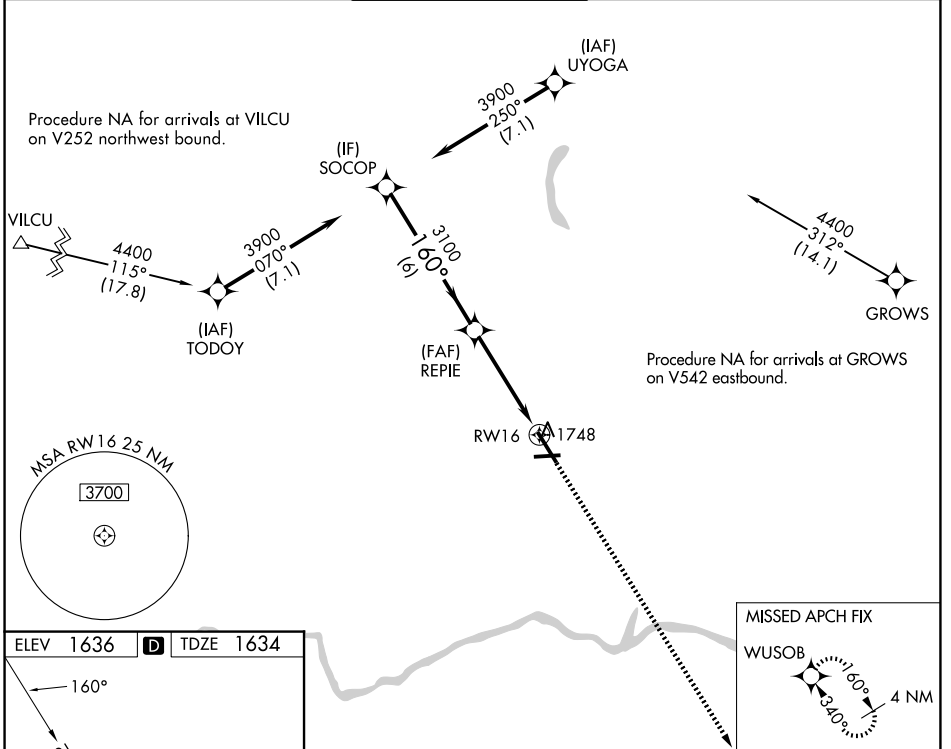


WAAS CH <b>66015</b> <b>W16A</b>	APP CRS <b>160°</b>	Rwy Ldg <b>6905</b> TDZE <b>1634</b> Apt Elev <b>1636</b>
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# RNAV (GPS) RWY 16

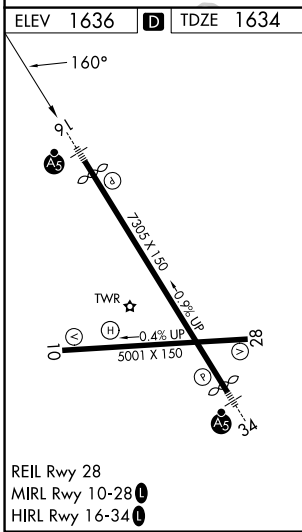
GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)

RNP APCH.				MALSR  MISSED APPROACH: Climb to 4000 direct WUSOB and hold.	
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.					
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>



NE-2, 16 APR 2026 to 14 MAY 2026

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SOCOP		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 61).		4000 WUSOB
3900	160°	REPIE	3100	*1.1 NM to RW16
GP 3.00° TCH 52		6 NM		*LNAV only
		3.3 NM		
		1.1 NM		
		RW16		
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)
CIRCLING	2120-1	484 (500-1)	2120-1 1/2 484 (500-1 1/2)	2200-2 564 (600-2)