

**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>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>	
BNA	RNAV (RNP) Z RWY 2L	3	NASHVILLE	TN	
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
599	599	RNAV (RNP) Z RWY 2L	03/31/2016	3W	2010
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>	
RNAV			ROUTINE		

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>
ZODKA	IAF	HEBVA		TF	FB	1.00	200.93	5.03	6900
WAMAR	IAF	ZAVEG		TF	FB	1.00	200.60	3.16	6900
DIFFE	IAF	CRRAG		TF	FB	1.00	020.58	4.75	5000
CRRAG		FIDDS		TF	FB	1.00	020.59	3.80	4000
MUUSC	IAF	BRDYY		TF	FB	1.00	110.51	5.80	7000
BRDYY		CRRAG		RF	FB	1.00	(6.50 NM RADIUS CCW (CFMBC))	10.22	5000
AMAND	IAF	SYNEP		TF	FB	1.00	290.81	7.47	6000
SYNEP		CRRAG		RF	FB	1.00	(6.52 NM RADIUS CW (CFMBD))	10.23	5000
HEBVA	IF	MNGRL		TF	FB	1.00	200.92	4.80	5500
MNGRL		CHUKB		RF	FB	1.00	(2.66 NM RADIUS CW (CFMBG))	3.14	4500
CHUKB		DIKNS		RF	FB	1.00	(3.10 NM RADIUS CW (CFMBH))	6.08	3000
DIKNS		DOBBS	PFAF	TF	FB	1.00	020.62	2.51	2500
ZAVEG	IF	SHELE		TF	FB	1.00	200.59	4.39	5500
SHELE		DIKNS		RF	FB	1.00	(2.50 NM RADIUS CCW (CFMBF))	7.86	3000
FIDDS	IF	DIKNS		TF	FB	1.00	020.61	3.28	3000
DOBBS	PFAF	RW02L	MAP	TF	FO	0.30	020.63	5.80	
RW02L	MAP	1200 MSL		CA			020.63		1200
1200 MSL		BEVEE		DF	FO	1.00			4000



MISSED APPROACH

MAP:

RNP: DA

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1200 THEN CLIMBING LEFT TURN TO 4000 DIRECT BEVEE AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)			
2.	PROFILE STARTS AT DIKNS								
3.	FAC:	020.63	PFAF:	DOBBS	DIST FAF TO MAP:		DIST FAF TO THLD:		
4.	MIN ALT:	DIKNS 3000, DOBBS 2500							
5.	DIST TO THLD FROM PFAF:	5.80	MM:	IM:	150 HAT:	299 HAT:	0.77	GS ANT:	
6.	MIN GP INCPT:	2500	GP ALT AT PFAF:	DOBBS 2500		OM:		MM:	IM:
7.	GP ANGLE:	3.00	34:1:	IS CLEAR	20:1:	IS CLEAR	TCH:	55.2	
8.	MSA FROM:	RW02L 3100							

PBN REQUIREMENTS NOTE:

RNP AR APCH - GPS. AUTHORIZATION REQUIRED. FROM BRDYY, SYNEP, MNGRL, CHUKB, OR SHELE: 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 2R.
CHART NOTE: FOR INOPERATIVE ALSF-2, INCREASE RNP 0.15 ALL CATS VISIBILITY TO RVR 4500.
CHART SPEED ICON IN PLANVIEW AT ZODKA: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT WAMAR: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT MUUSC: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT AMAND: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD W, RT, 088.61 INBOUND.
CHART MANDATORY 8000 AT ZODKA.
CHART MANDATORY 8000 AT WAMAR.
CHART MANDATORY 7000 AT MUUSC.
CHART MANDATORY 7000 AT BRDYY.
CHART MANDATORY 6000 AT AMAND.
CHART MANDATORY 6000 AT SYNEP.



