# FEDERAL AVIATION ADMINISTRATION
# FLIGHT STANDARDS SERVICE
# ILS STANDARD INSTRUMENT APPROACH PROCEDURE
# TITLE 14 CFR PART 97.29

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.

| AIRPORT ID | PROCEDURE NAME | ORIGINAL/AMENDMENT | CITY | STATE |
|---|---|---|---|---|
| BNA | ILS OR LOC RWY 2R<br>ILS RWY 2R (SA CAT I)<br>ILS RWY 2R (CAT II)<br>ILS RWY 2R (CAT III) | 9 | NASHVILLE | TN |

| AIRPORT ELEVATION | TDZE | SUPERSEDED | ORIGINAL/AMENDMENT | DATED | MAG VAR | EPOCH YEAR |
|---|---|---|---|---|---|---|
| 599 | 590 | ILS OR LOC/DME RWY 2R<br>ILS RWY 2R (CAT II)<br>ILS RWY 2R (CAT III) | 8C | 07/16/2020 | 3W | 2010 |

| FACILITY | COORDINATES OF FACILITIES | ACTUAL EFFECTIVE DATE | REQUIRED EFFECTIVE DATE | CANCEL/SUSPEND |
|---|---|---|---|---|
| I-UQU | | | ROUTINE | |

**TERMINAL ROUTES**

| FROM | FIX TYPE | TO | FIX TYPE | LEG TYPE | FO/FB | RNP | COURSE | DISTANCE | ALTITUDE |
|---|---|---|---|---|---|---|---|---|---|
| SYI VOR/DME | | JTURN INT/I-UQU 21.59 DME/RADAR | | | | | 309.60 (SYI R-310) | 22.23 | 6000 |
| JTURN INT/I-UQU 21.59 DME/RADAR | IAF | ATKNS/I-UQU 16.94 DME/RADAR | | | | | 020.99 (I-UQU) | 4.65 | 5000 |
| ATKNS/I-UQU 16.94 DME/RADAR | | LOUDN/I-UQU 13.02 DME/RADAR | | | | | 020.99 (I-UQU) | 3.91 | 4000 |
| LOUDN/I-UQU 13.02 DME/RADAR | IF | UNIVE/I-UQU 9.71 DME/RADAR | | | | | 020.99 (I-UQU) | 3.31 | 3000 |
| UNIVE/I-UQU 9.71 DME/RADAR | | SKAGS/I-UQU 7.27 DME/RADAR | | | | | 020.99 (I-UQU) | 2.44 | 2500 |

**MISSED APPROACH**

**MAP:**

ILS: DA
LOC: I-UQU 1.45 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 1300, THEN CLIMBING RIGHT TURN TO 4000 ON BNA VORTAC R-072 TO LENON/BNA 25.13 DME AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

1. **PT** **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)
2. PROFILE STARTS AT LOUDN/I-UQU 13.02 DME/RADAR
3. **FAC:** 020.99 **FAF:** SKAGS/I-UQU 7.27 DME/RADAR **DIST FAF TO MAP:** **DIST FAF TO THLD:** 5.83
4. **MIN ALT:** LOUDN/I-UQU 13.02 DME/RADAR 4000, UNIVE/I-UQU 9.71 DME/RADAR 3000, SKAGS/I-UQU 7.27 DME/RADAR 2500, KOYER/I-UQU 4.45 DME 1600
5. **DIST TO THLD FROM OM:** **MM:** **IM:** 858.00 **100 HAT:** 864 **150 HAT:** 1817 **GS ANT:** 1208
6. **MIN GS INCPT:** 2500 **GS ALT AT PFAF:** SKAGS/I-UQU 7.27 DME/RADAR 2500 **OM:** **MM:** **IM:** 690
7. **GS ANGLE:** 3.00 **34:1:** **20:1:** **TCH:** 54.9
8. **MSA FROM:** BNA VORTAC 3100

| AIRPORT ID | PROCEDURE NAME | ORIGINAL/AMENDMENT | CITY | STATE |
|---|---|---|---|---|
| BNA | ILS OR LOC RWY 2R<br>ILS RWY 2R (SA CAT I)<br>ILS RWY 2R (CAT II)<br>ILS RWY 2R (CAT III) | 9 | NASHVILLE | TN |

**EQUIPMENT REQUIREMENTS NOTES:**

DME REQUIRED.

