

LOC I-ITH <b><u>108.7</u></b>	APP CRS <b>325°</b>	Rwy Idg TDZE Apt Elev	<b>6602</b> <b>1099</b> <b>1099</b>
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ILS or LOC RWY 32  
ITHACA TOMPKINS INTL (ITH)

DME required.

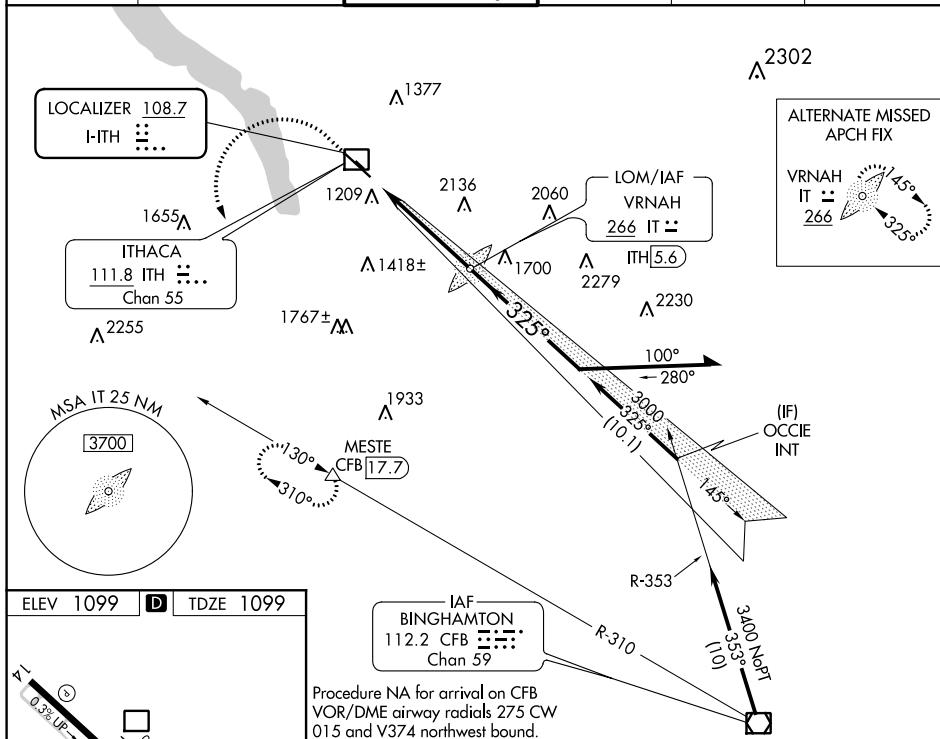
**T** Circling NA to Rwy 15 and 33. Inop table does not apply to S-ILS 32.  
**A** When local altimeter setting not received, use Elmira altimeter setting and  
 increase S-ILS 32 DA to 1433 feet and all MDA 100 feet; increase S-LOC  
 32 Cat C/D visibility  $\frac{1}{2}$  SM. DME from ITH DME. Simultaneous reception  
 of I-TH LOC and ITH DME required. For inop ALS when using Elmira  
 altimeter setting increase S-ILS 32 all Cats visibility to RVR 5000.

MALSR



**MISSED APPROACH:** Climb to 2600 then climbing left turn to 4000 on heading 180° and CFB VOR/DME R-310 to MESTE/CFB VOR/DME 17.7 DME and hold.

ATIS 125.175	ELMIRA APP CON ★ 124.3 257.8	ITHACA TOWER ★ 119.6 (CTAF) 0	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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**3D Visualization of a Flight Path**

The left side of the figure shows a 3D perspective view of a flight path over a terrain map. The path starts at a point labeled "TWR X 130" and ends at a point labeled "325° 4.4 NM from FAF". The path is marked with a dashed line and a solid line. The right side of the figure shows a 2D top-down view of the same flight path. The path is marked with a dashed line and a solid line. The path starts at a point labeled "TWR X 130" and ends at a point labeled "325° 4.4 NM from FAF". The path is marked with a dashed line and a solid line. The path starts at a point labeled "TWR X 130" and ends at a point labeled "325° 4.4 NM from FAF".

Category	A	B	C	D
S-ILS 32	1349/40 250 (300-¾)			
S-LOC 32	2140/40 1041 (1100-¾)	2140/55 1041 (1100-1)	2140-2½ 1041 (1100-2½)	
<b>C</b> CIRCLING	2140-1¼ 1041 (1100-1¼)	2140-1½ 1041 (1100-1½)	2140-3 1041 (1100-3)	2440-3 1341 (1400-3)