

BEND, OREGON

AL-5579 (FAA)

25163

VORTAC DSD 117.6 Chan 123	APP CRS 136°	Rwy Ldg 5201 TDZE 3432 Apt Elev 3459
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VOR RWY 16
BEND MUNI (BDN)

DME required.

T Rwy 16 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Redmond altimeter setting and increase all MDAs 100 feet and increase S-16 visibility Cats C and D $\frac{1}{4}$ SM, and Circling visibility Cat C $\frac{1}{2}$ SM.

MISSED APPROACH: Climb to 4700 then climbing right turn to 7000 direct DSD VORTAC and hold, continue climb-in-hold to 7000.

AWOS-3 134.425	SEATTLE CENTER 126.15 269.475	UNICOM 123.0 (CTAF) 0
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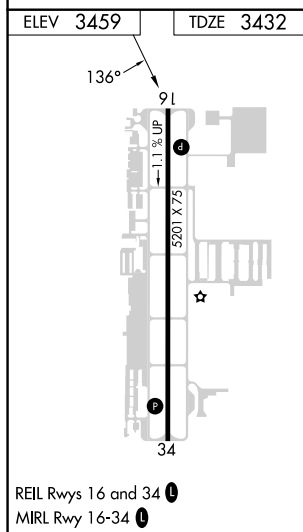
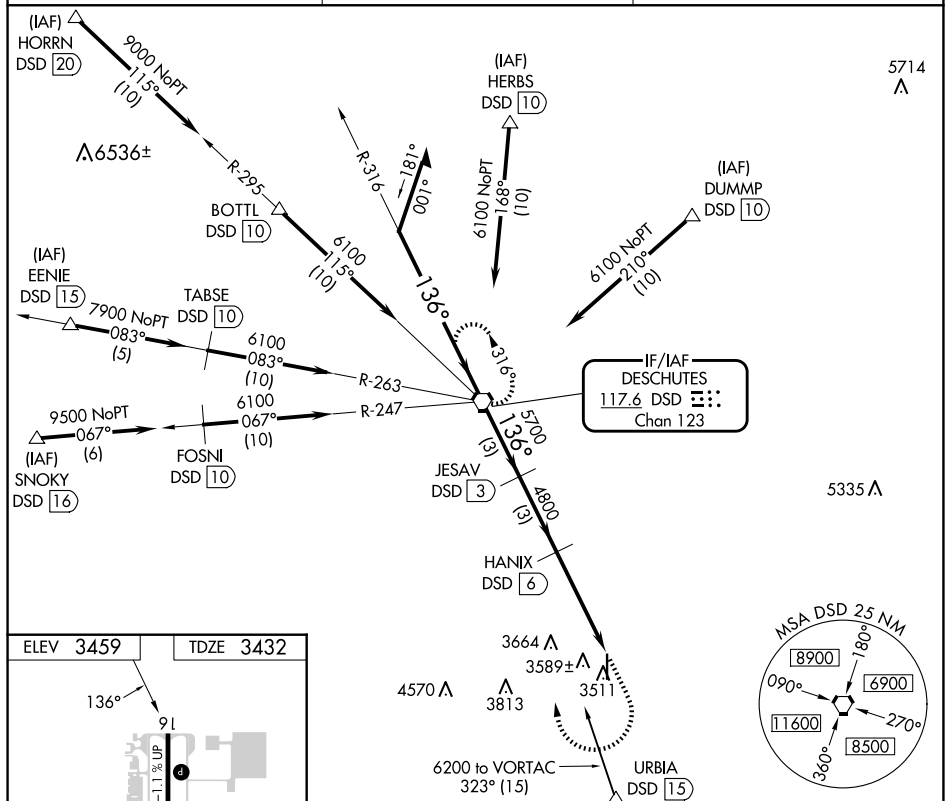


Diagram illustrating a 4-segment, 4000-foot MSA (Minimum Safe Altitude) profile. The profile shows altitudes of 6100, 5700, 4800, and 4640 feet. The segments are defined by DSD (Descent Decision Speed) and VORTAC (VOR and TACAN) stations. The first segment is 3.16° descent, the second is 1.36° descent, the third is 3.09° descent (TCH 50), and the fourth is 3.00° descent (TCH 38). The MSA is 4000 feet high. The diagram also shows the MSA profile for a 4000-foot MSA. The MSA is 4000 feet high. The diagram also shows the MSA profile for a 4000-foot MSA. The MSA is 4000 feet high.

CATEGORY	A	B	C	D
S-16	3880-1	448 (500-1)	3880-1 $\frac{3}{8}$	448 (500-1 $\frac{3}{8}$)
C CIRCLING	3960-1 501 (600-1)	3980-1 521 (600-1)	4120-1 $\frac{3}{4}$ 661 (700-1 $\frac{3}{4}$)	4640-3 1181 (1200-3)

BEND, OREGON
Amdt 11 10AUG23

44°06'N-121°12'W

BEND MUNI (BDN)
VOR RWY 16

NW-1, 27 NOV 2025 to 25 DEC 2025

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