

25219

ILS Y RWY 15 (CAT II & III)
BANGOR INTL (BGR)

MISSED APPROACH: Climb to 3000 on heading 150° and BGR VORTAC R-154 to ELSUH/BGR 18.3 DME/RADAR and hold.

330° 150° 330°

(IAF) RINTH

3000 NoPT to IKEXE
195° hdg (1.5)
and 150° (1.3)

(CFVKH)

(IF/IAF)
IKEXE
I-JVH [15.9]
RADAR

2100 150° (8)

Procedure NA for arrivals at RINTH on V39 northeast bound.

UMAIN
I-JVH [7.9]
RADAR

3000 to IKEXE
333° (11.9)

410±

MM
IM

BANGOR
114.8 BGR
Chan 95

LOCALIZER 109.5
I-JVH
Chan 32

BGR
R-154

ELSUH
BGR [18.3]
RADAR

54° 334°

ALTERNATE
MISSED
APCH FIX

HOSEP
MLT [37.2]

HOSEP
MLT [37.2]

17.9 MLT
R-219
Chan 126

039° 210°

3100

MSA BGR 25 NM

ELEV 192 D TDZE 192

DME or RADAR REQUIRED

DME or RADAR REQUIRED

Diagram illustrating the ILS glidepath for Runway 15L. The glidepath is shown as a solid line, and the VGSI glidepath is shown as a dashed line. The diagram includes the following information:

- One Minute Holding Pattern:** 3000 MSL, 330° heading, 150° track.
- ILS Glidepath:** 3000 MSL, 330° heading, 150° track, 1750° track, 2100 MSL, 1090 MSL.
- VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 55).**
- Key Points:** IKEXE I-JVH (15.9 NM), UMAIN I-JVH (7.9 NM), MM 379, IM 290.
- Distances:** 8 NM, 5.8 NM, 1090 MSL.
- Table:**

CATEGORY	A	B	C	D
S-ILS 15		CAT II	RA 113/12 100 DA 292	
S-ILS 15			CAT III	RVR 06

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

BANGOR INTL (BGR)
ILS Y RWY 15 (CAT II & III)

NE-1, 27 NOV 2025 to 25 DEC 2025