CHAPTER 1: GENERAL

1. PURPOSE. This Order prescribes the responsibilities and appropriate jurisdictional boundaries for the Nashville Tower positions of operation.

2. AUDIENCE. This Order applies to all personnel at Nashville ATCT who maintain currency or familiarity.

3. NOTICE. The contents of this order have been extracted from the real-world BNA 7110.75C, effective November 15, 2012. This document serves as a simplification of the real-world BNA SOP for use on the VATSIM network under the vZME ARTCC.

CHAPTER 2: CLEARANCE DELIVERY

A. IFR Departures.

1. Assign IFR departures an altitude as follows:

(A) 4,000 to ALL aircraft requesting at or above 4,000.

(B) Requested altitude to aircraft requesting below 4,000.

B. VFR Departures.

1. Assign VFR departures an altitude as follows:

(A) 4,000 to ALL aircraft requesting above 4,000

(B) Requested altitude to aircraft filed below 4,000.

CHAPTER 3: LOCAL CONTROL

A. Provide Air Traffic Control services within designated airspace.

1. Local Control's airspace extends to an 8-mile arc on the departure end, surface to 4,000 feet, and extends to a 5-mile arc on the arrival side, surface to 2,000 feet. Local does not own the 500 feet above for VFR flights.

2. Pattern altitude for props is 1600 feet. Pattern altitude for jets is 2100 feet.

3. Calm-wind configuration is south.

B. Automatic Release Headings

1. From a degree bearing from the center of the airport to an 8-mile arc, the Automatic Release Area boundaries are as follows:

(A) North Configuration

1. 275 degrees to 105 degrees.

2. LC-1 de-combined - 275 degrees to 020 degrees.

3. LC-2 de-combined - 035 degrees to 105 degrees.

(B) South Configuration

1. 105 degrees to 290 degrees.

2. LC-1 de-combined - 220 degrees to 290 degrees.

3. LC-2 de-combined - 105 degrees to 200 degrees.

(C) Runway 31 Configuration

1. 235 degrees to 065 degrees.

(D) Runway 13 Configuration

1. 030 degrees to 240 degrees.

CHAPTER 4: RADAR

Section 1 - General Responsibilities

A. Provide air traffic control services and ensure separation between aircraft and adjacent airspace within the airspace depicted in accordance with the runway configuration. VFR altitudes 500' above each altitude depicted, expect for Local Control, are the responsibility of the underlying position. VFR altitudes 500' above Local Control's airspace are delegated to the appropriate overlying Departure/Arrival control position.

B. Do not assign VFR aircraft an altitude below the MVA. Assign an AOB (at or below) altitude that meets the MVA for VFR aircraft that may have to be vectored.

C. Transfer Control

1. Instruct arriving aircraft to contact the Nashville Tower at or before the final approach fix, but no farther than 15 miles from the airport.

D. Coordination

1. All Runway 13/31 arrivals will be coordinated with the Tower when in a Runway 2 or 20 configuration.

Section 2 - Arrival Radar East/West

A. Position Responsibilities

1. Prior to handoff to Final Radar, establish arriving aircraft at or in descent to the following altitudes:

(A) Aircraft operating on downwind - 5,000'

(B) Arrival from the East, base leg - 6,000' released to 4,000'

(C) Arrivals from the West base leg:

1. Runway 2/20 Configurations - Jets/Turboprops 4,000', all other 3,000'

2. Runway 13/31 Configurations - 4,000'

3. Final Radar has control for turns on all aircraft.

Section 3 - Final Radar East/West

A. Position Responsibilities

1. Final Radar has control for turns on all aircraft upon initial contact and control for descent to 4,000 from ARE on the base legs.

2. Final Radar shall not turn opposite bases at the same altitude.

3. Aircraft shall be instructed to contact the Tower at or prior to the final approach fix. Aircraft shall NOT be changed to the Tower frequency before 15 NM or prior to being established on the localizer.

4. When the Final Radar positions are de-combined, Final Radar West (FRW) shall vector aircraft to Runway 2L/20R and 2C/20C. Final Radar East (FRE) shall vector aircraft to Runway 2R/20L.

