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Revision Letter For Cycle 13-2014
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Notebook

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General Information

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

Airport Use: Public
Magnetic Variation: 2.0°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: 0355 Z
Sunset: 2031 Z,

Runway Information

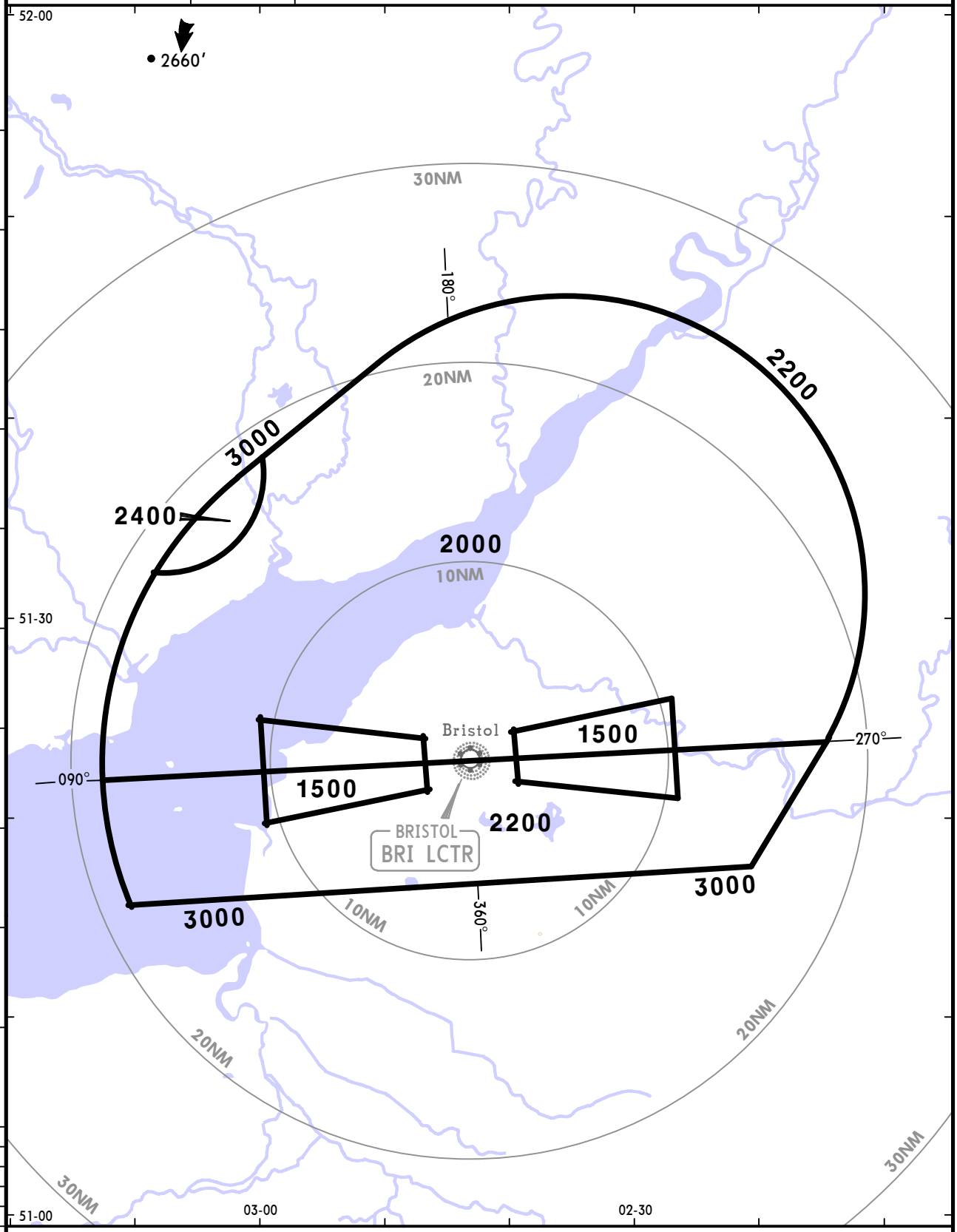
Runway: 09
Length x Width: 6598 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 622 ft
Lighting: Edge, ALS, Centerline

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

BRISTOL Radar	Apt Elev	
136.07 125.65	622′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



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 ❶ of the aircraft and
- within the sector 15 NM ❷ ahead of and within 20° either side of the aircraft's track.

3 NM ❶ or 10 NM ❷ when the aircraft is within 15 NM of the RADAR antenna.

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.

CHANGES: 2400 sector revised.

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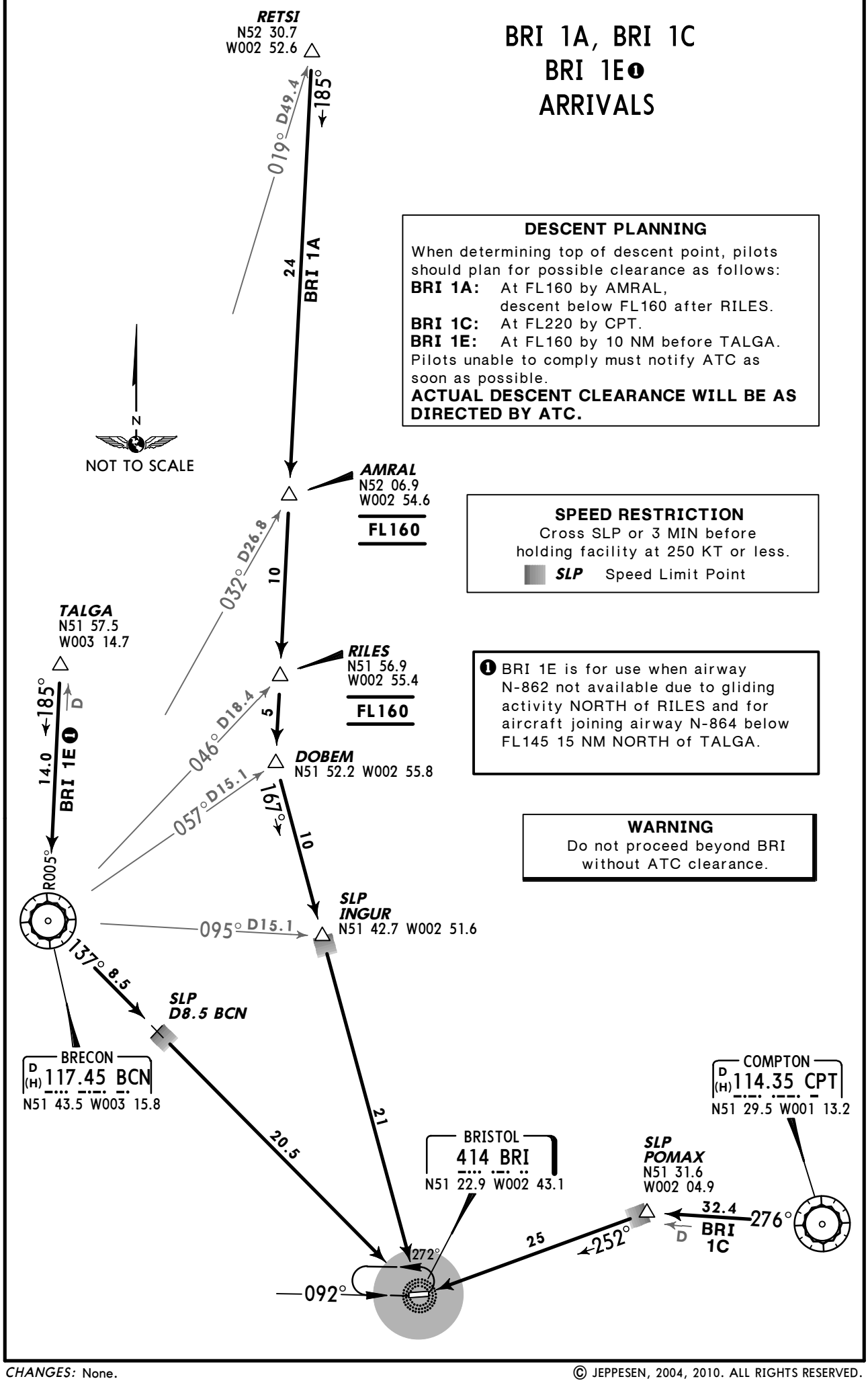
ATIS	Apt Elev	
126.02	622′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

BRI 1A, BRI 1C BRI 1E❶ 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

❶ 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.

CHANGES: None.

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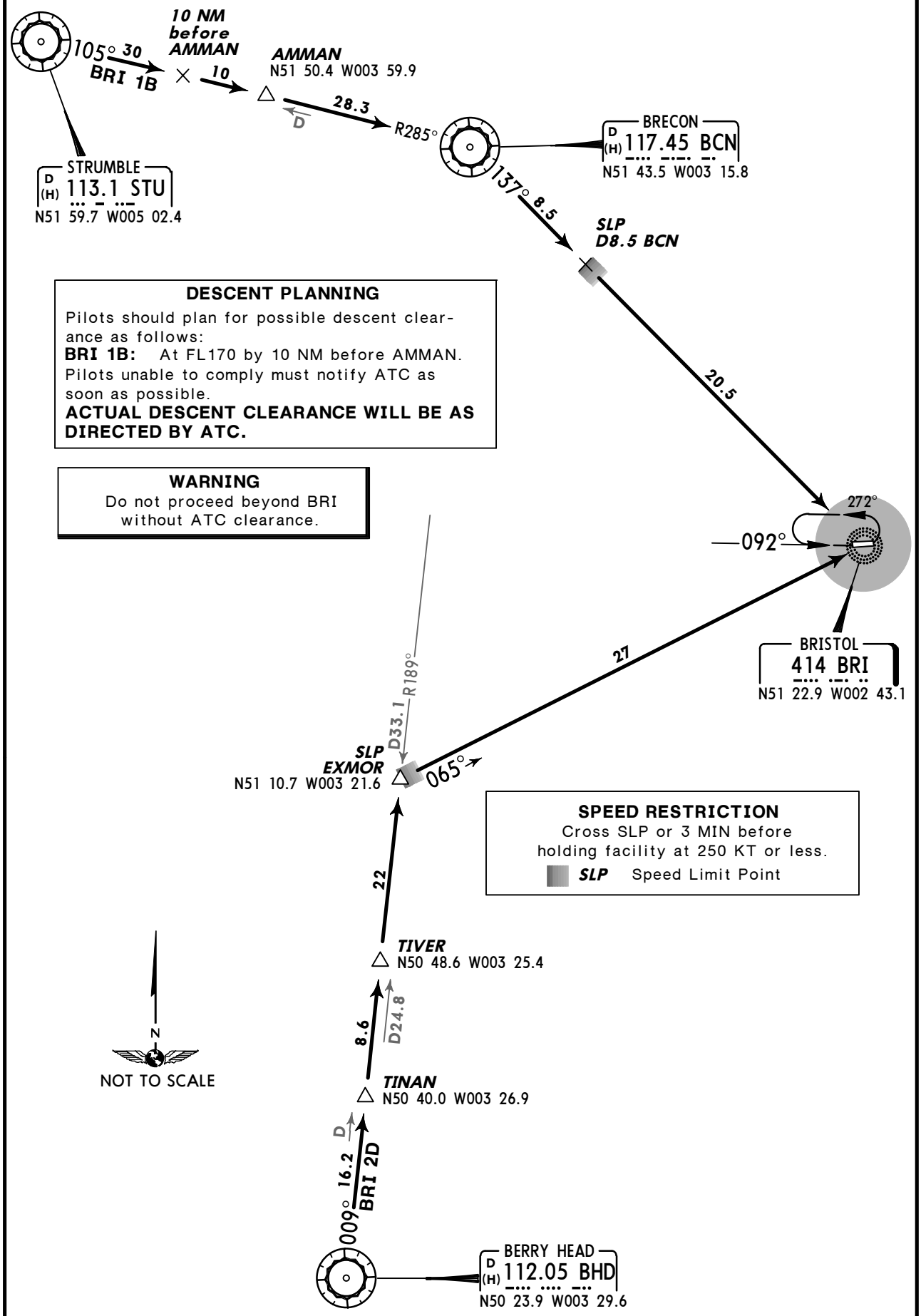
ATIS	Apt Elev	
126.02	622′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

