

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KBGR

Terminal Charts For KBGR

Revision Letter For Cycle 18-2019

Change Notices

Notebook

General Information

Location: BANGOR ME USA
ICAO/IATA: KBGR / BGR
Lat/Long: N44° 48.45', W068° 49.69'
Elevation: 192 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 16.0° W
Sectional Chart: Halifax

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1151 Z
Sunset: 2057 Z

Runway Information

Runway: 15
Length x Width: 11440 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 192 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 1000 ft

Runway: 33
Length x Width: 11440 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 163 ft
Lighting: Edge, ALS, Centerline
Stopway: 1000 ft

Communication Information

ATIS: 127.750
ASOS: 127.750
Bangor Tower: 120.700
Bangor Ground: 121.900

Bangor Clearance Delivery: 135.900
Bangor Approach: 124.500 Secondary
Bangor Approach: 118.925 Initial Contact
Bangor Airport Radar Service Area: 124.500 Secondary
Bangor Airport Radar Service Area: 118.925 Initial Contact
Bangor Departure: 124.500 Secondary
Bangor Departure: 118.925 Initial Contact
Bangor UNICOM: 122.950
Bangor FSS: 122.200 RCO

KBGR/BGR

JEPPesen

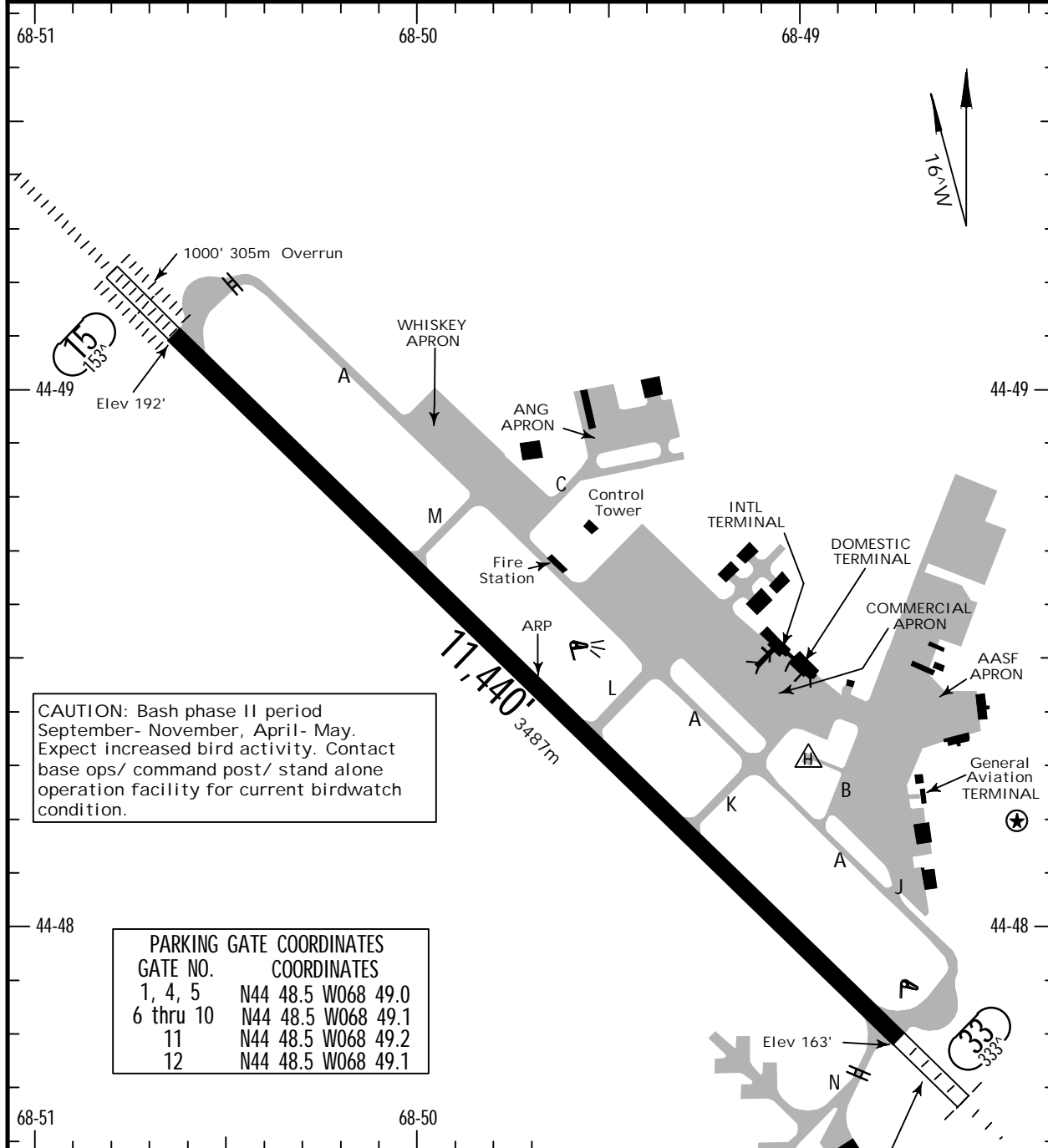
BANGOR, MAINE

Apt Elev 192'
N44 48.4 W068 49.7

19 APR 19 (10-9) .Eff.25.Apr.

BANGOR INTL

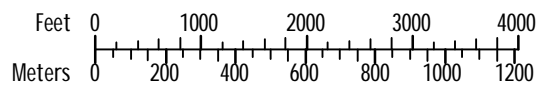
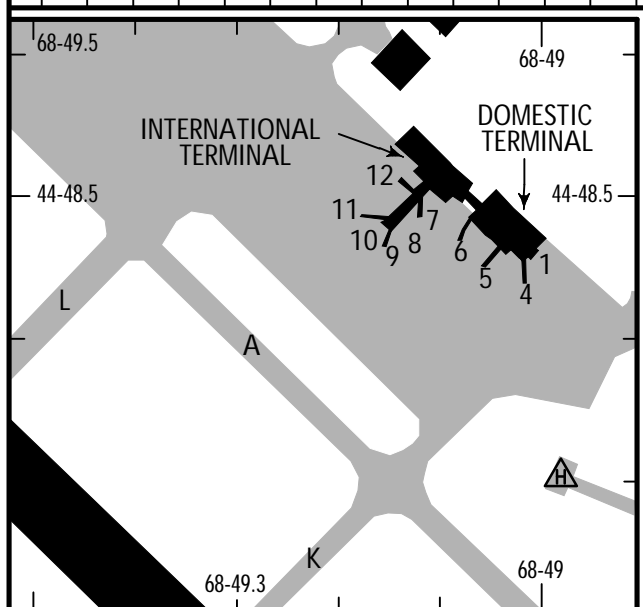
ASOS 127.75 VOT 111.0	BANGOR Clearance 135.9	Ground 121.9	Tower 120.7	BANGOR Departure (R) 118.925
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CAUTION: Bash phase II period
September- November, April- May.
Expect increased bird activity. Contact
base ops/ command post/ stand alone
operation facility for current birdwatch
condition.

