

List of pages in this Trip Kit

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Airport Information For EGGD

Terminal Charts For EGGD

Revision Letter For Cycle 15-2013

Change Notices

Notebook

General Information

Location: Bristol Gbr
IATA Code: BRS
Lat/Long: N51° 23.0' W002° 43.1'
Elevation: 622 ft

Airport Use: Public
Magnetic Variation: 2.1°W

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0419 Z
Sunset: 2016 Z,

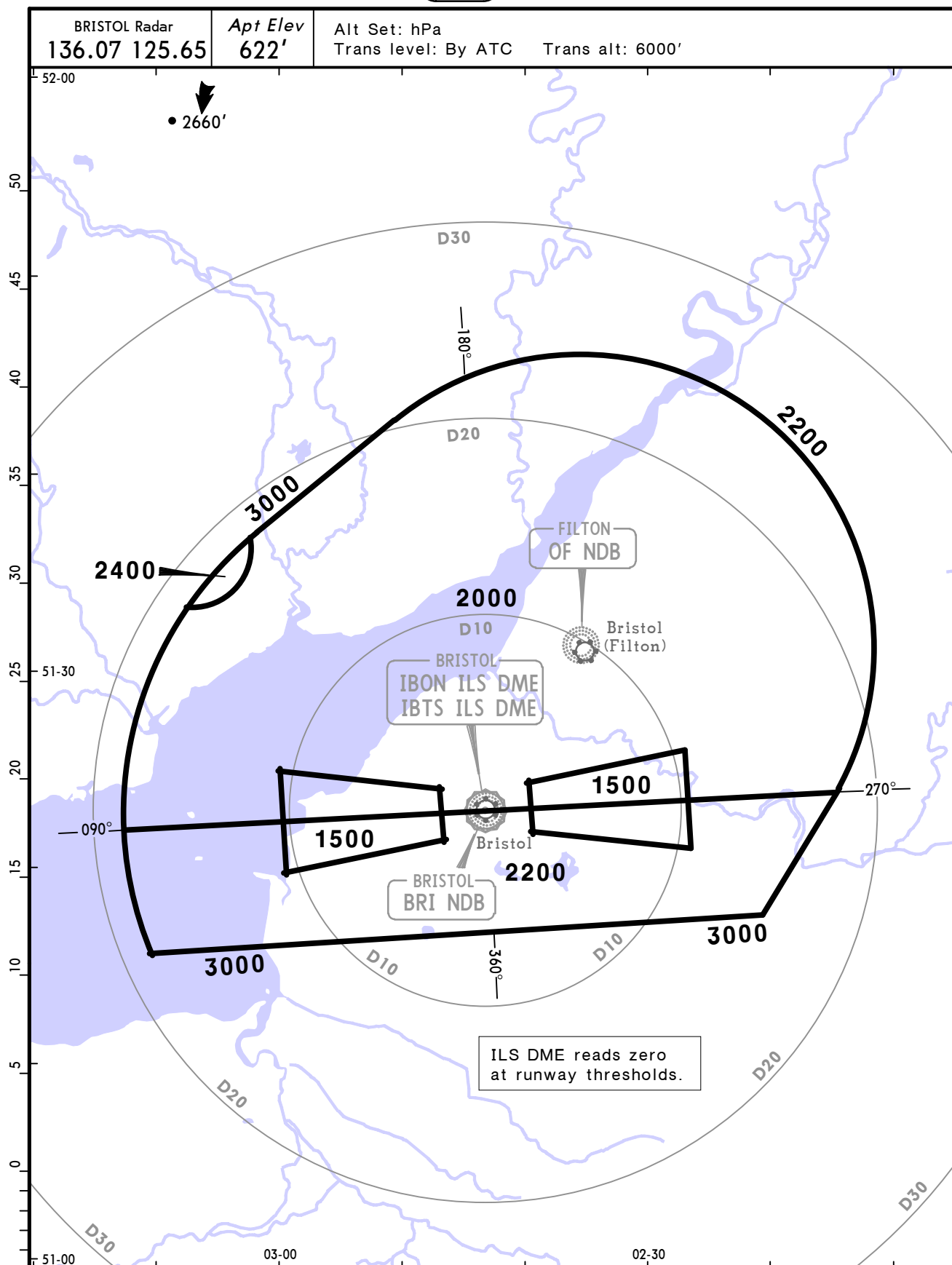
Runway Information

Runway: 09
Length x Width: 6598 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 622 ft
Lighting: Edge, ALS, Centerline

Runway: 27
Length x Width: 6598 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 601 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 427 ft

Communication Information

ATIS 126.025
Bristol Delivery Tower 121.925
Bristol Tower 133.85
Bristol Radar 136.075
Bristol Radar 125.65

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude or **1000'** above any fixed obstacles:

- within 5 NM **①** of the aircraft or
- within the sector 15 NM **②** ahead of and within 20° either side of the aircraft's track.

3 NM **①** or 10 NM **②** when the aircraft is within 15 NM of the radar antennae.

PROCEDURE	LOSS OF COMMUNICATION PROCEDURE
INITIAL APPROACH	Continue visually or by means of an appropriate approved final approach aid. If not possible proceed to BRI at 2500' or last assigned level if higher.
INTERMEDIATE AND FINAL APPROACH	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to BRI.

ATIS
126.02Apt Elev
622'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'BRI 1A, BRI 1C
BRI 1E
ARRIVALS

DESCENT PLANNING

When determining top of descent point, pilots should plan for possible clearance as follows:

BRI 1A: At FL160 by AMRAL,
descent below FL160 after RILES.

BRI 1C: At FL220 by CPT.

BRI 1E: At FL160 by 10 NM before TALGA.

Pilots unable to comply must notify ATC as soon as possible.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

SPEED RESTRICTION

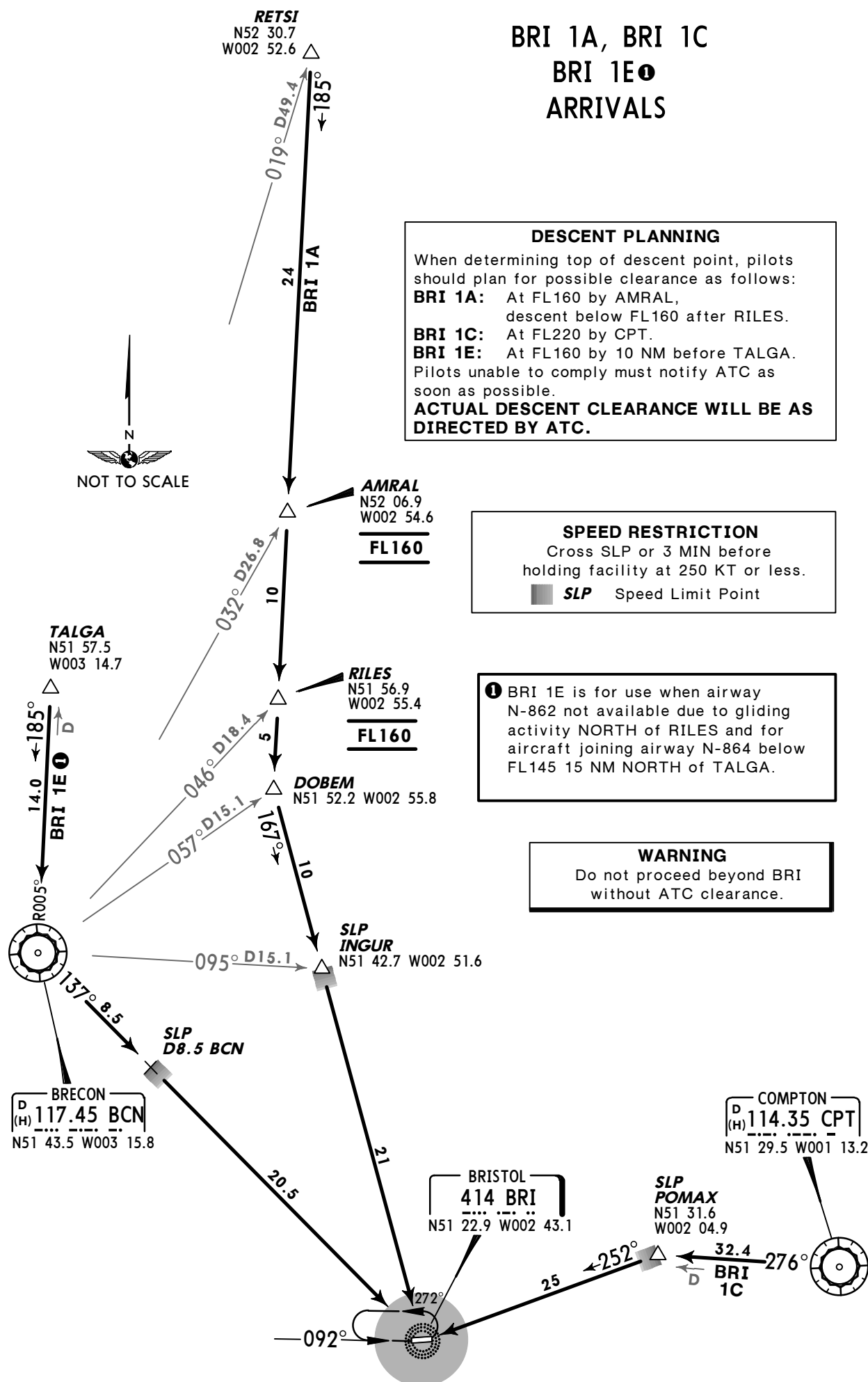
Cross SLP or 3 MIN before
holding facility at 250 KT or less.

