3/4/2026 **FOR YOUR INFORMATION** 2026-76/8-8

To: Airport Manager, Nashville International Airport (BNA), TN, FAA (AAS-1) 2304045

Info: FAA (ASO-600, AAS-300, AVP-1, AVP-200, AJV-A, AFS-260, AFS-200, Director of Air Traffic Operations ESA South, Runway Safety Team, ATM BNA Tower), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, EAA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NAFI, NATCA, NBAA, NTSB, RAA, SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: BNA ILS 2R CAT II Approach Concerns

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.

Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189

ACN 2304045

DATE / TIME	
Date of Occurrence	202511
Local Time Of Day	1201 to 1800
PLACE	
Locale	BNA.Airport
State	TN
ENVIRONMENT	
Flight Conditions	IMC
AIRCRAFT / EQUIPMENT X	
ATC / Advisory - Tower	BNA
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121
PERSON 1	
Function - Flight Crew	Captain
ASRS Report Number	2304045
EVENTS	
Anomaly	Inflight Event / Encounter - CFTT / CFIT
Anomaly	Inflight Event / Encounter - Weather / Turbulence
Detector - Person	Flight Crew
Result - Flight Crew	Executed Go Around / Missed Approach

NARRATIVE 1

Attempting the ILS 2R CAT II approach into BNA we received the minimums callout of 120' on the RADALT (Radar Altimeter) earlier than expected on the first approach without the runway in sight and conducted a go around. Even though the visibility was being called at an RVR greater than 3000, several aircraft had to conduct go arounds. On the second attempt at the CAT II approach we were able to breakout from the IMC conditions at minimums, but noticed that the aircraft was further from the runway threshold than expected.

When later taxiing to depart from Runway 2R, both pilots noticed a large tiered hill immediately before the runway approach end. After further review of FOQA data, the RADALT reading on the first attempt reached 120' going as low as 115' before INCREASING to 130' before steadily decreasing again through the published minimums to about 80' before the engines spooled to complete the go around. FOQA data also showed a similar increase in RADALT reading after the first instance of reaching 120'.

I believe this shows that the elevated terrain immediately before the runway is adversely effecting the RADALT reading on this approach making this CATII approach unfeasible and unavailable at weather minimums.

SYNOPSIS

Air carrier Captain reported elevated terrain near the runway end is adversely effecting the radio altimeter making CAT II approaches unfeasible.