

List of pages in this Trip Kit

Trip Kit Index

Airport Information For EGGD

Terminal Charts For EGGD

Revision Letter For Cycle 13-2016

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: 0354 Z
Sunset: 2030 Z

Runway Information

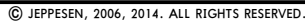
Runway: 09
Length x Width: 6598 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 622 ft
Lighting: Edge, ALS, Centerline

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
Cardiff Approach: 125.850
Bristol Radar: 136.075
Bristol Radar: 125.650
London Control ACC: 126.075
London Control ACC: 134.750
London Control ACC: 133.600
London Control ACC: 129.375

Trans alt: 6000'



EGGD/BRS
BRISTOL

JEPPESSEN
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		

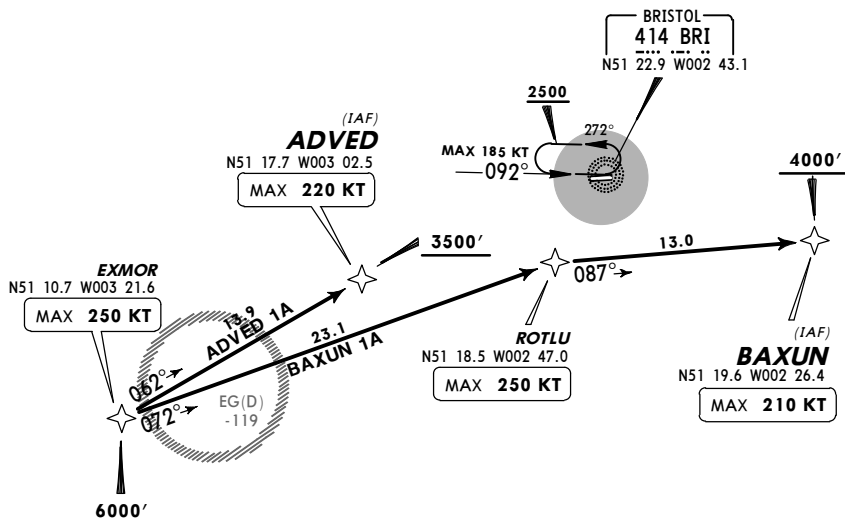
ADVED 1A [ADVE1A]
BAXUN 1A [BAXU1A]
RWYS 09, 27 RNAV ARRIVALS
RNAV 1 (DME/DME OR GNSS)

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.



