

LOC/DME I-BNA <b>109.9</b> Chan 36	APP CRS <b>021°</b>	Rwy ldg TDZE Apt Elev <b>7702</b> <b>599</b> <b>599</b>
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# ILS RWY 2L (CAT II & III)

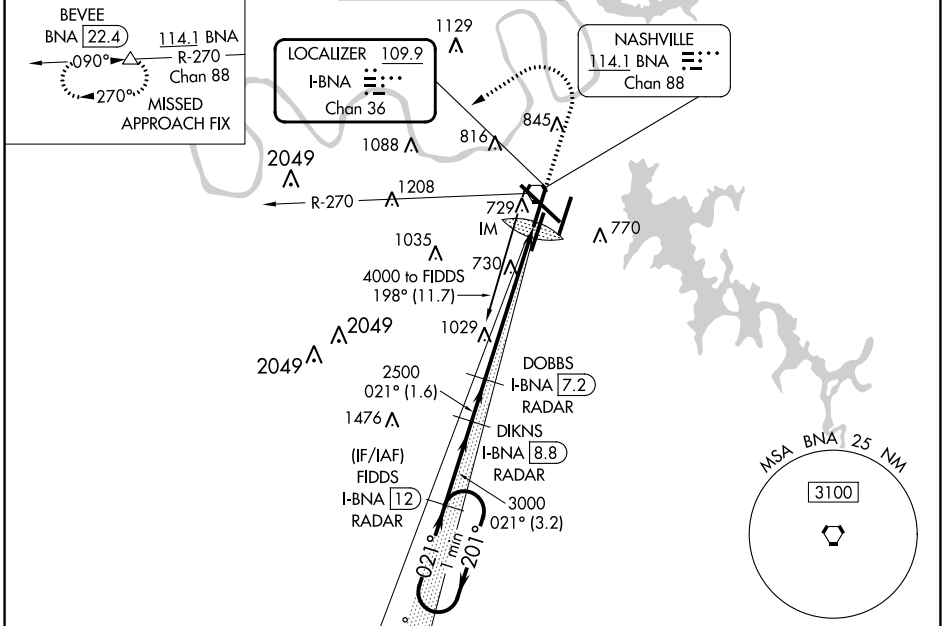
NASHVILLE INTL (BNA)

▼ Simultaneous approach authorized with Rwy 2R.  
▲ DME or radar required. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

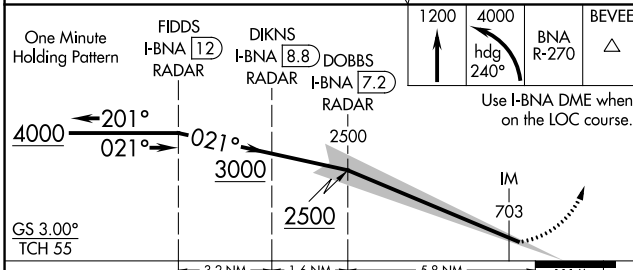


**MISSED APPROACH:** Climb to 1200 then climbing left turn to 4000 on heading 240° and on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

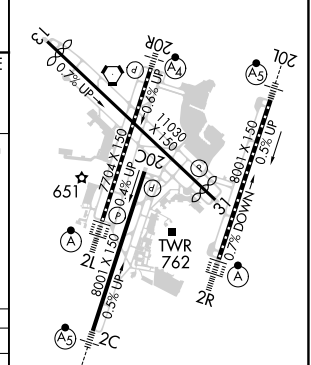
D-ATIS <b>135.1</b>	NASHVILLE APP CON <b>118.4 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>	CPDLC
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**DME or RADAR REQUIRED**



ELEV 599	<b>D</b> TDZE 599
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CATEGORY	A	B	C	D
S-ILS 2L	CAT II RA 104/12 100 DA 699			
S-ILS 2L	CAT III RVR 600			

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

HIRL all Rwys  
TDZ/CL Rwys 2L and 2R  
REIL Rwys 13, 20C, and 31

SE-1, 22 FEB 2024 to 21 MAR 2024

SE-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-BNA <b>109.9</b> Chan 36	APP CRS <b>021°</b>	Rwy ldg <b>7702</b> TDZE <b>599</b> Apt Elev <b>599</b>
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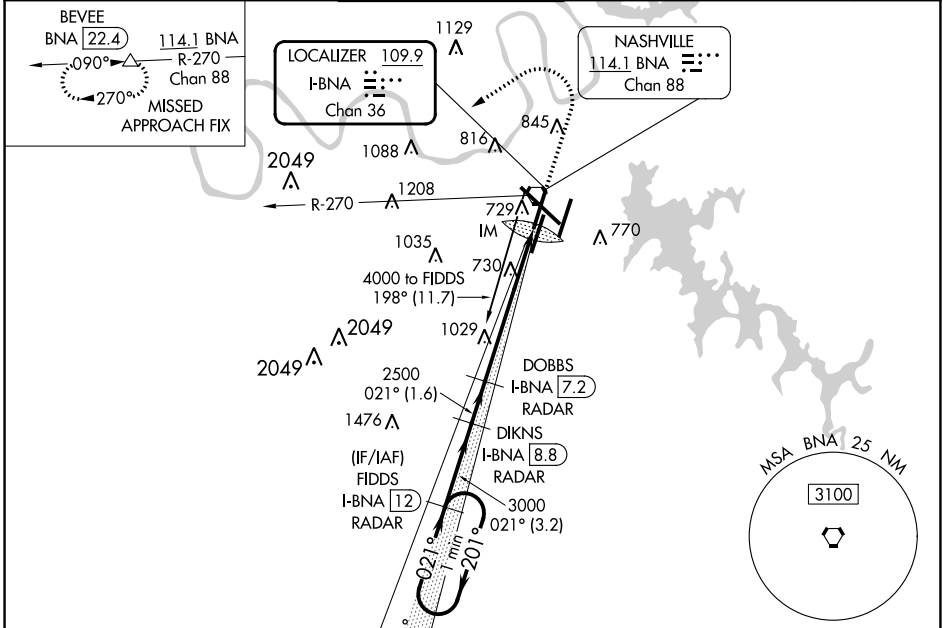
# ILS RWY 2L (SA CAT I)

NASHVILLE INTL (BNA)

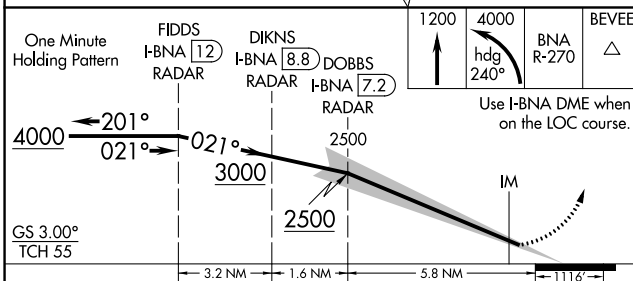
⚠ Simultaneous approach authorized with Rwy 2R.  
DME or radar required.  
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2  
MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 240° and on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

D-ATIS <b>135.1</b>	NASHVILLE APP CON <b>118.4 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>	CPDLC
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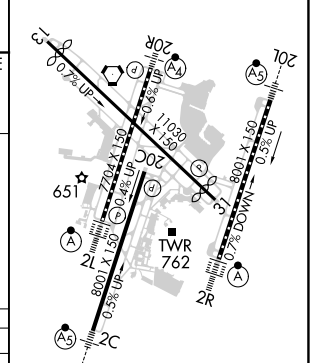
**DME or RADAR REQUIRED**



CATEGORY	A	B	C	D
S-ILS 2L	RA 159/14 150 DA 749			

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

ELEV 599	<b>D</b> TDZE 599
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HIRL all Rwys  
TDZ/CL Rwys 2L and 2R  
REIL Rwys 13, 20C, and 31

SE-1, 22 FEB 2024 to 21 MAR 2024

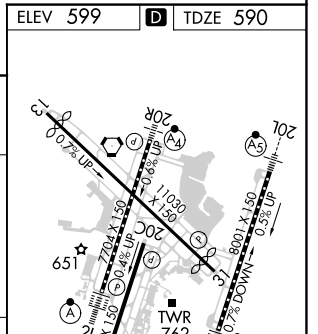
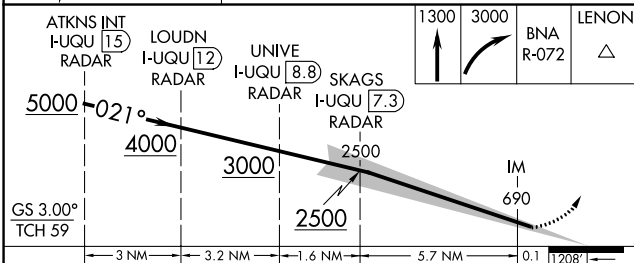
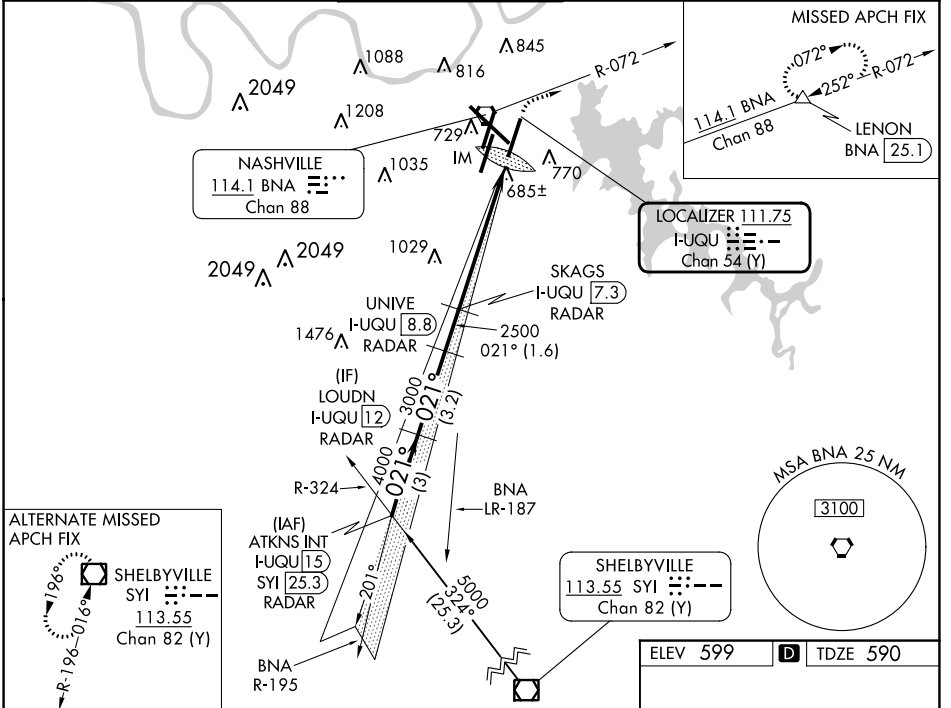
SE-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-UQU <b>111.75</b> Chan <b>54 (Y)</b>	APP CRS <b>021°</b>	Rwy Idg <b>8000</b> TDZE <b>590</b> Apt Elev <b>599</b>
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# ILS RWY 2R (CAT II & III)

NASHVILLE INTL (BNA)

DME required.		ALSf-2	MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on BNA R-072 to LENON/BNA 25.1 DME and hold.		
Simultaneous approach authorized with Rwy 2L/C.			D-ATIS <b>135.1</b>	NASHVILLE APP CON <b>118.4 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>
			GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>	CPDLC