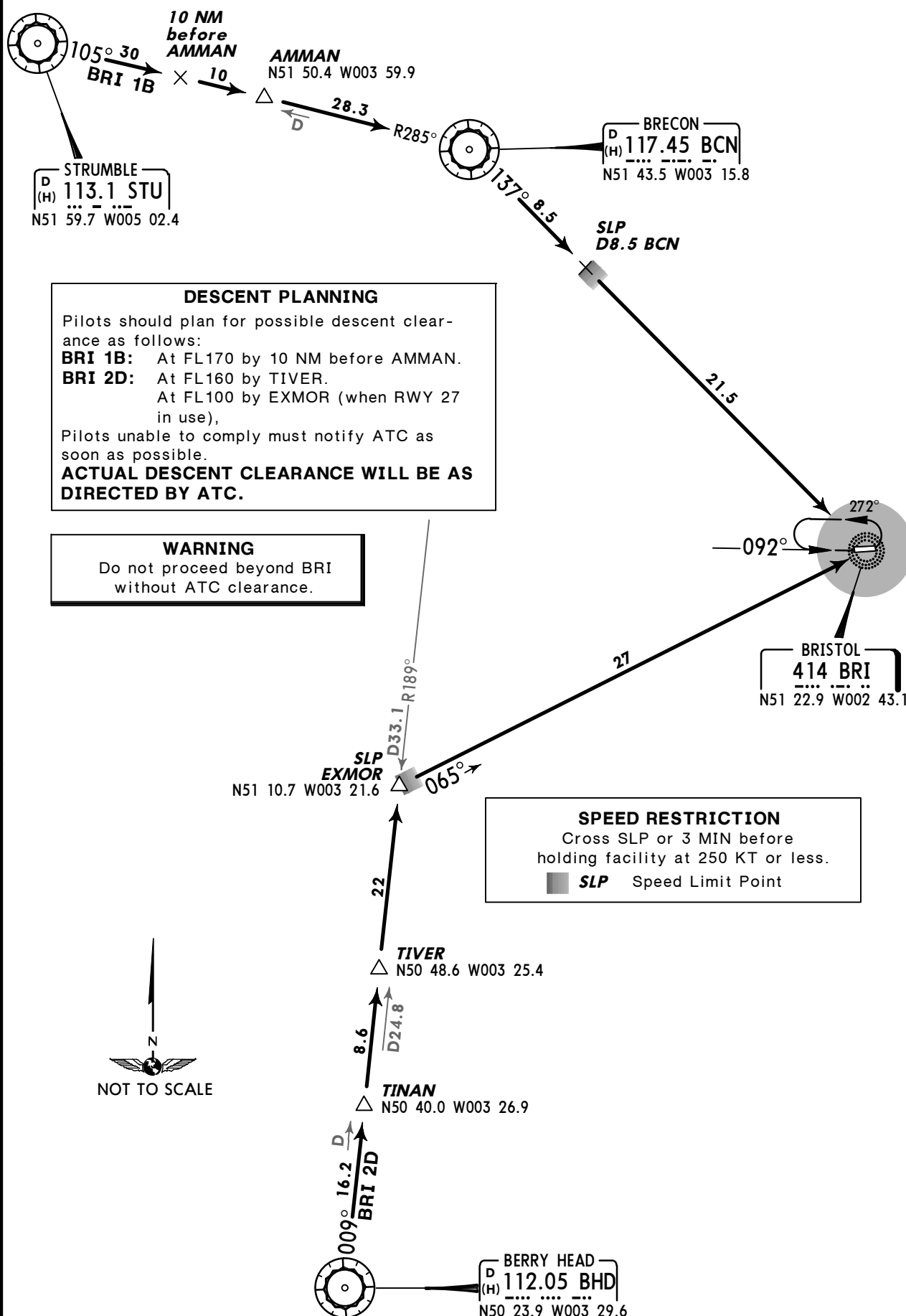
SLP Speed Limit Point

1 BRI 1E is for use when airway
N-862 not available due to gliding
activity NORTH of RILES and for
aircraft joining airway N-864 below
FL145 15 NM NORTH of TALGA.

WARNING

Do not proceed beyond BRI
without ATC clearance.



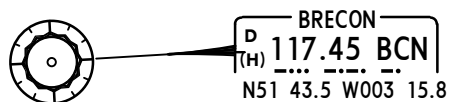
ATIS
126.02Apt Elev
622'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'BRI 1B, BRI 2D
ARRIVALS

BRISTOL Radar 136.07	Apt Elev 622'	Trans level: By ATC Trans alt: 6000' 1. SIDs include noise preferential routes. 2. Initial climb straight ahead to 1130'. 3. Cruising levels above FL105 will be allocated enroute by LONDON Control. 4. If unable to maintain climb gradients to achieve FL80 when passing D60 HON (BADIM 1X)/ D58 HON (WOTAN 1Z) pilots must inform ATC for alternative clearance.	No MSA published
LONDON Control 134.75			

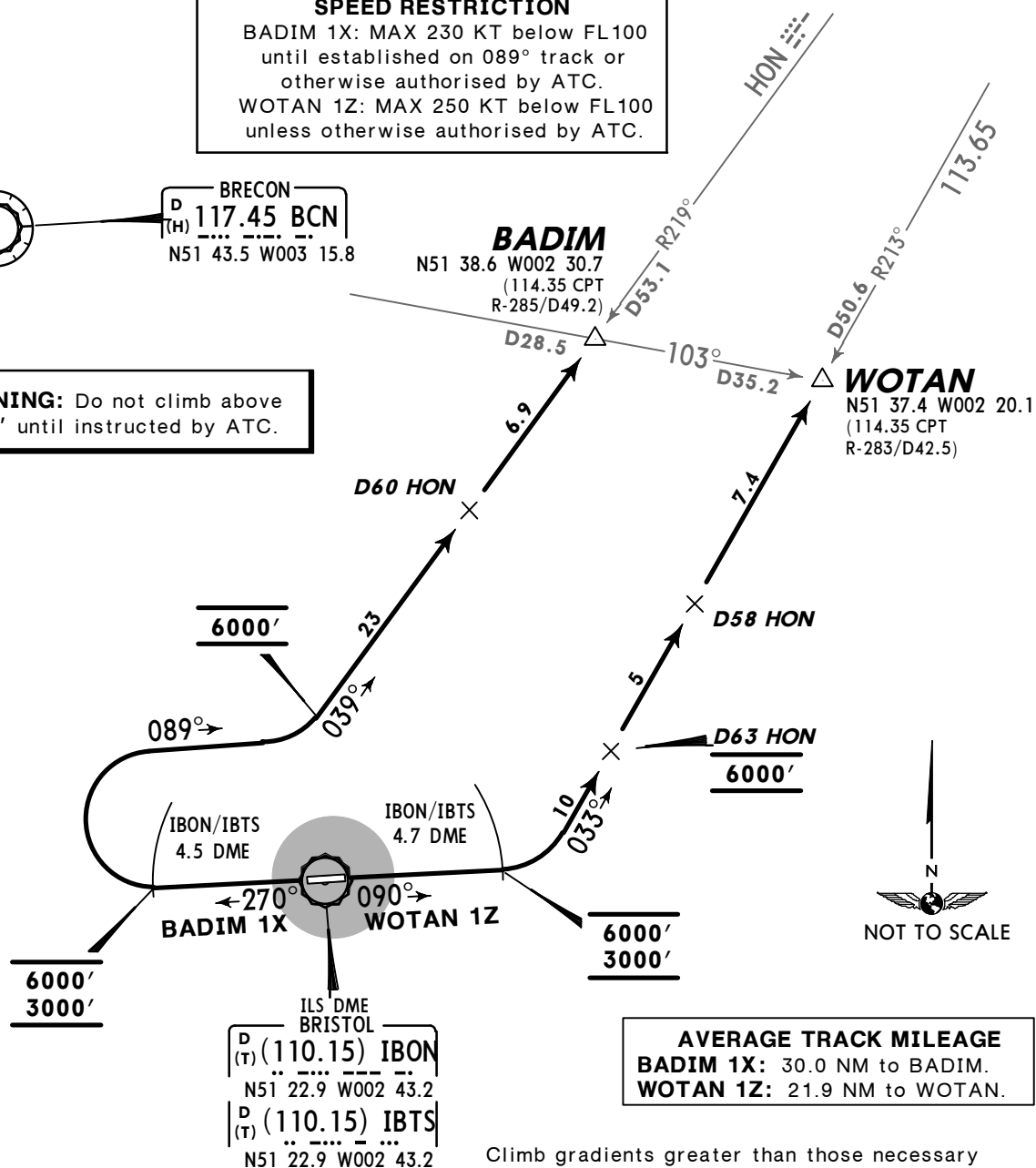
**BADIM ONE X-RAY (BADIM 1X)[BADI1X]
WOTAN ONE ZULU (WOTAN 1Z)[WOTA1Z]
RWYS 27, 09 DEPARTURES**

