

1/18/2024

FOR YOUR INFORMATION

2024-1/5-1

To: Airport Manager, Nashville International Airport (BNA), TN, FAA (AAS-1),
Jeppesen Sanderson Inc.

2049716

Info: FAA (ATM BNA Tower, AAS-300, AVP-1, AVP-200, ASO-600, AFS-260, AFS
-200, AJV-A, AJI-144, Runway Safety Team, Director of Air Traffic Operations
ESA South), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA,
IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: BNA Taxiway Clearance Issues

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 2049716

DATE / TIME

Date of Occurrence 202311
Local Time Of Day 1801 to 2400

PLACE

Locale BNA.Airport
State TN
Altitude - AGL 0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ramp ZZZ
Make Model Name Commercial Fixed Wing
Operating Under FAR Part 121

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Flying
ASRS Report Number 2049716

EVENTS

Anomaly ATC Issue - All Types
Anomaly Conflict - Ground Conflict, Critical
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Anomaly No Specific Anomaly Occurred - Unwanted Situation
Detector - Person Flight Crew
Result - Flight Crew Took Evasive Action

NARRATIVE 1

BNA Taxiway Y1 has been repainted and shifts to the left abeam Spot 25 resulting in perceived lack of wingtip clearance with outbound traffic on Taxiway Y2. BNA Ramp Control cleared us to Gate D1 via Y1 with no concern for outbound traffic on Y2. The BNA 10-9 page, both Chart and AMM (Airport Moving Map), and BNA company information page incorrectly depicted the change to Taxiway Y1. The GPS tracking on the 10-9 showed us well left of the original Y1 taxiway. We held right of the new line abeam Spot 25 to ensure a safe passage. After reaching the gate, I reached out to a BNA ground operations supervisor to voice my concern and also spoke with the chief pilot. I spoke with the BNA Ramp, they believed the current taxiway configuration ensures 20 ft. wingtip for which it appears to be otherwise. It warrants another look by BNA personnel to ensure the new taxiway configuration ensures proper wingtip clearance.

Under the current taxiway configuration, air crew should be cautious for conflict near Spot 25. Additionally, the current taxiway configuration abeam the terminal near Spot 25 needs to be reevaluated to ensure proper wingtip clearance for all aircraft.

SYNOPSIS

Air carrier Captain reported the repainted Taxiway Y1 at BNA visually reduced the wingtip clearance with outbound traffic on Taxiway Y2. Reporter also stated the charts incorrectly depict Taxiway Y1's change of position after the repainting.