

# MEMPHIS ARTCC & NASHVILLE ATC TOWER

## LETTER OF AGREEMENT

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### **PURPOSE:**

To delegate authority and responsibility for approach control services in the airspace depicted on the attached chart, and to outline inter facility procedures supplemental to the FAA Order 7110.65

### **RESPONSIBILITIES:**

Memphis ATRC Center (ARTCC) delegates to Nashville ATC Tower (ATCT) authority and responsibility for control of IFR aircraft operations within the terminal area depicted on the attached chart.

### **PROCEDURES:**

The ARTCC and the ATCT shall transition arrivals and departures via the Arrival Transition Areas (ATA) and Departure Transition Areas (DTA) as depicted on the attached chart, on routings or vector headings to ensure aircraft transition within the confines of the appropriate ATA/DTA.

#### **A. Nashville International Arrivals**

1. Nashville International Airport (KBNA) Arrivals must be cleared to their destination airport and assigned the appropriate STAR (or radial thereof) prior to crossing the transfer of control point (TCP).
  - a) Turbojet Arrivals
    1. RNAV (OPD) Arrivals
      - a) All RNAV turbojet aircraft cleared via an RNAV STAR must be cleared to KBNA and enter TRACON airspace established and descending via the appropriate STAR, unless otherwise coordinated. BNA will have control on contact.
    2. Conventional Arrivals
      - a) All turbojets shall cross the ATA BNA 40 DME fix at 11,000 feet. Turbojets operating below 11,000 feet shall be verbally coordinated. BNA will have control on contact.
  - b) Turboprop Arrivals
    1. Turboprops must be direct to BNA. Turboprop arrivals from ZME Sector 42 shall cross the TCP at 7,000 and turboprop arrivals from ZME Sectors 40, 41 & 60 shall cross the TCP at 8,000 feet, except for what is covered in 4 a) 4 "Straight 31 Operation". BNA will have control on contact.
  - c) Reciprocating Arrivals
    1. Reciprocating arrivals must be direct to BNA. Reciprocating arrivals from ZME Sector 42 shall cross the TCP at 5,000 and reciprocating arrivals from ZME Sectors 40, 41 & 60 shall cross the TCP at 6,000 feet, except for what is covered in 4 a) 4 "Straight 31 Operation". BNA will have control on contact.
2. When BNA has control on contact of aircraft in ZME airspace or when ZME has control on contact of aircraft in BNA airspace. BNA and ZME must not reverse, hold, or climb an arrival until the aircraft it is contained within their own respective delegated airspace.

3. ATCT shall keep the ARTCC advised of the current runway configuration arrival rates and when holding is anticipated or required.
4. When BNA advises on "Straight 31 Operation", arrivals over SWFFT must be at the following altitudes:
  - a) Aircraft on the RNAV STAR (SWFFT) will descend via the STAR, unless coordinated
  - b) Conventional arrival turbojets will cross the SWFFT ATA BNA 40 DME fix at 8,000ft
  - c) Other aircraft types from the ZME SYI sector must be vectored at least 5NM either side of the HIMAT intersection. Turboprops cross the BNA 40 DME fix at 6,000 feet. Prop aircraft cross the BNA 40 DME fix at 4,000 feet.
5. Runways 20L, 20R and 20C should be used as calm winds runways.

**B. Satellite airport (3M7, 1M5, M91, XNX, M54, KMQY, KMBT & KJWN) procedures:**

1. Turbojets shall be routed over an appropriate arrival fix direct to BNA VORTAC direct to destination airport or via the appropriate STAR. BNA will have control on contact. Aircraft must cross arrival transition fix at 11,000 feet.
2. Turboprop arrivals shall be cleared direct to destination airport. Turboprop arrivals from ZME Sector 42 shall cross the TCP at 7,000 feet and turboprop arrivals from ZME Sectors 40, 41 & 60 shall cross the TCP at 8,000 feet. BNA will have control on contact.
3. Reciprocating arrivals shall be cleared direct to destination airport. Reciprocating arrivals from ZME Sector 42 shall cross the TCP at 5,000 feet and reciprocating arrivals from ZME Sectors 40, 41 & 60 shall cross the TCP at 6,000 feet. BNA will have control on contact.

**C. Arrivals to KMRC, KGHM, M02, 4M7, KBWG, 0A3, KRNC, KSYI, KTHA, KLUK, KSRB must:**

1. Exit BNA airspace descending to 4,000 or 5,000 feet appropriate altitude for direction of flight.
2. Be released to ZME for control on contact.

**D. Departures**

1. RNAV turbojet departures must be cleared via the appropriate RNAV SID.
2. BNA must establish all other departures on a vector heading that will ensure the aircraft transition within and parallel to the sides of the appropriate DTA depicted on Attachment 1. Each of the following pairs of DTA's will be considered one DTA:
  - a) DANLS/PARDN
  - b) FLAME/TIPPN
  - c) CHADM/TAZMO
  - d) GDOGG/KRSTA
3. BNA must clear all aircraft filed at or below 7,000 feet on course.
4. Tower must clear turbojet aircraft to maintain 15,000 feet or requested altitude, if lower, and to expect requested altitude 5 minutes after departure.