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	898	2400	299	898	2400	299	898	2400	299	898	2400	299			
RNP 0.30 DA	991	3500	392	991	3500	392	991	3500	392	991	3500	392			



AIRPORT ID
BNA

PROCEDURE NAME
RNAV (RNP) Z RWY 2L

ORIGINAL/AMENDMENT
3

CITY
NASHVILLE

STATE
TN

CHANGES - REASONS



1. TERMINAL ROUTES: DELETED TEARS TO PUCOR - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
2. TERMINAL ROUTES: WAMAR TO ZAVEG ALTITUDE CHANGED FROM 4000 TO 6900 - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
3. TERMINAL ROUTES: DELETED ZAVEG TO IYJOR - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
4. TERMINAL ROUTES: DELETED IYJOR TO CIVMU - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
5. TERMINAL ROUTES: DELETED TUPIE TO CIVMU - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
6. TERMINAL ROUTES: DELETED CIVMU TO ZODEB - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
7. TERMINAL ROUTES: DELETED RONLE TO DUFDE - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
8. TERMINAL ROUTES: DELETED DUFDE TO ZODEB - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
9. TERMINAL ROUTES: ZODKA TO HEBVA ALTITUDE CHANGED FROM 4000 TO 6900 AND COURSE CHANGED FROM 200.94 TO 200.93 - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
10. TERMINAL ROUTES: DELETED HEBVA TO CIROR - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
11. TERMINAL ROUTES: DELETED CIROR TO YEYDU - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
12. TERMINAL ROUTES: DELETED YEYDU TO NEMJI - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
13. TERMINAL ROUTES: DELETED PUCOR TO NEMJI - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
14. TERMINAL ROUTES: DELETED NEMJI TO ZODEB - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
15. TERMINAL ROUTES: ADDED DIFFE TO CRRAG - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
16. TERMINAL ROUTES: ADDED CRRAG TO FIDDS - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
17. TERMINAL ROUTES: ADDED MUUSC TO BRDYY - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
18. TERMINAL ROUTES: ADDED BRDYY TO CRRAG - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
19. TERMINAL ROUTES: ADDED AMAND TO SYNEP - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
20. TERMINAL ROUTES: ADDED SYNEP TO CRRAG - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
21. TERMINAL ROUTES: ADDED HEBVA TO MNGRL - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
22. TERMINAL ROUTES: ADDED MNGRL TO CHUKB - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
23. TERMINAL ROUTES: ADDED CHUKB TO DIKNS - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
24. TERMINAL ROUTES: ADDED DIKNS TO DOBBS - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
25. TERMINAL ROUTES: ADDED ZAVEG TO SHELE - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
26. TERMINAL ROUTES: ADDED SHELE TO DIKNS - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
27. TERMINAL ROUTES: ADDED FIDDS TO DIKNS - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
28. TERMINAL ROUTES: PFAF CHANGED FROM ZODEB TO RW02L TO DOBBS TO RW02L - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
29. TERMINAL ROUTES: MAP CHANGED FROM RW02L TO HIKRY TO CA LEG RW 02L TO 1200 MSL AND DF LEG FROM 1200 MSL TO BEVEE - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
30. MISSED APPROACH INSTRUCTIONS: CHANGED FROM CLIMB TO 4000 ON TRACK 20.64 TO HIKRY AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000 TO CLIMB TO 1200 THEN CLIMBING LEFT TURN TO 4000 DIRECT BEVEE AND HOLD - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
