

**ILS - STANDARD
INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

TERMINAL ROUTES

MISSED APPROACH

FROM	TO	COURSE AND DISTANCE	ALTITUDE	ILS: DA LOC: 5.83 NM AFTER UMAIN/I-BGR 7.88 DME/RADAR OR AT I-JVH 2.05 DME
BGR VORTAC	IKEXE/I-JVH 15.87 DME/RADAR	332.60 / 11.92	3000	CLIMB TO 3000 ON HEADING 150 AND BGR VORTAC R-154 TO ELSUH/BGR 18.31 DME/RADAR AND HOLD. ALTERNATE MA (DO NOT CHART): CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 340 AND MLT VOR/DME R-219 TO HOSEP/MLT 37.22 DME AND HOLD (DME REQUIRED). ADDITIONAL FLIGHT DATA: HOLD SE, RT, 333.51 INBOUND. CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD NE HOSEP/MLT 37.22 DME, RT, 218.91 INBOUND. CHART FAS OBST: 410 TREE 445010N/0685239W CHART: ASR. CHART VDP AT 3.34 DME* DISTANCE VDP TO THLD 1.29 NM. *LOC ONLY. CHART (CFVKH) AT INTERSECTION OF RINTH DR LEG AND INTERMEDIATE COURSE. CHART IN PLANVIEW: HOSEP/MLT 37.22 DME. CHART CIRCLING ICON. CHART PLANVIEW NOTE: DME OR RADAR REQUIRED.
RINTH INT (IAF)	IKEXE/I-JVH 15.87 DME/RADAR (NOPT)	195.00 / 1.53 (HDG) & 150.17 / 1.27 (I-JVH)	3000	
IKEXE/I-JVH 15.87 DME/RADAR (IF)	UMAIN/I-JVH 7.88 DME/RADAR	150.17 / 7.98 (I-JVH)	2100	

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
 2. HOLD NW IKEXE, RT, 150.17 INBOUND, 3000 FT. IN LIEU OF PT (IAF)
 3. FAC: 150.17 FAF: UMAIN/I-JVH 7.88 DME/RADAR DIST FAF TO MAP: 5.83 THLD: 5.83
 4. MIN. ALT: IKEXE 3000, UMAIN 2100, YIXCO/I-JVH 4.45 DME/RADAR 1000*
 5. DIST TO THLD FROM OM: - MM: 0.42 IM: 861 150 HAT: - 100 HAT: 956 GS ANT: 1090
 6. MIN GS INCPT: 2100 GS ALT AT: UMAIN 2100 OM: - MM: 379 IM: 290
 7. GS ANGLE: 3.00 TCH: 49.8
 8. MSA FROM: BGR VORTAC 3100

MAG VAR: 16W EPOCH YEAR: 2020

MINIMUMS

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT	ALTERNATE: N A	ILS: STANDARD #	LOC: STANDARD @												
CATEGORY >>>>>	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-ILS 15	392	1800	200	392	1800	200	392	1800	200	392	1800	200	392	1800	200
S-LOC 15	660	2400	468	660	2400	468	660	5000	468	660	5000	468	660	5000	468
CIRCLING	660	1	468	720	1	528	740	1 1/2	548	820	2	628	880	2 1/2	688

NOTES:
CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 15: CAT A, B, C, D, RA
 113, RVR 1200, HAT 100, DA 292 MSL.
CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 15: CAT III CAT A, B, C, D,
 RVR 600.
 (CONTINUED ON PAGE 2)

CAT D 700-2, CAT E 700-2 1/2
 @ CAT E 800-2 1/2



CITY AND STATE BANGOR, ME	ELEVATION: 192 TDZE: 192 AIRPORT NAME: BANGOR INTL	FACILITY IDENTIFIER: I-JVH	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: ILS Y OR LOC Y RWY 15, AMDT 7; ILS Y RWY 15 (CAT II), ILS Y RWY 15 (CAT III) 27 APRIL 2017	SUP: ILS OR LOC RWY 15 AMDT: 6B DATED 04/05/2012
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US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
ILS - STANDARD
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NOTES, (CONT.):
 CHART NOTE: CIRCLING NA NE OF RWY 15-33.
 CHART NOTE: DME OR RADAR REQUIRED.
 CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT RINTH ON V39 NORTHEAST BOUND.
 CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
 CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 15 CAT E VISIBILITY TO RVR 4000, AND S-LOC 15 CAT C/D/E VISIBILITY TO 1 3/8 SM.



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(This area is intentionally left blank for the instrument approach procedure.)



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