

List of pages in this Trip Kit

Trip Kit Index

Airport Information For EGGD

Terminal Charts For EGGD

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: BRISTOL GBR
ICAO/IATA: EGGD / BRS
Lat/Long: N51° 22.96', W002° 43.15'
Elevation: 622 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
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: 0813 Z
Sunset: 1623 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

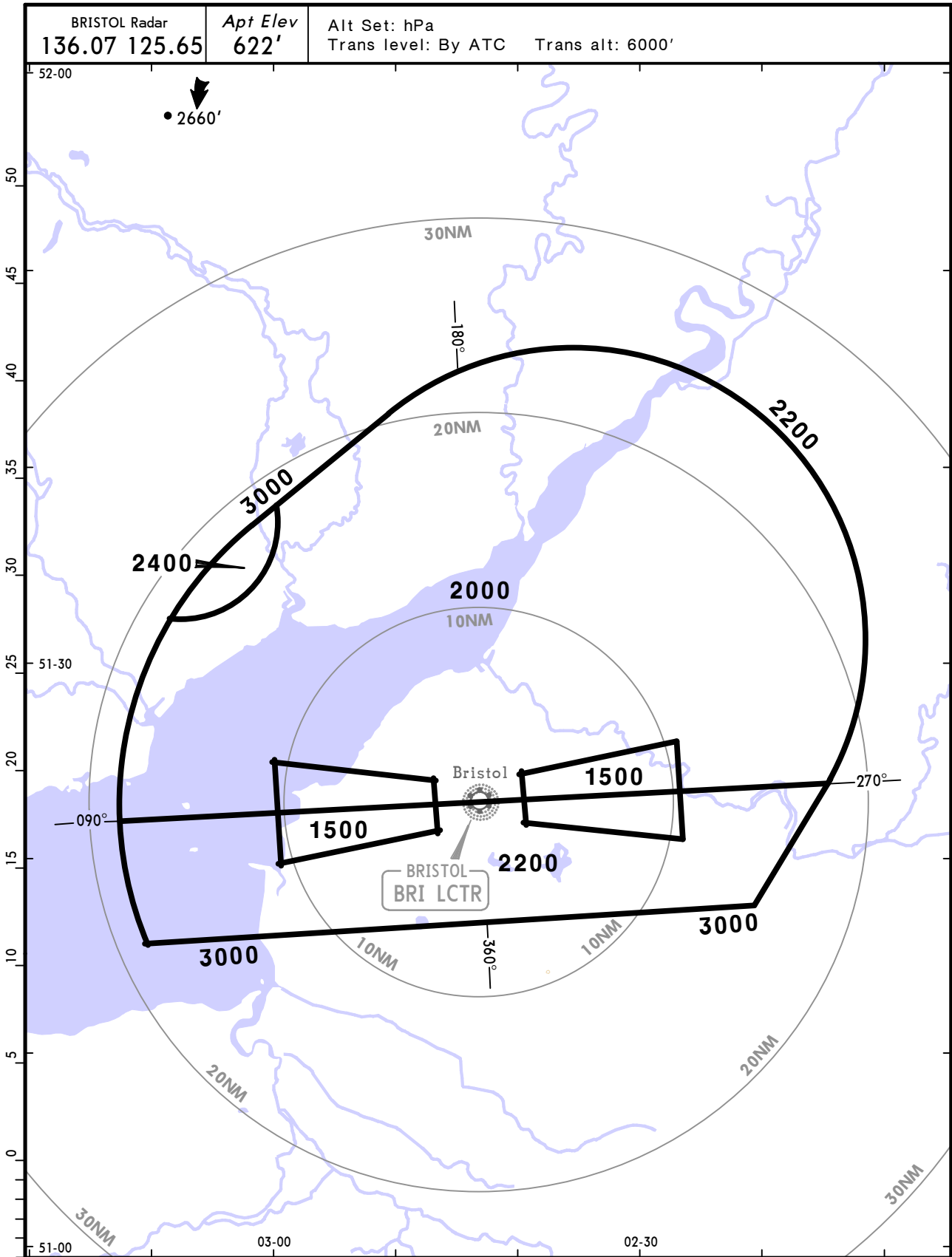
Communication Information

ATIS: 126.025
Bristol Tower: 133.850
Bristol Delivery Tower: 121.925
Bristol Radar: 136.075
Bristol Radar: 125.650

EGGD/BRS
BRISTOL

JEPPESSEN
13 JUN 14 10-1R

BRISTOL, UK
RADAR MINIMUM ALTITUDES



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 and - 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 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.

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7 NOV 14 10-2

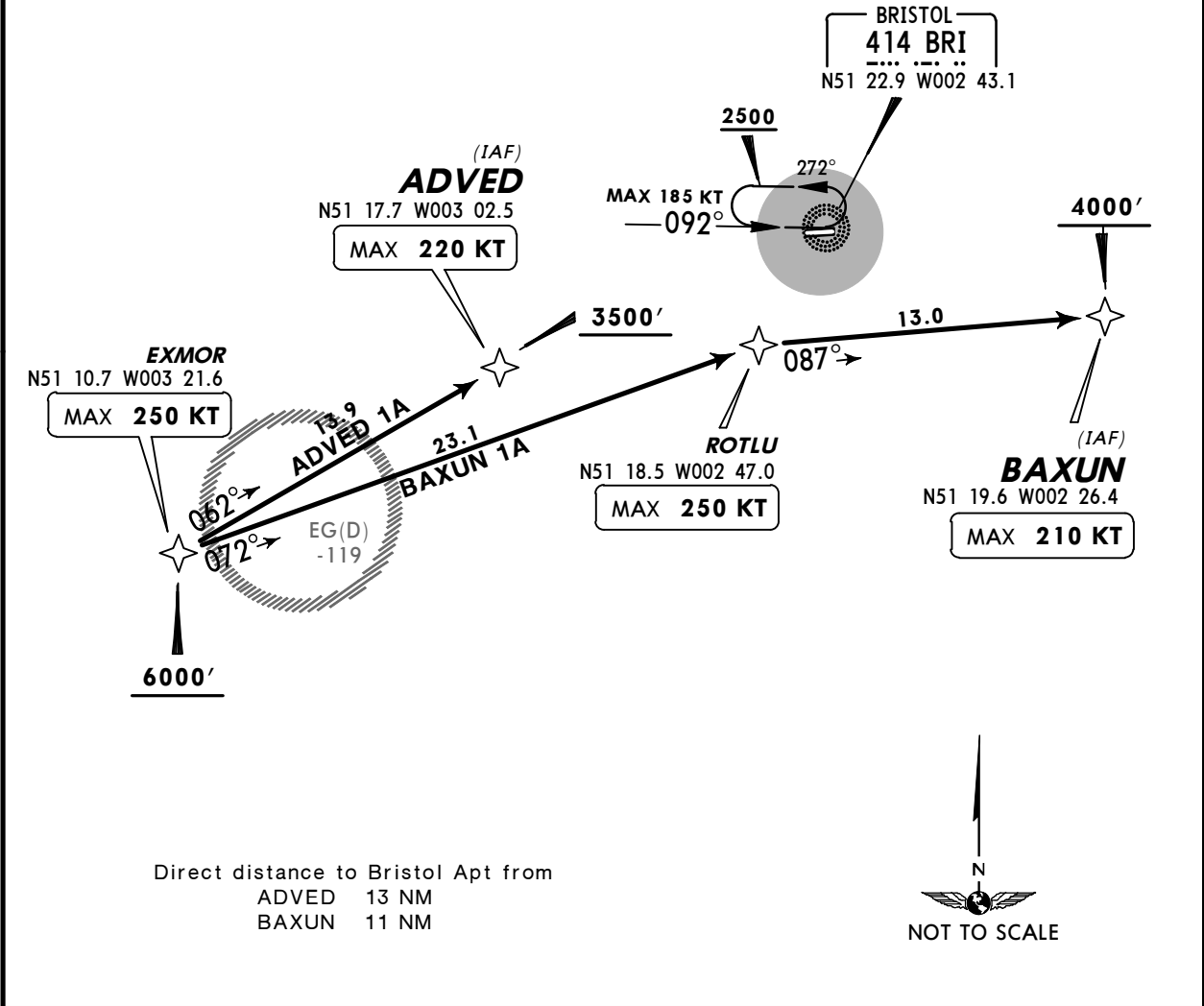
BRISTOL, UK
RNAV STAR

ATIS 126.025	CARDIFF Radar (APP) 125.85	Apt Elev 622'	Alt Set: hPa Trans level: By ATC Trans alt: 6000' 1. Pilots should 'Request STAR via EXMOR' on first contact with CARDIFF Radar/NORTHBOUND pilots between 2300-0600LT should make this request with LONDON Control. 2. 117.45 BCN and 112.05 BHD are critical nav aids for DME/DME procedures.
	LONDON Control 126.075		

ADVED 1A [ADVE1A]
BAXUN 1A [BAXU1A]
RWYS 09, 27 RNAV ARRIVALS
RNAV 1 (DME/DME OR GNSS)

CAUTION
When EG(D)-119 is active, ATC will assign levels that avoid infringement of EG(D)-119.

DESCENT PLANNING
Procedure charted restrictions are 'at or above' to enable planning for a continuous descent, but actual descent clearance will be as directed by ATC.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.



