

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) 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 (GPS) Y RWY 2L	<u>ORIGINAL/AMENDMENT</u> 4	<u>CITY</u> NASHVILLE	<u>STATE</u> TN
<u>AIRPORT ELEVATION</u> 599	<u>TDZE</u> 599	<u>SUPERSEDED</u> RNAV (GPS) Y RWY 2L	<u>ORIGINAL/AMENDMENT</u> 3A	<u>DATED</u> 08/17/2017
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 3W
				<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>
DIFFE	IAF	CRRAG		TF	FB	1.00	020.58	4.75	5000
CRRAG		FIDDS		TF	FB	1.00	020.59	3.80	4000
FIDDS	IF	DIKNS		TF	FB	1.00	020.61	3.28	3000
DIKNS		DOBBS		TF	FB	1.00	020.62	2.51	2500
DOBBS	FAF	TEPEA/2.30 NM TO RW02L		TF	FB	0.30	020.63	3.50	
TEPEA/2.30 NM TO RW02L		RW02L	MAP	TF	FO	0.30	020.63	2.30	
RW02L	MAP	1100 MSL		CA			020.63		
1100 MSL		BEVEE		DF	FO	1.00			4000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW02L

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 4000 DIRECT BEVEE AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT
- SIDE OF COURSE
- OUTBOUND
- FT WITHIN
- MILES OF (IAF)
2. PROFILE STARTS AT FIDDS
3. FAC: 020.63 FAF: DOBBS DIST FAF TO MAP: 5.80 DIST FAF TO THLD: 5.80
4. MIN ALT: FIDDS 4000, DIKNS 3000, DOBBS 2500, TEPEA/2.30 NM TO RW02L 1380
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 200 HAT: 0.46 GS ANT: IM:
6. MIN GP INCPT: 2500 GP ALT AT PFAF: DOBBS 2500 OM: MM:
7. GP ANGLE: 3.00 34:1: IS CLEAR 20:1: IS CLEAR TCH: 55.2
8. MSA FROM: RW02L 3100

QUALITY
34
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -10°C OR ABOVE 54°C.
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART NOTE: USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO RVR 5500.

ADDITIONAL FLIGHT DATA:

CHART ARRIVAL HOLDING AT DIFFE: HOLD S, LT, 018.92 INBOUND, 6000.
HOLD W, RT, 088.61 INBOUND.
CHART FAS OBST: 761 CONTROL_TOWER (47-000605) 360659N/0864031W.
CHART VDP AT 1.15 NM TO RW02L.
WAAS CHANNEL # 42713
REFERENCE PATH ID: W02A
CHART CIRCLING ICON.
LTP HAE: 153.2 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - CAT D 800-2 1/2

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
LPV DA	799	1800	200	799	1800	200	799	1800	200	799	1800	200			
LNAV/VNAV DA	949	3000	350	949	3000	350	949	3000	350	949	3000	350			
LNAV MDA	1020	2400	421	1020	2400	421	1020	4000	421	1020	4000	421			
CIRCLING	1100	1	501	1120	1	521	1200	1 3/4	601	1380	2 1/2	781			



