

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT</u> GREATER BINGHAMTON/EDWIN A LINK FIELD	<u>AIRPORT ID</u> KBGM	<u>PROCEDURE NAME</u> ILS OR LOC RWY 34	<u>ORIGINAL/AMENDMENT</u> 5	<u>CITY</u> BINGHAMTON	<u>STATE</u> NY
<u>AIRPORT ELEVATION</u> 1636	<u>TDZE</u> 1601	<u>SUPERSEDED</u> ILS OR LOC RWY 34	<u>ORIGINAL/AMENDMENT</u> 4A	<u>DATED</u> 06/21/2018	<u>MAG VAR</u> 12W
<u>FACILITY</u> I-BGM	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 10 SEPTEMBER 2020	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>	

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
CFB VOR/DME		SMITE INT					114.93	11.12	4200
LATTY INT	IF/IAF	SMITE INT	NOPT				340.32	7.65 (I-BGM)	3700

MISSED APPROACH

MAP:

ILS: DA
LOC: 6.55 NM AFTER SMITE INT

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2200 THEN CLIMBING LEFT TURN TO 3900 DIRECT CFB VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3900.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT R SIDE OF COURSE 160.32 OUTBOUND 3700 FT WITHIN 10 MILES OF SMITE INT (IAF)
- 2.
3. FAC: 340.32 FAF: SMITE INT DIST FAF TO MAP: 6.55 DIST FAF TO THLD: 6.55
4. MIN ALT: SMITE INT 3700, XIKCY INT 2040*
5. DIST TO THLD FROM OM: 6.55 MM: IM: 150 HAT: GS ANT: 702
6. MIN GS INCPT: 3700 GS ALT AT FAF : SMITE INT 3700 OM: MM: IM:
7. GP ANGLE: 3.00 34:1: 20:1: TCH: 44.0
8. MSA FROM: CFB VOR/DME 180-270 3200, 270-180 3700

EQUIPMENT REQUIREMENTS NOTES:



NOTES:

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON CFB VOR/DME AIRWAY RADIALS 075 CW 169.
 CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
 *LOC ONLY
 *2180 WHEN USING ITHACA ALTIMETER SETTING.
 CHART IN PLANVIEW: CFB VOR/DME 11.12 DME AT SMITE INT.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON.
 CHART FAS OBST: 1615 TREE 421208N/0755811W.
 HOLD W, LT, 094.84 INBOUND

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.

CATEGORY:	A			B			C			D			E			
	FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 34	1851	2400	250	1851	2400	250	1851	2400	250	1851	2400	250				
S-LOC 34	2040	2400	439	2040	2400	439	2040	4000	439	2040	4000	439				
CIRCLING	2120	1	484	2120	1	484	2120	1 1/2	484	2200	2	564				
XIKCY FIX MINIMUMS																
S-LOC 34	1940	2400	339	1940	2400	339	1940	2600	339	1940	2600	339				
CIRCLING	2120	1	484	2120	1	484	2120	1 1/2	484	2200	2	564				



