

LOC I-PNO <u>111.95</u>	APP CRS 316°	Rwy Ldg TDZE Apt Elev	9487 578 599
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ILS or LOC RWY 31
NASHVILLE INTL (BNA)

T DME or radar required.
DME from BNA VORTAC.
A Simultaneous reception of I-PNO and BNA DME required.

MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 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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DME or RADAR REQUIRED

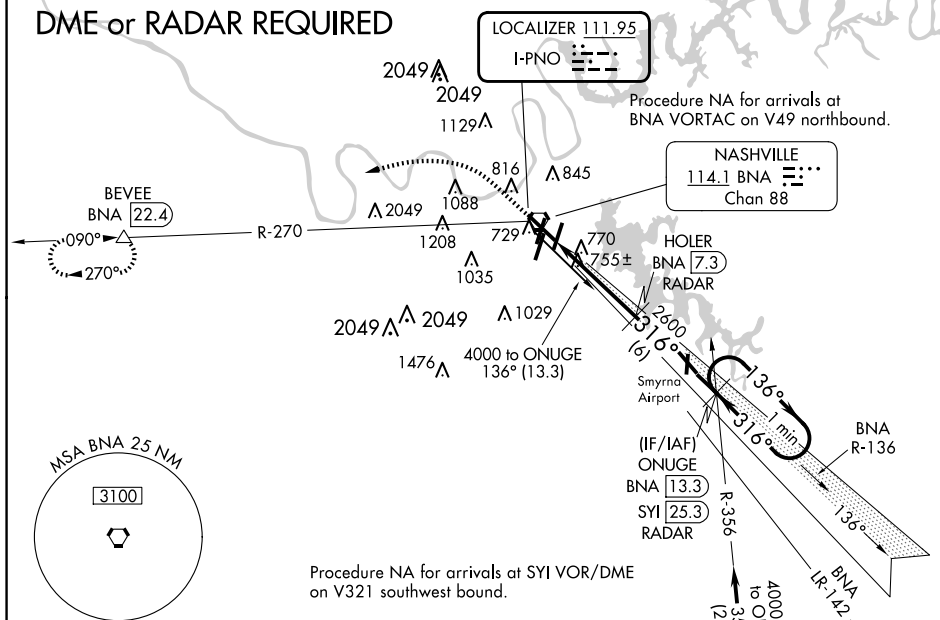
[illegible]

Figure 1 illustrates a 3D path profile for a flight path. The vertical axis represents altitude in feet, with markers at 1400, 4000, and 2600. The horizontal axis represents distance in nautical miles (NM), with markers at 1.2 NM, 5 NM, and 6 NM. The path starts at a low altitude, rises to 4000 feet at 1.2 NM, then descends to 2600 feet at 5 NM, and finally rises to 4000 feet at 6 NM. The path is labeled with "LOC only" and "One Minute Holding Pattern". The path is divided into three segments: A (1.2 NM), B (5 NM), and C (6 NM). The path is labeled with "S-ILS 31" and "S-LOC 31". The path is labeled with "CIRCLING" and "CIRCLING". The path is labeled with "1100-1 501 (600-1)", "1120-1 521 (600-1)", "1200-1 3/4 601 (700-1 3/4)", and "1380-2 1/2 781 (800-2 1/2)".