5. Final Radar West shall vector aircraft to the Runway 2L/2C/20R final approach course and be turned on at or below 3,000' unless coordination has been effected with Final Radar East.

6. Final Radar East shall vector aircraft to the Runway 2R/20L final approach course and be turned on at or above 4,000' unless coordination has been effected with Final Radar West.

Section 4 - Departure Radar East/West

A. Pre-arranged Coordination:

1. Guidelines

(A) Only departure radar positions are authorized to apply pre-arranged coordination procedures.

(B) Departure radar positions cannot delegate the application of prearranged coordination procedures to any other operational position.

(C) Pre-arranged coordination procedures can be applied only to aircraft that have been radar identified an with whom two-way radio communications have been established.

2. Procedures

(A) Departure East or West may climb through the Arrival East or West airspace without coordination.

(B) Do not use pre-arranged coordination procedures if the use of the procedure is impracticable or questionable due to traffic.

B. Departure Radar East/West Shall:

1. Have control for turns away from runway heading with all departure based on known traffic upon communications transfer from the Tower.

Section 5 - Satellite Radar

A. Position Responsibilities

1. Prior to hand-off to Final Radar, establish arriving aircraft at or in descent to the following altitudes:

   (A) IFR - SRE 3,000'

   (B) VFR - 2,500' or the MVA, whichever is higher

2. Provide IFR and VFR services to all satellite airports within the satellite area of jurisdiction.

APPENDICIES

APPENDIX 1: CLEARANCE DELIVERY

ATIS INFORMATION

NASHVILLE AIRPORT INFORMATION _____ (A -Z) _____ ZULU WEATHER
(time)

WIND_____VISIBILITY_____SKY CONDITIONS_____TEMP_____
DEW POINT _____ ALTIMETER_____

(**NOTE**: type of approach to be determined by SC/CIC)

SIMULTANEOUS (ILS or VISUAL) APPROACH RUNWAY _____and _____IN USE

LANDING RUNWAY(S) _____ (only if different form instrument approach runway)

JETS LANDING RUNWAY_____ FOR NOISE ABATEMENT (When applicable)
(number)

JETS DEPARTING RUNWAY_____ FOR NOISE ABATEMENT (When applicable)
(number)

NOTE: When on Runway 20L and 20R; must state " Simultaneous departures in progress Runway 20L and Runway 20R ".

ALL AIRCRAFT READBACK ALL RUNWAY HOLDING INSTRUCTIONS INCLUDING AIRCRAFT IDENTIFICATION.

NOTICE TO AIRMEN_____

OTHER INFORMATION_____

(when applicable) BREAKING ACTION ADVISORIES ARE IN EFFECT
(when applicable) LOW LEVEL WIND SHEAR ADVISORIES ARE IN EFFECT

(When Gate Hold Procedures are not in effect):
REQUEST ALL DEPARTING AIRCRAFT CONTACT CLEARANCE DELIVERY I26.05.

(When Gate Hold Procedures are in effect):
REQUEST ALL DEPARTING AIRCRAFT CONTACT CLEARANCE DELIVERY, 126.05 BEFORE STARTING ENGINES