CATEGORY	A	B	C	D
S-ILS 2R	CAT II	RA 116/12	100 DA 690	
S-ILS 2R		CAT IIIa	RVR 07	
S-ILS 2R		CAT IIIb	RVR 06	
S-ILS 2R		CAT IIIc	NA	

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys  
 TDZ/CL Rwys 2L and 2R  
 REIL Rwys 13, 20C, and 31

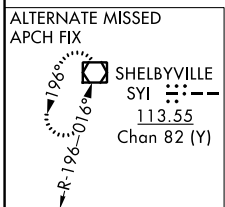
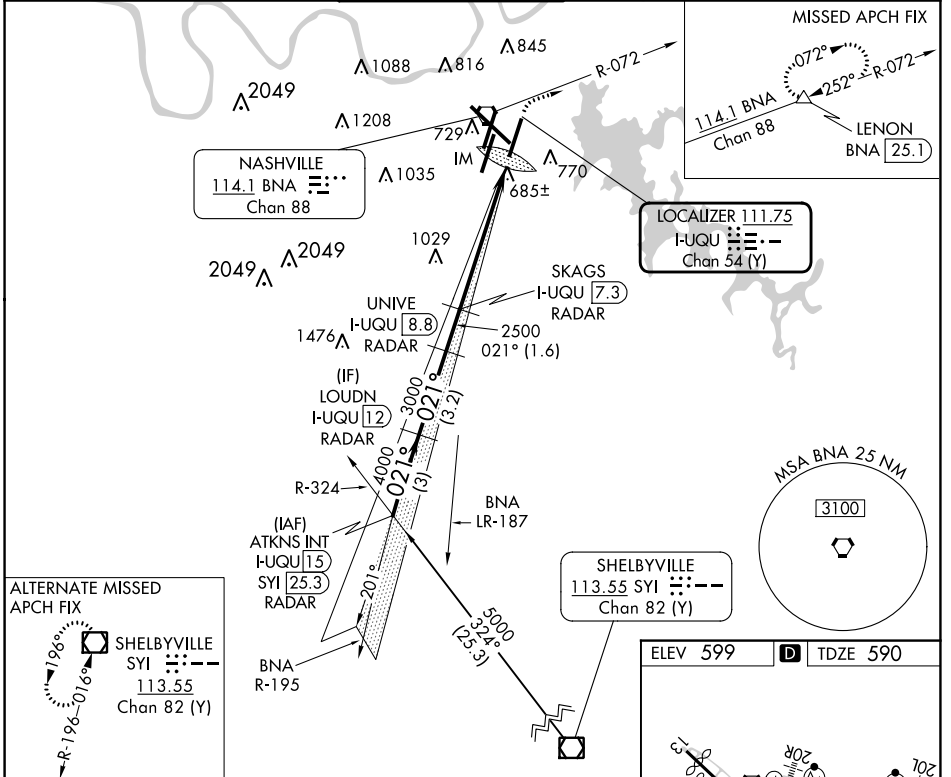
LOC/DME I-UQU <b>111.75</b> Chan <b>54 (Y)</b>	APP CRS <b>021°</b>	Rwy Idg TDZE Apt Elev <b>8000</b> <b>590</b> <b>599</b>
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# ILS RWY 2R (SA CAT I)

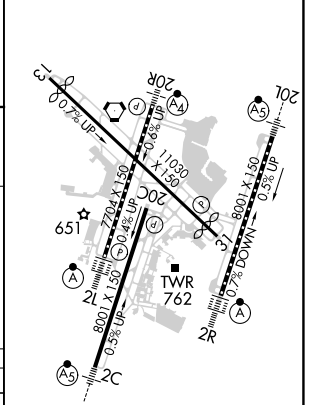
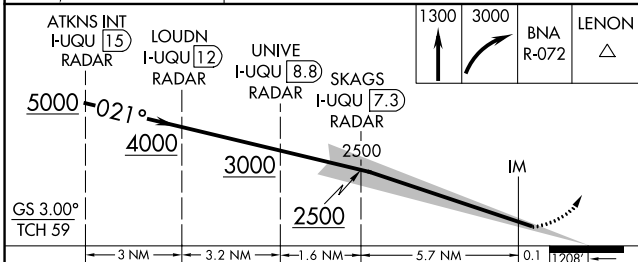
NASHVILLE INTL (BNA)

DME required.	ALSIF-2	MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on BNA R-072 to LENON/BNA 25.1 DME and hold.
<p><b>∇</b> Simultaneous approach authorized with Rwy 2L/C. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA.</p> <p><b>⚠</b></p>		

D-ATIS <b>135.1</b>	NASHVILLE APP CON <b>118.4 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>	CPDLC
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ELEV 599	<b>D</b> TDZE 590
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CATEGORY	A	B	C	D
S-ILS 2R	RA 121/14 150 DA 740			
<b>SA CATEGORY I ILS - SPECIAL AIRCREW &amp; AIRCRAFT CERTIFICATION REQUIRED</b>				

HIRL all Rwys  
TDZ/CL Rwys 2L and 2R  
REIL Rwys 13, 20C, and 31

SE-1, 22 FEB 2024 to 21 MAR 2024

SE-1, 22 FEB 2024 to 21 MAR 2024



LOC I-VII <b>111.3</b>	APP CRS <b>201°</b>	Rwy Idg	20R	20C
		TDZE	<b>7702</b>	<b>8001</b>
		Apt Elev	<b>578</b>	<b>588</b>

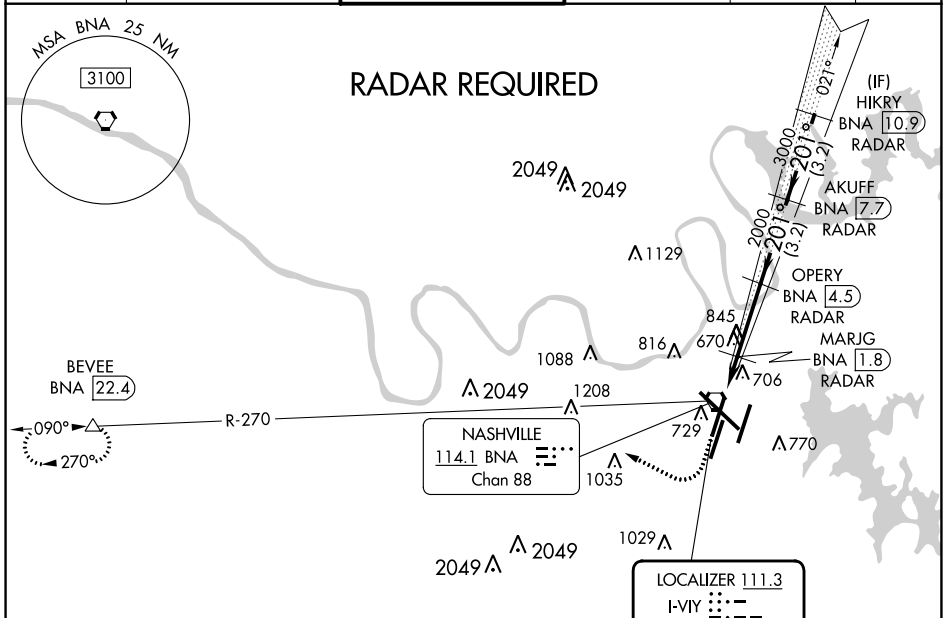
# ILS or LOC RWY 20R

NASHVILLE INTL (BNA)

**⚠** Simultaneous approach authorized with Rwy 20L. DME or radar required. For inop ALS, increase S-LOC 20R Cat D visibility to 1 1/4 SM. DME from BNA VORTAC. Simultaneous reception of I-VII and BNA DME required.

**MALSF** MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on heading 300° and on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

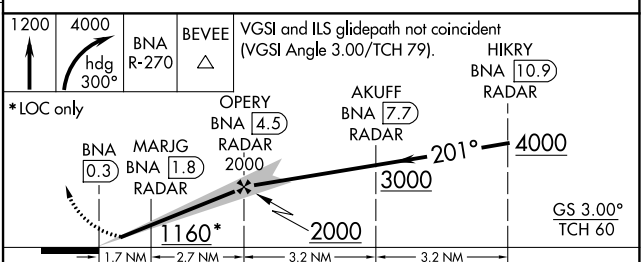
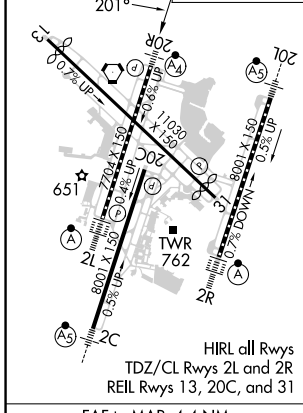
D-ATIS <b>135.1</b>	NASHVILLE APP CON <b>118.4 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>	CPDLC
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SE-1, 22 FEB 2024 to 21 MAR 2024

SE-1, 22 FEB 2024 to 21 MAR 2024

ELEV	599	<b>D</b>	TDZE 20C 588
			TDZE 20R 578




CATEGORY	A	B	C	D
S-ILS 20R	778/40 200 (200-3/4)			
S-LOC 20R	1000/40	422 (500-3/4)	1000/50	422 (500-1)
SIDESTEP 20C	1000-1	412 (500-1)	1000-1 1/2 412 (500-1 1/2)	1000-2 412 (500-2)
<b>C</b> CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1 3/4 601 (700-1 3/4)	1380-2 1/2 781 (800-2 1/2)

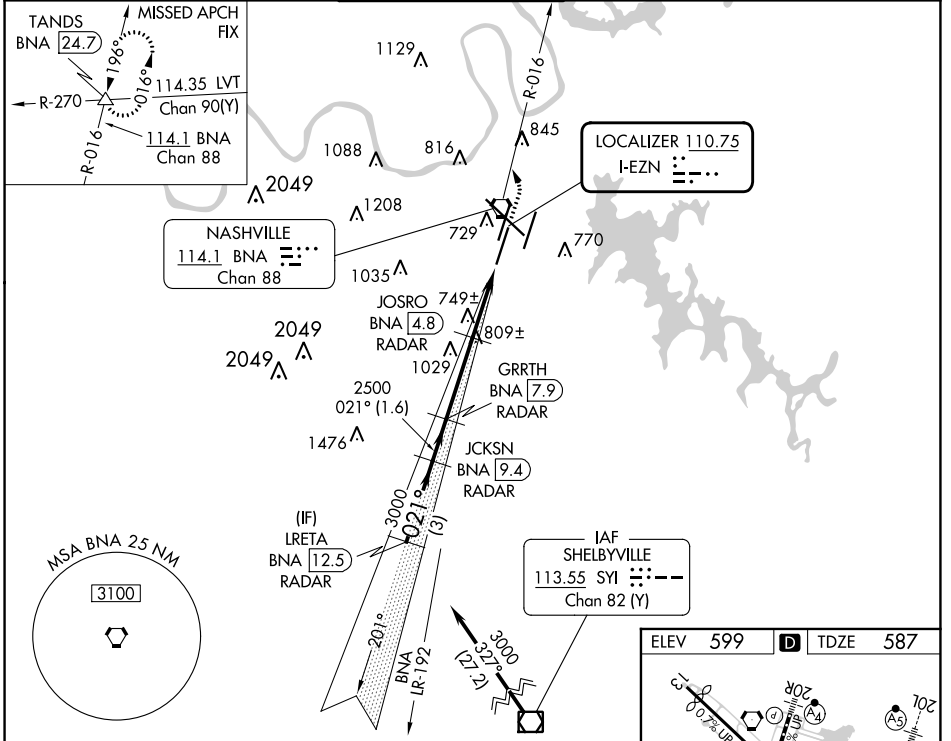
FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

