

WAAS
CH **81906**
W16A

APP CRS
161°

Rwy Idg
TDZE
Apt Elev
5201
3432
3460

RNAV (GPS) Z RWY 16

BEND MUNI (BDN)

RNP APCH.

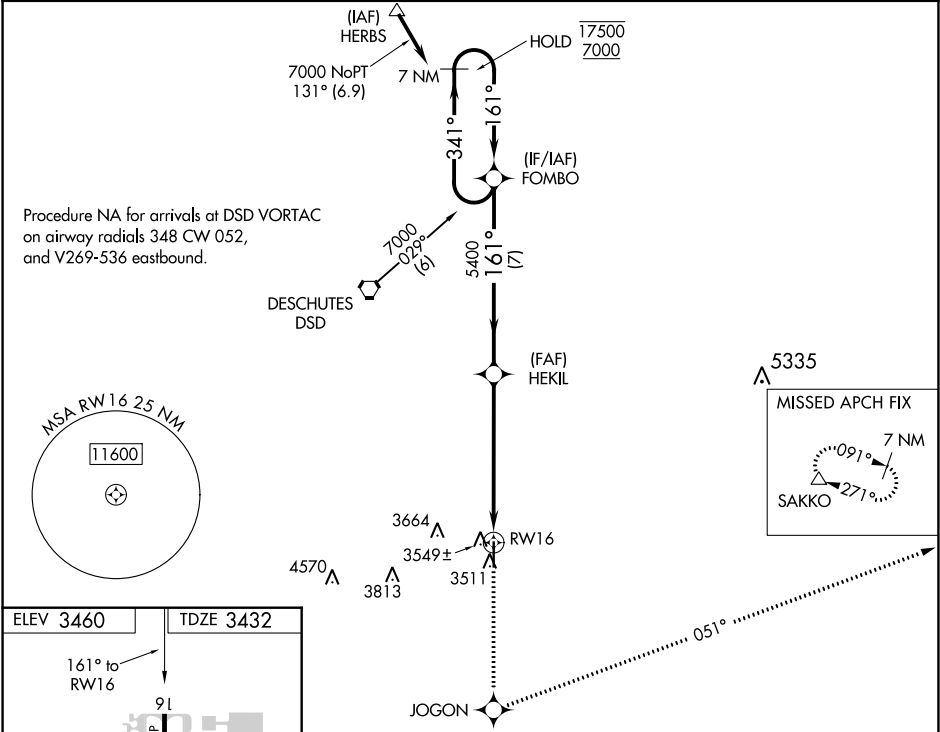
▼

▲NA

Rwy 16 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 42°C. When local altimeter setting not received, use Redmond altimeter setting and increase all DA/MDAs by 80 feet, LPV visibilities ¼ SM all Cats, LNAV/VNAV visibilities ¼ SM all Cats, LNAV Cat D visibility ¼ SM, and Circling Cat C visibility ¼ SM.

MISSED APPROACH:
Climb to 9500 direct JOGON and left turn on track 051° to SAKKO and hold, continue climb-in-hold to 9500.

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|--------------------------|---|---------------------------------|
| AWOS-3 134.425 | SEATTLE CENTER 126.15 269.475 | UNICOM 123.0 (CTAF) 0 |
|--------------------------|---|---------------------------------|



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|--|-----------|
| ELEV 3460 | TDZE 3432 |
| <div>161° to RW16</div> <div>9L</div> <div>1.1% UP</div> <div>5201 X 75</div> <div>3507</div> <div>34</div> <div>REIL Rwy 16 and 34</div> <div>MIRL Rwy 16-34</div> | |
| <div>7 NM Holding Pattern</div> <div>17500 7000</div> <div>341° 161°</div> <div>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 38). GP 3.00° TCH 50</div> <div>5400</div> <div>7 NM 4.8 NM 1.2 NM</div> <div>CATEGORY A B C D</div> <div>LPV DA 3682-1 250 (300-1)</div> <div>LNAV/VNAV DA 3809-1½ 377 (400-1½)</div> <div>LNAV MDA 3840-1 408 (400-1) 3840-1¼ 408 (400-1¼)</div> <div>CIRCLING 3940-1 480 (500-1) 4000-1 540 (600-1) 4120-1¾ 660 (700-1¾) 4640-3 1180 (1200-3)</div> | |