

ILS - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29							Bearings, headings, courses, 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 in feet RVR.								
TERMINAL ROUTES										MISSED APPROACH					
FROM	TO			COURSE AND DISTANCE			ALTITUDE		ILS: DA LOC: 6.90 NM AFTER SMITE LOM/INT/I-BGM 7.02 DME CLIMB TO 2200 THEN CLIMBING LEFT TURN TO 3900 DIRECT CFB VOR/DME AND HOLD. ALTERNATE MA (DO NOT CHART): CLIMB TO 2200 THEN CLIMBING LEFT TURN TO 3900 DIRECT SMITE LOM. (ADF REQUIRED). ADDITIONAL FLIGHT DATA: HOLD W, LT, 094.84 INBOUND. CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S SMITE LOM/INT/7.02 DME, RT, 340.32 INBOUND. CHART FAS OBST: 1649 TREES 421121N/0755754W. CHART CIRCLING ICON. CHART IN PLANVIEW: BG LOM						
CFB VOR/DME	SMITE LOM/INT/I-BGM 7.02 DME			116.03 / 11.40			3900								
GROWS/21.51 DME	SMITE LOM/INT/I-BGM 7.02 DME			226.83 / 14.95			3900								
LATTY INT/I-BGM 14.32 DME (IF/IAF)	SMITE LOM/INT/I-BGM 7.02 DME			340.32 / 7.30 (I-BGM)			3900								
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. HOLD S SMITE LOM, RT, 340.32 INBOUND, 3900 FT. IN LIEU OF PT (IAF) 3. FAC: 340.32 FAF: SMITE LOM/INT/I-BGM 7.02 DME DIST FAF TO MAP: _____ THLD: 6.90 4. MIN. ALT: SMITE LOM 3900, XIKCY INT/I-BGM 1.46 DME 2040* 5. DIST TO THLD FROM OM: 6.90 MM: - IM: - 150 HAT: - 100 HAT: - GS ANT: 702 6. MIN GS INCPT: 3900 GS ALT AT: - OM: 3853 MM: - IM: - 7. GS ANGLE: 3.00 TCH: 43.9 8. MSA FROM: BG LOM 4000										MAG VAR: 12W EPOCH YEAR: 1995					
MINIMUMS															
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT							ALTERNATE: N A		ILS: STANDARD #		LOC: STANDARD @				
CATEGORY =====>	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-ILS 34**	1800	2400	200	1800	2400	200	1800	2400	200	1800	2400	200			
S-LOC 34	2040	2400	440	2040	2400	440	2040	4000	440	2040	4000	440			
CIRCLING	2120	1	484	2120	1	484	2120	1 1/2	484	2200	2	564			
XIKCY FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)															
S-LOC 34	1940	2400	340	1940	2400	340	1940	2600	340	1940	2600	340			
CIRCLING	2120	1	484	2120	1	484	2120	1 1/2	484	2200	2	564			
NOTES: CHART NOTE: **RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). *LOC ONLY CHART NOTE: CIRCLING RWY 16 NA AT NIGHT.															
CITY AND STATE BINGHAMTON, NY			ELEVATION: 1636 TDZE: 1600 AIRPORT NAME: GREATER BINGHAMTON/EDWIN A LINK FIELD			FACILITY IDENTIFIER: I-BGM		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: ILS OR LOC RWY 34, AMDT 5				SUP:			
												AMDT: 4			
												DATED 10/17/2013			



ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE <div style="text-align: center;">ROUTINE</div>
COORDINATED WITH: <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="text-align: center;">ATA <input type="checkbox"/></div> <div style="text-align: center;">AAT <input type="checkbox"/></div> <div style="text-align: center;">ALPA <input checked="" type="checkbox"/></div> <div style="text-align: center;">APA <input checked="" type="checkbox"/></div> <div style="text-align: center;">AOPA <input checked="" type="checkbox"/></div> <div style="text-align: center;">NBAA <input checked="" type="checkbox"/></div> <div style="text-align: center;">OTHER (specify) <input checked="" type="checkbox"/> <u>ZNY, BGM APP CON, BGM ATCT, AMGR</u></div> </div>		
FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	FIFO	DATE:
VICTOR B. NASO (ANDRE MARSH)	AJV-5413	04/10/2017
APPROVED BY		
NAME:	FIFO	DATE:
GEORGE E. DAVIS MANAGER	AJV-5410	
CHANGES: <ol style="list-style-type: none"> 1. ADDED DME DISTANCES TO FIXES SMITE LOM, LATTY AND XIKCY. 2. CHANGED DISTANCE FROM LATTY TO SMITE LOM FROM 7.29 TO 7.30. 3. TCH VALUE CHANGE FROM 44.0 TO 43.9. 4. HEIGHT AT OM CHANGED FROM 3855 TO 3853. 5. NAVAID CFB CHANGED FROM VORTAC TO VOR/DME. 6. DELETED VDP. 7. UPDATED VGSI INOP NOTE TO INCLUDE (VGSI ANGLE 3.00/TCH 64)). 8. CHANGED XIKCY FIX MINIMUMS FOR CAT C/D VISIBILITY FROM RVR 3500 TO 2600. 9. REMOVED ALL BACKUP ALTIMETER NOTES. 10. REMOVED INOP MALSR NOTE. 11. REMOVED ALTERNATE MINIMUMS NOTE, NA WHEN LOCAL WEATHER NOTE AVAILABLE. 12. ADDED NOTE #RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA. 13. AMENDED LOCALIZER FAC (I-BGM) FROM LOC ONLY TO LOC/DME. 		
REASONS: <ol style="list-style-type: none"> 1, 13. PER FPT CHECKLIST FOR THE INSTALL OF DME TO I-BGM LOC FACILITY. 2. LATTY FIX MOVED 41 FT TO ALIGN WITH AIRWAY AND LOCALIZER INTERCEPT POINT. 3. AIRNAV DATA CHANGED FROM ROUNDED VALUE. 4. IAPA CALCULATION. 5. FACILITY TYPE CHANGED WITH VOR MON PROJECT. 6. VDP IS TOO CLOSE TO SDF XIKCY, XIKCY MOVED 2188 FT NORTH TO STABILIZE FINAL SEGMENT DG. 7. IAW WITH CURRENT CRITERIA. 8. CHANGED FROM HATH OF 370 TO HAT OF 340, AND 8260.3C TABLE 3-3-1 AUTHORIZES CHANGE. 9, 11. WEATHER REPORTING SYSTEM REPORTED ON WMSCR. 10. INOPERATIVE TABLE APPLIES. 12. NEW REQUIREMENTS FOR VISIBILITY ALLOW LOWER VISIBILITY. 		