SPEED RESTRICTION

BADIM 1X: MAX 230 KT below FL100
until established on 089° track or
otherwise authorised by ATC.
WOTAN 1Z: MAX 250 KT below FL100
unless otherwise authorised by ATC.



WARNING: Do not climb above
6000' until instructed by ATC.



AVERAGE TRACK MILEAGE
BADIM 1X: 30.0 NM to BADIM.
WOTAN 1Z: 21.9 NM to WOTAN.

These SIDs require minimum climb gradients
of
BADIM 1X: 8.2% up to 3000' due to obstacle
clearance purposes.
WOTAN 1Z: 7.9% up to 3000' due to obstacle
clearance purposes.

Climb gradients greater than those necessary
for obstacle clearance are required for ATC
and airspace requirements.

Gnd Speed-KT	75	100	150	200	250	300
8.2% V/V (fpm)	623	830	1246	1661	2076	2491
7.9% V/V (fpm)	600	800	1200	1600	2000	2400

SID	RWY	ROUTING/ALTITUDE
BADIM 1X	27	Climb to cross IBON/IBTS 4.5 DME at or above 3000' (MAX 6000'), turn RIGHT, 089° track, intercept HON R-219 inbound at 6000', to BADIM.
WOTAN 1Z	09	Climb to cross IBON/IBTS 4.7 DME at or above 3000' (MAX 6000'), turn LEFT, intercept HON R-213 inbound, cross D63 HON at 6000', to WOTAN.

No MSA
publishedBRISTOL
Radar
136.07
*CARDIFF
Radar
125.85LONDON
Control
126.07Apt Elev
622'

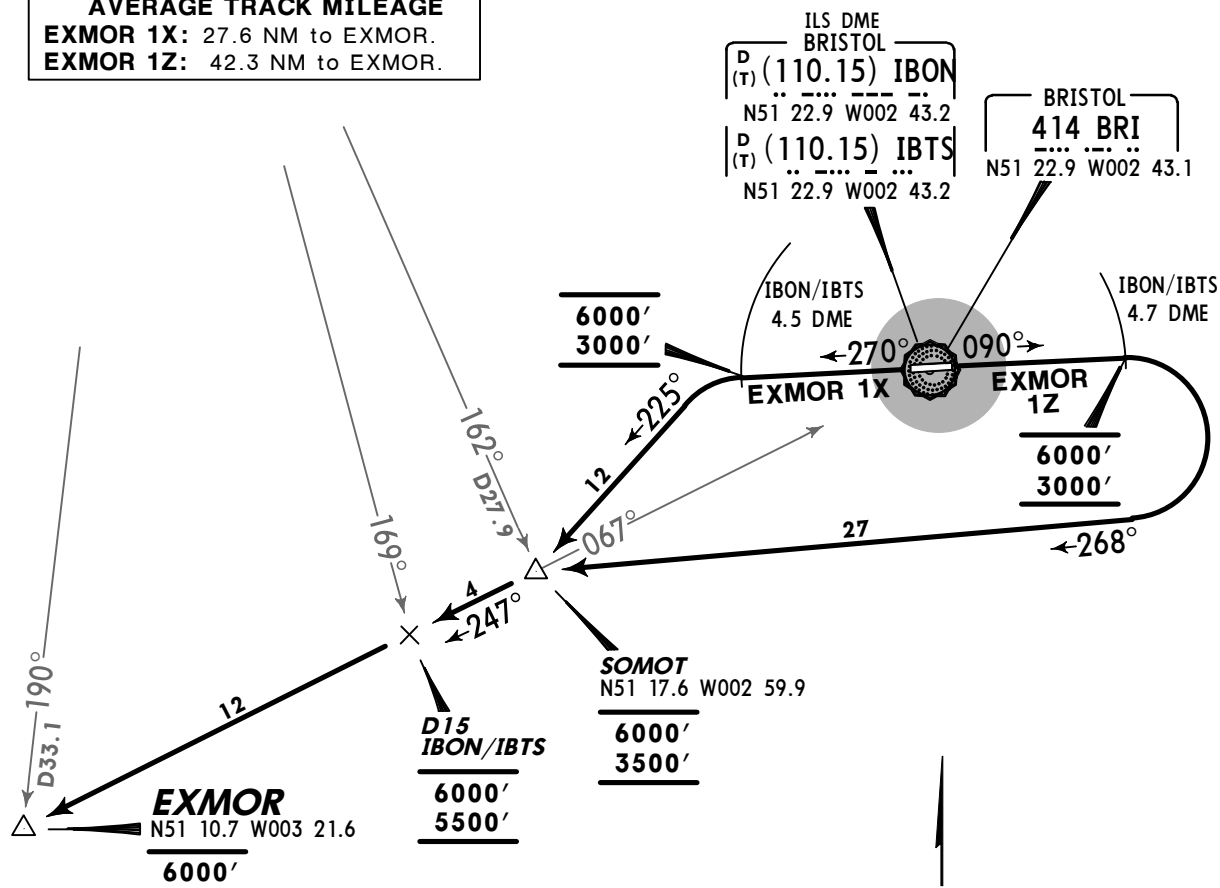
Trans level: By ATC Trans alt: 6000'
1. SIDs include noise preferential routes.
2. Initial climb straight ahead to 1130'.
3. Cruising levels up to FL165 will be allocated by CARDIFF Radar.
4. Cruising levels above FL165 will be allocated enroute by LONDON Control.

**EXMOR ONE X-RAY (EXMOR 1X) [EXMO1X]
EXMOR ONE ZULU (EXMOR 1Z) [EXMO1Z]
RWYS 27, 09 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED**


BRECON
D 117.45 BCN
(H)
N51 43.5 W003 15.8

WARNING: Do not climb above
6000' until instructed by ATC.

AVERAGE TRACK MILEAGE
EXMOR 1X: 27.6 NM to EXMOR.
EXMOR 1Z: 42.3 NM to EXMOR.



These SIDs require minimum climb gradients
of

EXMOR 1X: 8.2% up to 3000' due to obstacle
clearance purposes.

EXMOR 1Z: 7.9% up to 3000' due to obstacle
clearance purposes.