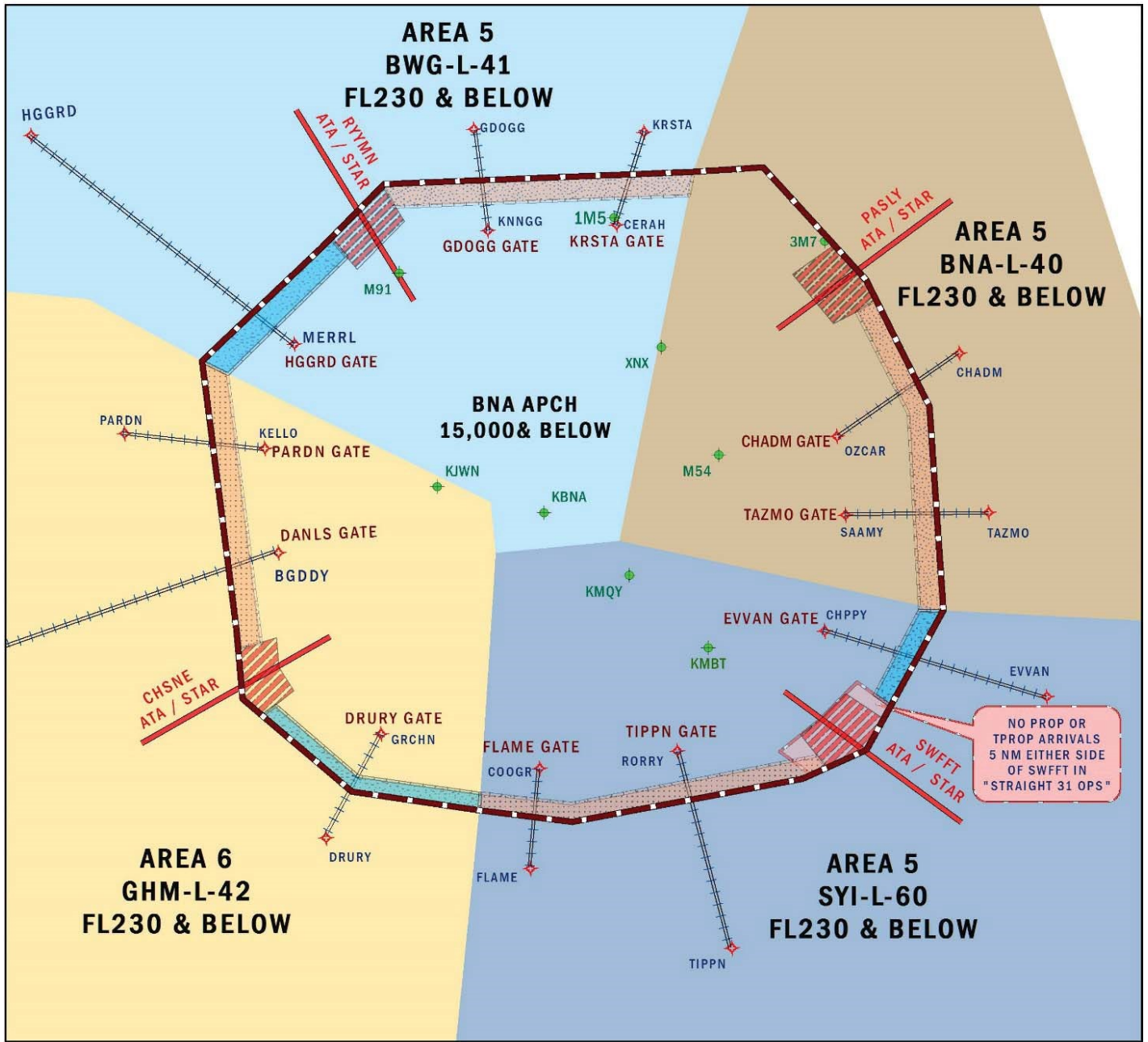
5. BNA must provide 5NM separation on departures and/or enroute aircraft entering ZME airspace at the same altitude.
6. BNA must release aircraft for turns of up to 20 degrees at the BNA VORTAC 25 DME fix.

**E. Overflights:**

1. Overflights shall be via routes/altitudes printed on the strips.

**Signed: Air Traffic Manager, Memphis Center**

**Air Traffic Manager, Nashville Tower**



**AREA 5  
BWG-L-41  
FL230 & BELOW**

**AREA 5  
BNA-L-40  
FL230 & BELOW**

**BNA APCH  
15,000 & BELOW**

**AREA 6  
GHM-L-42  
FL230 & BELOW**

**AREA 5  
SYI-L-60  
FL230 & BELOW**

NO PROP OR  
TPROP ARRIVALS  
5 NM EITHER SIDE  
OF SWFFT IN  
"STRAIGHT 31 OPS"