

WAAS
CH **81906**
W16A

APP CRS
161°

Rwy Idg
TDZE
Apt Elev
5201
3432
3460

RNAV (GPS) Z RWY 16

BEND MUNI (BDN)

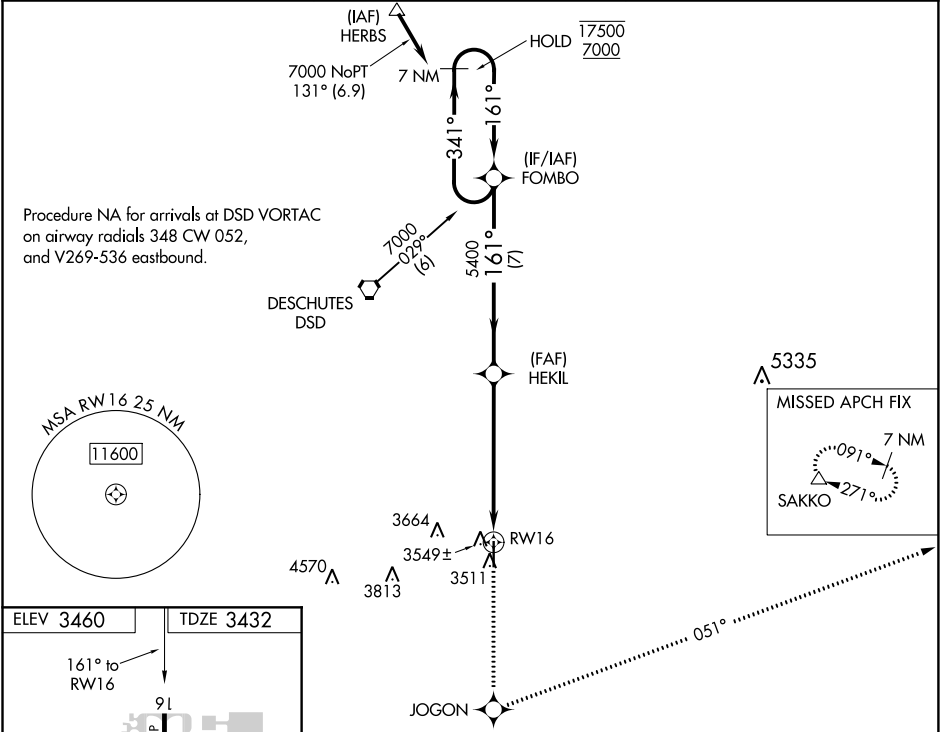
RNP APCH.

▼
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.

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



ELEV **3460**

TDZE **3432**

161° to RWY 16

9L

1.1% UP

5201 X 75

34

3507

7 NM Holding Pattern

FOMBO

17500

7000

341°

161°

161°

5400

HEKIL

9500

JOGON

SAKKO

tr 051°

* 1.2 NM to RWY 16

* LNAV only.

GP 3.00° TCH 50

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 38).

7 NM

4.8 NM

1.2 NM

| CATEGORY | A | B | C | D |
|--------------|-----------------------|-----------------------|-------------------------|-------------------------|
| LPV DA | | 3682-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 3809-1½ | 377 (400-1½) | |
| LNAV MDA | 3840-1 | 408 (400-1) | 3840-1¼ | 408 (400-1¼) |
| CIRCLING | 3940-1 480 (500-1) | 4000-1 540 (600-1) | 4120-1¾ 660 (700-1¾) | 4640-3 1180 (1200-3) |