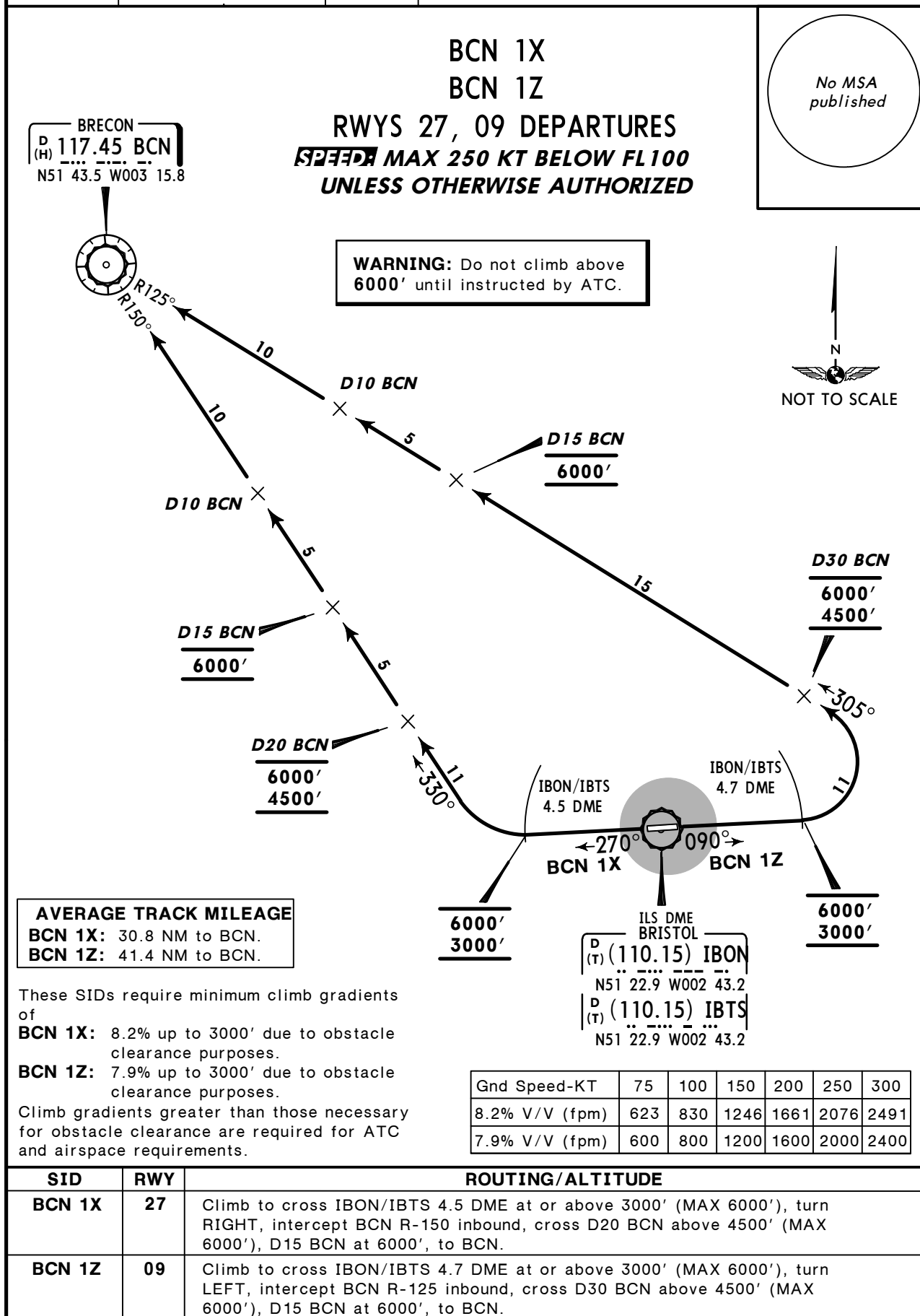
Climb gradients greater than those necessary
for obstacle clearance are required for ATC
and airspace requirements.

NOT TO SCALE

Gnd Speed-KT	75	100	150	200	250	300
8.2% V/V (fpm)	623	830	1246	1661	2076	2491
7.9% V/V (fpm)	600	800	1200	1600	2000	2400

SID	RWY	ROUTING/ALTITUDE
EXMOR 1X	27	Climb to cross IBON/IBTS 4.5 DME at or above 3000' (MAX 6000'), turn LEFT, 225° track to SOMOT, cross above 3500' (MAX 6000'), intercept 247° bearing from BRI, cross D15 IBON/IBTS above 5500' (MAX 6000'), to EXMOR, cross at 6000'.
EXMOR 1Z	09	Climb to cross IBON/IBTS 4.7 DME at or above 3000' (MAX 6000'), turn RIGHT, 268° track to SOMOT, cross above 3500' (MAX 6000'), intercept 247° bearing from BRI, cross D15 IBON/IBTS above 5500' (MAX 6000'), to EXMOR, cross at 6000'.

BRISTOL Radar 136.07	LONDON Control Northbound: 133.6 Westbound: 129.37		Apt Elev 622'	Trans level: By ATC Trans alt: 6000' 1. SIDs include noise preferential routes. 2. Initial climb straight ahead to 1130'. 3. Cruising levels up to FL165 will be allocated by CARDIFF Radar. 4. Cruising levels above FL165 will be allocated enroute by LONDON Control. 5. If unable to maintain climb gradients to achieve FL80 when passing D10 BCN pilots must inform ATC for alternative clearance.
*CARDIFF Radar 125.85				



NOISE ABATEMENT

SUMMER : LT minus 1 HOUR	= UTC (Z)
WINTER : LT	= UTC (Z)

GENERAL

The following procedures may be departed from only to the extent necessary for avoiding immediate danger and for complying with ATC instructions. Every operator of aircraft using the airport shall ensure at all times that aircraft conform to the noise abatement techniques laid down for this type and are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.

ARRIVALS

Jet aircraft must not join the final approach track to any runway at an altitude of less than 2100'.

Propeller-driven aircraft with more than 5700 kg maximum certificated weight must not join the final approach track to any runway at an altitude of less than 1600'.

Unless otherwise instructed by ATC, aircraft using the ILS shall not descend below 2100' (Jet) or 1600' (Prop) before intercepting the glide path nor thereafter fly below it. Aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by an aircraft using the ILS glide path.

Jet aircraft and propeller driven aircraft with more than 5700 kg maximum certificated weight making visual approach to runway 27 shall intercept final approach at not less than 3 DME from north or 4 DME from south.

CONTINUOUS DESCENT APPROACHES

Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a continuous descent profile, when appropriate. ATC will advise pilots of an estimate of the track distance to run to touchdown as soon as possible after first call on the approach frequency.

DEPARTURES

The noise preferential routings are compatible with ATC requirements and shall apply in both VMC and IMC.

Minimum noise routings shall apply to jet aircraft and prop aircraft whose maximum certificated weight exceeds 5700 kg unless otherwise instructed by ATC or deviations are required in the interest of safety. The obligations of the minimum noise routings cease when an altitude of at or above 4000 ' has been reached.

NIGHT FLYING RESTRICTIONS

Between 2300-0700LT all take-offs and landings, except in the case of aircraft in distress, are subject to prior application being made to the Airport Co-ordination Ltd.

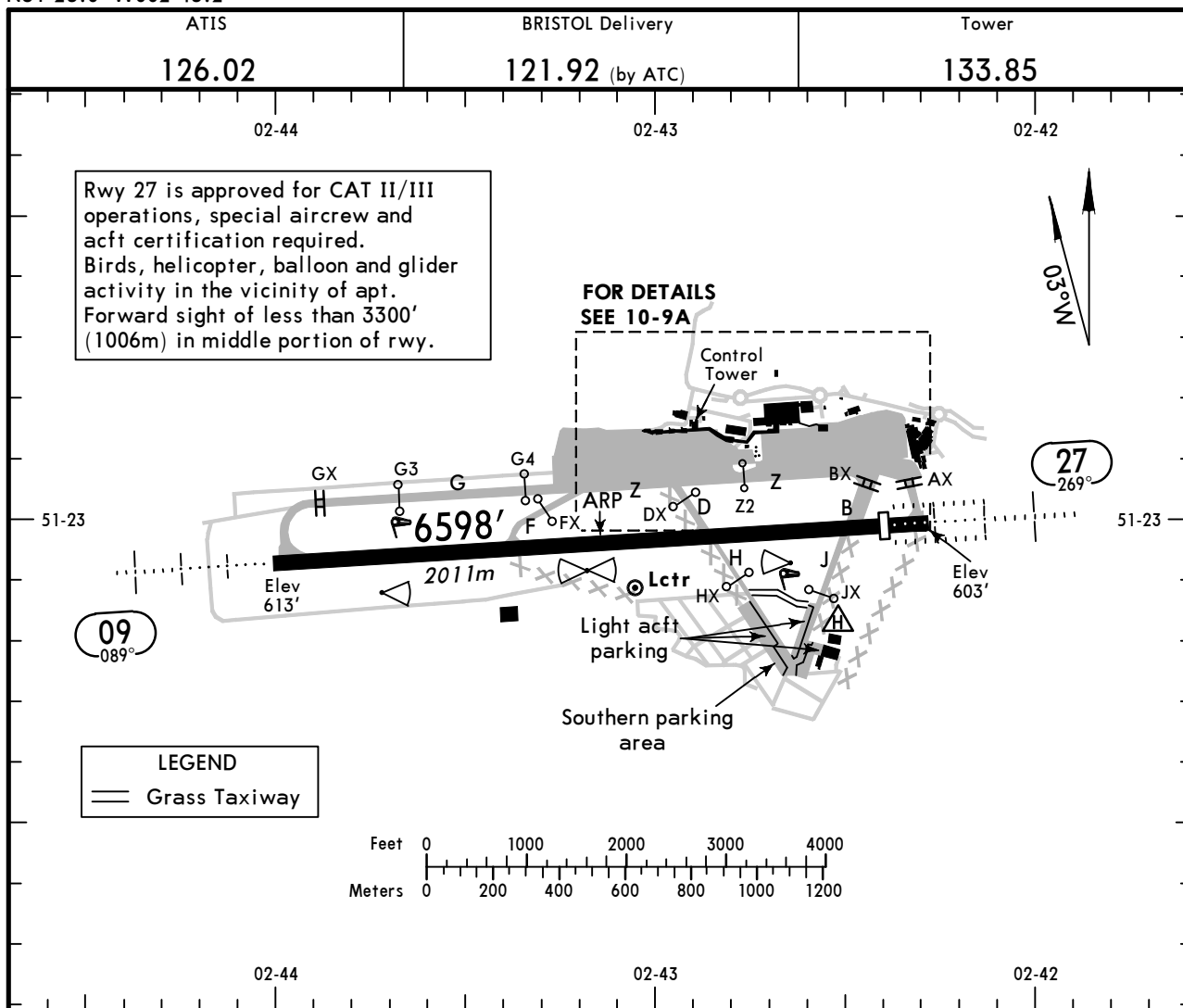
NOISE QUOTA SYSTEM DURING NIGHT (2330-0600 LT)