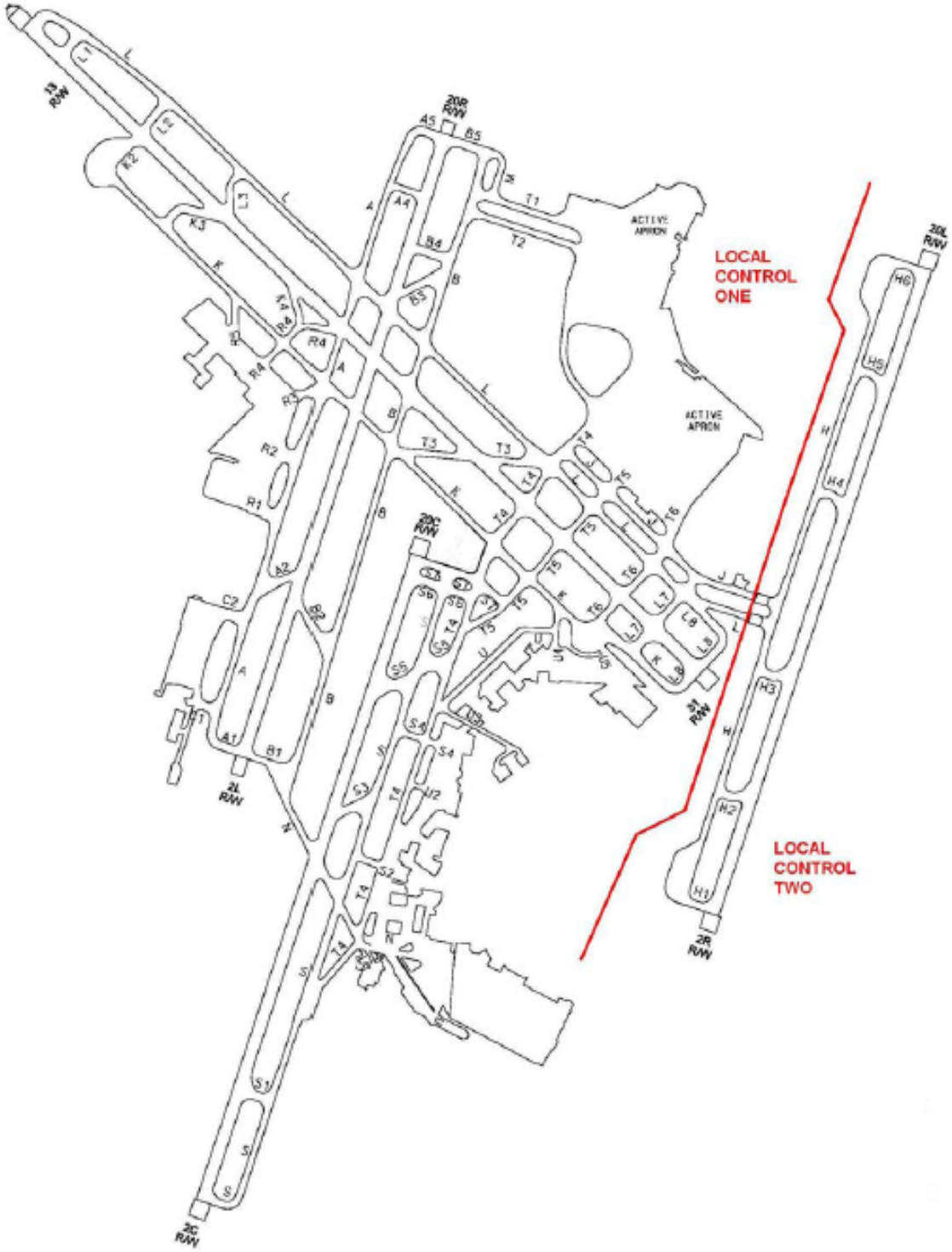
ADVISE YOU HAVE INFORMATION _____

NOTE: ATIS information shall include the following NOTAM when localizers on opposite ends of the Runway(s) are operated simultaneously:

" ILS Runway _____ unusable from DME Fix (as appropriate), Inbound."