**NOTES:**

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 2R: CAT A, B, C, D, RA 121, RVR 1400, HAT 150, DA 740 MSL
CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 2R: CAT A, B, C, D, RA 116, RVR 1200, HAT 100, DA 690 MSL
CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 2R: CAT A, B, C, D, RVR 600
CHART PROFILE NOTE: USE I-UQU DME WHEN ON THE LOCALIZER COURSE.
SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL.
CAT II RVR 1000 CHART NOTE: RVR 1000 AUTHORIZED WITH SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN.
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 2R CATS C/D VISIBILITY TO RVR 5500.

**ADDITIONAL FLIGHT DATA:**

CHART SYI VOR/DME 22.23 DME AT JTURN.
HOLD E, RT, 251.53 INBOUND.
CHART ARRIVAL HOLDING AT JTURN INT/I-UQU 21.59 DME/RADAR: HOLD S, RT, 016.64 INBOUND, 6000.
CHART FAS OBST: 693 TOWER (47-077456) 360503N/0864105W.
CHART 730 TOWER (47-128727) 360408N/0864131W.
CHART VDP AT 2.44 DME.
DISTANCE VDP TO THLD 0.99 NM.
CHART AT OR ABOVE 6000 AT SYI VOR/DME.

**MINIMUMS:**

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

**ALTERNATE:** NA ☐ ILS: STANDARD; LOC: 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 |
| S-ILS 02R | 790 | 1800 | 200 | 790 | 1800 | 200 | 790 | 1800 | 200 | 790 | 1800 | 200 | | | |
| S-LOC 02R | 960 | 2400 | 370 | 960 | 2400 | 370 | 960 | 3500 | 370 | 960 | 3500 | 370 | | | |
| CIRCLING | 1100 | 1 | 501 | 1120 | 1 | 521 | 1200 | 1 3/4 | 601 | 1380 | 2 1/2 | 781 | | | |

| AIRPORT ID | PROCEDURE NAME | ORIGINAL/AMENDMENT | CITY | STATE |
|---|---|---|---|---|
| BNA | ILS OR LOC RWY 2R<br>ILS RWY 2R (SA CAT I)<br>ILS RWY 2R (CAT II)<br>ILS RWY 2R (CAT III) | 9 | NASHVILLE | TN |

