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

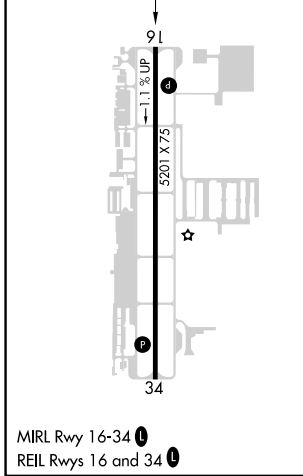
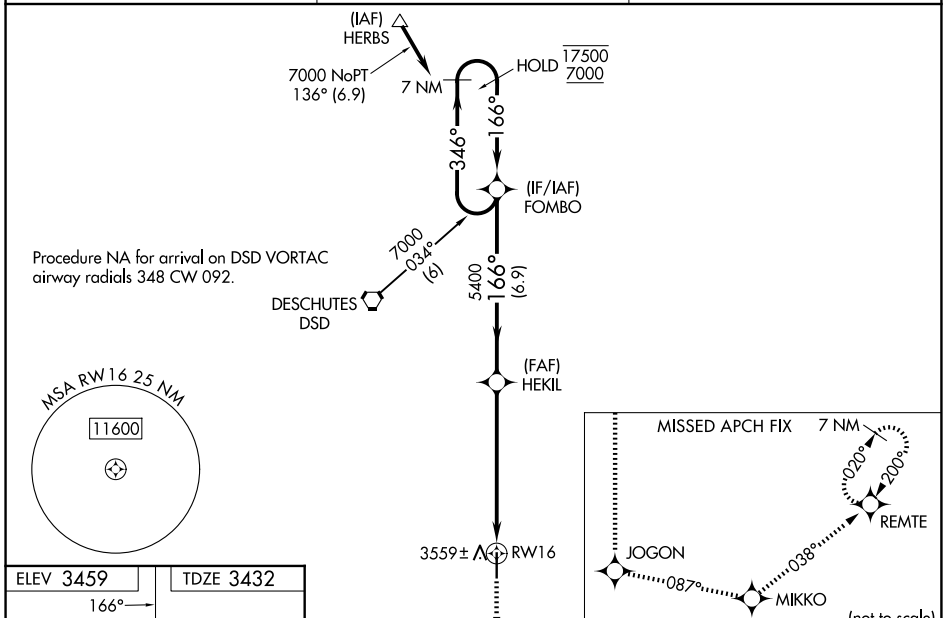
BEND MUNI (BDN)

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.

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| AWOS-3 134.425 | SEATTLE CENTER 126.15 269.475 | UNICOM 123.0 (CTAF) |
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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). |
| HEKIL 5400 RW16 1.2 NM to RW16 1.2 NM 4.9 NM 6.9 NM | | | | | | FOMBO 7 NM Holding Pattern 346° → 17500 ← 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) | | |

NW-1, 14 MAY 2026 to 11 JUN 2026

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