

8/21/2025

FOR YOUR INFORMATION

2025-209/5-68

To: Airport Manager, Bangor International Airport (BGR), ME, FAA (ANE-600,
AJV-A)

2260498

Info: FAA (AAS-1, AAS-300, AFS-260, AFS-200, AVP-1, AVP-200, Director of Air Traffic
Operations ESA North, Runway Safety Team), A4A, AAAE, ALPA, APA, ASAP,
ATSAP, ATSG, CAPA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NTSB, RAA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: BGR Airport Runway 33 Displaced Threshold Confusion

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2260498

DATE / TIME

Date of Occurrence	202507
Local Time Of Day	1201 to 1800

PLACE

Locale	BGR.Airport
State	ME
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	BGR
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Pilot Flying
ASRS Report Number	2260498

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Incursion - Runway
Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Flight Crew

NARRATIVE 1

Runway 33 is currently shortened and NOTAM'd as such. The closed portion of the runway is clearly identified, and the threshold is further displaced. There are threshold markings and lights as well as PAPI indicators appropriate to the displaced threshold. Arrival was uneventful.

Access to runway for takeoff is via Taxiway K. At the hold point, there is an orange sign indicating TORA (Takeoff Run Available), TODA (Takeoff Distance Available), ASDA (Accelerate Stop Distance Available), LDA (Landing Distance Available), all with the exact same value. Performance data and NOTAMs are for this value as well. The displaced threshold is several hundred feet northwest of this runway entry point, yet all four values are the same. Thus, the actual takeoff point for the runway is at the displaced threshold point since all four distances are exactly the same. However, this is not indicated in any way, not by NOTAM, controller direction, or sign. Aircraft Y that departed ahead of us applied takeoff thrust at the runway entry point, not downfield at the start of the usable takeoff runway point. We subsequently questioned the controller, who said, "Yeah, the City doesn't want people starting takeoff at K, but it hasn't been working out too well." Seems as if the workers on the portion of the runway under construction could be endangered because the start of the usable takeoff portion of the runway is not clearly identified.

Risk could be mitigated with a lighted sign, clarified NOTAM, or controller instruction. Not dissimilar to [Runway] XXL at ZZZ, just a longer distance.

SYNOPSIS

Air carrier pilot reported a safety concern regarding incomplete NOTAM language at BGR airport Runway 33 where the takeoff point on the runway is displaced due to construction but not stated clearly in the NOTAM, airport signage, or through ATC instruction. Reporter also stated this could impact the safety of construction workers.