Direct distance to Bristol Apt from
ADVED 13 NM
BAXUN 11 NM



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

EGGD/BRIS
BRISTOL

JEPPESSEN

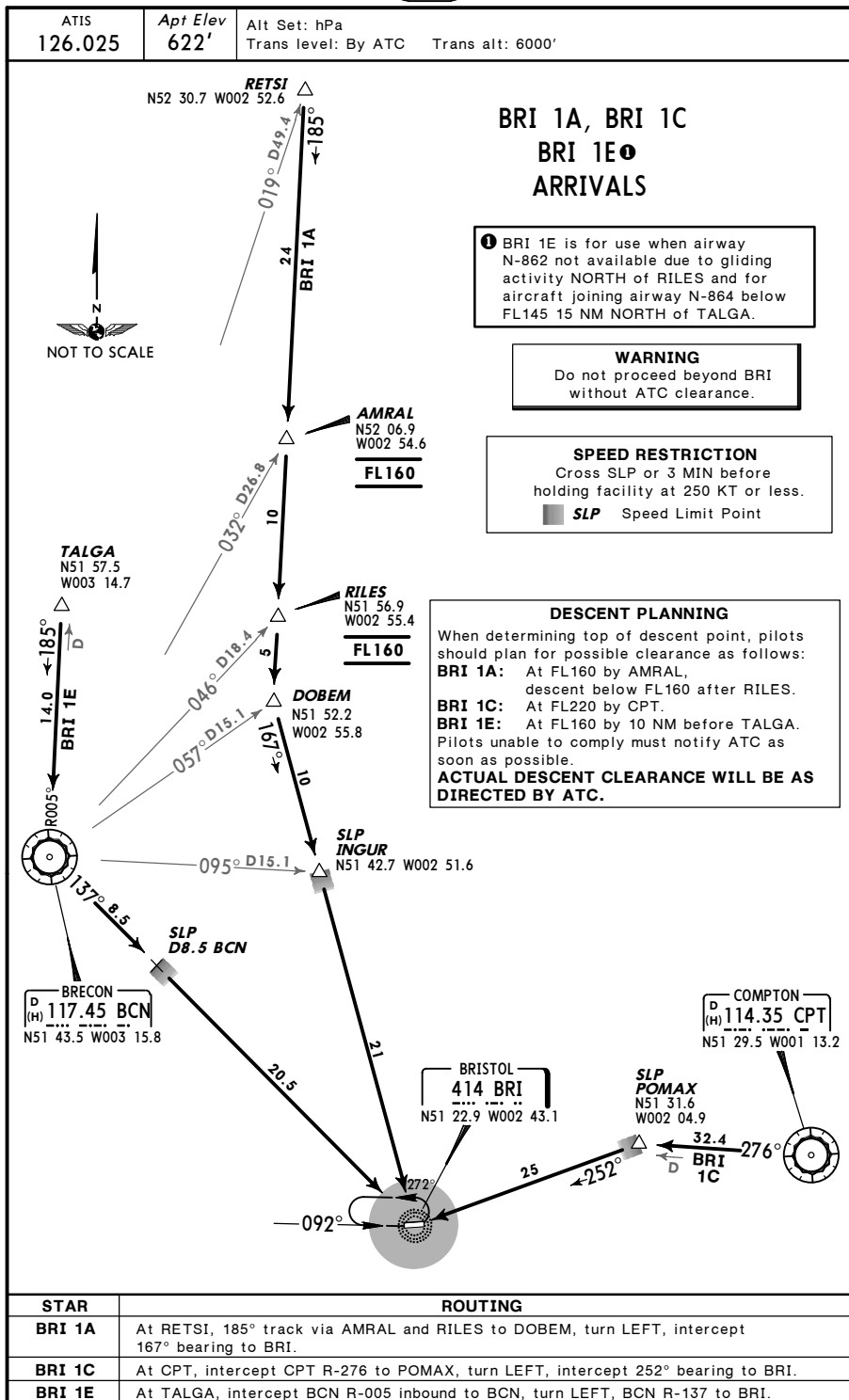
8 AUG 14

10-2B

Eff 21 Aug

BRISTOL, UK

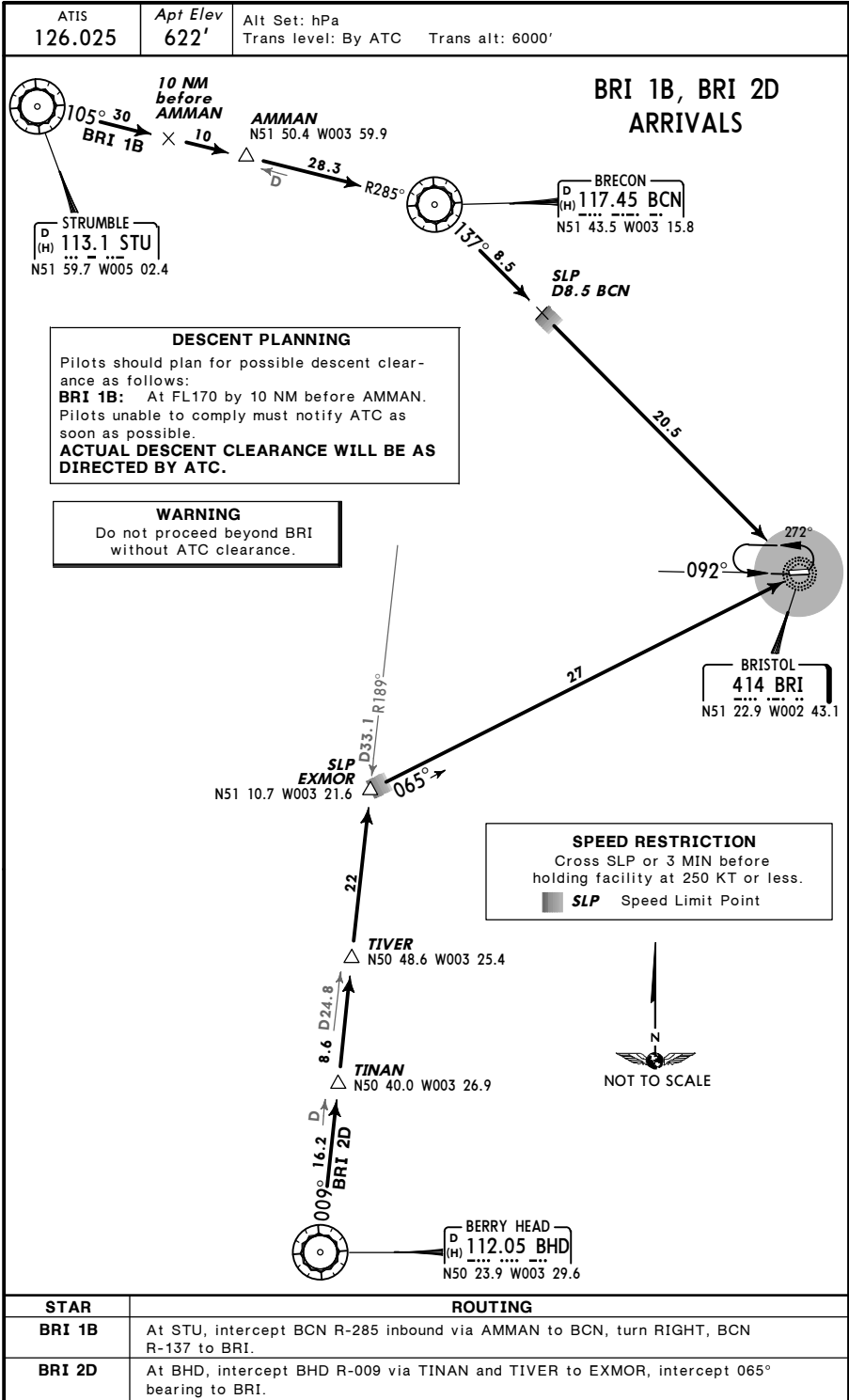
STAR



EGGD/BRS
BRISTOL

 **JEPPesen**
8 AUG 14 **(10-2C)** **Eff 21 Aug**

BRISTOL, UK
STAR



EGGD/BRS
BRISTOL

JEPPESSEN
27 SEP 13 (10-3)

