

LOC/DME I-BGR	APP CRS	Rwy Ldg
<b>109.5</b>	<b>330°</b>	<b>11440</b>
Chan <b>32</b>		TDZE <b>163</b>
		Apt Elev <b>192</b>

ILS RWY 33 (SA CAT I & II)  
BANGOR INTL (BGR)

▽

▲

ASR

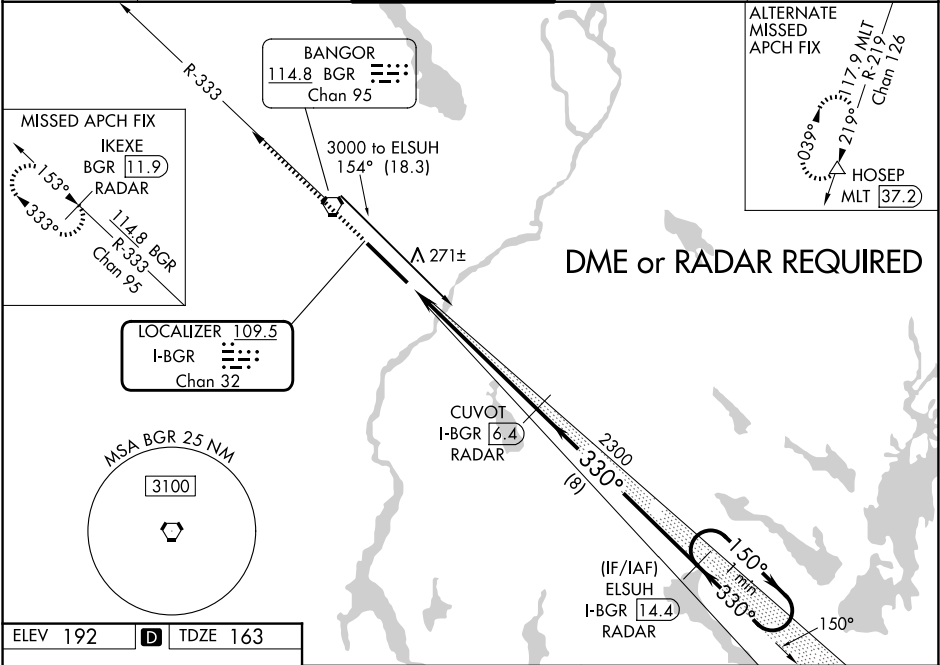
SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.  
SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

MALS

AS

MISSED APPROACH: Climb to 3000 on heading 330° and on BGR VORTAC R-333 to IKEXE/BGR VORTAC 11.9 DME/RADAR and hold.

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



ELEV **192**

**D**

TDZE **163**

TDZ/CL Rwy 15

HIRL Rwy 15-33

The diagram shows the runway layout with taxiway (TW) 322, taxiway (H), and taxiway (C). The runway is 11,440 x 200 feet. The runway is marked with 327 and 323. The runway is also marked with 327 and 323.

3000

hdg 330°

BGR R-333

IKEXE BGR 11.9 RADAR

CUVOT I-BGR 6.4 RADAR

ELSUH I-BGR 14.4 RADAR

One Minute Holding Pattern

The diagram shows the holding pattern at ELSUH (14.4 NM) on a 150° heading. The final approach segment is a 330° heading from 2300 ft to ELSUH (14.4 NM). The holding pattern is a 150°/330° pattern. The final approach segment is a 330° heading from 2300 ft to ELSUH (14.4 NM). The holding pattern is a 150°/330° pattern.

CATEGORY	A	B	C	D
S-ILS 33	SA CAT I	RA 173/14	150	DA 313
S-ILS 33	SA CAT II	RA 103/12	100	DA 263

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED