

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (RNP) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> BNA	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 2R	<u>ORIGINAL/AMENDMENT</u> 3	<u>CITY</u> NASHVILLE	<u>STATE</u> TN
<u>AIRPORT ELEVATION</u> 599	<u>TDZE</u> 590	<u>SUPERSEDED</u> RNAV (RNP) Z RWY 2R	<u>DATED</u> 07/16/2020	<u>MAG VAR</u> 3W
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2010
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
AMAND	IAF	CRULN		TF	FB	1.00	290.81	6.75	6000
CRULN		ATKNS		RF	FB	1.00	(6.37 NM RADIUS CW (CFLFH))	10.03	5000
MUUSC	IAF	MAKCR		TF	FB	1.00	110.51	6.75	7000
MAKCR		ATKNS		RF	FB	1.00	(6.43 NM RADIUS CCW (CFLFD))	10.06	5000
JTURN	IAF	ATKNS		TF	FB	1.00	020.92	4.65	5000
ATKNS		LOUDN		TF	FB	1.00	020.94	3.91	4000
WAMAR	IAF	ZAVEG		TF	FB	1.00	200.60	3.16	6900
ZODKA	IAF	HEBVA		TF	FB	1.00	200.93	5.03	6900
LOUDN	IF	UNIVE		TF	FB	1.00	020.95	3.31	3000
ZAVEG	IF	JENAH		TF	FB	1.00	200.59	4.87	5500
JENAH		CHUMM		RF	FB	1.00	(2.58 NM RADIUS CCW (CFLFM))	3.20	4500
CHUMM		UNIVE		RF	FB	1.00	(3.15 NM RADIUS CCW (CFLFL))	5.97	3000
HEBVA	IF	MLARY		TF	FB	1.00	200.92	4.37	5500
MLARY		UNIVE		RF	FB	1.00	(2.51 NM RADIUS CW (CFLFJ))	7.89	3000
UNIVE		SKAGS		TF	FB	1.00	020.97	2.44	2500
SKAGS	PFAF	RW02R	MAP	TF	FO	0.30	020.97	5.83	
RW02R	MAP	1300 MSL		CA			020.97		1300
1300 MSL		LENON		DF	FO	1.00			4000



MISSED APPROACH

MAP:

RNP: DA

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1300 THEN CLIMBING RIGHT TURN TO 4000 DIRECT LENON AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)			
2.	PROFILE STARTS AT UNIVE								
3.	FAC:	020.97	PFAF:	SKAGS	DIST FAF TO MAP:		DIST FAF TO THLD:		
4.	MIN ALT:	UNIVE 3000, SKAGS 2500							
5.	DIST TO THLD FROM OM:		MM:	IM:	150 HAT:	348 HAT:	0.92	GS ANT:	
6.	MIN GP INCPT:	2500	GP ALT AT PFAF:	SKAGS 2500		OM:		MM:	IM:
7.	GP ANGLE:	3.00	34:1:	IS CLEAR	20:1:	IS CLEAR	TCH:	54.9	
8.	MSA FROM:	RW02R 3100							

PBN REQUIREMENTS NOTE:

RNP AR APCH – GPS. AUTHORIZATION REQUIRED. FROM WAMAR, ZODKA, MUUSC, OR AMAND: RF

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -10°C OR ABOVE 54°C.
CHART PROFILE NOTE: SEE PLANVIEW FOR MULTIPLE IF LOCATIONS.
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 2L/C.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE RNP 0.15 ALL CATS VISIBILITY TO RVR 5500 AND RNP 0.3 ALL CATS VISIBILITY TO 6000.
CHART SPEED ICON IN PLANVIEW AT AMAND: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT MUUSC: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT WAMAR: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT ZODKA: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD E, RT, 251.53 INBOUND.
CHART 728 TOWER (47-127878) 360608N/0863958W.
CHART MANDATORY 6000 AT AMAND.
CHART MANDATORY 6000 AT CRULN.
CHART MANDATORY 7000 AT MUUSC.
CHART MANDATORY 7000 AT MAKCR.
CHART AT OR ABOVE 6000 AT JTURN.
CHART MANDATORY 8000 AT WAMAR.
CHART MANDATORY 8000 AT ZODKA.



