

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: 1200 Z
Sunset: 2136 Z

Runway Information

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

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

Communication Information

ATIS: 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: 118.925 Initial Contact
Bangor Airport Radar Service Area: 124.500 Secondary
Bangor Departure: 118.925 Initial Contact
Bangor Departure: 124.500 Secondary
Bangor UNICOM: 122.950
Bangor FSS: 122.200 RCO

KBGR/BGR
BANGOR INTL

JEPPESEN
 12 AUG 16 **(10-1W)**

BANGOR, MAINE
COLD TEMPERATURE TABLE

COLD TEMPERATURE RESTRICTED AIRPORT

The cold temperature altitude correction note with its associated temperature depicted on affected approach charts indicates a cold temperature altitude correction is required at this airport when the reported temperature is at or below the published restricted temperature (refer to the following COLD TEMPERATURE CORRECTION TABLE to make manual corrections).

Advise ATC when altitude correction is made in the intermediate and/or missed approach segment. Reporting correction to ATC in final segment is not required.

Refer to FAA's Notices to Airmen Publication (NTAP) Graphic Notices General for a complete list of published airports, temperature/s, segments, and procedure information. (www.faa.gov/air_traffic/publications/notices).

COLD TEMPERATURE CORRECTION TABLE

HEIGHT ABOVE AIRPORT (FEET)

	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
REPORTED TEMP +10°C (+50°F)	10	10	10	10	20	20	20	20	20	30	40	60	80	90
0°C (+32°F)	20	20	30	30	40	40	50	50	60	90	120	170	230	280
-10°C (+14°F)	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20°C (-4°F)	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30°C (-22°F)	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40°C (-40°F)	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50°C (-58°F)	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

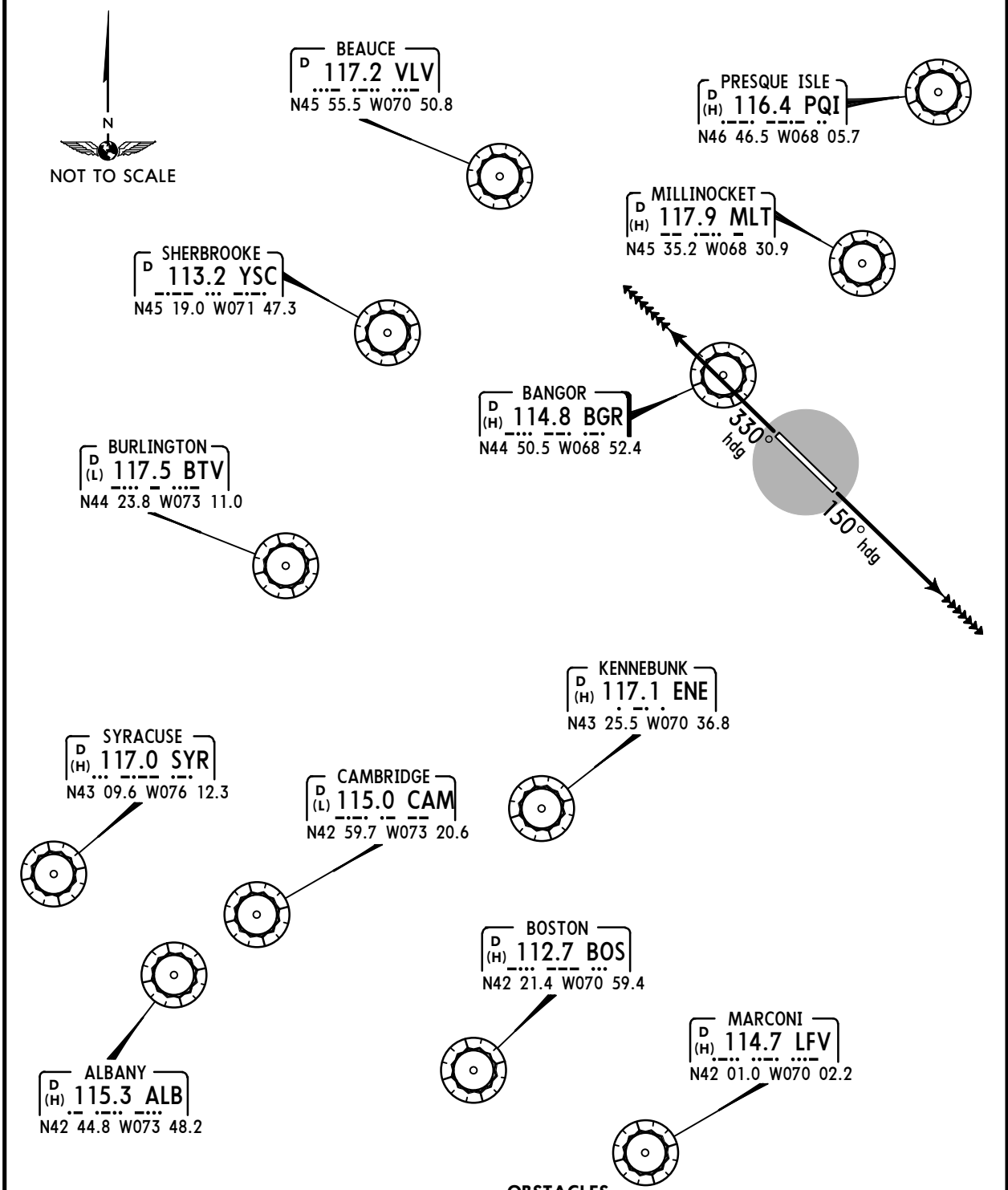
KBGR/BGR
BANGOR INTL

JEPPESEN
21 APR 17 **10-3** Eff 27 Apr

BANGOR, MAINE
SID

BANGOR Departure (R) 118.925	Apt Elev 192'	Trans level: FL180 Trans alt: 18000' RADAR required.
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BANGOR 3 DEPARTURE (BGR3.BGR)



OBSTACLES

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 15, 33: Standard (or lower than standard, if authorized).

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.

RWY	INITIAL CLIMB	TOP ALTITUDE
15	Climb heading 150°, or as assigned by ATC.	10000'
33	Climb heading 330°, or as assigned by ATC.	

ROUTING

EXPECT vectors to assigned route/navaid/fix. MAINTAIN 10000', or requested altitude if lower, or as assigned by ATC. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