**CHANGES - REASONS**

1. PROCEDURE NAME: CHANGED FROM ILS OR LOC/DME RWY 2R TO ILS OR LOC RWY 2R – DME REMOVED FROM PROCEDURE NAME PER 8260.3
2. TERMINAL ROUTES: LINE 1: FEEDER FROM SYI VOR/DME TO ATKNS REMOVED AND REPLACED WITH A FEEDER TO THE NEW IAF JTURN INT/I-UQU 21.59 DME/RADAR – ATC REQUESTED AN ALL LEGS TO BE EXTENDED AND A NEW IAF FOR ADDITIONAL SEPARATION.
3. TERMINAL ROUTES: LINE 2: NEW INITIAL STEPDOWN SEGMENT ADDED FROM JTURN TO ATKNS; ATKNS FIX DESCRIPTION CHANGED FROM ATKNS INT/I-UQU 15.02 DME/RADAR TO ATKNS/I-UQU 16.94 DME/RADAR – ATC REQUEST.
4. TERMINAL ROUTES LINE 3: LOUDN FIX DESCRIPTION CHANGED FROM LOUDN/I-UQU 11.99 DME/RADAR TO LOUDN/I-UQU 13.02 DME/RADAR AND DISTANCE INCREASED FROM 3.03 TO 3.91 – ATC REQUEST.
5. TERMINAL ROUTES LINE 4: UNIVE FIX DESCRIPTION CHANGED FROM UNIVE/I-UQU 8.83 DME/RADAR TO UNIVE/I-UQU 9.71 DME/RADAR AND DISTANCE INCREASED FROM 3.15 TO 3.31 – ATC REQUEST.
6. TERMINAL ROUTES LINE 5: SKAGS FIX DESCRIPTION CHANGED FROM SKAGS/I-UQU 7.26 DME/RADAR TO SKAGS/I-UQU 7.27 DME/RADAR AND DISTANCE INCREASED FROM 1.58 TO 2.44 – PFAF MOVED FOR UPDATED TCH AT ATC REQUEST.
7. MISSED APPROACH INSTRUCTIONS: CHANGED FROM “CLIMB TO 1300, THEN CLIMBING RIGHT TURN TO 3000 ON BNA R-072 TO LENON/BNA 25.1 DME AND HOLD.” TO “CLIMB TO 1300, THEN CLIMBING RIGHT TURN TO 4000 ON BNA VORTAC R-072 TO LENON/BNA 25.13 DME AND HOLD.” – ATC REQUESTED HOLD ALTITUDE: 4000.
8. PROFILE: LINE 2: CHANGED FROM “PROFILE STARTS AT ATKNS INT/I-UQU 15.02 DME/RADAR” TO “PROFILE STARTS AT LOUDN/I-UQU 13.02 DME/RADAR” – LOUDN IS THE IF AND ADDING CHARTING TO THE IAF CLUTTERS THE PROFILE.
9. PROFILE: LINE 3: UPDATED PFAF FROM SKAGS/I-UQU 7.26 DME/RADAR TO SKAGS/I-UQU 7.27 DME/RADAR; CHANGED DIST FAF TO THLD FROM 5.81 TO 5.83 – PFAF MOVED FOR NEW TCH.
10. PROFILE: LINE 4: MIN ALT: CHANGED FROM ATKNS INT/I-UQU 15.02 DME/RADAR 5000**, LOUDN/I-UQU 11.99 DME/RADAR 4000, UNIVE/I-UQU 8.83 DME/RADAR 3000, SKAGS/I-UQU 7.26 DME/RADAR 2500, KOYER/I-UQU 4.45 DME 1600* TO LOUDN/I-UQU 13.02 DME/RADAR 4000, UNIVE/I-UQU 9.71 DME/RADAR 3000, SKAGS/I-UQU 7.27 DME/RADAR 2500, KOYER/I-UQU 4.45 DME 1600 – FIXES BEYOND LOUDN WERE REMOVED AND DISTANCES UPDATED.
11. PROFILE: LINE 5: HAT 100 INCREASED FROM 780 TO 864; HAT 150 INCREASED FROM 1734 TO 1817 – CHANGE TO TCH INCREASED THE DISTANCE.
12. PROFILE: LINE 6: GS ALT AT PFAF CHANGED FROM SKAGS/I-UQU 7.26 DME/RADAR 2500 TO SKAGS/I-UQU 7.27 DME/RADAR 2500 – PFAF MOVED FOR NEW TCH.
13. PROFILE: LINE 7: TCH CHANGED FROM 59.4 TO 54.9 – CALCULATED DESIGN TCH REQUIRED UPDATE.
14. NOTES: CAT III ILS S-ILS 2R CAT A, B, C, D RVR CHANGED FROM 700 TO 600 – ALLOWED BY ILS PERFORMANCE CLASS, EQUIPMENT, AND COS = III/E/3 PER 8260.3F, 10-5-6 A. (2)
15. NOTES: REMOVED *LOC ONLY AND APPLICABLE ASTERISKS – ANNOTATION NO LONGER REQUIRED.
16. NOTES: ADDED “CHART PROFILE NOTE: USE I-UQU DME WHEN ON THE LOCALIZER COURSE” – 8260.19J, 8-2-6 F. (3)
17. NOTES: ADDED “CAT II RVR 1000 CHART NOTE: RVR 1000 AUTHORIZED WITH SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN” – 8260.19J, 8-6-12 M. (3)
18. NOTES: ADDED “CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 2R CATS C/D VISIBILITY TO RVR 5500.” – IAW 8260.19J, 8-6-10O.(3)(D)
19. NOTES: CHANGED FROM “CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 2L/C.” TO “CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.” – IAW 8260.19J, 8-6-10O.(8)(A)
20. ADDITIONAL FLIGHT DATA: DELETED NOTES: CHART IN PLANVIEW: BNA R-195 AT ATKNS; CHART SYI VOR/DME 25.29 DME AT ATKNS - NO LONGER APPLICABLE.
21. DELETED ALTERNATE MISSED APPROACH AND ALL ASSOCIATED DATA - ATC REQUEST.
22. ADDITIONAL FLIGHT DATA: CHANGED CHART FAS OBST FROM “685 TREE (KBNA0077) 360554N/0864009W.” TO “CHART FAS OBST: 693 TOWER (47-077456) 360503N/0864105W.” – EVALUATION RESULTED IN A NEW CONTROLLING OBSTACLE.
23. ADDITIONAL FLIGHT DATA: VDP DATA CHANGED FROM “CHART VDP AT 2.30 DME; DISTANCE VDP TO THLD 0.85 NM.” TO “CHART VDP AT 2.44 DME; DISTANCE VDP TO THLD 0.99 NM.” – TCH CHANGED AND LOC MDA INCREASED.
23. ADDITIONAL FLIGHT DATA: CHANGED “CHART IN PLANVIEW: SYI VOR/DME.” TO “CHART AT OR ABOVE 6000 AT SYI VOR/DME.” – PER FPT.
24. ADDITIONAL FLIGHT DATA: ADDED “CHART ARRIVAL HOLDING AT JTURN INT/I-UQU 21.59 DME/RADAR: HOLD S, RT, 016.64 INBOUND, 6000.” – ATC REQUEST.
25. ADDITIONAL FLIGHT DATA: ADDED "CHART 730 TOWER (47-128727) 360408N/0864131W." - NEW 7:1 OBSTACLE IN FINAL STEPDOWN SEGMENT.
26. ADDITIONAL FLIGHT DATA: REMOVED "CHART CIRCLING ICON" - IAW THE REMOVAL OF CIRCLING ICON MEMO DATED 5/15/2025.
27. MINIMUMS: S-LOC 02R: ALL CATS MDA INCREASED FROM "940" TO "960", ALL CATS HAT CHANGED FROM "350" TO "370" ,AND CAT C/D VISIBILITY FROM "RVR 3000" TO "RVR 3500" – NEW CONTROLLING OBSTACLE.
28. NOTES: ADDED "CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 2R: CAT A, B, C, D, RVR 600" - IAW 8260.19J, 8-6-12 M. (5)