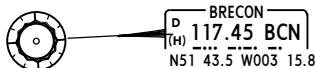
BRISTOL, UK
SID

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**

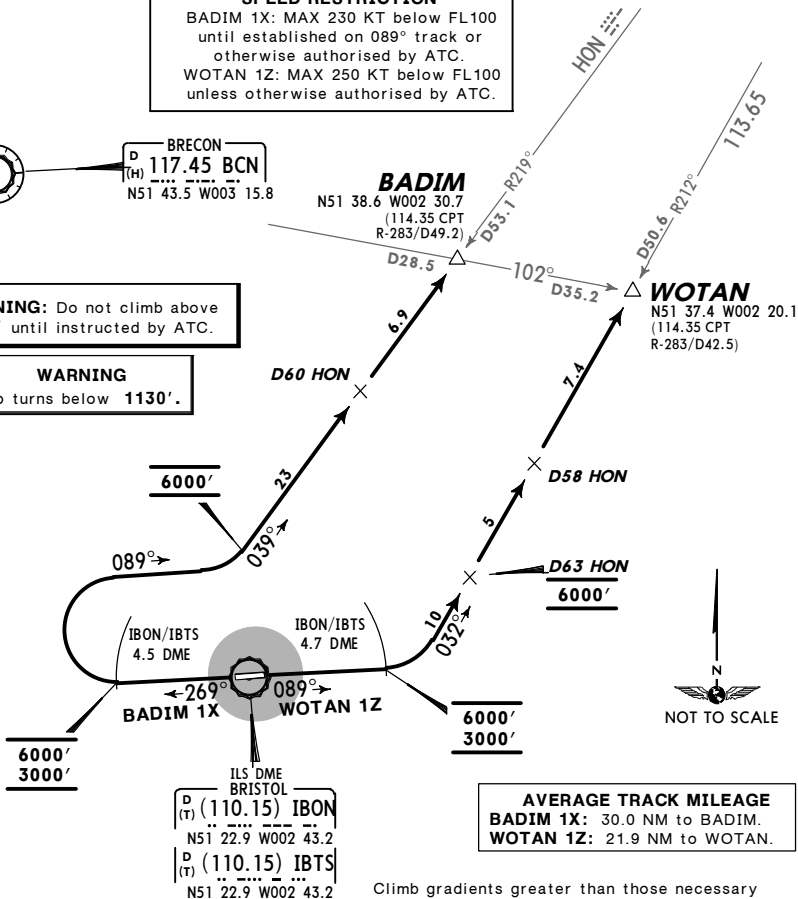
SPEED RESTRICTION

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/BRS
BRISTOL

 **JEPPesen**
27 SEP 13 **(10-3A)**

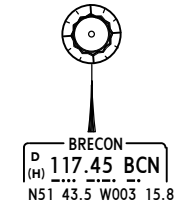
BRISTOL, UK
SID

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			

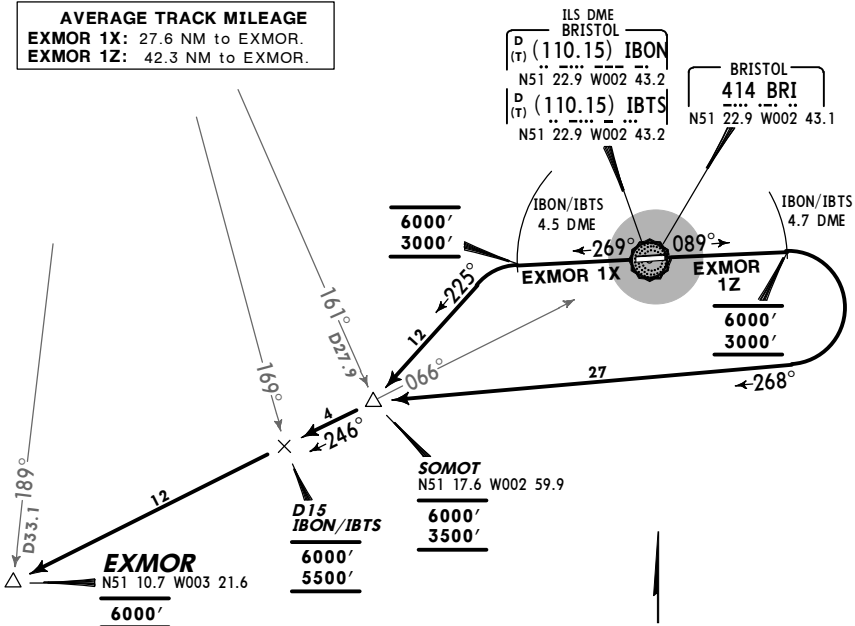
**EXMOR 1X [EXMO1X]
EXMOR 1Z [EXMO1Z]
RWYS 27, 09 DEPARTURES**
~~KEEFS~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

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'.

**BCN 1X
BCN 1Z**

RWYS 27, 09 DEPARTURES

**~~REED~~ MAX 250 KT BELOW FL 100
UNLESS OTHERWISE AUTHORIZED**

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

WARNING
No turns below 1130'.

BRECON
D (H) 117.45 BCN
N51 43.5 W003 15.8

N
NOT TO SCALE

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

ROUTING/ALTITUDE	
SID	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.
SID	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.

