

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>66015</b><br><b>W16A</b> | APP CRS<br><b>160°</b> | Rwy Idg <b>6905</b><br>TDZE <b>1634</b><br>Apt Elev <b>1636</b> |
|--|------------------------|---|

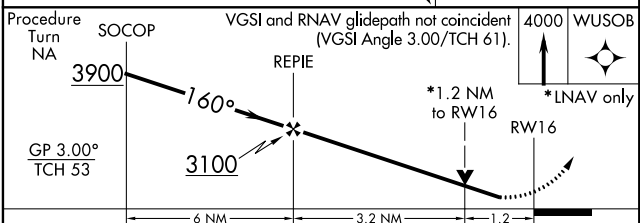
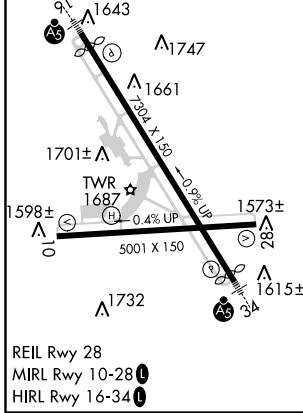
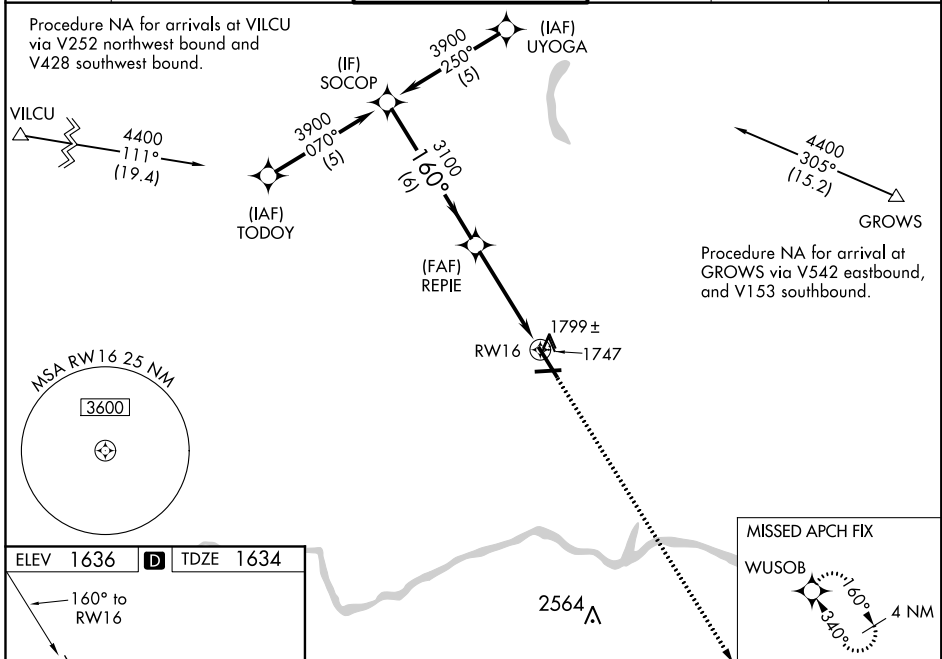
# RNAV (GPS) RWY 16

GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

**⚠** When VGSI inoperative, Circling Rwy 34 NA at night. Inoperative table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ithaca altimeter setting and increase all DA 138 feet and all MDA 140 feet and increase LNAV/VNAV all Cats visibility ½ mile and LNAV and Circling Cats C and D visibility ¼ mile. For inoperative MALSR increase LNAV Cats A, C and D visibility ¼ mile. For inoperative MALSR when using Ithaca altimeter setting increase LPV all Cats visibility ½ mile, LNAV Cats A and B visibility ¼ mile. Baro-VNAV and VDP NA when using Ithaca altimeter setting.

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

|                       |  |  |                         |                           |                         |
|-----------------------|--|--|-------------------------|---------------------------|-------------------------|
| ATIS<br><b>128.15</b> | BINGHAMTON APP CON *<br><b>118.6 257.625</b> | BINGHAMTON TOWER *<br><b>119.3 (CTAF) 0 239.25</b> | GND CON<br><b>121.9</b> | CLNC DEL<br><b>125.05</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--|--|-------------------------|---------------------------|-------------------------|



| CATEGORY      | A                  | B | C                                       | D |
|---------------|--------------------|---|---|---|
| LPV DA        | 1884-¾ 250 (300-¾) |   |   |   |
| LNAV/ VNAV DA | 1984-¾ 350 (400-¾) |   |   |   |
| LNAV MDA      | 2060-¾ 426 (500-¾) |   | 2060-1 426 (500-1)                      |   |
| CIRCLING      | 2120-1 484 (500-1) |   | 2120-1½ 484 (500-1½) 2200-2 564 (600-2) |   |

NE-2, 07 NOV 2019 to 05 DEC 2019

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