

WAAS CH <b>70725</b> <b>W17A</b>	APP CRS <b>173°</b>	Rwy Idg TDZE Apt Elev	<b>6300</b> <b>583</b> <b>583</b>
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RNAV (GPS) RWY 17  
MUSIC CITY EXEC (XNX)

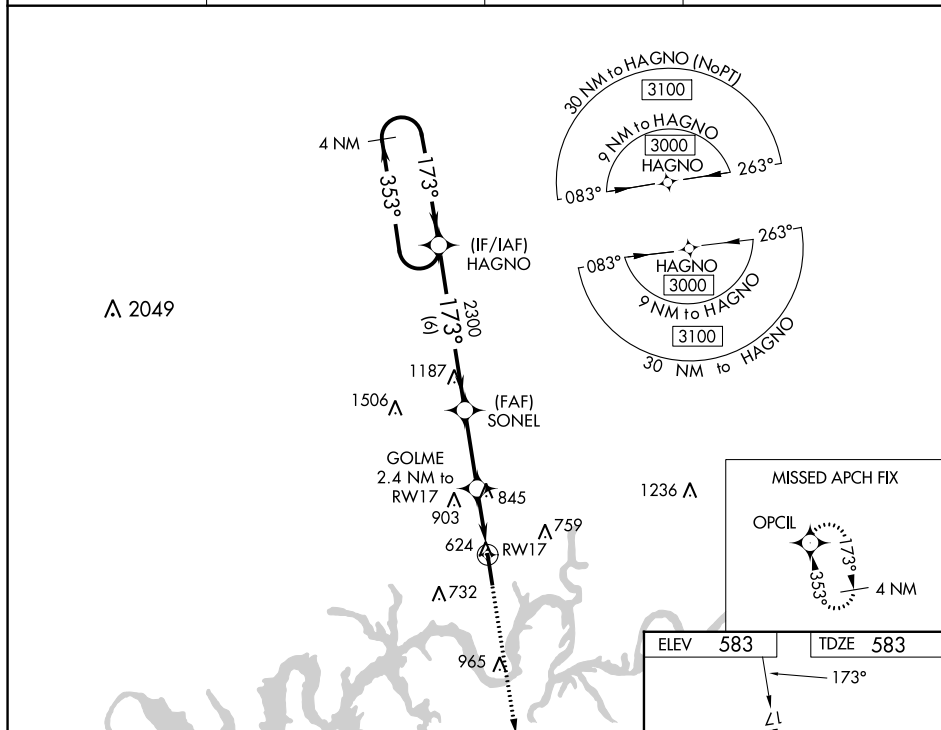
RNP APCH.



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 17 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:**  
Climb to 3000 direct  
OPCIL and hold.

AWOS-3 <b>132.725</b>	NASHVILLE APP CON <b>118.4 360.7</b>	GCO <b>135.075</b>	UNICOM <b>123.05 (CTAF) 0</b>
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The diagram illustrates a VOR/DME station with several key features:

- VGS and RNAV glidepath not coincident** (VGS Angle 3.00/TCH 28).
- Holding Pattern**: A 4 NM holding pattern at 3000 feet.
- HAGNO**: A heading or bearing indicator.
- SONEL**: A distance marker at 2300 feet.
- GOLME**: A distance marker at 2.4 NM to RW17.
- RW17**: Runway 17, located 1.5 NM from the station.
- \*LNNAV only**: A note indicating that certain navigation modes are only available for LNAV.
- CIRCLING**: A section showing various circling patterns with their respective altitudes and distances.

CATEGORY	A	B	C	D
LPV DA		1069-1 $\frac{3}{8}$	486 (500-1 $\frac{3}{8}$ )	
LNAV/VNAV DA		1075-1 $\frac{3}{8}$	492 (500-1 $\frac{3}{8}$ )	
LNAV MDA	1100-1	517 (600-1)	1100-1 $\frac{3}{8}$	517 (600-1 $\frac{3}{8}$ )
<b>C</b> CIRCLING	1100-1 517 (600-1)	1120-1 537 (600-1)	1240-1 $\frac{3}{4}$ 657 (700-1 $\frac{3}{4}$ )	1280-2 $\frac{1}{4}$ 697 (700-2 $\frac{1}{4}$ )

