

LOC I-VIY	APP CRS	Rwy Ldg	20R 7702	20C 8001
111.3	201°	TDZE	578	588
		Apt Elev	599	599

ILS or LOC RWY 20R
NASHVILLE INTL (BNA)

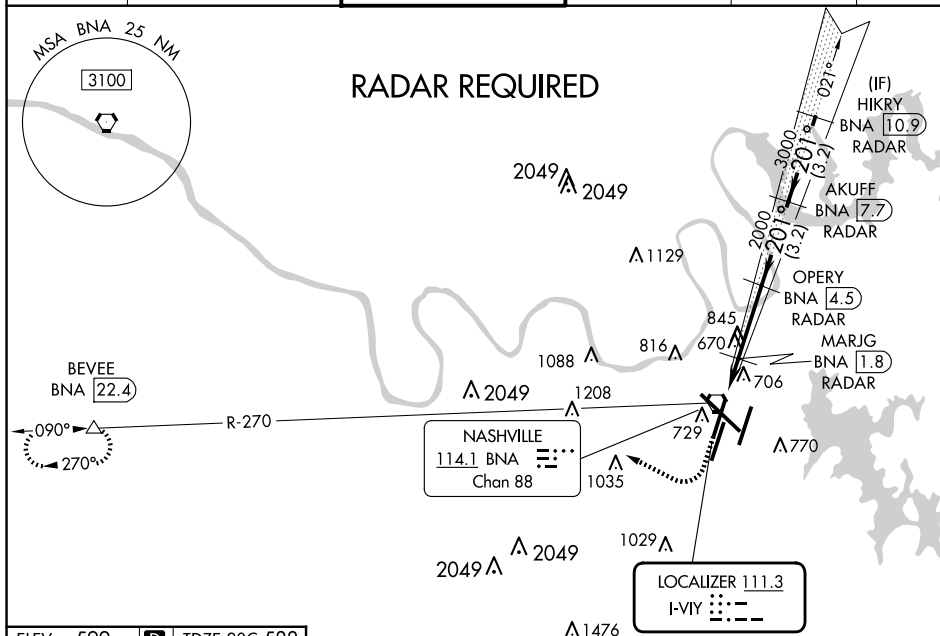
T Simultaneous approach authorized with Rwy 20L. DME or
A radar required. For inop ALS, increase S-LOC 20R
Cat D visibility to 1¼ SM. DME from BNA VORTAC.
Simultaneous reception of I-VII and BNA DME required.

MALSF

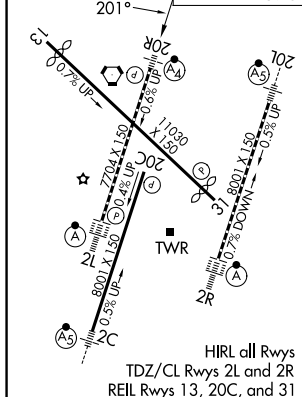
 

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on heading 300° and on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC
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ELEV 599	D	TDZE 20C 588
		TDZE 20R 578



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

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

1200 ↑	4000 hdg 300°	BNA R-270	BEVEE △	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 79).		HICKRY BNA <u>10.9</u> RADAR
*LOC only		OPERY BNA <u>4.5</u> RADAR 2000	AKUFF BNA <u>7.7</u> RADAR	201°	4000	GS 3.00° TCH 60
BNA <u>0.3</u> RADAR	MARJG BNA <u>1.8</u> RADAR	1160*	2000	3000		
1.7 NM	2.7 NM	3.2 NM	3.2 NM			
CATEGORY	A	B	C			D
S-ILS 20R	778/40 200 (200-¾)					
S-LOC 20R	1000/40	422 (500-¾)	1000/50	422 (500-1)		
SIDESTEP 20C	1000-1	412 (500-1)	1000-1½ 412 (500-1½)	1000-2 412 (500-2)		
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)		

ILS or LOC RWY 20R