KBGR/BGR

Apt Elev **192'**
N44 48.4 W068 49.7

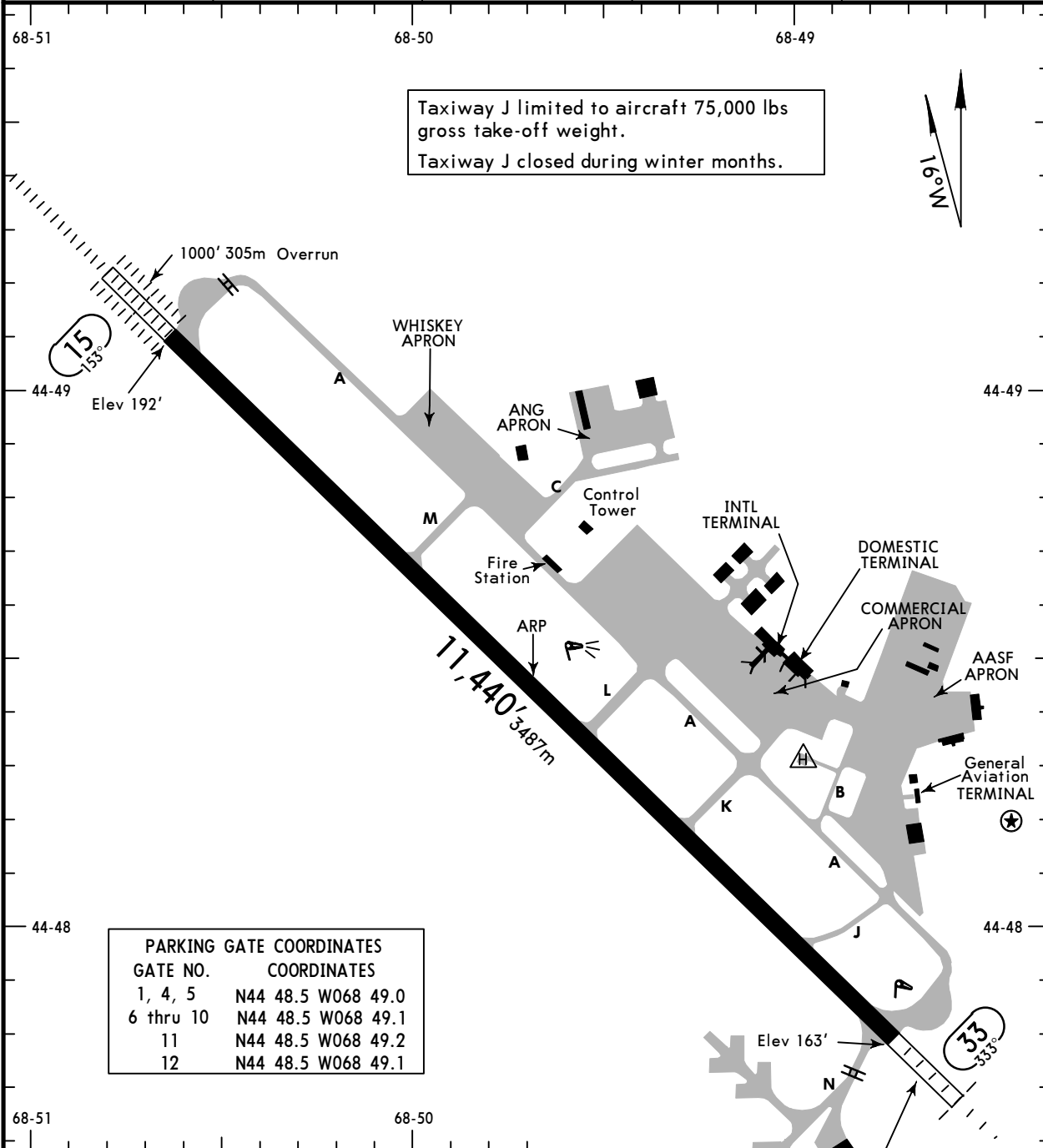


21 APR 17 **10-9** Eff 27 Apr

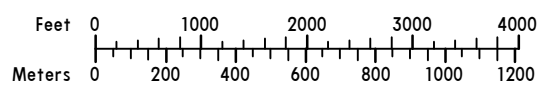
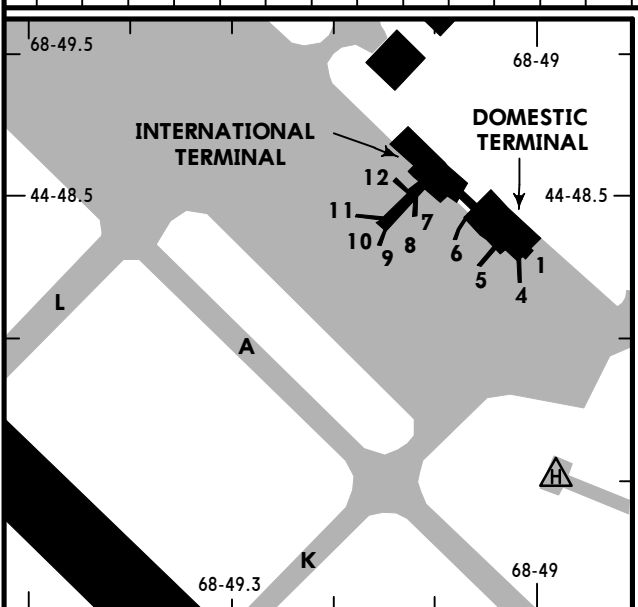
BANGOR, MAINE

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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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



CHANGES: ASOS, afld diagram updated.

KBGR/BGR



BANGOR, MAINE

21 APR 17

10-9A

Eff 27 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	HIRL CL	ALSF-II	TDZ	① PAPI-L	grooved	RVR	10,350'	3155m		200'
33	HIRL CL	MALSR	① PAPI-L		grooved	RVR	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	VOR-A	ILS Rwy 33 LOC Rwy 33
A	600-2	800-2	800-2	1200-2
B				1200-3
C			NA	
D	700-2			

AMEND 3

KBGR/BGR
BANGOR INTL

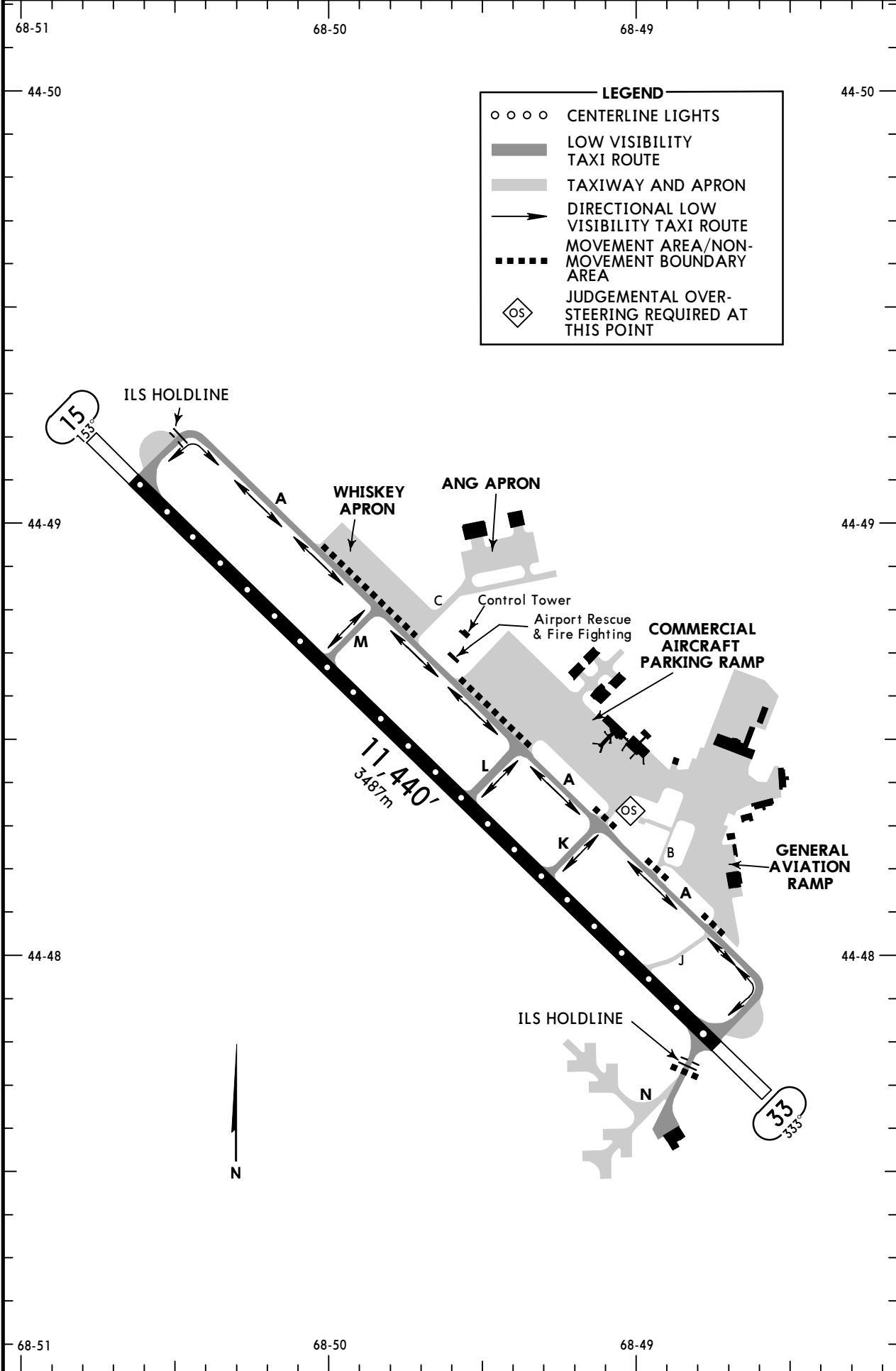
JEPPESEN
 10 MAR 17 (10-9B)

