



## Bangor ATCT Standard Operating Procedures

This air traffic control procedural document is provided for virtual air traffic control in the ZBW ARTCC of the VATSIM network only. It is not for real-world ATC use. These procedures are approved for use as defined by the Boston Virtual ARTCC Administration Team only.

Version G  
January 21, 2019

For more information about Boston Virtual ARTCC, visit [www.bvartcc.com](http://www.bvartcc.com).



[bvartcc.com](http://bvartcc.com)



[/BVARTCC](https://www.facebook.com/BVARTCC)



[@BVARTCC](https://twitter.com/BVARTCC)

## Version Log & Changes from Previous Version

Changes from the previous three versions are listed at the top of every SOP. Changes within the document are emphasized with a vertical blackline beside changed text.

### Version G – January 21, 2019

Adds Opposite Direction Operations procedures Page 7

### Version F – September 25, 2018

Corrects the Calm Wind Configuration listed in Chapter 1 to Runway 33 Page 2

### Version E – September 30, 2016

Updates document formatting All

## Using this Document

---

The information contained in Chapter 1 is knowledge material that all controllers should be familiar with. The other information in this SOP is designed as additional resource material for controllers who wish to apply extra realism within this airspace. It is not required knowledge for practical exams or on-network controlling, as the OTS Exam Evaluation Standards still act as the primary reference document for practical exams.

Controllers are encouraged to review the additional resource material in Chapter 2 onward at their leisure and apply it at their discretion.

# Chapter 1: Overview

---

## 1.1 Quick Reference Sheets

a. [BGR\\_DEL \(135.90\)](#)

- **Initial Altitude for IFR Aircraft:** 10,000'
- **Departure Procedures:** BGR#, radar vectors

b. [BGR\\_GND \(121.90\)](#)

- **Taxi Routes:** Due to the simple taxiway system, there are no pre-established preferred taxi routes.

c. [BGR\\_TWR \(120.70\)](#)

- **Airspace:** 5nm from KBGR from surface to 2,000' MSL.
- **Calm Wind Configuration:** Land/Depart Runway 33.
- **ATIS:** Voice.
- **IFR Departure Headings:** Runway heading (as assigned in SID)
- **VFR Departure Headings:** Departures are permitted within the departure corridors as listed below:

Runway	VFR Departure Corridor
Runway 15	090 to 210
Runway 33	270 to 020

d. [BGR\\_APP \(118.92/124.50\)](#)

- **Airspace:** Video map lateral boundaries to 10,000' MSL.

Route / Procedure	Altitude	Handoff
All Directions	11,000' and below	Boundary

ILS Approach	Frequency/Course	FAF / Altitude
ILS 15	109.50 – 151°	UMAIN / 2,100'
ILS 33	109.50 – 333°	CUVOT / 2,300'

## 1.2 General

- a. This document outlines the air traffic control procedures and responsibilities for controllers working positions at BGR ATCT.

b. The following callsigns and frequencies shall be used when working positions at BGR ATCT:

<b>Identifier</b>	<b>Position</b>	<b>Frequency</b>	<b>VOX Channel</b>
BGR_DEL	Clearance Delivery	135.90	BGR_135.900
BGR_GND	Ground Control	121.90	BGR_121.900
BGR_TWR	Local Control	120.70	BGR_120.700
BGR_W_APP	Approach (West Radar)	118.92	BGR_118.920
BGR_E_APP	Approach (East Radar)	124.50	BGR_124.500
BGR_B_APP	Approach (Final Vector)	123.65	BGR_123.650
KBGR_ATIS	ATIS	127.75	N/A

c. Except when split, BGR APP shall use frequency 118.92.

## Chapter 2: Clearance Delivery

---

### a. Altitude Assignments:

1. Assign all IFR departures 10,000', or lower requested altitude. Aircraft shall expect requested altitude ten (10) minutes after departure.

### b. IFR Aircraft:

1. Clear IFR aircraft via the appropriate preferred routing.
2. The BGR# DP is the primary SID. This departure procedure shall be assigned to all aircraft; however it shall not be inserted into the flight plan.

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

3. Aircraft that are unable the BGR# SID shall be instructed to: "fly runway heading, maintain 10,000 (or lower altitude if required) expect (filed altitude) 10 minutes after departure".

### c. VFR Aircraft:

1. All VFR aircraft, including local aircraft, shall have a flight plan created and shall receive a local squawk code.

## Chapter 3: Ground Control

---

- a. Ground Control is responsible for the movement of aircraft on all airport movement areas, excluding any active runway(s). Ground Control does not have jurisdiction over movement of aircraft on any ramp or apron areas.
- b. The FBO is operated by the airport, and is located off Taxiway B.