MINIMUMS:
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT
ALTERNATE: NA ☐ STANDARD

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
AUTHORIZATION REQUIRED															
RNP 0.15 DA	938	3000	348	938	3000	348	938	3000	348	938	3000	348			
RNP 0.30 DA	994	4000	404	994	4000	404	994	4000	404	994	4000	404			



CHANGES - REASONS

1. TERMINAL ROUTES: LINE 1: NEW INITIAL SEGMENT FROM AMAND TO CRULN ADDED; INITIAL FROM TEARS TO PUCOR REMOVED– ATC REQUEST.
2. TERMINAL ROUTES: LINE 2: NEW (RF) INITIAL STEPDOWN SEGMENT FROM CRULN TO ATKNS ADDED – ATC REQUEST.
3. TERMINAL ROUTES: LINE 3: NEW INITIAL SEGMENT FROM MUUSC TO MACKR ADDED – ATC REQUEST.
4. TERMINAL ROUTES: LINE 4: NEW (RF) INITIAL STEPDOWN SEGMENT FROM MACKR TO ATKNS ADDED – ATC REQUEST.
5. TERMINAL ROUTES: LINE 5: NEW INITIAL SEGMENT FROM JTURN TO ATKNS ADDED – ATC REQUEST.
6. TERMINAL ROUTES: LINE 6: NEW INITIAL STEPDOWN SEGMENT FROM LATKNS TO LOUDN ADDED – ATC REQUEST.
7. TERMINAL ROUTES: LINE 7: ROUTE FROM “WAMAR TO PUCOR” CHANGED TO “WAMAR TO ZAVEG”; FIX TYPE FROM “IF” TO “IAF” AND ALTITUDE CHANGED FROM “4100” TO “6900” – ATC REQUEST.
8. TERMINAL ROUTES: LINE 8: ROUTE FROM “ZODKA TO CIVEN” CHANGED TO “ZODKA TO HEBVA”; FIX TYPE FROM “IF” TO “IAF” AND ALTITUDE CHANGED FROM “4000” TO “6900” – ATC REQUEST.
9. TERMINAL ROUTES: LINE 9: NEW INTERMEDIATE SEGMENT FROM LOUDN TO UNIVE ADDED – ATC REQUEST.
10. TERMINAL ROUTES: LINE 10: NEW INTERMEDIATE SEGMENT FROM ZAVEG TO JENAH ADDED – ATC REQUEST.
11. TERMINAL ROUTES: LINE 11: NEW (RF) INTERMEDIATE STEPDOWN SEGMENT FROM JENAH TO CHUMM ADDED – ATC REQUEST.
12. TERMINAL ROUTES: LINE 12: NEW (RF) INTERMEDIATE STEPDOWN SEGMENT FROM CHUMM TO UNIVE ADDED – ATC REQUEST.
13. TERMINAL ROUTES: LINE 13: NEW INTERMEDIATE SEGMENT FROM HEBVA TO MLARY ADDED– ATC REQUEST.
14. TERMINAL ROUTES: LINE 14: NEW (RF) INTERMEDIATE STEPDOWN SEGMENT FROM MLARY TO UNIVE ADDED – ATC REQUEST.
15. TERMINAL ROUTES: LINE 15: NEW INTERMEDIATE STEPDOWN SEGMENT FROM UNIVE TO SKAGS ADDED AND PFAF CHANGED FROM JOVAB TO SKAGS – ATC REQUEST.
16. TERMINAL ROUTES: LINE 16: CA LEG COURSE CHANGED FROM 020.98 TO 020.97 – NEW FIXES REALIGNED FINAL SEGMENT AND STRAIGHT PORTION OF THE MISSED APPROACH.