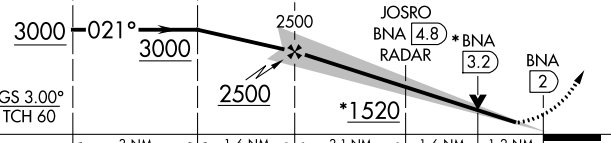
# ILS or LOC RWY 2C

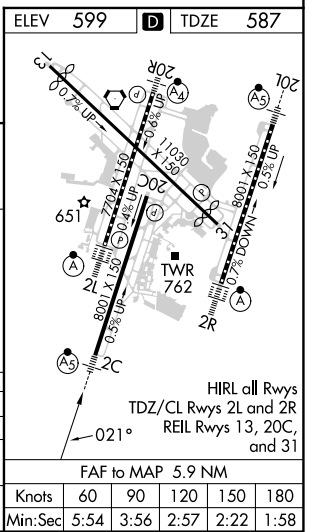
NASHVILLE INTL (BNA)

LOC I-EZN <b>110.75</b>	APP CRS <b>021°</b>	Rwy Idg <b>7601</b>
		TDZE <b>587</b>
		Apt Elev <b>599</b>

DME or RADAR required.		MALSR  MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 on BNA VORTAC R-016 to TANDS INT/BNA 24.7 and hold.					
▼ Simultaneous approach authorized. For inop ALS, increase S-LOC 2C Cats C and D visibility to RVR 6000. DME from BNA VORTAC. ▲ Simultaneous reception of I-EZN and BNA DME required. #RVR 1800 authorized with the use of FD or AP or HUD to DA.		D-ATIS <b>135.1</b>	NASHVILLE APP CON <b>118.4 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>	CPDLC



VGSI and ILS glidepath not coincident.				1300	4000	BNA R-016	TANDS Δ
LRETA BNA 12.5 RADAR JCKSN BNA 9.4 RADAR GRRTH BNA 7.9 RADAR JOSRO BNA 4.8 RADAR *BNA 3.2 BNA 2				*LOC only.			
GS 3.00° TCH 60 3000 -021° -3000 2500 -1520 3 NM   1.6 NM   3.1 NM   1.6 NM   1.2 NM							
CATEGORY	A	B	C	D			
S-ILS 2C #	787/24			200 (200-1/2)			
S-LOC 2C	1000/24	413 (500-1/2)	1000/40	413 (500-3/4)			
CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1 3/4 601 (700-1 3/4)	1380-2 1/2 781 (800-2 1/2)			



SE-1, 22 FEB 2024 to 21 MAR 2024

SE-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-BNA <b>109.9</b> Chan 36	APP CRS <b>021°</b>	Rwy ldg TDZE Apt Elev	<b>7702</b> <b>599</b> <b>599</b>
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# ILS or LOC RWY 2L

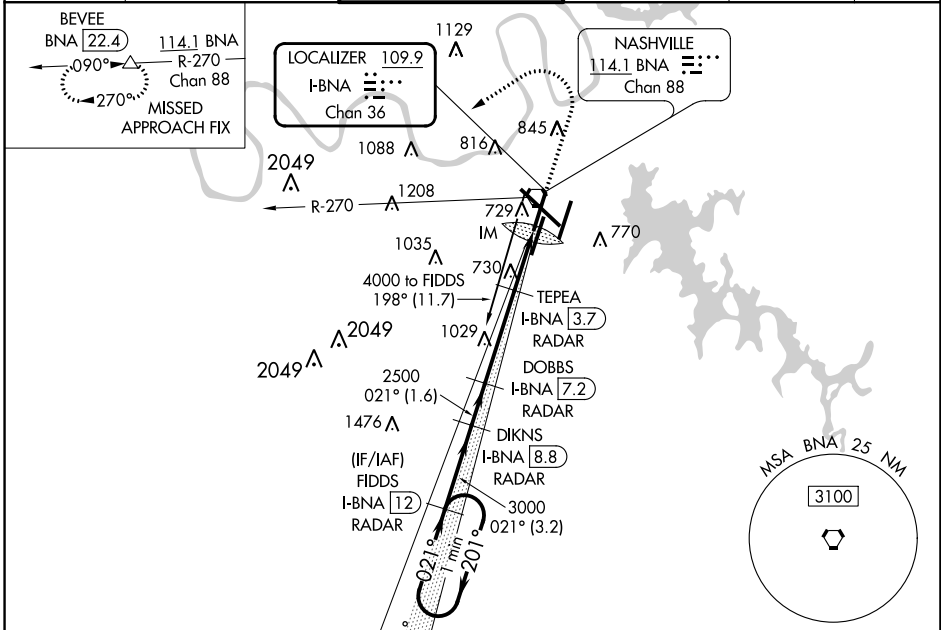
NASHVILLE INTL (BNA)

**Simultaneous approach authorized with Rwy 2R.**  
DME or radar required.

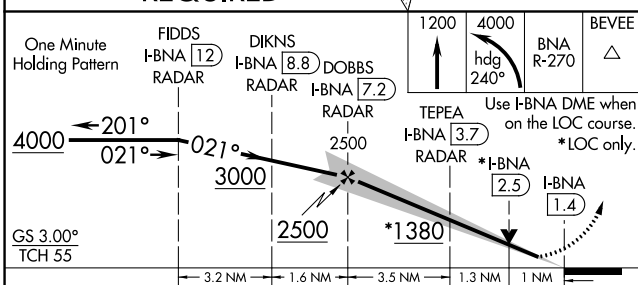
ALSIF-2

**MISSED APPROACH:** Climb to 1200 then climbing left turn to 4000 on heading 240° and on BNA VORTAC R-270 to BEVEE/BNA VORTAC 22.4 DME and hold.

D-ATIS <b>135.1</b>	NASHVILLE APP CON <b>118.4 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>	CPDLC
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**DME or RADAR REQUIRED**



ELEV 599 TDZE 599

HIRL all Rwy's  
TDZ/CL Rwy's 2L and 2R  
REIL Rwy's 13, 20C  
and 31

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-ILS 2L	799/18 200 (200-½)			
S-LOC 2L	980/24	381 (400-½)	980/35	381 (400-¾)
CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¼ 601 (700-1¼)	1380-2½ 781 (800-2½)

SE-1, 22 FEB 2024 to 21 MAR 2024

SE-1, 22 FEB 2024 to 21 MAR 2024

LOC I-PNO <b>111.95</b>	APP CRS <b>316°</b>	Rwy Idg TDZE Apt Elev <b>9487</b> <b>578</b> <b>599</b>
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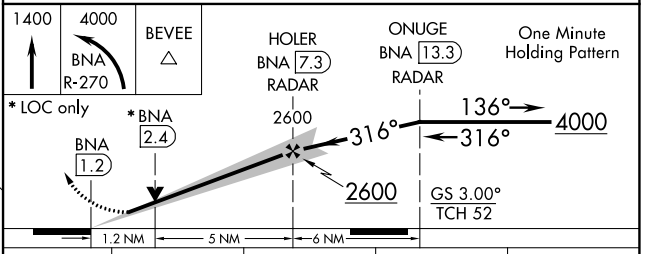
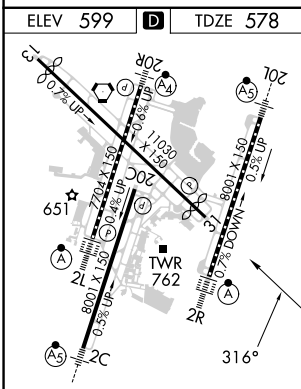
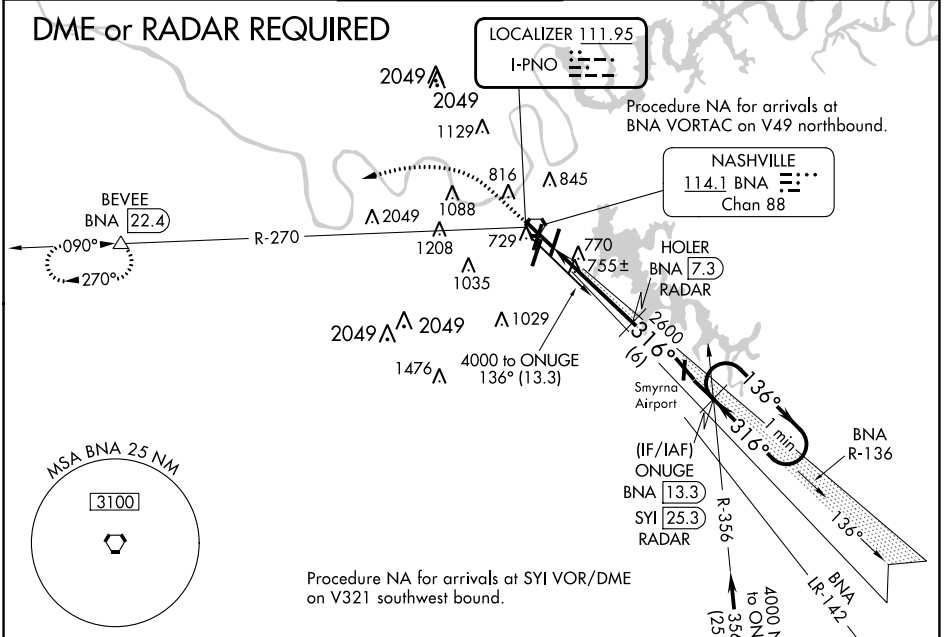
# ILS or LOC RWY 31

NASHVILLE INTL (BNA)

**⚠ DME or radar required.**  
**⚠ DME from BNA VORTAC.**  
 Simultaneous reception of I-PNO and BNA DME required.

MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

D-ATIS <b>135.1</b>	NASHVILLE APP CON <b>118.4 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>	CPDLC
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CATEGORY	A	B	C	D
S-ILS 31	778-¾ 200 (200-¾)			
S-LOC 31	1020-1	442 (500-1)	1020-1¾	442 (500-1¾)
<input checked="" type="checkbox"/> CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

