

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

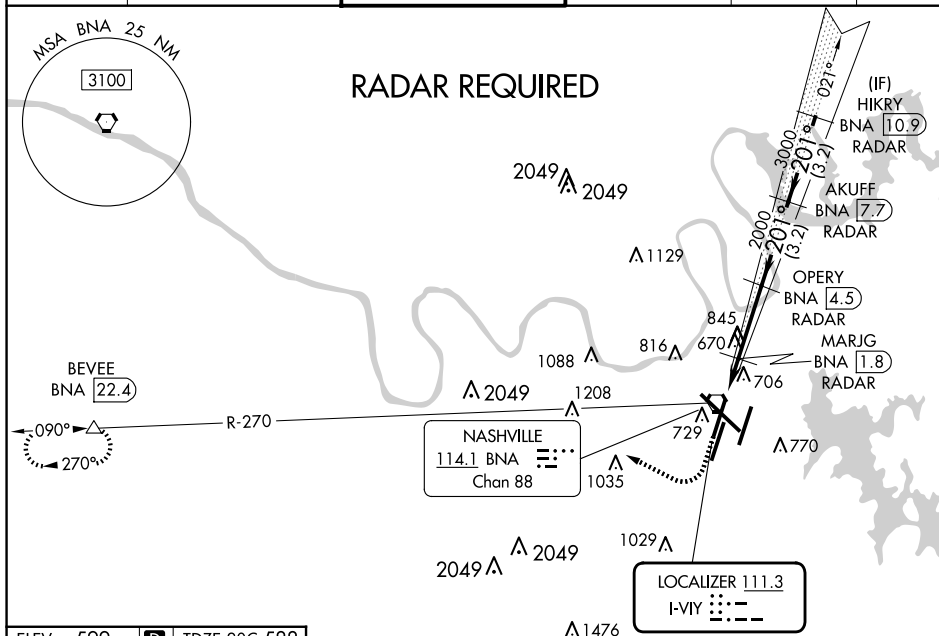
ILS or LOC RWY 20R  
NASHVILLE INTL (BNA)

**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.

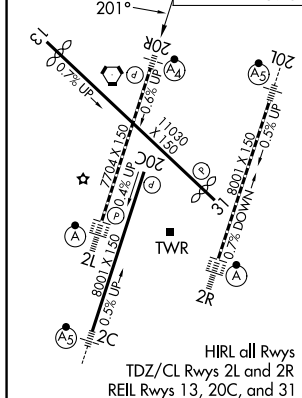
MALSF

**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	<b>D</b>	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

<div style="display: flex; justify-content: space-around;"> <div>1200 ↑</div> <div>4000 hdg 300°</div> </div>	BNA R-270 		VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 79).		HIKRY BNA <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">10.9</span> RADAR
*LOC only	<div style="display: flex; align-items: center; justify-content: space-between;"> <div> </div> <div style="text-align: right;">           201°            4000            GS 3.00°            TCH 60         </div> </div>				
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)	
<span style="background-color: black; color: white; padding: 2px;">C</span> 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