

LOC/DME I-BNA 109.9 Chan 36	APP CRS 021°	Rwy Ldg 7702 TDZE 599 Apt Elev 599
---	------------------------	---

ILS RWY 2L (CAT II & III)
NASHVILLE INTL(BNA)

DME or RADAR required. RADAR required for procedure entry.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 240° and on BNA VORTAC R-270 to BEVEE/BNA VORTAC 22.4 DME/RADAR and hold.

T Simultaneous approach authorized.
Cat II: RVR 1000 Authorized with specific OPSPEC, MSPEC,
or LOA approval and use of autoland or HUD to touchdown.

D-ATIS
135.1

NASHVILLE APP CON
118.4 360.7 (030°-196°)
119.35 372.0 (197°-029°)

NASHVILLE TOWER
118.6 257.8

GND CON
121.9 348.6

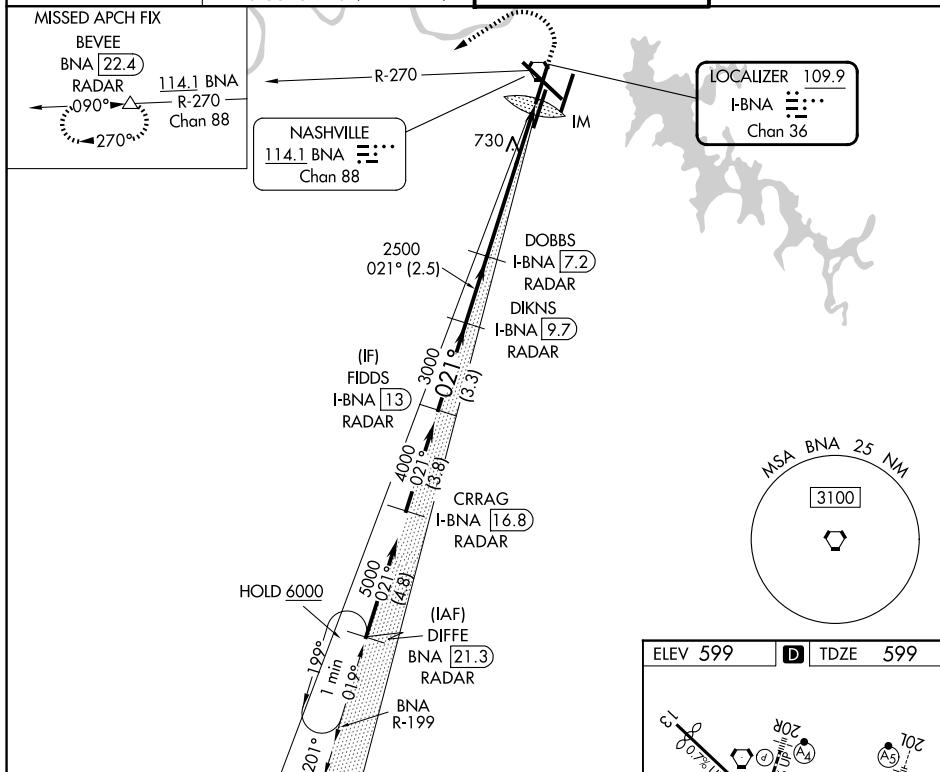


Figure 1-10 is a 4000 ft MSL obstacle clearance chart. The chart shows a flight path starting at 4000 ft MSL, heading 021°, and passing over a 2500 ft MSL obstacle. The chart includes a table of categories and a table of distances.

CATEGORY	A	B	C	D
S-ILS 2L	CAT II	RA 105/12	100	DA 699
S-ILS 2L	CAT III RVR 600			

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

