BOSTON ARTCC (vZBW)
STANDARD OPERATING PROCEDURE

BANGOR ATCT (KBGR)
BANGOR APPROACH (BGR APP)

RELEASE RECORD			
Version	**Date**	**Author**	**Notes**
1.0	24 Feb 2015	BN	Initial Release

Overview

1.1 Description

1.1.1 This document outlines the air traffic control procedures and responsibilities for controllers working positions at KBGR ATCT and/or the BGR TRACON.

1.2 Callsign Usage and Frequency Delegation

Position Callsign	Sector/Position Name	Frequency	Vox Channel	Note(s)
BGR_DEL		135.900	BGR_135.900	
BGR_GND		121.900	BGR_121.900	
BGR_TWR		120.700	BGR_120.700	
KBGR_ATIS		127.750		
BGR_APP		118.920	BGR_118.920	1
BGR_W_APP	West Arrival	118.920	BGR_118.920	2
BGR_E_APP	East Arrival/Bar Harbor	124.500	BGR_124.500	2

Notes:

1. To be used when positions are combined
2. Rarely used except for (large/major) events

1.3 Runway Configuration

1.3.1 Runway Configuration and selection are at the discretion of the controller providing Local service, and are based primarily on weather conditions. There are no limits on what configuration is to be used; however, safety and operational efficiency must be considered when selecting a runway to be used.

1.3.2 Surface winds and instrument approach minima shall be the primary criteria used for runway selection.

1.3.3 Aircraft may request a runway that is not active; such operations must be properly coordinated between Ground, Local and Approach.

1.3.4 Opposite direction operations is not approved unless a particular aircraft has an operational necessity (i.e. wind, runway length, etc.) for the inactive runway.

1.3.5 Runway 15 is the **calm wind** runway. Calm winds are defined as less than 5 knots at KBGR.

1.4 ATIS

1.4.1 The Local Controller establishes the ATIS (Automated Terminal Information System) for the tower cab positions. Clearance Delivery and/or Ground controllers shall either set their Controller Info to match the Local controller's ATIS, or simply refer to the ATIS. Referring to the ATIS provides the benefit that controllers do not need to keep their ATIS code updated.

1.4.2 Use ATISMaker in conjunction with one of the following templates to set the Controller Info:

%icao% information %id% available on 127.750

Or

%icao% ATIS available on 127.750

1.4.3 The Local controller may, at his discretion, delegate the recording of the ATIS to Ground or Clearance Delivery. However, neither Ground nor Clearance Delivery is authorized to record/publish an ATIS without the presence and delegation from a controller providing Local service.

2.0 Clearance Delivery

2.1 Clearing IFR Aircraft

2.1.1 IFR aircraft shall be cleared out of Bangor Airspace via routes and altitudes as described in this Standard Operating Procedure, Letters of Agreement with adjacent facilities, and published Departure Procedures.

2.1.1.1 If an aircraft is unable to accept a preferred route, provide clearance via the correct departure gate, then as filed, and coordinate with any affected sector(s).

2.1.2 The **BANGOR DP** is the primary Departure Procedure from BGR. This departure procedure shall be assigned by Clearance Delivery to all aircraft; however it shall not be inserted into the Flight Plan.

"Cleared to (destination) via the BANGOR (#) Departure, radar vectors (first fix), then as filed."

2.1.3 IFR departures shall be assigned an initial altitude of **10,000** feet. Departures shall expect their final cruise altitude ten (10) minutes after departure.

2.1.4 Departures to KBOS (Boston Logan Intl)

2.1.4.1 **Prop** departures shall be cleared via ENE PSM STEVO LWM at or below 10,000 feet.

2.1.4.2 **Jet** departures shall be cleared via ENE OOSHN(#) arrival at or below FL240.

2.2 Clearing VFR Aircraft

2.2.1 VFR departures shall be given the appropriate departure frequency, and assigned a discrete squawk code.

2.2.2 "Departure frequency 118.92, squawk 5541"

3.0 Ground Control

3.1 Introduction

3.1.1 Ground Control's job is to monitor and control general surveillance of the airport movement area, and also aids the Local controller in scanning the active runways. If the Clearance Delivery position is not staffed, GND issues IFR and VFR clearances. Ground Control also coordinates with TOWER to receive aircraft exiting active runways and to handoff departures for takeoff clearance.

3.2 Taxiing Aircraft

3.2.1 Due to the simple taxiway system, there are no preferred taxi routes.

Note: Ground Control does **NOT** have control/jurisdiction of movement of aircraft while they are in the any/all apron or ramp areas.

3.3 Coordinating With Local

3.3.1 A ground controller must maintain clear communication with the Local controller to ensure safe operation. This communication shall be used to coordinate (but not limited to) the following:

3.3.1.1 Blanket clearances to cross runways

3.3.1.2 Point of handoff: Location where outbound taxiing aircraft shall be handed off to the tower controller (either moving or holding short of a runway or taxiway). The Transfer of Control Point (TCP) between Tower and Ground is the terminal side of the closest active runway unless otherwise stated by the tower controller.

3.3.1.3 VFR closed traffic requests

3.3.1.4 Intersection departures

3.3.1.5 Other unusual requests

4.0 Tower (Local) Control

4.1 Airspace

4.1.1 Bangor Tower is authorized to provide service within the area extending 5NM from the BGR Airport and from the surface upwards to 2,000 feet.