STAR	RWY	ROUTING
ADVED 1A	09	EXMOR - ADVED.
BAXUN 1A	27	EXMOR - ROTLU - BAXUN.

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27 SEP 13 10-3

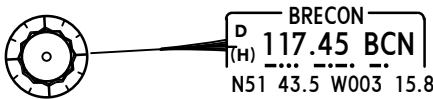
BRISTOL, UK
SID

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

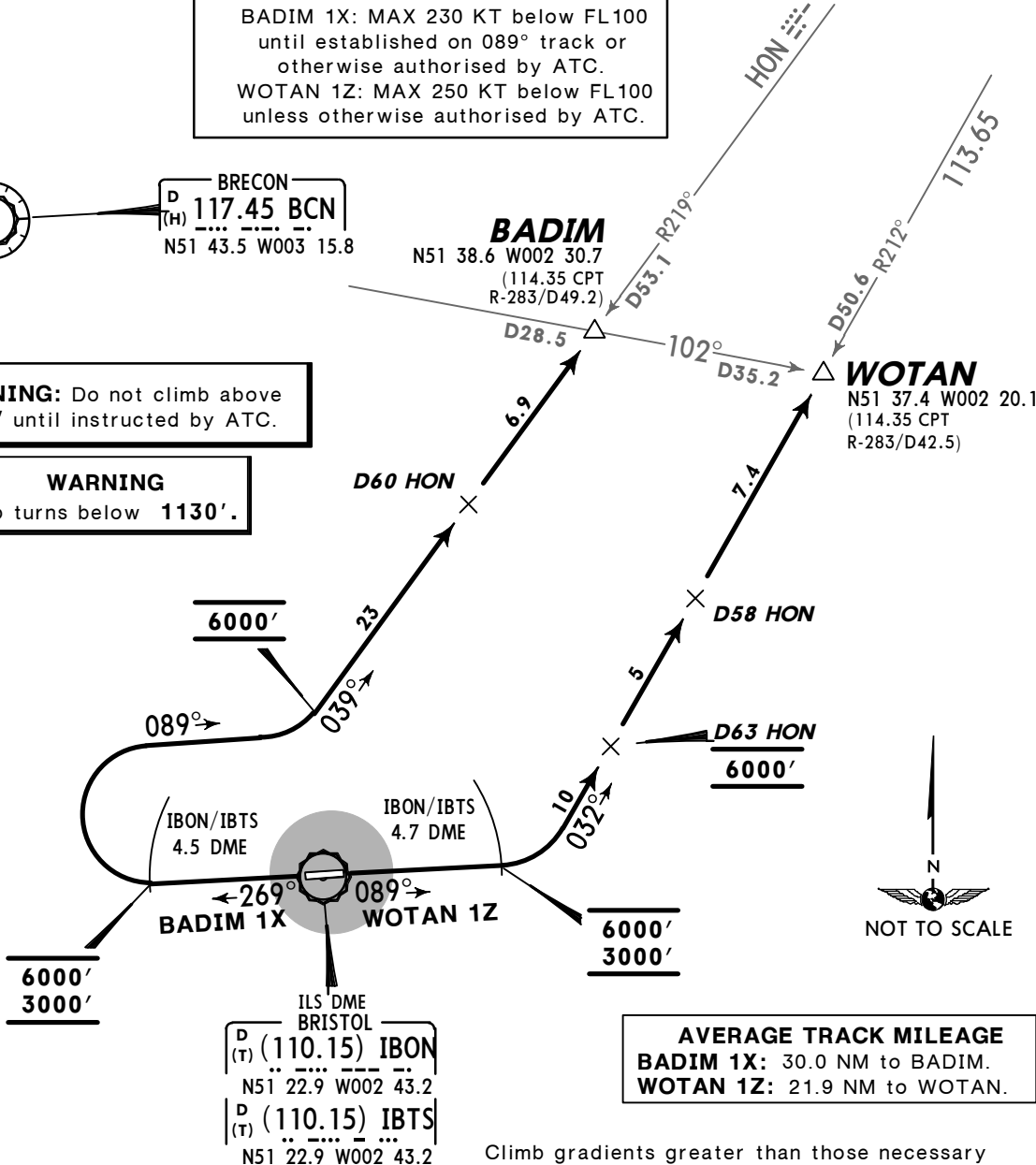
SPEED RESTRICTION

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.



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

WARNING
No turns below 1130'.



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.

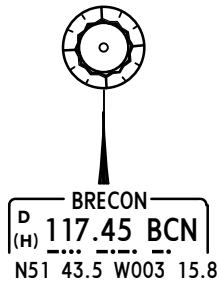
EGGD/BRIS
BRISTOL

JEPPESSEN
27 SEP 13 10-3A

BRISTOL, UK
SID

BRISTOL Radar 136.07	LONDON Control 126.07	<i>Apt Elev</i> 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			

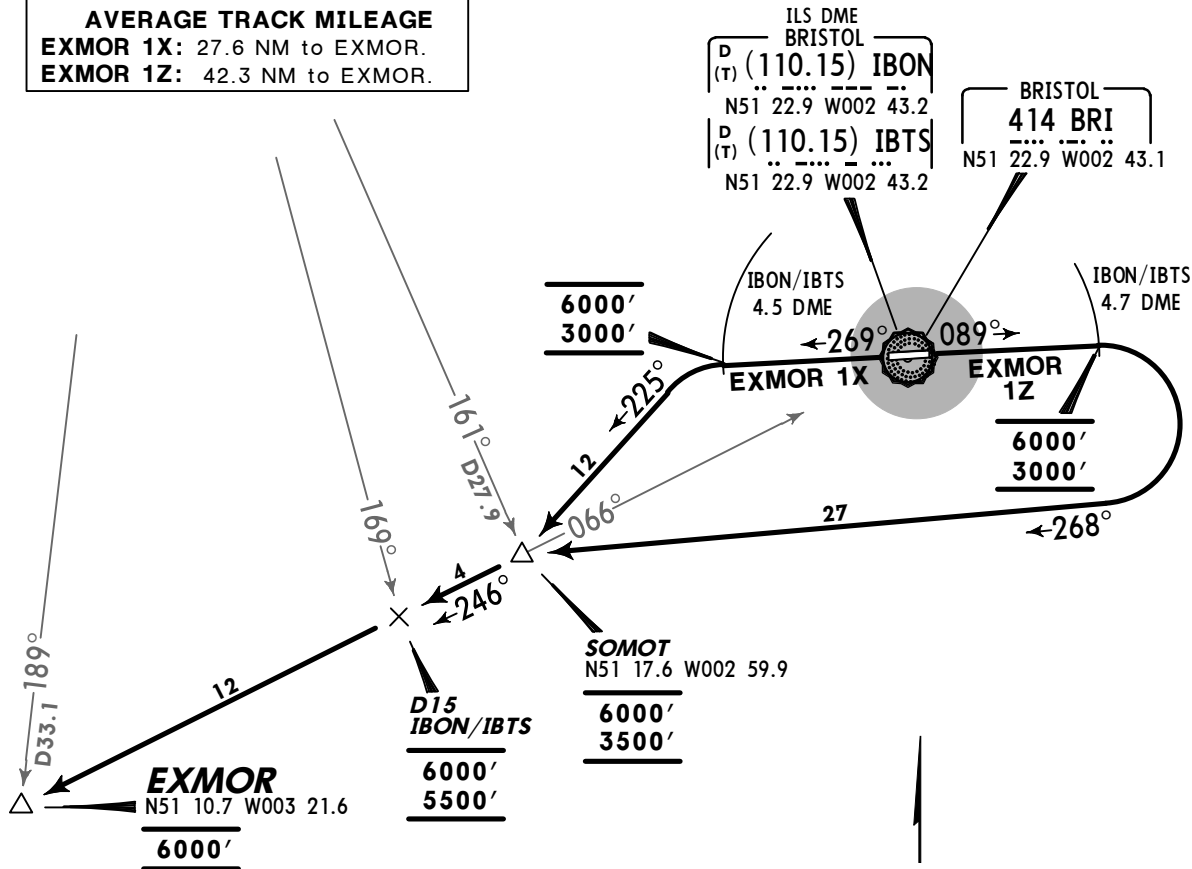
EXMOR 1X [EXMO1X]
EXMOR 1Z [EXMO1Z]
RWYS 27, 09 DEPARTURES
~~SPEEDS~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



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.