SMGCS

BANGOR, MAINE
LOW VISIBILITY TAXI ROUTES

RVR 1200 to 600

ATIS 127.75 VOT 111.0	BANGOR Clearance 135.9	Ground 121.9	Tower 120.7	BANGOR Departure (R) 118.925
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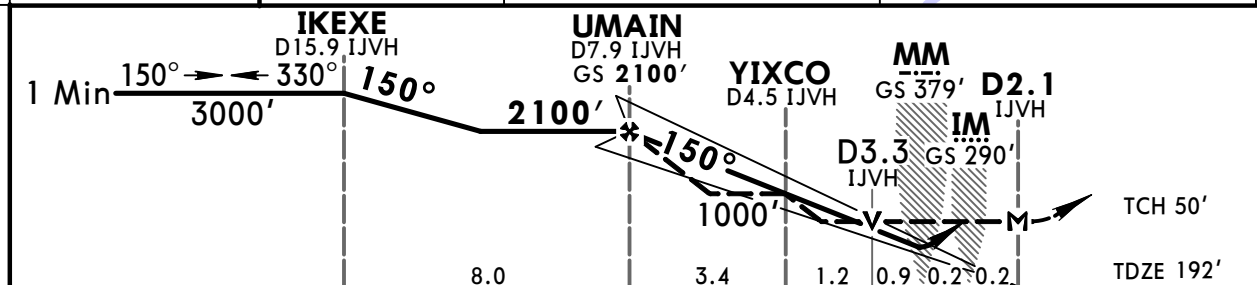
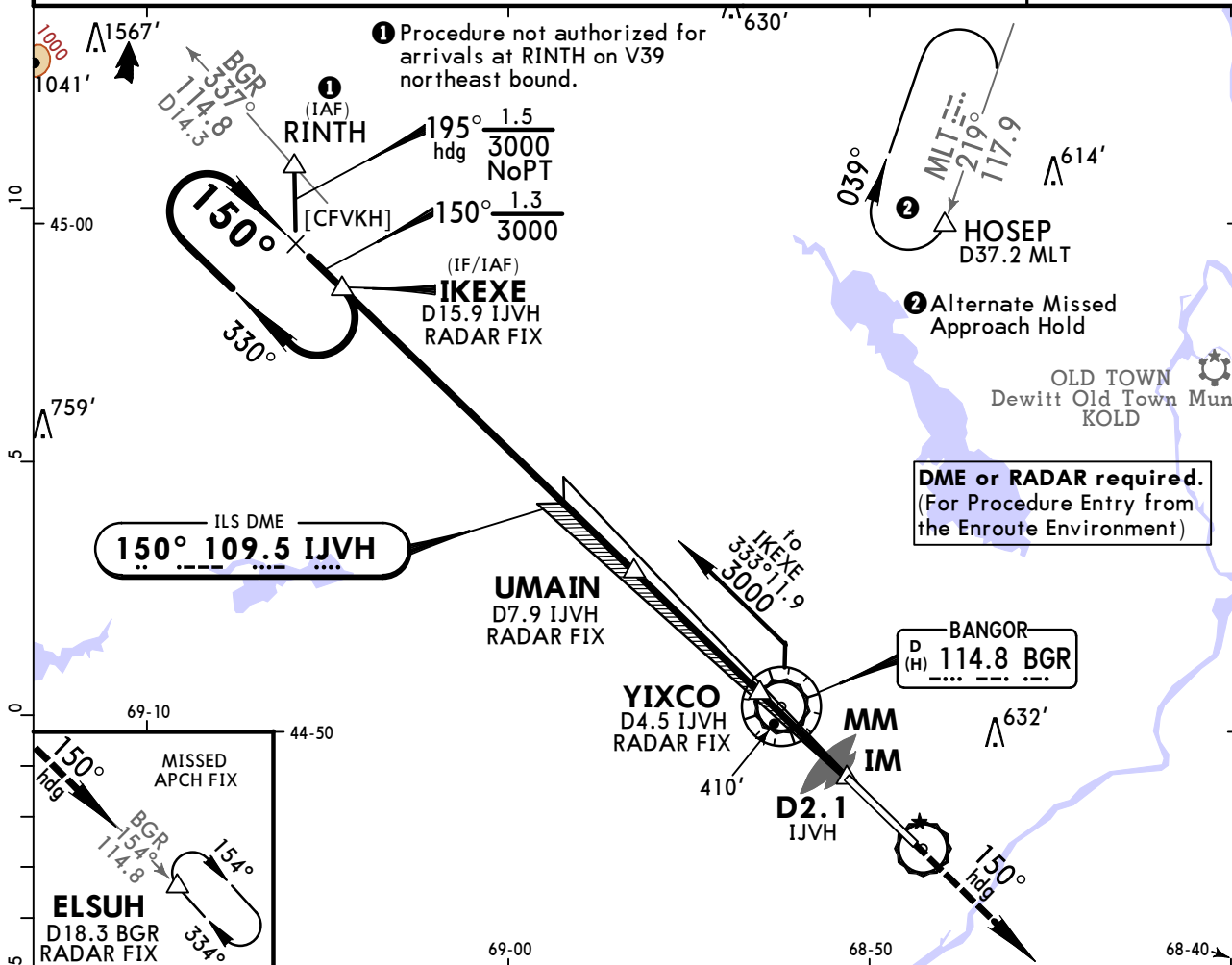


KBGR/BGR BANGOR INTL

JEPPESSEN
21 APR 17
Eff 27 Apr (11-1)

BANGOR, MAINE ILS Y or LOC Y Rwy 15

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')	ILS DA(H) 392' (200')	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. DME or RADAR required. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 55'). 3. Cold temperature altitude correction required at or below -31°C (-24°F).								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	3000'	on 150° hdg	BGR 114.8 R-154	ELSUH
GS	3.00°	372	478	531	637	743					
MAP at D2.1 IJVH or UMAIN to MAP	5.8	4:58	3:52	3:29	2:54	2:29	2:10				

TERPS					STRAIGHT-IN LANDING RWY 15		CIRCLE-TO-LAND	
ILS			LOC (GS out)		Not Authorized Northeast of Rwy 15-33			
DA(H) 392' (200')			MDA(H) 660' (468')					
FULL		TDZ/CL out	ALS out		ALS out		Max Kts	
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		RVR 24 or 1/2	RVR 50 or 1	90	660' (468') - 1
B							120	720' (528') - 1
C							140	740' (548') - 1 1/2
D							165	820' (628') - 2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Procedure, comms.

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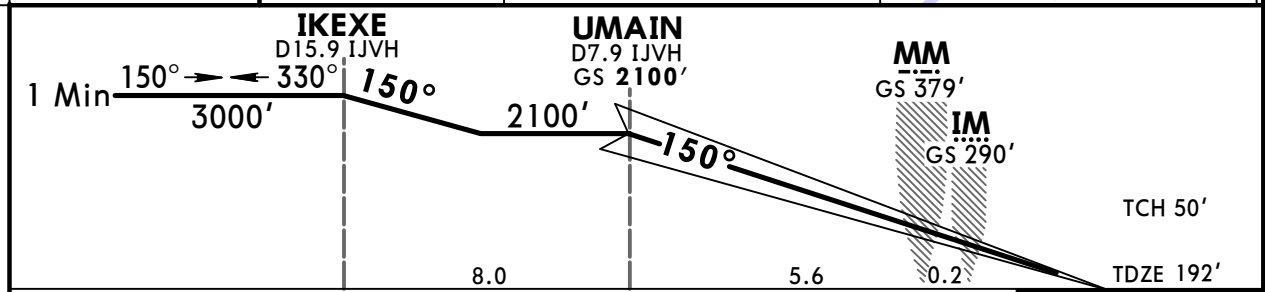
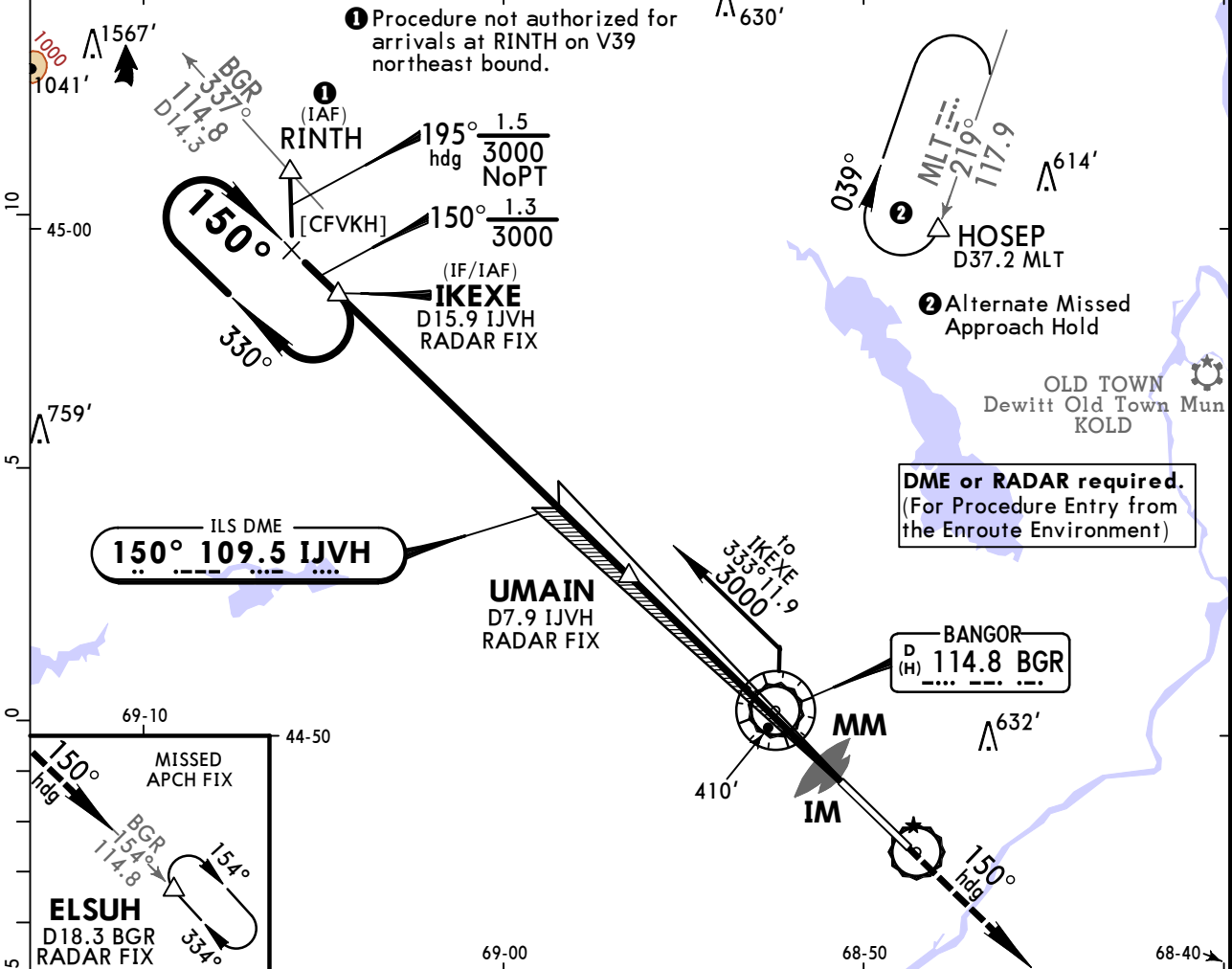
TERPS AMEND 7 27 APR 2017

