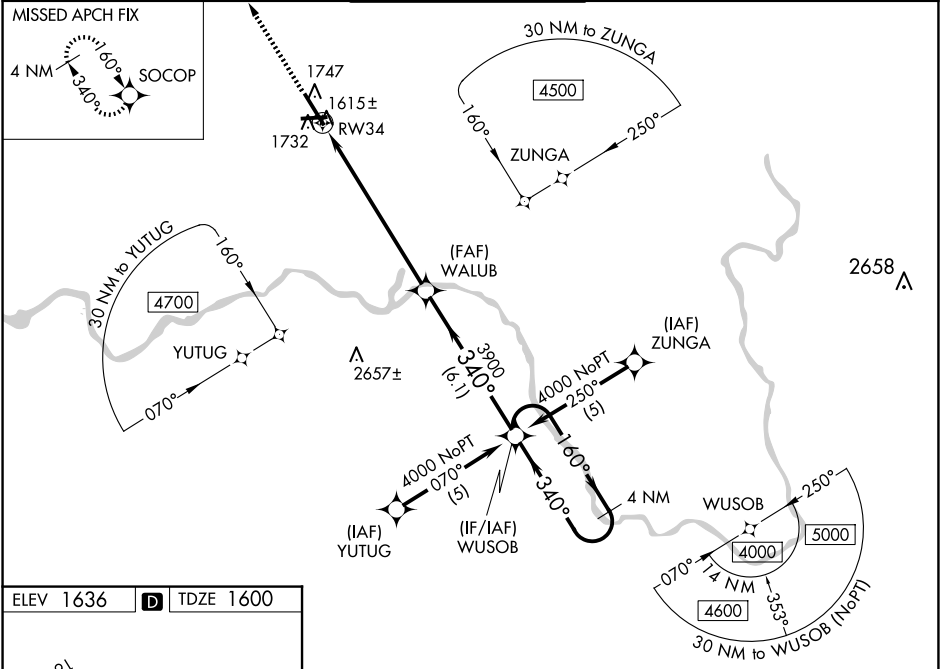


WAAS CH 93915 W34A	APP CRS 340°	Rwy Idg TDZE 1600 Apt Elev 1636
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RNAV (GPS) RWY 34

GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)

RNP APCH.				MALSRL 	MISSED APPROACH: Climb to 3900 direct SOCOP and hold.	
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F). When local altimeter setting not received, use Ithaca altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase LPV all Cats, LNAV Cats C and D and Circling Cat C and D visibility ½ SM, and LNAV/VNAV all Cats visibility ½ SM. For inoperative MALSRL when using Ithaca altimeter setting increase LPV all Cats visibility to RVR 6000. Baro-VNAV and VDP NA when using Ithaca altimeter setting.						
ATIS 128.15	BINGHAMTON APP CON ★ 118.6 257.625		BINGHAMTON TOWER ★ 119.3 (CTAF) 0 239.25	GND CON 121.9	CLNC DEL 125.05	UNICOM 122.95



3900

SOCOP

VGSI and RNAV Glidepath not coincident (VGSI Angle 3.00/TCH 64).

4 NM Holding Pattern

WUSOB

160° → 4000

← 340°

GP 3.00°

TCH 44

*LNAV only

WALUB

*1.3 NM to RW34

3900

→ 1.3

→ 5.8 NM

→ 6.1 NM

CATEGORY	A	B	C	D
LPV DA	1800/24		200 (200-½)	
LNAV/VNAV DA	2082/60		482 (500-1¼)	
LNAV MDA	2040/24	440 (500-½)	2040/40 440 (500-¾)	2040/50 440 (500-1)
CIRCLING	2120-1	484 (500-1)	2120-1½ 484 (500-1½)	2200-2 564 (600-2)

REIL Rwy 28

MIRL Rwy 10-28

HIRL Rwy 16-34

TWR 1687

5001 X 150

0.4% UP

7305 X 150

0.2% UP