17. PROFILE: LINE 2: CHANGED FROM “PROFILE STARTS AT JOVAB” TO “PROFILE STARTS AT UNIVE” – UNIVE IS NOW THE FIRST COMMON FIX IN THE INTERMEDIATE SEGMENT.
18. PROFILE: LINE 3: FAC CHANGED FROM 020.98 TO 020.97; PFAF CHANGED FROM JOVAB TO SKAGS – NEW PFAF AND UPDATED ALIGNMENT.
19. PROFILE: LINE 4: MIN ALT CHANGED FROM “TEARS 6000, WAMAR 5000, TUPIE 4000, ATKNS 3000, JOVAB 1900” TO “UNIVE 3000, SKAGS 2500” – NEW COMMON FIX IN INTERMEDIATE AND NEW PFAF.
20. PROFILE: LINE 5: ADDED 348 HAT: 0.92 – PER 8260.19J, 8-6-7 E. (3)
21. PROFILE: LINE 6: MIN GP INCPT CHANGED FROM 1900 TO 2500; GP ALT AT PFAF CHANGED FROM “JOVAB 1900” TO “SKAGS 2500” – PROCEDURE DESIGNED TO OVERLAY ILS OR LOC RWY 2.
22. PROFILE: LINE 7: 34:1 CHANGED FROM “IS NOT CLEAR” TO “IS CLEAR”; ADDED 20:1 IS CLEAR; TCH CHANGED FROM 59.4 TO 54.9 – RS RESULTS SHOWED ALLOWABLE OBSTACLES IN 20:1 AND 34:1, AND TCH WAS UPDATED FOR CORRECTION TO DESIGN TCH ON ALL VERTICALLY GUIDED PROCEDURES TO RWY 2R.
23. PBN REQUIREMENTS NOTE: CHANGED FROM “RNP AR APCH.” TO “RNP AR APCH – GPS. AUTHORIZATION REQUIRED. FROM WAMAR, ZODKA, MUUSC, OR AMAND: RF” - PER 8260.19J,8-6-8
24. NOTES: CHANGED CRITICAL TEMPERATURE NOTE FROM “CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -11°C (13°F) OR ABOVE 54°C (130°F).” TO “CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -10°C OR ABOVE 54°C.” – UPDATED HISTORIC TEMPERATURE DATA.
25. NOTES: DELETED “CHART PLANVIEW NOTE ADJACENT TO TEARS IAF: RF REQUIRED.”; “CHART PLANVIEW NOTE ADJACENT TO WAMAR: RF REQUIRED.”; “CHART PLANVIEW NOTE ADJACENT TO TUPIE: RF REQUIRED.”; “CHART PLANVIEW NOTE ADJACENT TO ZODKA: RF REQUIRED.” – SEGMENTS REQUIRING RF WERE ADDED TO PBN REQUIREMENT NOTES.
26. NOTES: CHANGED NOTE FROM “CHART NOTE: FOR INOPERATIVE ALSF-2, INCREASE RNP 0.15 ALL CATS VISIBILITY TO RVR 5600, RNP 0.30 ALL CATS VISIBILITY TO 1 3/8.” TO “CHART NOTE: FOR INOPERATIVE ALSF, INCREASE RNP 0.15 ALL CATS VISIBILITY TO RVR 5500, RNP 0.3 ALL CATS VISIBILITY TO 6000.” – LOWER MINIMA ESTABLISHED BASED ON NEW EVALUATION AT FPT REQUEST.
27. NOTES: DELETED “CHART SPEED ICON IN PLANVIEW AT TUPIE: MAX 210 KIAS.”; “CHART SPEED ICON IN PLANVIEW AT PUCOR: MAX 210 KIAS.”; “CHART PLANVIEW NOTE AT TEARS: AT 250KIAS.” – FIXES CANCELLED PER ATC.