Full details of the Quota System and the night flying restrictions are available from Bristol Airside Operations, Tel: 01275-473705.

Every aircraft using the airport shall, after take-off or 'go-around' be operated in the quietest possible manner. Aircraft exceeding 90 dB(A)(103PNdB) by DAY (between 0600-2329LT) and 85 dB(A)(96PNdB) by NIGHT (between 2330-0559LT) at the noise monitoring points located 6.5 km from the start of roll for RWYs 09 and 27 will be subject to a penalty as set out in the airport Fees and Charges.

AUXILIARY POWER UNITS (APUs)

Pilots and engineers should restrict the use of APU to the minimum time necessary. The use of APUs is subject to local restrictions set out in Airside Operational Procedures.



ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND			
						Threshold	Glide Slope		
09 ① 27	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°) RVR					6358' 1938m	5325' 1623m	③	148'
	HIRL (60m) CL (15m) HIALS-II TDZ ② RVR					6171' 1881m	5137' 1566m		45m

1 Runway grooved.

2 PAPI-L (3.0°)

3 TAKE-OFF RUN AVAILABLE

RWY 09:

From rwy head 6598' (2011m)
twy F int 4295' (1309m)
twy D int 2326' (709m)
twy H int 2136' (651m)

RWY 27:

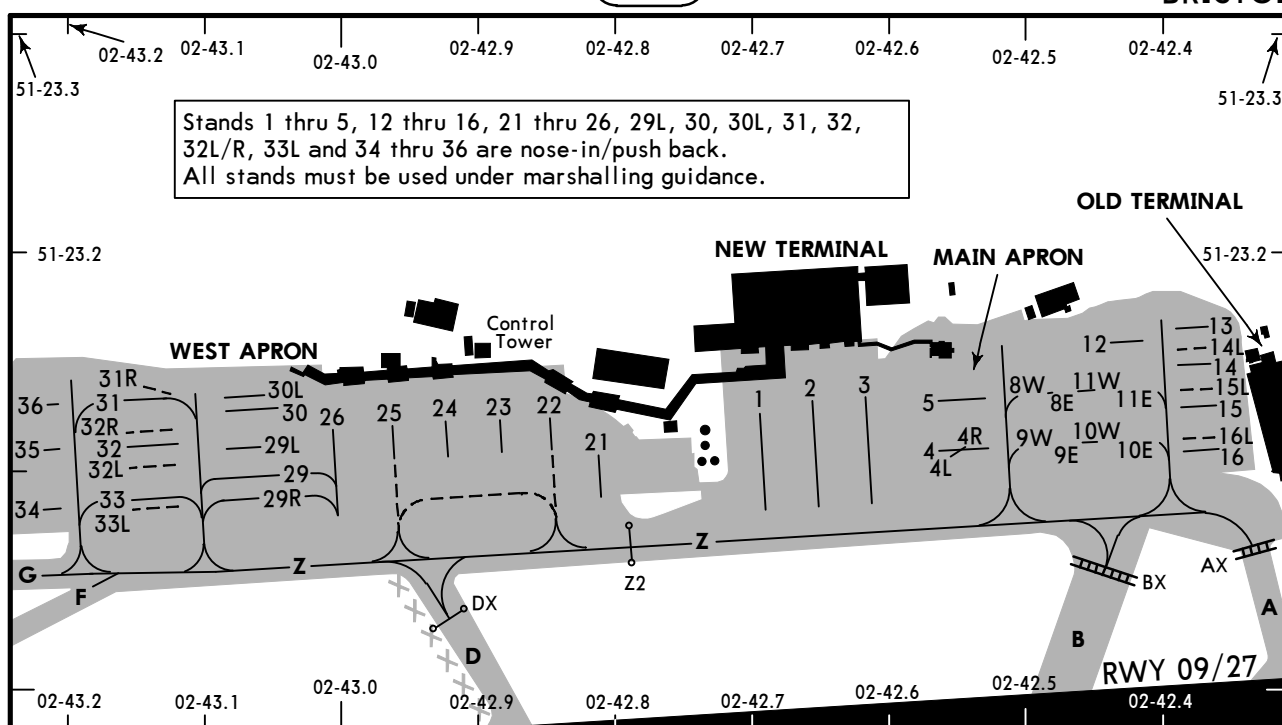
From rwy head 6598' (2011m)
twy B int 5997' (1828m)
twy J int 5840' (1780m)
twy H int 4498' (1371m)
twy D int 4423' (1348m)
twy F int 2457' (749m)

Standard

TAKE-OFF 1

	LVP must be in Force					NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N51 23.1 W002 42.7	23, 24	N51 23.1 W002 42.9
2 thru 4L	N51 23.1 W002 42.6	25 thru 30	N51 23.1 W002 43.0
4R	N51 23.1 W002 42.5	30L	N51 23.1 W002 43.1
5	N51 23.1 W002 42.6	31 thru 36	N51 23.1 W002 43.2
8E thru 9W	N51 23.1 W002 42.5		
10E thru 11W	N51 23.1 W002 42.4		
12	N51 23.2 W002 42.4		
13 thru 14L	N51 23.2 W002 42.3		
15L thru 16L	N51 23.1 W002 42.3		
21, 22	N51 23.1 W002 42.8		

CAT II/III OPERATIONS

Pilots will be informed by ATIS broadcast or by RTF when Low Visibility Procedures (LVPs) are in operation.

Holding points DX, FX and HX will be closed, when LVPs are in force.

Arriving acft: Pilots should delay the call "Runway vacated" until passed holding point GX.

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
09	ILS DME	813' (200')	600m / 1000m
	LOC	900' (287')	600m / 1000m
	NDB DME	920' (307')	800m / 1000m
	SRA	930' (317')	1000m / 1000m
27	CAT 2 ILS	701' (100')	RA 99' - 300m
	ILS DME	801' (200')	600m / 1000m
	LOC	910' (309')	800m / 1000m
	NDB DME	960' (359')	800m / 1000m
	SRA	1240' (639')	1000m / 1000m

CIRCLE-TO-LAND	MDA(H)	VIS
	1050' (428') ❶	1000m

❶ After NDB or SRA 27: 1240' (618').

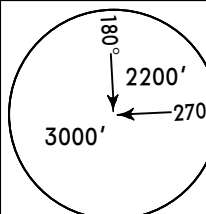
TAKE-OFF RWY 09, 27				
LVP must be in Force ❷				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❸	800m

❷ Without LVP 400m are stipulated.

❸ Or rejected take-off distance whichever is the greater.

BRIEFING STRIP™

ATIS 126.02		BRISTOL Radar 136.07 125.65		BRISTOL Tower 133.85
LOC IBON *110.15	Final Apch Crs 089°	GS D4.0 IBON 1940' (1327')	ILS DA(H) 813' (200')	Apt Elev 622' RWY 613'
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed. MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to D4.0 IBON, then turn RIGHT to Lctr at 3000'.				



