

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

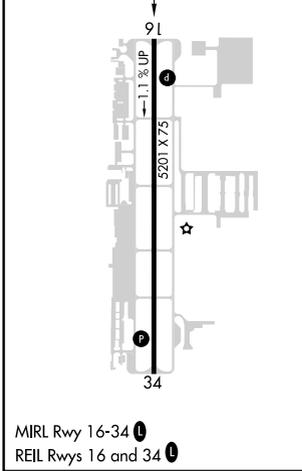
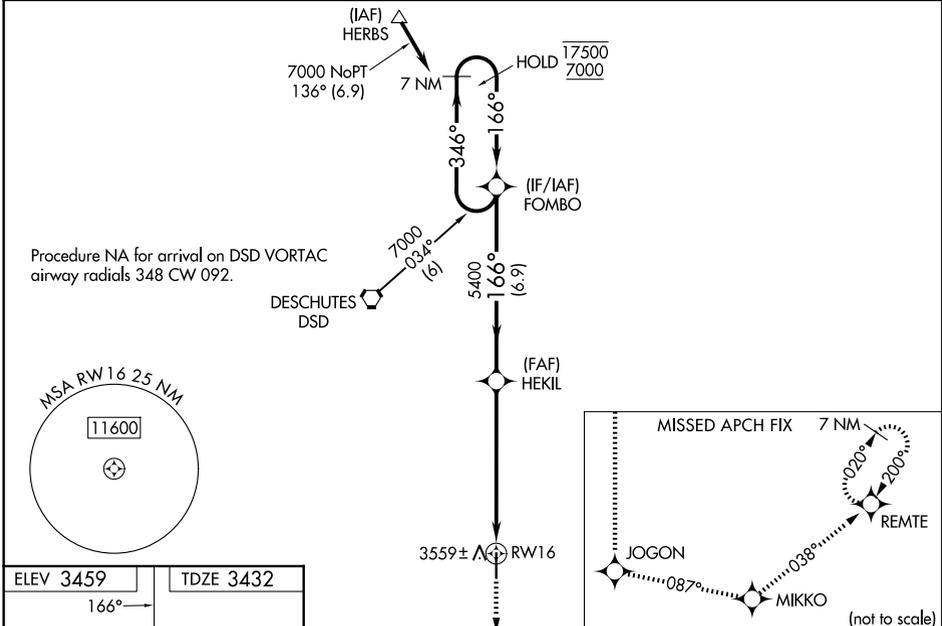
BEND MUNI (BDN)

RNP APCH - GPS.

**⚠** 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 <b>134.425</b>	SEATTLE CENTER <b>126.15 269.475</b>	UNICOM <b>123.0 (CTAF)</b>
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ELEV 3459	TDZE 3432	7400 JOGON				tr 087°	MIKKO	tr 038°	REMTE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 38).	
166°		91		1.2 NM to RWY 16		HEKIL 5400		FOMBO 7 NM Holding Pattern		7400	
166°		1.1% UP		1.2 NM		4.9 NM		6.9 NM		7000	
166°		5201 X 7.5		1.2 NM		4.9 NM		6.9 NM		GP 3.00° TCH 50	
166°		34		1.2 NM		4.9 NM		6.9 NM		346°	
166°		34		1.2 NM		4.9 NM		6.9 NM		17500	
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