

NASHVILLE INTL AIRPORT

KBNA

Elevation 599'

Nashville, Tennessee

[Airport Website](#)

Airport Overview

Nashville International Airport is located 8.5mi east of Nashville Downtown. It has 8 numbered runway surfaces, the longest of which being 13/31 at 11,000 ft. The field shares its location with Joint Base Berry for the U.S. Armed forces 118th Wing and the 1/230th Air Cavalry. The airfield services 30 airlines; 26 passenger and 4 cargo. Of the passenger airlines, Southwest Airlines has the largest market share at time of research with 55%. FBO's are located fairly centrally but depending on which runway is used for arrival or departure the taxi can be quite lengthy. Of special note are the 2/20 series of runways as their parallel nature and proximity to each other produces a perfect recipe for wrong runway alignment. Using an approach for guidance in visual and reduced visibility approaches is highly recommended. This combined with the close proximity of several general aviation fields in close proximity requires heightened vigilance.



Longest Runway

RWY 13/31:

Length
11,000 ft

Lowest Published Approach Minimums

TYPE/RWY: ILS 20L

751' RVR 24 or 1/2mi (200)

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Runway	Surface	Light System	Runway Length	Runway Width	LDA	GA/TCH	TDZE
02R	CONCRETE, GROOVED	HIRL, CL, ALSF-II TDZ	8001'	150'	8000' BYND G/S 6793'		590'
20L	CONCRETE, GROOVED	HIRL, CL, MALSR	8001'	150'	8000' BYND G/S 6952'		540'
02C	CONCRETE, GROOVED	HIRL, MALSR	8001'	150'	7601' BYND G/S 6983'	3°/68'	569'
20C	CONCRETE, GROOVED	HIRL, REIL, PAPI-L	8001'	150'	8001'		572'
02L	CONCRETE, GROOVED	HIRL, CL, ALSF-II, TDZ, PAPI-R	7704'	150'	7702' BYND G/S 6588'	3°/55'	599'
20R	CONCRETE, GROOVED	HIRL, CL, MALSF, PAPI-R	7704'	150'	7702' BYND G/S 6702'	3°/79'	556'
13	CONCRETE, GROOVED	HIRL, REIL	11,030'	150'	9487'		536'
31	CONCRETE, GROOVED	HIRL, REIL, PAPI-R	11,030'	150'	9487' BYND G/S 9239'	3°/51'	582'

ATC

TOWER: 118.60 Yes No

Notes: ARFF CERTIFICATE: I D S 05/1973,
 RWY 02R/20L: PCN 59 R/B/W/T, S-75 D-209 ST- 350
 RWY 02C/20C: PCN 52 R/B/W/T, S-75 D-209 ST- 350
 RWY 02L/20R: PCN 71 R/B/W/T, S-100 D-200 ST- 390 DT- 850
 RWY 13/31: PCN 70 R/C/W/T, S-75 D-175 ST- 250 DT-875



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AF/D Notes of Interest

- 180 DEG TURNS FOR ACFT OVR 12500 LBS NA ON ASPH SFC.
- FLT OVR MAIN TRML NA.
- BIRD ACT ON & INVOF ARPT.
- DO NOT CONFUSE TWY S FOR RWY 20C.
- C CONCOURSE; INNER TXL OUBD TFC; OUTER TXL INBD TFC.
- CTN: READ BACK & COMPLIANCE OF RWY HLDG INSTRN RQR; SPCLY TWY K & RWY 20C, TWY L AT RWY 13 & TWY H AT RWY 31.
- ANG: PPR - MUSIC CITY OPS 615-367-5579.
- TRML RAMP UNCTLD; MNT ADZYS - 122.95.
- MIL & ACFT MORE THAN 12500 LBS PRAC APCH NA; PRAC APCH BTW 2300-0700 NA.
- FLT NOTIFICATION SVC (ADCUS) AVBL.
- TBJT RWY NOISE ABATEMENT PROC; MIL TBJT USE RWY 13/31 FOR ARR & DEP.
- RWY 13 LGTD JET BLAST FENCE 568 FT MSL 1167 FT NW THR.
- RWY 31 LGTD JET BLAST FENCE 598 MSL 1100 FT SE THR.