180°
2200'
270°
3000'

MSA
BRI Lctr

Alt Set: hPa

Rwy Elev: 22 hPa

Trans level: By ATC

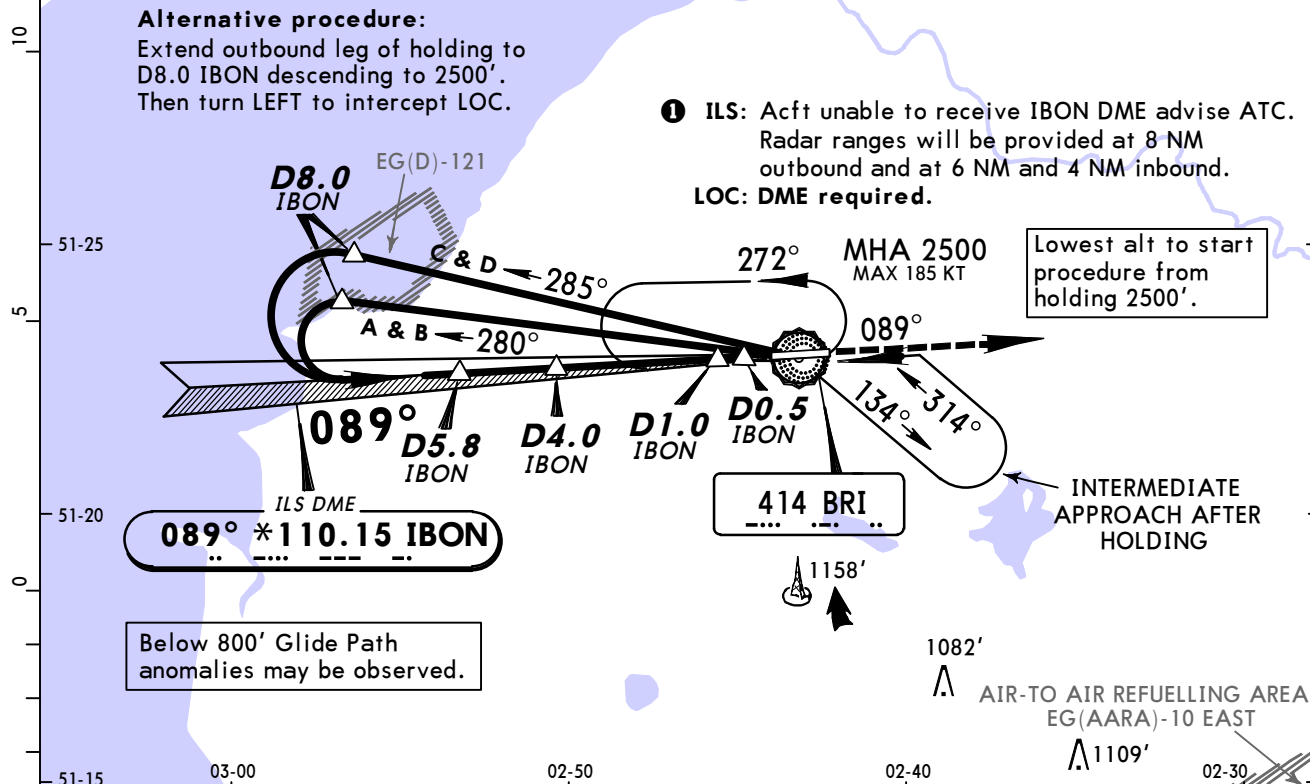
Trans alt: 6000'

1. CAUTION: Pilots may experience windshear/turbulence, especially if the wind is strong Southeasterly.
2. ILS DME reads zero at rwy 09 threshold. 3. Laser light display 10.5 NM WSW of airport.

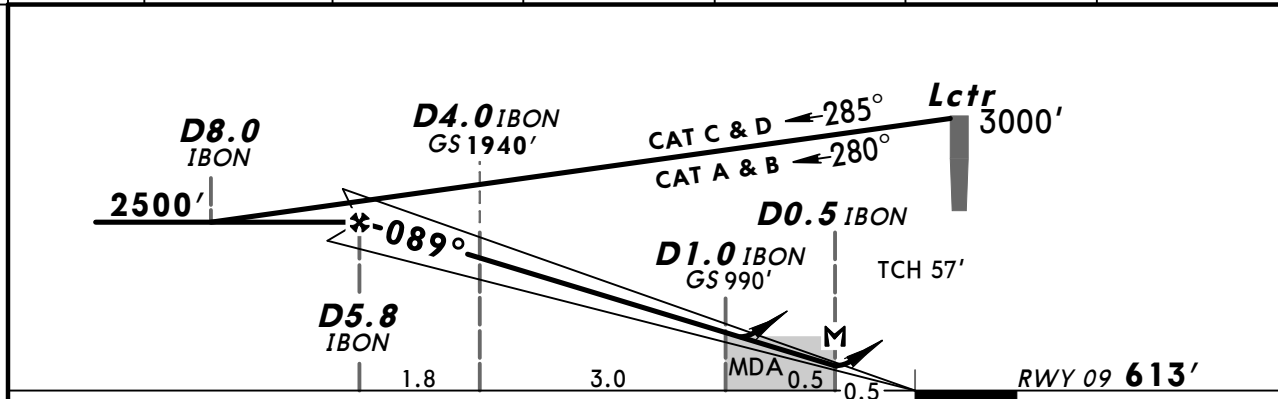
Alternative procedure:

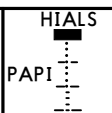
Extend outbound leg of holding to D8.0 IBON descending to 2500'.
Then turn LEFT to intercept LOC.

- ① ILS: Acft unable to receive IBON DME advise ATC.
Radar ranges will be provided at 8 NM
outbound and at 6 NM and 4 NM inbound.
LOC: DME required.

