

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE**

TITLE 14 CFR PART 97.29

Bearings, headings, courses, tracks 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 feet RVR.

<u>AIRPORT</u> HANCOCK COUNTY-BAR HARBOR	<u>AIRPORT ID</u> KBHB	<u>PROCEDURE NAME</u> ILS OR LOC RWY 22	<u>ORIGINAL/AMENDMENT</u> 6D	<u>CITY</u> BAR HARBOR	<u>STATE</u> ME
<u>AIRPORT ELEVATION</u> 83	<u>TDZE</u> 83	<u>SUPERSEDED</u> ILS OR LOC RWY 22	<u>ORIGINAL/AMENDMENT</u> 6C	<u>DATED</u> 10/11/2018	<u>MAG VAR</u> 19W
<u>FACILITY</u> I-BHB	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 8 OCTOBER 2020	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>	<u>EPOCH YEAR</u> 1985

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
BGR VORTAC		BECRA INT/I-BHB 13.47 DME					132.09	29.64	4000
BECRA INT/I-BHB 13.47 DME	IF/IAF	CDLAC INT/I-BHB 7.07 DME					223.61	6.40 (I-BHB)	2100

MISSED APPROACH

MAP:

ILS: DA
LOC: 6.11 NM AFTER CDLAC INT/I-BHB 7.07 DME OR AT I-BHB 0.99 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 4000 DIRECT BGR VORTAC AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

OR AS DIRECTED BY ATC. CLIMB TO 900 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 071.51 AND ON I-BHB NE COURSE TO BECRA INT/I-BHB 13.47 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. HOLD NE BECRA, RT, 223.61 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 4000.
3. FAC: 223.61 FAF: CDLAC INT/I-BHB 7.07 DME DIST FAF TO MAP: 6.11 DIST FAF TO THLD: 6.11
4. MIN ALT: BECRA INT/I-BHB 13.47 DME 3000, CDLAC INT/I-BHB 7.07 DME 2100, JESUL/I-BHB 3.06 DME 780*
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 873
6. MIN GS INCPT: 2100 GS ALT AT FAF: CDLAC INT/I-BHB 7.07 DME 2100 OM: MM: IM:
7. GP ANGLE: 3.00 34:1: 20:1: TCH: 51.1
8. MSA FROM: KBHB 2800

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.



NOTES:

CHART NOTE: CIRCLING RWY 17, 35 NA AT NIGHT.

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC CAT C VISIBILITY TO 1 3/8 SM.

ADDITIONAL FLIGHT DATA:

CHART: BGR VORTAC 29.64 DME AT BECRA

HOLD NW, LT, 157.00 INBOUND.

CHART FAS OBST: 303 TREE 442903N/0682013W.

CHART VDP AT 2.39 DME*

DISTANCE VDP TO THLD 1.43 NM.

*LOC ONLY.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA

ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.

CATEGORY:	A			B			C			D			E			
	FINAL TYPE	DA/MDA	VIS	HAT/HAA												
S-ILS 22	283	3/4	200	283	3/4	200	283	3/4	200	283	3/4	200				
S-LOC 22	580	3/4	497	580	3/4	497	580	1 1/4	497	580	1 1/2	497				
CIRCLING	600	1	517	620	1	537	700	1 3/4	617	700	2	617				

CHANGES - REASONS

- ADDED MSA FROM ARP BHB 2800 - FACILITY AVAILABLE FOR NEW MSA PER FPT.
- CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 900 FT - PER FLIGHT CHECK N77 STEPHEN BAUER DUE TO GLIDE SLOPE REVERSAL
- ADDED NOTE FOR INOPERATIVE ALS, INCREASE S-LOC 22 CATS C VISIBILITY TO 1 3/8 SM - PER NEW VISCHECK CALCULATION UPDATE.
- CHANGES FROM P-NOTAMS FOR AMDT 6B AND 6C INCORPORATED INTO FORM - REQUIRED IAW 8260.19H PARA 8-3-4C(3).
- CHANGED JESUL/I-BHB 3.06 DME 680* TO JESUL/I-BHB 3.06 DME 780* - JESUL ALTITUDE RECALCULATION.
- ADDED "CONTINUE CLIMB-IN-HOLD TO 3000" TO ALTERNATE MA INSTRUCTION - IAW 8260.19H PARA 8-6-6.G.(1).
- DELETED STEP DOWN FIX MINIMUMS - DME REQUIRED, STEPDOWN ALWAYS RECEIVED.
- MOVED ALTIMETER SETTING AND ASSCIATED NOTES TO -9 - LOCAL WEATHER ON WMSCR, NOTES MOVED TO FORM 8260-9 FOR CONTINGENCY USE.
- AMENDED ALTERNATE WEATHER MINS ADDING NA WHEN CONTROL TOWER CLOSED - ATCT IS PRIMARY MONITOR POINT.
- CHANGED CHART NOTE FROM CIRCLING TO RWY 17 NA AT NIGHT TO CIRCLING RWY 17, 35 NA AT NIGHT - RWY 35, 20:1 PENETRATION UPDATE.
- REMOVED CHART: SURRY LOM HALFTONE - SURRY LOM DECOMMISSIONED.



COORDINATED WITH:

A4A ALPA AOPA APA HAI NBAA OTHER: ZBW, BGR APP CON, AMGR.

FLIGHT CHECKED BY

PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJF-10) MEMO, APRIL 29, 2020, SUBJECT:
FLIGHT INSPECTION REVIEW NOT REQUIRED

OFFICE *Digitally signed by* **DATE**

DAVID TEFFETELLER

Aug 04, 2020

DEVELOPED BY

KWEKU DONKOR

Digitally signed by
KWEKU DONKOR

OFFICE

AJV-A433

DATE

04/05/2020

APPROVED BY

GEORGE DAVIS

Aug 03, 2020

Digitally signed by

DAVID TEFFETELLER

Aug 04, 2020

OFFICE

AJV-A430

DATE

TITLE
MANAGER