EGGD/BR
BRISTOL

22 JAN 16

JEPPESEN

10-4

BRISTOL, UK

NOISE

NOISE ABATEMENT

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

GENERAL

The following aircraft 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

When operating IFR, any aircraft carrying out a visual approach must not join the final approach track at an altitude of less 2200'.

Propeller-driven aircraft with more than 5700kg maximum certificated weight must not join the final approach track to any RWY 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 GS 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 GS.

Jet aircraft and propeller driven aircraft with more than 5700kg maximum certificated weight making visual approach to RWY 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 5700kg 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.

In order to avoid overflying Felton Village, when departing RWY 09 and requiring to turn LEFT, all aircraft shall climb ahead to IBON/IBTS 1 DME before commencing the LEFT turn.

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 (2330-0600LT)

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 6.5km 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.

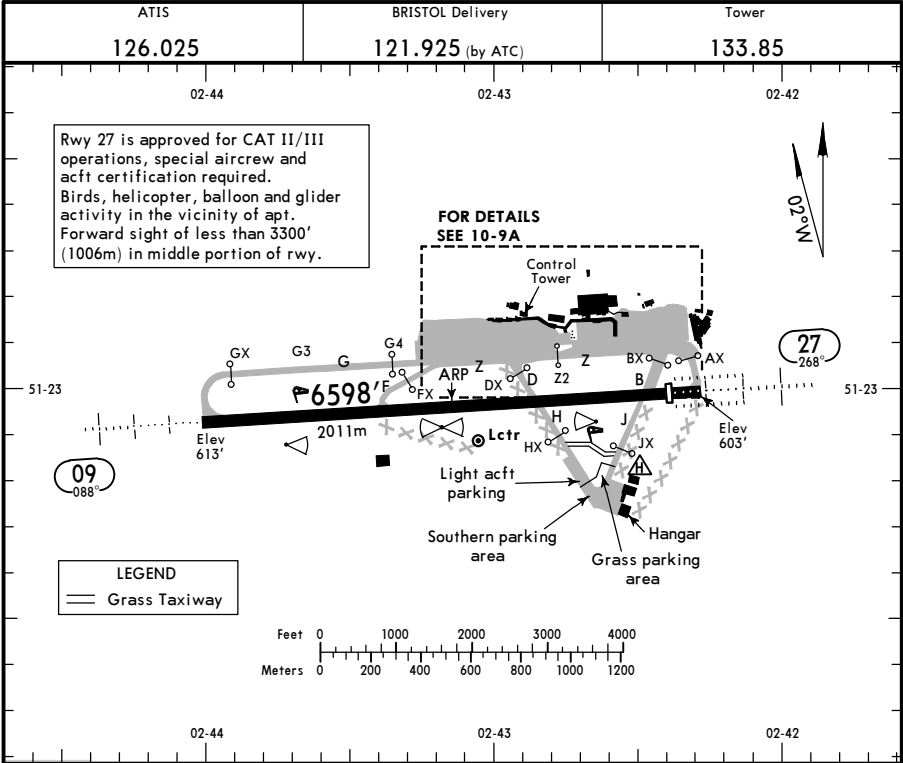
AUXILIARY POWER UNITS (APUs)

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											
RWY						USABLE LENGTHS			TAKE-OFF	WIDTH	
						LANDING BEYOND					
						Threshold	Glide Slope				
09	HIRL (60m)	CL (15m)	HIALS	PAPI-L (3.0°)	RVR	6358'	1938m	5325'	1623m	③	148'
27	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)

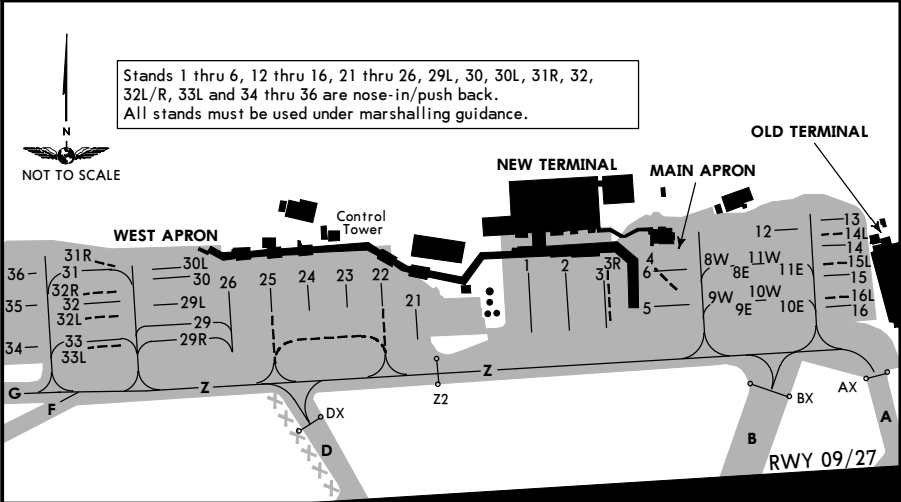
Standard TAKE-OFF 1						
LVP must be in Force						
Approved Operators	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)	
A	125m	150m	200m	250m	400m	
B						
C						
D	150m	200m	250m	300m		

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

EGGD/BRS

 **JEPPesen**
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.

EGGD/BRS



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.