## Chapter 4: Local Control

---

- a. Local Control is authorized to provide services within the area extending 5nm from KBGR, upwards from the surface to 2,500' AGL.
- b. Runway selection:
  1. Runway 33 is the primary calm wind runway and should be used when the wind is less than 5 knots.
  2. There are no other limitations on what configuration is to be used.
  3. Opposite direction operations are only approved when the aircraft has an operational necessity (i.e., wind, runway length, etc.) for the inactive runway.
  4. Circling is prohibited northeast of Runway 15-33.
- c. Pattern Altitudes:
  1. 1,200' MSL for helicopters and single engine fixed-wing aircraft.
  2. 1,700' MSL for turboprop aircraft.
  3. 2,200' MSL for turbojet aircraft.
- d. Noise Abatement:
  1. To reduce the impact of aircraft noise on surrounding communities, controllers should conduct flight operations at KBGR as follows:
    - (a) Assign all turbojet departures runway heading until leaving 1,500'.
    - (b) Utilize the west side of the airport for VFR closed traffic, and to those conducting multiple approaches. To the extent practical, assign an altitude at or above 2,200' MSL to all turbojet aircraft.
    - (c) When traffic warrants use of the traffic pattern east of the runway, assign an altitude, to the extent practicable, at or above 2200' MSL to all large and heavy aircraft in the closed traffic pattern and 3000' to aircraft in the radar pattern.

e. Departures:

1. Releases:

- (a) Rolling releases are authorized for all aircraft departing on the published configuration.
- (b) The following operations require a specific release:
  - (1) Special VFR departures.
  - (2) Opposite direction departures.

f. Departure heading:

- 1. IFR departures shall fly the SID, flying runway heading and climbing to 10,000' or the lower requested altitude.
- 2. Fixed-wing VFR departures shall be assigned a departure heading within the departure corridors below:

<b>Runway</b>	<b>Departures</b>
Runway 15	090 to 210
Runway 33	270 to 020

g. Opposite Direction Operations (ODO):

1. For aircraft receiving IFR separation services and conducting same-runway ODO, TWR shall ensure the following cutoff points are met:

(a) A departing aircraft must be airborne and issued a turn to avoid conflict prior to the opposite direction arriving aircraft reaching:

- (1) A point 7 miles from the threshold of the runway the approach is being made to when either aircraft is a turbojet or turboprop; or
- (2) A point 5 miles from the threshold of the runway the approach is being made to for all other aircraft; or
- (3) For an aircraft established in the traffic pattern, prior to that aircraft turning base leg.

(b) An arriving aircraft must cross the runway threshold prior to the opposite direction arriving aircraft reaching:

- (1) A point 7 miles from the threshold of the runway the approach is being made to when either aircraft is a turbojet or turboprop; or
- (2) A point 5 miles from the threshold of the runway the approach is being made to for all other aircraft; or
- (3) For an aircraft established in the traffic pattern, prior to that aircraft turning base leg.

2. For aircraft receiving VFR services:

(a) Ensure VFR aircraft are established in a turn to avoid conflict with opposing IFR/VFR traffic.



## Chapter 5: Radar Sectors

---

### a. Frequency:

1. When all positions are consolidated:
  - (a) APP will use frequency 118.92, with a voice channel of **BGR\_118.920**.
2. The following splits can be staffed:
  - (a) West Arrival (BGR\_W\_APP), with a voice channel of **BGR\_118.920**.
  - (b) East Arrival (BGR\_E\_APP) with a voice channel of **BGR\_124.500**.
  - (c) Bar Harbor (BGR\_B\_APP), with a voice channel of **BGR\_123.650**.

### b. Airspace:

1. BGR APP has jurisdiction over aircraft within its airspace from the surface to 10,000' unless otherwise coordinated.

### c. Arrivals:

1. To avoid GPWS alerts, is recommended that GPWS equipped aircraft, including but not limited to, air carrier and air taxi, not be descended below 3000' until established on the ILS 33 or cleared for a visual approach.

### d. Departures:

1. Unless otherwise coordinated, all IFR departures from BGR will be assigned runway heading and will be climbing to 10,000'.
2. Departing aircraft shall be cleared on to their filed routing as soon as practicable after passing 1,500' MSL.
3. Initiate an automated handoff to the appropriate ZBW sector upon the departure being cleared on course and ensured free of traffic conflicts.
4. Issue transfer of radio communications to the appropriate ZBW sector upon passing 6,000-7,000', or within 10NM of the airspace boundary, as appropriate.

