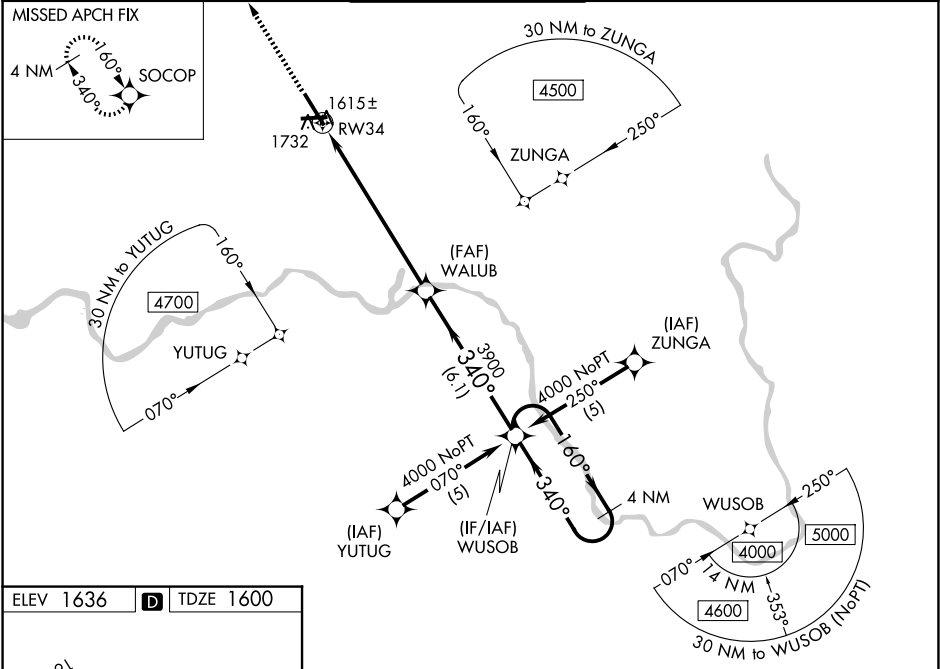


WAAS CH 93915 W34A	APP CRS 340°	Rwy Ldg TDZE 1600 Apt Elev 1636
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RNAV (GPS) RWY 34

GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)

RNP APCH.					MALSRR 	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 MALSRR when using Ithaca altimeter setting increase LPV all Cats visibility to RVR 6000. Baro-VNAV and VDP NA when using Ithaca altimeter setting.							
ATIS	BINGHAMTON APP CON ★		BINGHAMTON TOWER ★		GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625		119.3 (CTAF) 0 239.25		121.9	125.05	122.95



REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34

3900	SOCOP	VGSI and RNAV Glidepath not coincident (VGSI Angle 3.00/TCH 64).			
*LNAV only					
WALUB					
4 NM Holding Pattern					
160° → 4000					
← 340°					
GP 3.00° TCH 44					
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)	