31. PROFILE LINE 3: PROFILE STARTS AT ZODEB TO PROFILE STARTS AT DIKNS - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
32. PROFILE LINE 4: FAC CHANGED FROM 020.64 TO 020.63, PFAF CHANGED FROM ZODEB TO DOBBS - NEW PFAF DESIGN PER IFP REQUEST FORM.
33. PROFILE LINE 5: CHANGED FROM TEARS 6000, RONLE 3000, ZODKA 5000, PUCOR 4000, ZODEB 1900 TO DIKNS 3000, DOBBS 2500 - DELETED TEARS, RONLE, PUCOR AND ZODEB FROM PROCEDURE DESIGN AND UPDATES MIN ALT IAW 8260.19J 8-6-7.D.
34. PROFILE LINE 5: ADDED DIST TO THLD FROM PFAF: 5.80 AND 299 HAT: 0.77 – IAW 8260.19J 8-6-7.E.(3).
35. PROFILE LINE 6: MIN GP INCPCT CHANGED FROM 1900 TO 2500 AND GP ALT AT PFAF CHANGED FROM ZODEB 1900 TO DOBBS 2500 – NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
36. PROFILE LINE 7: ADDED 20:1 IS CLEAR AND TCH CHANGED FROM 54.8 TO 55.2 – NEW EVALUATION PERFORMED AND NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
37. PBN REQUIREMENTS NOTE: ADDED RNP AR APCH - GPS. AUTHORIZATION REQUIRED. FROM BRDYY, SYNEP, MNGRL, CHUKB, OR SHELE: RF – IAW 8260.19J 8-6-8.
38. NOTES: DELETED CHART NOTE: USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS - NO LONGER REQUIRED PER 8260.19J, PARA 8-6-10.O.
39. NOTES: REMOVED “CHART NOTE: GPS REQUIRED” - ADDED IT TO PBN REQUIREMENT NOTES.
40. NOTES: CHANGED 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. – NEW TEMP DATA AND F VALUES NO LONGER REQUIRED PER 8260.19J.
41. NOTES: REMOVED 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 – UPDATED NOTE REQUIREMENTS AND ADDED IT TO THE PBN REQUIREMENT NOTES PER 8260.19J.
42. NOTES: CHANGED FROM CHART NOTE: FOR INOPERATIVE ALSF-2, INCREASE RNP 0.15 CATS A/B VISIBILITY TO RVR 5500 AND CATS C/D VISIBILITY TO RVR4500; INCREASE RNP 0.30 CATS A/B VISIBILITY TO RVR 5500 AND CATS C/D VISIBILITY TO RVR 6000 TO CHART NOTE: FOR INOPERATIVE ALSF-2, INCREASE RNP 0.15 ALL CATS VISIBILITY TO RVR 4500– UPDATED MIN VALUES AND IAW 8260.19J 8-6-10
43. NOTES: REMOVED CHART PLANVIEW NOTE AT TEARS: AT 250KIAS, CHART PLANVIEW NOTE AT RONLE: RADAR REQUIRED FOR ARRIVALS AT RONLE, CHART SPEED ICON IN PLANVIEW AT TEARS: AT 250 KIAS, CHART SPEED ICON IN PLANVIEW AT TUPIE: MAX 210 KIAS, CHART SPEED ICON IN PLANVIEW AT PUCOR: MAX 210 KIAS – TEARS, RONLE, TUPIE AND PUCOR REMOVED FROM PROCEDURE DESIGN.
44. NOTES: ADDED CHART SPEED ICON IN PLANVIEW AT ZODKA: MAX 210 KIAS, CHART SPEED ICON IN PLANVIEW AT WAMAR: MAX 210 KIAS, CHART SPEED ICON IN PLANVIEW AT MUUSC: MAX 210 KIAS, CHART SPEED ICON IN PLANVIEW AT AMAND: MAX 210 KIAS – IAW SPEED RESTRICTIONS REQUESTED BY ATC FOR NEW PROCEDURE DESIGN.
45. ADDITIONAL FLIGHT DATA: CHANGED ALTITUDE FROM CHART MANDATORY 5000 AT WAMAR TO CHART MANDATORY 8000 AT WAMAR – NEW PROCEDURE DESIGN PER FPT REQUEST FORM.
46. ADDITIONAL FLIGHT DATA: CHANGED ALTITUDE FROM CHART MANDATORY 5000 AT ZODKA TO CHART MANDATORY 8000 AT ZODKA– NEW PROCEDURE DESIGN PER FPT REQUEST FORM.
47. ADDITIONAL FLIGHT DATA: REMOVED CHART MANDATORY 4000 AT TUPIE, REMOVED CHART MANDATORY 5000 AT TEARS, REMOVED CHART MANDATORY 4000 AT PUCOR, REMOVED CHART AT OR ABOVE 3000 AT RONLE– TUPIE, TEARS, PUCOR AND RONLE REMOVED FROM PROCEDURE DESIGN.
48. ADDITIONAL FLIGHT DATA: REMOVED CHART PLANVIEW NOTE AT RONLE: RADAR REQUIRED FOR ARRIVALS AT RONLE - RONLE REMOVED FROM PROCEDURE DESIGN.
49. ADDITIONAL FLIGHT DATA: ADDED CHART MANDATORY 7000 AT MUUSC, CHART MANDATORY 7000 AT BRDYY, CHART MANDATORY 6000 AT AMAND, CHART MANDATORY 6000 AT SYNEP - NEW PROCEDURE DESIGN PER FPT REQUEST FORM.
50. ADDITIONAL FLIGHT DATA: REMOVED #TCH 653.3 MSL (DO NOT CHART), ROUTE TYPE: A,H, ROUTE TYPE QUALIFIER 1: F, ROUTE TYPE QUALIFIER 2: S – NOT REQUIRED.