| AIRPORT ID | PROCEDURE NAME | ORIGINAL/AMENDMENT | CITY | STATE |
|---|---|---|---|---|
| BNA | ILS OR LOC RWY 2R<br>ILS RWY 2R (SA CAT I)<br>ILS RWY 2R (CAT II)<br>ILS RWY 2R (CAT III) | 9 | NASHVILLE | TN |

**COORDINATED WITH:**

**A4A** [X] **ALPA** [X] **AOPA** [X] **APA** [X] **HAI** [ ] **NBAA** [X] **OTHER:** ZME, BNA APP CON, AMGR, BNA ATCT

| FLIGHT CHECKED BY | OFFICE | DATE |
|---|---|---|
| | | |

| DEVELOPED BY | OFFICE | DATE |
|---|---|---|
| DUSTIN HARDISON | AJV-A422 | 04/11/2025 |

| APPROVED BY | OFFICE | DATE | TITLE |
|---|---|---|---|
| RAKE MCGRAW | AJV-A422 | | MANAGER |

QUALITY 29 CHECKED

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

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| BNA | ILS OR LOC RWY 2R<br>ILS RWY 2R (SA CAT I)<br>ILS RWY 2R (CAT II)<br>ILS RWY 2R (CAT III) | 9 | NASHVILLE | TN | 599 | I-UQU |

