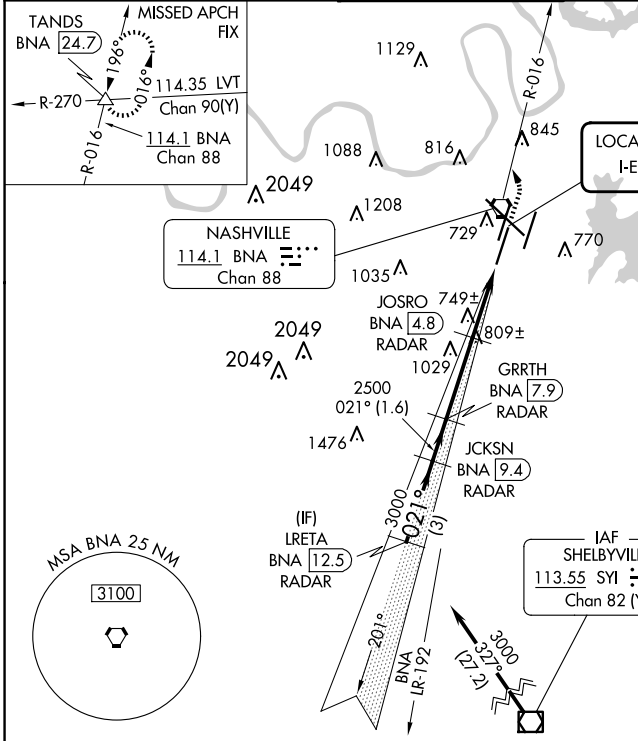


# ILS or LOC RWY 2C

NASHVILLE INTL (BNA)

LOC I-EZN <b>110.75</b>	APP CRS <b>021°</b>	Rwy Idg <b>7601</b>	TDZE <b>587</b>
		Apt Elev <b>599</b>	

DME or RADAR required.		MALSR 	MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 on BNA VORTAC R-016 to TANDS INT/BNA 24.7 and hold.		
▼ Simultaneous approach authorized. For inop ALS, increase S-LOC 2C Cats C and D visibility to RVR 6000. DME from BNA VORTAC. ▲ Simultaneous reception of I-EZN and BNA DME required. #RVR 1800 authorized with the use of FD or AP or HUD to DA.					
D-ATIS <b>135.1</b>	NASHVILLE APP CON <b>118.4 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>	CPDLC



VGSI and ILS glidepath not coincident.		1300	4000	BNA R-016	TANDS
LRETA BNA 12.5 RADAR	JKSNS BNA 9.4 RADAR	GRRTH BNA 7.9 RADAR	JOSRO BNA 4.8 RADAR	BNA 3.2	BNA 2
3000		2500	*LOC only.		
GS 3.00° TCH 60	3000	2500	*1520		
CATEGORY	A	B	C	D	
S-ILS 2C #	787/24		200 (200-1/2)		
S-LOC 2C	1000/24	413 (500-1/2)	1000/40	413 (500-3/4)	
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)	

HIRL all Rws					
TDZ/CL Rws 2L and 2R					
REIL Rws 13, 20C, and 31					
FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-1, 20 FEB 2025 to 20 MAR 2025

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