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT		FROM		TO		OBSTRUCTION		COORDINATES		ELEV. MSL		ROC		ALT. ADJUSTMENTS		MIN. ALT.			
FEEDER		CFB VOR/DME		SMITE		1. TOWER (36-000357)		420323.00N/0755639.00W		2564 (4D)		1000		AT336		3900			
				LOM/INT/I-BGM		2. TERRAIN		420242.00N/0755730.00W		1841 (1800)				AS1500		3300			
				7.02 DME															
FEEDER		GROWS/21.51 DME		SMITE		3. AAO		421051.00N/0754233.00W		2034 (4E)		2000		MT-134		3900			
				LOM/INT/I-BGM		4. TERRAIN		421051.00N/0754233.00W		1834 (1800)				AS1500		3300			
				7.02 DME															
INTERMEDIATE		LATTY INT/I-BGM		SMITE		5. AAO		415809.00N/0755151.00W		2107 (4E)		500		AC98 AT1195		3900			
		14.32 DME		LOM/INT/I-BGM		6. TERRAIN		415930.00N/0755306.00W		1874 (1900)				AS1500		3400			
		(IF/IAF)		7.02 DME															
FINAL: ILS		GP INTCP		RW34								ASC				1800/200			
FINAL: LOC		SMITE		XIKCY INT/I-BGM		7. AAO		420821.30N/0755529.40W		1739 (2C)		250		XL45		2040			
		LOM/INT/7.02 DME		1.46 DME															
2. HOLD-IN-LIEU-OF-PT		SMITE LOM		P-4		9. TOWER (36-000116)		420339.27N/0755634.70W		2267 (4D)		1000		AT633		3900			
						10. TERRAIN		420427.00N/0754403.00W		1910 (1900)				AS1500		3400			
3. MISSED APPROACH	MAP:		DA / 6.90 NM		CFB VOR/DME								ASC				3900		
			AFTER SMITE				11. AAO		421151.00N/0760927.00W		1851 (4E)		1000				2900		
	ELEV:		1605/1690				12. TERRAIN		421312.00N/0755842.00W		1657 (1700)				AS1500		3200		
4. CIRCLING AREA		DISTANCE		HT. ABV. ARPT.															
CATEGORY A		1.3 NM		REQUIRED	350	ACTUAL	484 / 484	13. TREES	421101.72N/0755910.84W	1819 (2C)	300			2120 / 2120					
CATEGORY B		1.5 NM			450		484 / 484	13. TREES	421101.72N/0755910.84W	1819 (2C)	300			2120 / 2120					
CATEGORY C		1.7 NM			450		484 / 484	13. TREES	421101.72N/0755910.84W	1819 (2C)	300			2120 / 2120					
CATEGORY D		2.3 NM			550		564 / 564	13. TREES	421101.72N/0755910.84W	1819 (2C)	300	HAA / HAA		2200 / 2200					
CATEGORY E		4.5 NM			550														
5. MINIMUM SAFE ALTITUDES																			
PRIMARY NAVAIID: BG LOM																			
SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A		SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A	
360-360		AAO		160/27.7		2953 (4E)		4000											
CITY AND STATE				ELEVATION: 1636				FACILITY				PROCEDURE AND AMENDMENT NO:				REGION			
BINGHAMTON, NY				AIRPORT NAME:				I-BGM				ILS OR LOC RWY 34, AMDT 5				19			
				GREATER BINGHAMTON/EDWIN A LINK												CHECKED			
				FIELD															

