

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>70725</b><br><b>W17A</b> | APP CRS<br><b>173°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>6300</b><br><b>583</b><br><b>583</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

RNAV (GPS) RWY 17  
MUSIC CITY EXEC (XNX)

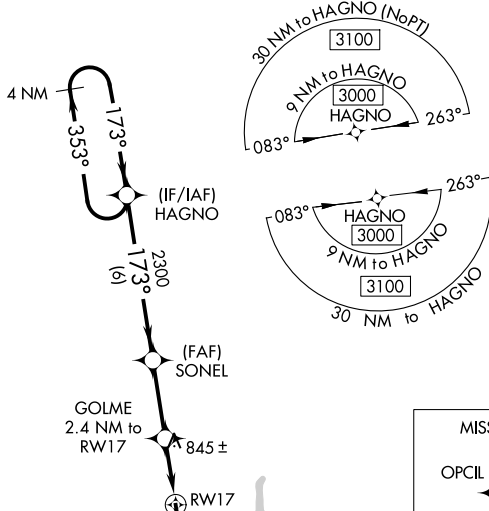
RNP APCH.



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<br><b>132.725</b> | NASHVILLE APP CON<br><b>118.4 360.7</b> | GCO<br><b>135.075</b> | UNICOM<br><b>123.05 (CTAF) 0</b> |
|--------------------------|-----------------------------------------|-----------------------|----------------------------------|



MISSED APCH FIX



4 NM Holding Pattern HAGNO

3000 ← 353° → 173° →

GP 3.00° TCH 56

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 28).

SONEL 2300

GOLME 2.4 NM to RW17

\*1400

\*1.5 NM to RW17

RW17

6 NM 2.8 NM 0.9 NM 1.5 NM

OPCIL

\*LNAV only

| 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 $\frac{3}{8}$ )                         |
| CIRCLING     | 1100-1<br>517 (600-1) | 1120-1<br>537 (600-1) | 1240-1 $\frac{3}{4}$<br>657 (700-1 $\frac{3}{4}$ ) | 1280-2 $\frac{1}{4}$<br>697 (700-2 $\frac{1}{4}$ ) |

ELEV 583 TDZE 583

173°

L

P

6300 X 100

0.8% UP

35

MIRL Rwy 17-35

REIL Rws 17 and 35

RNAV (GPS) RWY 17