

**U.S. DEPARTMENT OF TRANSPORTATION -- FEDERAL AVIATION ADMINISTRATION
RADAR -- STANDARD INSTRUMENT APPROACH PROCEDURE -- FLIGHT STANDARDS SERVICE -- FAR PART 97.31**

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.

Initial approach minimum altitude(s) shall correspond with those established for enroute operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when: (A) Visual contact is established on final approach at or before descent to the authorized landing minimums; or (B) at pilot's discretion if it appears desirable to discontinue the approach.

Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when: (A) communications on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controllers; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES <i>(Sectors and distances measured from radar antenna)</i>												MISSED APPROACH	
FROM	T O	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	MAP:	
												RWY 15, 33: THLD	
As established by the current BANGOR ASR Minimum Vectoring Altitude Chart.												RWY 15: CLIMB TO 3000 ON BGR VORTAC R-154 TO ELSUH/BGR 18.31 DME AND HOLD SE, RT, 333.51 INBOUND (DME REQUIRED).	
												RWY 33: CLIMB TO 3000 ON BGR VORTAC R-333 TO IKEXE/BGR 11.92 DME AND HOLD NW, RT, 152.60 INBOUND (DME REQUIRED).	

MINIMUMS

TAKEOFF:	STANDARD	<input checked="" type="checkbox"/>	SEE FAA FORM 8260-15A FOR THIS AIRPORT	ALTERNATE: N A	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
ASR S-15	700	2400	508	700	2400	508	700	5500	508	700	5500	508	700	5500	508
ASR S-33	600	2400	437	600	2400	437	600	4000	437	600	4000	437	600	4000	437
CIRCLING	700	1	508	720	1	528	740	1 1/2	548	820	2	628	880	2 1/2	688

NOTES:
 RWY 15: FAF 5.7 NM FROM THRESHOLD, MINIMUM ALTITUDE 2100, MINIMUM ALTITUDE 3 MILE FIX 1220, FINAL APPROACH COURSE 152. RECOMMENDED ALTITUDE 5 MILES 1880, 4 MILES 1540, 3 MILES 1220, 2 MILES 900.
 RWY 33: FAF 5.9 NM FROM THRESHOLD, MINIMUM ALTITUDE 2100, MINIMUM ALTITUDE 2 MILE FIX 860, FINAL APPROACH COURSE 332. RECOMMENDED ALTITUDE 5 MILES 1820, 4 MILES 1500, 3 MILES 1180, 2 MILES 860.
 CHART NOTE: CIRCLING NA NE OF RWY 15-33.
 CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-15 CAT C/D/E VISIBILITY TO 1 3/8 SM, AND S-33 CAT E VISIBILITY TO 1 1/4 SM.
 LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

ADDITIONAL FLIGHT DATA
 TDZE: 192.1 RWY: 15 TDZE: RWY:
 TDZE: 162.9 RWY: 33 TDZE: RWY:
 FAS OBST:
 RWY 15: 439 TREE 445044N/0685214W
 RWY 33: 338 TOWER 444812N/0684815W
 RWY 33: 1000 AAO 444415N/0684206W (289)
 CHART CIRCLING ICON
 MAG VAR: 18W EPOCH YEAR: 2005

CITY AND STATE	ELEVATION: TDZE: 192	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP
BANGOR, ME	AIRPORT NAME: BANGOR INTL	BGR ASR	RADAR-1, AMDT 5 27 APRIL 2017	AMDT: 4E
				DATED: 10/13/16



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RADAR - PROCEDURE
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.31

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