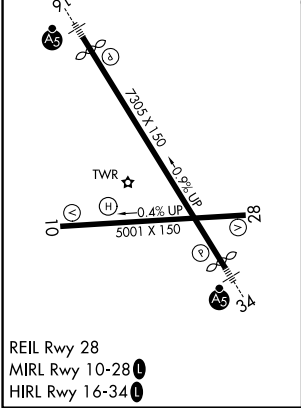
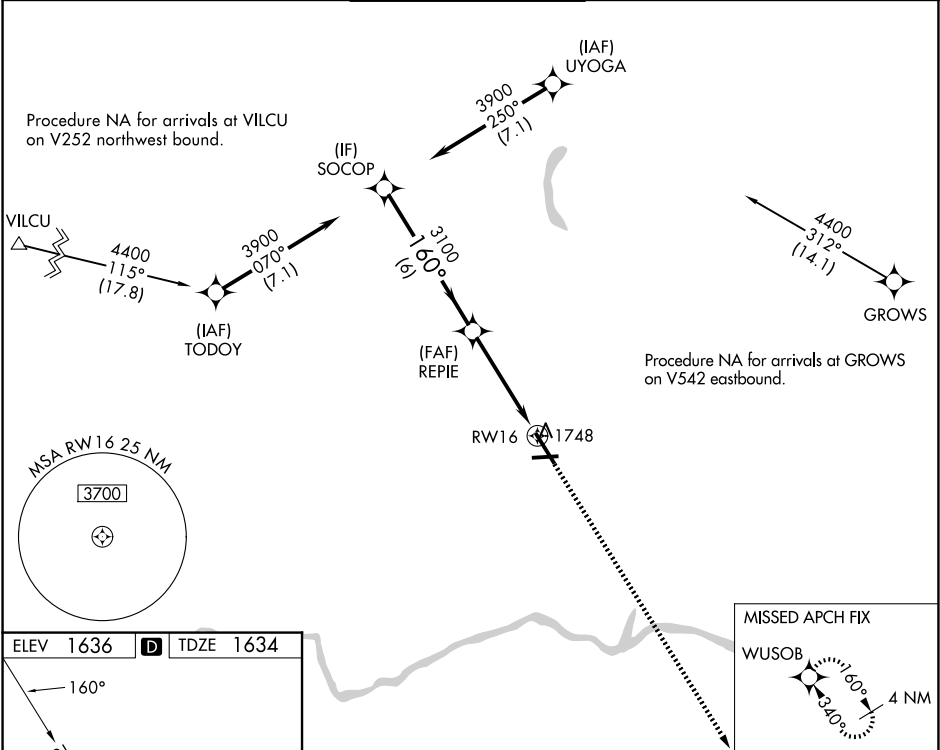


WAAS CH <b>66015</b> <b>W16A</b>	APP CRS <b>160°</b>	Rwy Ldg TDZE <b>1634</b> Apt Elev <b>1636</b>
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RNAV (GPS) RWY 16

GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)

RNP APCH. <div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.</div><div>For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500.</div></div>				MALSR 	MISSED APPROACH: Climb to 4000 direct WUSOB and hold.
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>



SOCOP				VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 61).				4000 WUSOB			
3900				160°				*1.1 NM to RW16			
3100				REPIE				*LNAV only			
6 NM				3.3 NM				RW16			
CATEGORY				A				B			
LPV DA				1884/24				250 (300-½)			
LNAV/VNAV DA				1984/30				350 (400-¾)			
LNAV MDA				2060/24				2060/40			
CIRCLING				2120-1				2120-1½			
				484 (500-1)				484 (500-1½)			
								2200-2			
								564 (600-2)			