CHANGES - REASONS

1. TERMINAL ROUTES: DELETED "BNA VORTAC TO RONLE" - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
2. TERMINAL ROUTES: DELETED "SYI VOR/DME TO RONLE" - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
3. TERMINAL ROUTES: DELETED "TUNGY TO RONLE" - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
4. TERMINAL ROUTES: DELETED "RONLE TO DOBBS" - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
5. TERMINAL ROUTES: ADDED IAF "DIFFE TO CRRAG" - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
6. TERMINAL ROUTES: ADDED IAF STEPDOWN "CRRAG TO FIDDS" - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
7. TERMINAL ROUTES: ADDED IF "FIDDS TP DIKNS" - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
8. TERMINAL ROUTES: ADDED IF STEPDOWN FROM DIKNS TO DOBBS - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
9. TERMINAL ROUTES: CA LEG CHANGED FROM "RW02L TO 799 MSL" TO "RW02L TO 1000 MSL" - NEW MISSED APPROACH PER IFP REQUEST FORM.
10. TERMINAL ROUTES: DF LEG CHANGED FROM "799 MSL TO HIKRY" TO "1100 MSL TO BEVEE" - NEW MISSED APPROACH PER IFP REQUEST FORM.
11. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 4000 DIRECT HIKRY AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000" TO "CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 4000 DIRECT BEVEE AND HOLD" - NEW MISSED APPROACH PER IFP REQUEST FORM.
12. PROFILE LINE 2: CHANGED FROM "HOLD S RONLE, LT, 020.61 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 6000" TO "PROFILE STARTS AT FIDDS" - NEW PROCEDURE DESIGN PER IFP REQUEST FORM.
13. PROFILE LINE 4: CHANGED FROM "RONLE 3000, DOBBS 2500, TEPEA/2.30 NM TO RW02L 1380*" TO "FIDDS 4000, DIKNS 3000, DOBBS 2500, TEPEA/2.30 NM TO RW02L 1380" - NEW PROCEDURE DESIGN PER IFP REQUEST FORM AND ASTERISK NO LONGER REQUIRED PER 8260.19J.
14. PROFILE LINE 7: ADDED "20:1 IS CLEAR" - PER 8260.19J 8-6-7.G(3)(A).
15. PBN REQUIREMENTS NOTE: ADDED "RNP APCH - GPS" - IAW 8260.19J 8-6-8.
16. NOTES: REMOVED "CHART NOTE: DME/DME RNP-0.3 NA" - PER 8260.19J 8-6-8.
17. NOTES: CHANGED FROM "CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -11°C (13°F) OR ABOVE 54°C (130°F)" TO "CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -10°C OR ABOVE 54°C" - NEW TEMP DATA USED.
18. NOTES: DELETED "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON BNA VORTAC AIRWAY RADIALS 190 CW 270 AND CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON SYI VOR/DME AIRWAY RADIALS 273 CW 046" - NO LONGER APPLICABLE WITH NEW PROCEDURE DESIGN.
19. NOTES: UPDATED FROM "CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 2R" TO "CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED" - IAW 8260.19J 8-6-12.O(8).
20. NOTES: UPDATED FROM "CHART NOTE: USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS" TO "CHART NOTE: USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS" - IAW 8260.19J 8-6-12.O(8)(D).
21. NOTES: ADDED "CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO RVR 5500" - IAW 8260.19J 8-6-12.
22. ADDITIONAL FLIGHT DATA: ADDED CHART ARRIVAL HOLDING AT DIFFE: HOLD S, LT, 018.92 INBOUND, 6000 - IAW 8260.19J 8-6-11.B.(3).
23. ADDITIONAL FLIGHT DATA: CHANGED FROM "HOLD N, RT, 200.69 INBOUND" TO "HOLD W, RT, 088.61 INBOUND" - NEW HOLDING PATTERN IAW IFP REQUEST FORM.
24. ADDITIONAL FLIGHT DATA: CHANGED FAS OBSTACLE FROM "CHART FAS OBST: 762 OL ON CONTROL TWR (KBNAT000007) 360659N/0864031W" TO "CHART FAS OBST: 761 CONTROL TOWER (47-000605) 360659N/0864031W" - IAW 8260.19J 8-6-11.C.
25. FAS DATA: CRC REMAINDER CHANGED FROM "F27BF5E4" TO "B3CB134B" - LTP/FTP COORDINATES CHANGED FROM "360703.6335N/0864111.3100W" TO "360703.6340N/0864111.3105W" AND FPAP COORDINATES CHANGED FROM "360828.6590N/0864037.9565W" TO "360828.6595N/0864037.9570W"

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER:

ZME, BNA APP CON, BNA ATCT, AMGR

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

OFFICE

DATE

BRITNEY ARMENTROUT

AJV-A422

05/02/2025

APPROVED BY

OFFICE

DATE

TITLE

RAKE MCGRAW

AJV-A422

MANAGER



AIRPORT ID
BNA

PROCEDURE NAME
RNAV (GPS) Y RWY 2L

ORIGINAL/AMENDMENT
4

CITY
NASHVILLE

STATE
TN

FAS DATA BLOCK INFORMATION

DATA FIELD

DATA

OPERATION TYPE
SBAS SERVICE PROVIDER IDENTIFIER
AIRPORT IDENTIFIER
RUNWAY
APPROACH PERFORMANCE DESIGNATOR
ROUTE INDICATOR
REFERENCE PATH DATA SELECTOR
REFERENCE PATH IDENTIFIER (APPROACH ID)
LTP/FTP LATITUDE
LTP/FTP LONGITUDE
LTP/FTP ELLIPSOIDAL HEIGHT
FPAP LATITUDE
FPAP LONGITUDE
THRESHOLD CROSSING HEIGHT (TCH)
TCH UNITS SELECTOR (METERS OR FEET USED)
GLIDEPATH ANGLE (GPA)
COURSE WIDTH AT THRESHOLD
LENGTH OFFSET
HORIZONTAL ALERT LIMIT (HAL)
VERTICAL ALERT LIMIT (VAL)

