

ILS Y or LOC Y RWY 15
BANGOR INTL (BGR)

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 $\frac{3}{8}$ SM.

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

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

(IAF) RINTH

(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)

YIXCO
I-JVH 4.5
RADAR

△ HOSEP
MLT 37.2

BANGOR
114.8 BGR
Chan 95

MM
IM

410±

LOCALIZER 109.5
I-JVH
Chan 32

ALTERNATE MISSED APCH FIX

039°
219°
117.9 MLT
R-219
Chan 126

HOSEP
MLT 37.2

MSA BGR 25 NM
3100

BGR
R-154

DME or RADAR REQUIRED

One Minute Holding Pattern

I-JVH 15.9 IKEXE RADAR

3000 hdg 150° BGR 15.4 R-154 ELSUH BGR 18.3 RADAR

330° 150° 150°

GS 3.00° TCH 50

VGSi and ILS glidepath not coincident (VGSi Angle 3.00°/TCH 55).

2100 2100

*1000

I-JVH 4.5 YIXCO RADAR

I-JVH 3.3 I-JVH 2.1

8 NM 3.4 NM 1.1 0.9 0.3 0.1

* LOC only.

CATEGORY	A	B	C	D	E
S-ILS 15	392/18 200 (200-½)				
S-LOC 15	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)

NE-1, 09 JUL 2026 to 06 AUG 2026