EGGD/BR
BRISTOL

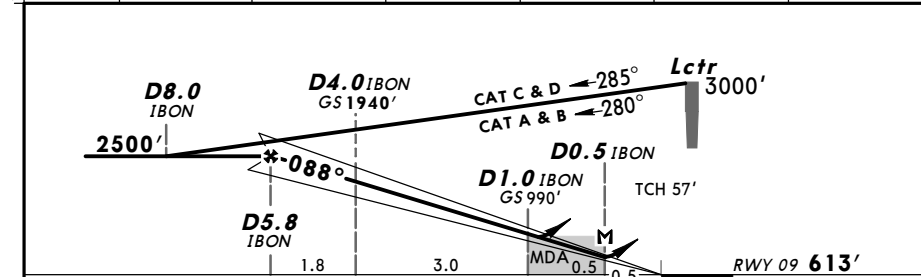
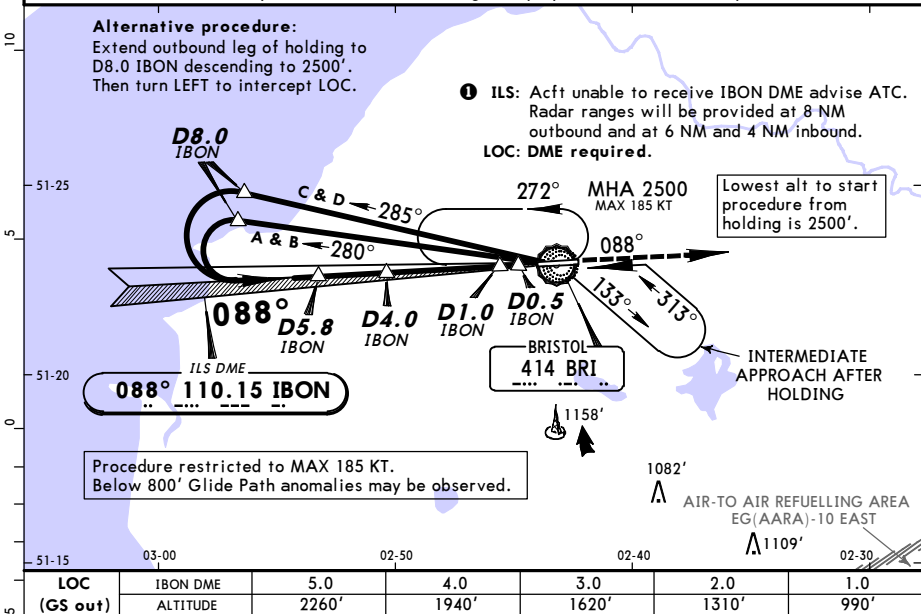
JEPPesen
29 NOV 13
Eff 12 Dec
11-1

BRISTOL, UK
NDB ILS DME Rwy 09

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'.				
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.				
				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.



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

EGGD/BR
BRISTOL

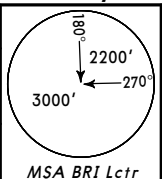
29 NOV 13
Eff 12 Dec
JEPPesen
11-2

BRISTOL, UK
NDB ILS DME Rwy 27

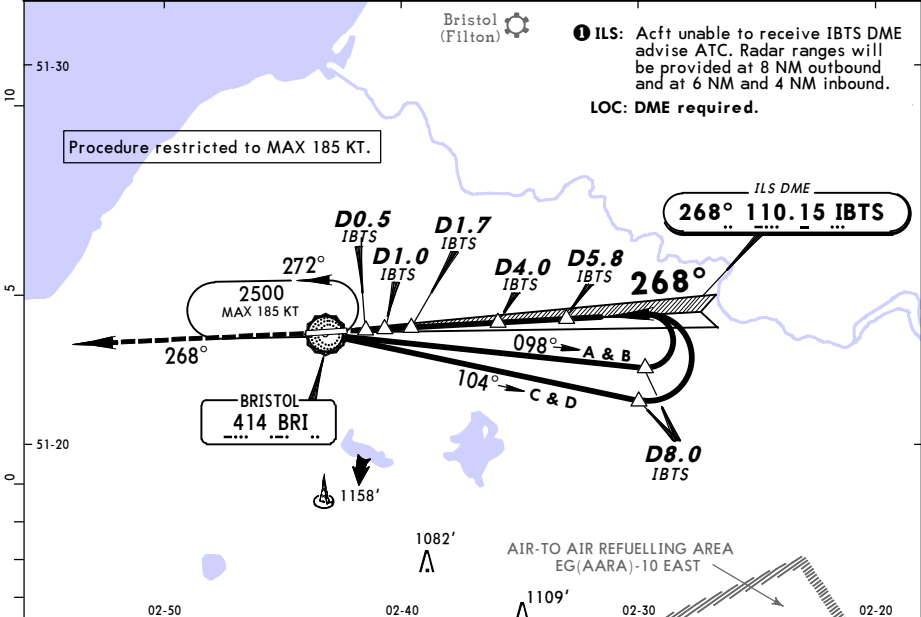
ATIS 126.02	BRISTOL Radar 136.07 125.65	BRISTOL Tower 133.85
LOC IBTS 110.15	Final Apt Crs 268°	GS D4.0 IBTS 1920' (1319')
		ILS DA(H) 801' (200')
		Apt Elev 622' RWY 601'

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. 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'.