KBGR/BGR
BANGOR INTL

JEPPESEN
21 APR 17
Eff 27 Apr **(11-1A)**

BANGOR, MAINE
ILS Y Rwy 15 CAT II & III

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'). 4. Cold temperature altitude correction required at or below -31°C (-24°F).							



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	849	

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



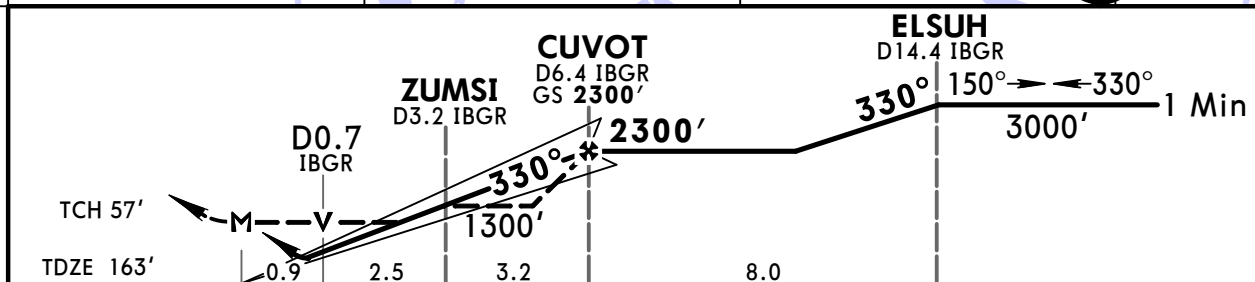
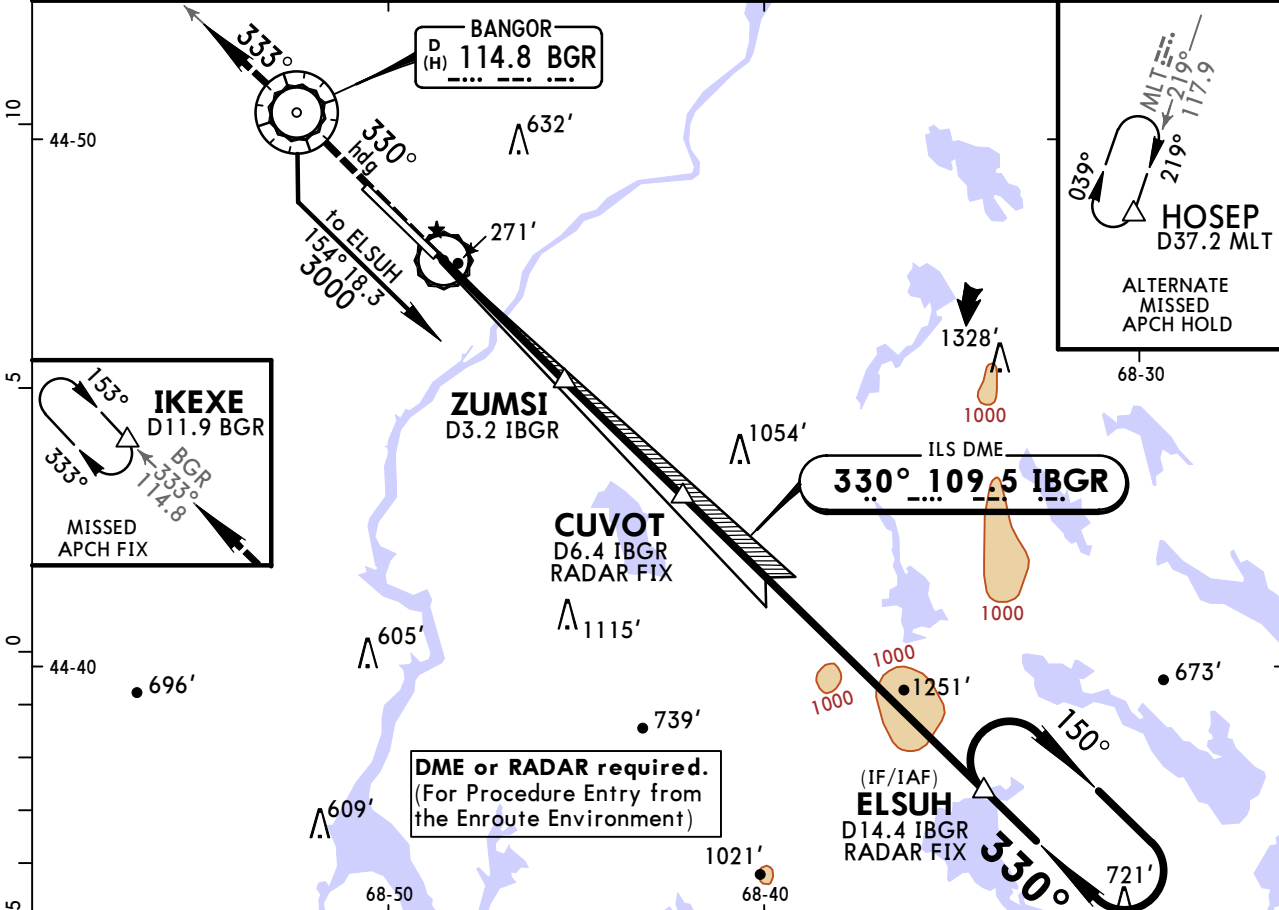
21 APR 17

(11-2)

Eff 27 Apr

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.		2. Cold temperature altitude correction required at or below -31°C (-24°F).		MSA BGR VOR				



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000'	on 330° hdg	BGR and 114.8 R-333 IKEXE
GS	3.00°	372	478	531	637	743				
CUVOT to MAP	6.5	5:34	4:20	3:54	3:15	2:47	2:26			