BRI 1B, BRI 2D ARRIVALS



DESCENT PLANNING

Pilots should plan for possible descent clearance as follows:
BRI 1B: At FL170 by 10 NM before AMMAN.
Pilots unable to comply must notify ATC as soon as possible.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
Do not proceed beyond BRI without ATC clearance.

SPEED RESTRICTION
Cross SLP or 3 MIN before holding facility at 250 KT or less.
SLP Speed Limit Point

CHANGES: STAR BRI 2D descent planning revised.

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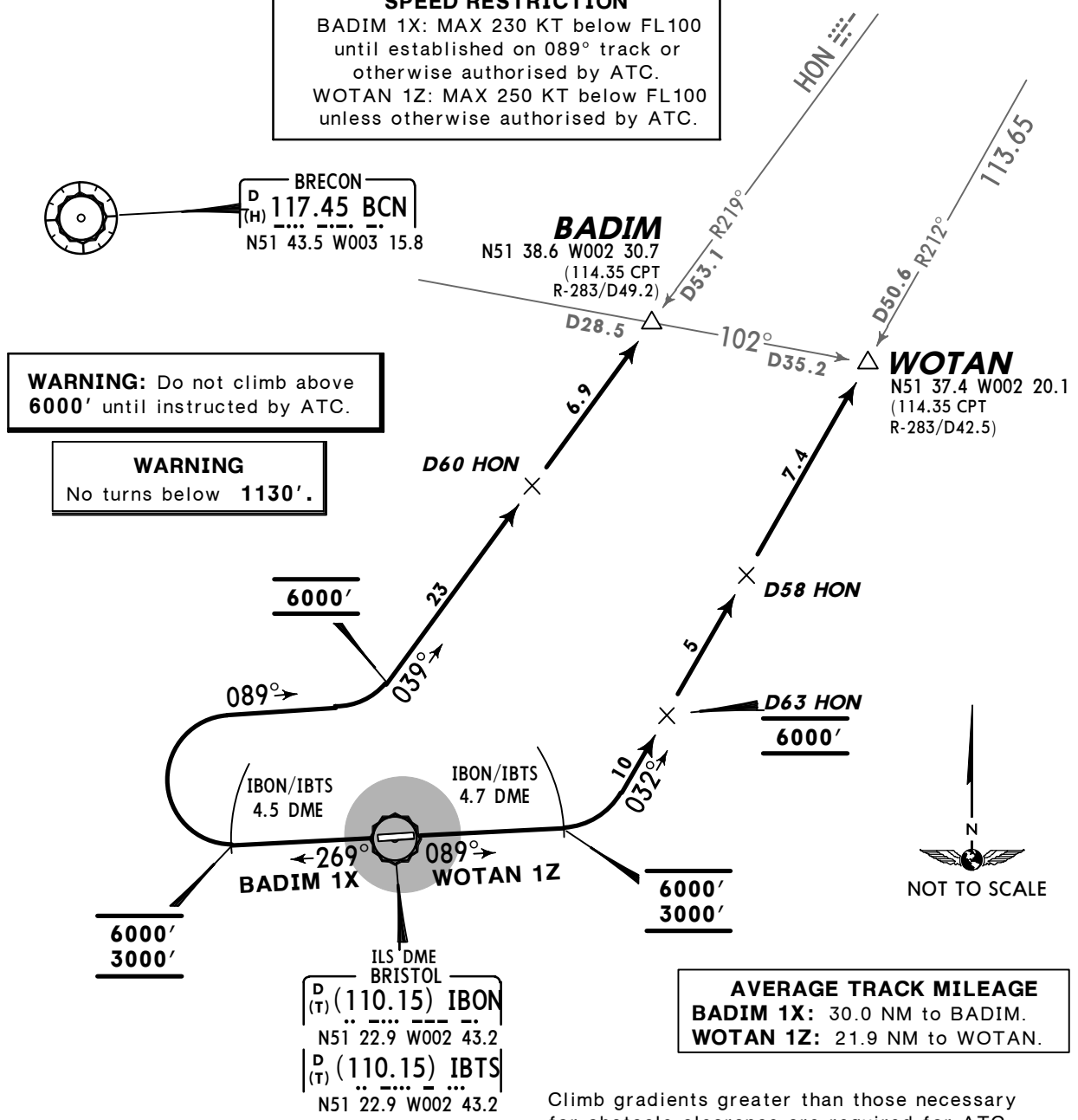
BRISTOL Radar 136.07	Apt Elev 622′	Trans level: By ATC Trans alt: 6000′ 1. SIDs include noise preferential routes. 2. Cruising levels above FL105 will be allocated enroute by LONDON Control. 3. If unable to maintain climb gradients to achieve FL80 when passing D60 HON (BADIM 1X)/D58 HON (WOTAN 1Z) pilots must inform ATC for alternative clearance.
LONDON Control 134.75		

BADIM 1X *[BADI1X]*
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.



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 straight ahead 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 straight ahead to cross IBON/IBTS 4.7 DME at or above 3000′ (MAX 6000′), turn LEFT, intercept HON R-212 inbound, cross D63 HON at 6000′, to WOTAN.

CHANGES: Turn restriction note improved.

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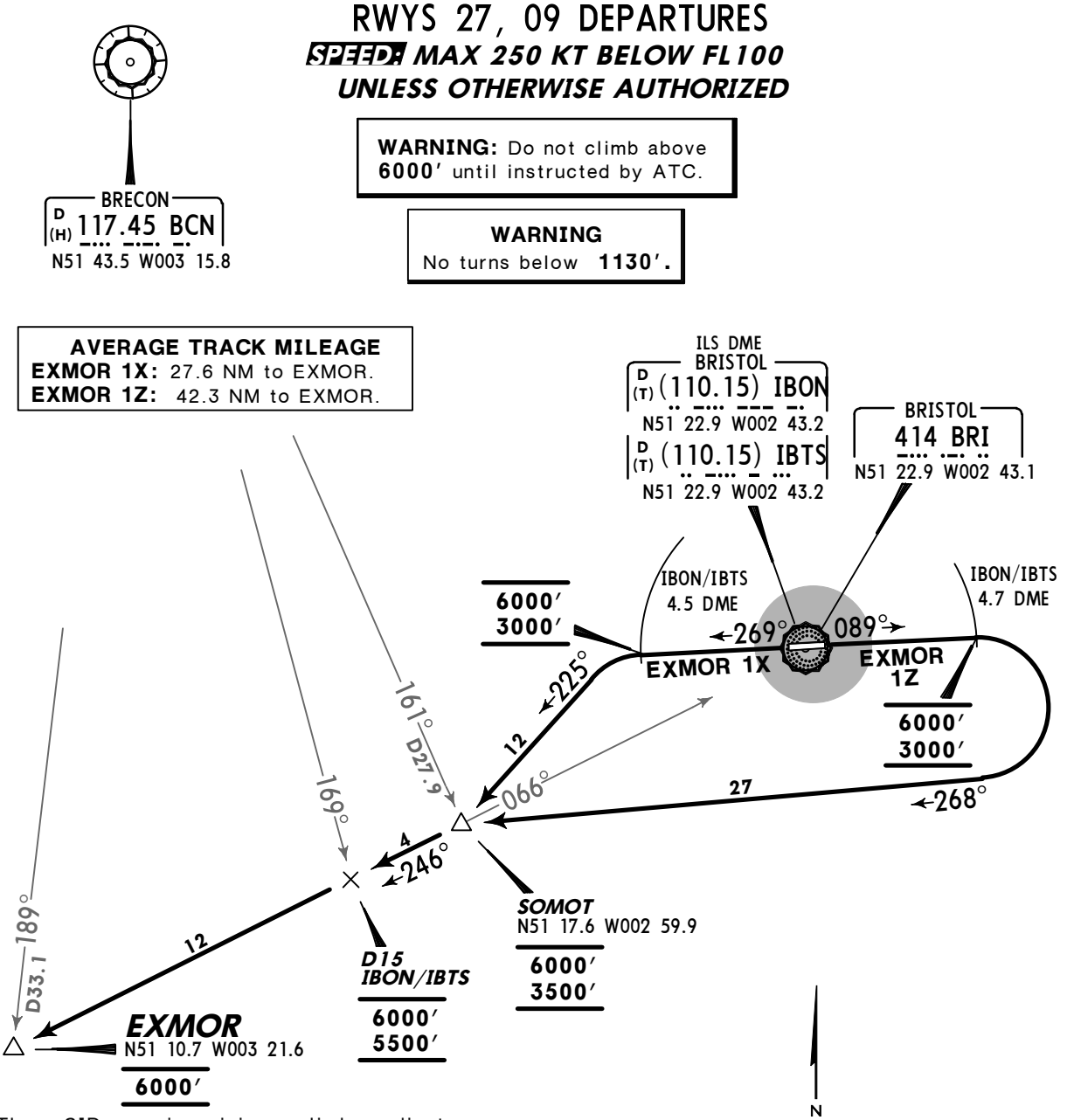
BRISTOL Radar 136.07	LONDON Control 126.07	Apt Elev 622′	Trans level: By ATC Trans alt: 6000′ 1. SIDs include noise preferential routes. 2. Cruising levels up to FL165 will be allocated by CARDIFF Radar. 3. Cruising levels above FL165 will be allocated enroute by LONDON Control.
*CARDIFF Radar 125.85			

EXMOR 1X *[EXMO1X]*
EXMOR 1Z *[EXMO1Z]*
RWYS 27, 09 DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

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

WARNING
No turns below **1130′.**



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

NOT TO SCALE

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.