SE-1, 22 FEB 2024 to 21 MAR 2024

SE-1, 22 FEB 2024 to 21 MAR 2024



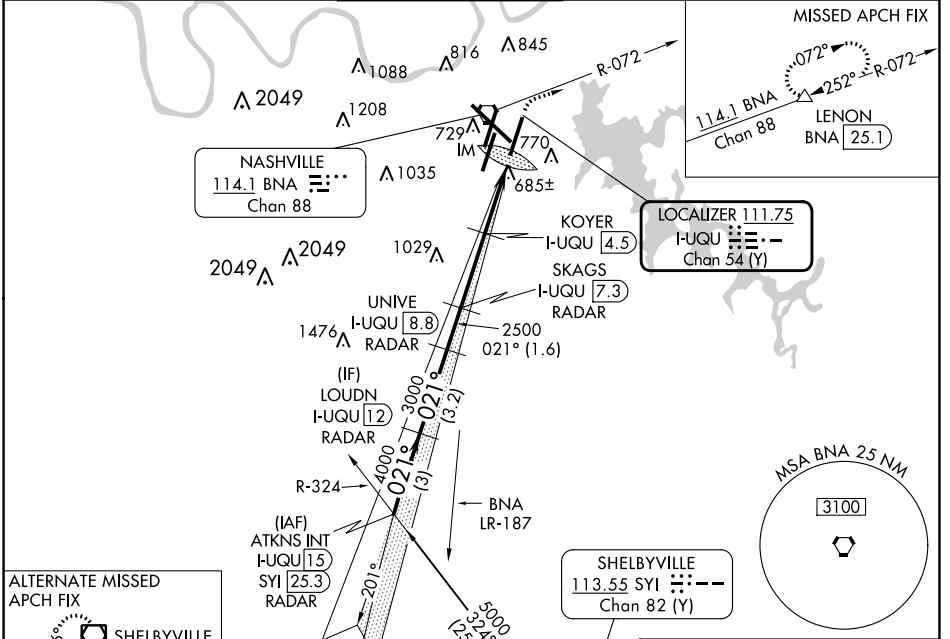
LOC/DME I-UQU <b>111.75</b> Chan <b>54 (Y)</b>	APP CRS <b>021°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>590</b> <b>599</b>
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# ILS or LOC/DME RWY 2R

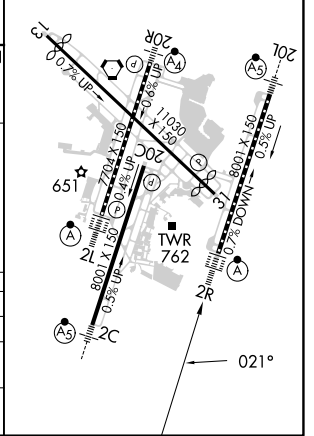
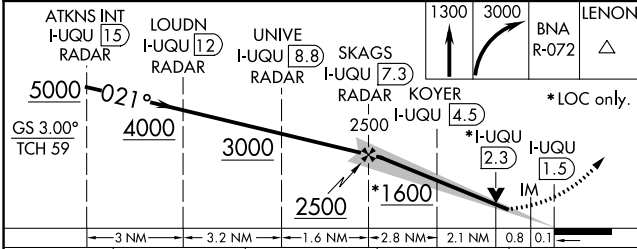
NASHVILLE INTL (BNA)

DME required.	ALSF-2	MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on BNA R-072 to LENON/BNA 25.1 DME and hold.
<p>Simultaneous approach authorized with Rwy 2L/C.</p> <p>For inop ALSF, increase S-LOC 2R Cats C/D visibility to RVR 5500.</p>		

D-ATIS <b>135.1</b>	NASHVILLE APP CON <b>118.4 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>	CPDLC
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ELEV 599	TDZE 590
REIL Rwy 13, 20C, and 31	
TDZ/CL Rwy 2L and 2R	
HIRL all Rwy 5	



CATEGORY	A	B	C	D
S-ILS 2R	790/18		200 (200-½)	
S-LOC 2R	940/24	350 (400-½)	940/30	350 (400-¾)
CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

SE-1, 22 FEB 2024 to 21 MAR 2024

SE-1, 22 FEB 2024 to 21 MAR 2024

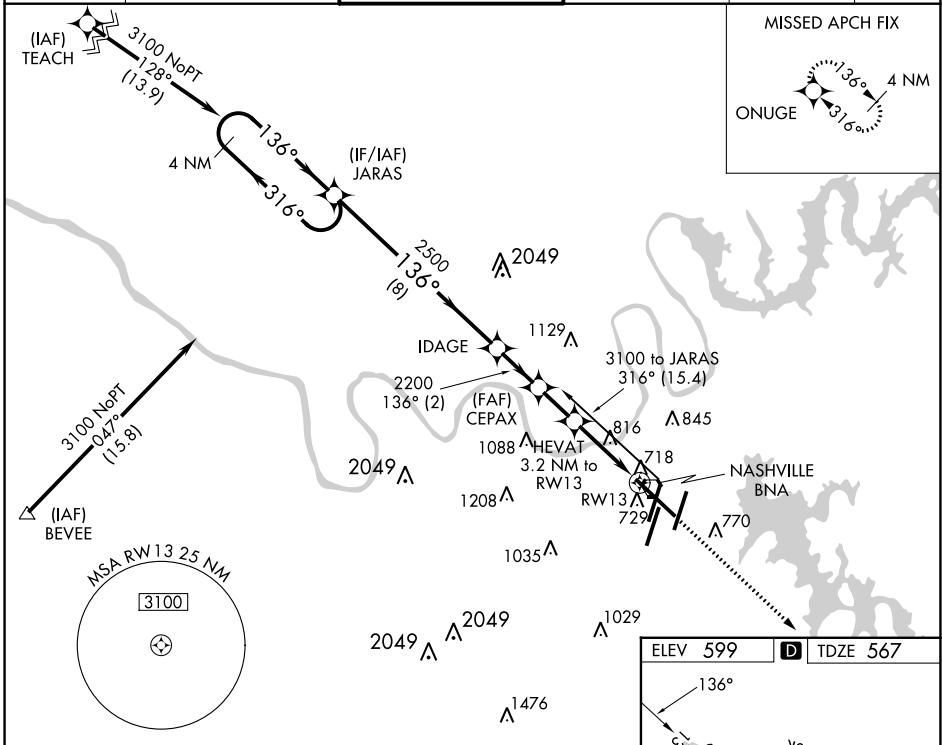
APP CRS	Rwy Idg	<b>9487</b>
<b>136°</b>	TDZE	<b>567</b>
	Apt Elev	<b>599</b>

# RNAV (GPS) RWY 13

NASHVILLE INTL (BNA)

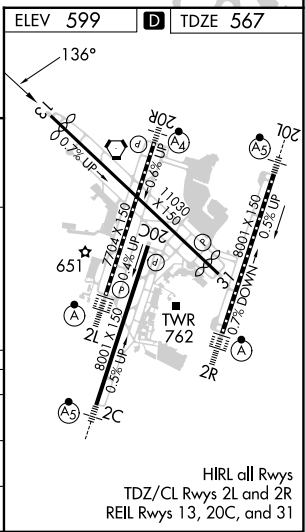
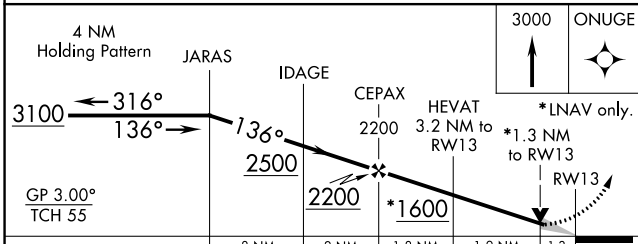
RNP APCH.		MISSED APPROACH: Climb to 3000 direct ONUGE and hold.	
<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C.</p>			

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
<b>135.1</b>	<b>118.4 360.7</b>	<b>118.6 257.8</b>	<b>121.9 348.6</b>	<b>126.05</b>	



SE-1, 22 FEB 2024 to 21 MAR 2024

SE-1, 22 FEB 2024 to 21 MAR 2024



CATEGORY	A	B	C	D
LNAV/ VNAV DA	968-1½ 401 (400-1½)			
LNAV MDA	1080-1	513 (500-1)	1080-1½ 513 (500-1½)	1080-1¾ 513 (500-1¾)
<b>C</b> CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

HIRL all Rwys  
TDZ/CL Rwys 2L and 2R  
REIL Rwys 13, 20C, and 31






APP CRS	Rwy Idg	<b>8000</b>
<b>201°</b>	TDZE	<b>551</b>
	Apt Elev	<b>599</b>

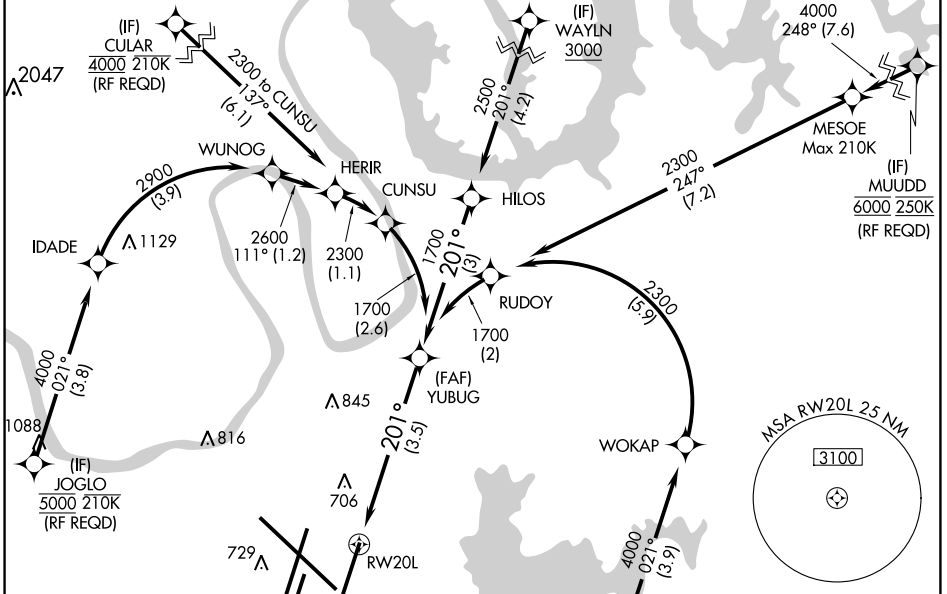
# RNAV (RNP) Z RWY 20L

NASHVILLE INTL (BNA)

**GPS required.** Simultaneous approach authorized with Rwy 20R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). Inop table does not apply to RNP 0.20. For inop MALSRL, increase RNP 0.30 all Cats visibility to 1½.