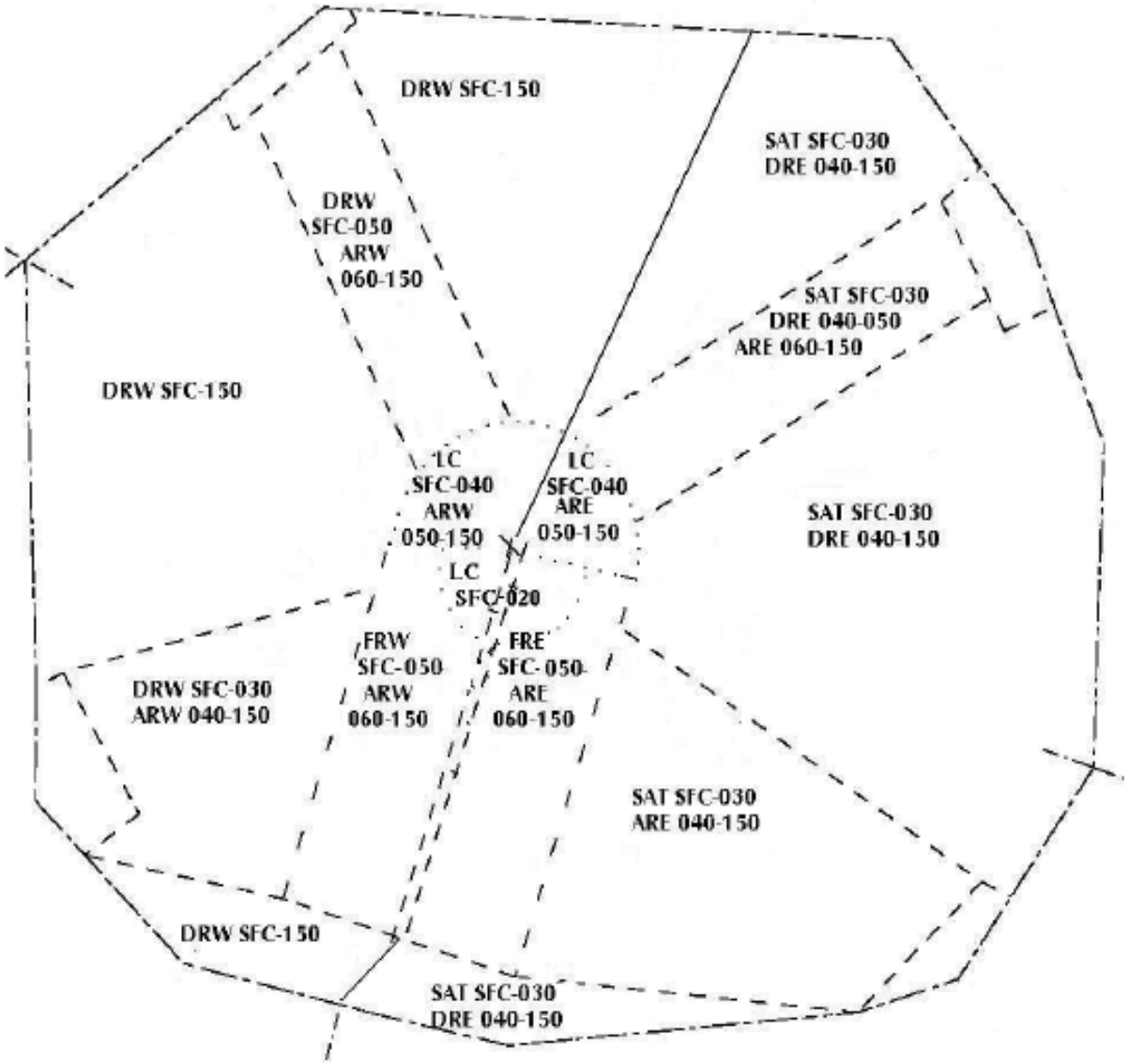
NOTE: Prior to being transmitted the ATIS message shall be reviewed/monitored to ensure completeness, accuracy and clarity. This should be accomplished by the SC/CIC if possible.