28. NOTES: ADDED “CHART SPEED ICON IN PLANVIEW AT AMAND: MAX 210 KIAS.”; “CHART SPEED ICON IN PLANVIEW AT MUUSC: MAX 210 KIAS” – FOR USED WITH STARS.
29. NOTES: DELETED RADAR REQUIRED NOTE – NOT APPLICABLE TO RNP NAVSPEC. PER 8-6-8D. (2)(B)
30. NOTES: DELETED “USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS” – NOT APPLICABLE TO RNP.
31. NOTES: CHANGED FROM “CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 2L/C.” TO “CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.” – IAW 8260.19J, 8-6-100.(8)(A)
32. ADDITIONAL FLIGHT DATA: DELETED ROUTE TYPE AND ROUTE TYPE QUALIFIER NOTES – NO LONGER APPLICABLE.
33. ADDITIONAL FLIGHT DATA: DELETED “#TCH 649.1 MSL (DO NOT CHART)” – NOT RELEVANT TO UPDATED PROCEDURE.
34. ADDITIONAL FLIGHT DATA: CHANGED “CHART MANDATORY 5000 AT ZODKA” TO “CHART MANDATORY 8000 AT ZODKA” – FOR USE WITH STAR.
35. ADDITIONAL FLIGHT DATA: CHANGED “CHART MANDATORY 5000 AT WAMAR” TO “CHART MANDATORY 8000 AT WAMAR” – FOR USE WITH STAR.
36. ADDITIONAL FLIGHT DATA: DELETED MANDATORY ALTITUDES AT PUCOR, TEARS, AND TUPIE – FIXES REMOVED FROM PROCEDURE AND CANCELLED.
37. ADDITIONAL FLIGHT DATA: DELETED “CHART AT OR ABOVE 3000 AT ATKNS” - ATKNS IS NOW AN INTERMEDIATE STEPDOWN FIX.
38. ADDITIONAL FLIGHT DATA: ADDED “CHART AT OR ABOVE 6000 AT JTURN.” – ATC REQUESTED IAF ALTITUDE.
39. ADDITIONAL FLIGHT DATA: ADDED “CHART MANDATORY 6000 AT AMAND.”, “CHART MANDATORY 6000 AT CRULN.”, “CHART MANDATORY 7000 AT MUUSC.”, “CHART MANDATORY 7000 AT MACKR.” – ATC REQUEST FOR USE WITH STARS.
40. ADDITIONAL FLIGHT DATA: CHANGED “CHART FAS OBST: 727 ANT ON OL TWR (KBNA0154) 360608N/0863958W, 705 TOWER (47-020260) 360558N/0863934W.” TO “CHART: 728 TOWER (47-127878) 360608N/0863958W.” – NEW EVALUATION IDENTIFIED A DIFFERENT CONTROLLING OBSTACLE.
41. MINIMUMS: RNP 0.15 DA: ALL CATS VISIBILITY CHANGED FROM RVR 4000 TO RVR 3000 – 34:1 AREA IS NO LONGER RESTRICTING VISIBILITY.
42. MINIMUMS: RNP 0.30 DA: CHANGED FROM DA 1024/HAT 434, RVR 4800 ALL CATS TO DA 994/HAT 404, RVR 4000 ALL CATS – NEW COMPLETE AIRPORT ALLOWED LOWER MINS AT FPT REQUEST.



COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER: ZME, BNA APP CON, BNA ATCT, AMGR.

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY
DUSTIN HARDISON

OFFICE

DATE

AJV-A422

04/07/2025

APPROVED BY
RAKE MCGRAW

OFFICE

DATE

AJV-A422

TITLE

MANAGER



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
BNA	RNAV (RNP) Z RWY 2R	3	NASHVILLE	TN	599	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM AMAND **TO** CRULN

RNP 1.00 **DISTANCE** 6.75 **PAT** **MAP** **HAT** **HMAS**

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	354309.00N/0863224.00W	1450	215	8	4B	1000				AC8 AT3542	6000
TERRAIN	354400.00N/0864048.00W	1187 (1200)								AS1500	2700

COMPUTATIONS

ALT **CIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

INITIAL STEPDOWN

FROM CRULN **TO** ATKNS

RNP 1.00 **DISTANCE** 10.03 **PAT** **MAP** **HAT** **HMAS**

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (47-000565)	354539.50N/0864449.35W	1469	250	50	4D	1000				AC50 AT2481	5000
TERRAIN	354121.00N/0864430.00W	1253 (1300)								AS1500	2800

COMPUTATIONS

RF SEGMENT **ALT** **CIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**
CRULN-ATKNS 6000 210 235.85 5401.00 44.71 6.37 10.21 (CFLFH)/10.03 NM

SEGMENT REMARKS:

QUALITY
21
CHECKED

INITIAL

FROM

MUUSC

TO

MAKCR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	6.75										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	354718.00N/0865609.00W	1277	215	8	4B	1000				AC8 AT4715	7000
TERRAIN	354718.00N/0865609.00W	1076 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL STEPDOWN

FROM

MAKCR

TO

ATKNS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	10.06										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (47-000841)	354927.00N/0864928.00W	1460	100	125	3E	1000				AC125 AT2415	5000
TERRAIN	354739.00N/0864748.00W	1240 (1200)								AS1500	2700

COMPUTATIONS

RF SEGMENT

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

MAKCR-ATKNS

7000

210

239.54

6401.00

50.39

6.43

10.79

(CFLFD)/10.06 NM

SEGMENT REMARKS:



INITIAL

FROM

JTURN

TO

ATKNS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	4.65										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (47-000841)	354927.00N/0864928.00W	1460	100	125	3E	1000				AC125 AT2415	5000
TERRAIN	354739.00N/0864748.00W	1240 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL STEPDOWN

FROM

ATKNS

TO

LOUDN

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	3.91										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (47-001005)	355516.60N/0864226.20W	1597	500	50	5D	1000				AC50 AT1353	4000
TERRAIN	355509.00N/0864257.00W	1210 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL

FROM

WAMAR

TO

ZAVEG

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	3.16										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	360354.00N/0864703.00W	1355	215	8	4B	1355				AC8 AT4182	6900
TERRAIN	360506.00N/0864927.00W	931 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

ZODKA

TO

HEBVA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	5.03										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (47-001540)	360113.54N/0863817.86W	1090	250	50	4D	1000				AC50 AT4760	6900
TERRAIN	360218.00N/0863654.00W	784 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

LOUDN

TO

UNIVE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	3.31										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (47-001005)	355516.60N/0864226.20W	1597	500	50	5D	500				AC50 AT853	3000
TERRAIN	355521.00N/0864248.00W	1194 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

ZAVEG

TO

JENAH

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	4.87										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (47-002263)	360250.42N/0864948.93W	2049	500	50	5D	500				AC50 AT2901	5500
TERRAIN	360354.00N/0864703.00W	1154 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE STEPDOWN

FROM

JENAH

TO

CHUMM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	3.20										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (47-002537)	355858.40N/0865031.60W	1410	500	125	5E	500				AC125 AT2465	4500
TERRAIN	355857.00N/0865039.00W	1145 (1100)								AS1500	2600

COMPUTATIONS

<u>RF SEGMENT</u>	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
JENAH-CHUMM	5500	210	234.04	4901.00	32.25	2.58	21.81					(CFLFM)/3.2 NM
<u>SEGMENT REMARKS:</u>												

INTERMEDIATE STEPDOWN

FROM

CHUMM

TO

UNIVE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	5.97										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	355551.00N/0864321.00W	1375	215	8	4B	500				AC8 AT1117	3000
TERRAIN	355551.00N/0864321.00W	1174 (1200)								AS1500	2700

COMPUTATIONS

<u>RF SEGMENT</u>	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
CHUMM-UNIVE	4603	210	230.84	4003.85	46.89	3.15	19.64					(CFLFL)/5.97 NM
<u>SEGMENT REMARKS:</u>												



INTERMEDIATE

FROM

HEBVA

TO

MLARY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	4.37										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (47-000821)	355854.20N/0863457.00W	1118	500	50	5D	500				AC50 AT3832	5500
TERRAIN	355739.00N/0863657.00W	918 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE STEPDOWN

FROM

MLARY

TO

UNIVE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	7.89										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (47-001005)	355516.60N/0864226.20W	1597	500	50	5D	500				AC50 AT853	3000
TERRAIN	355509.00N/0864257.00W	1210 (1200)								AS1500	2700

COMPUTATIONS

RF SEGMENT

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

MLARY-UNIVE

5500

210

234.04

4901.00

44.96

2.51

24.32

(CFLFJ)/7.89 NM

SEGMENT REMARKS:



