

WAAS CH <b>78411</b> <b>W20A</b>	APP CRS <b>201°</b>	Rwy Idg TDZE <b>578</b> Apt Elev <b>599</b>
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RNAV (GPS) Y RWY 20R

NASHVILLE INTL (BNA)

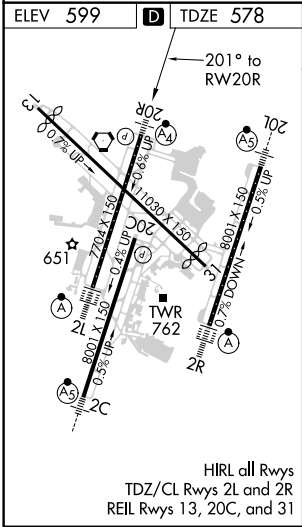
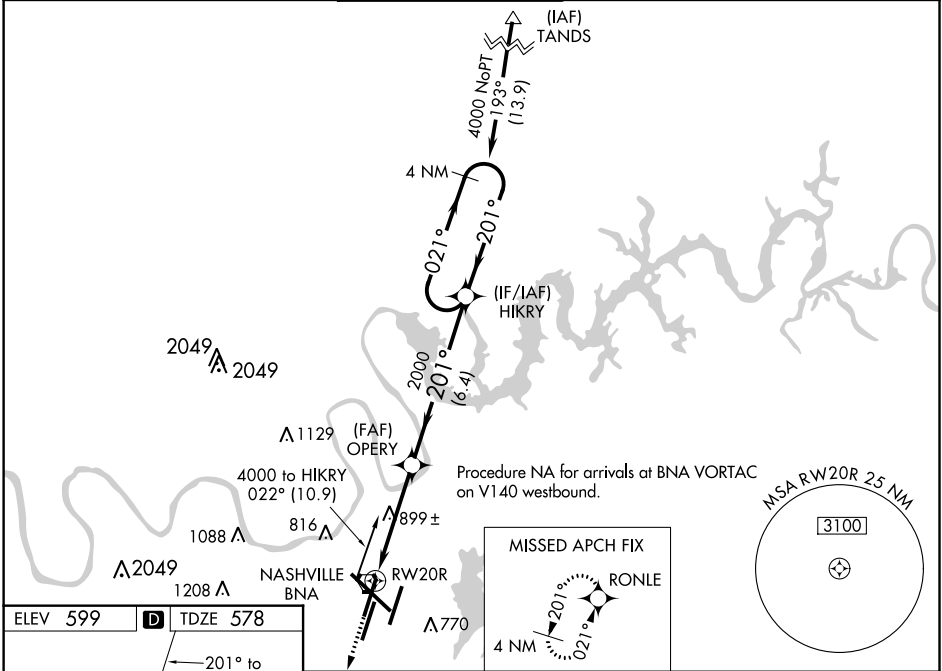
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 20L. LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV Cat D visibility to 1½ SM and LNAV Cats C and D visibility to 1¼ SM.



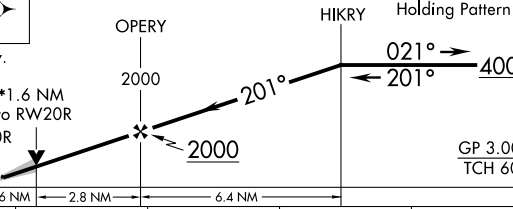

MALSF

MISSED APPROACH:

Climb to 3000 direct RONLE and hold.

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
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3000	RONLE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 79).				
						
*LNAV only.						
*1.6 NM to RW20R						
RW20R						
1.6 NM						
2.8 NM						
6.4 NM						
OPERY						
HIKRY						
4 NM Holding Pattern						
021° → 4000						
← 201°						
GP 3.00° TCH 60						
CATEGORY		A		B	C	D
LPV	DA	778/40 200 (200-¾)				
LNAV/ VNAV	DA	1038-1¾ 460 (500-1¾)				
LNAV MDA		1160/40	582 (600-¾)	1160-1¾ 582 (600-1¾)		
 CIRCLING		1160-1	561 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)	