APPENDIX 2: LOCAL CONTROL

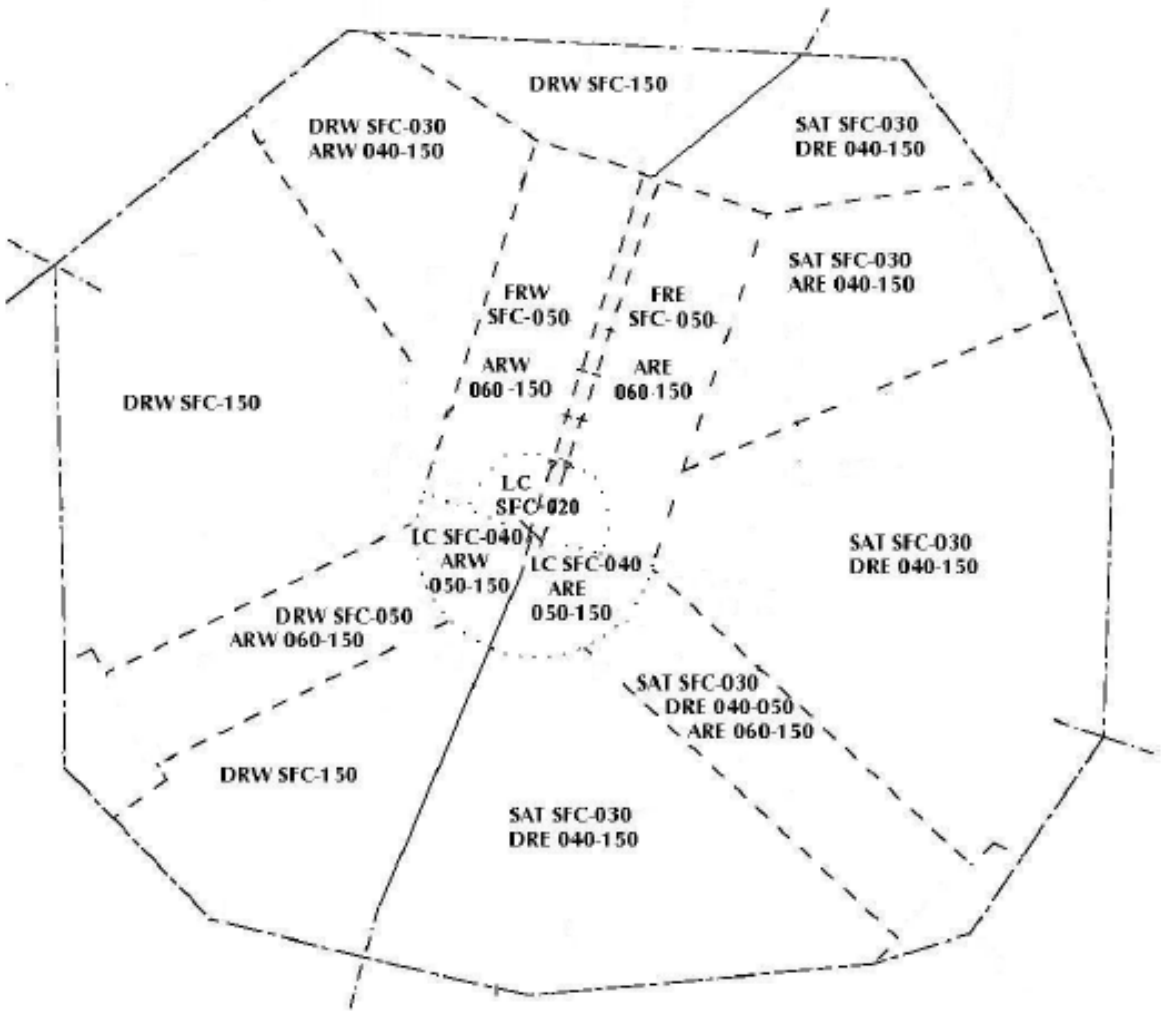


APPENDIX 3: RADAR

RUNWAY 2



RUNWAY 20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ARE 040-150
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FRE
SFC-050
ARW
