

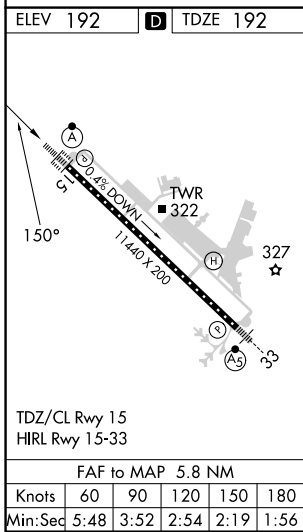
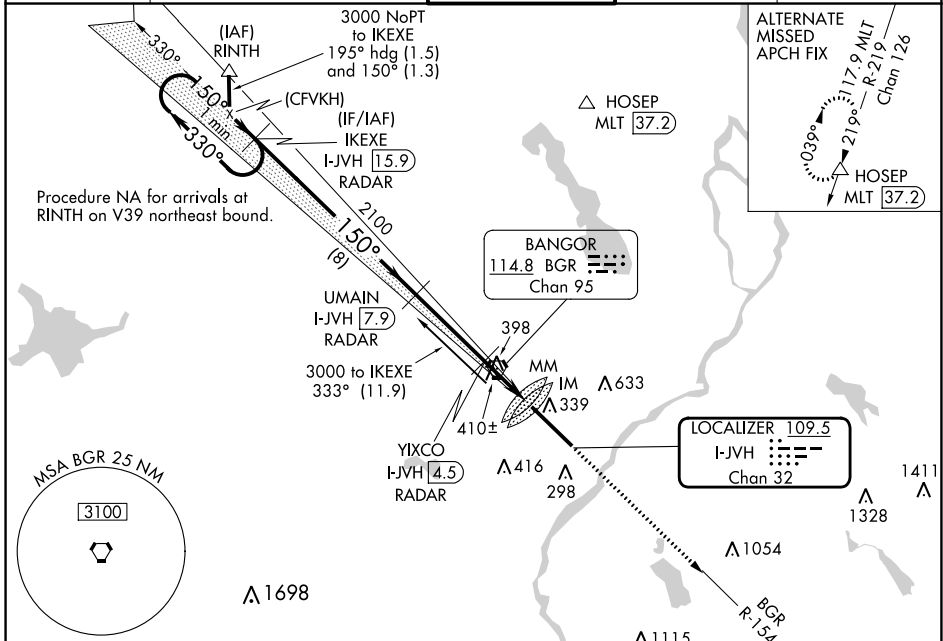
LOC/DME I-JVH <b>109.5</b> Chan <b>32</b>	APP CRS <b>150°</b>	Rwy Idg <b>11440</b> TDZE <b>192</b> Apt Elev <b>192</b>
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# ILS Y or LOC Y RWY 15

BANGOR INTL (BGR)

<p>ASR</p>	<p>Circling NA NE of Rwy 15-33. DME or RADAR required. For inoperative ALS, increase S-ILS 15 Cat E visibility to RVR 4000, and S-LOC 15 Cat C/D/E visibility to 1<math>\frac{1}{2}</math> SM.</p>	<p>ALSIF-2</p>	<p>MISSED APPROACH: Climb to 3000 on heading 150° and BGR VORTAC R-154 to ELSUH/BGR 18.3 DME/RADAR and hold.</p>

ATIS <b>127.75</b>	BANGOR APP CON <b>118.925 239.3</b>	BANGOR TOWER <b>120.7 233.7</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>135.9 348.6</b>
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## DME or RADAR REQUIRED

One Minute Holding Pattern	IKEXE I-JVH [15.9] RADAR	UMAIN I-JVH [7.9] RADAR	YIXCO I-JVH [4.5] RADAR	MM I-JVH [3.3]	IM I-JVH [2.1]	ELSUH BGR [18.3] RADAR
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3000 hdg 150° BGR R-154

\*LOC only.

GS 3.00° TCH 50  
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).

8 NM 3.4 NM 1.1 0.9 0.3 0.1

CATEGORY	A	B	C	D	E
S-ILS 15	392/18 200 (200- $\frac{1}{2}$ )				
S-LOC 15	660/50 468 (500-1)				
CIRCLING	660-1	720-1	740-1 $\frac{1}{2}$	820-2	880-2 $\frac{1}{2}$
	468 (500-1)	528 (600-1)	548 (600-1 $\frac{1}{2}$ )	628 (700-2)	688 (700-2 $\frac{1}{2}$ )

NE-1, 11 JUL 2024 to 08 AUG 2024

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