

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

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 BNA	PROCEDURE NAME RNAV (GPS) Y RWY 20L	ORIGINAL/AMENDMENT 3	CITY NASHVILLE	STATE TN		
AIRPORT ELEVATION 599	TDZE 551	SUPERSEDED RNAV (GPS) Y RWY 20L	ORIGINAL/AMENDMENT 2B	DATED 08/17/2017	MAG VAR 3W	EPOCH YEAR 2010
FACILITY RNAV	COORDINATES OF FACILITIES	ACTUAL EFFECTIVE DATE	REQUIRED EFFECTIVE DATE ROUTINE	CANCEL/SUSPEND		

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
MRNDA	IAF	REABA		TF	FB	1.00	201.08	5.50	5000
REABA		WAYLN		TF	FB	1.00	201.02	4.20	4000
WAYLN	IF	CRAMR		TF	FB	1.00	201.04	3.15	3000
CRAMR		JUDD		TF	FB	1.00	201.03	3.15	2000
JUDD	FAF	XIYRI/1.96 NM TO RW20L		TF	FB	0.30	201.01	2.45	
XIYRI/1.96 NM TO RW20L		RW20L	MAP	TF	FO	0.30	201.01	1.96	
RW20L	MAP	1300 MSL		CA			201.01		1300
1300 MSL		LENON		DF	FO	1.00			4000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW20L

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1300, THEN CLIMBING LEFT TURN TO 4000 DIRECT LENON AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)		
2.	PROFILE STARTS AT WAYLN						
3. FAC:	201.01	FAF:	JUDD	DIST FAF TO MAP:	4.41	DIST FAF TO THLD:	4.41
4. MIN ALT:	WAYLN 4000, CRAMR 3000, JUDD 2000, XIYRI/1.96 NM TO RW20L 1220						
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	200 HAT:	0.49	GS ANT:	
6. MIN GP INCPT:	2000	GP ALT AT PFAF:	JUDD 2000	OM:		MM:	IM:
7. GP ANGLE:	3.00	34:1:	IS CLEAR	20:1:	IS CLEAR	TCH:	55.0
8. MSA FROM:	RW20L 3100						

QUALITY
29
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -10°C OR ABOVE 54°C.

CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.

CHART NOTE: USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS.

CHART NOTE: LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS.

CHART NOTE: *RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA.

ADDITIONAL FLIGHT DATA:

HOLD E, RT, 251.53 INBOUND.

CHART ARRIVAL HOLDING AT MRNDA: HOLD N, LT, 201.08 INBOUND, 6000.

CHART FAS OBST: 715 TANK (47-020717) 360950N/0863832W.

CHART VDP AT 1.20 NM TO RW20L.

WAAS CHANNEL # 49013

REFERENCE PATH ID: W20D

CHART AT OR ABOVE 6000 AT MRNDA.

LTP HAE: 135.3 M

MINIMUMS:**TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT****ALTERNATE:** NA ☐ STANDARD - CAT D 800-2 1/2

<u>CATEGORY:</u>	<u>A</u>			<u>B</u>			<u>C</u>			<u>D</u>			<u>E</u>		
<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>
LPV DA*	751	2400	200	751	2400	200	751	2400	200	751	2400	200			
LNAV/VNAV DA	879	2600	328	879	2600	328	879	2600	328	879	2600	328			
LNAV MDA	980	2400	429	980	2400	429	980	4000	429	980	4000	429			
CIRCLING	1100	1	501	1120	1	521	1200	1 3/4	601	1380	2 1/2	781			