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

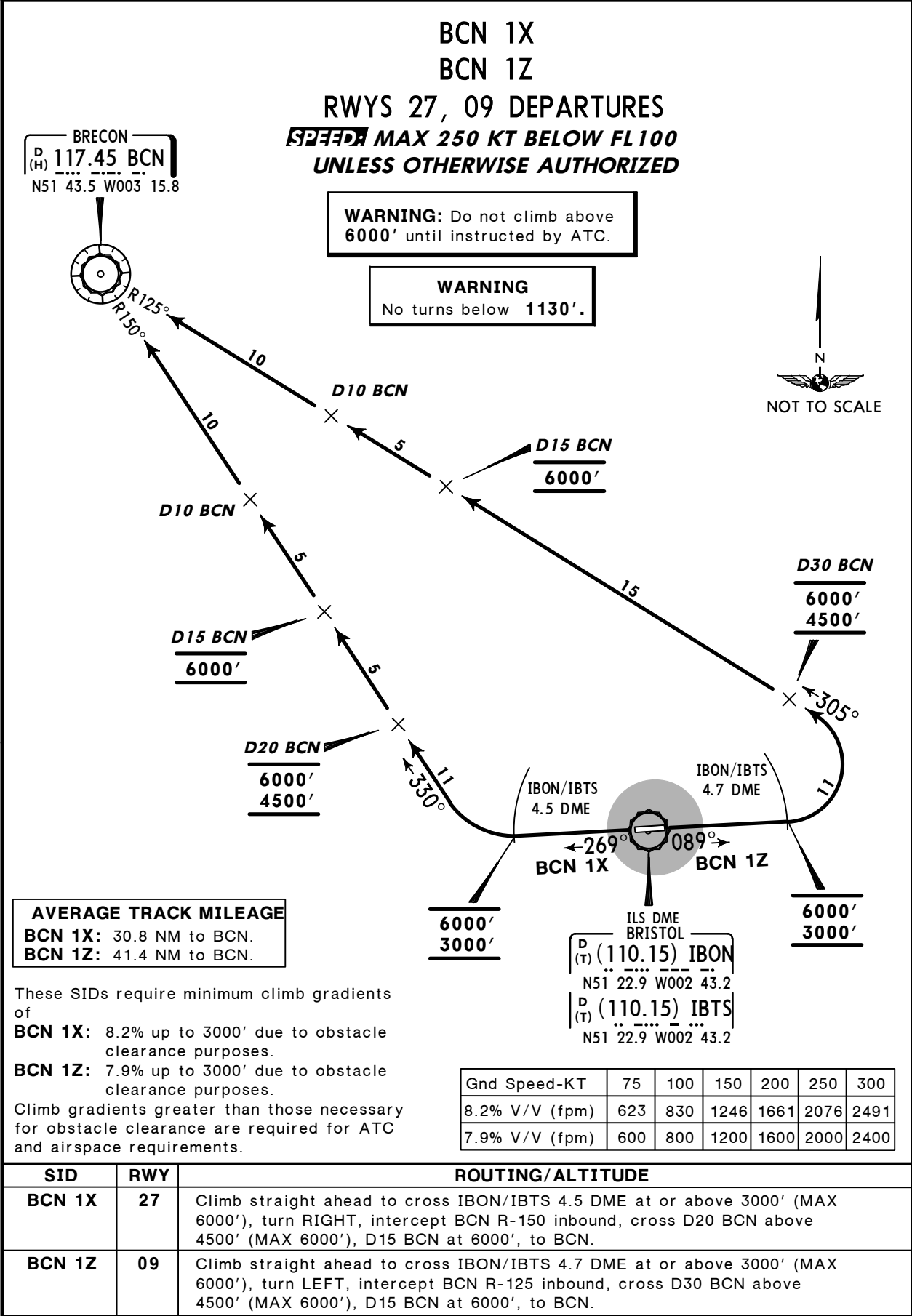
SID	RWY	ROUTING/ALTITUDE
EXMOR 1X	27	Climb straight ahead to cross IBON/IBTS 4.5 DME at or above 3000' (MAX 6000'), turn LEFT, 225° track to SOMOT, cross above 3500' (MAX 6000'), intercept 246° bearing from BRI, cross D15 IBON/IBTS above 5500' (MAX 6000'), to EXMOR, cross at 6000'.
EXMOR 1Z	09	Climb 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'.

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BRISTOL

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27 SEP 13 10-3B

BRISTOL, UK
SID

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. 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.
*CARDIFF Radar 125.85			



CHANGES: Turn restriction note improved.

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27 APR 12 10-4

BRISTOL, UK
NOISE

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)

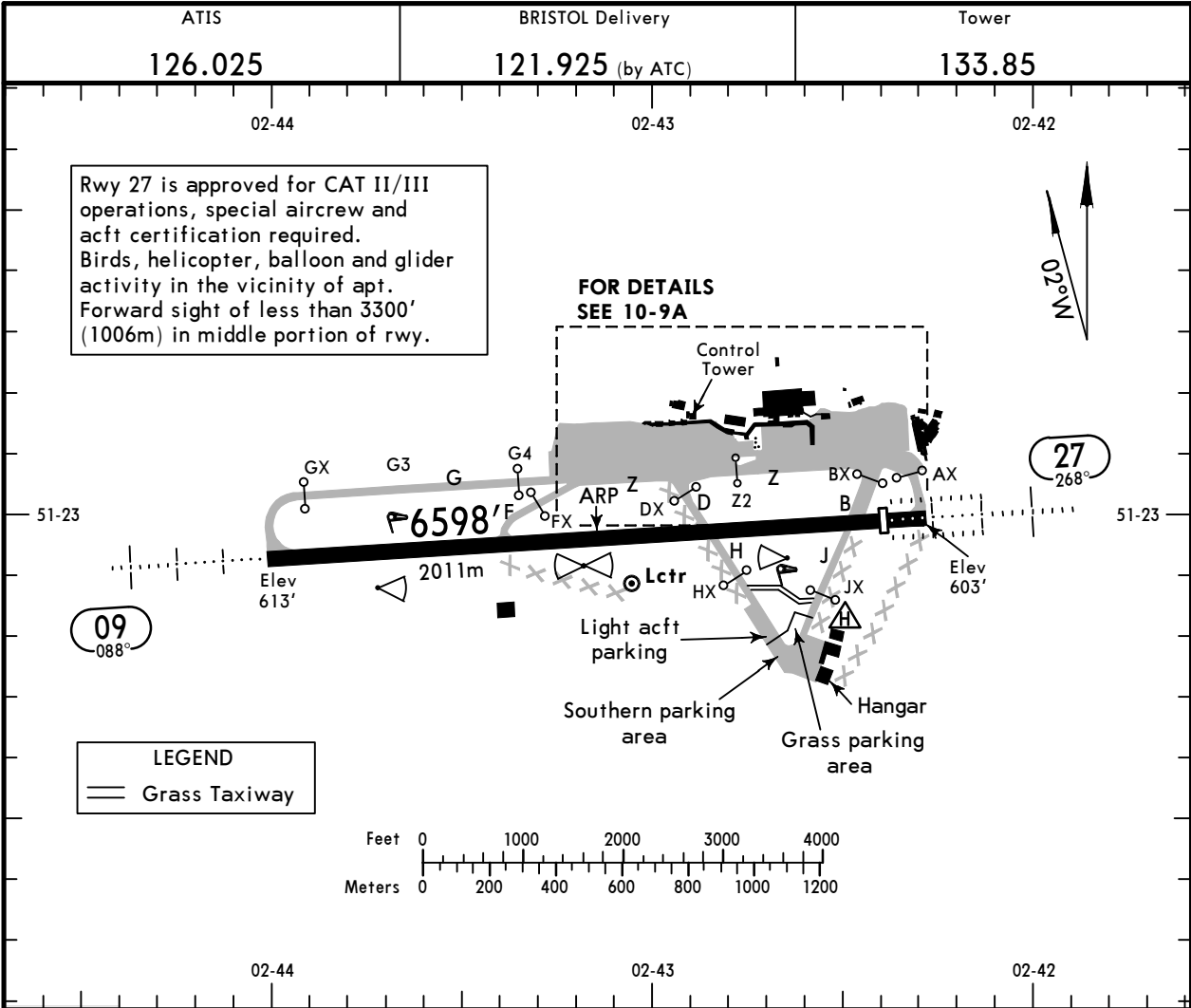
Pilots and engineers should restrict the use of APU to the minimum time necessary. The use of APUs is subject to local restrictions set out in Airside Operational Procedures.

EGGD/BRS

Apt Elev **622'**
N51 23.0 W002 43.2

JEPPesen
25 SEP 15 **(10-9)**

BRISTOL, UK
BRISTOL



ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS		TAKE-OFF	WIDTH
RWY	LANDING BEYOND					Threshold	Glide Slope		
	HIRL (60m)	CL (15m)	HIALS	PAPI-L (3.0°)	RVR				
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:

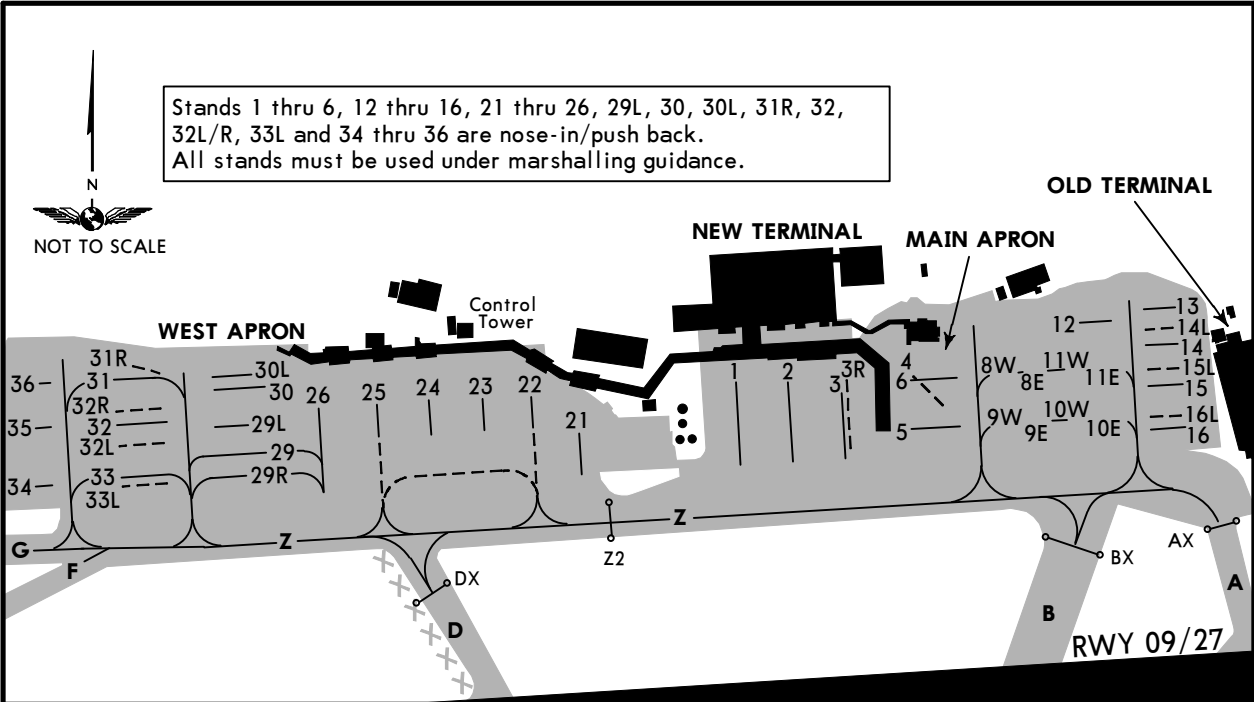
From rwy head 6598' (2011m)
twy B int 5997' (1828m)
twy J int 5840' (1780m)
twy H int 4498' (1371m)
twy D int 4423' (1348m)
twy F int 2457' (749m)

Standard TAKE-OFF ①					
LVP must be in Force					
Approved Operators	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	125m	150m	200m	400m	500m
C					
D	150m	200m	250m		
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.					

EGGD/BRIS

25 SEP 15 10-9A

BRISTOL, UK
BRISTOL



INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1	N51 23.1 W002 42.7	30L	N51 23.1 W002 43.1
2 thru 6	N51 23.1 W002 42.6	31R thru 33L	N51 23.1 W002 43.2
8E thru 9W	N51 23.1 W002 42.5	34 thru 36	N51 23.1 W002 43.3
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		
23, 24	N51 23.1 W002 42.9		
25 thru 30	N51 23.1 W002 43.0		

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.

TAXI ROUTES

B787 available taxi routes:
Departure
RWY 09: TWY Z to TWZ G, enter RWY at GX.
RWY 27: TWY Z to TWY A, enter RWY at AX.

Arrival
RWY 09: RWY to vacate either BX (TWY B) or AX (TWY A) to TWY Z to allocated stand.
RWY 27: RWY to vacate GX, TWYs G and Z to allocated stand.

B787 aircraft will not be able to backtrack.

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 **JEPPesen**

29 NOV 13

10-9Y

Eff 12 Dec

JAA COPTER MINIMUMS

BRISTOL, UK
BRISTOL

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.

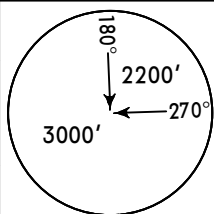
❸ Or rejected take-off distance whichever is the greater.

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BRISTOL
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 29 NOV 13
Eff 12 Dec (11-1)

BRISTOL, UK
• NDB ILS DME Rwy 09

BRIEFING STRIP™

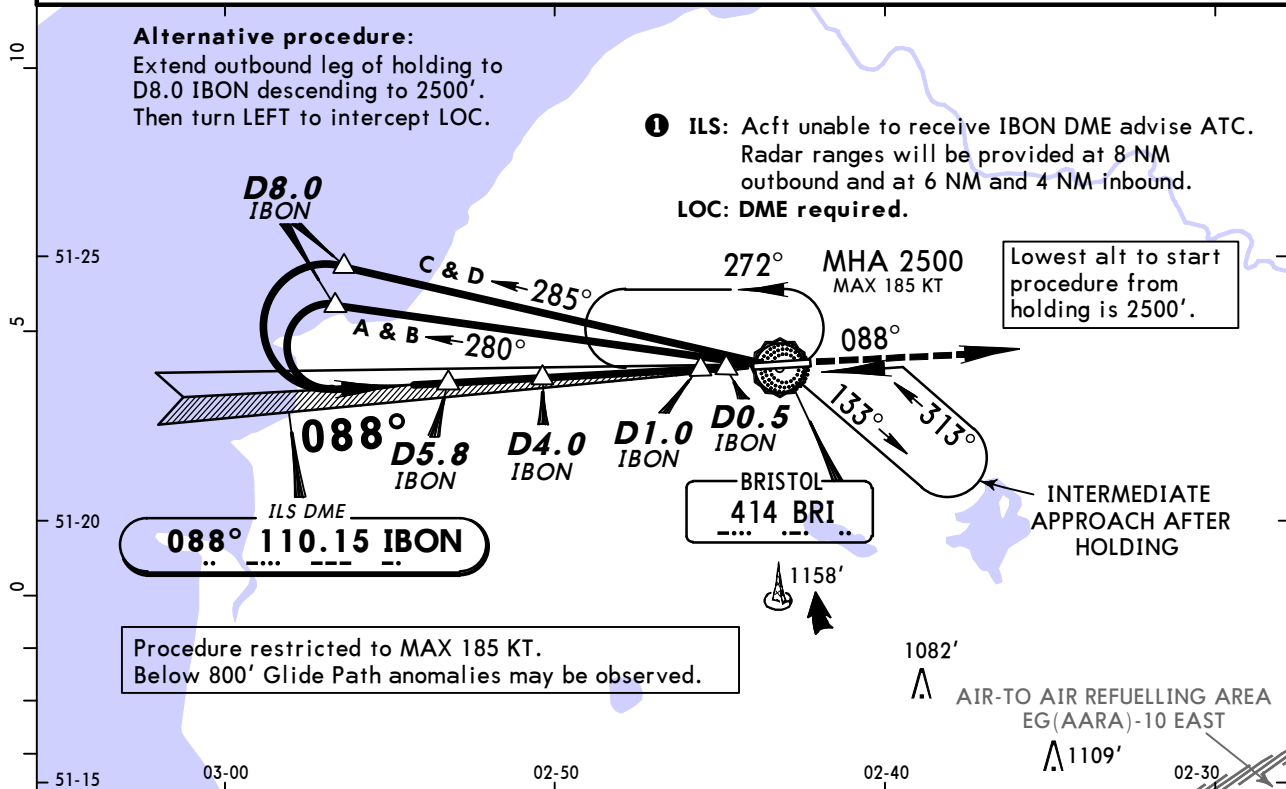
ATIS 126.02		BRISTOL Radar 136.07 125.65		BRISTOL Tower 133.85	
LOC IBON 110.15	Final Apch Crs 088°	GS D4.0 IBON 1940' (1327')	ILS DA(H) 813' (200')	Apt Elev 622' RWY 613'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed. MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to D4.0 IBON, then turn RIGHT to Lctr at 3000'.					



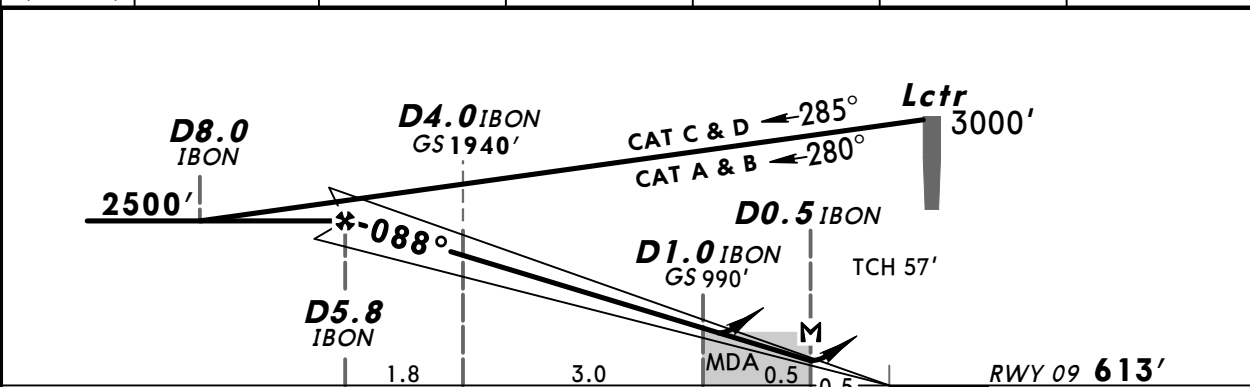
MSA
BRI Lctr

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'