**PART A: OBSTRUCTION DATA SEGMENTS**

**FEEDER**

**FROM**
SYI VOR/DME

**TO**
JTURN INT/I-UQU 21.59 DME/RADAR

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| | 22.23 | | | | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AAO | 353742.00N/0862439.00W | 1483 | 215 | 8 | 4B | 1000 | | | | AT3517 | 6000 |
| TERRAIN | 353742.00N/0862439.00W | 1282 (1300) | | | | | | | | AS1500 | 2800 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

**INITIAL**

**FROM**
JTURN INT/I-UQU 21.59 DME/RADAR

**TO**
ATKNS/I-UQU 16.94 DME/RADAR

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| | 4.65 | | | | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| TOWER (47-000565) | 354539.50N/0864449.35W | 1469 | 250 | 50 | 4D | 1000 | | | | AT2531 | 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:**

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| BNA | ILS OR LOC RWY 2R<br>ILS RWY 2R (SA CAT I)<br>ILS RWY 2R (CAT II)<br>ILS RWY 2R (CAT III) | 9 | NASHVILLE | TN | 599 | I-UQU |

**INITIAL: STEPDOWN**

**FROM**
ATKNS/I-UQU 16.94 DME/RADAR

**TO**
LOUDN/I-UQU 13.02 DME/RADAR

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| | 3.91 | | | | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AAO | 355509.00N/0864257.00W | 1411 | 215 | 8 | 4B | 1000 | | | | AT1589 | 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:**

**INTERMEDIATE**

**FROM**
LOUDN/I-UQU 13.02 DME/RADAR

**TO**
UNIVE/I-UQU 9.71 DME/RADAR

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| | 3.31 | | | | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| TOWER (47-001005) | 355516.60N/0864226.20W | 1597 | 500 | 50 | 5D | 500 | | | | AT903 | 3000 |
| TERRAIN | 355506.00N/0864042.00W | 1200 (1200) | | | | | | | | AS1500 | 2700 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| BNA | ILS OR LOC RWY 2R<br>ILS RWY 2R (SA CAT I)<br>ILS RWY 2R (CAT II)<br>ILS RWY 2R (CAT III) | 9 | NASHVILLE | TN | 599 | I-UQU |

**INTERMEDIATE: STEPDOWN**

| FROM | TO |
|---|---|
| UNIVE/I-UQU 9.71 DME/RADAR | SKAGS/I-UQU 7.27 DME/RADAR |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| | 2.44 | | | | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AAO | 360006.00N/0864503.00W | 1129 | 215 | 8 | 4B | 500 | | | | AT871 | 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: ILS**

| FROM | TO |
|---|---|
| SKAGS/I-UQU 7.27 DME/RADAR | RW02R |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| | 5.83 | | DA | 200 | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | ASC | | | | 790 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| BNA | ILS OR LOC RWY 2R<br>ILS RWY 2R (SA CAT I)<br>ILS RWY 2R (CAT II)<br>ILS RWY 2R (CAT III) | 9 | NASHVILLE | TN | 599 | I-UQU |

**FINAL: LOC**

| FROM | TO |
|---|---|
| SKAGS/I-UQU 7.27 DME/RADAR | KOYER/I-UQU 4.45 DME |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| | 2.83 | | | | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AAO | 360142.00N/0864254.00W | 1001 | 215 | 8 | 4B | 250 | | | | DG349 | 1600 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

**FINAL: LOC STEPDOWN**

| FROM | TO |
|---|---|
| KOYER/I-UQU 4.45 DME | I-UQU 1.45 DME |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| | 3.00 | | I-UQU 1.45 DME | 370 | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| TOWER (47-077456) | 360503.13N/0864105.43W | 693 | 20 | 3 | 1A | 250 | | | | | 960 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| BNA | ILS OR LOC RWY 2R<br>ILS RWY 2R (SA CAT I)<br>ILS RWY 2R (CAT II)<br>ILS RWY 2R (CAT III) | 9 | NASHVILLE | TN | 599 | I-UQU |

**FINAL: ILS SA CAT I**

| FROM | TO |
|---|---|
| SKAGS/I-UQU 7.27 DME/RADAR | RW02R |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| | 5.83 | | DA | 150 | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | ASC | | | | 740 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