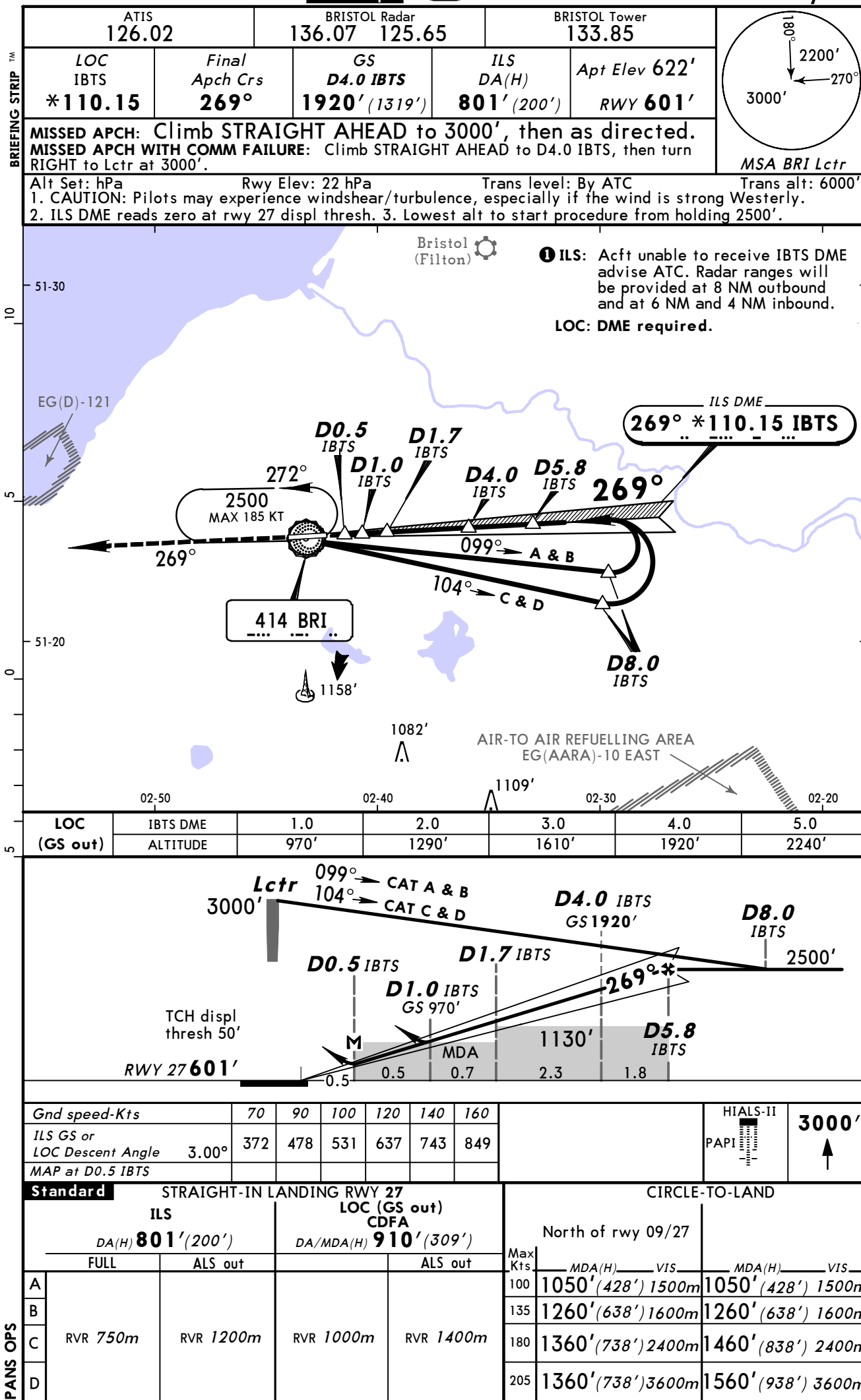


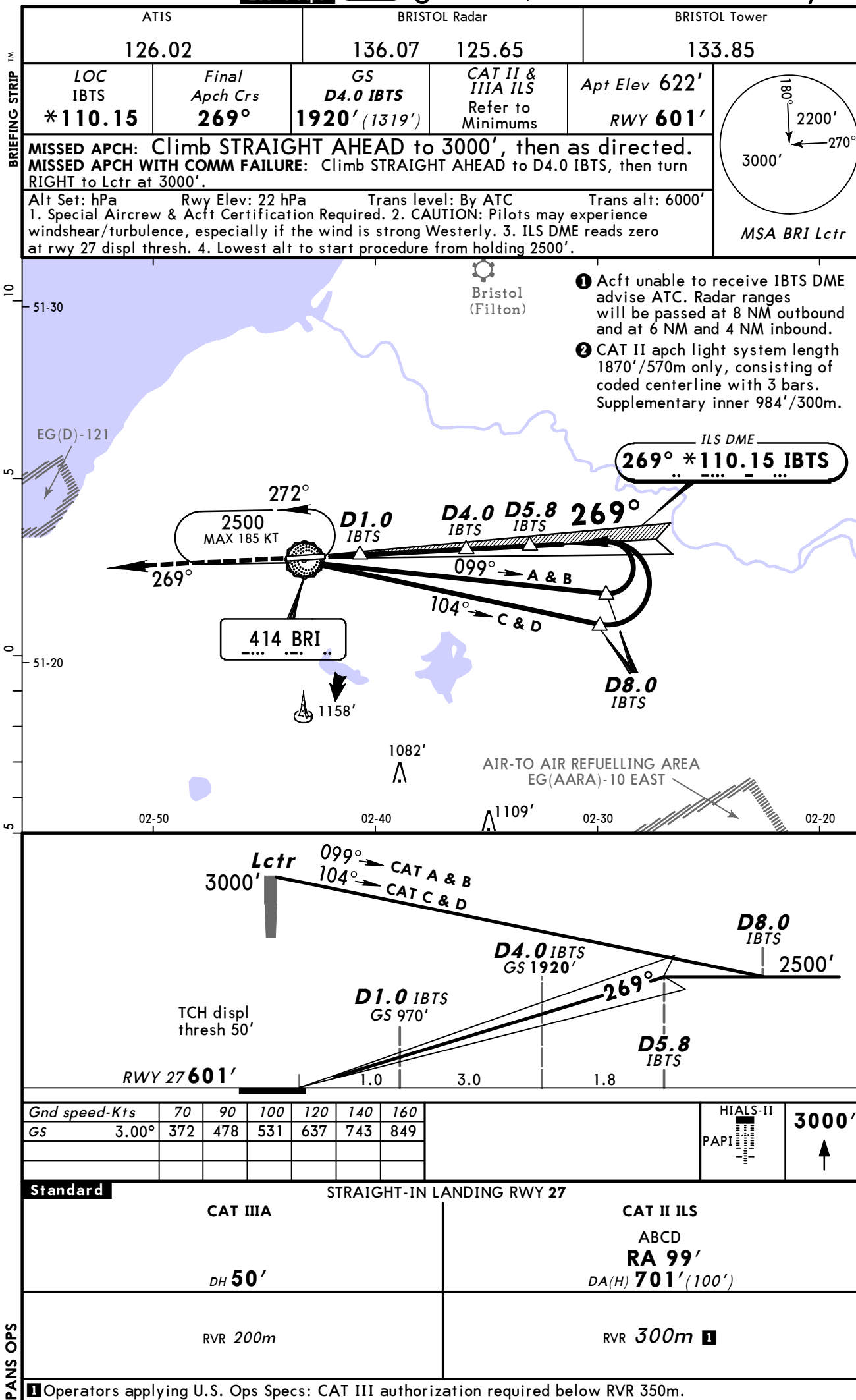
LOC (GS out)	IBON DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2260'	1940'	1620'	1310'	990'

