

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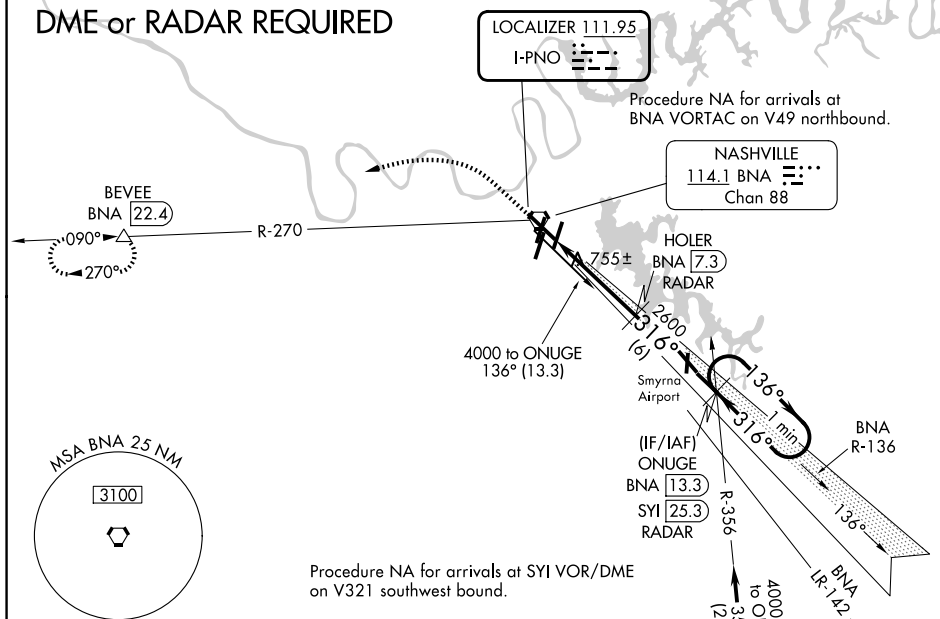
ILS or LOC RWY 31
NASHVILLE INTL (BNA)

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 (030°-196°) 119.35 372.0 (197°-029°)	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



ELEV 599 **D** TDZE 578

HIRL all Rwy's
 TDZ/CL Rwy's 2L and 2R
 REIL Rwy's 13, 20C, and 31

Diagram illustrating a 3D holding pattern for a 4000 ft holding altitude. The pattern is a racetrack shape with a 1.2 NM straight-in segment, a 5 NM turn, and a 6 NM straight-out segment. The holding altitude is 4000 ft, and the holding pattern is a 136°/316° racetrack. The diagram also shows the holding pattern for a 2600 ft holding altitude, with a 1.2 NM straight-in segment, a 5 NM turn, and a 6 NM straight-out segment. The holding altitude is 2600 ft, and the holding pattern is a 136°/316° racetrack. The diagram also shows the holding pattern for a 2600 ft holding altitude, with a 1.2 NM straight-in segment, a 5 NM turn, and a 6 NM straight-out segment. The holding altitude is 2600 ft, and the holding pattern is a 136°/316° racetrack.

CATEGORY	A	B	C	D
S-ILS 31	778- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)			
S-LOC 31	1020-1	442 (500-1)	1020-1 $\frac{3}{8}$	442 (500-1 $\frac{3}{8}$)
CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1 $\frac{3}{4}$ 601 (700-1 $\frac{3}{4}$)	1380-2 $\frac{1}{2}$ 781 (800-2 $\frac{1}{2}$)