

NASHVILLE, TENNESSEE

AL-282 (FAA)

25163

WAAS CH 65913 W31A	APP CRS 316°	Rwy Ldg TDZE 578 Apt Elev 599
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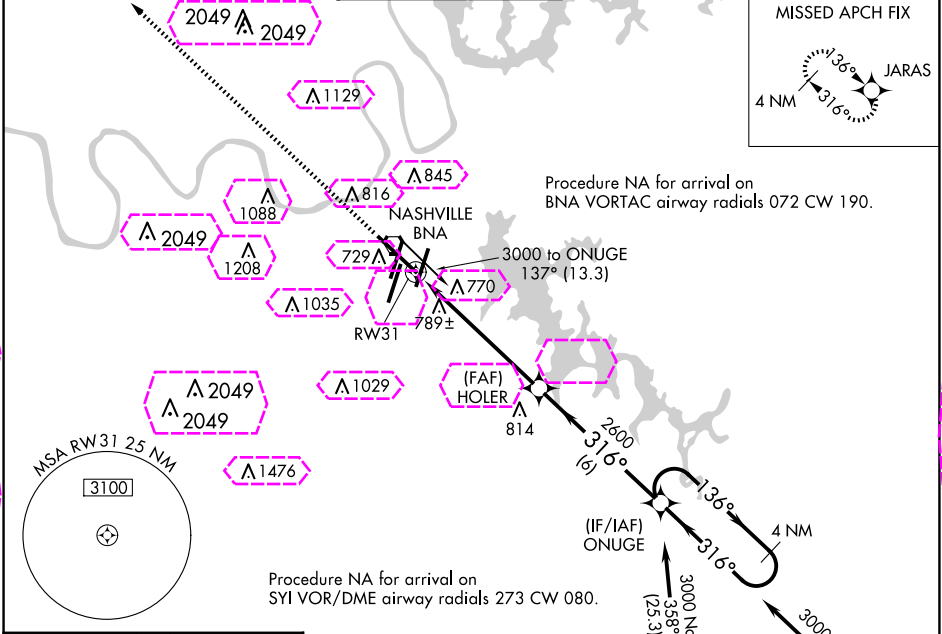
RNAV (GPS) Y RWY 31

NASHVILLE INTL (BNA)

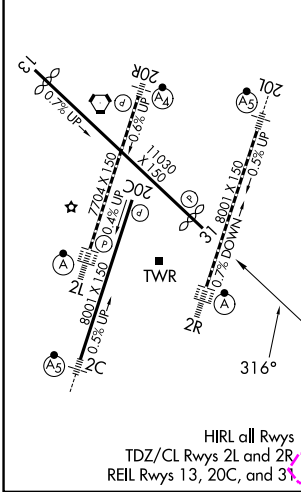
▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F).
▲ DME/DME RNP-0.3 NA.

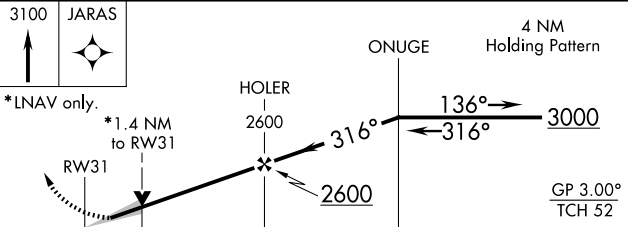
MISSED APPROACH: Climb to 3100 direct JARAS and hold.