**FINAL: ILS CAT II**

| FROM | TO |
|---|---|
| SKAGS/I-UQU 7.27 DME/RADAR | RW02R |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| | 5.83 | | DA | 100 | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | ASC | | | | 690 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| BNA | ILS OR LOC RWY 2R<br>ILS RWY 2R (SA CAT I)<br>ILS RWY 2R (CAT II)<br>ILS RWY 2R (CAT III) | 9 | NASHVILLE | TN | 599 | I-UQU |

**MISSED APPROACH: ILS**

| FROM | TO |
|---|---|
| DA | LENON/BNA 25.13 DME |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| | | | | | 622 |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | ASC | | | | 4000 |
| AAO | 360933.00N/0862303.00W | 1139 | 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:**

**MISSED APPROACH: LOC**

| FROM | TO |
|---|---|
| I-UQU 1.45 DME | LENON/BNA 25.13 DME |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| | | | | | 710 |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | ASC | | | | 4000 |
| AAO | 360933.00N/0862303.00W | 1139 | 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:**

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| BNA | ILS OR LOC RWY 2R<br>ILS RWY 2R (SA CAT I)<br>ILS RWY 2R (CAT II)<br>ILS RWY 2R (CAT III) | 9 | NASHVILLE | TN | 599 | I-UQU |

**MISSED APPROACH: ILS CAT II**

| FROM | TO |
|---|---|
| DA | LENON/BNA 25.13 DME |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| | | | | | 571 |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | ASC | | | | 4000 |
| AAO | 360933.00N/0862303.00W | 1139 | 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

| OBSTRUCTION | COORDINATES | RADIUS | HAA | ELEV MSL | HORZ | VERT | AC | ROC | OCS | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CATEGORY A | | | | | | | | | | | |
| TREE (47-090301) | 360607.99N/0863912.03W | 1.30 | 501 | 774 | 20 | 3 | 1A | 300 | | XP26 | 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:**

XP: 26 TO MATCH PUBLISHED CIRCLING CAT A MDA, XP: 50 TO MATCH PUBLISHED CIRCLING CAT C MDA

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| BNA | ILS OR LOC RWY 2R<br>ILS RWY 2R (SA CAT I)<br>ILS RWY 2R (CAT II)<br>ILS RWY 2R (CAT III) | 9 | NASHVILLE | TN | 599 | I-UQU |

**MSA**

| CENTER | RADIUS |
|---|---|
| BNA VORTAC | 25 |

| SECTOR | OBSTRUCTION | COORDINATES | BEARING | DISTANCE | ELEV MSL | HORZ | VERT | AC | ROC | OCS | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 360-360 | TOWER (47-000131) | 360827.45N/0865156.48W | 274 | 8.8 | 2049 | 20 | 3 | 1A | 1000 | | | 3100 |

**MSA REMARKS:**

**NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:**

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| BNA | ILS OR LOC RWY 2R<br>ILS RWY 2R (SA CAT I)<br>ILS RWY 2R (CAT II)<br>ILS RWY 2R (CAT III) | 9 | NASHVILLE | TN | 599 | I-UQU |

**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 | | 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 |
|---|---|---|---|
| I-UQU | BNA ATCT | 24 | 1 |

| APPROACH AND RUNWAY LIGHTING SYSTEM | RUNWAY MARKINGS | RUNWAY VISUAL RANGE |
|---|---|---|
| RW02L - ALSF-2, C/LINE, HIRL, TDZ, 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 - REIL, HIRL | 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 - HIRL, REIL, 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 | 576.7 | 1208 | | |

**FINAL APPROACH COURSE AIMING**

| | | | |
|---|---|---|---|
| RUNWAY THRESHOLD | [X] | FT FROM THRESHOLD | DISPLACED THRESHOLD DISTANCE |
| ON CENTERLINE | [X] | FT FROM CENTERLINE | |

**CRITICAL TEMPERATURES**

| CRITICAL LOW | CRITICAL HIGH | ACT | APT ISA |
|---|---|---|---|

**CRITICAL TEMPERATURE REMARKS:**

**"VISUAL PORTION OF FINAL" PENETRATIONS**

**PENETRATIONS REMARKS:**

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| BNA | ILS OR LOC RWY 2R<br>ILS RWY 2R (SA CAT I)<br>ILS RWY 2R (CAT II)<br>ILS RWY 2R (CAT III) | 9 | NASHVILLE | TN | 599 | I-UQU |

