

WAAS CH 93915 W34A	APP CRS 340°	Rwy Idg 7100 TDZE 1600 Apt Elev 1636
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RNAV (GPS) RWY 34

GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)

RNP APCH

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F). When local altimeter setting not received, use Ithaca altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase LPV all Cats, LNAV Cats C and D and Circling Cat C and D visibility ¼ SM, and LNAV/VNAV all Cats visibility ½ SM. For inoperative MALSR when using Ithaca altimeter setting increase LPV all Cats visibility to RVR 6000. Baro-VNAV and VDP NA when using Ithaca altimeter setting.

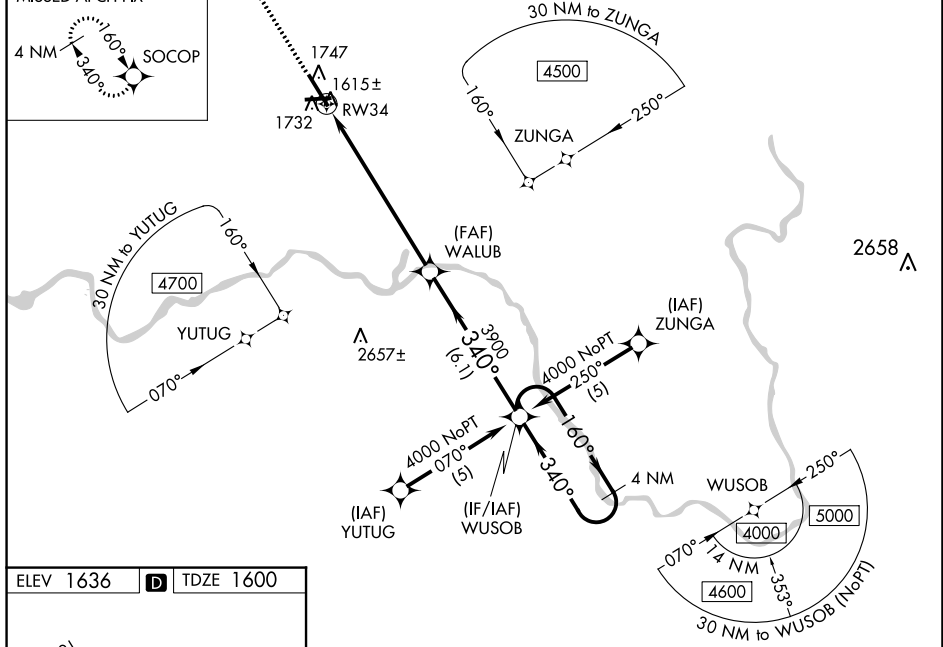
MALSR



MISSED APPROACH:
Climb to 3900 direct
SOCOP and hold.

ATIS 128.15	BINGHAMTON APP CON ★ 118.6 257.625	BINGHAMTON TOWER ★ 119.3 (CTAF) 0 239.25	GND CON 121.9	CLNC DEL 125.05	UNICOM 122.95
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MISSED APCH FIX



ELEV 1636	D	TDZE 1600
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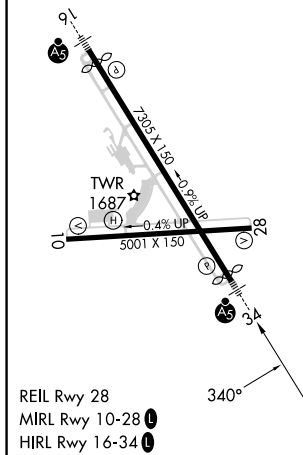


Diagram illustrating a 4 NM Holding Pattern for VGS1 and RNAV Glidepath. The pattern is defined by a series of turns around a fix (WALUB). The inbound leg is 3.00 NM, and the outbound leg is 4.00 NM. The angle between the inbound and outbound legs is 160 degrees. The pattern is labeled "4 NM Holding Pattern" and "GP 3.00° TCH 44". The diagram also shows the VGS1 and RNAV Glidepath not coincident (VGS1 Angle 3.00/TCH 64). The diagram includes a scale bar for 1.3 NM, 5.8 NM, and 6.1 NM. The diagram also shows the VGS1 and RNAV Glidepath not coincident (VGS1 Angle 3.00/TCH 64).

RNAV (GPS) RWY 34