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

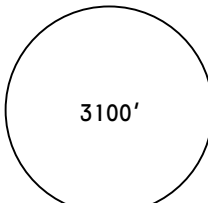
TERPS AMEND 13 27 APR 2017

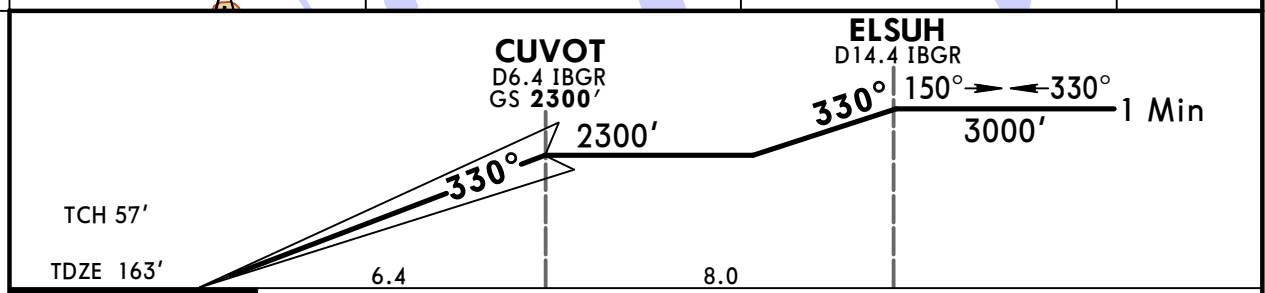
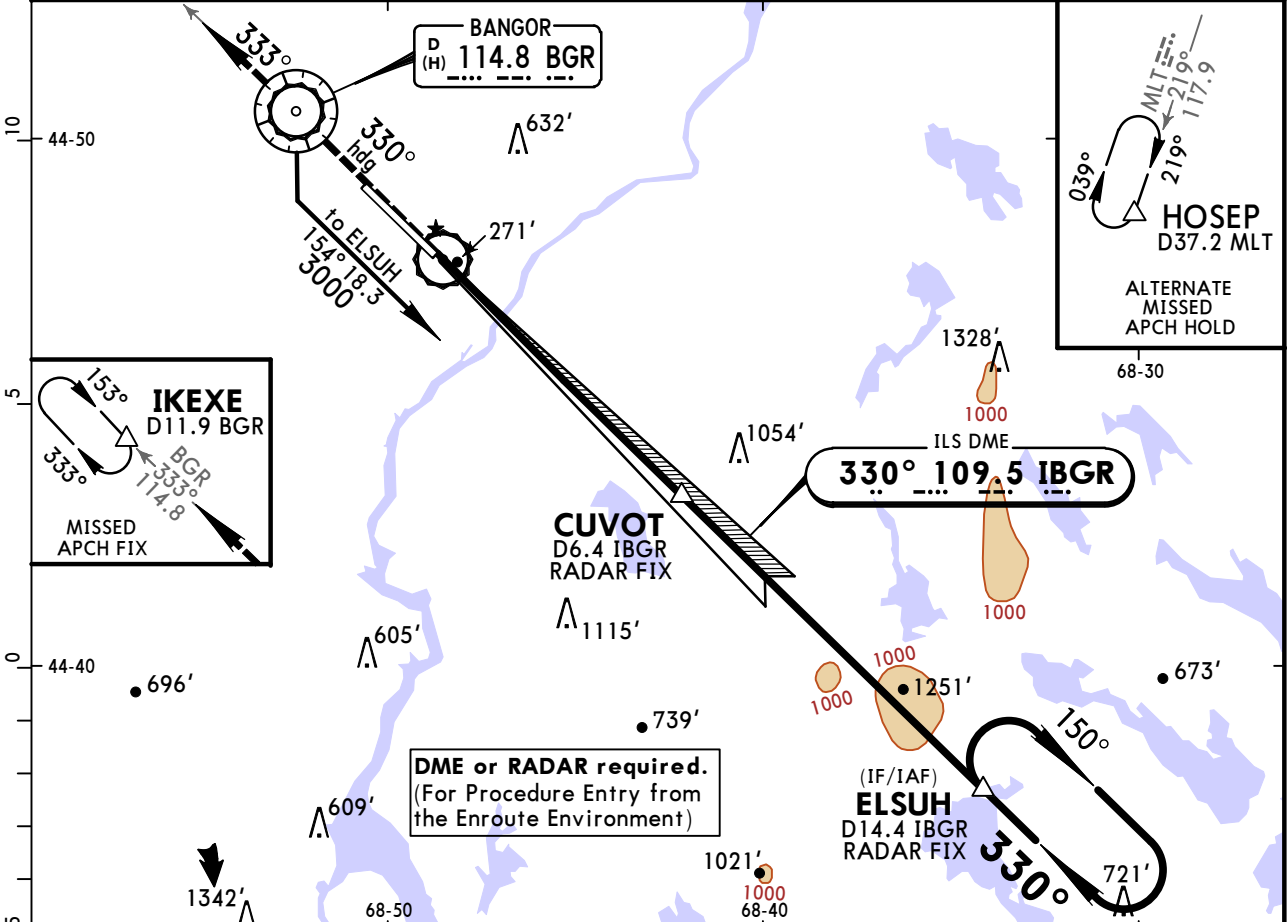
1 RVR 18 with Flight Director or Autopilot or HUD to DA.

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BANGOR INTL

JEPPESEN
21 APR 17
Eff 27 Apr (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'		 3100' MSA BGR VOR
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. 3. Cold temperature altitude correction required at or below -31°C (-24°F).							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3000' on 330° hdg and 114.8 BGR IKEXE R-333
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	

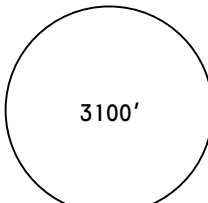
1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
 CHANGES: New procedure. © JEPPESEN, 2017. ALL RIGHTS RESERVED.

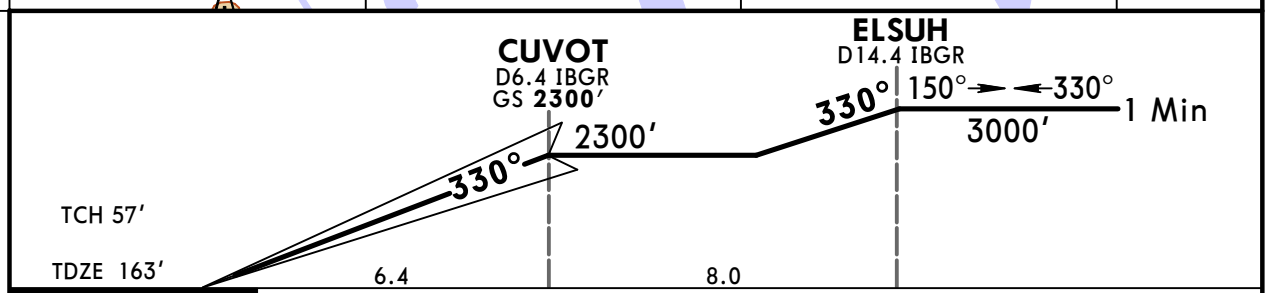
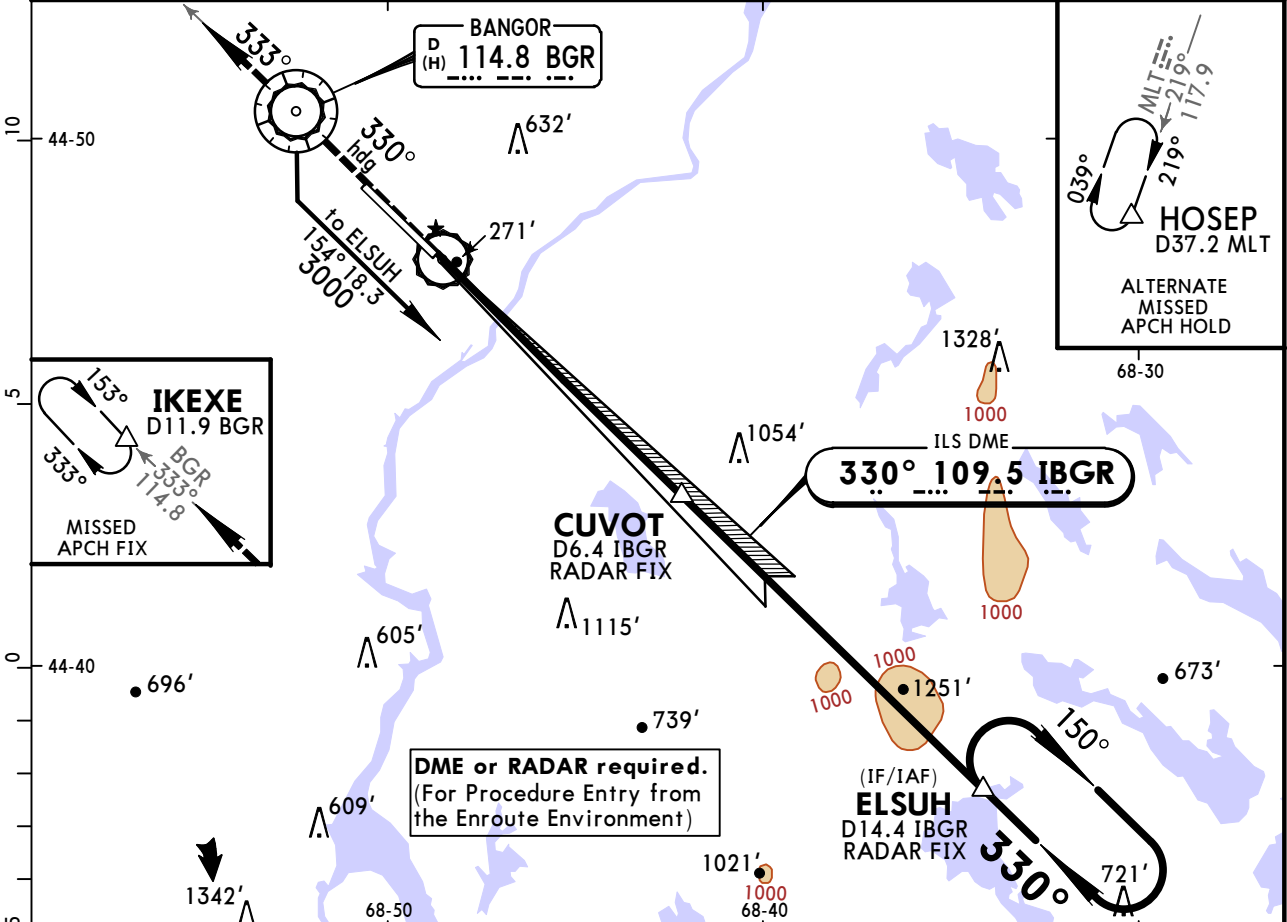
TERPS AMEND 13 27 APR 2017