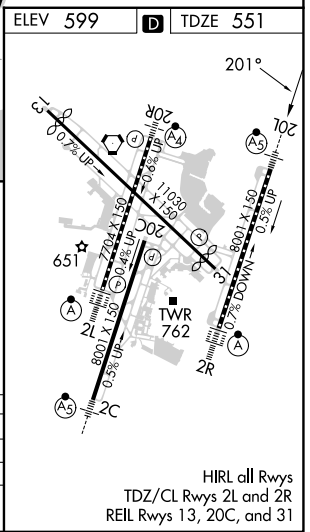
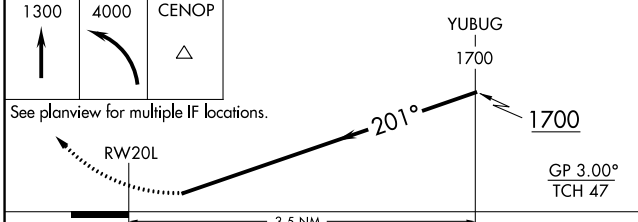
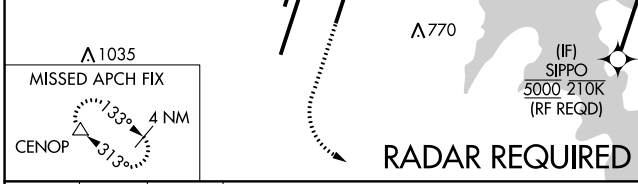
**MALSRL**  
  
**MISSED APPROACH:** Climb to 1300 then climbing left turn to 4000 direct CENOP and hold.

D-ATIS <b>135.1</b>	NASHVILLE APP CON <b>118.4 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>	CPDLC
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SE-1, 22 FEB 2024 to 21 MAR 2024

SE-1, 22 FEB 2024 to 21 MAR 2024



CATEGORY	A	B	C	D
RNP 0.20 DA		810/40	259 (200-¾)	
RNP 0.30 DA		1008/55	457 (400-1)	

**AUTHORIZATION REQUIRED**

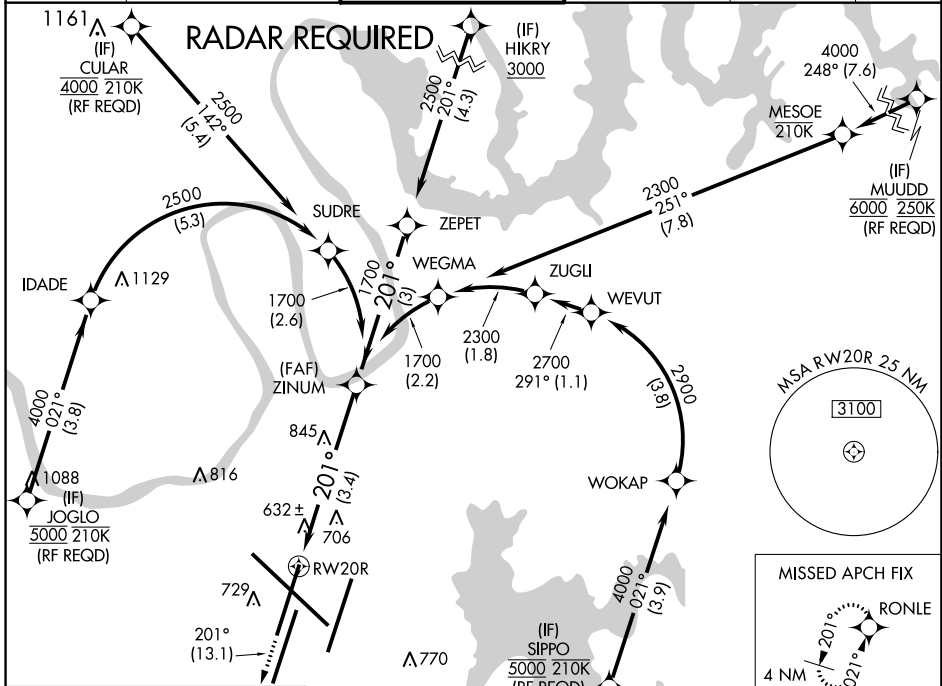
APP CRS	Rwy Idg	<b>7702</b>
<b>201°</b>	TDZE	<b>578</b>
	Apt Elev	<b>599</b>

# RNAV (RNP) Z RWY 20R

NASHVILLE INTL (BNA)

<p><b>GPS required. Simultaneous approach authorized with Rwy 20L. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). For inoperative MALSF, increase RNP 0.18 all Cats visibility to RVR 5600 and RNP 0.30 all Cats visibility to 1/2.</b></p>	<p><b>MALSF</b></p>	<p><b>MISSED APPROACH:</b> Climb to 3000 on track 201° to RONLE and hold.</p>

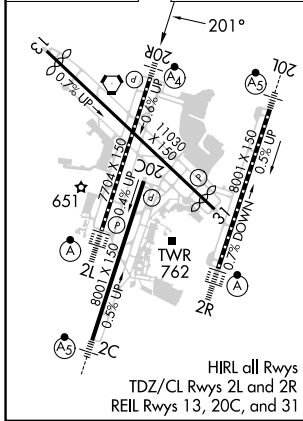
D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
<b>135.1</b>	<b>118.4 360.7</b>	<b>118.6 257.8</b>	<b>121.9 348.6</b>	<b>126.05</b>	



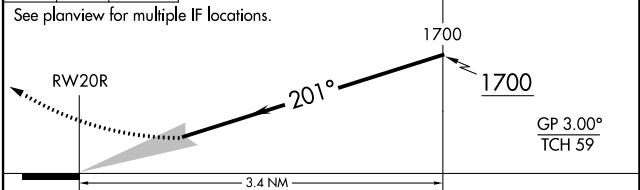
SE-1, 22 FEB 2024 to 21 MAR 2024

SE-1, 22 FEB 2024 to 21 MAR 2024

ELEV 599	<b>D</b>	TDZE 578
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3000	tr 201°	<b>RONLE</b>	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 79).
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CATEGORY	A	B	C	D
RNP 0.18 DA		927/42	349 (400-7/8)	
RNP 0.30 DA		1042/60	464 (500-1 1/4)	

## AUTHORIZATION REQUIRED

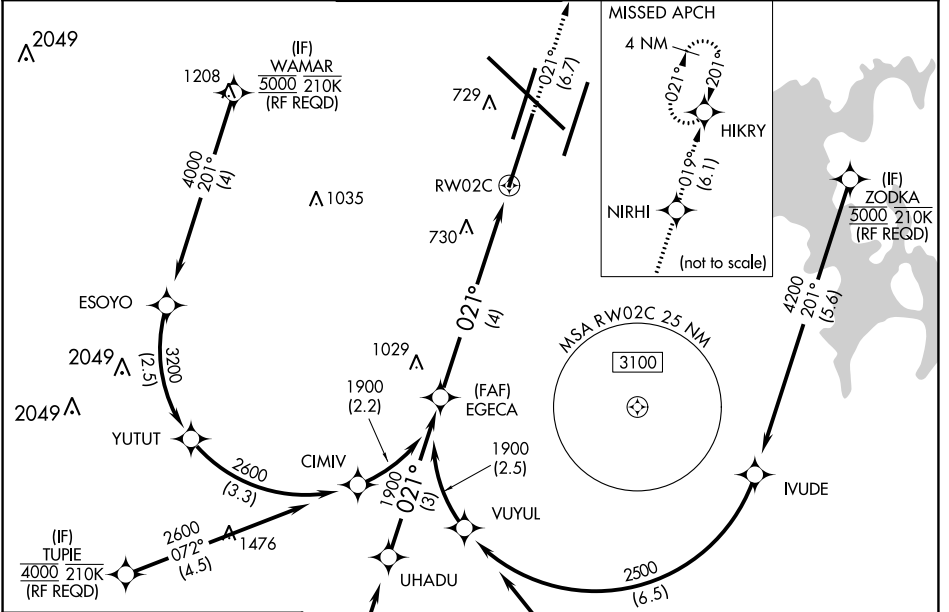
# RNAV (RNP) Z RWY 2C

NASHVILLE INTL (BNA)

APP CRS	Rwy Idg	<b>7601</b>
<b>021°</b>	TDZE	<b>587</b>
	Apt Elev	<b>599</b>

RNP AR APCH - GPS.	MALSR	MISSED APPROACH: Climb to 4000 on track 021° to NIRHI and on track 019° to HIKRY and hold, continue climb-in-hold to 4000.
▼ For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. Simultaneous approach authorized with Rwy 2R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALSR, increase RNP 0.30 visibility to 1½ mile.		

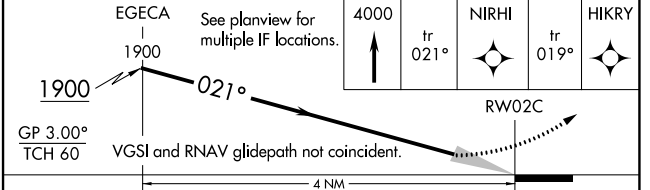
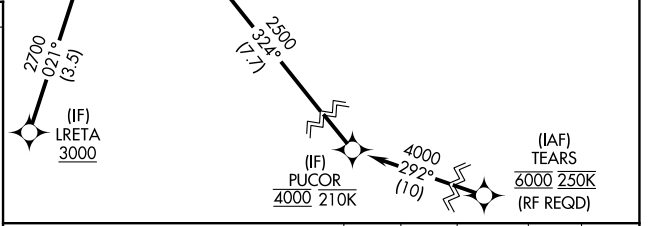
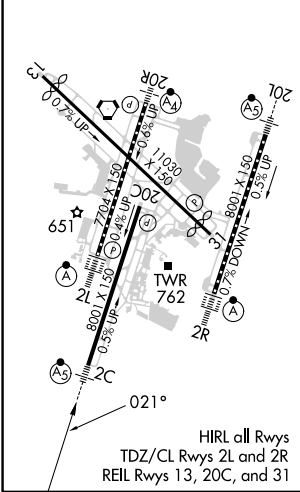
D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
<b>135.1</b>	<b>118.4 360.7</b>	<b>118.6 257.8</b>	<b>121.9 348.6</b>	<b>126.05</b>	



SE-1, 22 FEB 2024 to 21 MAR 2024

SE-1, 22 FEB 2024 to 21 MAR 2024

ELEV 599	<b>D</b>	TDZE 587
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CATEGORY	A	B	C	D
RNP 0.15 DA		882/24	295 (300-½)	
RNP 0.30 DA		1067/57	480 (500-1½)	


## AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	<b>7702</b>
<b>021°</b>	TDZE	<b>599</b>
	Apt Elev	<b>599</b>

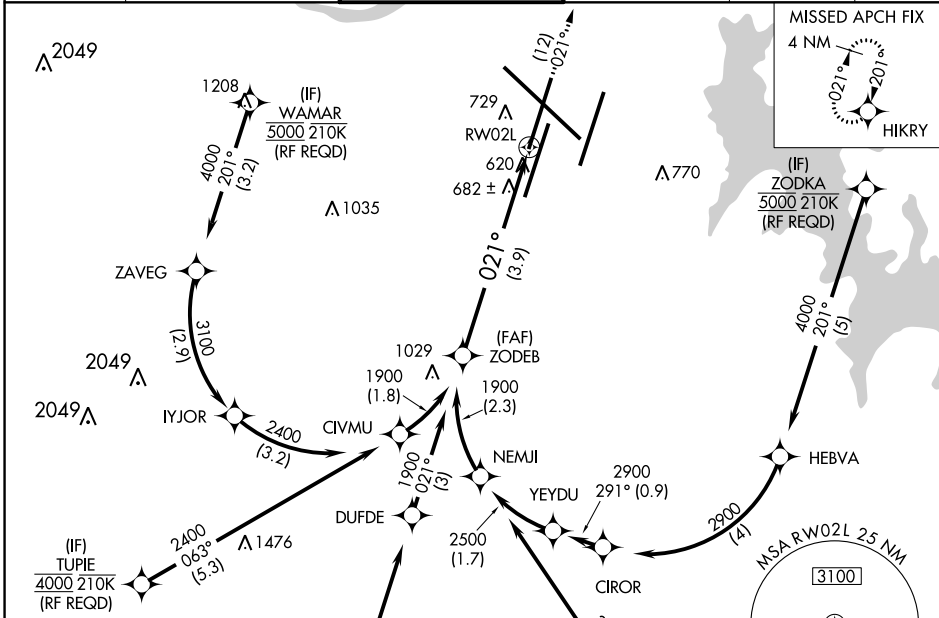
# RNAV (RNP) Z RWY 2L

NASHVILLE INTL (BNA)

