

WAAS CH 81906 W16A	APP CRS 166°	Rwy Ldg TDZE Apt Elev	5201 3432 3459
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RNAV (GPS) Z RWY 16

BEND MUNI (BDN)

RNP APCH - GPS.

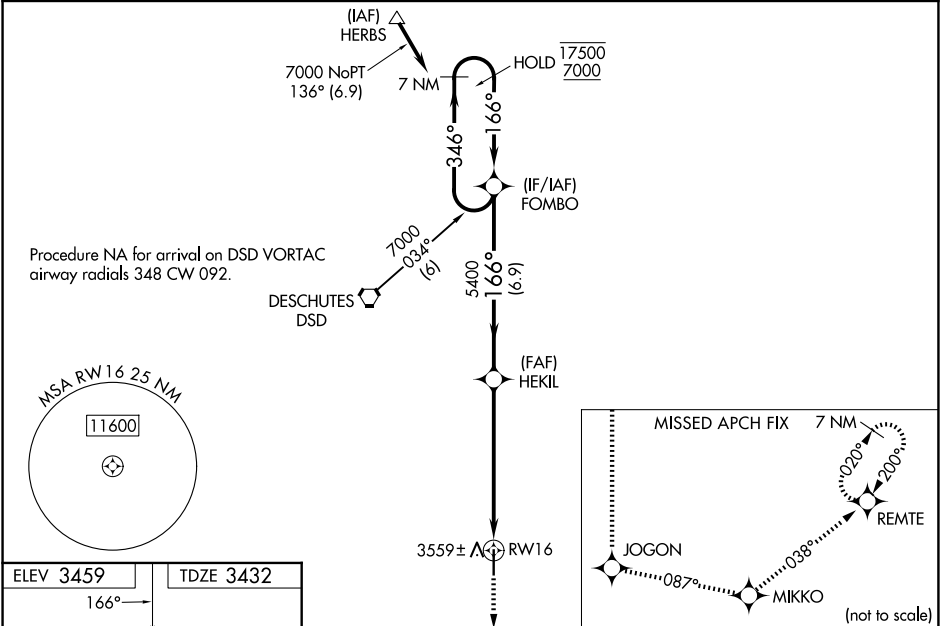
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Baro-VNAV and VDP NA when using Redmond altimeter setting. Rwy 16 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use Redmond altimeter setting: increase LPV DA to 3763 feet and all visibilities $\frac{1}{4}$ SM; increase LNAV/VNAV DA to 3821 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 100 feet and LNAV visibility Cats C and D $\frac{1}{4}$ SM, and Circling visibility Cat C $\frac{1}{2}$ SM.

MISSED APPROACH: Climb to 7400 direct JOGON and on track 087° to MIKKO and on track 038° to REMTE and hold, continue climb-in-hold to 7400.

AWOS-3 134.425	SEATTLE CENTER 126.15 269.475	UNICOM 123.0 (CTAF) 📻
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ELEV 3459 TDZE 3432

166°

91

1.1% UP

5201 X 75

34

MIRL Rwy 16-34 **📻**

REIL Rwys 16 and 34 **📻**

7400	JOGON	MIKKO	REMTE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 38).	
↑	tr 087°	tr 038°		FOMBO	7 NM Holding Pattern
		HEKIL		346° → 17500	← 166° 7000
		5400		5400	GP 3.00° TCH 50
	1.2 NM	4.9 NM	6.9 NM		
CATEGORY	A	B	C	D	
LPV DA	3682- $\frac{3}{4}$		250 (300- $\frac{3}{4}$)		
LNAV/VNAV DA	3740- $\frac{7}{8}$		308 (300- $\frac{7}{8}$)		
LNAV MDA	3820-1 388 (400-1)		3820-1 $\frac{1}{8}$ 388 (400-1 $\frac{1}{8}$)		
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)	