INTERMEDIATE STEPDOWN

FROM

UNIVE

TO

SKAGS

RNP

1.00

DISTANCE

2.44

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	355818.00N/0864454.00W	1329	215	8	4B	500				AC8 AT663	2500
TERRAIN	360006.00N/0864503.00W	928 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL

FROM

SKAGS

TO

RW02R

RNP

0.30

DISTANCE

5.83

PAT

MAP

DA

HAT

404

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (47-087860)	360550.44N/0863946.89W	727	20	3	1A		21.07:1			AC3	994

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL

FROM

SKAGS

TO

RW02R

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.15	5.83		DA		348						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (47-127878)	360607.55N/0863958.04W	728	20	3	1A		21.10:1			AC3	938

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LEVEL SURFACE

FROM

DA

TO

LENON

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30-1.00							833				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				4000
AAO	361451.00N/0861336.00W	1122	215	8	4B	1000					2200
TERRAIN	361218.00N/0862230.00W	971 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LEVEL SURFACE

FROM

DA

TO

LENON

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.15-1.00											777
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				4000
AAO	361451.00N/0861336.00W	1122	215	8	4B	1000					2200
TERRAIN	361218.00N/0862230.00W	971 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☐ CAT A

☐ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☒ NOT AUTHORIZED

MSA

CENTER

RW02R

RADIUS

25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
360-360	TOWER (47-002263)	360250.42N/0864948.93W	247	8.8	2049	500	50	5D	1000			3100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

BNA APP CON, BNA TOWER

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	BNA	24	BNA	1.00	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS

WX REMARKS:

NO BACKUP ALTIMETER REQUIRED. REDUNDANT ALTIMETER SOURCE ON FIELD.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW02L - ALSF-2, HIRL, TDZ, C/LINE, PAPI-4R		PIR-G	APPROACH, ROLL OUT
RW02C - MALSR, HIRL		PIR-G	APPROACH
RW02R - ALSF-2, C/LINE, TDZ, HIRL		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW13 - HIRL, REIL		PIR-G	
RW20L - MALSR, HIRL, C/LINE		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW20C - REIL, HIRL, PAPI-4L		PIR-G	ROLL OUT
RW20R - MALSF, HIRL, C/LINE, PAPI-4R		PIR-G	APPROACH, ROLL OUT
RW31 - REIL, HIRL, PAPI-4R		PIR-G	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	589.8	54.9				

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
-10C	+54C	-10C	+13.81C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2020-2024).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 963 HIGH TEMP 1270.

"VISUAL PORTION OF FINAL" PENETRATIONS

<u>PENETRATIONS REMARKS:</u>



AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
BNA	RNAV (RNP) Z RWY 2R	3	NASHVILLE	TN	599	RNAV
ACCEPTABLE OBSTACLES IAW 8260.3G, 3-3-2C. (5) / 10-6-1 / 10-6-2 : 593 LIGHTING (47-086442) 360642.94N/864004.65W 591 LIGHTING (47-086517) 360643.71N/864003.81W 593 LIGHTING (47-086886) 360643.07N/864005.13W 591 LIGHTING (47-088529) 360643.84N/864004.29W 591 LIGHTING (47-089063) 360643.96N/864004.76W 593 LIGHTING (47-090181) 360642.82N/864004.17W						

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - NA FOR RNP.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
100' VEGETATION PER FPT. 0' VEGETATION APPLIED WITH FPT CONSENSUS BASED ON EXTENSIVE 1A SURVEY DATA.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.94
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	017.97
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	800
DISTANCE FROM	THLD	TO 1500FT POINT	5.51
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	017.97
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	800

THRESHOLD COORDINATES (IF STR-IN)	360645.77N/0864003.51W
ARP COORDINATES	360728.11N/0864041.45W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 2C DISTANCE 1.35 NM
FAF COORDINATES	360112.80N/0864216.59W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
DUSTIN HARDISON	AJV-A422	04/07/2025	AERONAUTICAL INFORMATION SPECIALIST