060-150
ARE
060-150
DRW SFC-150
LC
SFC-020
LC SFC-040
ARW
050-150
LC SFC-040
ARE
050-150
SAT SFC-030
DRE 040-150
DRW SFC-050
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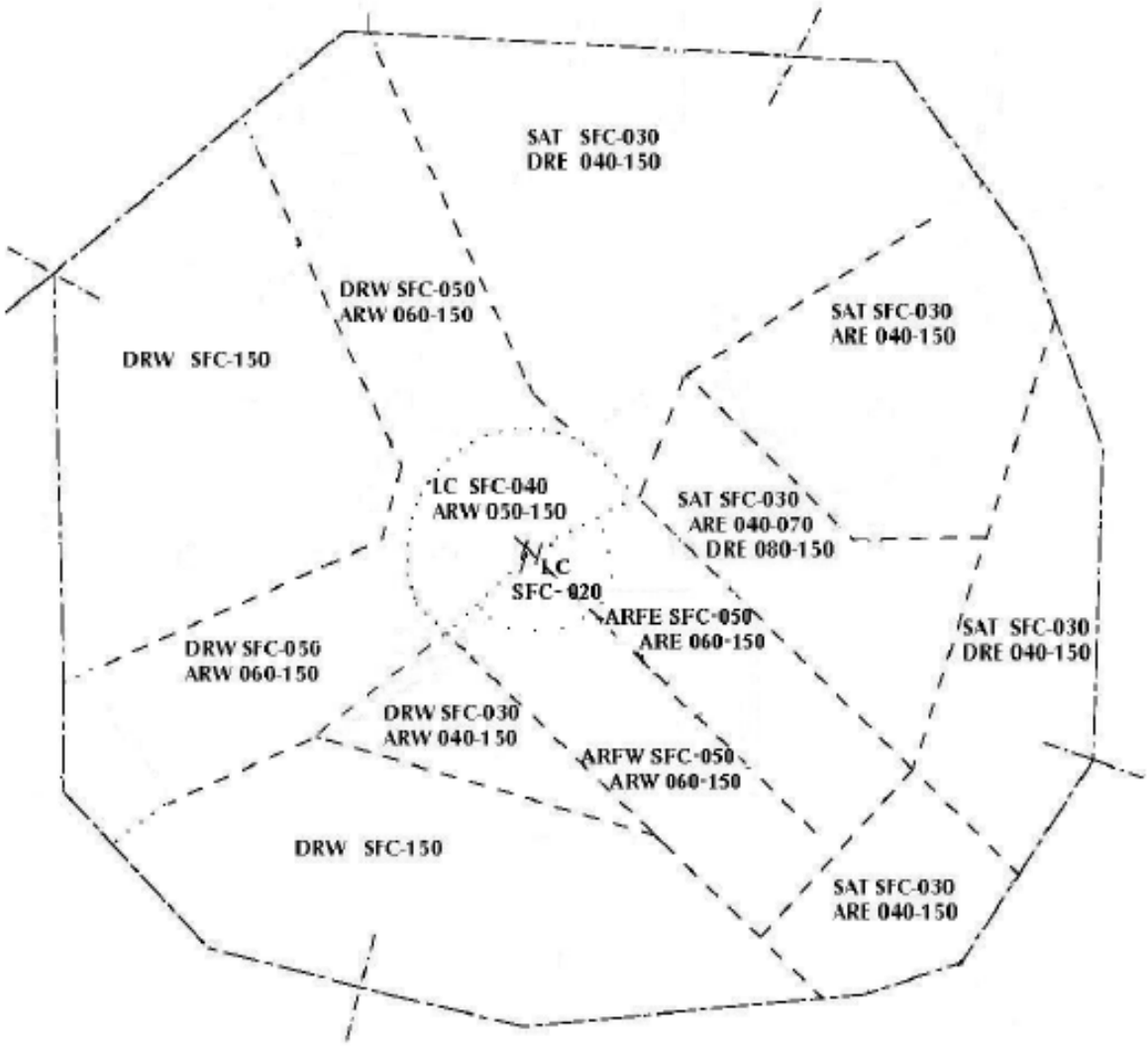
SAT SFC-030
DRE 040-150