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 straight ahead 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 246° bearing from BRI, cross D15 IBON/IBTS above 5500′ (MAX 6000′), to EXMOR, cross at 6000′.
EXMOR 1Z	**09**	Climb straight ahead 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 246° bearing from BRI, cross D15 IBON/IBTS above 5500′ (MAX 6000′), to EXMOR, cross at 6000′.

CHANGES: Turn restriction note improved.

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BRISTOL Radar 136.07	LONDON Control Northbound: 133.6	Westbound: 129.37	Apt Elev 622′	Trans level: By ATC Trans alt: 6000′
*CARDIFF Radar 125.85				

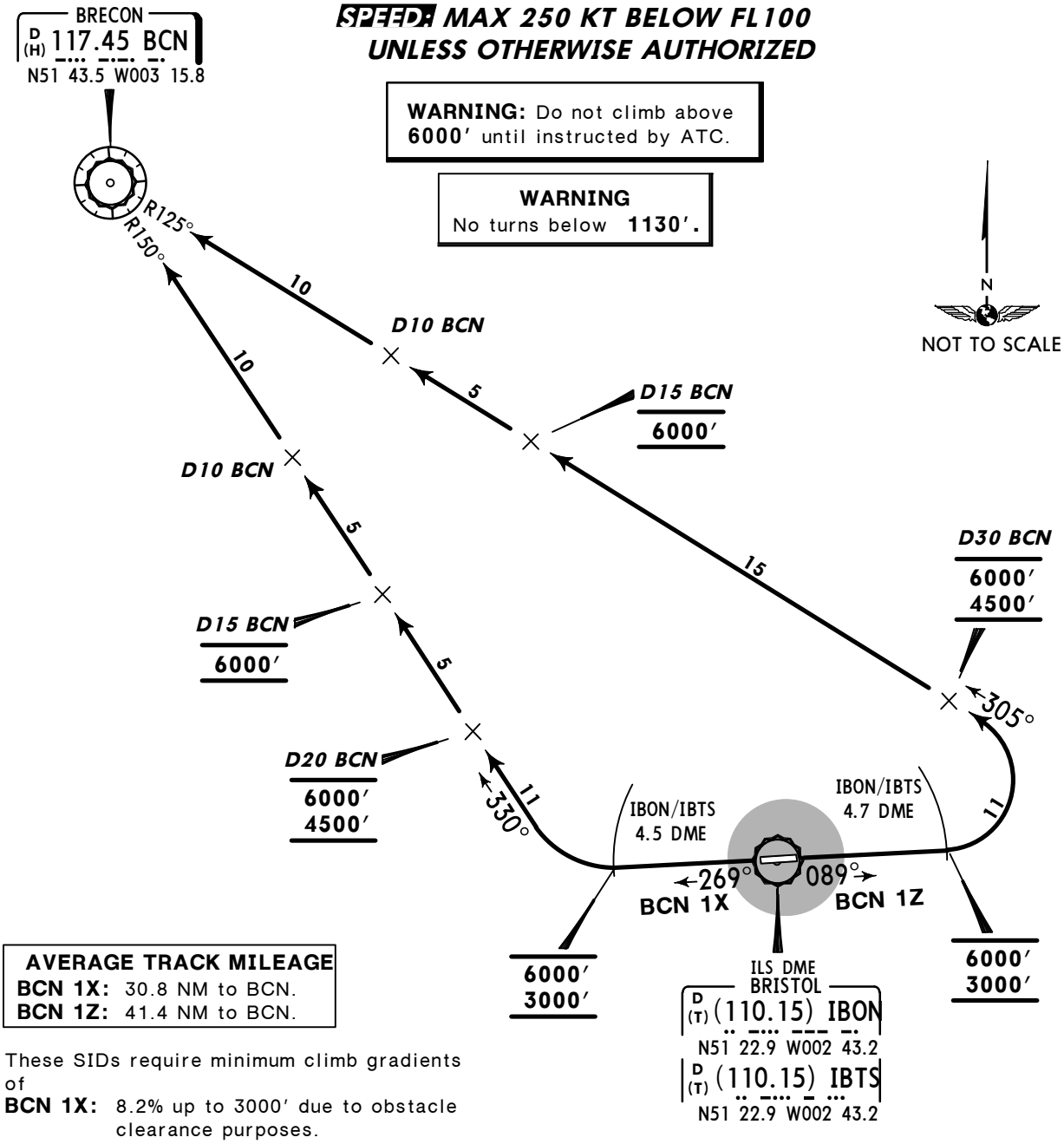
1. SIDs include noise preferential routes.
2. Cruising levels up to FL165 will be allocated by CARDIFF Radar.
3. Cruising levels above FL165 will be allocated enroute by LONDON Control.
4. If unable to maintain climb gradients to achieve FL80 when passing D10 BCN pilots must inform ATC for alternative clearance.

BCN 1X
BCN 1Z
RWYS 27, 09 DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

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

WARNING
No turns below **1130′.**



AVERAGE TRACK MILEAGE
BCN 1X: 30.8 NM to BCN.
BCN 1Z: 41.4 NM to BCN.

These SIDs require minimum climb gradients of
BCN 1X: 8.2% up to 3000′ due to obstacle clearance purposes.
BCN 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
BCN 1X	**27**	Climb straight ahead to cross IBON/IBTS 4.5 DME at or above 3000′ (MAX 6000′), turn RIGHT, intercept BCN R-150 inbound, cross D20 BCN above 4500′ (MAX 6000′), D15 BCN at 6000′, to BCN.
BCN 1Z	**09**	Climb straight ahead to cross IBON/IBTS 4.7 DME at or above 3000′ (MAX 6000′), turn LEFT, intercept BCN R-125 inbound, cross D30 BCN above 4500′ (MAX 6000′), D15 BCN at 6000′, to BCN.

CHANGES: Turn restriction note improved.

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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.

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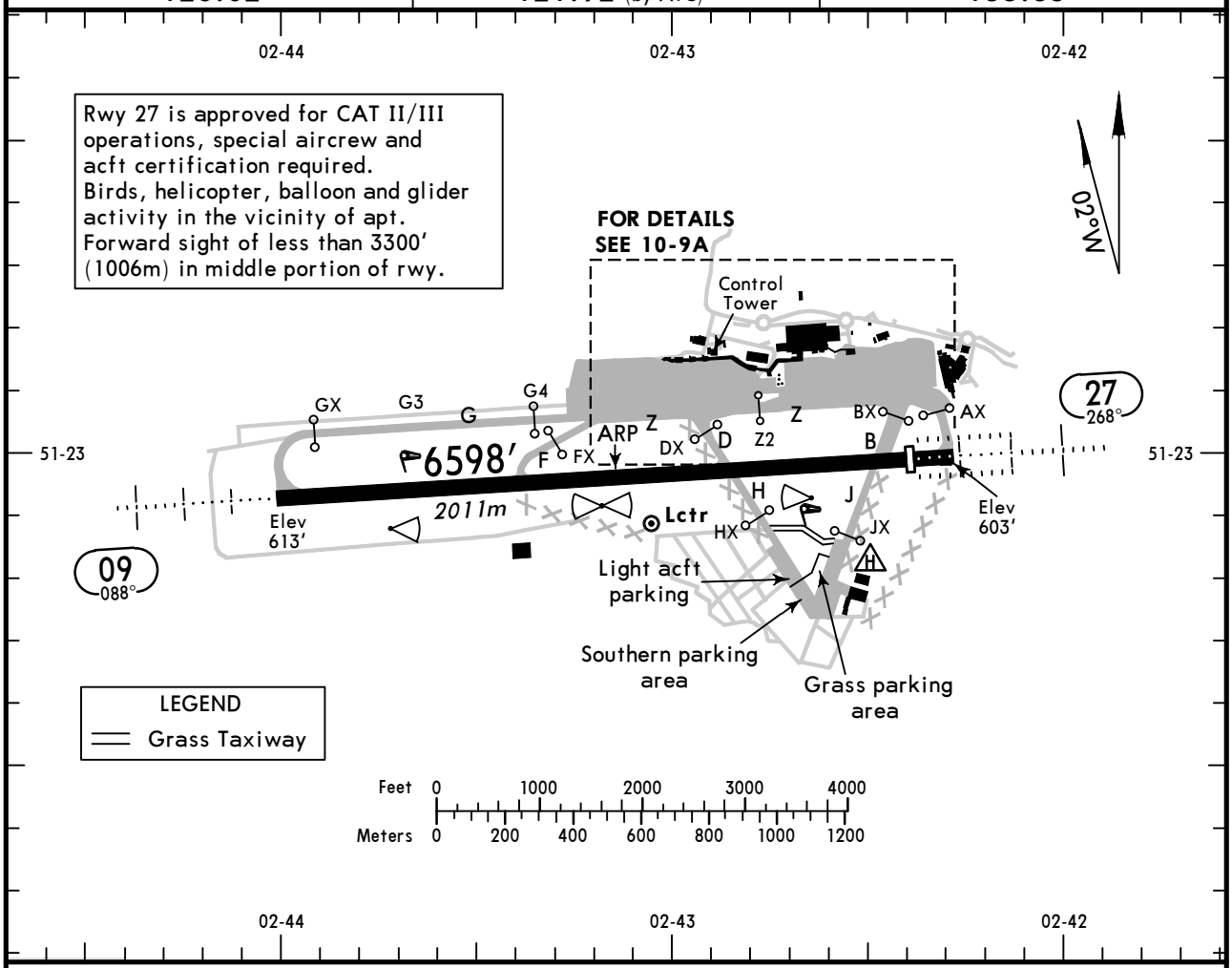
ATIS	BRISTOL Delivery	Tower
126.02	121.92 (by ATC)	133.85



ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
09 ❶	HIRL *(60m)*	CL *(15m)*	HIALS	PAPI-L (3.0°)	RVR	6358′ *1938m*	5325′ *1623m*	❸	148′ *45m*
27	HIRL *(60m)*	CL *(15m)*	HIALS-II	TDZ ❷	RVR	6171′ *1881m*	5137′ *1566m*		

❶ Runway grooved.
❷ PAPI-L (3.0°)
❸ 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 ❶

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

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

CHANGES: Rwy bearings.