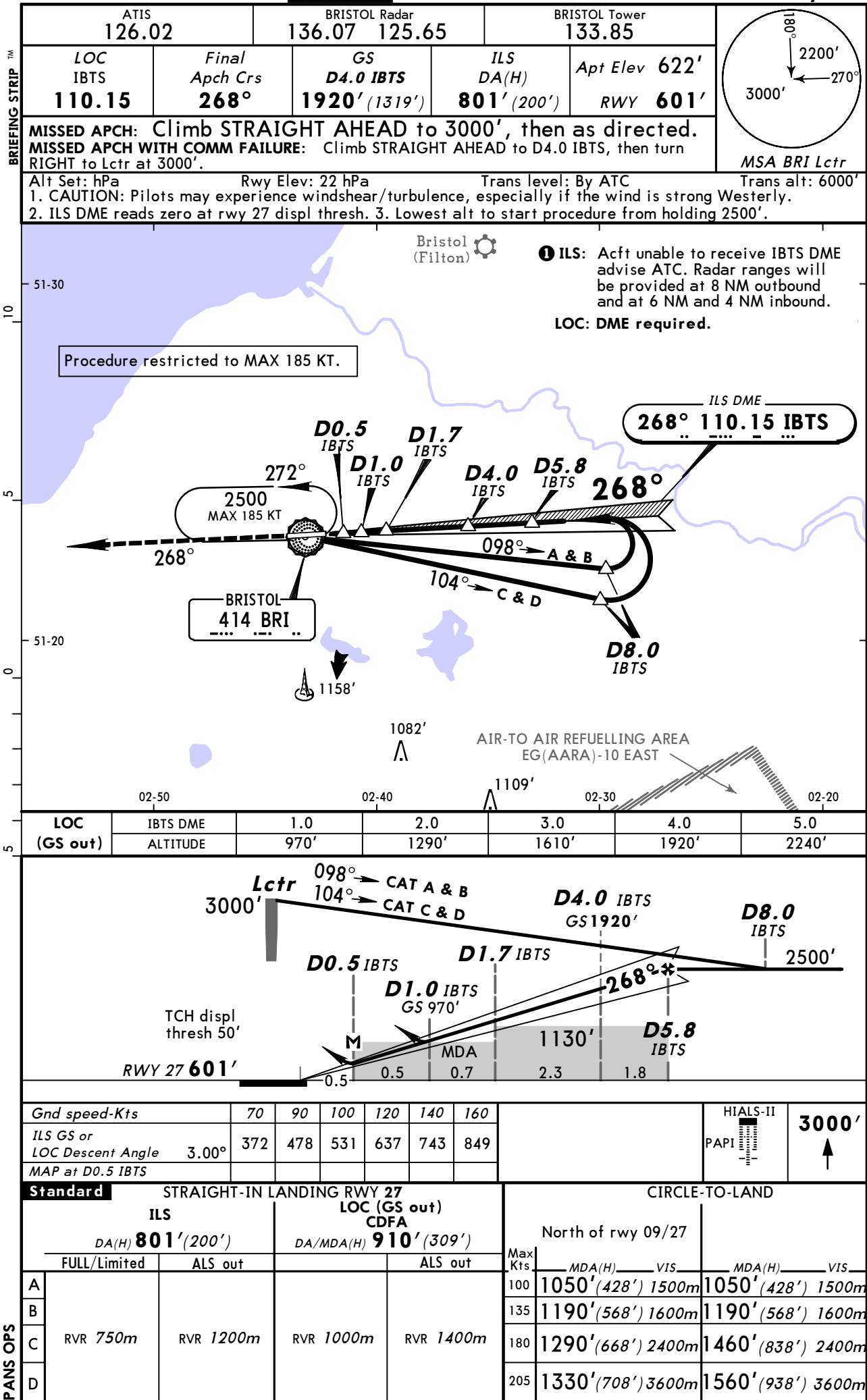
Gnd speed-Kts	70	90	100	120	140	160			
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849		
MAP at D0.5 IBON									

Standard STRAIGHT-IN LANDING RWY 09				CIRCLE-TO-LAND			
ILS		LOC (GS out) CDFA		North of rwy 09/27		North of rwy 09/27	
DA(H) 813' (200')		DA/MDA(H) 900' (287')		MDA(H) VIS		MDA(H) VIS	
FULL/Limited	ALS out		ALS out	Max Kts		Max Kts	
A				100	1050' (428') 1500m	1050' (428') 1500m	
B				135	1190' (568') 1600m	1190' (568') 1600m	
C	RVR 750m	RVR 1200m	RVR 900m	180	1290' (668') 2400m	1460' (838') 2400m	
D				205	1330' (708') 3600m	1560' (938') 3600m	

CHANGES: Final bearing. Circling minimums.

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EGGD/BRIS
BRISTOL

29 NOV 13
Eff 12 Dec
JEPPESSEN
(11-2)
BRISTOL, UK
• NDB ILS DME Rwy 27


EGGD/BRS
BRISTOL

29 NOV 13
Eff 12 Dec

JEPPESSEN

11-2A

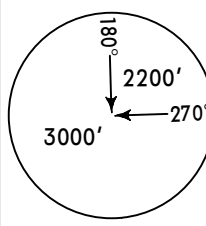
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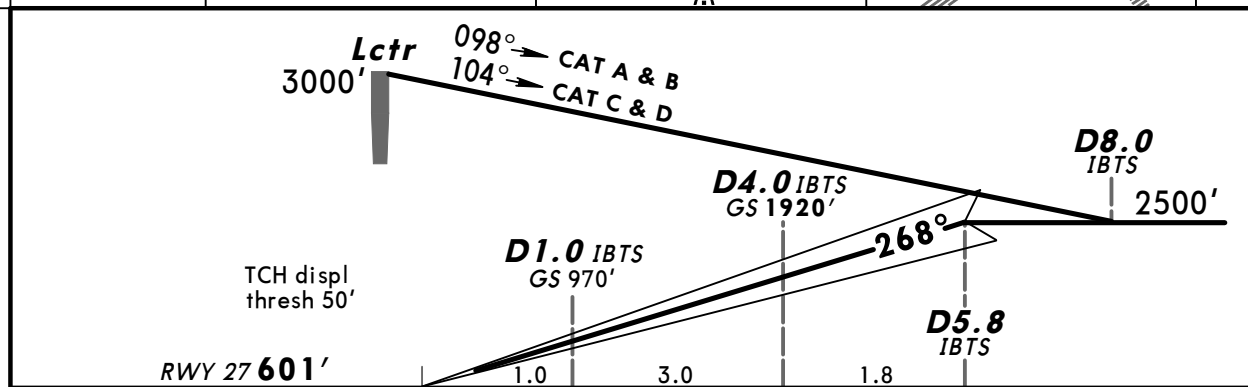
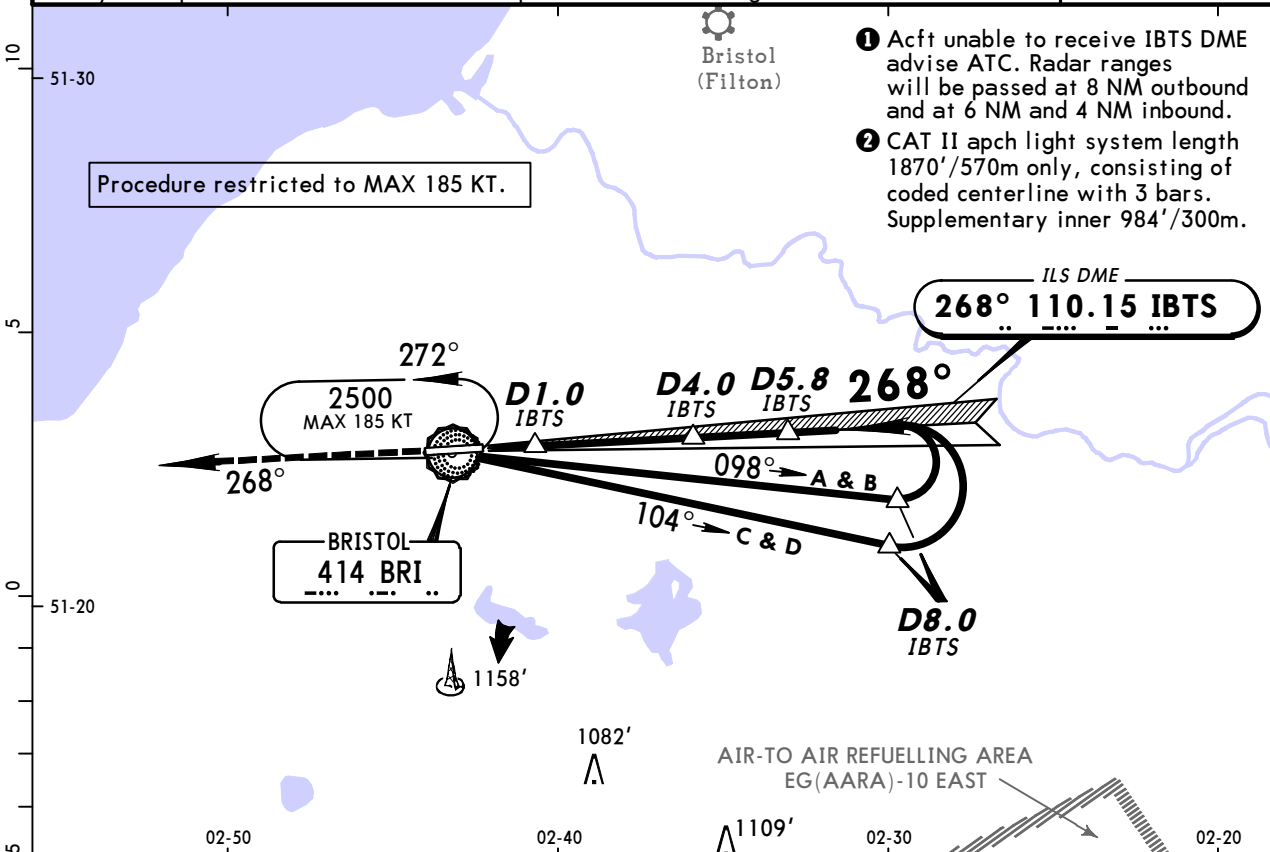
CAT II/III NDB ILS DME Rwy 27