4.2 Releases

4.2.1 Blanket releases are authorized for all aircraft departing on the currently published configuration. Aircraft departing on the currently published configuration do not require a release from Departure.

4.2.2 All releases are immediately suspended in the event of an unanticipated missed approach. Local must coordinate with Departure to resume releases (blanket and individual).

4.3 Runway Selection/Changes

4.3.1 Runway 15 may be used when wind is calm (7110.65R 3-5-1a). TWR and DEP/APP should coordinate to determine which configuration allows for the most efficient use of airspace.

4.3.2 Runway 15 shall be used when the weather is below CAT I minimums.

4.3.3 Opposite direction operations use is not approved unless a particular aircraft has an operational necessity (i.e. wind, runway length, etc.) for the inactive runway.

4.3.4 All changes in Runway Configuration shall be coordinated with Ground and Approach

4.4 Departure Headings

4.4.1 Local control shall assign runway heading unless otherwise coordinated with APP/DEP.

4.5 Intersection Departures

4.5.1 Intersections departures can be an effective tool to sequence departing aircraft. Commuter and propeller aircraft commonly use this operation.

4.5.1.1 The Local controller shall inform any traffic holding in position full length of any aircraft departing from an intersection of that runway.

4.5.1.2 Intersection departures may be conducted at any runway/taxiway intersection.

4.6 Missed Approach Procedures

4.6.1 Missed Approach Procedures are published on Instrument Approach Procedures (IAPs). However, the Local controller may also issue alternate instructions to aircraft executing a missed approach.

4.6.2 At KBGR, alternate missed approach instructions of maintain runway heading, climb and maintain 3000 are standard, not the published missed approach.

4.6.3 No departures may be released after an aircraft executes a missed approach until the Departure controller advises that departures may be released.

4.6.4 If both Departure and Approach control are online, the aircraft conducting the missed approach shall be handed off to Departure control.

4.6.5 For aircraft conducting multiple practice approaches, the local controller shall coordinate with the appropriate APP/DEP sector(s) to determine missed approach instructions.

4.7 VFR Operations

4.7.1 The Local controller shall separate all VFR aircraft from other VFR and IFR aircraft. This shall be done using visual procedures, unless the Local controller is already radar certified.

4.7.2 VFR Aircraft Remaining in the Pattern

4.7.2.1 The Local controller shall issue traffic advisories to arriving or departing aircraft that may fly in close proximity to pattern aircraft. Pattern aircraft shall also be issued a traffic advisory of arriving and departing traffic.

4.7.2.2 The Local controller may issue various separation techniques including, but not limited to, the following maneuvers:

- 360 degree turn
- 270 degree turn
- Extended downwind
- S-turns on final approach (Use caution on 04L/R and 22L/R when both runways are active)
- Short approach

4.7.2.3 Further Information/Tutorial regarding VFR traffic inside Class C airspace

4.8 Helicopter Operations

4.8.1 Helicopter Operations shall be conducted in accordance with 7110.65 3-11.

5.0 Bangor Approach Radar Control

5.1 Airspace

5.1.1 BGR APP Airspace extends upwards to 10,000 feet except as defined in any LOA.

5.2 Departure Control

5.2.1 Control for climbs and turns on contact

5.2.2 Departing aircraft to be cleared on filed routing with compliance to NA procedures.

5.2.3 When appropriate, clear aircraft to climb to 10,000 feet or lower assigned alt.

5.2.4 Initiate automated handoff to appropriate ZBW sector when departing aircraft is cleared on course and ensured free of any potential traffic conflicts.

5.2.5 Issue transfer of radio communications to appropriate ZBW sector upon passing 6,000-7,000 feet or within 10NM of APP/CTR boundary, as appropriate.

5.3 Approach Control

5.3.1 Noise Abatement

5.3.1.1 Circling approaches not authorized northeast of RWY 15-33

6.0 Interfacility Coordination

6.1 BGR APP and PWM APP

6.1.1 BGR Shall:

6.1.1.1 Clear aircraft bound for PWM via DIRECT at or below 10,000.

6.1.1.2 Have all traffic entering PWM cross the PWM/BGR border at or below 10,000.

6.1.1.3 Have traffic cleared direct to the first fix in PWM airspace.

6.1.2 PWM Shall:

6.1.2.1 Have all traffic entering BGR cross the PWM/BGR border at or below 10,000.

6.1.2.2 Have traffic cleared direct to the first fix in BGR airspace.

6.1.3 Control for Turns:

6.1.3.1 Both BGR and PWM shall have control for descent (not below 5,000) and 30 degree turns either side of track “on contact.”

6.2 BGR APP and ZBW

6.2.1 BGR Shall:

6.2.1.1 Clear all departures on course and issue a climb to 10,000 before transferring communications to ZBW.

6.2.1.2 Ensure that aircraft on the same route are handed off to Center with no less than 10 NM “in-trail” spacing.

6.2.2 ZBW Shall:

6.2.2.1 Handoff aircraft no less than 10NM from the lateral boundary with clearance to descend to an altitude at or below 11,000.

6.2.2.2 Traffic landing other BGR APP airports shall be routed through the arrival gate via radar vectors or own navigation descending to 11,000.

7.0 Appendicies

7.1 TRACON Airspace with Full Three-Way Split