PARKING GATE COORDINATES

GATE NO.	COORDINATES
1, 4, 5	N44 48.5 W068 49.0
6 thru 10	N44 48.5 W068 49.1
11	N44 48.5 W068 49.2
12	N44 48.5 W068 49.1



KBGR/BGR



BANGOR, MAINE

19 APR 19 **(10-9A)** .Eff.25.Apr.

BANGOR INTL

GENERAL

Traffic pattern: Rwy 33 left traffic, turbo jet traffic 2000' MSL unless otherwise instructed.

ADDITIONAL RUNWAY INFORMATION

RWY	HIRL CL	ALSF-II	TDZ	PAPI-L	grooved	RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
							LANDING Threshold	BEYOND Glide Slope		
15				1			10,350'	3155m		200'
33			1				10,202'	3110m		61m

1 Angle 3.0°.

TAKE-OFF

All Rwys

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10			

TAKE-OFF OBSTACLE NOTES: Note: Rwy 15, tree 1694' from DER, 868' left of centerline, 56' AGL/215' MSL. Trees beginning 2436' from DER, 1116' left of centerline, up to 89' AGL/271' MSL. Tree 3958' from DER, 1371' left of centerline, 87' AGL/278' MSL.

FOR FILING AS ALTERNATE

	ILS Y Rwy 15	LOC Y Rwy 15 RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 33 RADAR-1	ILS Rwy 33 LOC Rwy 33
A	600-2	800-2	1200-2
B			
C			1200-3
D			

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BANGOR INTL

LESS THAN RVR. 1200. to 600.

19 APR 19

10-9B

.Eff. 25. Apr.

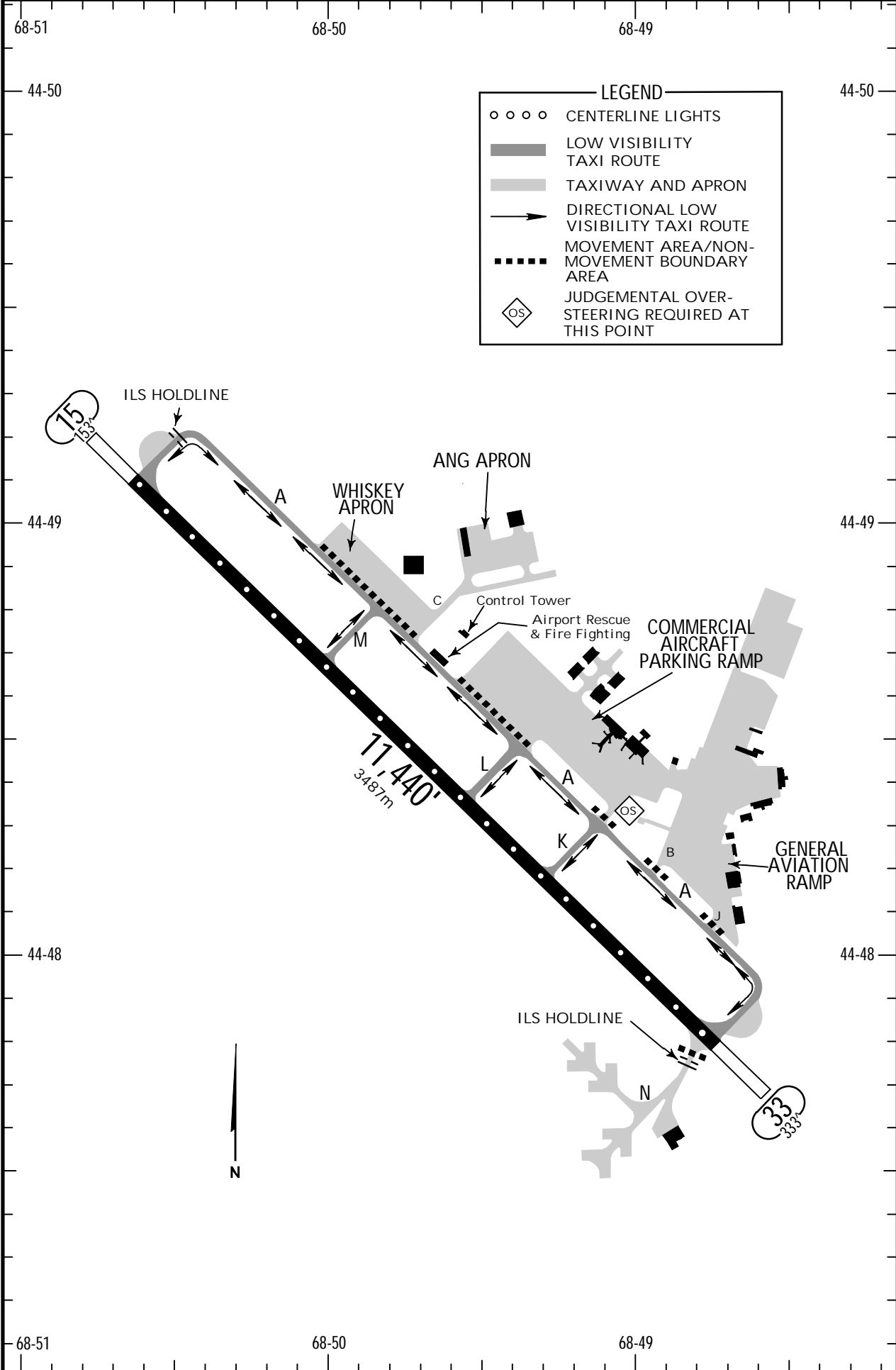
JEPPESEN

.SMGCS.

BANGOR, MAINE

LOW VISIBILITY TAXI ROUTES

ASOS 127.75 VOT 111.0	BANGOR Clearance 135.9	Ground 121.9	Tower 120.7	BANGOR Departure (R) 118.925
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KBGR/BGR