BRISTOL, UK

BRIEFING STRIP

TM

ATIS		BRISTOL Radar		BRISTOL Tower	
126.02		136.07 125.65		133.85	
LOC IBTS 110.15	Final Apch Crs 268°	GS D4.0 IBTS 1920' (1319')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 622' RWY 601'	 MSA BRI Lctr
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'.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	3000' ↑	
GS	3.00°	372	478	531	637	743			849

Standard		STRAIGHT-IN LANDING RWY 27	
CAT IIIA		CAT II ILS	
DH 50'		ABCD RA 99'	
RVR 200m		DA(H) 701' (100')	
RVR 300m		RVR 300m	

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

CHANGES: Proc bearings.

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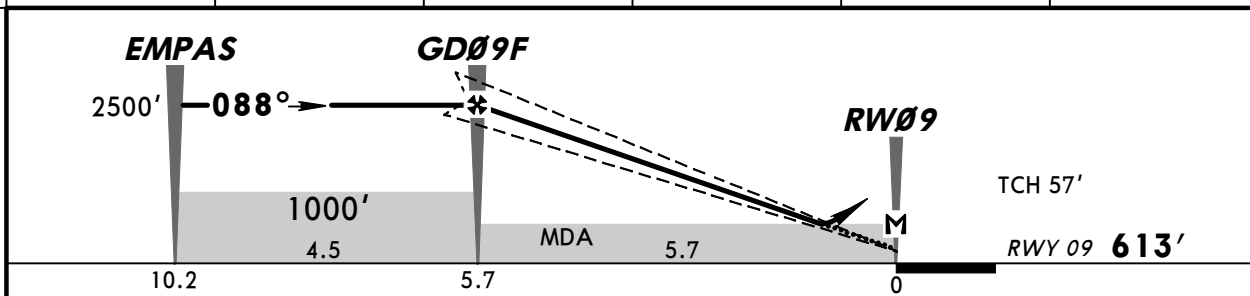
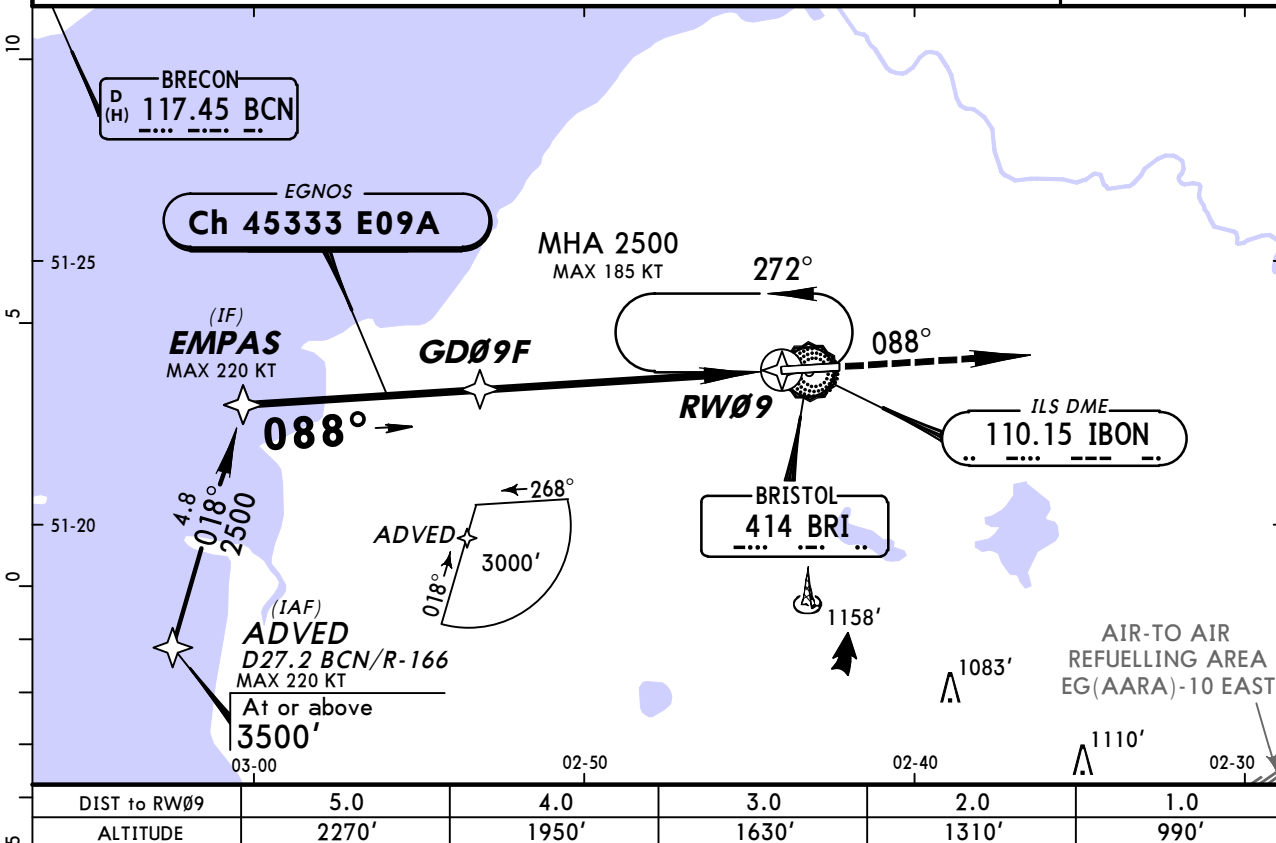
EGGD/BRIS
BRISTOL
JEPPESSEN
8 AUG 14
Eff 21 Aug (12-1)

BRISTOL, UK
RNAV (GNSS) Rwy 09

TH

BRIEFING STRIP

ATIS		BRISTOL Radar		BRISTOL Tower	
126.02		136.07 125.65		133.85	
EGNOS Ch 45333 E09A	Final Apch Crs 088°	Procedure Alt GD09F 2500' (1887')	LPV DA(H) 863' (250')	Apt Elev 622' RWY 613'	3000' MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.					
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD. Revert to conventional 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.					



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	HIALS 3000' ↑
<i>Glide Path Angle</i> 3.00°	372	478	531	637	743	849	
<i>MAP at RW09</i>							

Standard STRAIGHT-IN LANDING RWY 09						CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV CDFA		North of rwy 09/27	
DA(H) 863' (250')		DA(H) 910' (297')		DA/MDA(H) 920' (307')		Max Kts	
ALS out		ALS out		ALS out		MDA(H)	VIS
A						100	1050' (428') 1500m
B	RVR 800m	RVR 1300m	RVR 900m	RVR 1400m	RVR 1000m	135	1190' (568') 1600m
C						180	1290' (668') 2400m
D						205	1330' (708') 3600m

CHANGES: Procedure. SMA. Minimums.