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	D	TDZE 578
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3100	JARAS				
*LNAV only.		*1.4 NM to RW31			
RW31		HOLER 2600		ONUGE 3000	
1.4 NM		4.8 NM		6 NM	
4 NM		Holding Pattern			
GP 3.00°		TCH 52			
CATEGORY	A	B	C	D	
LPV DA	778-3/4		200 (200-3/4)		
LNAV/VNAV DA	1061-1 5/8		483 (500-1 5/8)		
LNAV MDA	1060-1	482 (500-1)	1060-1 3/8	482 (500-1 3/8)	
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)	

NASHVILLE, TENNESSEE
Amdt 2 27APR17

36°07'N-86°41'W

NASHVILLE INTL (BNA) RNAV (GPS) Y RWY 31

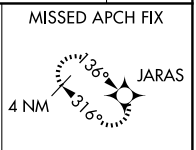
SE-1, 10 JUL 2025 to 07 AUG 2025

SE-1, 10 JUL 2025 to 07 AUG 2025

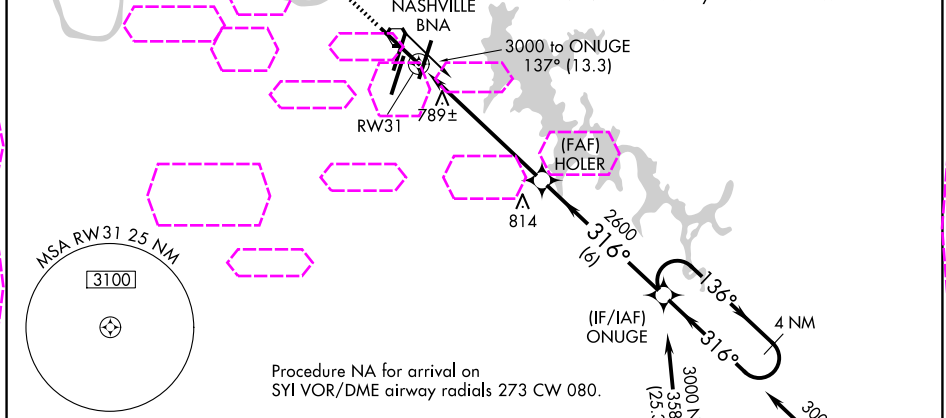
WAAS CH 65913 W31A	APP CRS 316°	Rwy Ldg 9487 TDZE 578 Apt Elev 599
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RNAV (GPS) Y RWY 31
NASHVILLE INTL (BNA)

<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.</p>		<p>MISSED APPROACH: Climb to 3100 direct JARAS and hold.</p>			
<p>D-ATIS 135.1</p>	<p>NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)</p>	<p>NASHVILLE TOWER 118.6 257.8</p>	<p>GND CON 121.9 348.6</p>	<p>CLNC DEL 126.05</p>	<p>CPDLC</p>



Procedure NA for arrival on
BNA VORTAC airway radials 072 CW 190.



ELEV 599		TDZE 578
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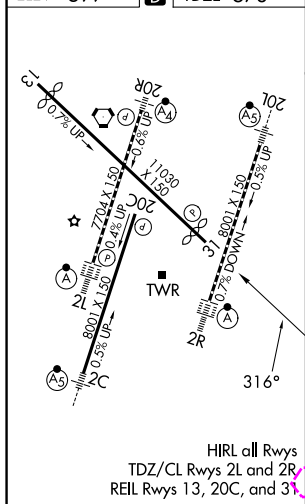


Diagram illustrating a 4 NM Holding Pattern. The pattern is defined by a series of turns with a 1.4 NM radius. The holding pattern is 4 NM wide. The diagram includes a table for the holding pattern dimensions and a table for the holding pattern dimensions.

CATEGORY	A	B	C	D
LPV DA	778- $\frac{3}{4}$	200 (200- $\frac{3}{4}$)		
LNAP/VNAV	1061-1 $\frac{5}{8}$	483 (500-1%)		
LNAP MDA	1060-1	482 (500-1%)	1060-1 $\frac{3}{8}$	482 (500-1%)
CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1 $\frac{3}{4}$ 601 (700-1 $\frac{1}{4}$)	1380-2 $\frac{1}{2}$ 781 (800-2 $\frac{1}{2}$)

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RNAV (GPS) Y RWY 31