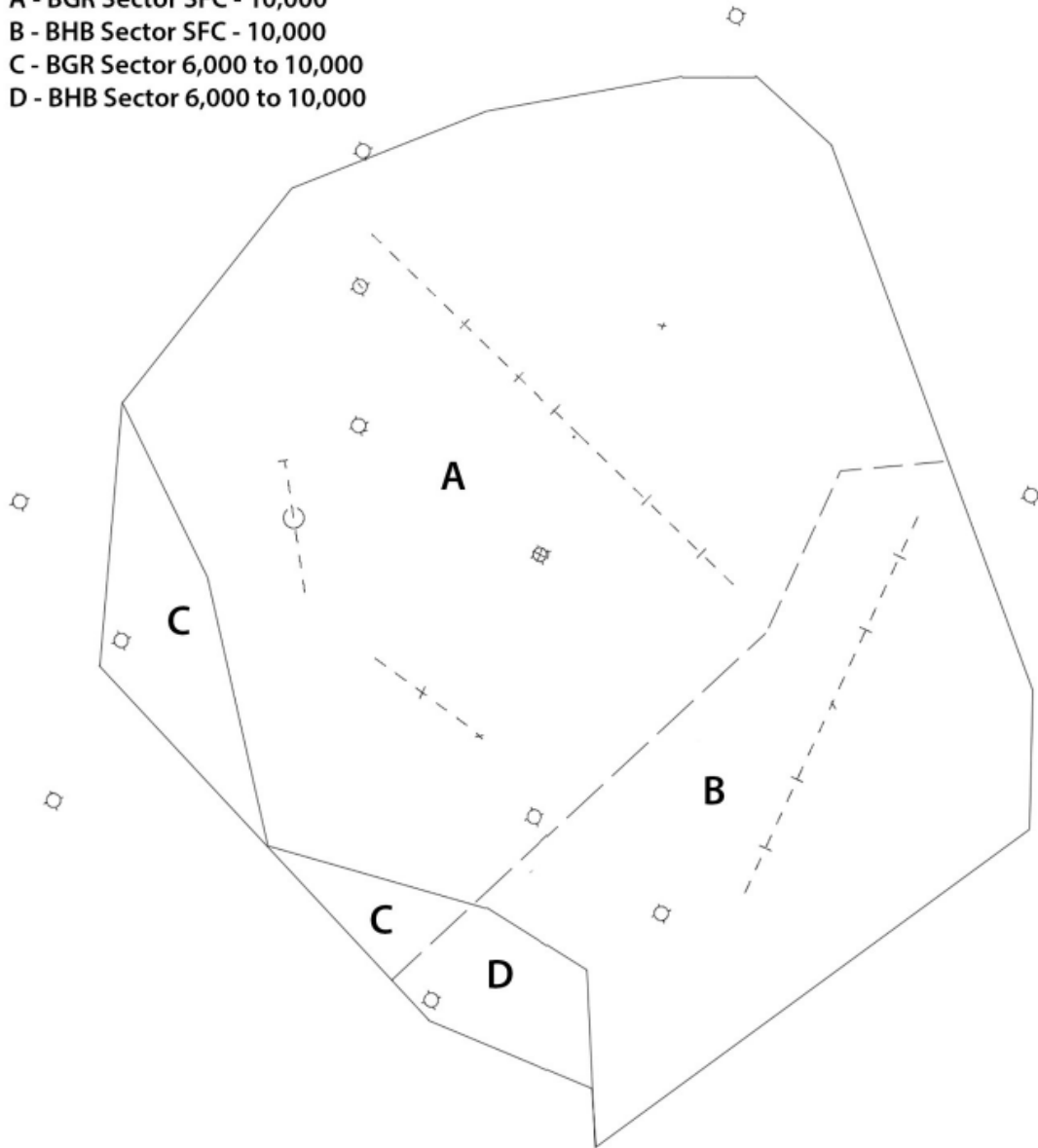
- e. VFR aircraft flying practice approaches shall be provided standard IFR separation. Vertical separation may be reduced to 500' except in the case of heavy aircraft.

## Chapter 6: Interfacility Coordination

---

### a. Airspace delegation overview:

- A - BGR Sector SFC - 10,000
- B - BHB Sector SFC - 10,000
- C - BGR Sector 6,000 to 10,000
- D - BHB Sector 6,000 to 10,000



a. BGR ATCT and PWM ATCT:

(1) Control on contact:

(a). Turns up to 40 degrees and altitude changes within 5nm of the border.

(2) Minimum separation shall be 5nm, constant or increasing.

(3) PWM shall ensure traffic entering BGR airspace is routed via:

Route	Altitudes
Landing BGR via direct BGR or flight plan route	3,000 / 5,000 / 7,000 / 9,000
Landing Bangor airspace via direct destination airport	3,000 / 5,000 / 7,000 / 9,000

(4) BGR shall ensure traffic entering PWM airspace is routed via the following preferential routes:

Route	Altitudes
Overflights of PWM planned via LWM, GDM, or EEN via direct ENE	6,000 / 8,000 / 10,000
Overflights landing PSM, BOS via direct ENE	6,000 / 8,000 / 10,000
Landing WVW, OWK, RKD, AUG via direct destination airport	4,000
Landing PWM airspace other than WVW, OWK, RKD, AUG via direct destination airport or flight plan route	6,000 / 8,000 / 10,000

b. BGR ATCT and ZBW:

(1) Control on contact:

(a). BGR turns up to 30 degrees once the aircraft is at or below 15,000'.

(b). ZBW for turns up to 30 degrees at or above 6,000'.

(2) ZBW to BGR:

(a). Clear all arrivals on airport clearances via direct or radar vectors.

(b). Descend AUG and WVW arrivals from the northeast to 11,000' and hand off to BGR\_APP for descent into the TEC structure.

# Chapter 7: Appendices

## 7.1 Airport Layout

