

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

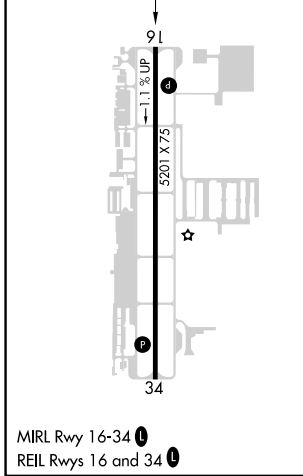
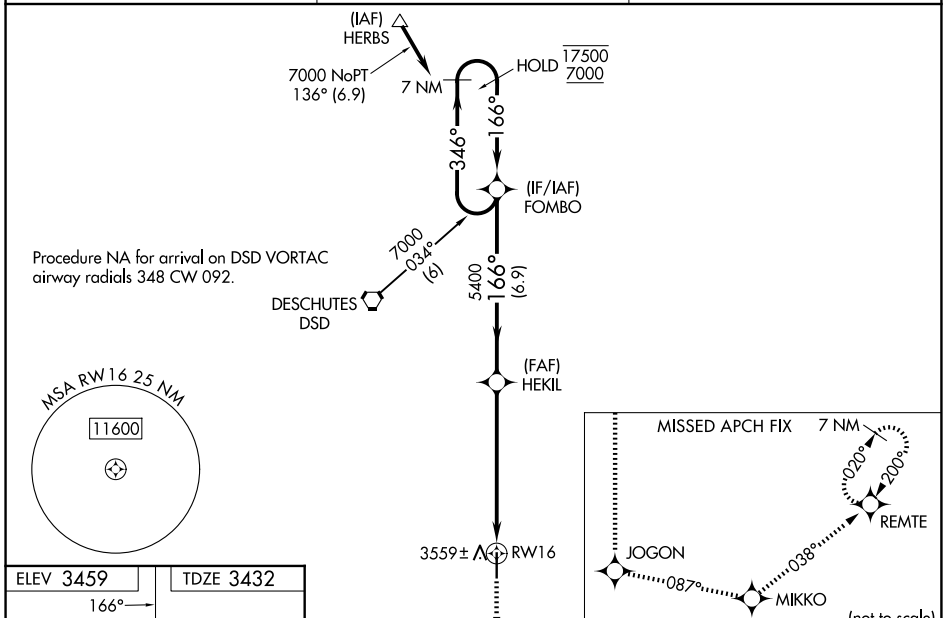
BEND MUNI (BDN)

RNP APCH - GPS.

⚠ 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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7400	JOGON	tr	MIKKO	tr	REMTE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 38).
↑	◆	087°	◆	038°	◆	
HEKIL						FOMBO
1.2 NM to RWY 16						7 NM Holding Pattern
5400						346° → 17500
1.2 NM						← 166° 7000
						GP 3.00°
						TCH 50
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)