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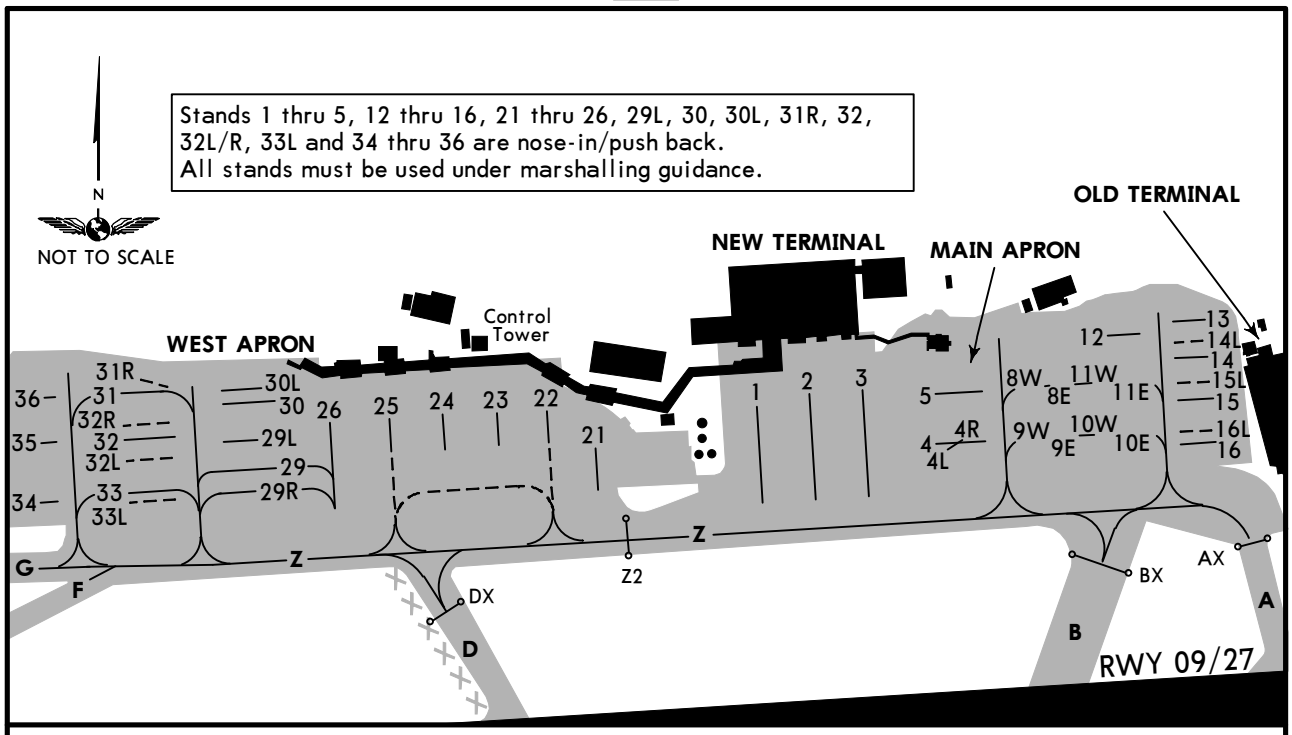

INS COORDINATES

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	32, 33	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: After landing ACFT shall hold and report at holding point GX.

CHANGES: CAT II/III operations.

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STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
09	ILS DME	813′ (200′)	600m / 1000m
	LOC	900′ (287′)	600m / 1000m
	RNAV (LNAV/VNAV)	910′ (297′)	600m / 1000m
	RNAV (LNAV)	920′ (307′)	800m / 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
	RNAV (LNAV/VNAV)	950′ (349′)	800m / 1000m
	RNAV (LNAV)	1000′ (399′)	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.

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BRIEFING STRIP ™

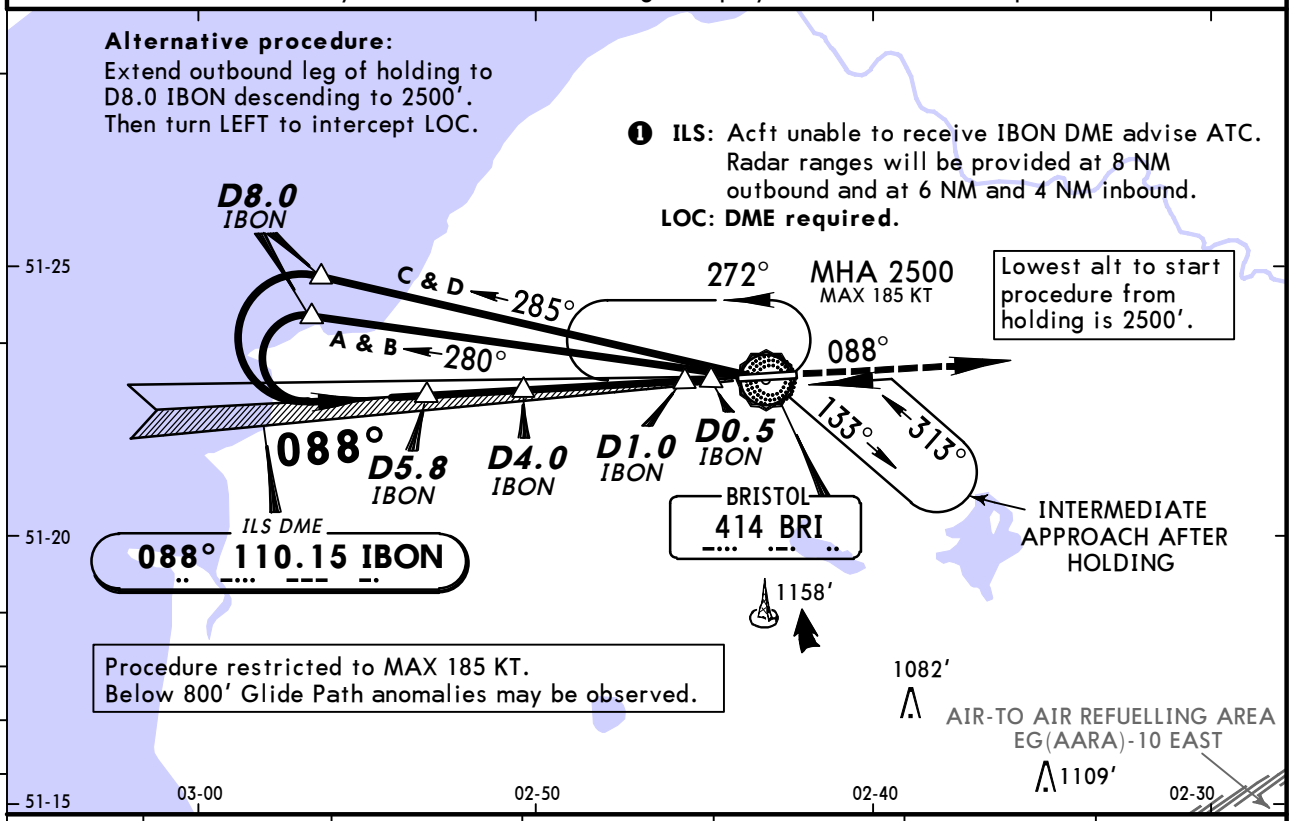
ATIS	BRISTOL Radar	BRISTOL Tower
126.02	136.07 125.65	133.85

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 622′
IBON 110.15	088°	D4.0 IBON 1940′ (1327′)	813′ (200′)	RWY 613′

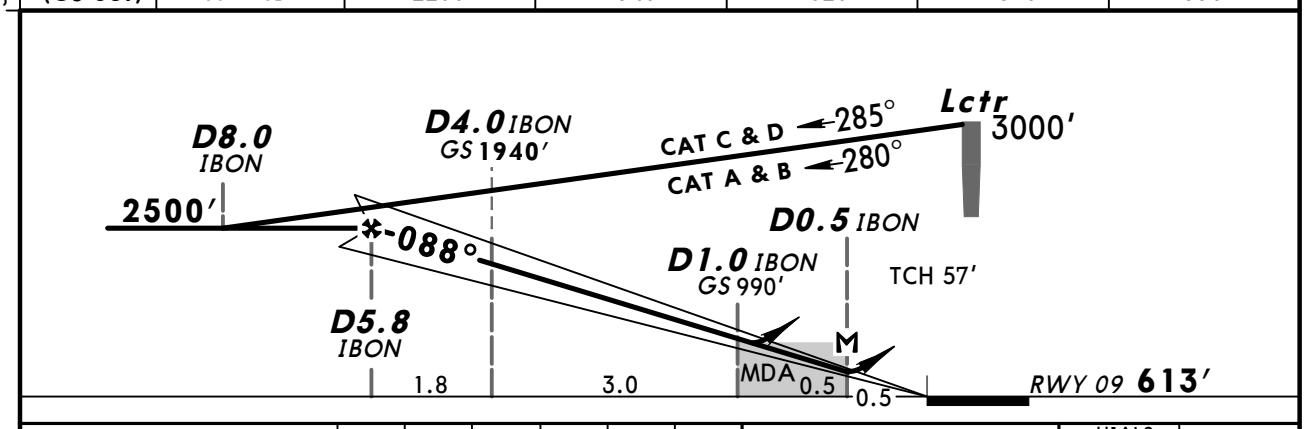
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to D4.0 IBON, then turn RIGHT to Lctr at 3000′.

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.



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
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.5 IBON							

HIALS
PAPI
3000′

Standard STRAIGHT-IN LANDING RWY 09

	ILS DA(H) 813′(200′) FULL/Limited	ILS DA(H) 813′(200′) ALS out	LOC (GS out) CDFA DA/MDA(H) 900′(287′)	LOC (GS out) CDFA DA/MDA(H) 900′(287′) ALS out
A	RVR 750m	RVR 1200m	RVR 900m	RVR 1400m
B				
C				
D				

CIRCLE-TO-LAND
North of rwy 09/27

Max Kts	MDA(H)	VIS	MDA(H)	VIS
100	1050′(428′)	1500m	1050′(428′)	1500m
135	1190′(568′)	1600m	1190′(568′)	1600m
180	1290′(668′)	2400m	1460′(838′)	2400m
205	1330′(708′)	3600m	1560′(938′)	3600m

PANS OPS

CHANGES: Final bearing. Circling minimums.

