Some taxiways have marked gradients requiring considerably greater than idle thrust to keep moving. Taxiways are narrow in places
- Single engine taxi in is prohibited as ramp manoeuvring space is limited

Parking

- Arrivals will park on stand A5, Concourse A. Stand A5 lies on a SE axis (see satellite images).
- Stand A5: strictly adhere to marshalling instructions. Local ground staff state that the required parking position is slightly off of the painted stand lead in lines. If crews assume the marshaller is intending to position the aircraft on the line, the aircraft will be mis-parked and infringe the adjacent stand.
- Due to local immigration/customs infrastructure limitations, departures will be from stand B11, with the aircraft being towed between each stand during the turnaround.


DEPARTURE

- The Terminal ramp is uncontrolled, contact GND when ready for taxi instructions
- All SID initial turns are radar vectors to a waypoint
- There is no significant terrain in the vicinity of the aerodrome
- CPDLC DCL Operational

WEATHER

Summer

- Nashville experiences hot, humid summers, with average summer highs between 30–37°C. Thunderstorms can be experienced during the spring and fall.

Winter

- Cool and mild winters are normal, with occasional snow from December through to February. Winds are usually light, although can pick up in winter months
- Occasional LVOs early morning

BAV Crew Reports

- ATC are accommodating to crew requests.
- Spot 1 and 2 are further west than shown on the APC chart (May 2018) – in the dark when cleared to taxi to the spots they may not be visible.

OPERATIONAL INFORMATION

Handling Agent	DNATA
Handling Agent VHF	130.4
Potable Water	YES