BANGOR INTL



9 FEB 18

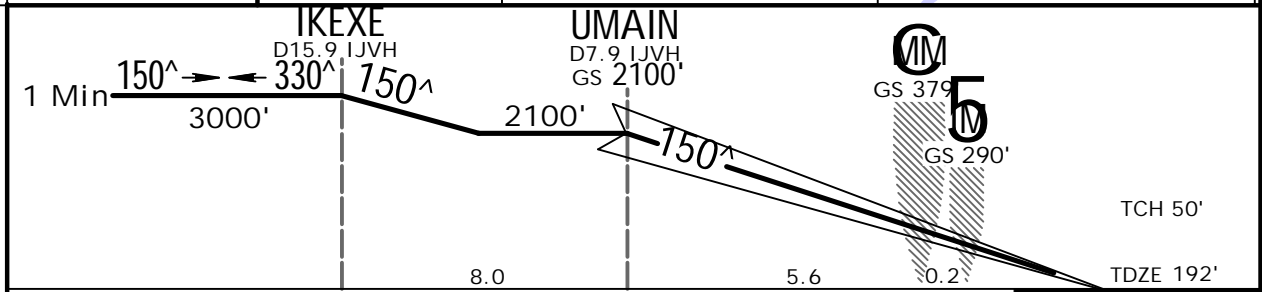
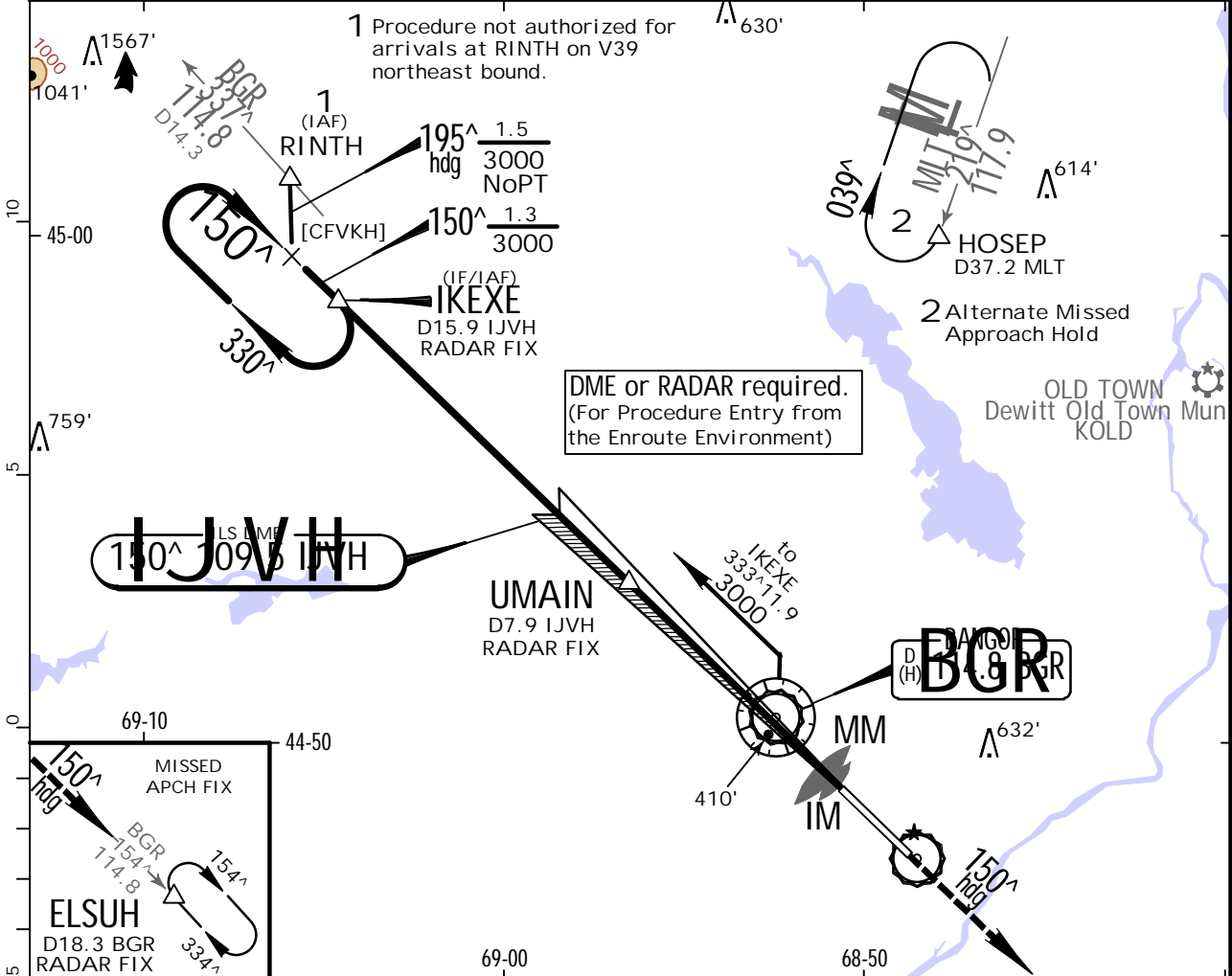
(11-1A)

BANGOR, MAINE

ILS Y Rwy 15 CAT II & III

BRIEFING STRIP™

ASOS 127.75		BANGOR Approach (R) 118.925		BANGOR Tower 120.7		Ground 121.9	
LOC IJVH 109.5	Final Apch Crs 150 [^]	GS UMAIN 2100' (1908')	CAT III Refer to Minimums	CAT II ILS RA 113' DA(H) 292' (100')	Apt Elev 192' TDZE 192'	3100' MSA BGR VOR	
MISSED APCH: Climb to 3000' on heading 150 [^] and outbound on BGR VOR R-154 to ELSUH/D18.3 BGR and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Special Aircrew & Aircraft Certification Required. 2. DME or RADAR required. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00 [^] /TCH 55').							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 3000'	↑ on 150 [^] hdg and 114.8 BGR R-154	ELSUH
GS	3.00 [^]	372	478	531	637	743			