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BRIEFING STRIP ™

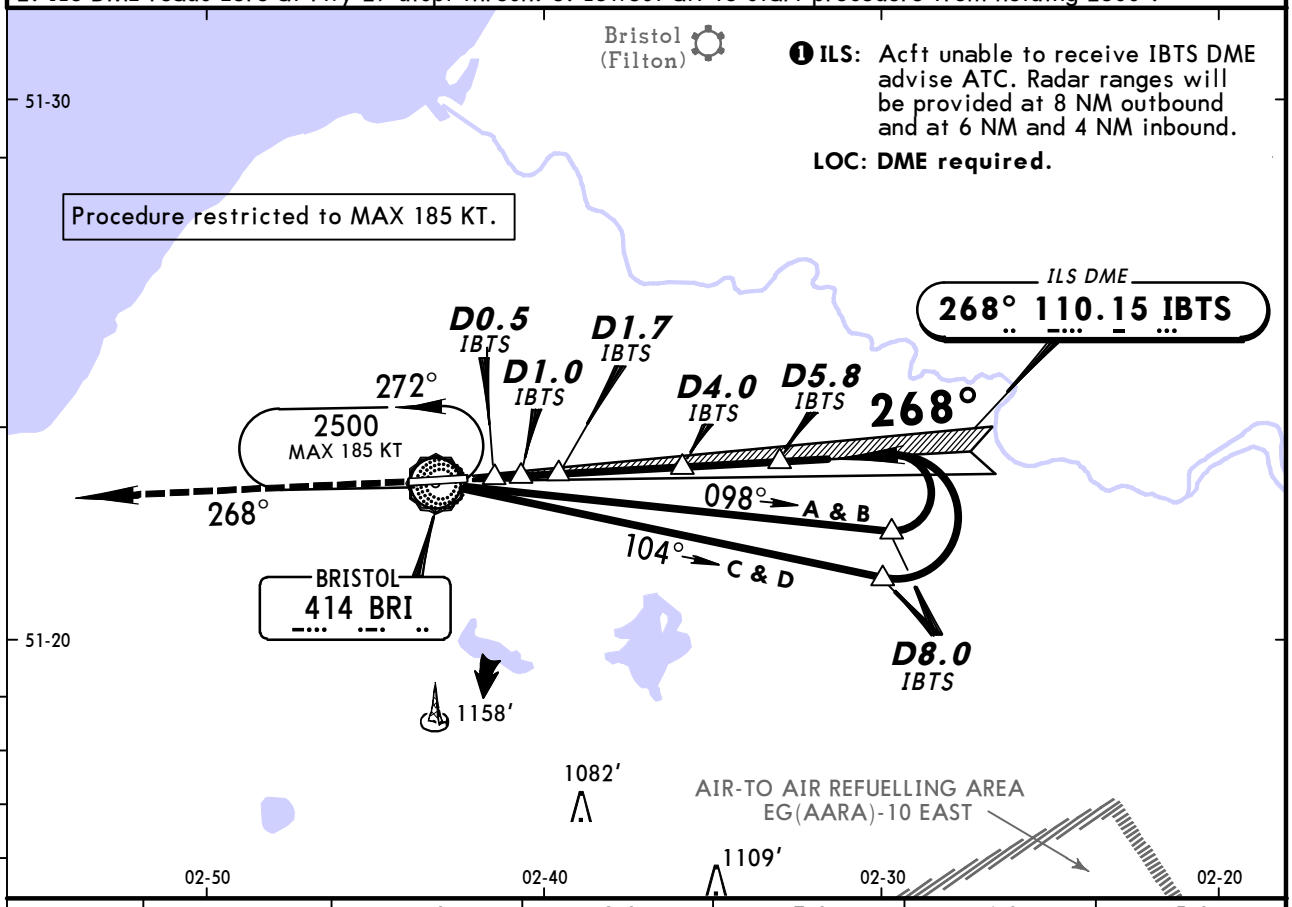
ATIS	BRISTOL Radar	BRISTOL Tower
126.02	136.07 125.65	133.85

LOC IBTS	Final Apch Crs	GS D4.0 IBTS	ILS DA(H)	Apt Elev 622′
110.15	268°	1920′ (1319′)	801′ (200′)	RWY 601′

MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to D4.0 IBTS, then turn RIGHT to Lctr at 3000′.

180° 2200′ 270° 3000′
MSA BRI Lctr

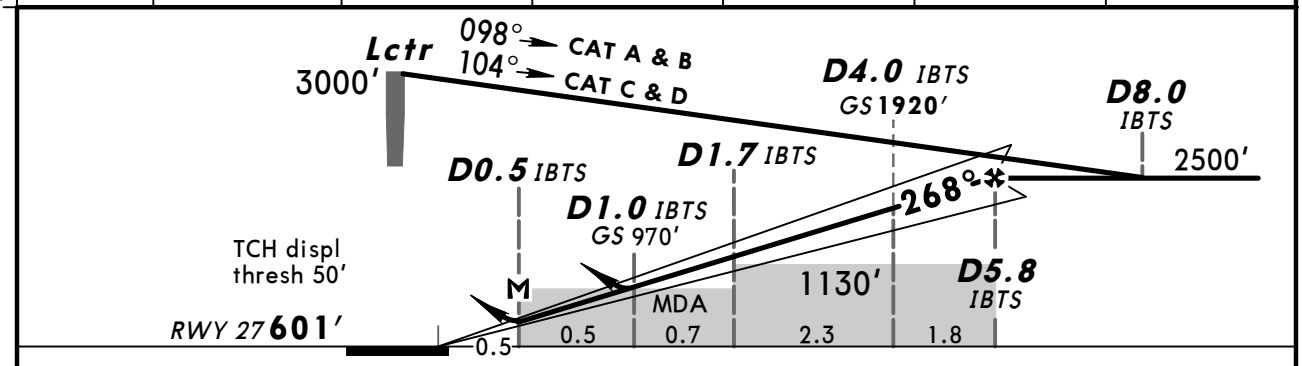
Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 6000′
1. CAUTION: Pilots may experience windshear/turbulence, especially if the wind is strong Westerly.
2. ILS DME reads zero at rwy 27 displ thresh. 3. Lowest alt to start procedure from holding 2500′.



❶ **ILS:** Acft unable to receive IBTS 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)	IBTS DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE	970′	1290′	1610′	1920′	2240′



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

HIALS-II
PAPI
3000′

Standard STRAIGHT-IN LANDING RWY 27

	ILS DA(H) 801′ (200′) FULL/Limited	ILS DA(H) 801′ (200′) ALS out	LOC (GS out) CDFA DA/MDA(H) 910′ (309′)	LOC (GS out) CDFA DA/MDA(H) 910′ (309′) ALS out
A	RVR 750m	RVR 1200m	RVR 1000m	RVR 1400m
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	North of rwy 09/27 MDA(H) VIS	MDA(H) VIS
100	1050′ (428′) 1500m	1050′ (428′) 1500m
135	1190′ (568′) 1600m	1190′ (568′) 1600m
180	1290′ (668′) 2400m	1460′ (838′) 2400m
205	1330′ (708′) 3600m	1560′ (938′) 3600m

PANS OPS

CHANGES: Proc bearings. Circling minimums.

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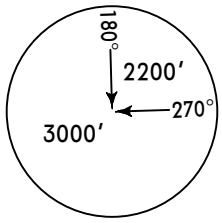
BRIEFING STRIP ™

ATIS	BRISTOL Radar		BRISTOL Tower
126.02	136.07	125.65	133.85

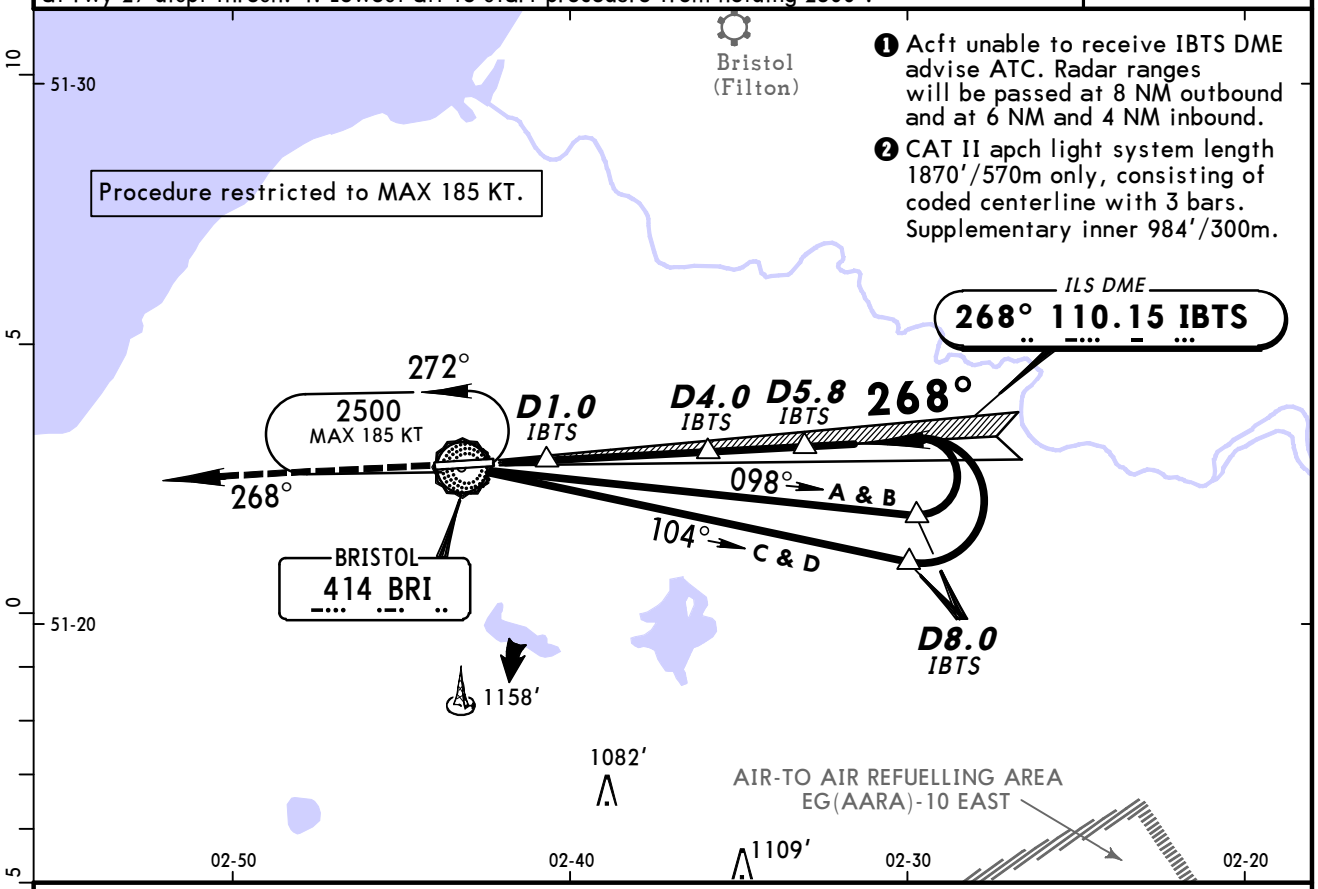
LOC IBTS	Final Apch Crs	GS D4.0 IBTS	CAT II & IIIA ILS	Apt Elev 622′
110.15	268°	1920′ (1319′)	Refer to Minimums	RWY 601′

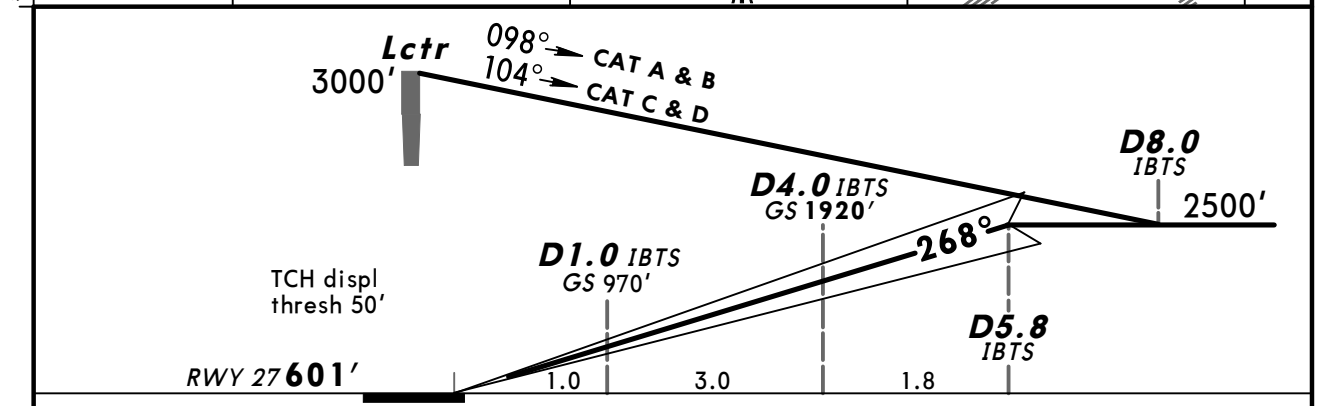
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to D4.0 IBTS, then turn RIGHT to Lctr at 3000′.

Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 6000′
1. Special Aircrew & Acft Certification Required. 2. CAUTION: Pilots may experience windshear/turbulence, especially if the wind is strong Westerly. 3. ILS DME reads zero at rwy 27 displ thresh. 4. Lowest alt to start procedure from holding 2500′.



MSA BRI Lctr





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II
PAPI
3000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 27

CAT IIIA	CAT II ILS
DH 50′	ABCD RA 99′ DA(H) 701′ (100′)
RVR 200m	RVR 300m ❶

❶ Operators applying U.S. Ops Specs: CAT III authorization required below RVR 350m.

CHANGES: Proc bearings.

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BRIEFING STRIP ™

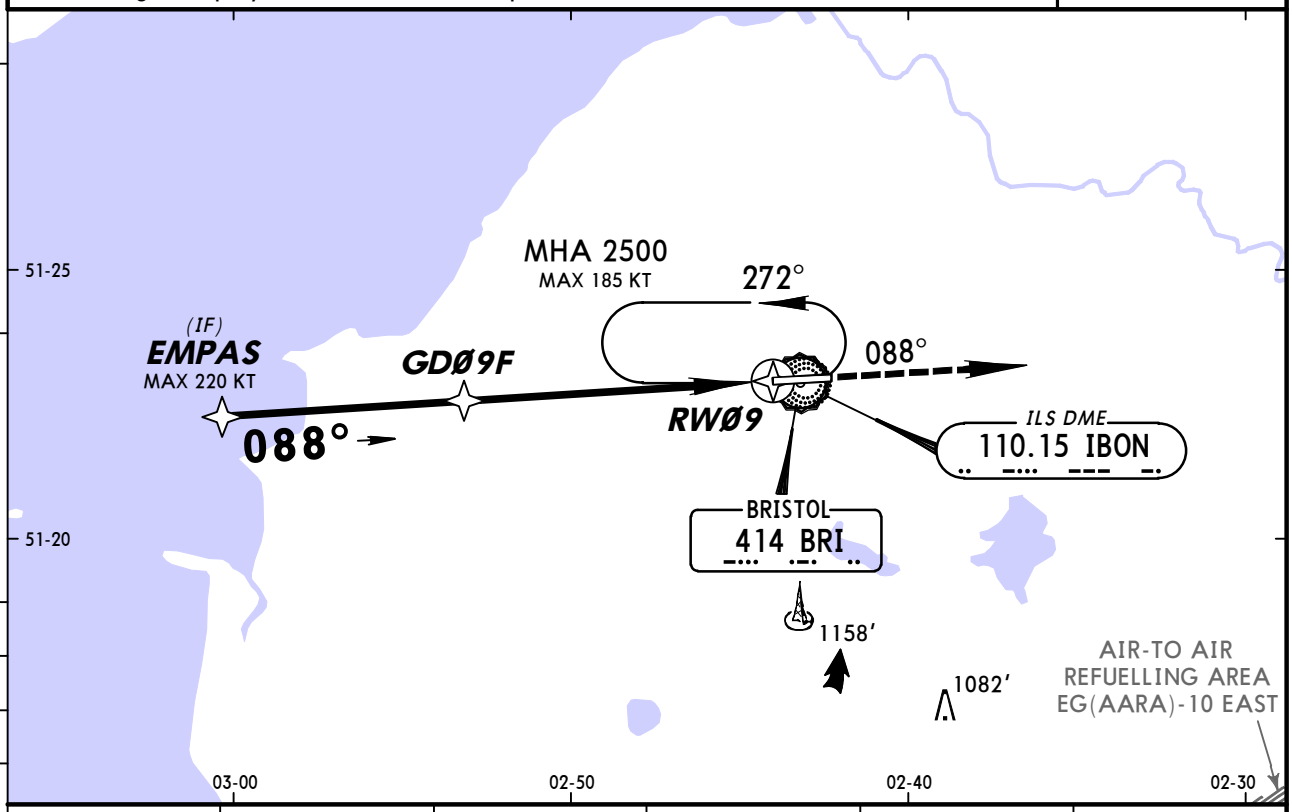
ATIS	BRISTOL Radar	BRISTOL Tower
126.02	136.07 125.65	133.85

RNAV	Final Apch Crs	Procedure Alt GDØ9F	LNAV/VNAV DA(H)	Apt Elev 622′
	088°	2500′ (1887′)	910′ (297′)	RWY 613′

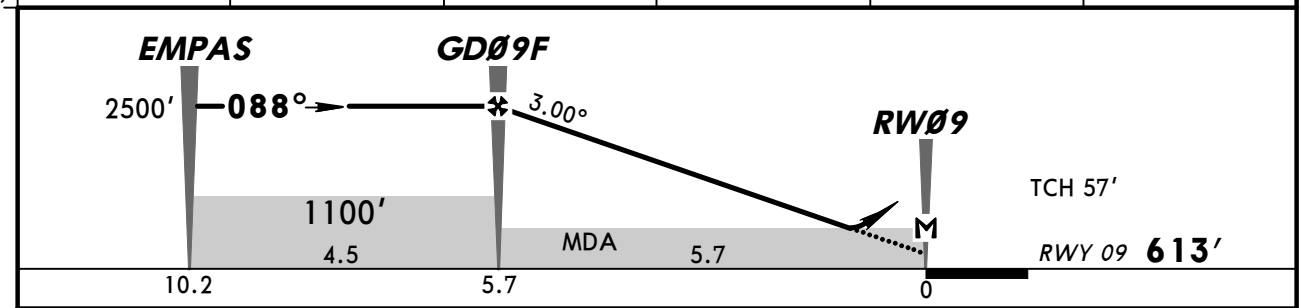
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD. Revert to convetional navigation. At D4.0 IBON turn RIGHT to Lctr at 3000′.

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. Pilots should request RNAV approach on first contact with Radar. 3. Minimum temperature -10°C. 4. ILS DME reads zero at rwy 09 thresh. 5. Laser light display 10.5 NM WSW of airport.

3000′
MSA ARP



DIST to RWØ9	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2270′	1950′	1630′	1310′	990′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ9							

HIALS
PAPI
3000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **09**

	LNAV/VNAV DA(H) 910′ (297′)	ALS out	LNAV CDFA DA/MDA(H) 920′ (307′)	ALS out
A	RVR 900m	RVR 1400m	RVR 1000m	RVR 1400m
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	North of rwy 09/27 MDA(H) VIS	MDA(H) VIS
100	1050′ (428′) 1500m	1050′ (428′) 1500m
135	1190′ (568′) 1600m	1190′ (568′) 1600m
180	1290′ (668′) 2400m	1460′ (838′) 2400m
205	1330′ (708′) 3600m	1560′ (938′) 3600m

CHANGES: New procedure.

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BRIEFING STRIP

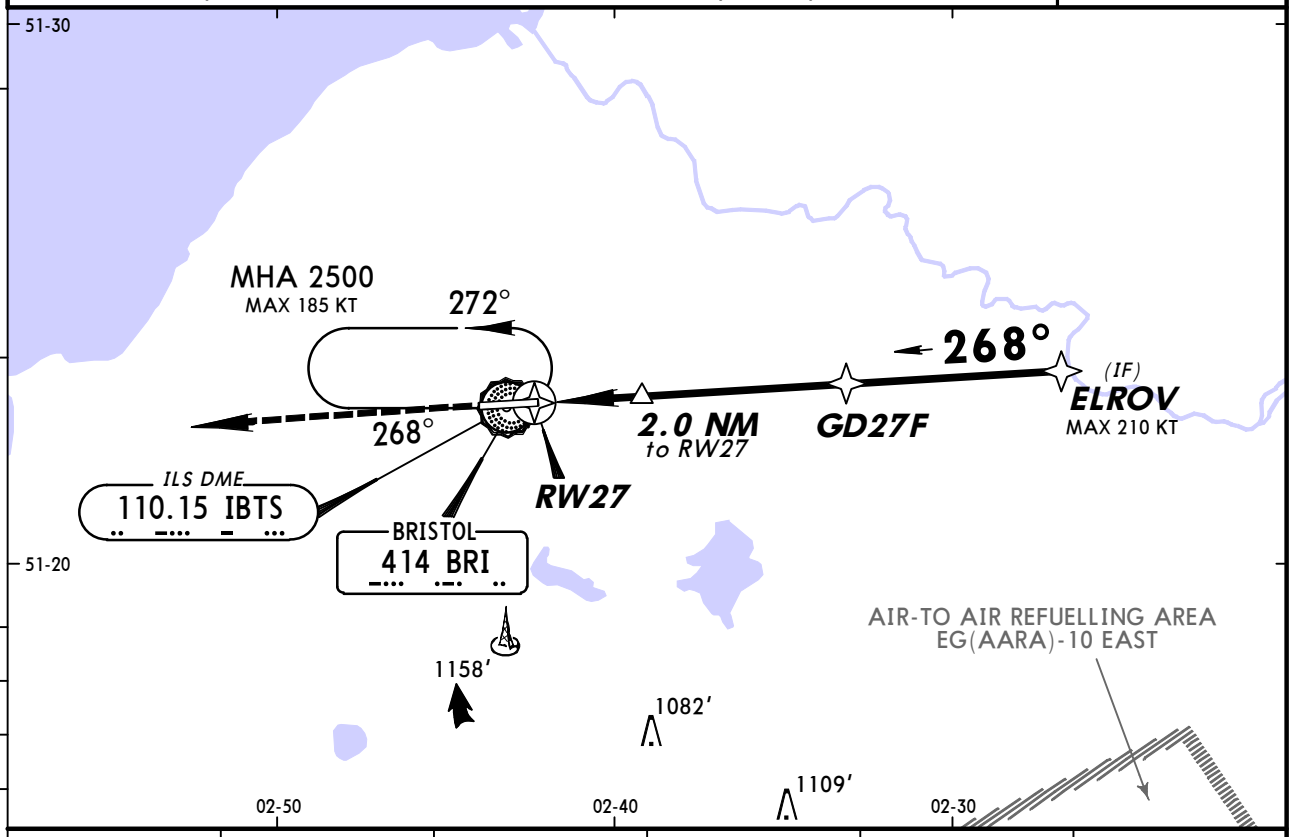
ATIS	BRISTOL Radar	BRISTOL Tower
126.02	136.07 125.65	133.85