KBGR/BGR BANGOR INTL

JEPPESEN
21 APR 17
Eff 27 Apr (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'		 3100' MSA BGR VOR
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. 3. Cold temperature altitude correction required at or below -31°C (-24°F).							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3000' on 330° hdg and 114.8 BGR IKEXE R-333
GS	3.00°	372	478	531	637	849	

TERPS STRAIGHT-IN LANDING RWY33
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: New procedure. © JEPPESEN, 2017. ALL RIGHTS RESERVED.

TERPS AMEND 13 27 APR 2017

KBGR/BGR BANGOR INTL

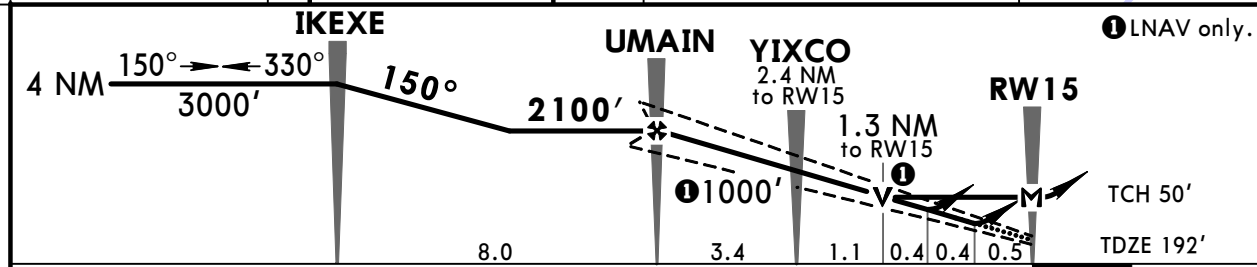
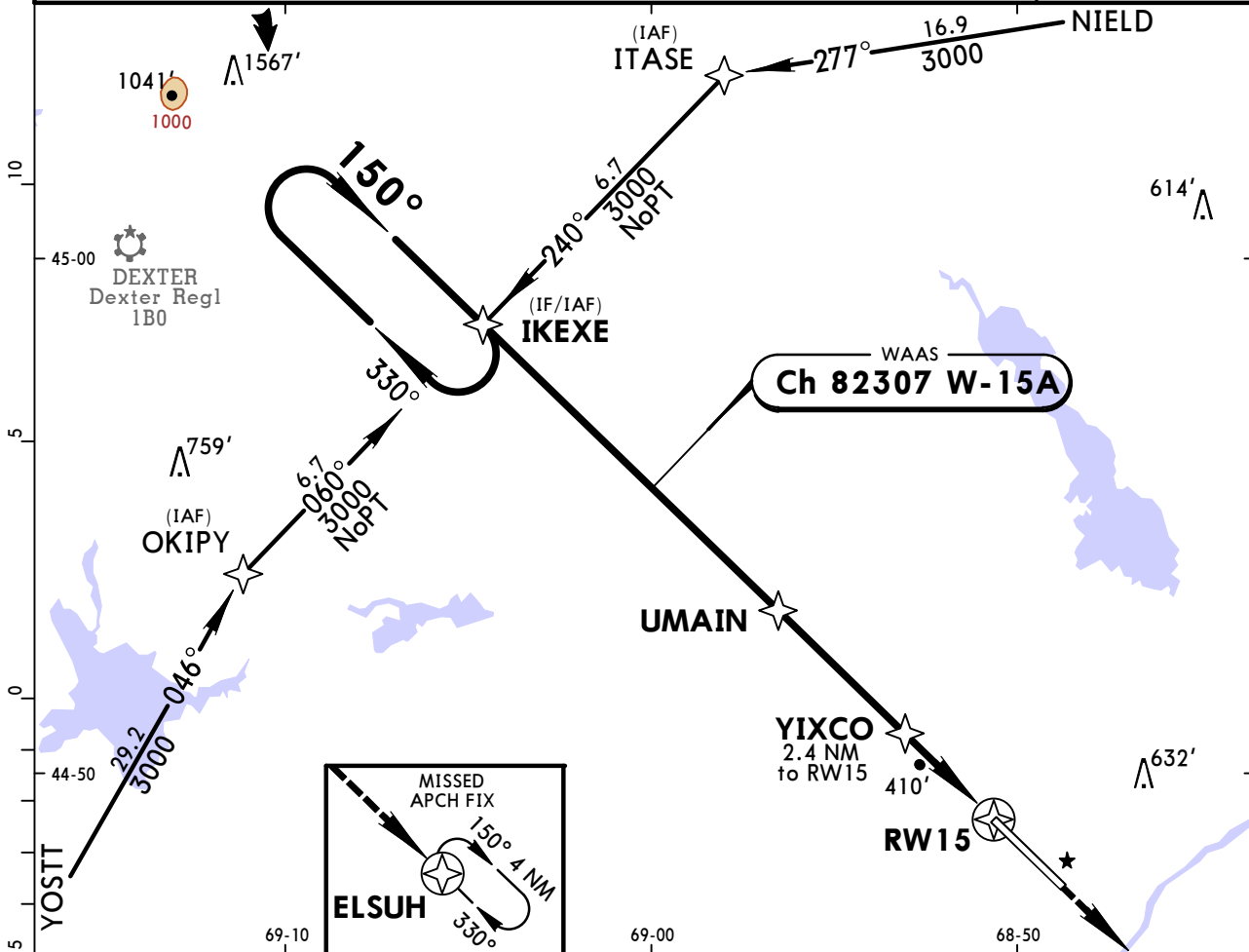


21 APR 17 (12-1)

Eff 27 Apr

BANGOR, MAINE RNAV (GPS) Rwy 15

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.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 55'). 4. Cold temperature altitude correction required at or below -31°C (-24°F).							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 3000' ↑ D → ELSUH
Glide Path Angle 3.00°	372	478	531	637	743	849	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW15							

TERPS 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
B					
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4	
D				RVR 50 or 1	1 3/8
				Not Authorized Northeast of Rwy 15-33 MDA(H) 90 660' (468') - 1 120 720' (528') - 1 140 740' (548') - 1 1/2 165 820' (628') - 2	