RUNWAY 31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ARE 040-150
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ARW 050-150
SAT SFC-030
ARE 040-070
DRE 080-150
LC
SFC-020
ARFE SFC-050
ARE 060-150
SAT SFC-030
DRE 040-150
DRW SFC-050
ARW 060-150
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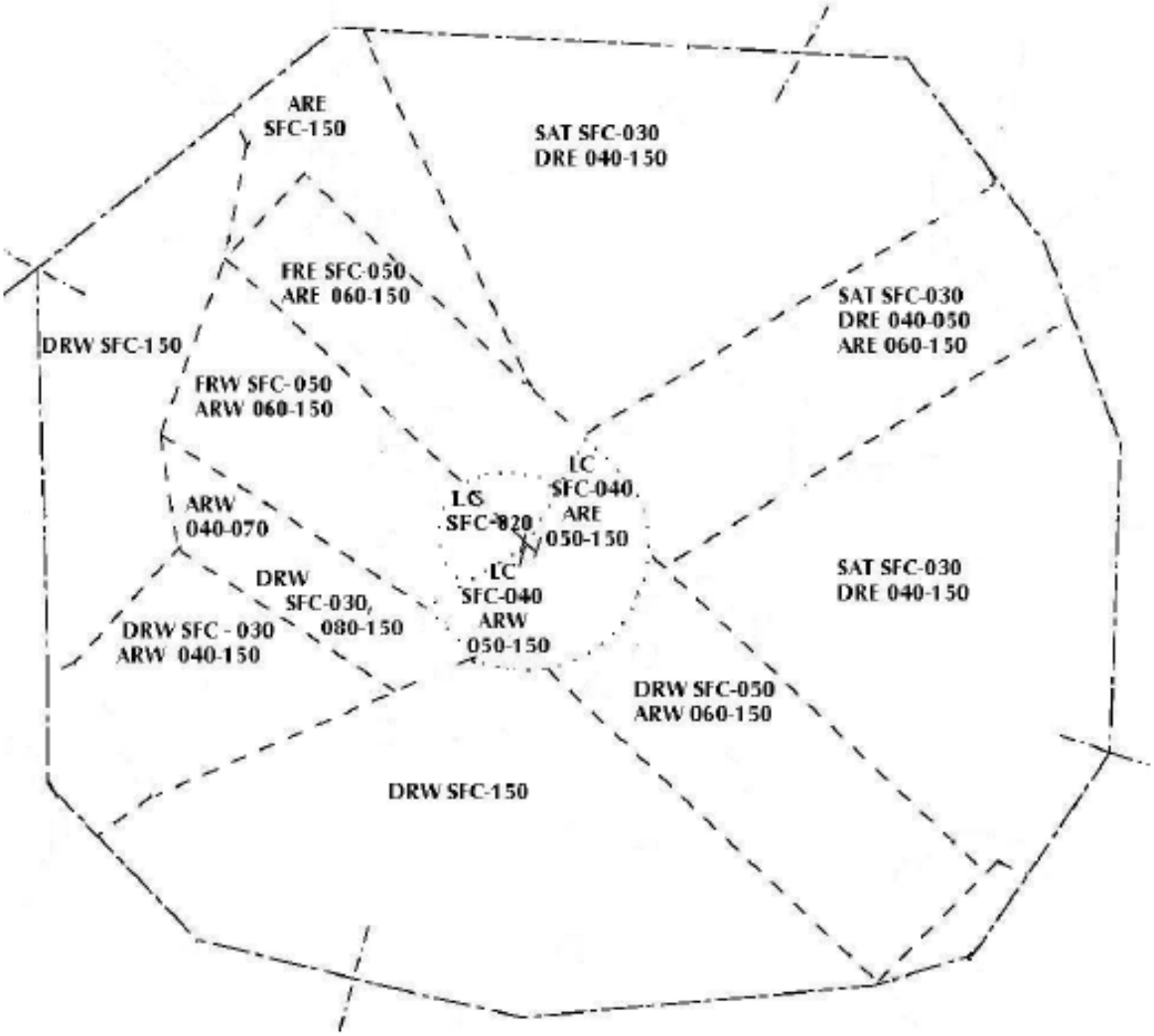
DRW SFC-150
SAT SFC-030
ARE 040-150

RUNWAY 13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SFC-150
SAT SFC-030
DRE 040-150
FRE SFC-050
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ARW 060-150
LC
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LC
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ARW
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