RNAV	Final Apch Crs	Procedure Alt GD27F	LNAV/VNAV DA(H)	Apt Elev 622′
	268°	2500′ (1899′)	950′ (349′)	RWY 601′

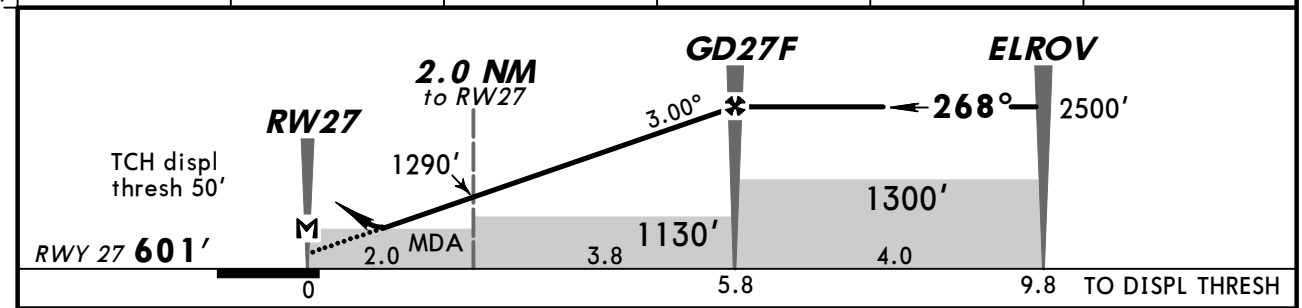
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD. Revert to convetional navigation. At D4.0 IBTS turn RIGHT to Lctr at 3000′.

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 Westerly. 2. Pilots should request RNAV approach on first contact with Radar. 3. Minimum temperature -10°C. 4. ILS DME reads zero at rwy 27 displ thresh.

3000′
MSA ARP



DIST to RW27	1.0	2.0	3.0	4.0	5.0
ALTITUDE	970′	1290′	1610′	1930′	2250′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW27							

HIALS-II
PAPI
3000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 27

	LNAV/VNAV DA(H) 950′ (349′)		LNAV CDFA DA/MDA(H) 1000′ (399′)	
		ALS out		ALS out
A	RVR 1200m	RVR 1500m	RVR 1400m	RVR 1500m
B				
C		RVR 1600m		RVR 1800m
D				

CIRCLE-TO-LAND

Max Kts	North of rwy 09/27 MDA(H) VIS	MDA(H) VIS
100	1050′ (428′) 1500m	1050′ (428′) 1500m
135	1190′ (568′) 1600m	1190′ (568′) 1600m
180	1290′ (668′) 2400m	1460′ (838′) 2400m
205	1330′ (708′) 3600m	1560′ (938′) 3600m

CHANGES: New procedure.

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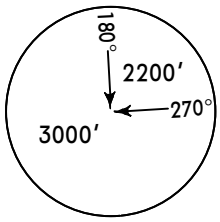
ATIS	BRISTOL Radar		BRISTOL Tower
126.02	136.07	125.65	133.85

BRIEFING STRIP ™

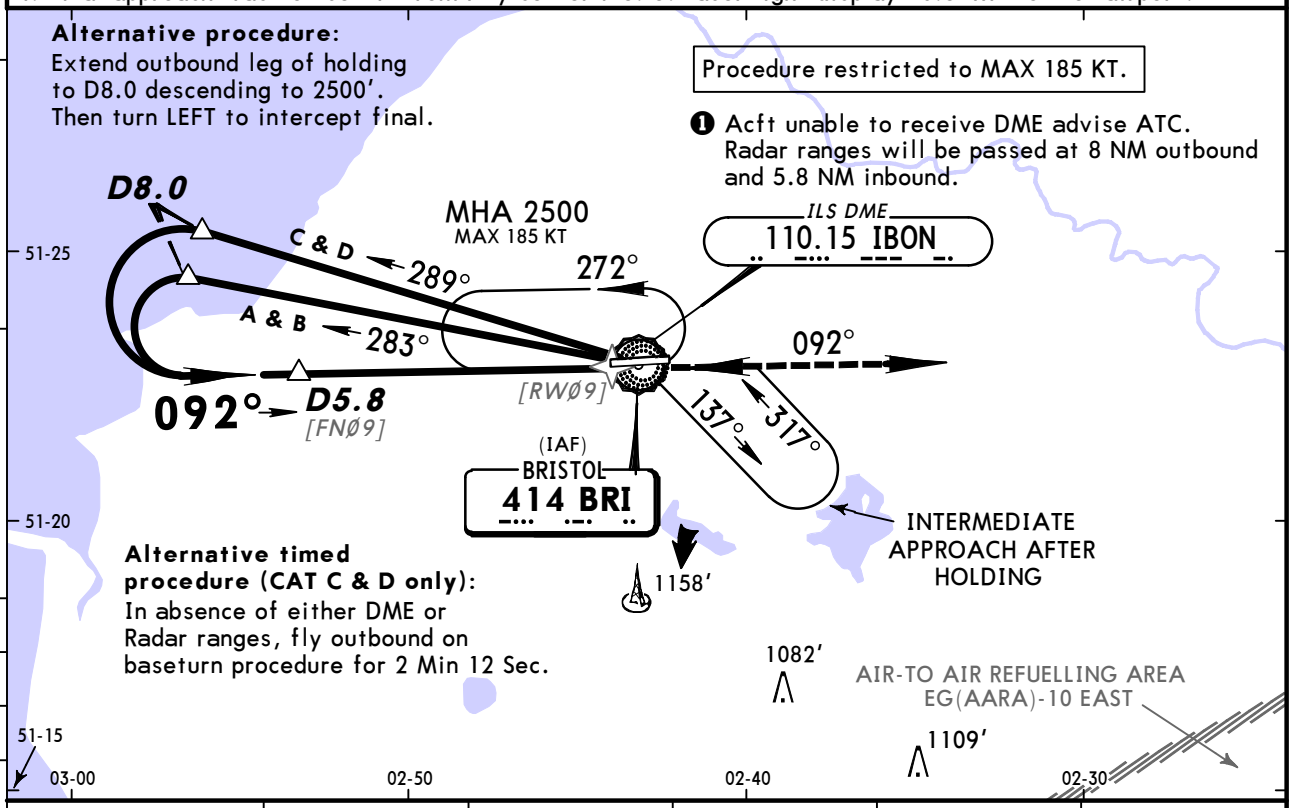
Lctr	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 622′
BRI 414	092°	D5.8 2500′ (1887′)	(CONDITIONAL) 920′ (307′)	RWY 613′

MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to D4.0, then turn RIGHT to Lctr at 3000′.

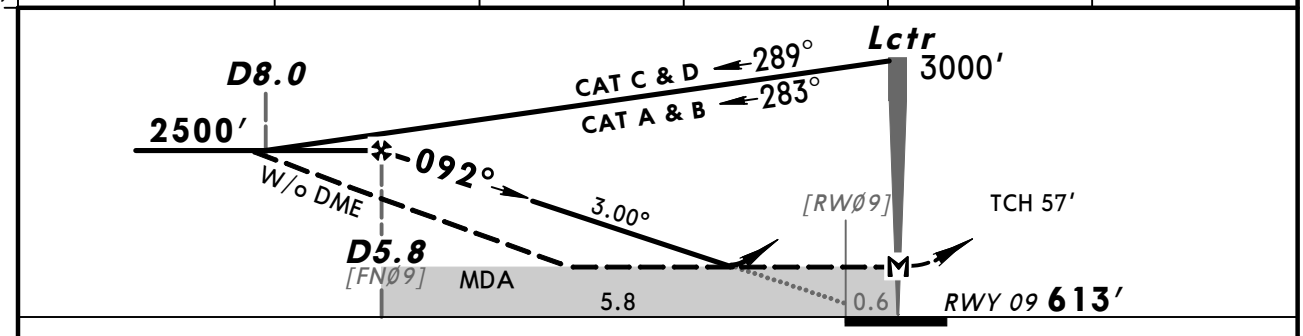


MSA BRI Lctr

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. Lowest alt to start procedure from holding is 2500′.
4. Final approach track offset 4° from rwy centerline. 5. Laser light display 10.5NM WSW of airport.



IBON DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2260′	1940′	1620′	1300′	980′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at Lctr							

HIALS
PAPI
3000′

Standard STRAIGHT-IN LANDING RWY **09**

	With DME or RADAR CDFA DA/MDA(H) 920′ (307′)		W/o DME or RADAR non-CDFA MDA(H) 1000′ (387′)	
		ALS out		ALS out
A	RVR 1000m	RVR 1400m	NA	
B				
C			RVR 1800m	CMV 2200m
D				

CIRCLE-TO-LAND

Max Kts	North of rwy 09/27 MDA(H)	VIS	MDA(H)	VIS
100	1050′ (428′)	1500m	1050′ (428′)	1500m
135	1190′ (568′)	1600m	1190′ (568′)	1600m
180	1290′ (668′)	2400m	1460′ (838′)	2400m
205	1330′ (708′)	3600m	1560′ (938′)	3600m

PANS OPS

CHANGES: Circling minimums.

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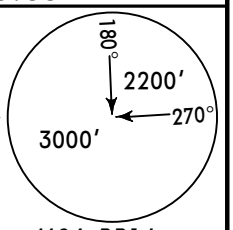
BRIEFING STRIP ™

ATIS	BRISTOL Radar	BRISTOL Tower
126.02	136.07 125.65	133.85

Lctr	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 622′
BRI 414	265°	D5.8 2500′ (1899′)	(CONDITIONAL) 960′ (359′)	RWY 601′

MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.

MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to D4.0, then turn RIGHT to Lctr at 3000′.