KBGR/BGR BANGOR INTL



21 APR 17

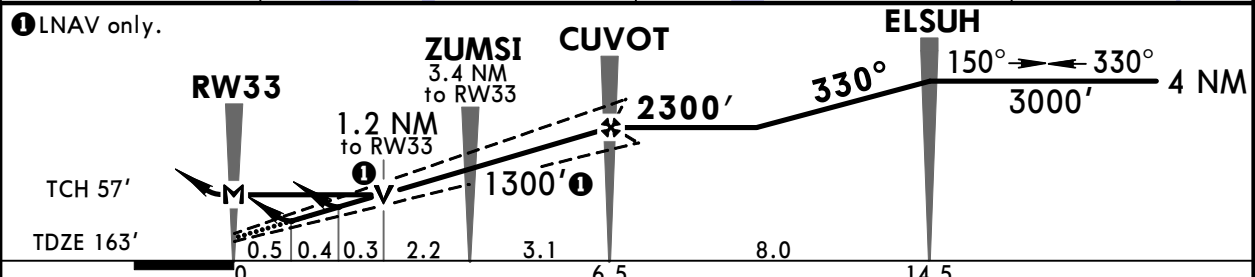
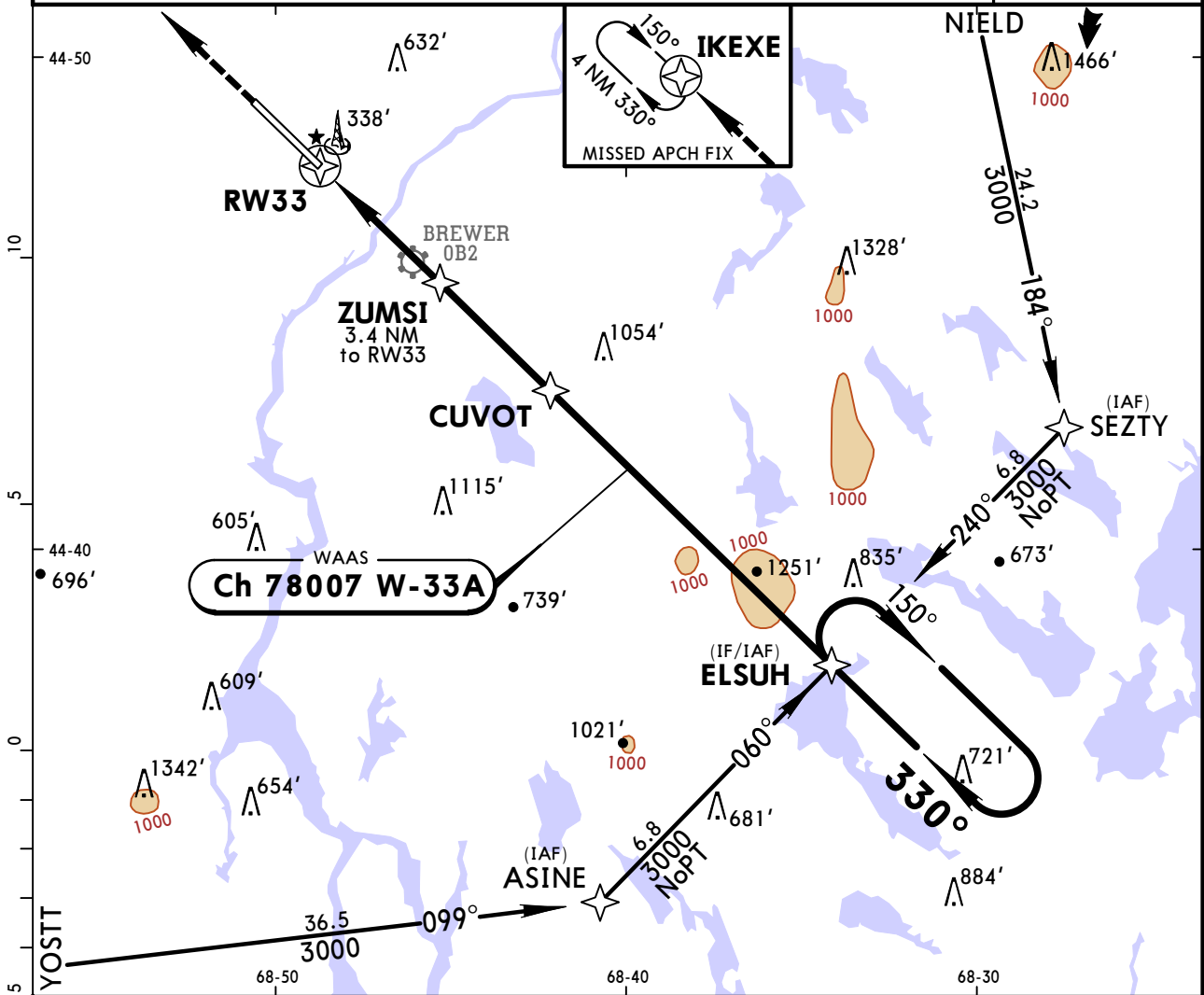
(12-2)

Eff 27 Apr

BANGOR, MAINE

RNAV (GPS) Rwy 33

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'		<p>3100'</p> <p>MSA RW33</p>	
MISSED APCH: Climb to 3000' direct IKEXE and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
<p>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Cold temperature altitude correction required at or below -31°C (-24°F).</p>							



Gnd speed-Kts	70	90	100	120	140	160	<p>MALSR PAPI</p>	<p>3000'</p> <p>↑</p>	<p>IKEXE</p>	
Glide Path Angle	3.00°	372	478	531	637	743				849
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW33										

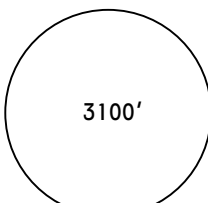
	STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND	
	LPV DA(H) 363' (200')	LNAV/VNAV DA(H) 519' (356')		LNAV MDA(H) 600' (437')		<p>Max Kts</p>
	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	MDA(H)	
A					90	640' (448') - 1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 30 or 5/8	RVR 60 or 1/4	120	720' (528') - 1
C					140	740' (548') - 1 1/2
D					165	820' (628') - 2

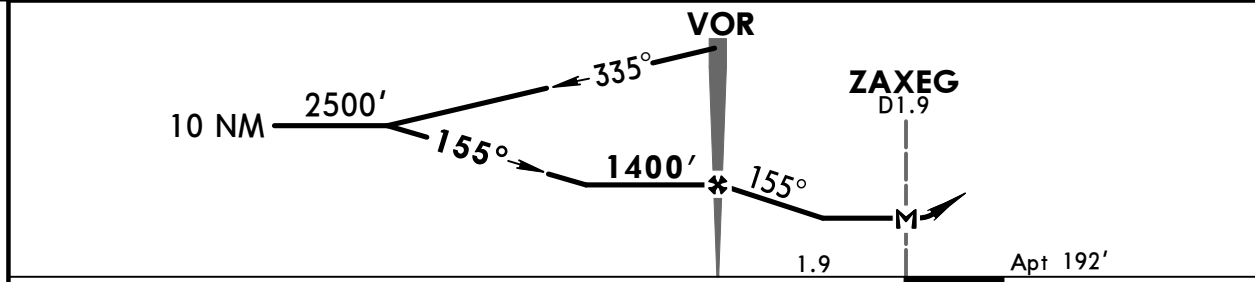
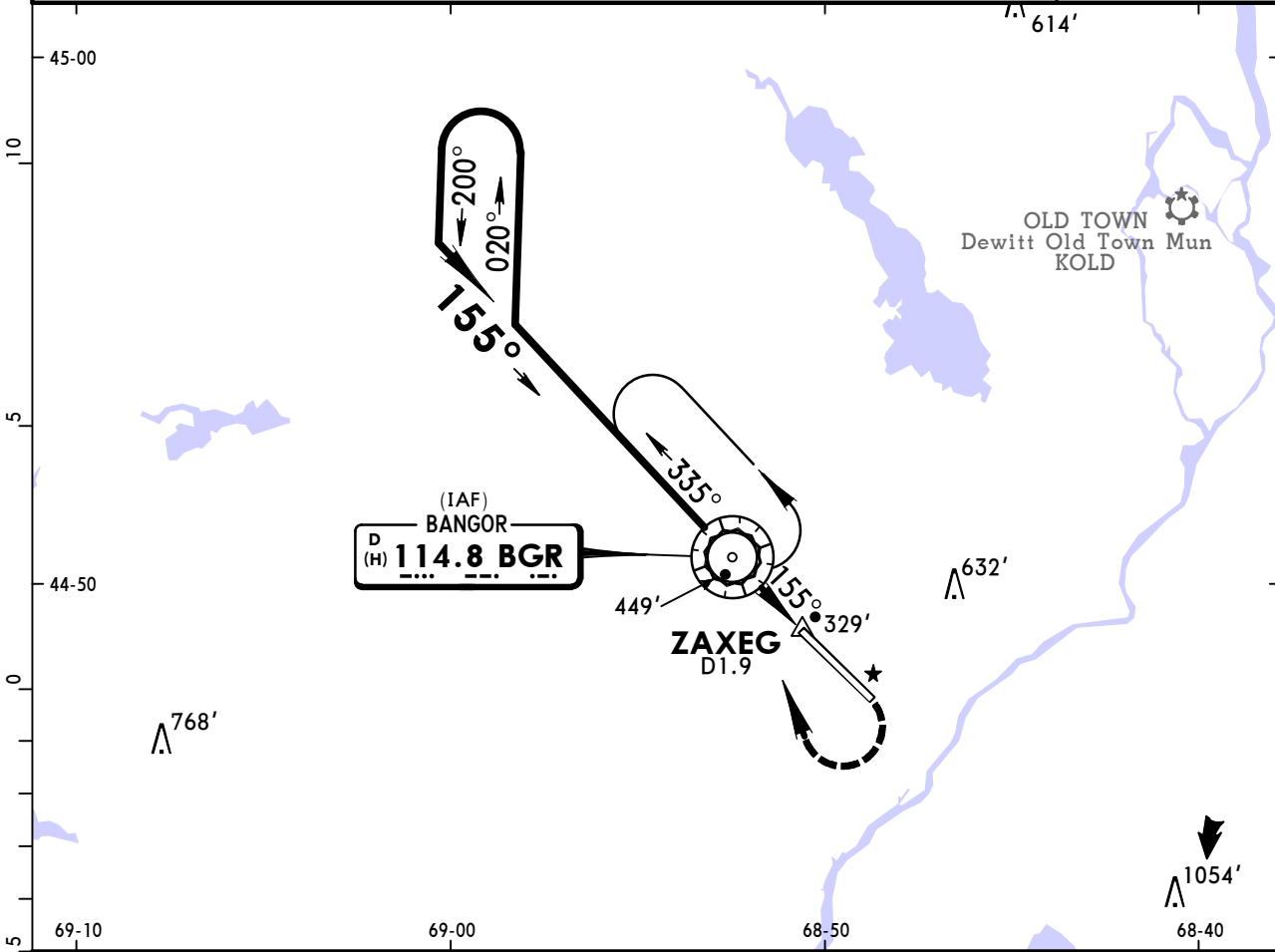
TERPS AMEND 1 27 APR 2017