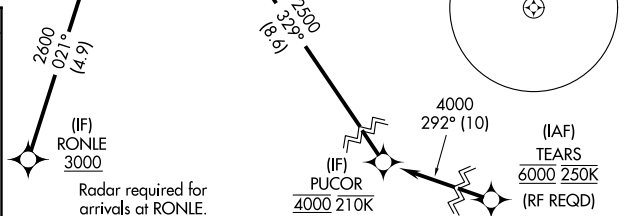
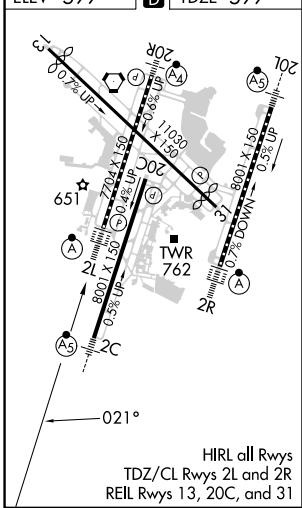
▼ For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized with Rwy 2R. For inop ALSF-2, increase RNP 0.15 all Cats visibility to RVR 4700, increase RNP 0.30 all Cats visibility to 1 ¼ mile. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2  MISSED APPROACH: Climb to 4000 on track 021° to HIKRY and hold, continue climb-in-hold to 4000.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
<b>135.1</b>	<b>118.4 360.7</b>	<b>118.6 257.8</b>	<b>121.9 348.6</b>	<b>126.05</b>	



ELEV 599	<b>D</b>	TDZE 599
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GP 3.00°	TCH 55	3.9 NM		
CATEGORY	A	B	C	D
RNP 0.15 DA		898/24	299 (300-½)	
RNP 0.30 DA		991/41	392 (400-¾)	

## AUTHORIZATION REQUIRED

SE-1, 22 FEB 2024 to 21 MAR 2024

SE-1, 22 FEB 2024 to 21 MAR 2024

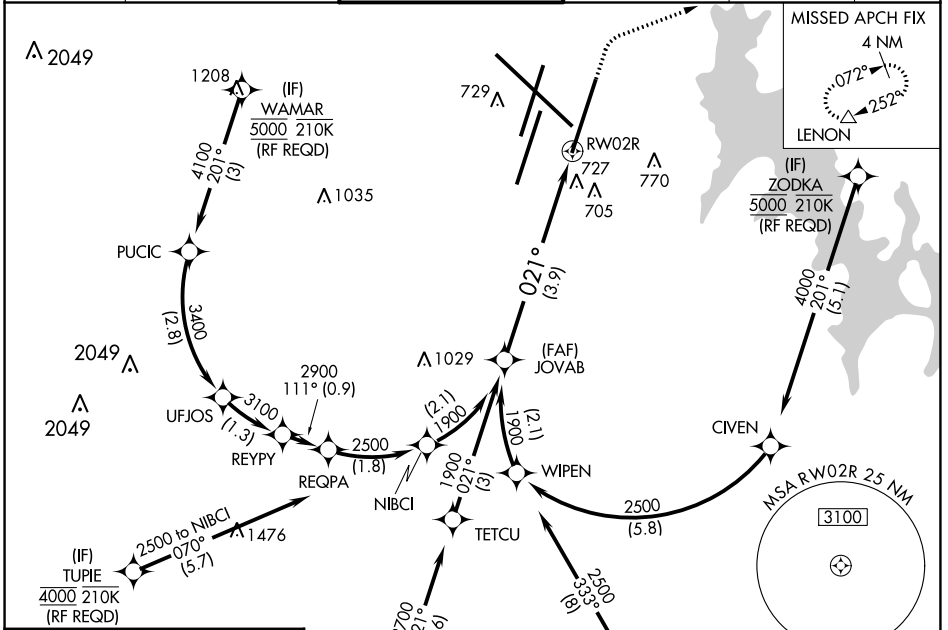
APP CRS	Rwy Idg	<b>8000</b>
<b>021°</b>	TDZE	<b>590</b>
	Apt Elev	<b>599</b>

# RNAV (RNP) Z RWY 2R

NASHVILLE INTL (BNA)

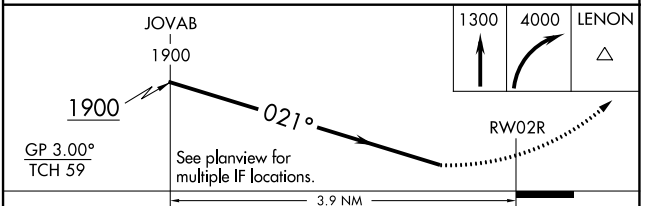
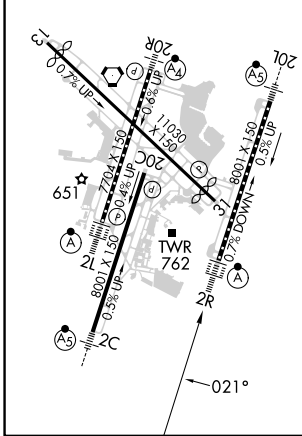
RNP AR APCH.		ALSIF-2	MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct LENON and hold.
<p>▼ For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. For inoperative ALSIF-2, increase RNP 0.15 all Cats visibility to RVR 5600, RNP 0.30 all Cats visibility to 1 3/8 mile. Simultaneous approach authorized with Rwy 2L/C. Use of FD or AP providing RNAV track guidance required during simultaneous operations.</p>			

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
<b>135.1</b>	<b>118.4 360.7</b>	<b>118.6 257.8</b>	<b>121.9 348.6</b>	<b>126.05</b>	



ELEV 599	<b>D</b>	TDZE 590
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HIRL all Rwys  
TDZ/CL Rwys 2L and 2R  
REIL Rwys 13, 20C, and 31



CATEGORY	A	B	C	D
RNP 0.15 DA		938/40	348 (400-3/4)	
RNP 0.30 DA		1024/48	434 (500-1)	

**AUTHORIZATION REQUIRED**

SE-1, 22 FEB 2024 to 21 MAR 2024

SE-1, 22 FEB 2024 to 21 MAR 2024

APP CRS	Rwy Idg	<b>9487</b>
<b>316°</b>	TDZE	<b>578</b>
	Apt Elev	<b>599</b>

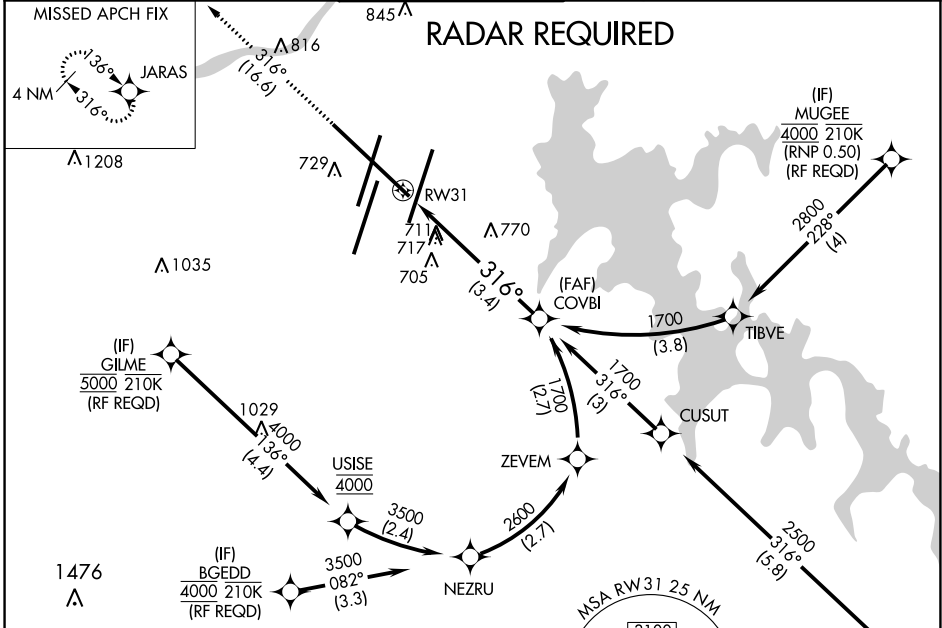
# RNAV (RNP) Z RWY 31

NASHVILLE INTL (BNA)

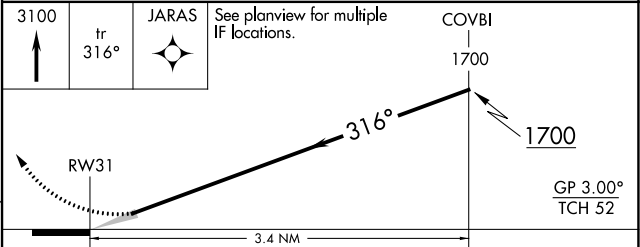
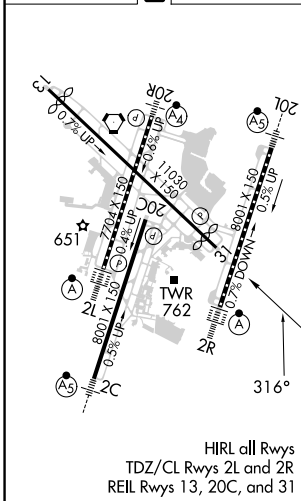
For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). GPS required.

MISSED APPROACH: Climb to 3100 on track 316° to JARAS and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
<b>135.1</b>	<b>118.4 360.7</b>	<b>118.6 257.8</b>	<b>121.9 348.6</b>	<b>126.05</b>	



ELEV	<b>599</b>	<b>D</b>	TDZE	<b>578</b>
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CATEGORY	A	B	C	D
RNP 0.25 DA		1025-1½	447 (500-1½)	
RNP 0.30 DA		1099-1¾	521 (600-1¾)	

## AUTHORIZATION REQUIRED

SE-1, 22 FEB 2024 to 21 MAR 2024

SE-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>49013</b> <b>W20D</b>	APP CRS <b>201°</b>	Rwy Idg <b>8000</b> TDZE <b>551</b> Apt Elev <b>599</b>
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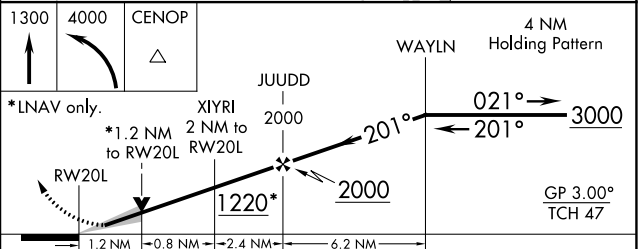
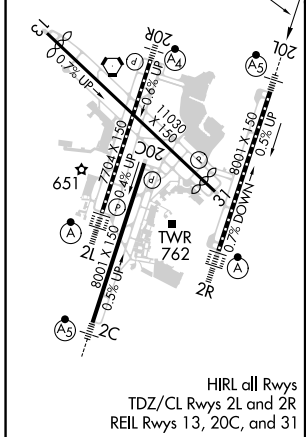
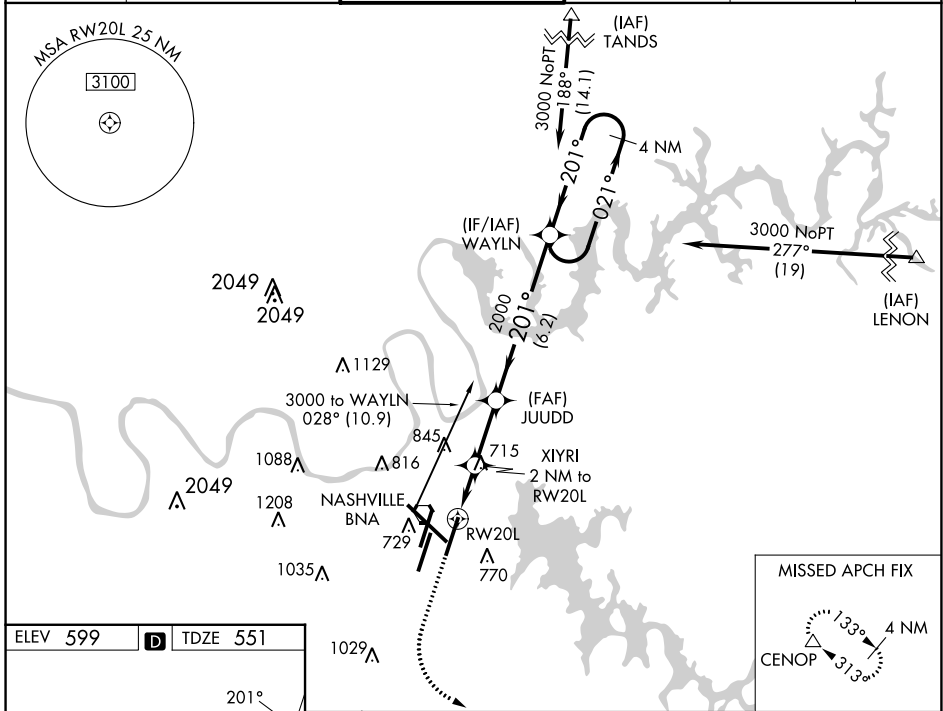
# RNAV (GPS) Y RWY 20L