TERPS.		STRAIGHT-IN LANDING RWY 15	
CAT III ILS		CAT II ILS RA 113' DA(H) 292' (100')	
RVR 6		RVR 12	

TERPS AMEND 7 27 APR 2017

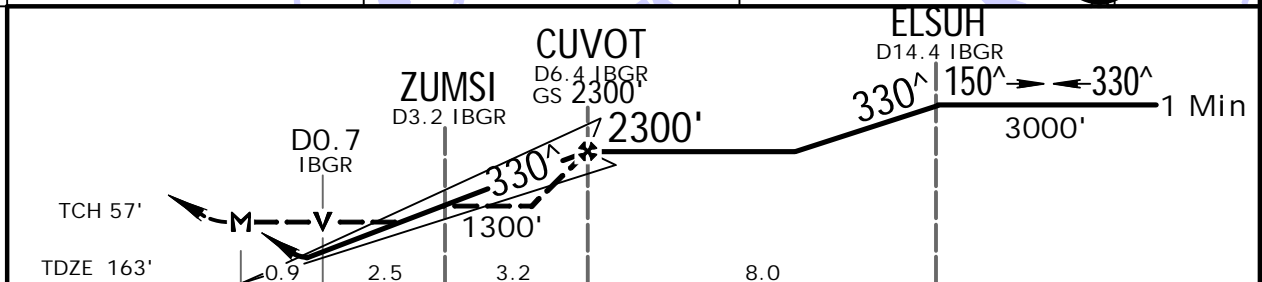
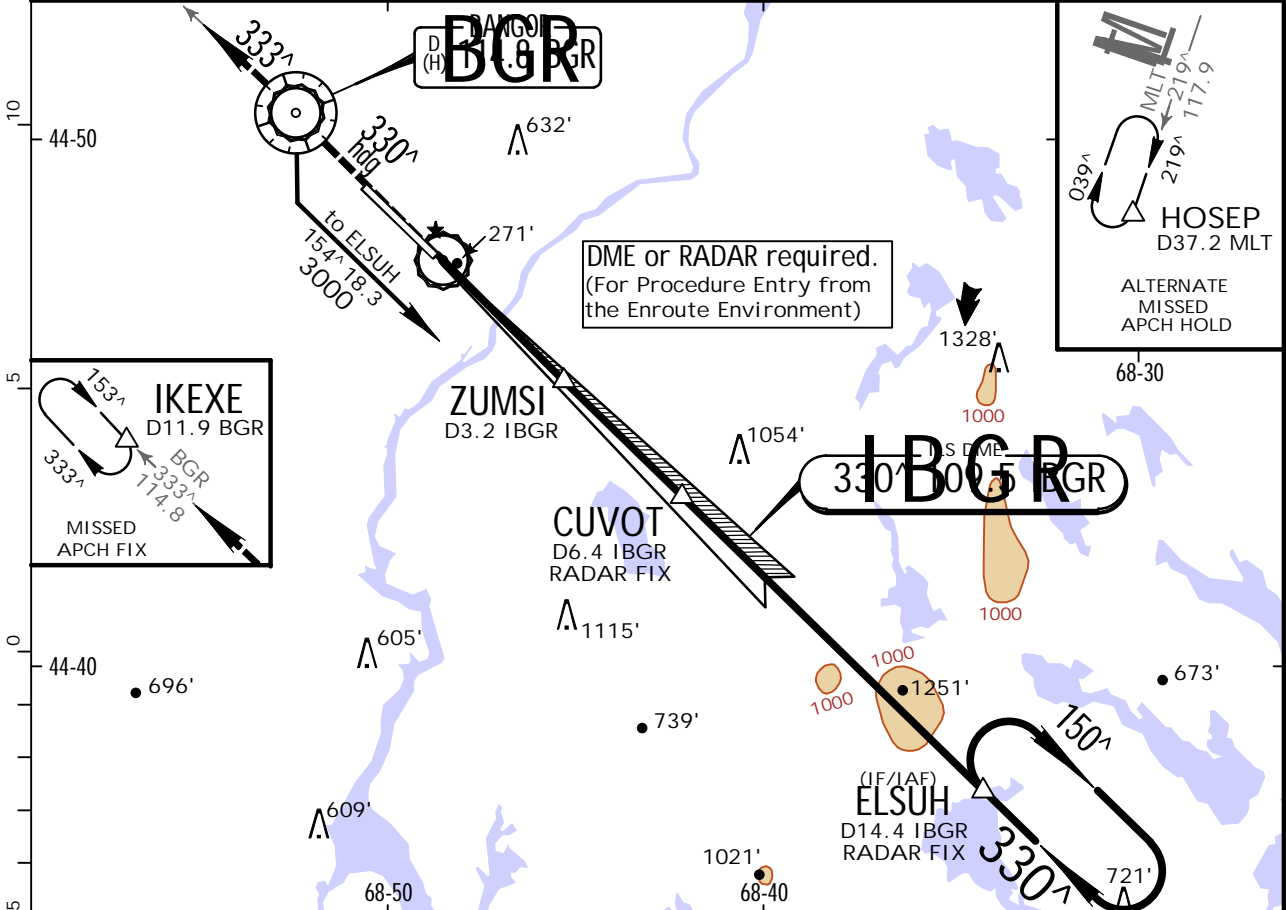
KBGR/BGR BANGOR INTL



9 FEB 18 (11-2)

BANGOR, MAINE ILS or LOC Rwy 33

ASOS 127.75		BANGOR Approach (R) 118.925		BANGOR Tower 120.7		Ground 121.9		
LOC IBGR 109.5	Final Apch Crs 330 [^]	GS CUVOT 2300' (2137')	ILS DA(H) 363' (200')	Apt Elev 192' TDZE 163'				
MISSED APCH: Climb to 3000' on heading 330 [^] and outbound on BGR VOR R-333 to IKEXE/D11.9 BGR and hold.								
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				
1. DME or Radar required.							MSA BGR VOR	



Gnd speed-Kts	70	90	100	120	140	160		3000' on 330 [^] hdg and 114.8 R-333 IKEXE
GS	3.00 [^]	372	478	531	637	849		
CUVOT to MAP	6.5	5:34	4:20	3:54	3:15	2:47		

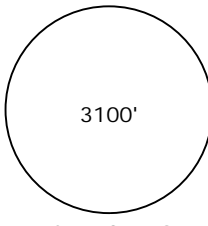
	ILS DA(H) 363' (200')		STRAIGHT-IN LANDING RWY 33 LOC (GS out) MDA(H) 500' (337')		MDA(H) 1300' (1137')		CIRCLE-TO-LAND Not Authorized Northeast of Rwy 15-33		
	FULL	RAIL/ALS out	With ZUMSI	RAIL/ALS out	Without ZUMSI	RAIL/ALS out	With ZUMSI	Without ZUMSI	
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1/4	90	640'(448')-1	1300'(1108')-1/4
B			RVR 26 or 5/8	RVR 60 or 1/4	RVR 55 or 1/4	1 3/4	120	720'(528')-1	1300'(1108')-1/2
C					3		140	740'(548')-1 1/2	1300'(1108')-3
D							165	820'(628')-2	

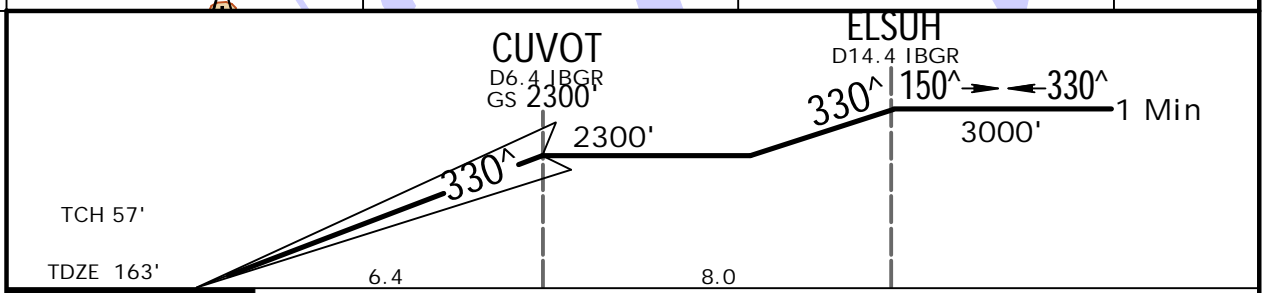
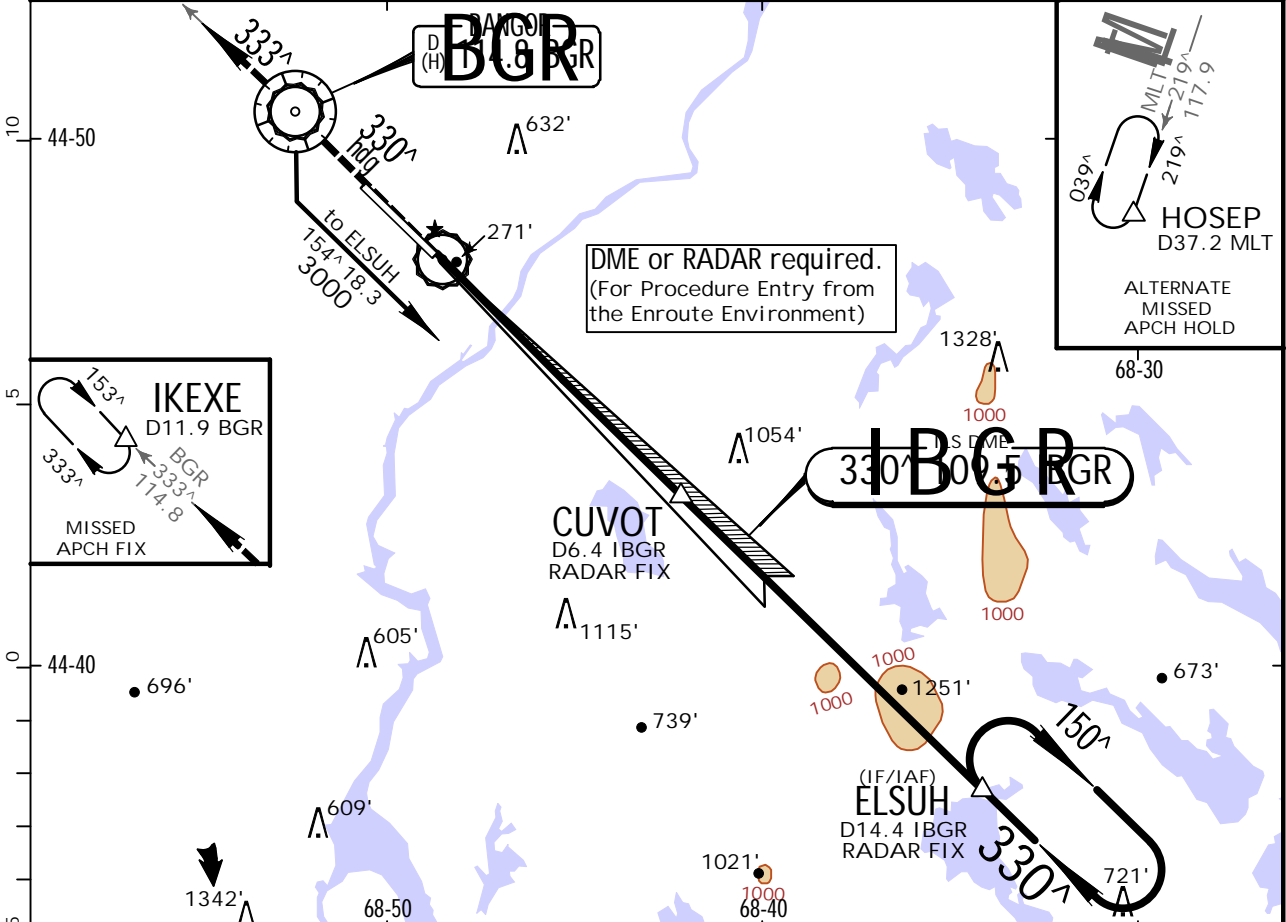
TERPS AMEND 13 27 APR 2017
 1 RVR 18 with Flight Director or Autopilot or HUD to DA.



