

LOC/DME F-UQU <b><u>111.75</u></b> Chgn <b>54</b> (Y)	APP CRS <b>021°</b>	Rwy Idg <b>8000</b> TDZE <b>590</b> Apt Elev <b>599</b>
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ILS or LOC/DME RWY 2R  
NASHVILLE INTL (BNA)

DME required.

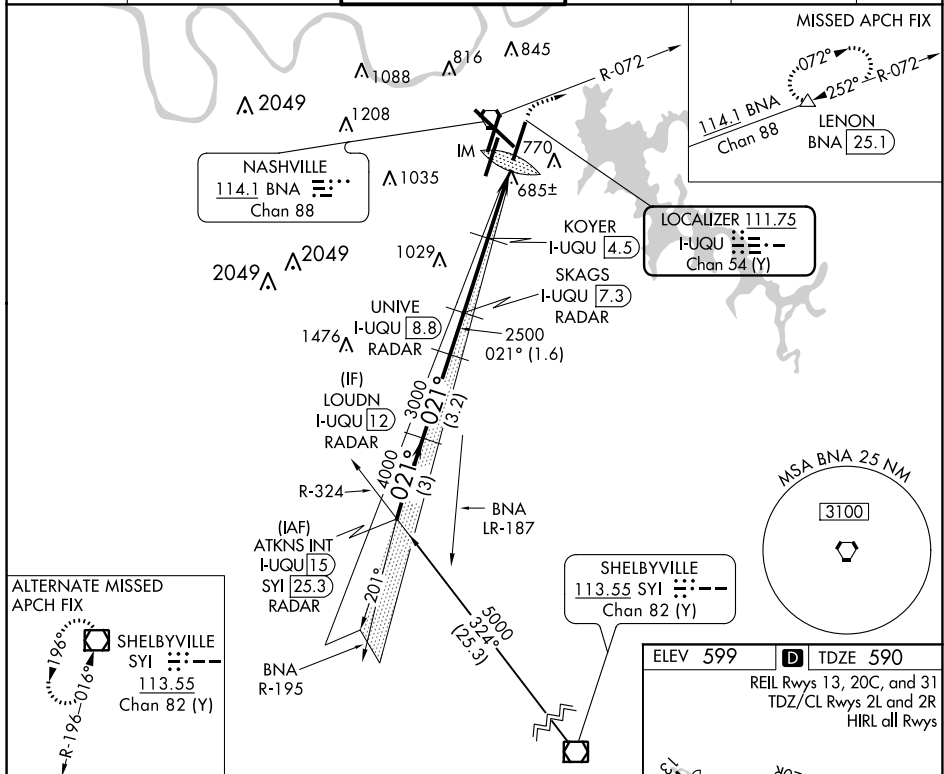
**T** Simultaneous approach authorized with Rwy 2L/C.  
**A** For inop ALSF, increase S-LOC 2R Cats C/D visibility to RVR 5500.

ALSF-2



**MISSED APPROACH:** Climb to 1300 then climbing right turn to 3000 on BNA R-072 to LENON/BNA 25.1 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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<p>ATKNS INT I-UQU 15 RADAR LOUDN I-UQU 12 RADAR UNIVE I-UQU 8.8 RADAR SKAGS I-UQU 7.3 1300 3000 BNA R-072 LENON △</p> <p>5000 021° 4000 3000 2500 2500 *1600 *I-UQU 2.3 I-UQU 1.5 IM</p> <p>GS 3.00° TCH 59</p> <p>*LOC only.</p> <p>3 NM 3.2 NM 1.6 NM 2.8 NM 2.1 NM 0.8 0.1</p> <table><tr><td>CATEGORY</td><td colspan="2">A</td><td colspan="2">B</td><td colspan="2">C</td><td colspan="2">D</td></tr><tr><td>S-ILS 2R</td><td colspan="2">790/18</td><td colspan="2">200 (200-½)</td><td colspan="2"></td><td colspan="2"></td></tr><tr><td>S-LOC 2R</td><td colspan="2">940/24</td><td colspan="2">350 (400-½)</td><td colspan="2">940/30</td><td colspan="2">350 (400-¾)</td></tr><tr><td>CIRCLING</td><td colspan="2">1100-1 501 (600-1)</td><td colspan="2">1120-1 521 (600-1)</td><td colspan="2">1200-1¾ 601 (700-1¾)</td><td colspan="2">1380-2½ 781 (800-2½)</td></tr></table>										CATEGORY	A		B		C		D		S-ILS 2R	790/18		200 (200-½)						S-LOC 2R	940/24		350 (400-½)		940/30		350 (400-¾)		CIRCLING	1100-1 501 (600-1)		1120-1 521 (600-1)		1200-1¾ 601 (700-1¾)		1380-2½ 781 (800-2½)	
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