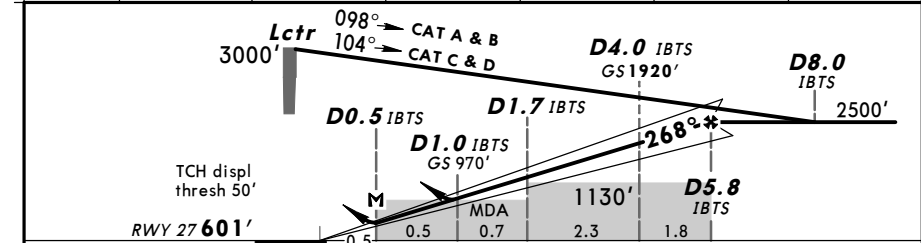
MSA BRI Lctr



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'.



LOC (GS out)	IBTS DME ALTITUDE	1.0	2.0	3.0	4.0	5.0
		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						

Standard

STRAIGHT-IN LANDING RWY 27
LOC (GS out)
CDFA
DA(MDA(H)) 910' (309')

CIRCLE-TO-LAND

North of rwy 09/27

Max Kts

MDA(H) VIS MDA(H) VIS

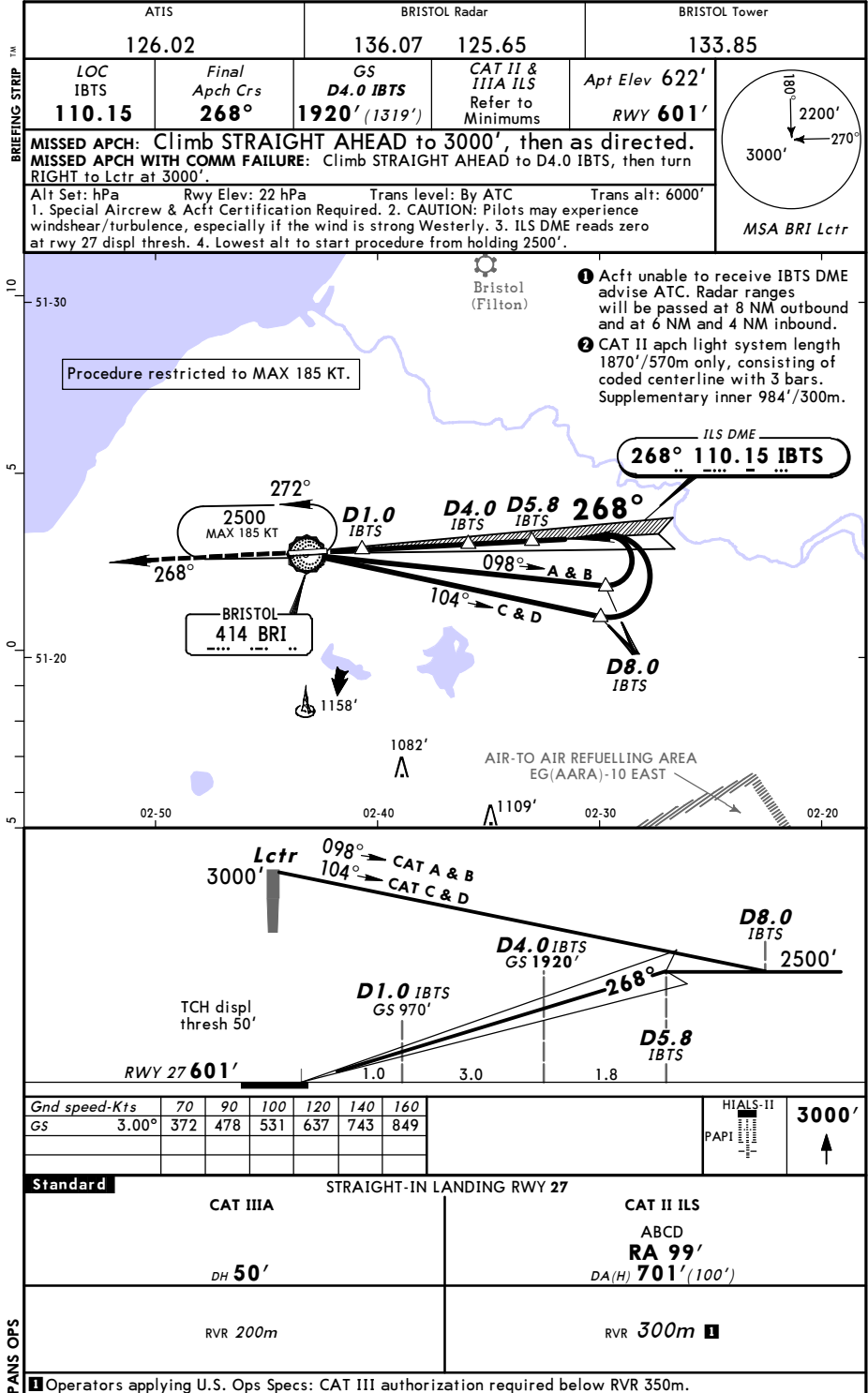
3000'

PANS OPS	DA(H) FULL/Limited	ALS out	DA(MDA(H)) RVR 750m	ALS out	DA(MDA(H)) RVR 1200m	ALS out	DA(MDA(H)) RVR 1000m	ALS out	DA(MDA(H)) RVR 1400m	ALS out
A										
B										
C										
D										