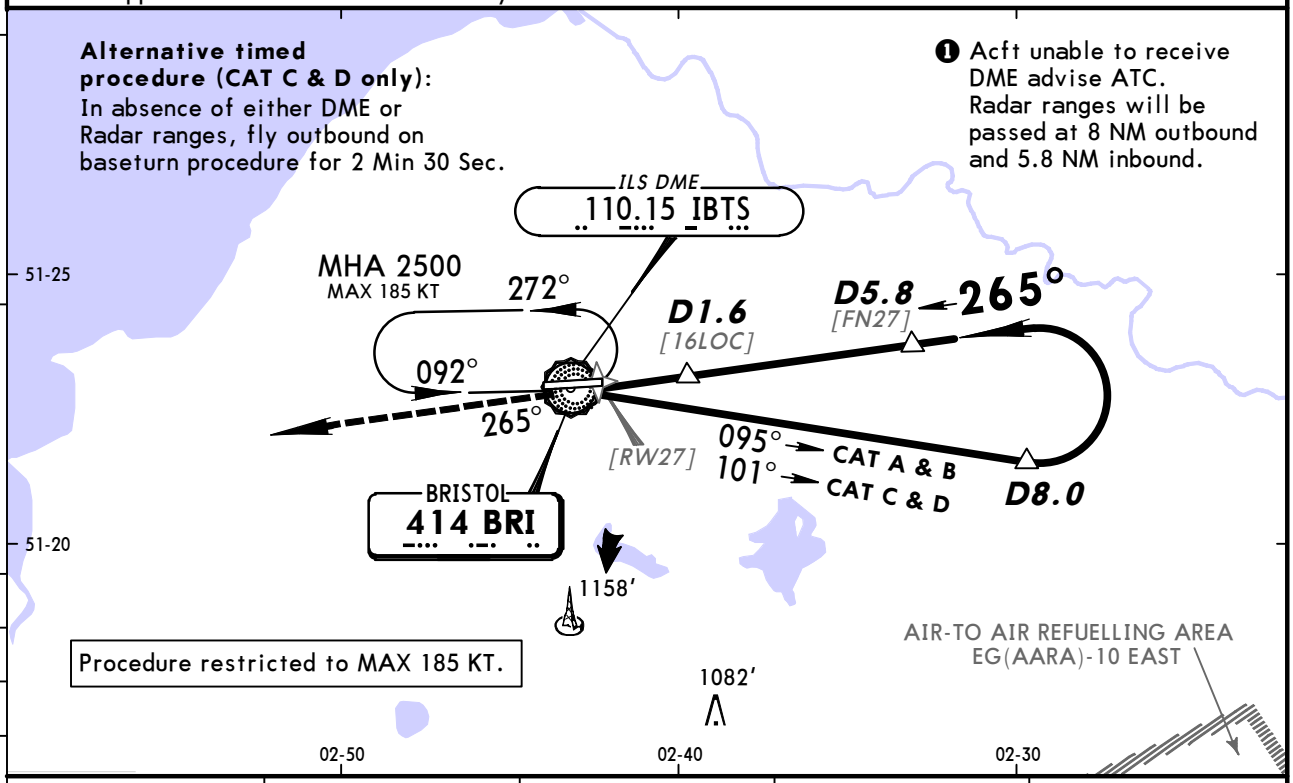
MSA BRI Lctr

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 Westerly.
2. ILS DME reads zero at rwy 27 displ thresh. 3. Lowest alt to start procedure from holding is 2500′.
4. Final approach track offset 3° from rwy centerline.

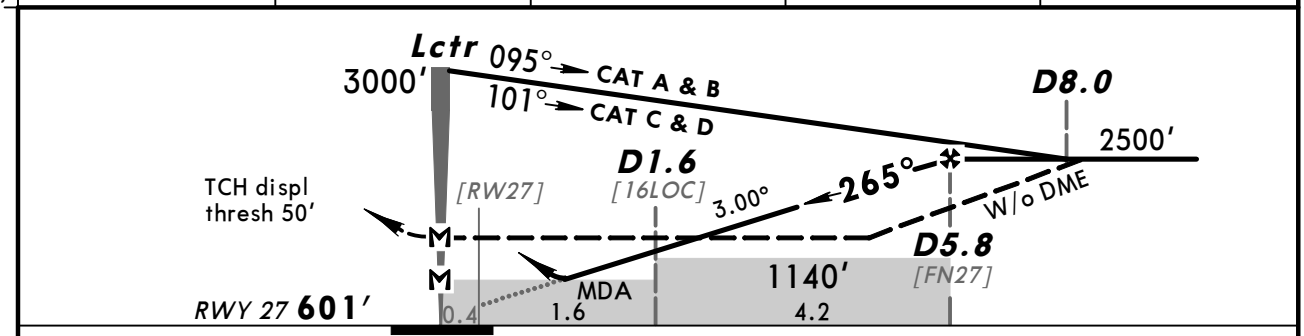
Alternative timed procedure (CAT C & D only):
In absence of either DME or Radar ranges, fly outbound on baseturn procedure for 2 Min 30 Sec.

❶ Acft unable to receive DME advise ATC. Radar ranges will be passed at 8 NM outbound and 5.8 NM inbound.



Procedure restricted to MAX 185 KT.

IBTS DME	2.0	3.0	4.0	5.0
ALTITUDE	1290′	1610′	1930′	2250′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	649
MAP at Lctr							

HIALS-II
PAPI
3000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 27

	With DME or RADAR CDFA DA/MDA(H) 960′(359′)		W/o DME or RADAR non-CDFA MDA(H) 1240′ (639′)	
		ALS out		ALS out
A	RVR 1200m	RVR 1500m	NA	
B				
C		RVR 1600m	CMV 2900m	CMV 3300m
D				

CIRCLE-TO-LAND

North of rwy 09/27

Max Kts	MDA(H)	VIS	MDA(H)	VIS
100	❶ 1050′(428′)	1500m	❶ 1050′(428′)	1500m
135	❶ 1190′(568′)	1600m	❶ 1190′(568′)	1600m
180	1290′(668′)	2400m ❷	1460′(838′)	2400m ❷
205	1330′(708′)	3600m	1560′(938′)	3600m

❶ After apch w/o DME or RADAR: MDA(H) 1270′(648′). ❷ After apch w/o DME or RADAR: VIS 3300m.

CHANGES: Cirlcing minimums.

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BRIEFING STRIP TM

ATIS	BRISTOL Radar	BRISTOL Tower
126.02	136.07 125.65	133.85

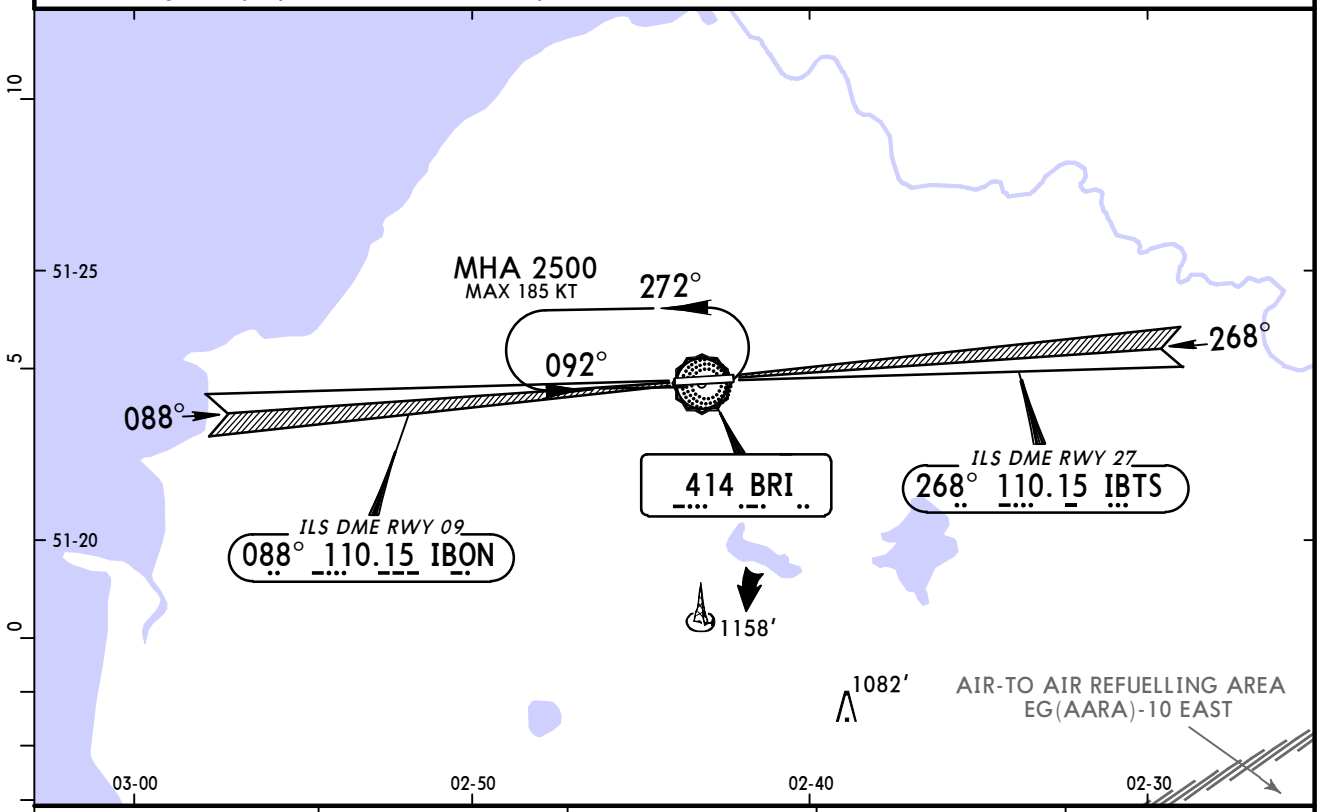
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 622′ RWY 09 613′ RWY 27 601′

180° 2200′ 270° 3000′
MSA BRI Lctr

MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to D4.0 IBON (Rwy 09) or D4.0 IBTS (Rwy 27), then turn RIGHT to Lctr at 3000′.

Alt Set: hPa Apt Elev: 23 hPa Trans level: By ATC Trans alt: 6000′

1. CAUTION: Pilots may experience windshear/turbulence, especially if the wind is strong Southeasterly (RWY 09) or Westerly (RWY 27). 2. ILS DME reads zero at rwy 09 thresh and at 27 displ thresh.
3. Laser light display 10.5 NM WSW of airport.



RADAR FIX		5.0	4.0	3.0	2.0
RWY 09	ALTITUDE	2200′	1880′	1570′	1250′
RWY 27	ALTITUDE	2200′	1880′	1560′	1240′

Minimum Alt/NM		5.0 FAF
SRA 09	TMN 2.0 NM	2200′
SRA 27	TMN 2.0 NM	2200′

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
SRA 09: MAP at 1 NM from touchdown or TMN 2 to MAP	1.0	0:51	0:40	0:36	0:30	0:26	0:23
SRA 27: MAP at 2 NM from touchdown							

Lighting - Refer to Airport Chart

3000′

PANS OPS

Standard STRAIGHT-IN LANDING

	SRA 09 CDFA DA/MDA(H) 970′ (357′)		SRA 27 CDFA DA/MDA(H) 1240′ (639′)	
		ALS out		ALS out
A	RVR 1200m	RVR 1500m	RVR 1500m	
B				
C		RVR 1600m	CMV 2400m	
D				

CIRCLE-TO-LAND

Max Kts	North of rwy 09/27 MDA(H) VIS	MDA(H) VIS
100	[1] 1050′ (428′) 1500m	[1] 1050′ (428′) 1500m
135	[1] 1190′ (568′) 1600m	[1] 1190′ (568′) 1600m
180	1290′ (668′) 2400m	1460′ (838′) 2400m
205	1330′ (708′) 3600m	1560′ (938′) 3600m

[1] After SRA 27 apch: MDA(H) 1270′(648′).

CHANGES: Minimums.

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Chart changes since cycle 12-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BRISTOL, (BRISTOL - EGGD)				
REV	RADAR MNM ALTS	10-1R	13 Jun 2014	

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EGGD