KBGR/BGR BANGOR INTL

JEPPESEN
9 FEB 18 **(11-2A)**

BANGOR, MAINE ILS Rwy 33 SA CAT I

ASOS 127.75		BANGOR Approach (R) 118.925		BANGOR Tower 120.7		Ground 121.9	
LOC IBGR 109.5	Final Apch Crs 330 [^]	GS CUVOT 2300' (2137')	SA CAT I ILS RA 173' DA(H) 313' (150')		Apt Elev 192' TDZE 163'		 <p>3100' MSA BGR VOR</p>
MISSED APCH: Climb to 3000' on heading 330 [^] and outbound on BGR VOR R-333 to IKEXE/D11.9 BGR and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			



Gnd speed-Kts	70	90	100	120	140	160	MALSR 	3000' 	on 330 [^] hdg	and BGR 114.8 R-333	IKEXE
GS	3.00 [^]	372	478	531	637	743					

TERPS. STRAIGHT-IN LANDING RWY33
 1 SA CAT I ILS
 RA 173'
 DA(H) 313' (150')

A	RVR 14
B	
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

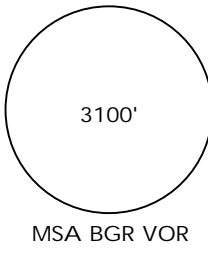
KBGR/BGR

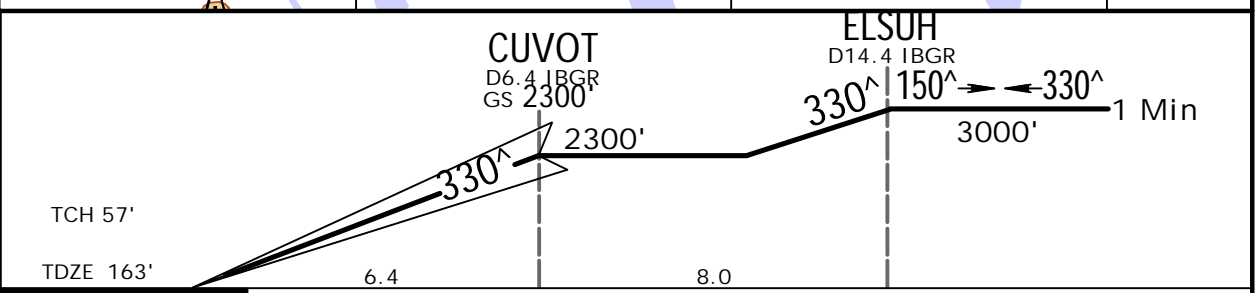
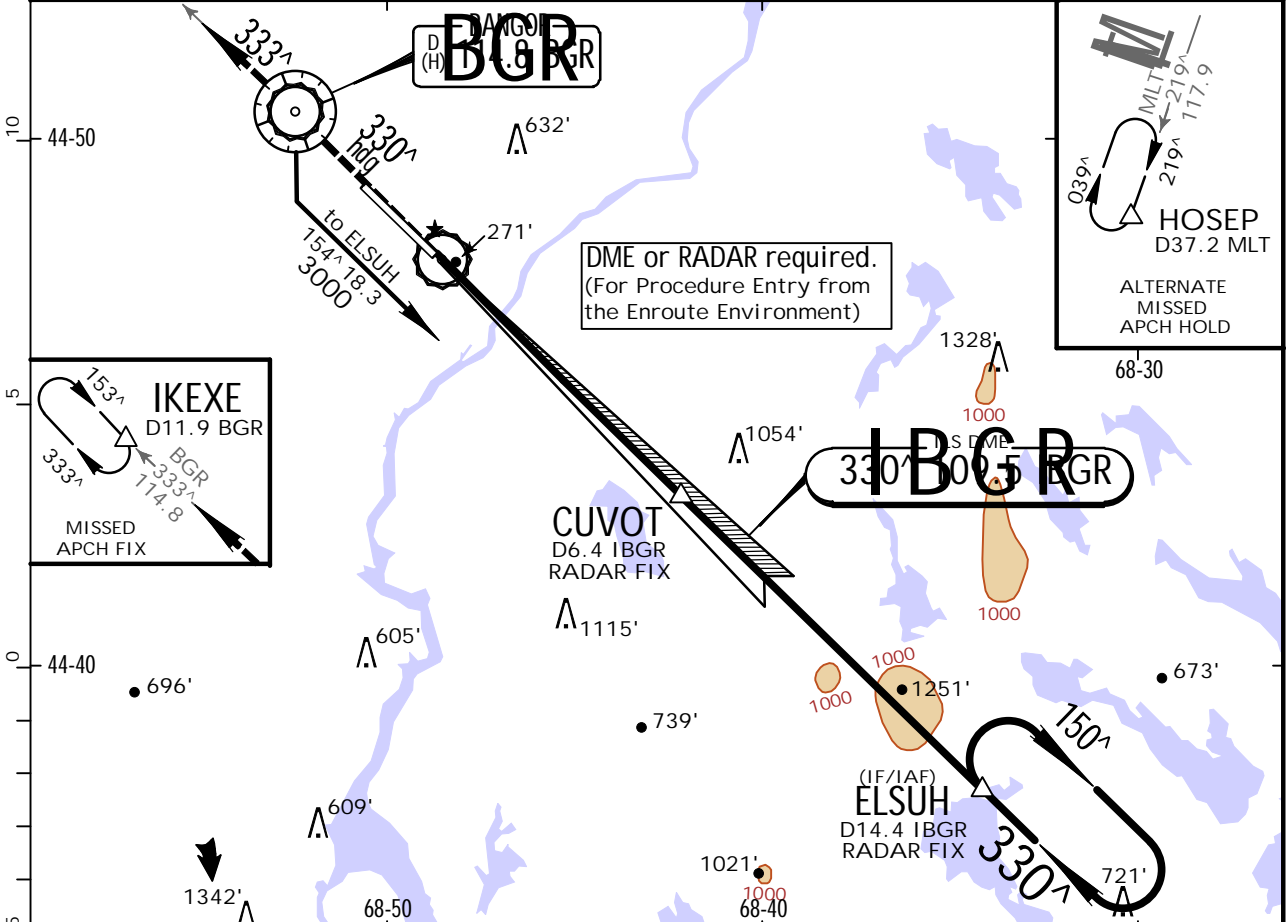
BANGOR INTL