NASHVILLE INTL (BNA)

**⚠** For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 20R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALS, increase LNAV/VNAV all Cats visibility to 1%. \*\* RVR 1800 authorized with use of FD or AP or HUD to DA.

**MALS**  
MISSED APPROACH:  
Climb to 1300 then climbing left turn to 4000 direct CENOP and hold.

D-ATIS <b>135.1</b>	NASHVILLE APP CON <b>118.4 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>	CPDLC
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CATEGORY	A	B	C	D
LPV DA	** 751/24 200 (200-½)			
LNAV/VNAV DA	1025/58 474 (500-1¼)			
LNAV MDA	980/24	429 (400-½)	980/40	429 (400-¾)
<b>C</b> CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

SE-1, 22 FEB 2024 to 21 MAR 2024

SE-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>78411</b> <b>W20A</b>	APP CRS <b>201°</b>	Rwy Idg TDZE Apt Elev	<b>7702</b> <b>578</b> <b>599</b>
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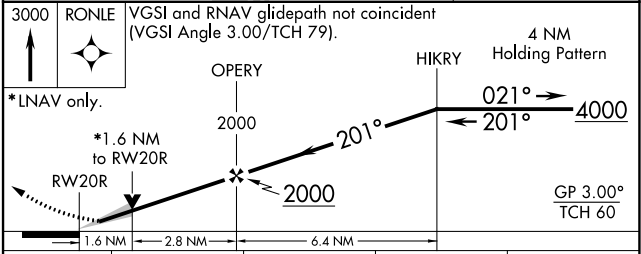
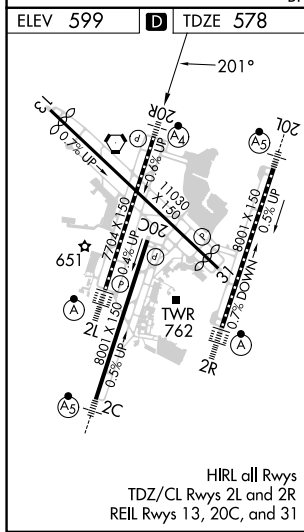
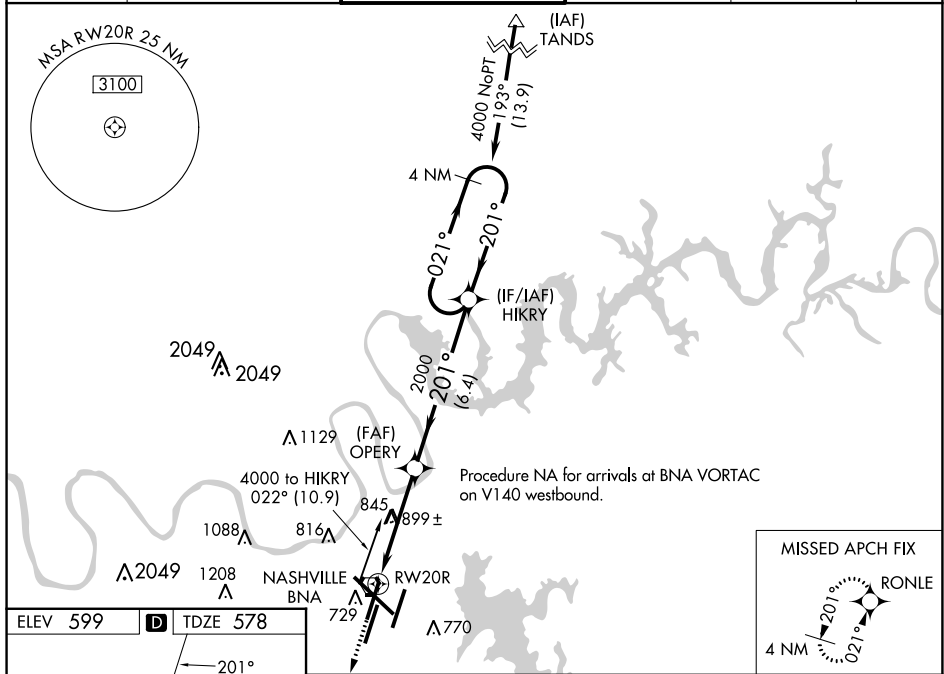
# RNAV (GPS) Y RWY 20R

NASHVILLE INTL (BNA)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 20L. LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV Cat D visibility to 1½ SM and LNAV Cats C and D visibility to 1¼ SM.

MALSF 	MISSED APPROACH: Climb to 3000 direct RONLE and hold.
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D-ATIS <b>135.1</b>	NASHVILLE APP CON <b>118.4 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>	CPDLC
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CATEGORY	A	B	C	D
LPV DA	778/40		200 (200-¾)	
LNAV/VNAV DA	1038-1½		460 (500-1½)	
LNAV MDA	1160/40	582 (600-¾)	1160-1¾	582 (600-1¾)
<b>C</b> CIRCLING	1160-1	561 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

SE-1, 22 FEB 2024 to 21 MAR 2024

SE-1, 22 FEB 2024 to 21 MAR 2024



WAAS CH <b>70613</b> <b>W02B</b>	APP CRS <b>021°</b>	Rwy Idg TDZE Apt Elev	<b>7601</b> <b>587</b> <b>599</b>
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# RNAV (GPS) Y RWY 2C

NASHVILLE INTL (BNA)

RNP APCH - GPS.

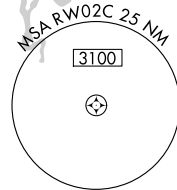
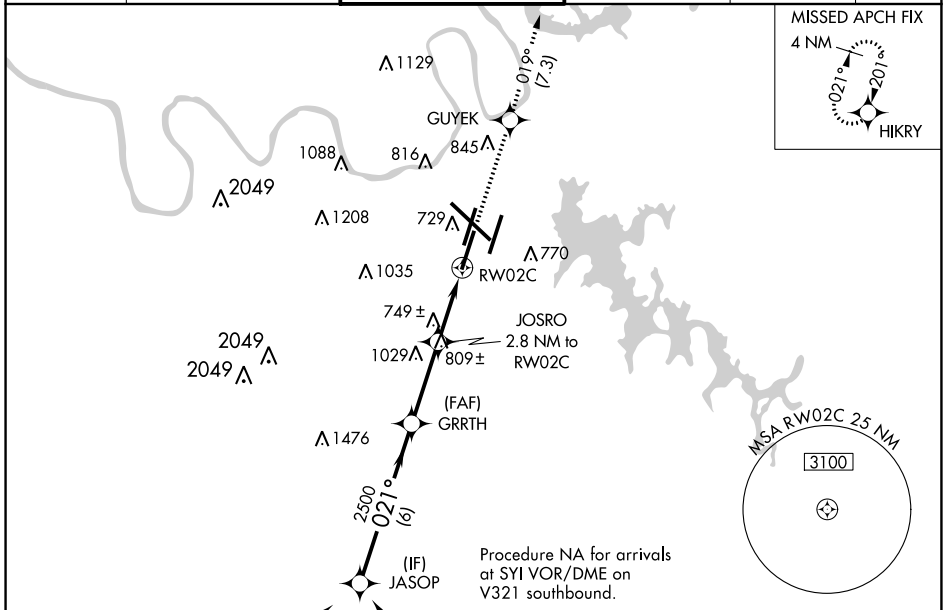
**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 2R.  
**▲** \*\* RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR



MISSED APPROACH: Climb to 4000 direct GUYEK and on track 019° to HIKRY and hold, continue climb-in-hold to 4000.

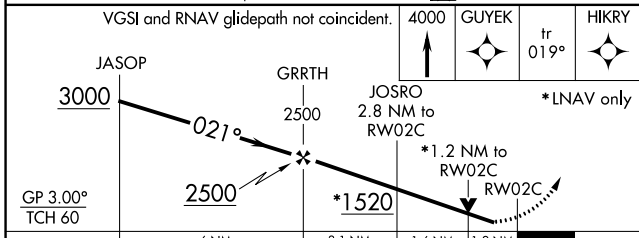
D-ATIS <b>135.1</b>	NASHVILLE APP CON <b>118.4 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>	CPDLC
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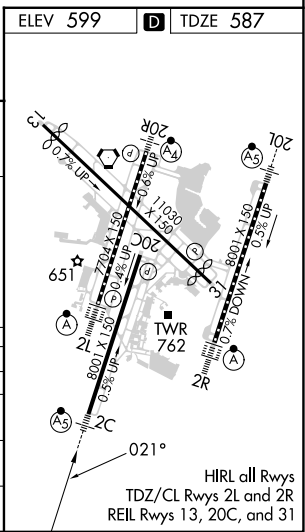
SE-1, 22 FEB 2024 to 21 MAR 2024

SE-1, 22 FEB 2024 to 21 MAR 2024

ELEV 599	<b>D</b> TDZE 587
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CATEGORY	A	B	C	D
LPV DA**	787/24 200 (200-½)			
LNAV/VNAV DA	1059/60 472 (500-1¼)			
LNAV MDA	1000/24	413 (500-½)	1000/40	413 (500-¾)
<b>C</b> CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)



WAAS CH <b>42713</b> <b>W02A</b>	APP CRS <b>021°</b>	Rwy Idg TDZE Apt Elev	<b>7702</b> <b>599</b> <b>599</b>
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# RNAV (GPS) Y RWY 2L

NASHVILLE INTL (BNA)