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: THRESHOLD DISPLACED 205 FEET. PRECIPITOUS TERRAIN EVALUATION COMPLETED. KBGM ASOS ON WMSCR, KITH AWOS ON WMSCR. 120 FOOT TREES USED PER EASTERN FPT. EASTERN MOUNTAINOUS TERRAIN REDUCTION APPLIED TO OBSTACLE #3 IN FEEDER SEGMENT FAAO 8260.3B, PARA 1720.B.(1). MOUNTAINOUS TERRAIN REDUCTION APPLIED TO MANMADE OBSTACLE #1 IN FEEDER SEGMENT IAW FAAO 8260.3B PARA 1720.B.(2). ILS AND LOC INTERMEDIATE SEGMENTS HAVE THE SAME CONTROLLING OBSTACLES. RASS (PRESSURE PATTERNS ARE THE SAME): KBGM 1636.0 KITH 1099.0 RA=137.9 VGSI DATA: 3.00/64.0. VDP NOT AUTHORIZED - VDP IS LESS THAN 0.5 NM AFTER STEPDOWN. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ITHACA ALTIMETER SETTING: INCREASE S-ILS 34 DA TO 1938 AND ALL CATS VISIBILITY TO RVR 2600; INCREASE ALL MDA 140 FT AND S-LOC 34 CATS C/D VISIBILITY 1/2 SM AND XIKCY FIX MINIMUMS CATS C/D VISIBILITY 3/8 SM AND CIRCLING CATS C/D VISIBILITY 5/8 MILE. FOR INOPERATIVE ALS WHEN USING ITHACA ALTIMETER SETTING, INCREASE S-ILS 34 ALL CATS VISIBILITY TO RVR 5000, S-LOC 34 CATS C/D VISIBILITY TO 1 5/8, AND XIKCY FIX MINIMUMS CATS C/D VISIBILITY TO 1 3/8. *2040 WHEN USING ITHACA ALTIMETER SETTING. VISUAL PORTION OF FINAL PENETRATIONS: RWY 16 20:1: 1637 TREE (36-021404) 421308.66N/0755908.00W (0.49) ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.32NM CAT B: 1.86NM CAT C: 2.93NM CAT D: 3.84NM NO ADDITIONAL AIRSPACE REQUIRED. XP41-RETAIN PUBLISHED 1940 MSL MDA. MISSED APPROACH OBSTACLES CONT. ALTERNATE: ASC 3900 1. TOWER (36-000357) 420323.00N/0755639.00W 2564 (4D) 1000 3600 2. TERRAIN 420342.00N/0755703.00W 1825 (1800) AS1500 3300
1. COMMUNICATIONS WITH:			2. WEATHER SERVICE			3. ALTIMETER SETTING				
ZBW ARTCC BGM APP CON BGM TOWER ZNY ARTCC				N W S	OTHER: ASOS		SOURCE:KBGM / KITH			
				F A A			DISTANCE: 0 / 27.21			
				A / C			HOURS REMOTE OPERATION: 24/YES / 24/YES			
SATISFACTORY ON:			LOCATION: KBGM			ADJUSTMENT: 0 / 138				
4. MONITOR STATUS	PRIMARY NAVAID: I-BGM									
	MONITOR POINT: BGM ATCT									
	HRS OPTN:	CAT 1	TWR OPEN# #SEE AFD FOR OPERATING HOURS							
		CAT 3	TWR CLSD#							
5. APPROACH & RUNWAY LIGHTING			ALS							
			(S) SALS							
	X	MALSR 16 (PCL), 34 (PCL)								
	X	HIRL 16 (PCL), 34 (PCL)								
	X	MIRL 10 (PCL), 28 (PCL)								
	X	REIL 28								
			TDZ							
			C/LINE							
	X	OTHER (SPECIFY) VASI-4L 10, 28 PAPI-2L 16, 34								
6. RUNWAY MARKINGS		BASIC								
		ALL WEATHER		PIR-G 16, 34						
		INSTRUMENT		NPI-G 10, 28						
7. RUNWAY VISUAL RANGE		APPROACH		16, 34						
		MIDFIELD								
		ROLL OUT		16, 34						
8. GLIDE PATH		GP ANGLE: 3.00				ELEV RWY THRESHOLD:1569.5				
		DISTANCE FROM RWY: 702				ELEV GP ANTENNA: 1572.4				
						THRESHOLD CROSSING HEIGHT:43.9				
9. FINAL APPROACH COURSE AIMING		X	RUNWAY THRESHOLD FT. FROM THRESHOLD							
		X	ON CENTERLINE FT. FROM CENTERLINE							
10. WAIVERS: NONE										
PART D - PREPARED BY: VICTOR B. NASO (ANDRE MARSH)						DATE: 04/10/2017				
TITLE: AERONAUTICAL INFORMATION SPECIALIST						OFFICE: AJV-5413				



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD	
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PART - A OBSTRUCTION DATA

[illegible]

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:	
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE			3. ALTIMETER SETTING				
SATISFACTORY ON:					N W S	OTHER:		SOURCE:			
					F A A			DISTANCE:			
					A / C			HOURS REMOTE OPERATION:			
	V H F		U H F		H F	LOCATION:			ADJUSTMENT:		
4. MONITOR STATUS		PRIMARY NAVAID:									
		MONITOR POINT:									
		HRS	CAT 1								
		OPTN:	CAT 3								
5. APPROACH & RUNWAY LIGHTING			ALS								
			(S) SALS								
			MALS								
			HIRL								
			MIRL								
			REIL								
			TDZ								
			C/LINE								
6. RUNWAY MARKINGS		BASIC									
		ALL WEATHER									
		INSTRUMENT									
7. RUNWAY VISUAL RANGE		APPROACH									
		MIDFIELD									
		ROLL OUT									
8. GLIDE PATH		GP ANGLE:				ELEV RWY THRESHOLD:					
		DISTANCE FROM RWY:				ELEV GP ANTENNA:					
						THRESHOLD CROSSING HEIGHT:					
9. FINAL APPROACH COURSE AIMING				RUNWAY THRESHOLD					FT. FROM THRESHOLD		
				ON CENTERLINE					FT. FROM CENTERLINE		
10. WAIVERS:											
PART D - PREPARED BY:										DATE:	
TITLE:										OFFICE:	