EGGD/BRS
BRISTOL

JEPPESSEN
29 NOV 13
Eff 12 Dec
(11-2A) 2

BRISTOL, UK
CAT II/III NDB ILS DME Rwy 27



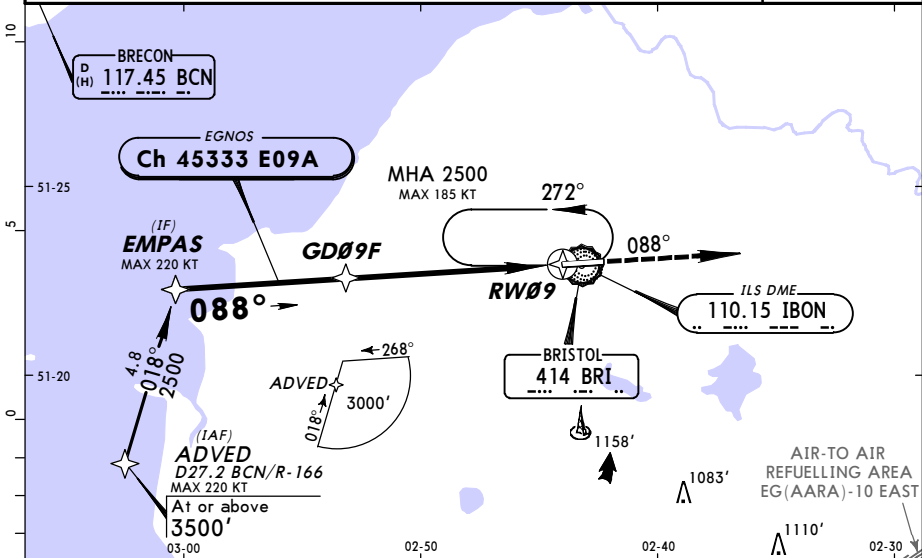
EGGD/BR
BRISTOL

JEPPesen
8 AUG 14
Eff 21 Aug (12-1)

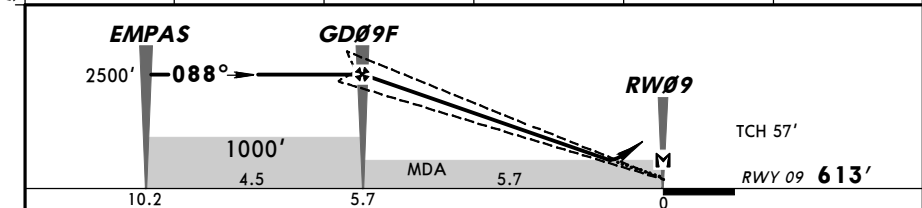
BRISTOL, UK
RNAV (GNSS) Rwy 09

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 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.					



DIST to RWY 09	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
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWY 09						

HIALS
PAPI
3000'

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		100	1050' (428') 1500m
RVR 800m		RVR 900m		RVR 1000m		135	1190' (568') 1600m
RVR 1300m		RVR 1400m		RVR 1400m		180	1290' (668') 2400m
						205	1330' (708') 3600m

EGGD/BR
BRISTOL

JEPPesen
8 AUG 14
Eff 21 Aug 12-2

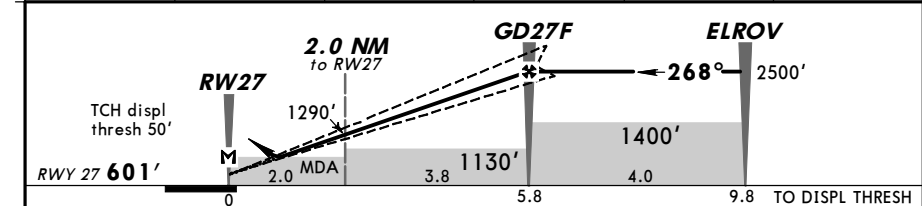
BRISTOL, UK
RNAV (GNSS) Rwy 27

BRIEFING STRIP

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.					



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	HIALS-II PAPI 3000'
Glide Path Angle	3.00°	372	478	531	637	849	
MAP at RW27							