Two Hotspots : **HS1 Twy K & T3**
HS2 Twy S6, S7 & Rwy 20C

Safety Factors

- Multiple parallel runways
- Congested airspace
- Confusing Signage
- Wildlife
- Frequent Incursions (RWY/Airspace)
- Elevated Terrain (Hills)

Additional Airport Notes

- Depending on taxi routing, it can be very lengthy. Planning and briefing are imperative.
- FBO's are located south of the main terminal adjacent to runway 13/31 smd 02C/20C on taxiways T6 and T4
- Two Hot spots:
HS1: Intersection of T3/K/B taxiways
 Maintain vigilance as hold bars at Twy T3/K intersection and Twy K west of T4 protect Rwy 20C arrivals.
HS2: Intersections of S6, S7, and runway 20C
 Maintain vigilance as Twy S is often mistaken for Rwy 20C departure surface.



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Approach Review

20L	20C	20R	31
ILS- 751' (200) RVR 24 or 1/2	GPS-960 (372) 1mi—Cat A&B	ILS- 778' (200)	ILS- 778 (200) 3/4 mi
RNAV Y- 751 (200) RVR 24 or 1/2	1&1/8 Cat B&C	RNAV Y- 778' (200) RVR 40 or 3/4	RNAV Y- 778 (200) 3/4 mi
RNAV Z- 810' (259) RVR 40 or 3/4		RNAV Z- 927 (349) RVR 42 or 7/8	RNAV Z- 1025' (447) 1&1/2 mi

Approach Review

02L	02C	02R	13
ILS- 799' (200') RVR 18	ILS- 787' (200) RVR 24 or 1/2	ILS- 790' (200) RVR 18 or 1/2	GPS- 968 (401) 1&1/2
RNAV Y- 799' (200) RVR 18 or 1/2	RNAV Y- 787' (200) RVR 24 or 1/2	RNAV Y- 790' (200) RVR 18 or 1/2	
RNAV Z-898' (299) RVR 24 or 1/2	RNAV Z- 882 (295) RVR 24 or 1/2	RNAV Z-938' (348) RVR 40 or 3/4	

Accident/incident History

A search of available databases for a two year period 2021-2023 revealed 16 events 12 of which are worth mentioning.

Close proximity of other airfields and congestion in the airspace resulted in six airspace conflicts. Confusing signage and congested ramp resulted in five ground conflicts. One report of particular note indicated PAPI on 20L was not present. (We were unable to verify validity at time of publication however it is still listed on the airport publications and 10-9's).

Based on these results heightened caution in and around BNA airspace for VFR traffic and congestion is highly advised.

There were 315 wildlife strikes at BNA between 01/01/2021 and 03/13/2023. Mainly small birds but there were several deer and a coyote.

Terrain/Obstacles

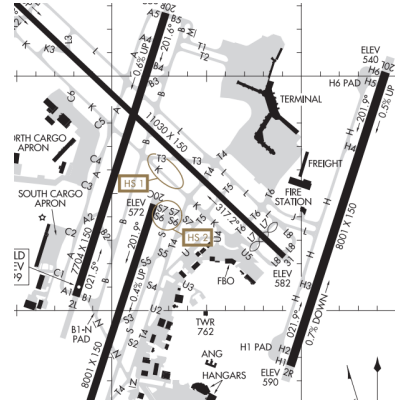
- Hills all quadrants tallest 2049' AGL South West of the field
- Multiple Towers in close proximity tallest: 2049' outer ring of class C airspace Southwest of field.

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Reference Documents (Double-Click on icon to retrieve)

(AFD)



Risk Analysis

Hazard	(Optional) Mitigations—Please fill in your own company mitigations
Parallel Runways	
Congested Airspace	
Confusing/ Mislabeled Signage	
Wildlife	
Frequent Airspace/ Runway incursions	
Elevated Terrain	