CHANGES - REASONS

1. TDZE CHANGED FROM 1600 TO 1601 - PER UPDATED AIRPORT SURVEY DATA.
2. TERMINAL ROUTES, CFB VORTAC TO SMITE LOM/INT CHANGED TO CFB VOR/DME TO SMITE INT. SMITE INT MOVED TO MATCH THE GLIDESLOPE INTERCEPT(PFAF). COURSE/DISTANCE CHANGED FROM 116.03/11.40 TO 114.93/11.12. ALTITUDE CHANGED FROM 3900 TO 4200 - TACR DECOMMISSIONING, LOM DECOMMISSIONED, NEW CONTROLLING OBSTACLE FOR SEGMENT.
3. TERMINAL ROUTES, GROWS/CFB 21.51 DME TO SMITE INT DELETED WITH FPT APPROVAL - NO PCG WITH THE LOM BEING DECOMMISSIONED.
4. TERMINAL ROUTES, LATTY INT TO SMITE LOM/INT CHANGED TO LATTY INT TO SMITE INT. DISTANCE CHANGED FROM 7.29 TO 7.65. ALTITUDE CHANGED FROM 3900 TO 3700 - LOM DECOMMISSIONED, SMITE INT MOVED TO MATCH THE GLIDESLOPE INTERCEPT(PFAF), NEW PROCEDURE TURN AT SMITE INT REQUIRES 3700 MIN FAF ALTITUDE.
5. MAP: LOC CHANGED FROM '6.90 NM AFTER SMITE LOM/INT' TO '6.55 NM AFTER SMITE INT' - SMITE INT MOVED TO MATCH THE GLIDESLOPE INTERCEPT(PFAF).
6. MISSED APPROACH INSTRUCTIONS: CHANGE CFB VORTAC TO CFB VOR/DME - TACR DECOMMISSIONING.
7. ALTERNATE MISSED APPROACH INSTRUCTIONS DELETED 'CLIMB TO 2200 THEN CLIMBING LEFT TURN TO 3900 DIRECT SMITE LOM AND HOLD (ADF REQUIRED)' - NO PCG WITH THE LOM BEING DECOMMISSIONED, ALT MISSED APPROACH NOT REPLACED AS THERE IS NO SUITABLE NAVAID TO USE.
8. PROFILE LINE 1, PROCEDURE TURN ADDED AT SMITE INT - IN PLACE OF A HIL.
9. PROFILE LINE 2, 'HOLD S SMITE LOM, RT, 340.32 INBOUND, 3700 FT. IN LIEU OF PT (IAF), MAX 6000' DELETED - MIN FAF ALTITUDE LOWERED TO 3700 TO CLEAR DIVERGENCE ANGLE WAIVER FLAG; NEW HIL CONTROLLING OBSTACLE REQUIRED 3700 MIN FAF ALTITUDE WITH DIVERGENCE ANGLE WAIVER FLAG; HIL REPLACED WITH PROCEDURE TURN AT SMITE INT (TO CLEAR DIVERGENCE ANGLE WAIVER FLAG) WITH FPT APPROVAL.
10. PROFILE LINE 3, FAF CHANGED FROM SMITE LOM/INT TO SMITE INT. DIST FAF TO MAP AND DIST FAF TO THLD CHANGED FROM 6.90 TO 6.55 - LOM DECOMMISSIONED, SMITE INT MOVED TO MATCH THE GLIDESLOPE INTERCEPT(PFAF).
11. PROFILE LINE 4, MIN ALT AT SMITE INT CHANGED FROM 3900 TO 3700 - SMITE INT MOVED TO MATCH THE GLIDESLOPE INTERCEPT(PFAF), NEW PROCEDURE TURN AT SMITE INT REQUIRES 3700 MIN FAF ALTITUDE.
12. PROFILE LINE 5, DIST TO THLD FROM OM CHANGED FROM 6.90 TO 6.55 - LOM DECOMMISSIONED, SMITE INT MOVED TO MATCH THE GLIDESLOPE INTERCEPT(PFAF).
13. PROFILE LINE 6, MIN GS INCPY 3900 CHANGED TO 3700, GS ALT AT FAF: SMITE INT 3700 ADDED, OM 3855 DELETED - ALTITUDE LOWERED AT SMITE TO MATCH THE GLIDESLOPE INTERCEPT (PFAF) ALTITUDE. NEW PROCEDURE TURN AT SMITE INT REQUIRES 3700 MIN FAF ALTITUDE.
14. PROFILE LINE 8, MSA CENTER BG LOM REPLACED WITH CFB VOR/DME 180-270 3200, 270-180 3700 - LOM DECOMMISSIONED.
15. NOTE DELETED: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ITHACA ALTIMETER SETTING: INCREASE S-ILS 34 DA TO 1938 AND ALL CATS VISIBILITY 1/8 SM; INCREASE ALL MDA 140 FT AND S-LOC 34 CATS C/D VISIBILITY 3/8 SM AND CIRCLING CAT C VISIBILITY 1/4 SM AND CAT D VISIBILITY 1/2 SM; INCREASE XIKCY FIX MINIMUMS S-LOC 34 CATS C/D VISIBILITY 1/4 SM - PRIMARY ALTIMETER SOURCE LOCAL, ON-AIRPORT AND ON WMSCR.
16. NOTE DELETED: FOR INOPERATIVE ALS WHEN USING ITHACA ALTIMETER SETTING, INCREASE S-ILS 34 ALL CATS VISIBILITY TO RVR 6000, S-LOC 34 CATS C/D VISIBILITY TO 1 3/4 SM, AND XIKCY FIX MINIMUMS S-LOC 34 CATS C/D VISIBILITY TO 1 3/8 SM - PRIMARY ALTIMETER SOURCE LOCAL, ON-AIRPORT AND ON WMSCR.
17. NOTE DELETED: FOR INOPERATIVE ALS INCREASE S-LOC 34 CATS C/D VISIBILITY TO 1 3/8 SM AND XIKCY FIX MINIMUMS S-LOC 34 CATS C/D VISIBILITY TO RVR 5000 - NEW VISCHECK EVALUATION.
18. PLANVIEW NOTE CHANGED FROM 'PROCEDURE NA FOR ARRIVAL ON CFB VORTAC AIRWAY RADIALS 075 CW 169' TO 'PROCEDURE NA FOR ARRIVAL ON CFB VOR/DME AIRWAY RADIALS 075 CW 169' - TACR DECOMMISSIONING.
19. CHART IN PLANVIEW: CFB VOR/DME 11.12 DME AT SMITE INT ADDED - TO AID IN IDENTIFICATION OF THE IF.
20. ADDITIONAL FLIGHT DATA, FAS OBSTACLE CHANGED FROM 1649 TREE 421121N/0755754W TO 1615 TREE 421208N/0755811W - UPDATED FAS OBSTACLE WITH NEW EVALUATION.
21. S-ILS 34 MINIMA CHANGED FROM 1800 DA/200 HAT TO 1851 DA/250 HAT - NEW CONTROLLING OBSTACLE.
22. S-LOC 34 MINIMA CHANGED FROM 440 HAT TO 439 HAT ALL CATS, CATS C AND D 5000 RVR CHANGED TO 4000 RVR - TDZE CHANGED BY 1 FT. NEW VISCHECK EVALUATION.
23. XIKCY MINIMUMS, S-LOC 34 MINIMA CHANGED FROM 340 HAT TO 339 HAT ALL CATS, CATS C AND D 3500 RVR CHANGED TO 2600 RVR - TDZE CHANGED BY 1 FT. NEW VISCHECK EVALUATION.

COORDINATED WITH:

A4A **ALPA** **AOPA** **APA** **HAI** **NBAA** **OTHER:** ZNY, BGM TOWER, BGM APP CON, AMGR

FLIGHT CHECKED BY

STEPHEN BAUER

Digitally signed by **OFFICE** **DATE**
WARDELL HENNING FICO 7/29/2020
Jul 30, 2020

DEVELOPED BY

ANDREA CHANEY *Digitally signed by*
ANDREA J CHANEY
Feb 12, 2020

OFFICE **DATE**
AJV-A433 11/25/2019

APPROVED BY

GEORGE DAVIS

Digitally signed by **OFFICE** **DATE** **TITLE**
WARDELL HENNING AJV-A430 **MANAGER**
Jul 30, 2020

