

LOC/DME I-SSX <b><u>109.35</u></b> Chan <b>30</b> (Y)	APP CRS <b>201°</b>	Rwy Idg <b>8000</b> TDZE <b>551</b> Apt Elev <b>599</b>
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## ILS or LOC/DME RWY 20L

NASHVILLE INTL (BNA)

**T** Simultaneous approach authorized with Rwy 20R.  
**A** DME required.  
 \*\*RVR 1800 authorized with the use of FD or AP or HUD to DA.

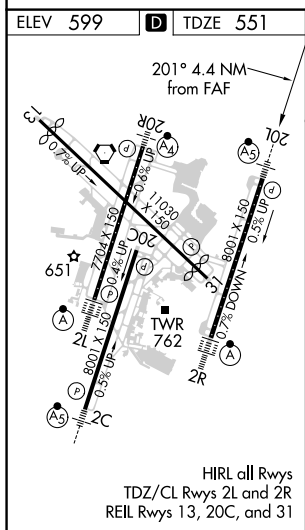
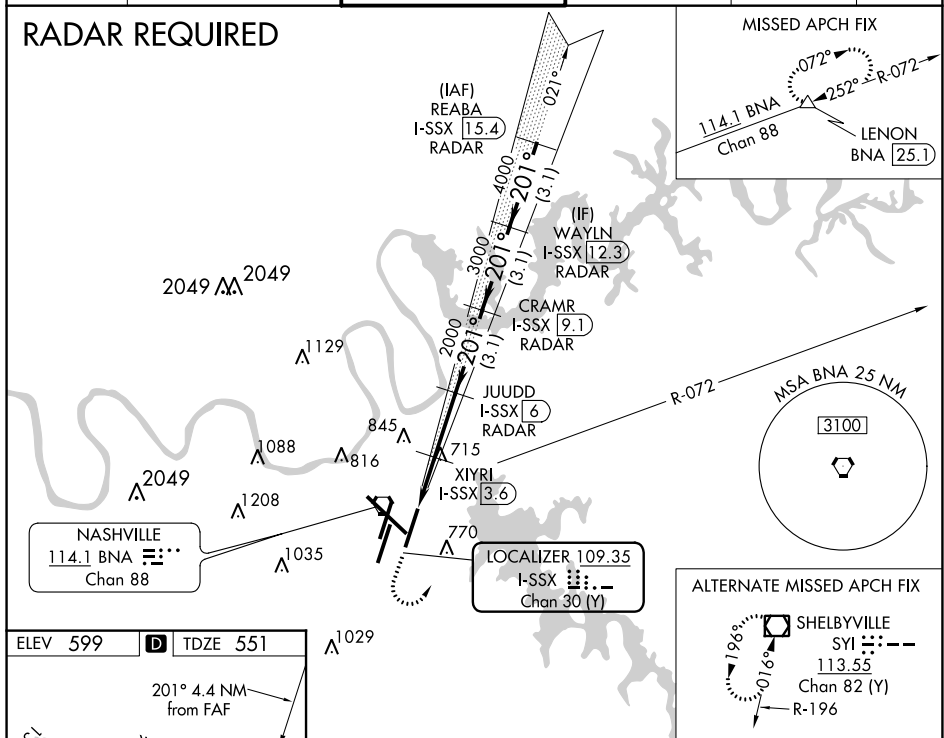
MALSR



**MISSED APPROACH:** Climb to 1300 then climbing left turn to 3000 on heading 040° and BNA VORTAC 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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## RADAR REQUIRED



1300 ↑ <b>*LOC only.</b>	3000 hdg 040°	BNA R-072	LENON △						
<p>The diagram illustrates a flight profile starting from two points: BNA R-072 and LENON (triangle symbol). The primary path (solid line) proceeds towards CRAMR I-SSX [9.1], then WAYLN I-SSX [12.3], and finally REABA I-SSX [15.4]. Altitudes are marked as 3000, 4000, and 5000 feet. A secondary path (dotted line) branches off at 1220* and terminates at GS 3.00° TCH 47'. Horizontal distances between key points are indicated: 1.2 NM, 0.8 NM, 2.4 NM, 3.1 NM, 3.1 NM, and 3.1 NM.</p>									
CATEGORY		A		B		C		D	
S-ILS 20L		<b>** 751/24</b>						200 (200-½)	
S-LOC 20L		980/24		429 (400-½)		980/40		429 (400-¾)	
<b>C</b> CIRCLING		1100-1 501 (600-1)		1120-1 521 (600-1)		1200-1¾ 601 (700-1¼)		1380-2½ 781 (800-2½)	