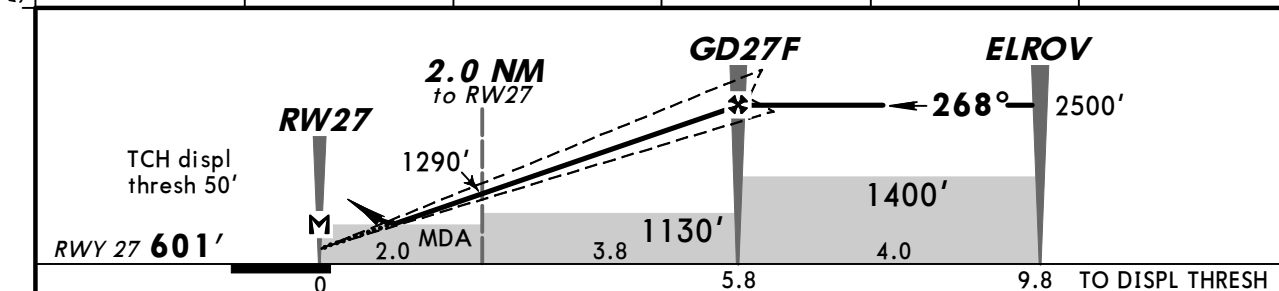
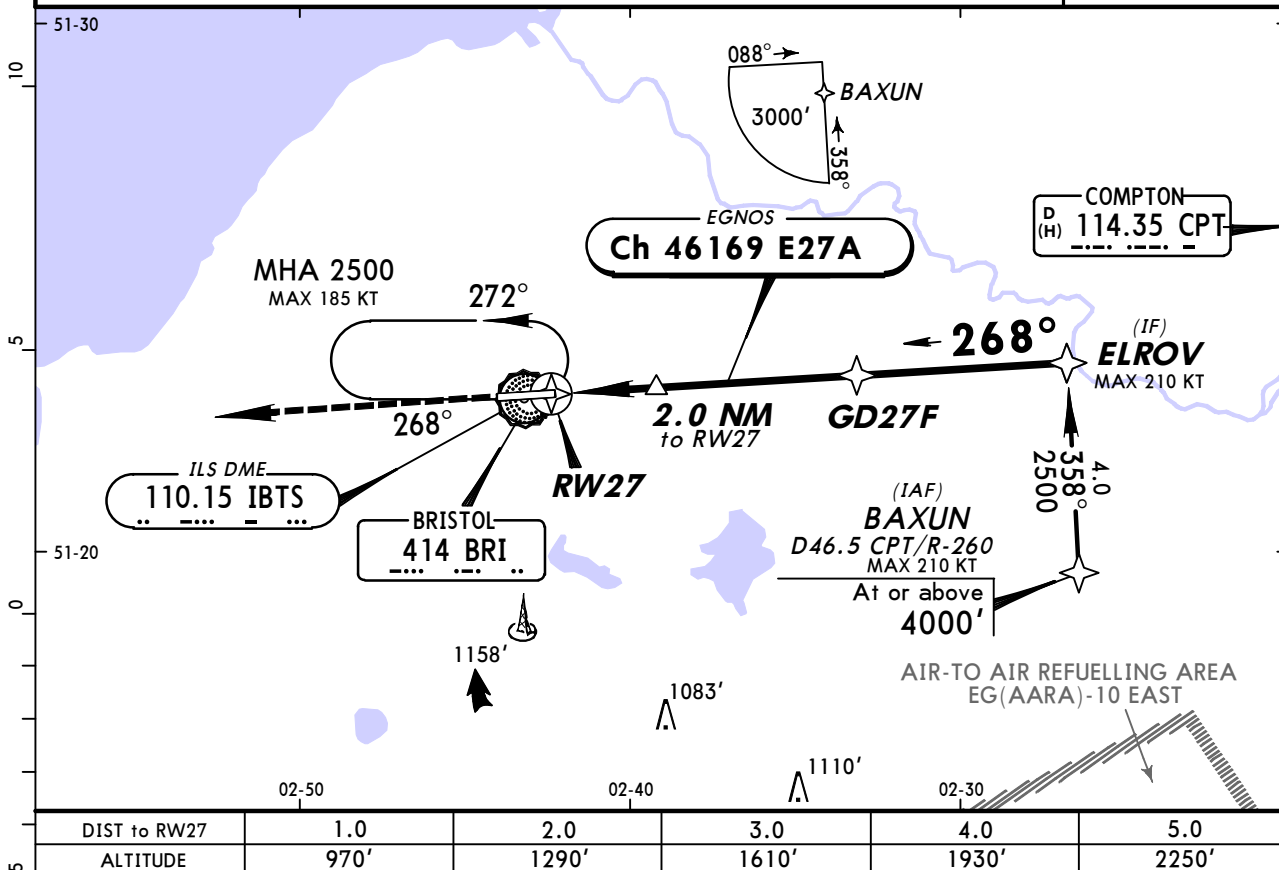
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EGGD/BRIS
BRISTOL

JEPPESSEN
8 AUG 14
Eff 21 Aug (12-2)

BRISTOL, UK
RNAV (GNSS) Rwy 27

BRIEFING STRIP TM	ATIS		BRISTOL Radar		BRISTOL Tower	
	126.02		136.07 125.65		133.85	
	EGNOS Ch 46169 E27A	Final Apch Crs 268°	Procedure Alt GD27F 2500' (1899')	LPV DA(H) 851' (250')	Apt Elev 622' RWY 601'	3000' MSA ARP
	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.						



<i>MAP at RW27</i>		HIALS-II		3000'	
		PAPI			

Standard		STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND				
LPV DA(H) 851'(250')		LNAV/VNAV DA(H) 950'(349')		LNAV CDFA DA/MDA(H) 1000'(399')		North of rwy 09/27				
ALS out		ALS out		ALS out		Max Kts	MDA(H)	VIS	MDA(H)	VIS
A						100	1050'(428')	1500m	1050'(428')	1500m
B	RVR 800m	RVR 1300m	RVR 1500m	RVR 1400m	RVR 1500m	135	1190'(568')	1600m	1190'(568')	1600m
C			RVR 1600m		RVR 1800m	180	1290'(668')	2400m	1460'(838')	2400m
D						205	1330'(708')	3600m	1560'(938')	3600m

PANS OPS

EGGD/BRIS
BRISTOL
JEPPESSEN

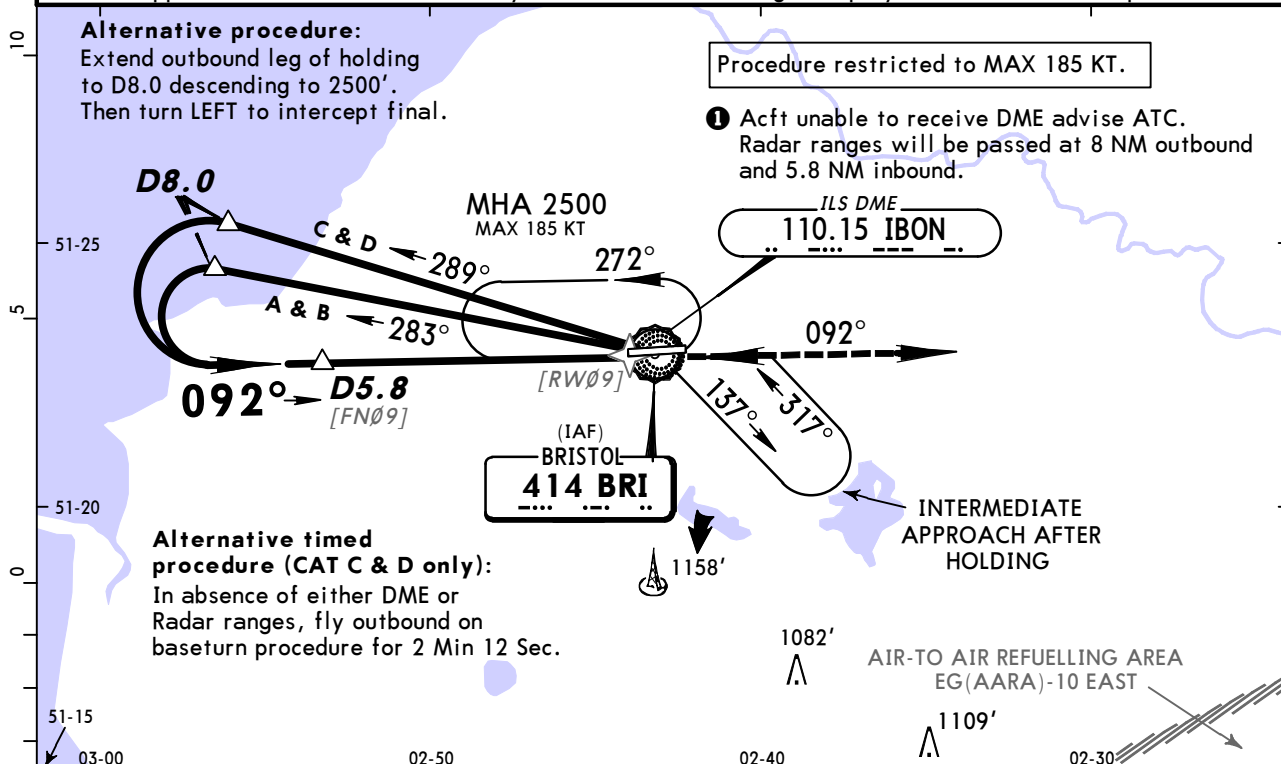
29 NOV 13

16-1
Eff 12 Dec
0 NDB
BRISTOL, UK
DME Rwy 09

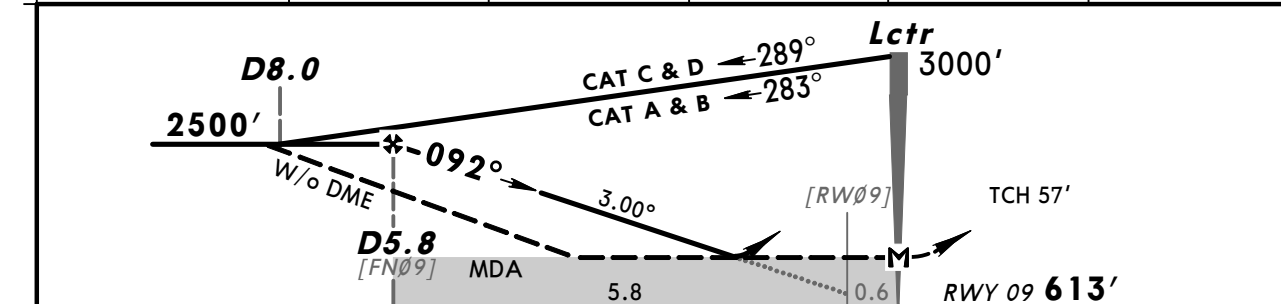
TM

BRIEFING STRIP

ATIS			BRISTOL Radar		BRISTOL Tower	
126.02			136.07	125.65	133.85	
Lctr BRI 414	Final Apch Crs 092°	Minimum Alt D5.8 2500' (1887')	DA/MDA(H) (CONDITIONAL) 920' (307')		Apt Elev 622' RWY 613'	 MSA BRI Lctr
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'.						
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	HIALS PAPI 3000' ↑
Descent Angle	3.00°	372	478	531	637	849	
MAP at Lctr							

Standard STRAIGHT-IN LANDING RWY 09				CIRCLE-TO-LAND			
With DME or RADAR CDFA		W/o DME or RADAR non-CDFA		North of rwy 09/27			
DA/MDA(H) 920' (307')		MDA(H) 1000' (387')		Max Kts			
ALS out		ALS out					
A		NA		100	1050' (428') 1500m	1050' (428') 1500m	
B				135	1190' (568') 1600m	1190' (568') 1600m	
C	RVR 1000m	RVR 1400m		180	1290' (668') 2400m	1460' (838') 2400m	
D			RVR 1800m CMV 2200m	205	1330' (708') 3600m	1560' (938') 3600m	

CHANGES: Circling minimums.