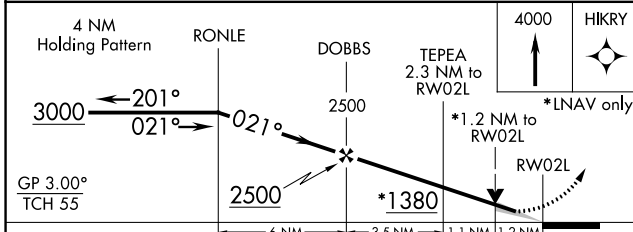
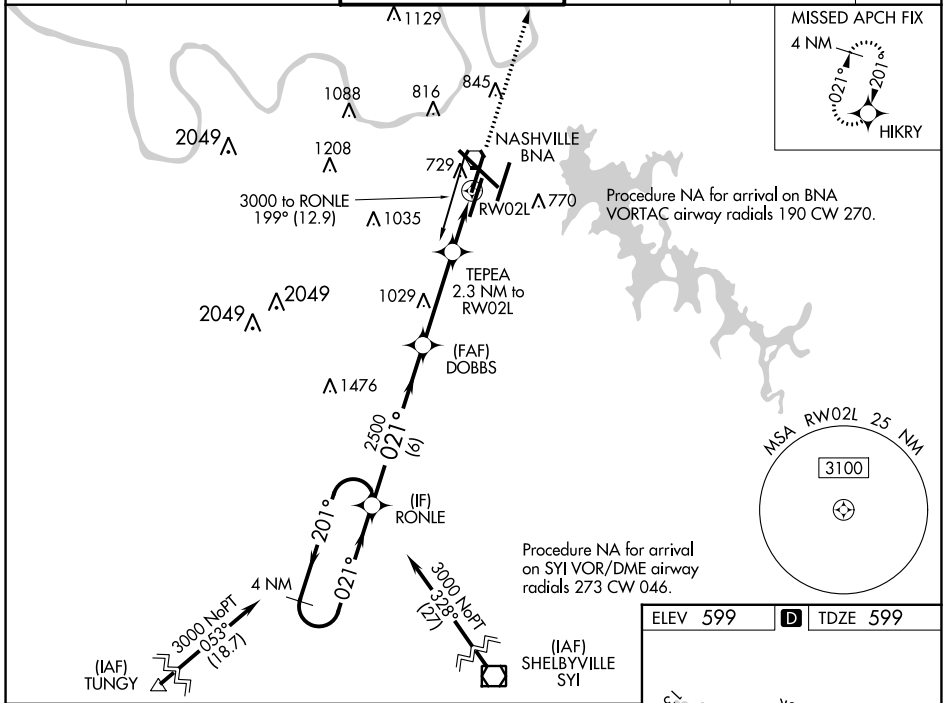
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 2R. DME/DME RNP-0.3 NA.

ALSF-2

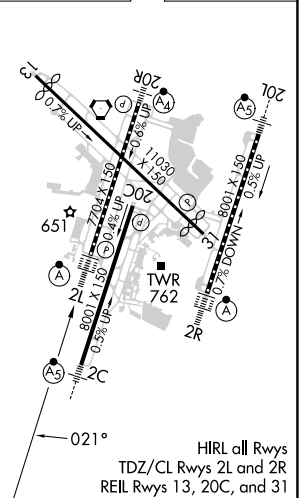


**MISSED APPROACH:**  
Climb to 4000 direct HIKRY and hold, continue climb-in-hold to 4000.

D-ATIS <b>135.1</b>	NASHVILLE APP CON <b>118.4 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>	CPDLC
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ELEV 599	<b>D</b> TDZE 599
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CATEGORY	A	B	C	D
LPV DA		799/18	200 (200-½)	
LNAV/VNAV DA		949/30	350 (400-⅙)	
LNAV MDA	1020/24	421 (500-½)	1020/40	421 (500-¾)
<b>C</b> CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

SE-1, 22 FEB 2024 to 21 MAR 2024

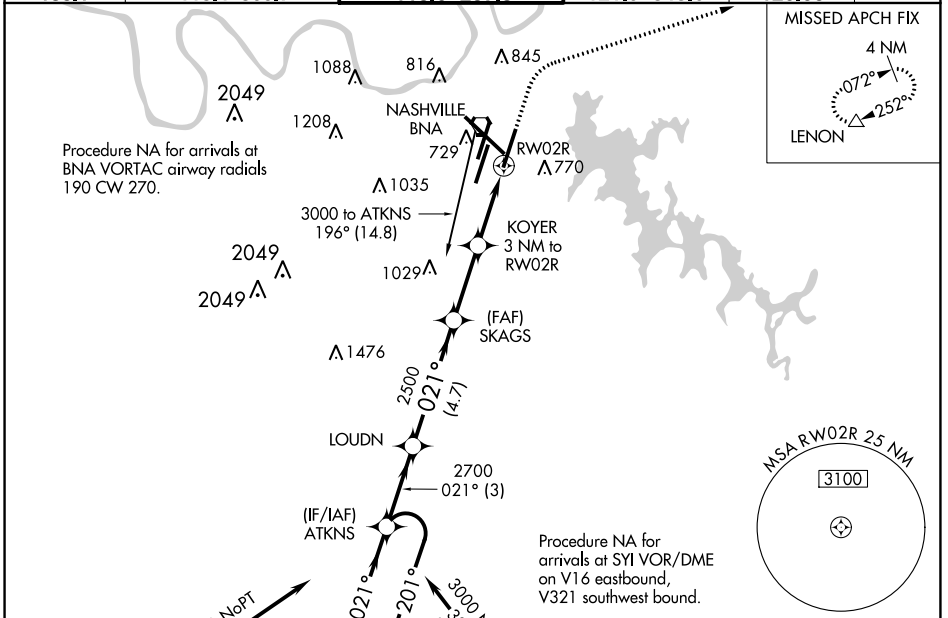
SE-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>93713</b> <b>W02D</b>	APP CRS <b>021°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>590</b> <b>599</b>
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# RNAV (GPS) Y RWY 2R

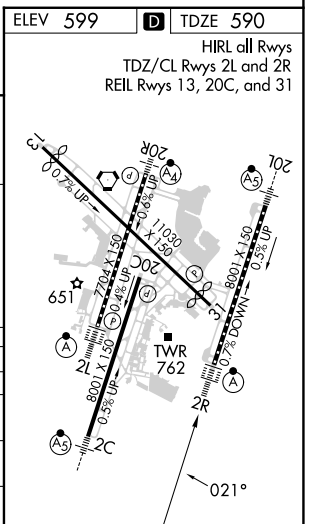
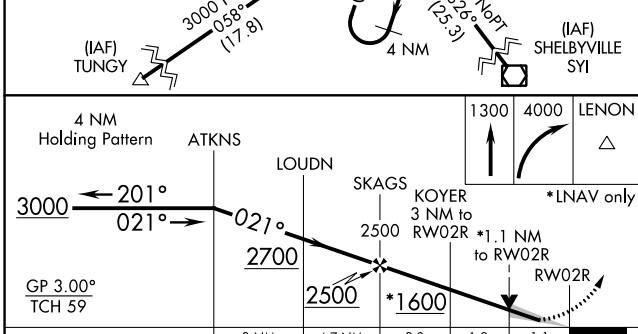
NASHVILLE INTL (BNA)

RNP APCH.		ALSIF-2		MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct LENON and hold.	
<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. Simultaneous approach authorized with Rwy 2L/C. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALSIF-2 increase LNAV/VNAV visibility all Cats to RVR 5400.</p>					
D-ATIS <b>135.1</b>	NASHVILLE APP CON <b>118.4 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>	CPDLC



SE-1, 22 FEB 2024 to 21 MAR 2024

SE-1, 22 FEB 2024 to 21 MAR 2024



CATEGORY	A	B	C	D
LPV DA		790/18	200 (200-½)	
LNAV/VNAV DA		928/30	338 (400-¾)	
LNAV MDA	1020/24	430 (500-½)	1020/40	430 (500-¾)
CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

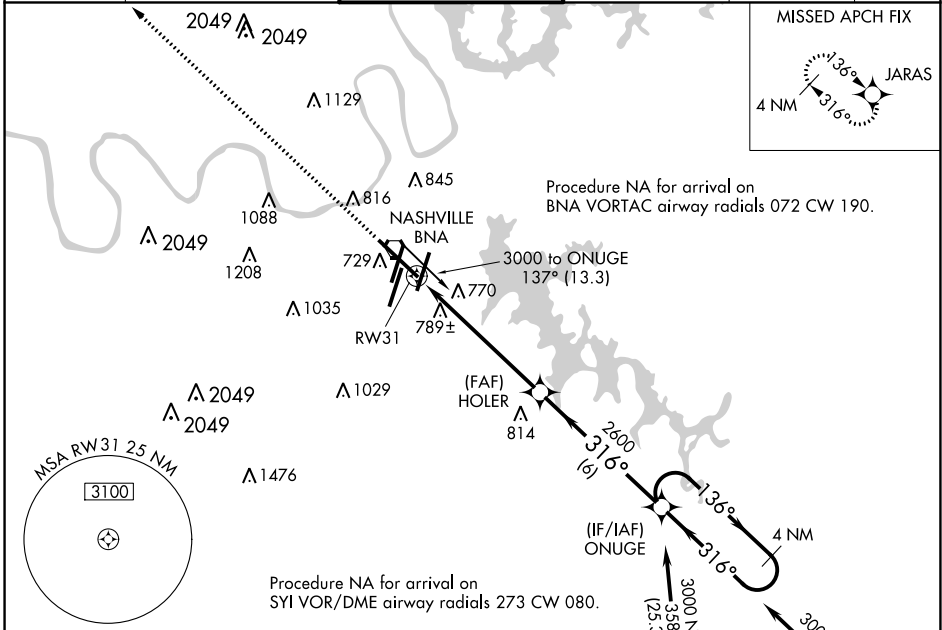
WAAS CH <b>65913</b> <b>W31A</b>	APP CRS <b>316°</b>	Rwy Idg TDZE Apt Elev	<b>9487</b> <b>578</b> <b>599</b>
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# RNAV (GPS) Y RWY 31

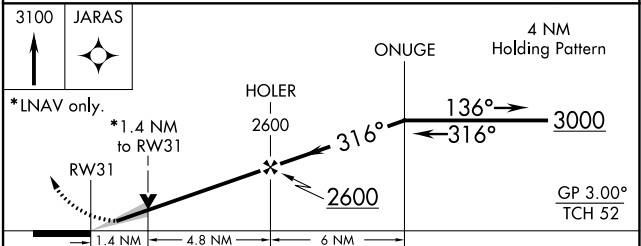
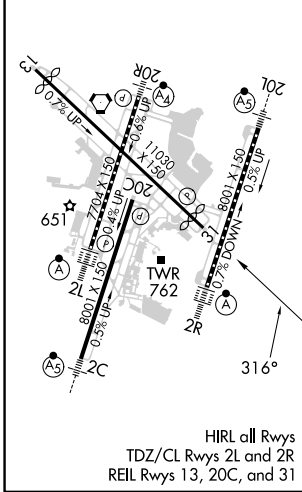
NASHVILLE INTL (BNA)

	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3100 direct JARAS and hold.
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D-ATIS <b>135.1</b>	NASHVILLE APP CON <b>118.4 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>	CPDLC
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ELEV 599	<b>D</b>	TDZE 578
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CATEGORY	A	B	C	D
LPV DA		778-3/4	200 (200-3/4)	
LNAV/VNAV DA		1061-1 5/8	483 (500-1 5/8)	
LNAV MDA	1060-1	482 (500-1)	1060-1 3/8	482 (500-1 3/8)
<b>CIRCLING</b>	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1 3/4 601 (700-1 3/4)	1380-2 1/2 781 (800-2 1/2)

SE-1, 22 FEB 2024 to 21 MAR 2024

SE-1, 22 FEB 2024 to 21 MAR 2024