ACCEPTABLE OBSTACLES IAW 8260.3G, 3-3-2C. (5) / 10-6-1 / 10-6-2 :
(629) TOWER (47-020742) 360656.01N/0863954.74W End-fire GS Antenna
(590) TAXIWAY (47-040600) 360654.75N/0863903.51W Aircraft and Vehicles (CONTROLLED MOVEMENT AREA)
(628) NAVAID (47-072560) 360656.02N/0863954.72W End-fire GS Antenna
(593) LIGHTING (47-086442) 360642.94N/0864004.65W Approach Lights
(591) LIGHTING (47-086517) 360643.71N/0861940.81W Approach Lights
(586) SIGN (47-086627) 360654.72N/0863957.99W Airport Signs
(593) LIGHTING (47-086886) 360643.07N/0864005.13W Approach Lights
(580) SIGN (47-087224) 360704.12N/0863954.22W Airport Signs
(591) LIGHTING (47-087524) 360645.69N/0863903.62W REIL, Rwy, Taxi Lights
(590) SIGN (47-088437) 360648.21N/0860940.27W Airport Signs
(591) LIGHTING (47-088529) 360643.84N/0861940.29W Approach Lights
(557) LIGHTING (47-088798) 360818.21N/0863942.06W REIL, Rwy, Taxi Lights
(590) LIGHTING (47-088911) 360646.05N/0863904.99W REIL, Rwy, Taxi Lights
(591) LIGHTING (47-089063) 360643.96N/0861940.76W Approach Lights
(570) NAVAID (47-089111) 360610.02N/0863917.45W REIL, Rwy, Taxi Lights
(580) SIGN (47-089125) 360701.69N/0863958.88W Airport Signs
(600) LIGHTING (47-089249) 360701.54N/0863911.61W REIL, Rwy, Taxi Lights
(600) LIGHTING (47-089417) 360701.67N/0863912.08W REIL, Rwy, Taxi Lights
(542) LIGHTING (47-089662) 360802.99N/0863932.60W REIL, Rwy, Taxi Lights
(600) LIGHTING (47-089748) 360701.79N/0863912.56W REIL, Rwy, Taxi Lights
(593) LIGHTING (47-090181) 360612.82N/0863940.17W Approach Lights

**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' VEGETATION PER FPT. 0' VEGETATION APPLIED WITH FPT CONSENSUS BASED ON EXTENSIVE 1A SURVEY DATA.

ORDER 8260.3 CHAPTER 2 APPLIED TO 730 TOWER (47-128727) 360407.50N/0864131.20W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| BNA | ILS OR LOC RWY 2R<br>ILS RWY 2R (SA CAT I)<br>ILS RWY 2R (CAT II)<br>ILS RWY 2R (CAT III) | 9 | NASHVILLE | TN | 599 | I-UQU |

**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** | 3.63 |
| **WIDTH OF** | FINAL | **SEGMENT AT 1000FT POINT** | 1.00 |
| **TRUE COURSE OF** | FINAL | **SEGMENT CONTAINING 1000FT POINT** | 17.99 |
| **HIGH TERRAIN IN** | FINAL | **SEGMENT CONTAINING 1000FT POINT** | 800 |
| **DISTANCE FROM** | THLD | **TO 1500FT POINT** | 5.43 |
| **WIDTH OF** | FINAL | **SEGMENT AT 1500FT POINT** | 1.39 |
| **TRUE COURSE OF** | FINAL | **SEGMENT CONTAINING 1500FT POINT** | 17.99 |
| **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**

SKAGS: 360112.80N/0864216.59W

**PART E: PREPARED BY**

| NAME | OFFICE | DATE | TITLE |
|---|---|---|---|
| DUSTIN HARDISON | AJV-A422 | 04/11/2025 | AERONAUTICAL INFORMATION SPECIALIST |