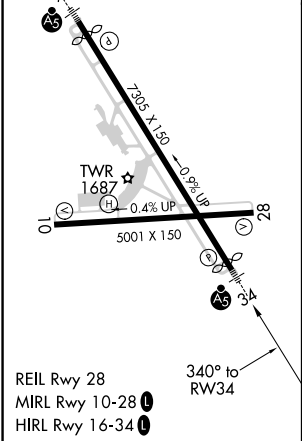
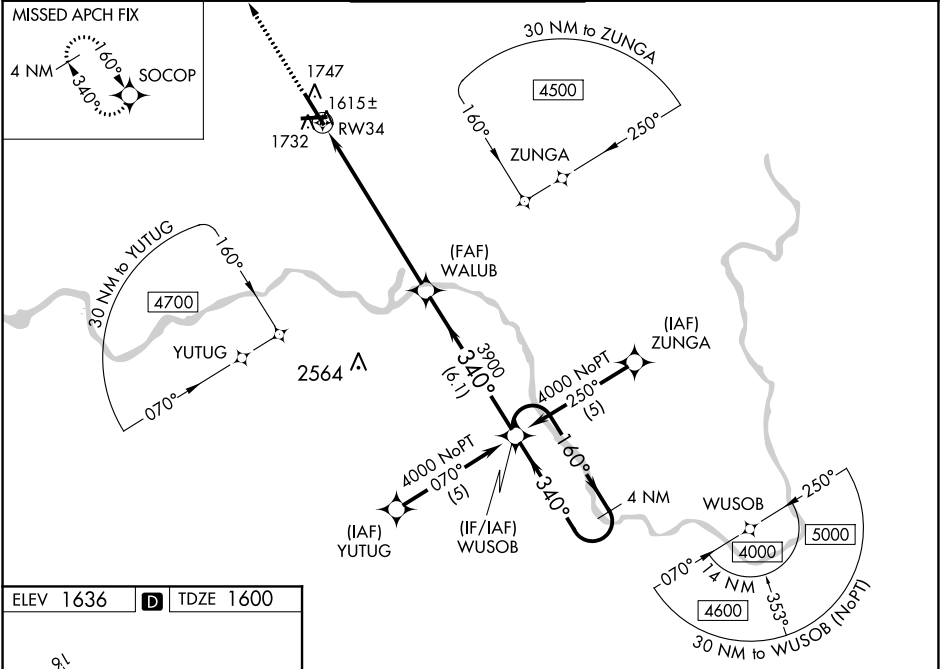


WAAS CH <b>93915</b> <b>W34A</b>	APP CRS <b>340°</b>	Rwy Idg TDZE <b>1600</b> Apt Elev <b>1636</b>
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RNAV (GPS) RWY 34

GREATER BINGHAMTON/EDWIN A LINK FIELD (BGM)

RNP APCH.		MALSR		MISSED APPROACH: Climb to 3900 direct SOCOP and hold.	
<div><div>▼</div><div>▲</div></div> <div>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 MALSR when using Ithaca altimeter setting increase LPV all Cats visibility to RVR 6000. Baro-VNAV and VDP NA when using Ithaca altimeter setting.</div>		<div><div>AS</div><div>⏏</div></div>			
ATIS <b>128.15</b>	BINGHAMTON APP CON ★ <b>118.6 257.625</b>	BINGHAMTON TOWER ★ <b>119.3 (CTAF) 0 239.25</b>	GND CON <b>121.9</b>	CLNC DEL <b>125.05</b>	UNICOM <b>122.95</b>



3900	SOCOP	VGSI and RNAV Glidepath not coincident (VGSI Angle 3.00/TCH 64).		4 NM
*LNAV only		WALUB	WUSOB	Holding Pattern
*1.3 NM to RW34		3900	4000	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)