JEPPESEN
9 FEB 18 (11-2B)

BANGOR, MAINE

ILS Rwy 33 SA CAT II

ASOS 127.75		BANGOR Approach (R) 118.925		BANGOR Tower 120.7		Ground 121.9	
LOC IBGR 109.5	Final Apch Crs 330 [^]	GS CUVOT 2300' (2137')	SA CAT II ILS RA 103' DA(H) 263' (100')		Apt Elev 192' TDZE 163'		 <p>3100' MSA BGR VOR</p>
MISSED APCH: Climb to 3000' on heading 330 [^] and outbound on BGR VOR R-333 to IKEXE/D11.9 BGR and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Special Aircrew and Aircraft Certification Required. 2. DME or RADAR required.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR 	3000' 	on 330 [^] hdg	and BGR R-333	IKEXE
GS	3.00 [^]	372	478	531	637	743					

TERPS. STRAIGHT-IN LANDING RWY33
1 SA CAT II ILS
RA 103'
DA(H) 263' (100')

A	RVR 12
B	
C	
D	

1 Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.
CHANGES: Cold temperature note removed. | JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

TERPS AMEND 13 27 APR 2017

BRIEFING STRIP™

KBGR/BGR

BANGOR INTL



14 JUN 19

(12-1)

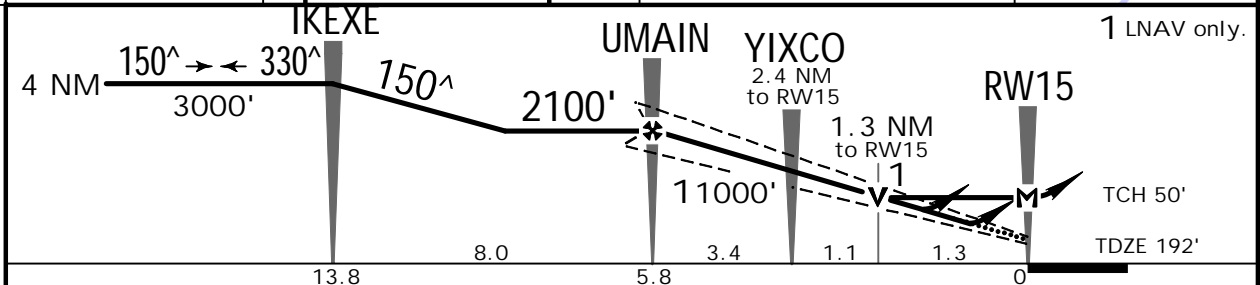
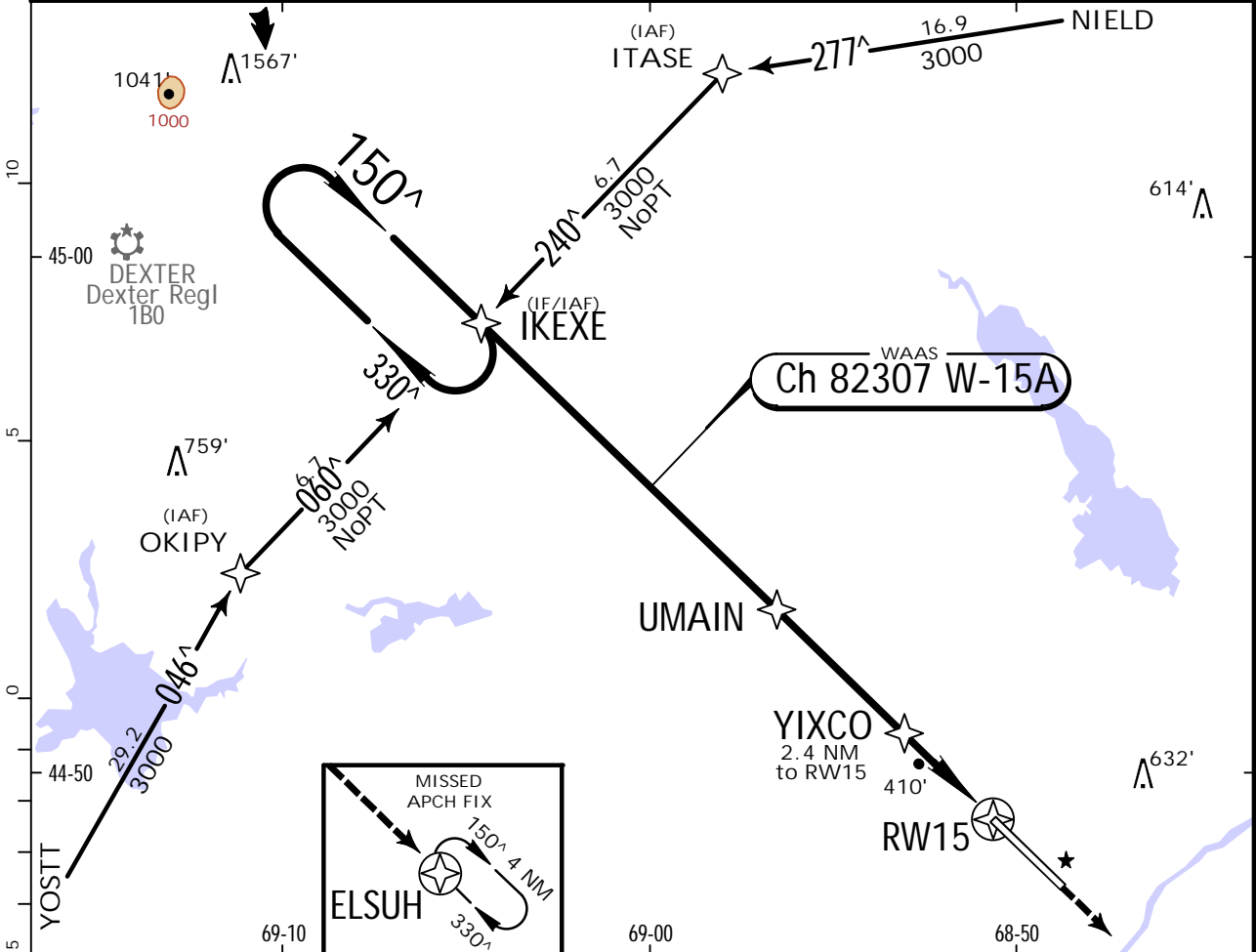
.Eff.20.JUN.