KBGR/BGR BANGOR INTL

JEPPESSEN
21 APR 17 **(13-1)** Eff 27 Apr

BANGOR, MAINE
CAT A, B & C **VOR-A**

ASOS 127.75		BANGOR Approach (R) 118.925		BANGOR Tower 120.7		Ground 121.9	
VOR BGR 114.8	Final Apch Crs 155°	Minimum Alt VOR 1400' (1208')		MDA(H) Refer to Minimums	Apt Elev 192'		 <p>3100' MSA BGR VOR</p>
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 2500' direct BGR VOR and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Cold temperature altitude correction required at or below -31°C (-24°F).							



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	1000'	2500'	D →	BGR 114.8
MAP at ZAXEG or VOR to MAP 1.9	1:38	1:16	1:08	0:57	0:49	0:43		↑	RT		

CIRCLE-TO-LAND		
Not Authorized Northeast of Rwy 15-33		
	Max Kts	MDA(H)
A	90	640' (448') - 1
B	120	660' (468') - 1
C	140	660' (468') - 1½
D		NA

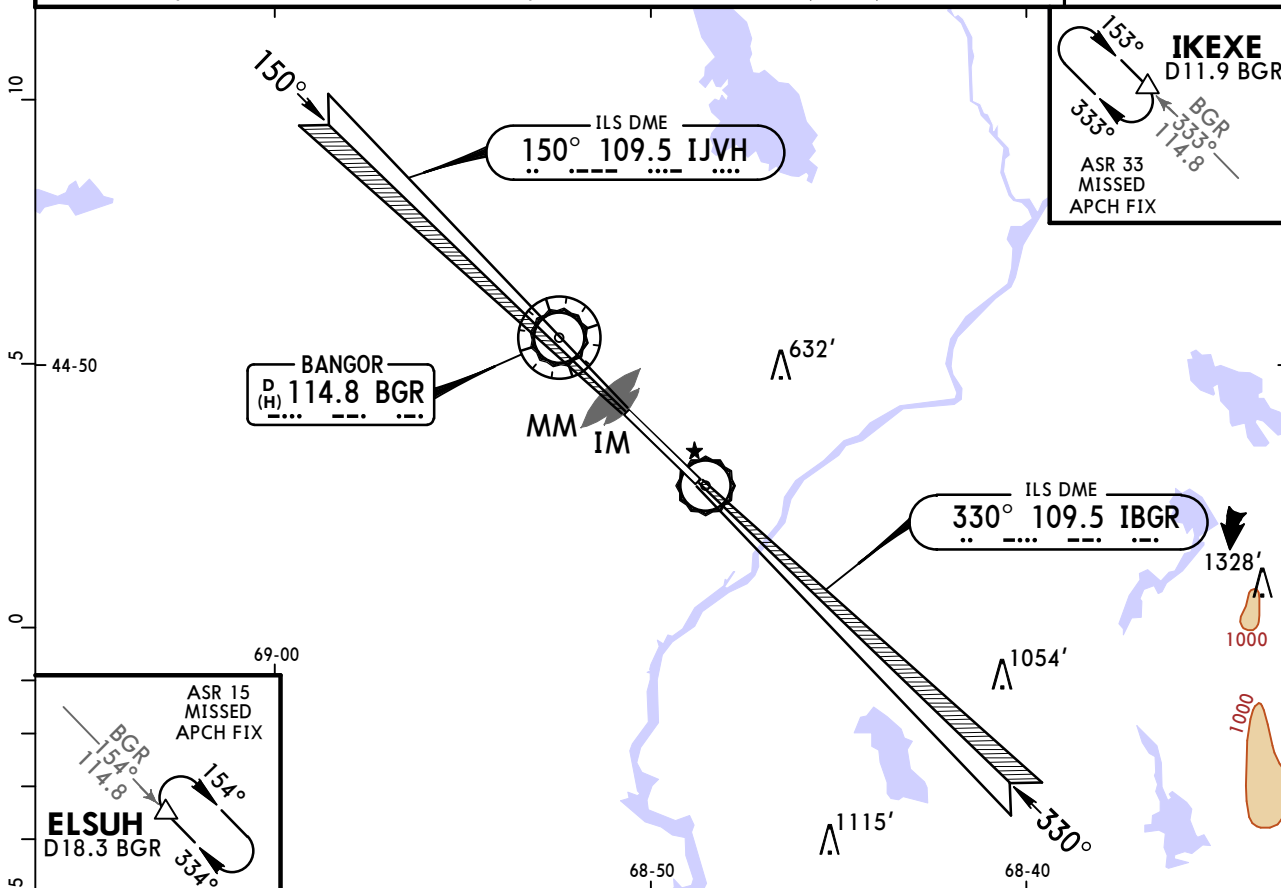
CHANGES: Comms, chart formatting.

KBGR/BGR BANGOR INTL

JEPPESEN
21 APR 17 (18-1) Eff 27 Apr

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' TDZE -See Below
	Missed Approach-See below.				No MSA published
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Cold temperature altitude correction required at or below -31°C (-24°F).					



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 RWY 33
TDZE 192' 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')	ASR 33 MDA(H) 600' (437')	ASR 15 MDA(H) 700' (508')	ASR 33 MDA(H) 600' (437')		
	ALS out	RAIL/ALS out	ALS out	RAIL/ALS out		MDA(H)
A	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1	90	700' (508') - 1
B	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1	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	RVR 55 or 1/4	1 3/8	RVR 40 or 3/4	RVR 60 or 1/4	165	820' (628') - 2

TERPS AMEND 5 27 APR 2017

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KBGR

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(10-9) Airport page, ATIS (frequency 127.75) changed to ASOS (frequency 127.75). (10-9B) Low Visibility Taxi Routes, ATIS (frequency 127.75) changed to ASOS (frequency 127.75). (11-1) ILS or LOC Rwy 15, ATIS (frequency 127.75) changed to ASOS (frequency 127.75). (11-1A) ILS Rwy 15 CAT II & III, ATIS (frequency 127.75) changed to ASOS (frequency 127.75). (11-2) ILS or LOC Rwy 33, ATIS (frequency 127.75) changed to ASOS (frequency 127.75). (12-1) RNAV (GPS) Rwy 15, ATIS (frequency 127.75) changed to ASOS (frequency 127.75). (12-2) RNAV (GPS) Rwy 33, ATIS (frequency 127.75) changed to ASOS (frequency 127.75). (13-1) VOR-A, ATIS (frequency 127.75) changed to ASOS (frequency 127.75). (18-1) RADAR-1, ATIS (frequency 127.75) changed to ASOS (frequency 127.75).

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.