51. ADDITIONAL FLIGHT DATA: MISSED HOLDING PATTERN CHANGED FROM HOLD N, RT, 200.69 INBOUND TO HOLD W, RT, 088.61 INBOUND – NEW PROCEDURE DESIGN PER FPT REQUEST FORM.

52. ADDITIONAL FLIGHT DATA: REMOVED CHART FAS OBST: 682 TREE (KBNA0033) 360616N/0864138W, 620 RFLTR (KBNA0029) 360639N/0864121W – FAS OBSTACLES NOT REQUIRED FOR RNP PROCEDURES PER 8260.19J.

53 MINIMUM: RNP 0.30 RVR CHANGED FROM 4100 ALL CATS TO 3500 ALL CATS - IAW 8260.3G TABLE 3-3-1.

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

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

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

BRITNEY ARMENTROUT

OFFICE

DATE

AJV-A422

04/11/2025

APPROVED BY

RAKE MCGRAW

OFFICE

DATE

TITLE

AJV-A422

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 2L	3	NASHVILLE	TN	599	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
ZODKA

TO
HEBVA

RNP
1.00

DISTANCE
5.03

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 (47-001540)	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:

INITIAL

FROM
WAMAR

TO
ZAVEG

RNP
1.00

DISTANCE
3.16

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	360354.00N/0864703.00W	1355	215	8	4B	1000				AC8 AT4537	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

DIFFE

TO

CRRAG

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	4.75										
<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>
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

CRRAG

TO

FIDDS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>			<u>HMAS</u>	
1.00	3.80										
<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	1000				AC8 AT1617	4000
TERRAIN	355515.00N/0864318.00W	1171 (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

MUUSC

TO

BRDYY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	5.80										
<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	354703.00N/0865815.00W	1049 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL STEPDOWN

FROM

BRDYY

TO

CRRAG

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	10.22										
<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	354839.00N/0864809.00W	1200 (1200)								AS1500	2700

COMPUTATIONS

RF SEGMENT

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

BRDYY-CRRAG

7000

210

239.54

6401.00

50.45

6.50

10.68

0.00

0.00

(CFMBC)/10.22 NM

SEGMENT REMARKS:



INITIAL

FROM

AMAND

TO

SYNEP

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	7.47										
<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	354351.00N/0864124.00W	1207 (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

SYNEP

TO

CRRAG

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	10.23										
<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	354521.00N/0864430.00W	1253 (1300)								AS1500	2800

COMPUTATIONS

RF SEGMENT

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SYNEP-CRRAG

6000

210

235.85

5401.00

44.71

6.52

9.98

0.00

0.00

(CFMBD)/10.23 NM

SEGMENT REMARKS:



INTERMEDIATE

FROM

HEBVA

TO

MNGRL

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	4.80										
<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	355554.00N/0863712.00W	1303	215	8	4B	500				AC8 AT3689	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

MNGRL

TO

CHUKB

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	3.14										
<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	355503.00N/0864039.00W	1401	215	8	4B	500				AC8 AT2591	4500
TERRAIN	355515.00N/0864000.00W	1197 (1200)								AS1500	2700

COMPUTATIONS

RF SEGMENT

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

MNGRL-CHUKB

5500

210

234.04

4901.00

26.32

2.66

20.35

0.00

0.00

(CFMBG)/3.14 NM

SEGMENT REMARKS:



INTERMEDIATE STEPDOWN

FROM

CHUKB

TO

DIKNS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	6.08				

<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

CHUKB-DIKNS

ALT

4647

KIAS

210

KTAS

231.00

HAA

4048.23

VKTW

45.52

TR

3.10

BA

19.75

DTA

0.00

COURSE CHANGE

0.00

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

(CFMBH)/6.08 NM

SEGMENT REMARKS:

INTERMEDIATE STEPDOWN

FROM

DIKNS

TO

DOBBS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	2.51				

<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	355818.00N/0864454.00W	1329	215	8	4B	500				AC8	1837
TERRAIN	360042.00N/0864539.00W	951 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

ZAVEG

TO

SHELE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	4.39										
<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

SHELE

TO

DIKNS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	7.86										
<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 (47-000655)	360208.00N/0865055.00W	2049	100	20	3C	500				AC20 AT431	3000
TERRAIN	355621.00N/0864721.00W	1154 (1200)								AS1500	2700

COMPUTATIONS

RF SEGMENT

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SHELE-DIKNS

5500

210

234.04

4901.00

47.60

2.50

24.81

0.00

0.00

(CFMBF)/7.86 NM

SEGMENT REMARKS:



INTERMEDIATE STEPDOWN

FROM

DIKNS

TO

DOBBS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	2.51										
<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	355818.00N/0864454.00W	1329	215	8	4B	500				AC8	1837
TERRAIN	360042.00N/0864539.00W	951 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

FIDDS

TO

DIKNS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	3.28										
<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

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE STEPDOWN

FROM

DIKNS

TO

DOBBS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	2.51										
<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	355818.00N/0864454.00W	1329	215	8	4B	500				AC8	1837
TERRAIN	360042.00N/0864539.00W	951 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL

FROM

DOBBS

TO

RW02L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	5.80		DA		392						
<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>
TREE (47-086320)	360616.22N/0864133.16W	691	20	3	1A		21.07:1			XP297 AC3	991

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP: TO MAINTAIN CURRENT MINS.



FINAL

FROM

DOBBS

TO

RW02L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.15	5.80		DA				299				
<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>
TREE (47-088120)	360631.44N/0864134.03W	661	20	3	1A		21.10:1			AC3 XP325	898

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP: TO MAINTAIN CURENT MINS

MISSED APPROACH: LEVEL SURFACE

FROM

DA

TO

BEVEE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00										830	
<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
TOWER (47-000131)	360827.45N/0865156.48W	2049	20	3	1A	1000					3100
TERRAIN	360433.00N/0864912.00W	1036 (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

BEVEE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.15-1.00										737	
<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
TOWER (47-000131)	360827.45N/0865156.48W	2049	20	3	1A	1000					3100
TERRAIN	360433.00N/0864912.00W	1036 (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

RW02L

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	242	8.2	2049	500	50	5D	1000			3100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

BNA TOWER, BNA APP CON

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

WX REMARKS:

BACK-UP ALTIMETER SETTING NOT REQUIRED DUE TO REDUNDANT SOURCES ON AIRFIELD.

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, TDZ, HIRL, C/LINE		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW13 - REIL, HIRL		PIR-G	
RW20L - MALSR, C/LINE, HIRL		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW20C - HIRL, REIL, PAPI-4L		PIR-G	ROLL OUT
RW20R - MALSF, C/LINE, HIRL, 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	598.7	55.2			3.00	54.7

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



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 FT TREES USED PER EASTERN FPT.

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	4.54
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	017.63
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1100
DISTANCE FROM	THLD	TO 1500FT POINT	6.11
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	017.63
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	1100

THRESHOLD COORDINATES (IF STR-IN) 360703.63N/0864111.31W
ARP COORDINATES 360728.11N/0864041.45W
RUNWAY APCH END AND DIST FURTHEST FROM ARP RUNWAY 2C DISTANCE 1.35 NM
FAF COORDINATES 360131.69N/0864321.32W
FIX NAME COORDINATES

REMARKS
1500FT POINT DETERMINED BY USING FORMULA 5-2-1. HIGHEST TERRAIN IN FINAL 1100FT PUSHES 1500FT FROM 5.80 TO 6.11.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
BRITNEY ARMENTROUT	AJV-A422	04/11/2025	AERONAUTICAL INFORMATION SPECIALIST