BANGOR, MAINE

RNAV (GPS) Rwy 15

BRIEFING STRIP™

ASOS 127.75		BANGOR Approach (R) 118.925		BANGOR Tower 120.7		Ground 121.9	
WAAS Ch 82307 W-15A		Final Apch Crs 150 [^]		Minimum Alt UMAIN 2100' (1908')		LPV DA(H) 392' (200')	
				Apt Elev 192'		TDZE 192'	
MISSED APCH: Climb to 3000' direct ELSUH and hold.							<p>3100</p> <p>MSA RW15</p>
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C or above 54°C. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00 [^] /TCH 55').							



Gnd speed-Kts	70	90	100	120	140	160	<p>3000'</p>	<p>ELSUH</p>
Glide Path Angle 3.00 [^]	372	478	531	637	743	849		
LPV, LNAV/VNAV: MAP at DA								
LNAV: MAP at RW15								

	STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND	
	LPV DA(H) 392' (200')	LNAV/VNAV DA(H) 541' (349')		LNAV MDA(H) 660' (468')		
	ALS out	ALS out		ALS out		
A				RVR 24 or 1/2	RVR 50 or 1	<p>Not Authorized Northeast of Rwy 15-33</p> <p>Max Kts 90 660' (468') -1</p>
B						120 720' (528') -1
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4		140 740' (548') -1 1/2
D					RVR 50 or 1 1 3/8	165 820' (628') -2

TERPS AMEND 1 27 APR 2017

KBGR/BGR

BANGOR INTL



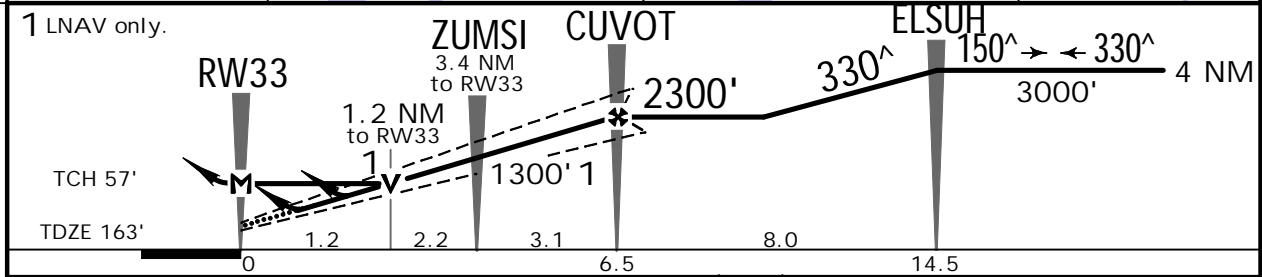
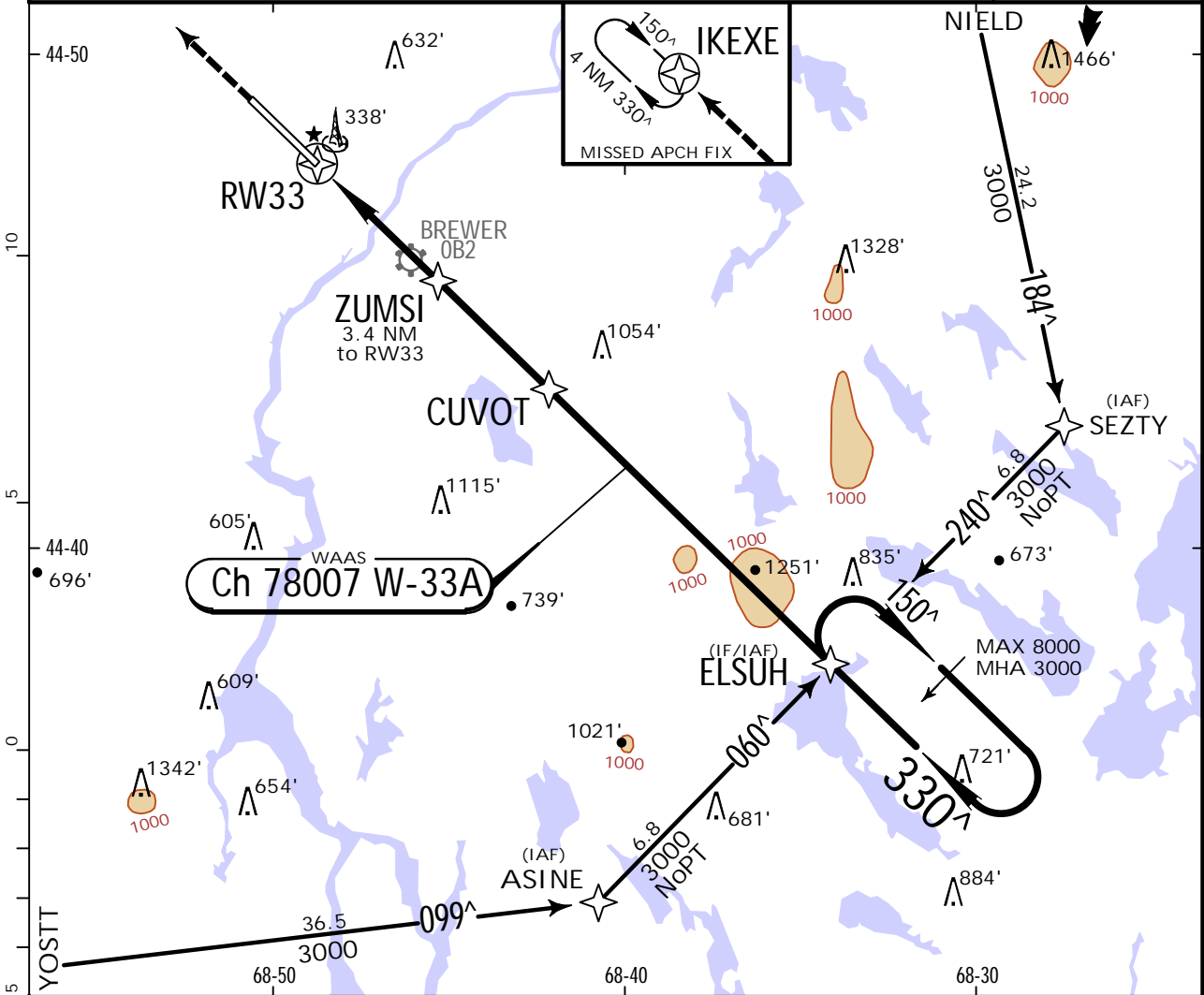
14 JUN 19 (12-2) .Eff.20.JUN.