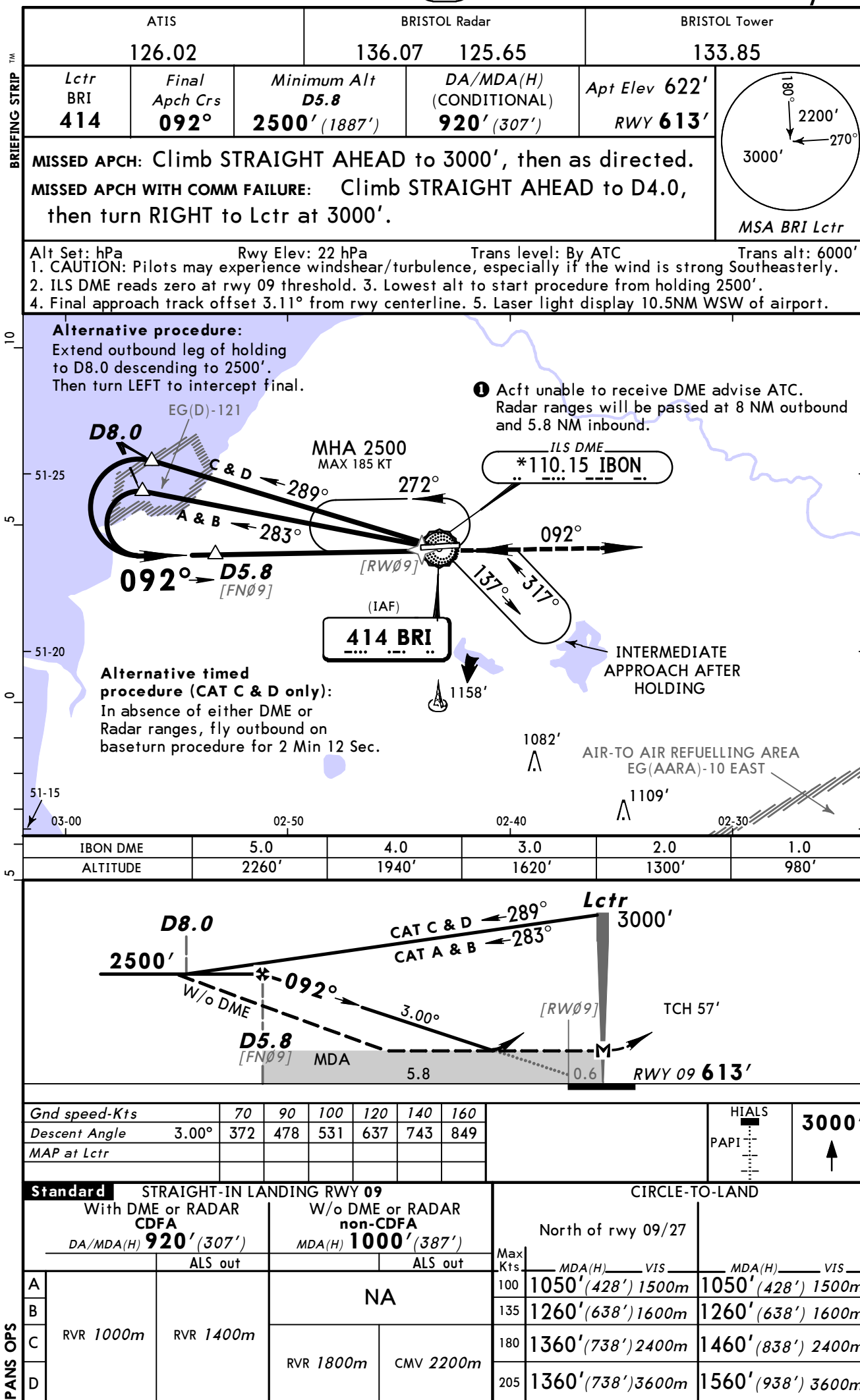


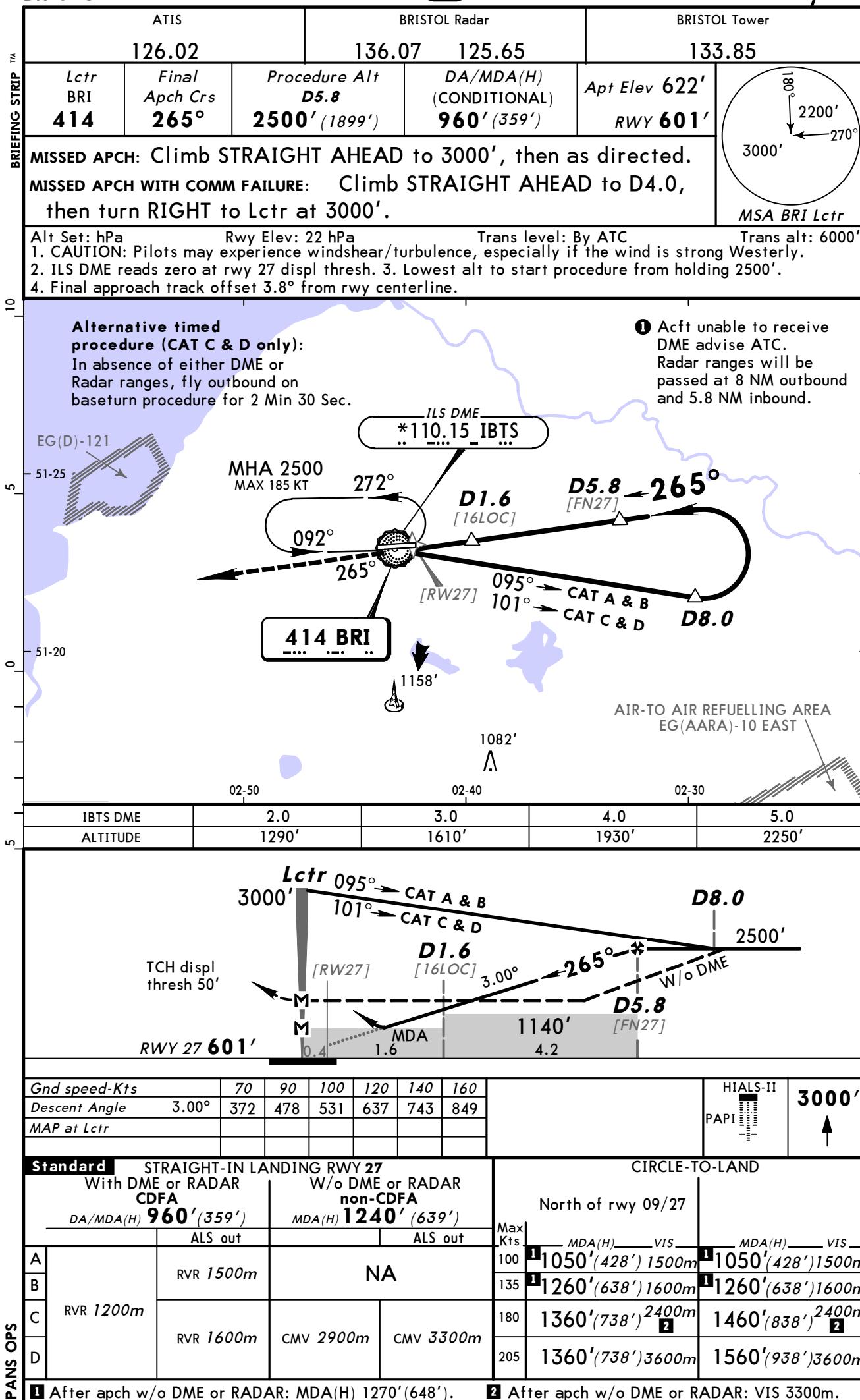
Gnd speed-Kts	70	90	100	120	140	160	 HIALS PAPI	3000' ↑
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.5 IBON								

Standard		STRAIGHT-IN LANDING RWY 09				CIRCLE-TO-LAND			
		ILS		LOC (GS out) CDFA					
		DA(H) 813'(200')		DA/MDA(H) 900'(287')		North of rwy 09/27			
		FULL		ALS out		ALS out			
A	RVR 750m	RVR 1200m	RVR 900m	RVR 1400m	Max	MDA(H) VIS		MDA(H) VIS	
B					Kts	100	1050'(428') 1500m	1050'(428') 1500m	
C					135	1260'(638') 1600m	1260'(638') 1600m		
D					180	1360'(738') 2400m	1460'(838') 2400m		
					205	1360'(738') 3600m	1560'(938') 3600m		









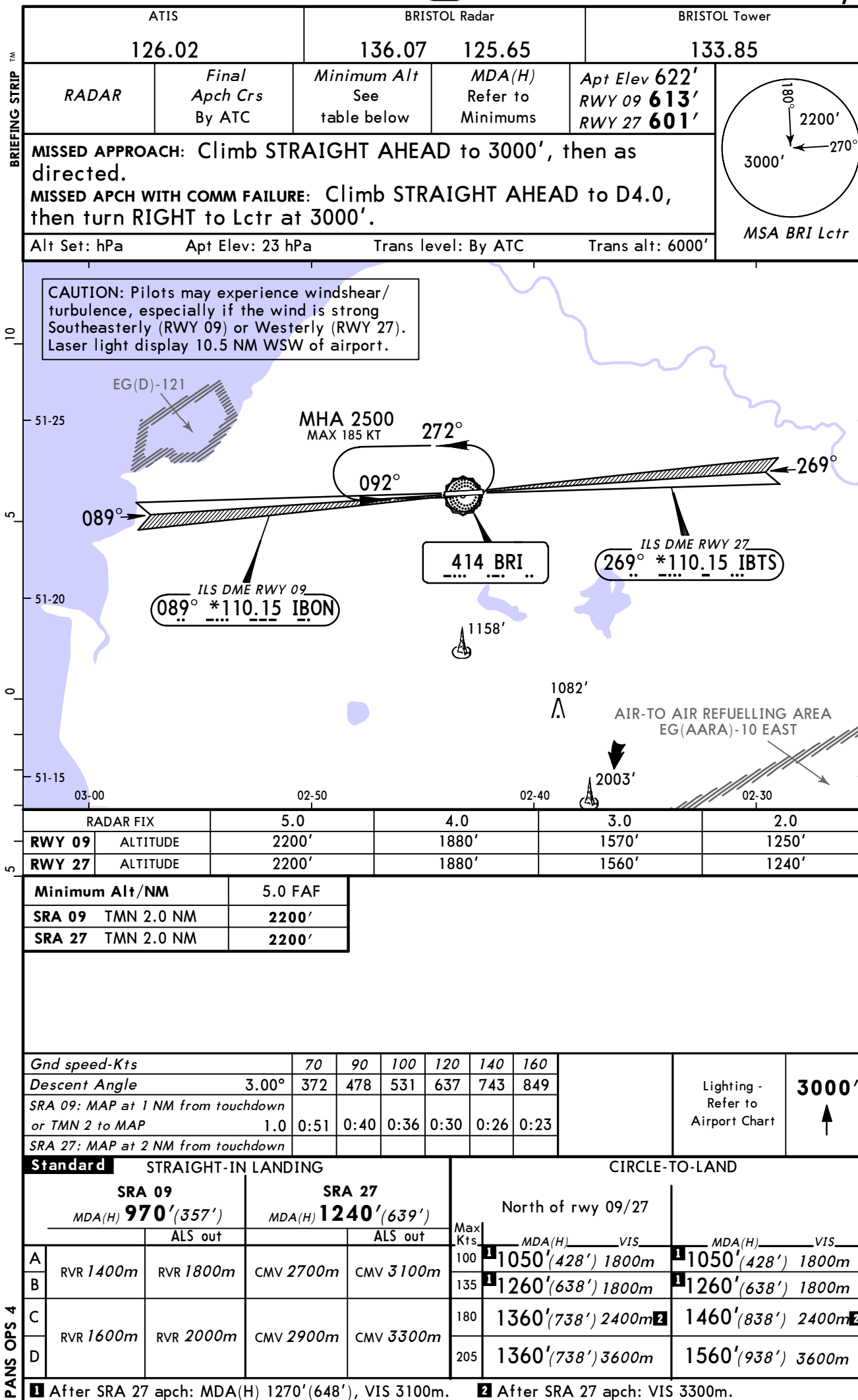


Chart changes since cycle 14-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BRISTOL, (BRISTOL - EGGD)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EGGD