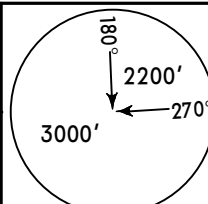
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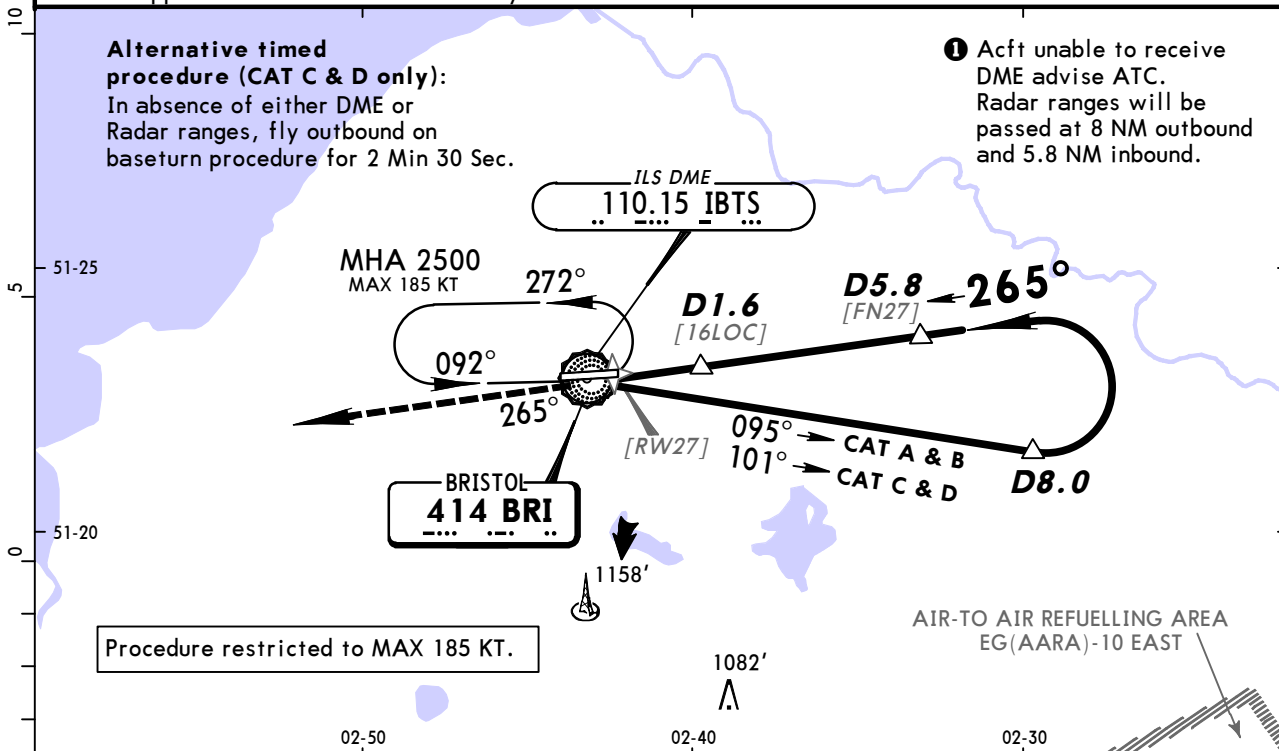
EGGD/BRIS
BRISTOL
JEPPESSEN

29 NOV 13

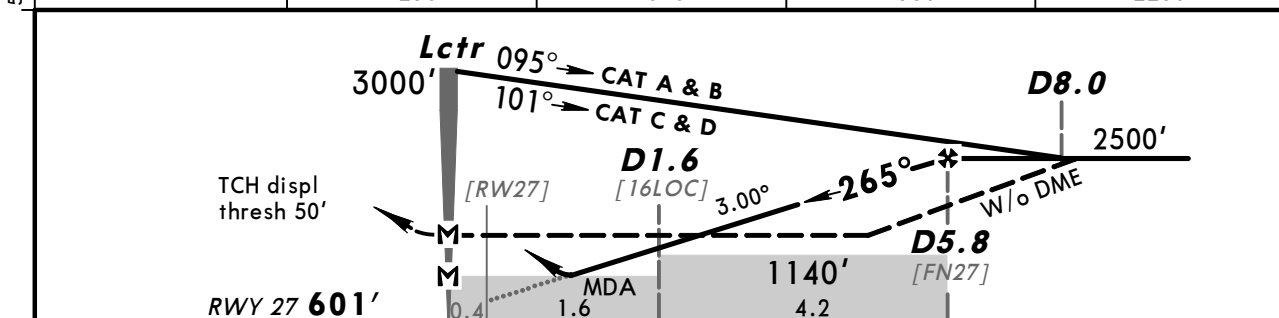
(16-2)
Eff 12 Dec
1
NDB
DME
Rwy
27
BRISTOL, UK

BRIEFING STRIP

ATIS		BRISTOL Radar		BRISTOL Tower	
126.02		136.07 125.65		133.85	
Lctr BRI 414	Final Apch Crs 265°	Procedure Alt D5.8 2500' (1899')	DA/MDA(H) (CONDITIONAL) 960' (359')	Apt Elev 622' RWY 601'	 MSA BRI Lctr
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'.					
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.					



	02-50	02-40	02-30
IBTS DME	2.0	3.0	4.0
ALTITUDE	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 Lctr						

Standard STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND			
With DME or RADAR		W/o DME or RADAR		North of rwy 09/27		North of rwy 09/27	
CDFA		non-CDFA					
DA/MDA(H) 960' (359')		MDA(H) 1240' (639')					
ALS out		ALS out					
A				Max Kts			
B	RVR 1500m	NA		100	11050' (428') 1500m	11050' (428') 1500m	
C	RVR 1200m			135	11190' (568') 1600m	11190' (568') 1600m	
D	RVR 1600m	CMV 2900m	CMV 3300m	180	1290' (668') 2400m	1460' (838') 2400m	
				205	1330' (708') 3600m	1560' (938') 3600m	

1 After apch w/o DME or RADAR: MDA(H) 1270' (648'). **2** After apch w/o DME or RADAR: VIS 3300m.

CHANGES: Circling minimums.

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A diagram of a circular sector. The radius is labeled as 3000'. The central angle is labeled as 270°. The arc length is labeled as 2200'.

MHA 2500
MAX 185 KT

272°

092°

088°

ILS DME RWY 09
088° 110.15 IBON

414 BRI

ILS DME RWY 27
268° 110.15 IBTS

268°

1158'

1082'

AIR-TO AIR REFUELLING AREA
EG(AARA)-10 EAST

51-25

51-20

03-00

02-50

02-40

02-30

<i>Gnd speed-Kts</i>	70	90	100	120	140	160	Lighting - Refer to Airport Chart	3000' ↑
<i>Descent Angle</i> 3.00°	372	478	531	637	743	849		
<i>SRA 09: MAP at 1 NM from touchdown or TMN 2 to MAP</i> 1.0	0:51	0:40	0:36	0:30	0:26	0:23		
<i>SRA 27: MAP at 2 NM from touchdown</i>								

Standard		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		SRA 09 CDFA DA/MDA(H) 970' (357')	SRA 27 CDFA DA/MDA(H) 1240' (639')	North of rwy 09/27	
		ALS out	ALS out	Max Kts	
A	RVR 1200m	RVR 1500m	RVR 1500m	100	1050' (428') 1500m
B				135	1190' (568') 1600m
C		RVR 1600m	CMV 2400m	180	1290' (668') 2400m
D				205	1330' (708') 3600m
					1460' (838') 2400m
					1560' (938') 3600m

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Chart changes since cycle 26-2015

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

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

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EGGD

Type: Terminal

Effectivity: Temporary

Begin Date: 20160104

End Date: 20160404

(10-2B) During the notified period of withdrawal of CPT VOR, operators should treat the segment of STAR BRI 1C from CPT to POMAX as an RNAV overlay. The required navigational performance of this portion of the STAR is RNAV 5.

Chart Change Notices for Country GBR

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within the UK FIR for CAT ABCD aircraft: 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m