

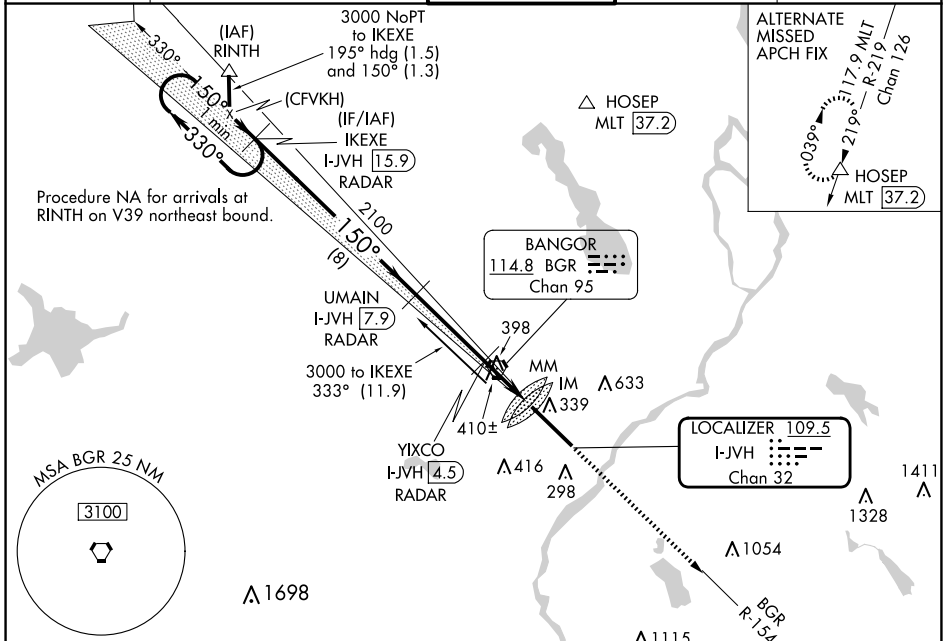
LOC/DME I-JVH <b>109.5</b> Chan <b>32</b>	APP CRS <b>150°</b>	Rwy ldg <b>11440</b> TDZE <b>192</b> Apt Elev <b>192</b>
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# ILS Y or LOC Y RWY 15

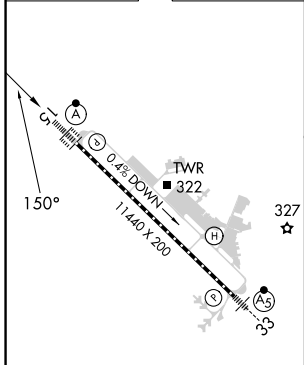
BANGOR INTL (BGR)

<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 1/2 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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ELEV 192	<b>D</b>	TDZE 192
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## DME or RADAR REQUIRED

One Minute Holding Pattern	IKEXE I-JVH [15.9] RADAR	3000	hdg 150°	BGR R-154	ELSUH BGR [18.3] RADAR
3000	← 330° →	← 150° →	← 150° →	← 2100 →	*LOC only.
GS 3.00°	TCH 50	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).	2100	*1000	
			← 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 (200-1/2)				
S-LOC 15	660/50 468 (500-1)				
CIRCLING	660-1	720-1	740-1 1/2	820-2	880-2 1/2
	468 (500-1)	528 (600-1)	548 (600-1 1/2)	628 (700-2)	688 (700-2 1/2)

NE-1, 23 JAN 2025 to 20 FEB 2025

NE-1, 23 JAN 2025 to 20 FEB 2025