CHANGES - REASONS

1. TERMINAL ROUTES: REMOVED FEEDER FROM BNA VORTAC – ATC REQUEST.
2. TERMINAL ROUTES: REMOVED INITIAL SEGMENTS BEGINNING AT LENON AND TANDS – ATC REQUEST.
3. TERMINAL ROUTES: LINE 1 NEW INITIAL SEGMENT ADDED FROM MRNDA – ATC REQUEST.
4. TERMINAL ROUTES: LINE 2 NEW INITIAL STEPDOWN SEGMENT ADDED FROM REABA – ATC REQUEST.
5. TERMINAL ROUTES: LINE 3 ADDED CRAMR INTERMEDIATE SDF – ATC REQUEST.
6. TERMINAL ROUTES: LINE 5 FINAL SDF CHANGED FROM XIYRI/2.00 NM TO RW20L TO XIYRI/1.96 NM TO RW20L- FIX MOVED .04 NM TO MATCH MINIMUM ALTITUDE WITH VERTICAL ALIGNMENT ALTITUDE.
7. TERMINAL ROUTES: LINE 8 CHANGED MISSED APPROACH CLEARANCE LIMIT FROM CENOP TO LENON – ATC REQUEST.
8. TERMINAL ROUTES: FINAL APPROACH COURSE AND CA LEG COURSE CHANGED FROM 201.2 TO 201.1 – COURSE REALIGNED WHEN JUDD MOVED .03 NM FOR UPDATED TCH.
9. MISSED APPROACH INSTRUCTIONS CHANGED FROM "... DIRECT CENOP AND HOLD." TO "... DIRECT LENON AND HOLD." – ATC REQUEST.
10. PROFILE: LINE 2 CHANGED FROM "HOLD N WAYLN, LT, 201.04 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 6000." TO "PROFILE STARTS AT WAYLN" – ATC REQUESTED HOLD-IN-LIEU BE REMOVED FROM PROCEDURE.
11. PROFILE: LINE 3 FAC CHANGED FROM 201.02 TO 201.01 – COURSE REALIGNED WHEN PFAF MOVED.
12. PROFILE: LINE 3 DIST FAF TO MAP AND DIST FAF TO THLD CHANGED FROM 4.44 TO 4.41 - PFAF MOVED .03 NM FOR UPDATED TCH.
13. PROFILE: LINE 4 MIN ALT CHANGED FROM "WAYLN 3000, JUDD 2000, XIYRI/2.00 NM TO RW20L 1220*" TO "WAYLN 4000, CRAMR 3000, JUDD 2000, XIYRI/1.96 NM TO RW20L 1220" - WAYLN ALT INCREASED FOR ATC SEPARATION, CRAMR ADDED TO PROFILE, AND XIYRI MOVED.
14. PROFILE: LINE 7 ADDED 20:1 IS CLEAR - BASED ON EVALUATION OF VISUAL AREAS.
15. PROFILE: LINE 7 TCH CHANGED FROM 46.6 TO 55.0 – THE MATCH ILS DESIGN TCH.
16. PBN REQUIREMENTS NOTE: ADDED "RNP APCH – GPS." – 8260.19J, 8-6-8
17. NOTES: DELETED "DME/DME RNP-0.3 NA." – NO LONGER APPLICABLE.
18. NOTES: REMOVED "LNAV ONLY – NO LONGER APPLICABLE.
19. NOTES: CHANGED "CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -11°C (13°F) OR ABOVE 54°C (130°F)." TO "CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -10°C OR ABOVE 54°C." – BASED ON UPDATED WEATHER DATA.
20. NOTES: CHANGED "CHART NOTE: USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS." TO "CHART NOTE: USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS." – IAW 8260.19J 8-6-12 O. (D) (8)
21. ADDITIONAL FLIGHT DATA: ADDED "CHART ARRIVAL HOLDING AT MRNDA: HOLD N, LT, 201.08 INBOUND, 6000." – ATC REQUEST.
22. ADDITIONAL FLIGHT DATA: FAS OBST CHANGED FROM "715 ANT 360950N/0863832W." TO "727 TREE 360757N/0863854W." – BASED ON SEGMENT EVALUATION.
23. ADDITIONAL FLIGHT DATA: CHANGED "CHART VDP AT 1.23 NM TO RW20L." TO "CHART VDP AT 1.20 NM TO RW20L." – VDP MOVED .03NM FROM TCH CHANGE.
24. ADDITIONAL FLIGHT DATA: ADDED "CHART AT OR ABOVE 6000 AT MRNDA." – ATC REQUEST.
25. ADDITIONAL FLIGHT DATA: REMOVED "CHART CIRCLING ICON" - IAW THE REMOVAL OF CIRCLING ICON MEMO DATED 5/15/2025.
26. MINIMUMS: LNAV/VNAV CHANGED FROM "DA 1025/ RVR5800/ HAT 474" TO "DA 879/ RVR 2600/ HAT 328" – OCS SLOPE AND SLOPE ORIGIN CHANGED BY TCH AND CRITICAL LOW TEMP.
27. FAS DATA BLOCK: CRC REMAINDER CHANGED FROM "450C622B" TO "256243D9" – RESULT OF TCH CHANGE UPDATED FPAP COORDINATES.

