

LOC I-VII <b>111.3</b>	APP CRS <b>201°</b>	Rwy Idg	20R	20C
		TDZE	<b>7702</b>	<b>8001</b>
		Apt Elev	<b>578</b>	<b>588</b>

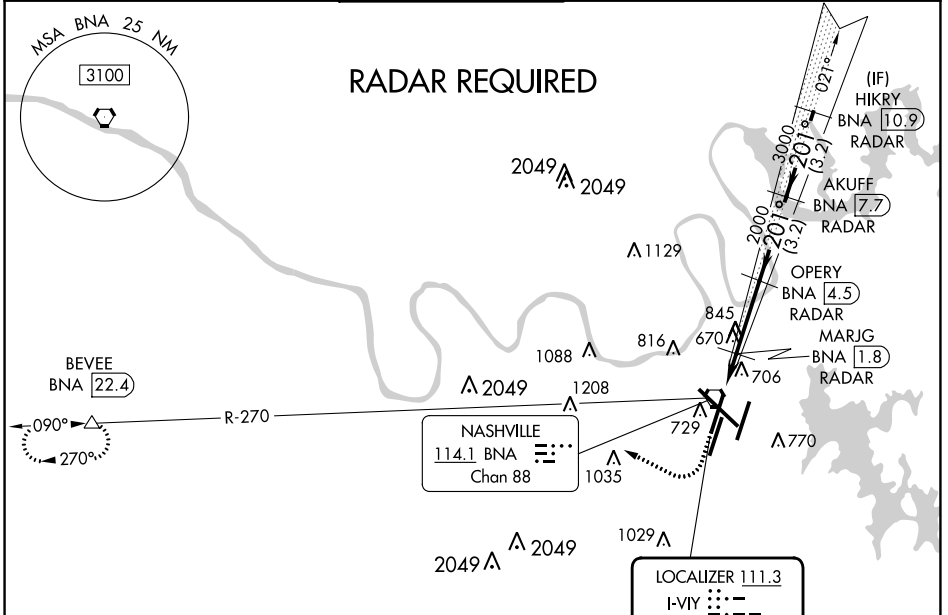
# ILS or LOC RWY 20R

NASHVILLE INTL (BNA)

**⚠** Simultaneous approach authorized with Rwy 20L. DME or radar required. For inop ALS, increase S-LOC 20R Cat D visibility to 1 1/4 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.

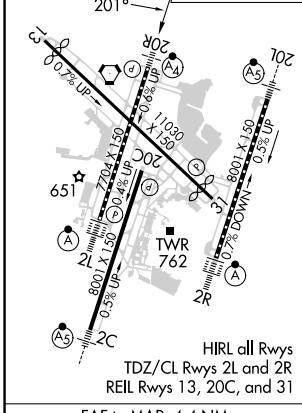
D-ATIS <b>135.1</b>	NASHVILLE APP CON <b>118.4 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>	CPDLC
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SE-1, 03 OCT 2024 to 31 OCT 2024

SE-1, 03 OCT 2024 to 31 OCT 2024

ELEV	599	<b>D</b>	TDZE 20C	588
			TDZE 20R	578



1200	4000	BNA R-270	BEVEE	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 79).	HIKRY BNA 10.9 RADAR
*LOC only					
BNA 0.3 RADAR	MARJG BNA 1.8 RADAR	OPRY BNA 4.5 RADAR	AKUFF BNA 7.7 RADAR	201°	4000
1160*				3000	GS 3.00° TCH 60
1.7 NM		2.7 NM		3.2 NM	

CATEGORY	A	B	C	D
S-ILS 20R	778/40 200 (200-3/4)			
S-LOC 20R	1000/40	422 (500-3/4)	1000/50	422 (500-1)
SIDESTEP 20C	1000-1	412 (500-1)	1000-1 1/2 412 (500-1 1/2)	1000-2 412 (500-2)
<b>C</b> CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1 3/4 601 (700-1 3/4)	1380-2 1/2 781 (800-2 1/2)