

3/18/2026

**FOR YOUR INFORMATION**

2026-97/10-9

To: Airport Manager, Nashville International Airport (BNA), TN, FAA (AAS-1) 2329126

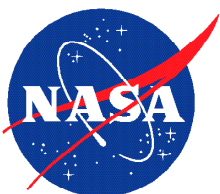
Info: FAA (ASO-600, AAS-300, AVP-1, AVP-200, AVJ-A, AFS-260, AFS-200, Director of Air Traffic Operations ESA South, Runway Safety Team, ATM BNA TRACON), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, EAA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NAFI, NATCA, NBAA, NTSB, RAA, SWAPA, Jeppesen Sanderson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

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

Re: BNA SID Procedure Design

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](mailto:becky.l.hooey@nasa.gov).



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



## ACN 2329126

### DATE / TIME

Date of Occurrence 202602  
Local Time Of Day 1201 to 1800

### PLACE

Locale BNA.Airport  
State TN  
Altitude - MSL 9000

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON BNA  
Make Model Name Medium Transport, Low Wing, 2 Turbojet Eng

### AIRCRAFT / EQUIPMENT Y

ATC / Advisory - TRACON BNA  
Make Model Name Commercial Fixed Wing  
Operating Under FAR Part 121

### PERSON 1

Function - Air Traffic Control Departure  
ASRS Report Number 2329126

### EVENTS

Anomaly ATC Issue - All Types  
Anomaly Conflict - Airborne Conflict  
Anomaly Deviation - Altitude - Crossing Restriction Not Met  
Anomaly Deviation - Altitude - Overshoot  
Anomaly Deviation / Discrepancy - Procedural - Clearance  
Anomaly Deviation / Discrepancy - Procedural - Published  
Anomaly Material / Policy  
Detector - Automation Aircraft Other Automation  
Detector - Automation Air Traffic Control  
Detector - Person Air Traffic Control  
Detector - Person Flight Crew  
Result - Flight Crew Returned To Clearance

### NARRATIVE 1

Aircraft X was radar identified on departure and issued instructions to climb via the SID maintain 150. The pilot read it back correctly. The pilot was later observed climbing through the altitude of the SID with an arrival, Aircraft Y, descending on the STAR. Once I observed Aircraft X had climbed higher than the aircraft was supposed to I turned the aircraft in an attempt to avoid the traffic. Aircraft X said he saw the traffic. Aircraft Y was on the arrival frequency and arrival had very heavy traffic at the time, so I was unsure if they had seen the conflict. Aircraft Y reported responding to an RA. Aircraft X was told that he blew through the altitude on the SID. The SIDs were not built correctly in the fact that the initial fix is an at or above altitude and the 2nd fix is at or between altitude so if the pilot doesn't notice that 2nd altitude capped at 070, it's a far enough distance away that they can easily outclimb it and often do. This is a procedural issue.

The initial fixes on the SIDs need to be capped at the same altitude as the next fixes. Currently they are at or above 4000, and the 2nd fixes are between 5000 and 7000, therefore the first fix should be between 4000 and

7000 to be cohesive. This is the 3rd occurrence I have personally seen in 3 weeks of aircraft busting the altitudes of this SID. Out of safety it should be a priority to fix them or they should not be used.

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## **SYNOPSIS**

BNA TRACON Controller expressed concern about the design of SID procedures that seem to cause compliance problems for pilots.