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER: ZME, BNA APP CON, BNA ATCT, AMGR

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

DUSTIN HARDISON

OFFICE

AJV-A422

DATE

05/06/2025

APPROVED BY

RAKE MCGRAW

OFFICE

AJV-A422

DATE

TITLE

MANAGER



AIRPORT ID
BNA

PROCEDURE NAME
RNAV (GPS) Y RWY 20L

ORIGINAL/AMENDMENT
3

CITY
NASHVILLE

STATE
TN

FAS DATA BLOCK INFORMATION

DATA FIELD

DATA

OPERATION TYPE
SBAS SERVICE PROVIDER IDENTIFIER
AIRPORT IDENTIFIER
RUNWAY
APPROACH PERFORMANCE DESIGNATOR
ROUTE INDICATOR
REFERENCE PATH DATA SELECTOR
REFERENCE PATH IDENTIFIER (APPROACH ID)
LTP/FTP LATITUDE
LTP/FTP LONGITUDE
LTP/FTP ELLIPSOIDAL HEIGHT
FPAP LATITUDE
FPAP LONGITUDE
THRESHOLD CROSSING HEIGHT (TCH)
TCH UNITS SELECTOR (METERS OR FEET USED)
GLIDEPATH ANGLE (GPA)
COURSE WIDTH AT THRESHOLD
LENGTH OFFSET
HORIZONTAL ALERT LIMIT (HAL)
VERTICAL ALERT LIMIT (VAL)

0
0
KBNA
RW20L
0
Y
0
W20D
360801.0115N
0863933.3955W
+01353
360636.1470N
0864007.3630W
00055.0
F
03.00
106.75
0312
40.0
35.0

CRC REMAINDER

256243D9

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE
LTP ORTHOMETRIC HEIGHT
FPAP ORTHOMETRIC HEIGHT

K7
+01646
+01646

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

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
BNA	RNAV (GPS) Y RWY 20L	3	NASHVILLE	TN	599	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM MRNDA **TO** REABA

RNP 1.00 **DISTANCE** 5.50 **PAT** **MAP** **HAT** **HMAS**

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	362730.00N/0862936.00W	1155	215	8	4B	1000				AT2845	5000
TERRAIN	362645.00N/0863003.00W	931 (900)								AS1500	2400

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM REABA **TO** WAYLN

RNP 1.00 **DISTANCE** 4.20 **PAT** **MAP** **HAT** **HMAS**

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (47-002244)	362236.90N/0863510.20W	1025	50	20	2C	1000				AT1975	4000
TERRAIN	362236.00N/0863521.00W	793 (800)								AS1500	2300

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM

WAYLN

TO

CRAMR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	3.15										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	361739.00N/0863524.00W	853	215	8	4B	500				AT1647	3000
TERRAIN	361736.00N/0863524.00W	652 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

CRAMR

TO

JUDD

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	3.15										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	361412.00N/0863439.00W	827	215	8	4B	500				AT673	2000
TERRAIN	361412.00N/0863439.00W	626 (600)								AS1000	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

JUDD

TO

RW20L

<u>RNP</u> 0.30	<u>DISTANCE</u> 4.41	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200	<u>HMAS</u>						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				751

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

JUDD

TO

RW20L

<u>RNP</u> 0.30	<u>DISTANCE</u> 4.44	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 328	<u>HMAS</u>						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (47-088357)	360824.27N/0863836.30W	718	20	3	1A	161					879

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

OBSTACLE IS IN SECONDARY ON FINAL, AUTHORIZED A SA -11, BUT SITS IN THE PRIMARY SURFACE OF THE MISSED AND WOULD REQUIRE A MA 11. PENALTIES OFFSET.

