

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>97521</b><br><b>W16A</b> | APP CRS<br><b>167°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5711</b><br><b>1948</b><br><b>1948</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 16

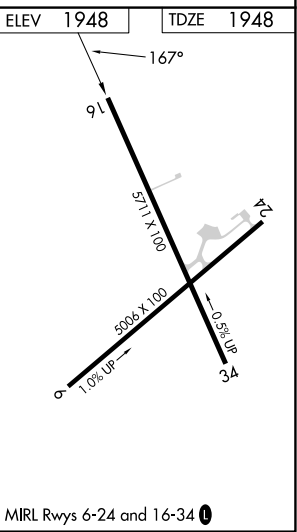
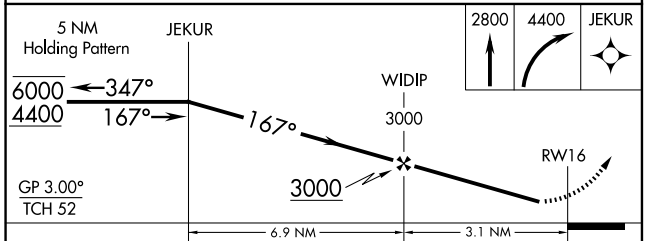
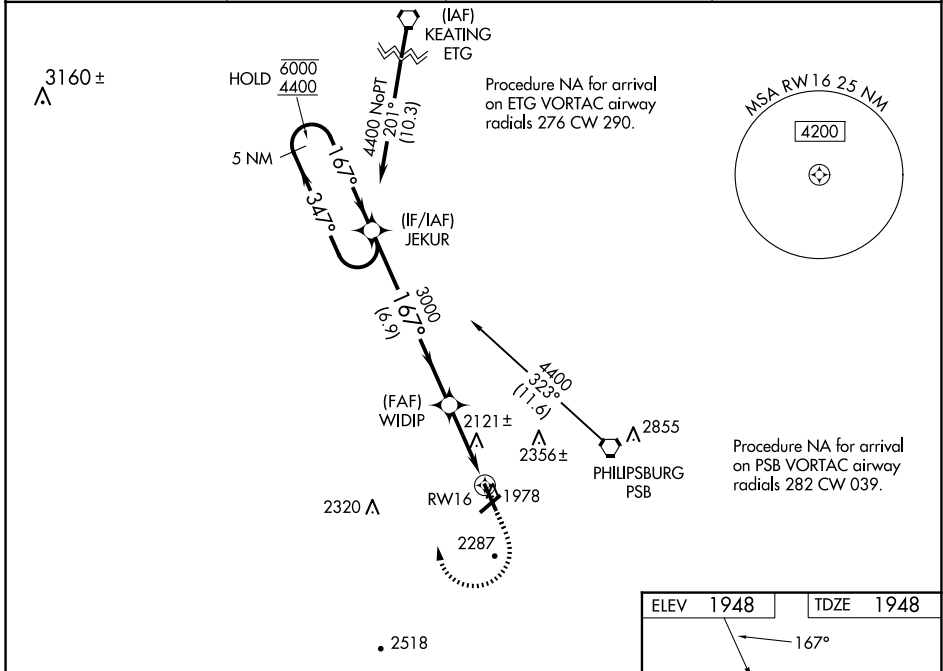
MID-STATE (PSB)

RNP APCH.

**⚠** Rwy 16 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA.  
**⚠** NA Straight-in Rwy 16 NA at night, Circling Rwy 16, 24, NA at night.  
 Use State College altimeter setting, when not received use Clearfield altimeter setting. Circling NA for Cat D east of Rwy 16-34.

MISSED APPROACH: Climb to 2800 then climbing right turn to 4400 direct JEKUR and hold.

|                          |                             |                                       |                      |
|--------------------------|-----------------------------|---------------------------------------|----------------------|
| AWOS-3<br><b>127.525</b> | UNV AWOS-3<br><b>127.65</b> | NEW YORK CENTER<br><b>134.8 338.3</b> | CTAF<br><b>122.9</b> |
|--------------------------|-----------------------------|---------------------------------------|----------------------|



| CATEGORY     | A                     | B                       | C                        | D                       |
|--------------|-----------------------|-------------------------|--------------------------|-------------------------|
| LPV DA       | 2323-1 375 (400-1)    |                         |                          |                         |
| LNAV/VNAV DA | 2332-1½ 384 (400-1½)  |                         |                          |                         |
| LNAV MDA     | 2520-1                | 572 (600-1)             | 2520-1½                  | 572 (600-1½)            |
| CIRCLING     | 2680-1<br>732 (800-1) | 2840-1¼<br>892 (900-1¼) | 2880-2¾<br>932 (1000-2¾) | 3000-3<br>1052 (1100-3) |

NE-4, 20 FEB 2025 to 20 MAR 2025

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