

WAAS CH <b>82307</b> <b>W15A</b>	APP CRS <b>150°</b>	Rwy Ldg <b>11440</b> TDZE <b>192</b> Apt Elev <b>192</b>
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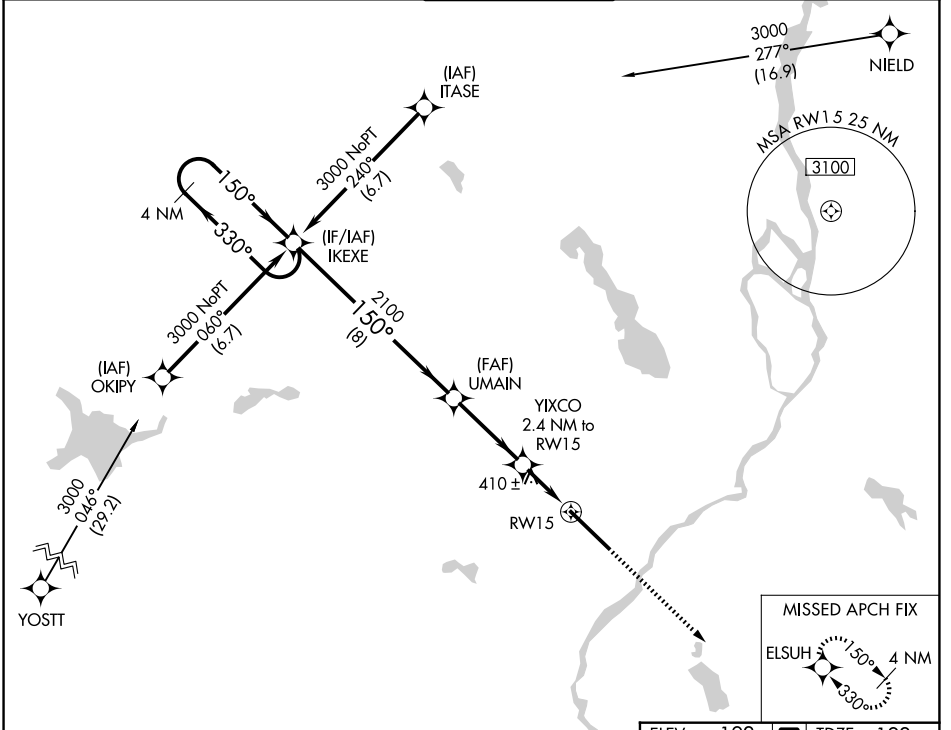
# RNAV (GPS) RWY 15

BANGOR INTL (BGR)

**ASR** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 6000, and LNAV Cats C/D/E visibility to 1½ SM. Circling NA NE of Rwy 15-33.

**ALSf-2** MISSED APPROACH: Climb to 3000 direct ELSUH and hold.

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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NE-1, 11 JUN 2026 to 09 JUL 2026

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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 55).		3000	ELSUH
GP 3.00° TCH 50		* LNAV only.		ELEV 192 TDZE 192	
CATEGORY	A	B	C	D	E
LPV DA	392/24		200 (200-½)		
LNAV/VNAV DA	541/40		349 (400-¾)		
LNAV MDA	660/24	468 (500-½)	660/50		468 (500-1)
CIRCLING	660-1 468 (500-1)	720-1 528 (600-1)	740-1½ 548 (600-1½)	820-2 628 (700-2)	880-2½ 688 (700-2½)

Diagram showing the missed approach fix for ELSUH. The profile starts at 3000 ft, descends to 2100 ft at IKEXE, then to 1000 ft at UMAIN, and finally to 410 ft at RW15. Distances are 8 NM, 3.4 NM, 1.1 NM, and 1.3 NM. A 4 NM hold is shown at ELSUH with 150° and 330° turns. The diagram also shows the tower (TWR 322) and runway 15-33.