FINAL: LNAV

FROM

JUDD

TO

XIYRI/1.96 NM TO RW20L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.45										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	361218.00N/0863739.00W	807	215	8	4B	250				DG163	1220

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

XIYRI/1.96 NM TO RW20L

TO

RW20L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	1.96		RW20L		429						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TANK (47-020717)	360950.08N/0863832.07W	715	20	3	1A	250					980

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM

DA

TO

LENON

<div><div>RNP</div><div>0.30-1.00</div></div>	<div>DISTANCE</div>	<div>PAT</div>	<div>MAP</div>				<div>HAT</div>	<div>HMAS</div> <div>578</div>			
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				4000
TOWER (47-000496)	360507.00N/0862622.00W	1449	100	20	3C	1000					2500
TERRAIN	360851.00N/0861945.00W	1033 (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: LNAV/VNAV

FROM

DA

TO

LENON

<div><div>RNP</div><div>0.30-1.00</div></div>	<div>DISTANCE</div>	<div>PAT</div>	<div>MAP</div>				<div>HAT</div>	<div>HMAS</div> <div>718</div>			
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				4000
TOWER (47-000496)	360507.00N/0862622.00W	1449	100	20	3C	1000					2500
TERRAIN	360851.00N/0861945.00W	1033 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH: LNAV

FROM

RW20L

TO

LENON

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00										880	
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				4000
TOWER (47-000496)	360507.00N/0862622.00W	1449	100	20	3C	1000					2500
TERRAIN	360851.00N/0861945.00W	1033 (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 THE PUBLISHED CAT A CMDA, XP: 50 TO MATCH THE PUBLISHED CAT C CMDA.

MSA

CENTER

RW20L

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (47-002263)	360250.42N/0864948.93W	241	9.8	2049	500	50	5D	1000			3100

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

BNA APP CON, BNA TOWER

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	BNA	24	BNA		Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>

WX REMARKS:

NO BACKUP ALTIMETER REQUIRED. REDUNDANT ALTIMETER SOURCE ON FIELD.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>	
RW02L - ALSF-2, C/LINE, TDZ, HIRL, PAPI-4R	PIR-G	APPROACH, ROLL OUT	
RW02C - MALSR, HIRL	PIR-G	APPROACH	
RW02R - ALSF-2, TDZ, HIRL, C/LINE	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, C/LINE, HIRL, PAPI-4R	PIR-G	APPROACH, ROLL OUT	
RW31 - REIL, HIRL, PAPI-4R	PIR-G		

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	540.0	55.0				

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
-10C	+54C	-10C	+13.81C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2020-2024).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 962 HIGH TEMP 1269.

"VISUAL PORTION OF FINAL" PENETRATIONS

PENETRATIONS REMARKS:
ACCEPTABLE OBSTACLES IAW 8260.3G, 3-3-2C. (5) / 10-6-1 / 10-6-2 : (591) LIGHTING (47-086517) 360643.71N/0861940.81W Approach Lights (557) LIGHTING (47-088798) 360818.21N/0863942.06W 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 (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

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.
ATC REQUESTS SIMULTANEOUS APPROACH OPERATIONS WITH ALL RWY 20R ILS AND RNAV PROCEDURES.
100' VEGETATION PER FPT. 0' VEGETATION APPLIED WITH FPT CONSENSUS BASED ON EXTENSIVE 1A SURVEY DATA

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

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	3.16
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	198.01
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	600
DISTANCE FROM	THLD	TO 1500FT POINT	4.73
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	2.43
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	198.03
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	600

THRESHOLD COORDINATES (IF STR-IN)	360801.01N/0863933.40W
ARP COORDINATES	360728.11N/0864041.45W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 2C DISTANCE 1.35 NM
FAF COORDINATES	361213.13N/0863752.36W
FIX NAME COORDINATES	

REMARKS

CRAMR: 361513.11N/0863640.07W

PART E: PREPARED BY

NAME
DUSTIN HARDISON

OFFICE
AJV-A422

DATE
05/06/2025

TITLE
AERONAUTICAL INFORMATION SPECIALIST