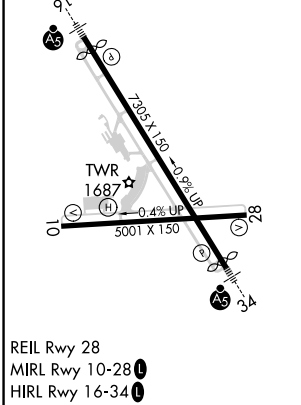
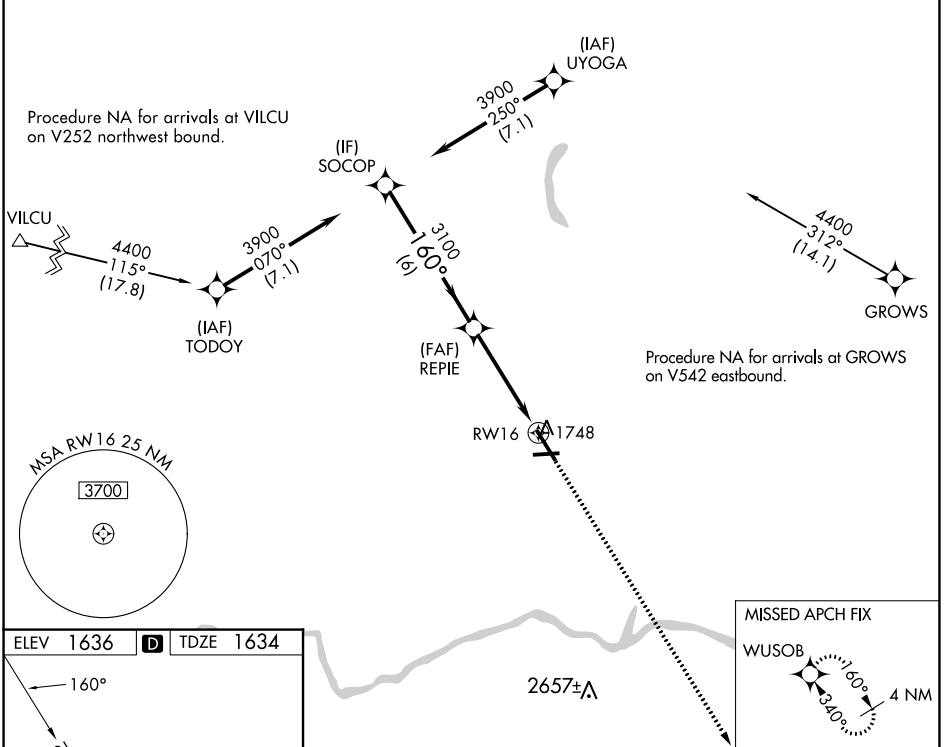


WAAS CH <b>66015</b> <b>W16A</b>	APP CRS <b>160°</b>	Rwy ldg <b>6905</b> TDZE <b>1634</b> Apt Elev <b>1636</b>
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# RNAV (GPS) RWY 16

GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)

RNP APCH.				MALSRL	MISSED APPROACH: Climb to 4000 direct WUSOB and hold.
<p><b>▲</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500.</p>					
ATIS <b>128.15</b>	BINGHAMTON APP CON * <b>118.6 257.625</b>	BINGHAMTON TOWER * <b>119.3 (CTAF) 239.25</b>	GND CON <b>121.9</b>	CLNC DEL <b>125.05</b>	UNICOM <b>122.95</b>



SOCOP		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 61).		4000 WUSOB
3900	160°	REPIE		
GP 3.00°		3100		*1.1 NM to RW16
TCH 52				*LNAV only
	6 NM	3.3 NM	1.1 NM	
CATEGORY	A	B	C	D
LPV DA	1884/24 250 (300-1/2)			
LNAV/VNAV DA	1984/30 350 (400-3/8)			
LNAV MDA	2060/24	426 (500-1/2)	2060/40	426 (500-3/4)
<b>C</b> CIRCLING	2120-1	484 (500-1)	2120-1 1/2	2200-2
			484 (500-1 1/2)	564 (600-2)

NE-2, 26 DEC 2024 to 23 JAN 2025

NE-2, 26 DEC 2024 to 23 JAN 2025