BANGOR, MAINE

RNAV (GPS) Rwy 33

BRIEFING STRIP™

ASOS 127.75		BANGOR Approach (R) 118.925		BANGOR Tower 120.7		Ground 121.9	
WAAS Ch 78007 W-33A		Final Apch Crs 330 [^]		Minimum Alt CUVOT 2300' (2137')		LPV DA(H) 363' (200')	
						Apt Elev 192' TDZE 163'	
MISSED APCH: Climb to 3000' direct IKEXE and hold.							<p>3100</p> <p>MSA RW33</p>
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'		
RNP Apch							
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C or above 54°C.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3000' ↑ IKEXE
Glide Path Angle	3.00 [^]	372	478	531	637	849	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW33							

TERPS	STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND	
	LPV DA(H) 363' (200')	LNAV/VNAV DA(H) 519' (356')	LNAV MDA(H) 600' (437')	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out
A	1			RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B				RVR 30 or 5/8	RVR 60 or 1/4	RVR 40 or 3/4
C						
D						

1 RVR18 authorized with use of Flight Director or Autopilot or HUD to DA

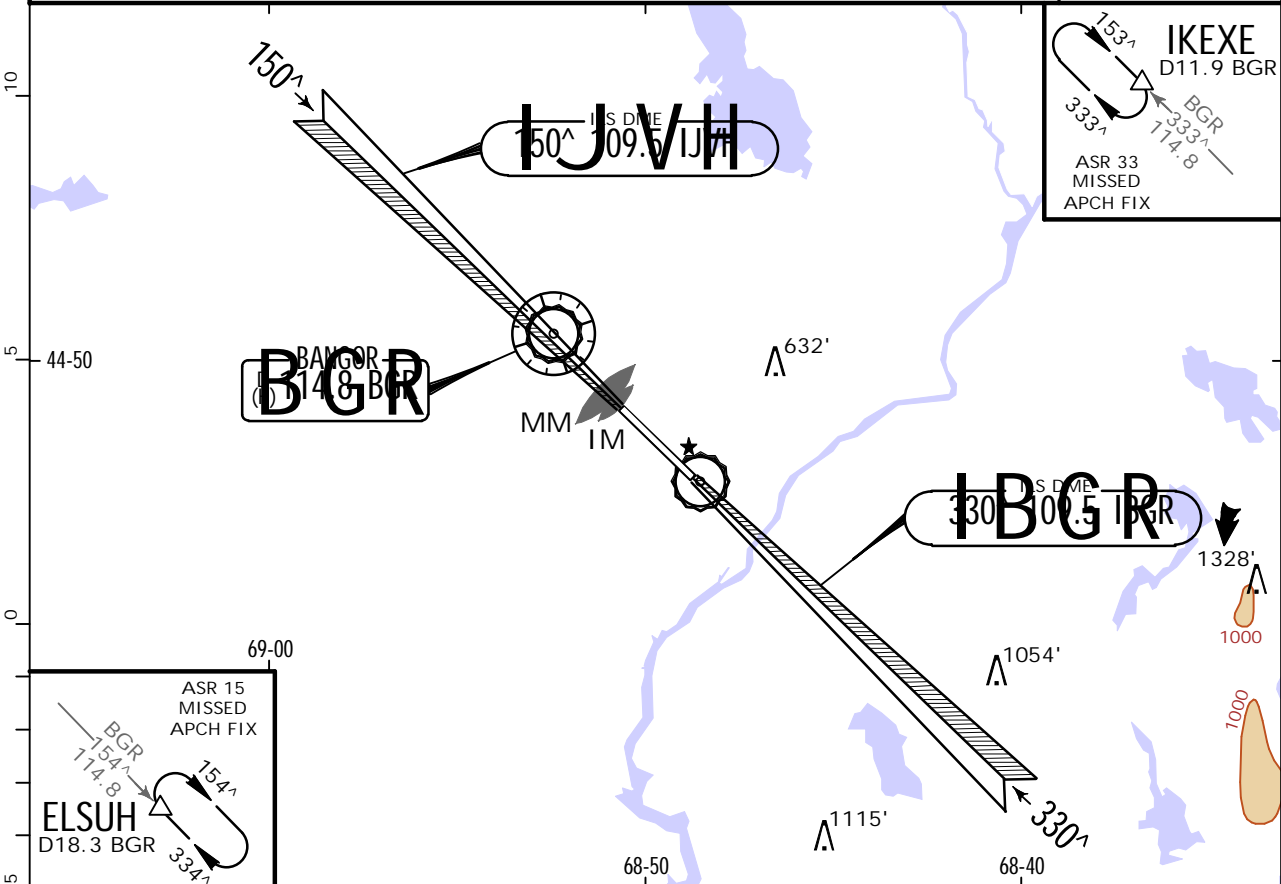
CHANGES: Notes, minimums, chart format. | JEPPESEN, 2008, 2019. ALL RIGHTS RESERVED.

KBGR/BGR BANGOR INTL

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22 FEB 19 (18-1) Eff. 28. Feb.

BANGOR, MAINE RADAR-1

BRIEFING STRIP™	ASOS 127.75		BANGOR Approach (R) 118.925		BANGOR Tower 120.7		Ground 121.9		
	RADAR	Final Apch Crs By ATC	Minimum Alt No FAF		MDA(H) Refer to Minimums	Apt Elev 192'		No MSA published	
	Missed Approach-See below.								
	Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'			



Rwy 15 NM to Thr	5.0	4.0	3.0	2.0
ALTITUDE	1880'	1540'	1220'	900'
Rwy 33 NM to Thr	5.0	4.0	3.0	2.0
ALTITUDE	1820'	1500'	1180'	860'

MISSED APPROACH:

Runway 15: Climb to 3000' outbound on BGR VOR R-154 to ELSUH/D18.3 BGR and hold. (DME Required)

Runway 33: Climb to 3000' outbound on BGR VOR R-333 to IKEXE/D11.9 BGR and hold. (DME Required)

RWY 15 TDZE 192' RWY 33 TDZE 163'

ASR Rwys 15, 33: MAP at Rwy Thr. Lighting - Refer to Airport Chart

	.TERPS.				Max Kts	CIRCLE-TO-LAND Not Authorized Northeast of Rwy 15-33
	STRAIGHT-IN LANDING		STRAIGHT-IN LANDING			
	ASR 15 MDA(H) 700' (508')	ALS out	ASR 33 MDA(H) 600' (437')	RAIL/ALS out		
A	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1	90	700' (508') -1
B					120	720' (528') -1
C	RVR 55 or 1/4	1 3/8	RVR 40 or 3/4	RVR 60 or 1/4	140	740' (548') -1 1/2
D					165	820' (628') -2

TERPS AMEND 5 27 APR 2017

Chart changes since cycle 17-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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BANGOR, ME (BANGOR INTL - KBGR)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBGR

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.

SUDU..PONPA..PTA..GBE..DIL..VIE..SAVT