0
0
KBNA
RW02L
0
Y
0
W02A
360703.6340N
0864111.3105W
+01532
360828.6595N
0864037.9570W
00055.2
F
03.00
106.75
0400
40.0
35.0

CRC REMAINDER

B3CB134B

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE
LTP ORTHOMETRIC HEIGHT
FPAP ORTHOMETRIC HEIGHT

K7
+01825
+01825

**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 (GPS) Y RWY 2L	4	NASHVILLE	TN	599	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM TO
DIFFE CRRAG

RNP DISTANCE PAT MAP HAT HMAS
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				AT2540	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 TO
CRRAG FIDDS

RNP DISTANCE PAT MAP HAT HMAS
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				AT1625	4000
TERRAIN	355551.00N/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:



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>
TOWER (47-002306)	355520.06N/0864246.17W	1547	50	20	2C	500				SA-163 AT1116	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				AT671	2500
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: LPV

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				200				
<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				799

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

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				350				
<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>
CONTROL_TOWER (47-000605)	360659.19N/0864030.91W	761	20	3	1A	161				XP27	949

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MAINTAIN CURRENT MINIMUMS; 50 FT REDUCTION IN MINIMUMS NOT ACHIEVEABLE.

FINAL: LNAV

FROM

DOBBS

TO

TEPEA/2.30 NM TO RW02L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	3.50										
<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	360215.00N/0864312.00W	1096	215	8	4B	250				DG34	1380

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

TEPEA/2.30 NM TO RW02L

TO

RW02L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.30		RW02L		421						
<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>
CONTROL_TOWER (47-000605)	360659.19N/0864030.91W	761	20	3	1A	250					1020

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM

DA

TO

BEVEE

RNP 0.30	DISTANCE	PAT	MAP		HAT		HMAS 631				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				4000
TOWER (47-000131)	360827.45N/0865156.48W	2049	20	3	1A	1000					3100
TERRAIN	360433.00N/0864912.00W	1039 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

BEVEE

RNP 0.30	DISTANCE	PAT	MAP		HAT		HMAS 788				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				4000
TOWER (47-000131)	360827.45N/0865156.48W	2049	20	3	1A	1000					3100
TERRAIN	360433.00N/0864912.00W	1039 (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: LNAV

FROM

RW02L

TO

BEVEE

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 920			
<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	1039 (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

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TREE	360539.00N/0863918.00W	1.30	501	783	215	8	4B	300			1100
CATEGORY B											
TOWER (47-000499)	360949.00N/0864254.00W	1.83	521	816	20	3	1A	300			1120
CATEGORY C											
TOWER (47-024931)	361030.39N/0864008.71W	2.87	601	850	20	3	1A	300		XP50	1200
CATEGORY D											
AAO	360257.00N/0864318.00W	3.75	781	1073	215	8	4B	300			1380

CIRCLING REMARKS:

TO MAINTAIN CURRENT MINIMUMS.

MSA

CENTER

RW02L

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
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 APP CON, BNA TOWER

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

WX REMARKS:

BACKUP ALTIMETER NOT REQUIRED AS AIRPORT HAS REDUNDANT SOURCES.

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

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
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

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
-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:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100 FT TREES USED PER EASTERN FPT.

TAA NOT DEVELOPED PER ATC REQUEST.

ATC REQUESTS SIMULTANEOUS APPROACH OPERATIONS WITH ALL RWY 2R ILS AND RNAV PROCEDURES.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1260 AAO 360151N/0864339W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

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	5.80
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	2.13
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	017.63
HIGH TERRAIN IN	FINAL	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

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
BRITNEY ARMENTROUT	AJV-A422	05/02/2025	AERONAUTICAL INFORMATION SPECIALIST