

WAAS CH 70725 W17A	APP CRS 173°	Rwy Idg TDZE Apt Elev	6300 583 583
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RNAV (GPS) RWY 17
MUSIC CITY EXEC (XNX)

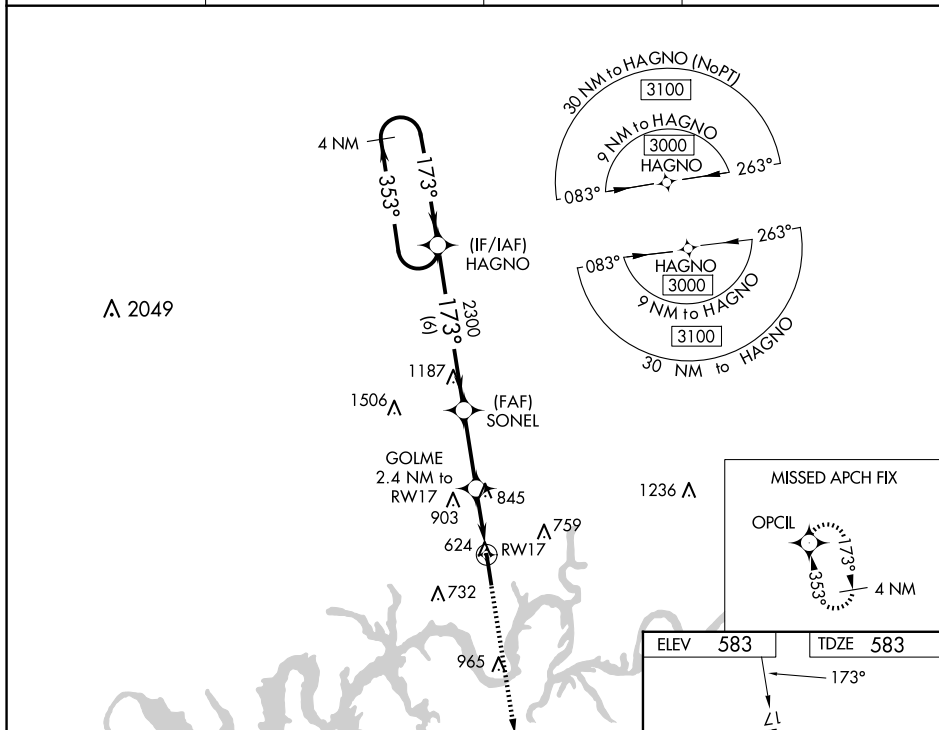
RNP APCH.



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 17 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 3000 direct
OPCIL and hold.

AWOS-3 132.725	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 123.05 (CTAF) 0
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The diagram illustrates a VOR/DME station with several key features:

- VGS and RNAV glidepath not coincident** (VGS Angle 3.00/TCH 28).
- Holding Pattern**: A 4 NM holding pattern at 3000 feet.
- HAGNO**: A heading indicator pointing towards the station.
- SONEL**: A distance marker at 2300 feet.
- GOLME**: A distance marker at 2.4 NM to RW17.
- RW17**: Runway 17, located 1.5 NM from the station.
- *LNNAV only**: A note indicating that the LNNAV procedure is only applicable for RNAV.
- CIRCLING**: A section titled "CIRCLING" showing four different circling patterns with their respective altitudes and distances from the station.

CATEGORY	A	B	C	D
LPV DA		1069-1 $\frac{3}{8}$	486 (500-1 $\frac{3}{8}$)	
LNNAV/VNAV DA		1075-1 $\frac{3}{8}$	492 (500-1 $\frac{3}{8}$)	
LNNAV MDA	1100-1	517 (600-1)	1100-1 $\frac{3}{8}$	517 (600-1 $\frac{3}{8}$)
C CIRCLING	1100-1 517 (600-1)	1120-1 537 (600-1)	1240-1 $\frac{3}{4}$ 657 (700-1 $\frac{3}{4}$)	1280-2 $\frac{1}{4}$ 697 (700-2 $\frac{1}{4}$)

ELEV 583

TDZE 583

173°

ΔL

☆

6300 X 100

0.8%

35

MIRL Rwy 17-35 L

REIL Rwys 17 and 35 L