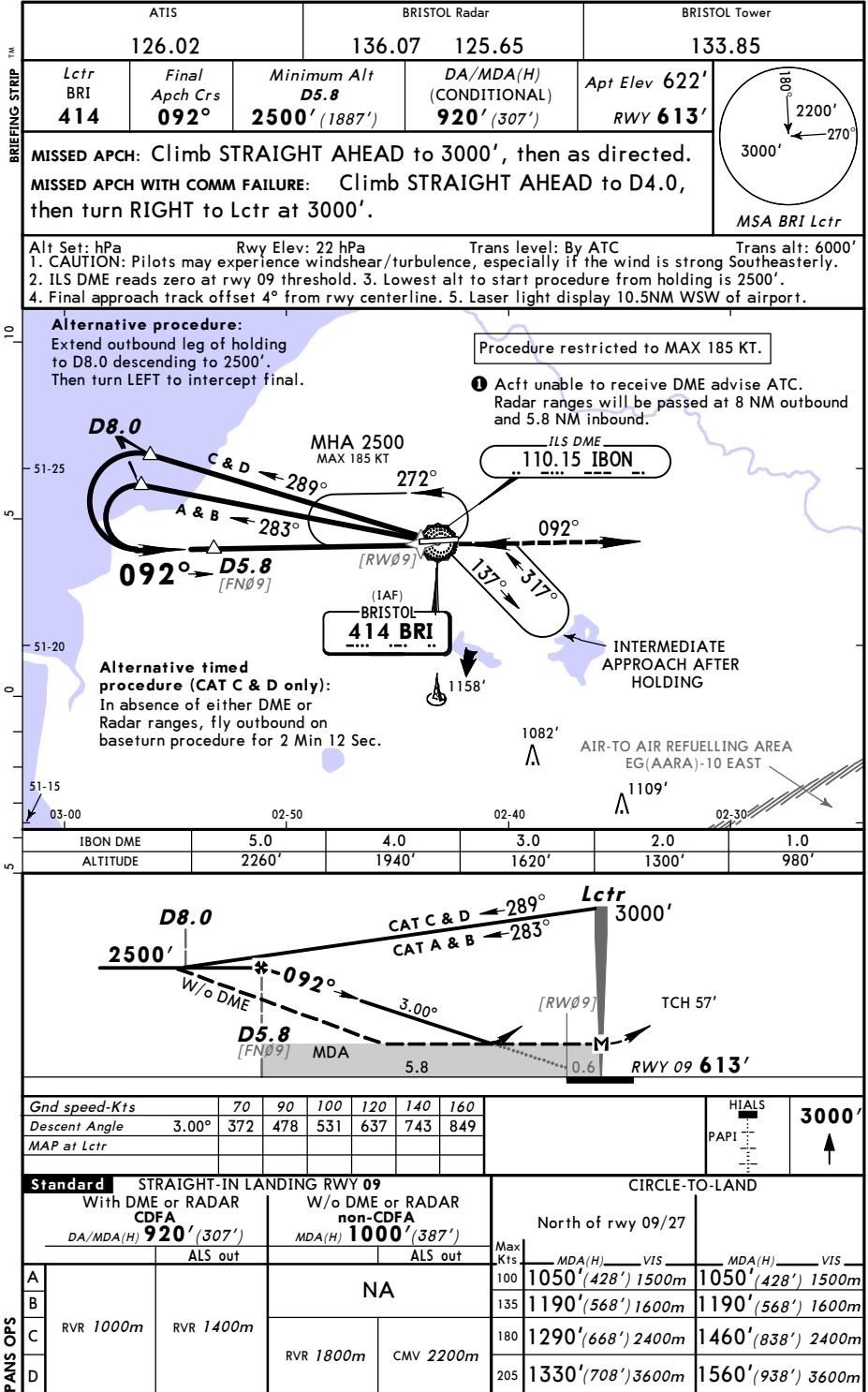
Standard STRAIGHT-IN LANDING RWY 27						CIRCLE-TO-LAND				
LPV DA(H) 851'(250')		LNAV/VNAV DA(H) 950'(349')		LNAV CDFA DA/MDA(H)1000'(399')		North of rwy 09/27				
ALS out		ALS out		ALS out		Max Kts	MDA(H)	VIS	MDA(H)	VIS
A						100	1050'(428')	1500m	1050'(428')	1500m
B	RVR 800m	RVR 1300m	RVR 1200m	RVR 1500m	RVR 1400m	135	1190'(568')	1600m	1190'(568')	1600m
C				RVR 1600m		180	1290'(668')	2400m	1460'(838')	2400m
D						205	1330'(708')	3600m	1560'(938')	3600m

PANS OPS

EGGD/BR
BRISTOL

JEPPesen
29 NOV 13 (16-1) Eff 12 Dec

BRISTOL, UK
NDB DME Rwy 09



EGGD/BR
BRISTOL

JEPPesen

29 NOV 13

16-2

Eff 12 Dec

0 NDB

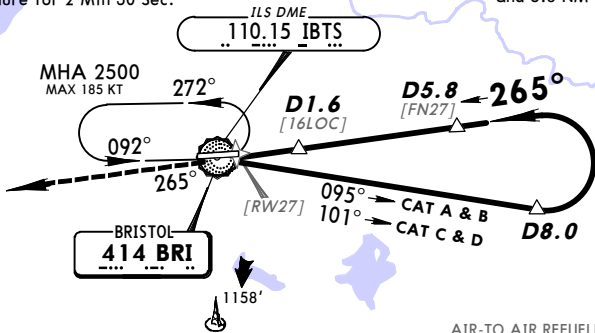
BRISTOL, UK
DME Rwy 27

ATIS		BRISTOL Radar		BRISTOL Tower
126.02		136.07	125.65	133.85
Lctr BRI	Final Aptch Crs	Procedure Alt D5.8	DA/MDA(H) (CONDITIONAL)	Apt Elev 622'
414	265°	2500' (1899')	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 baseten procedure for 2 Min 30 Sec.

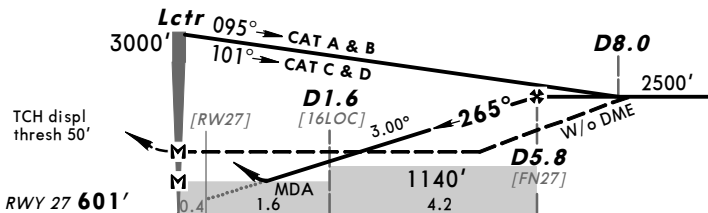
1 Acft unable to receive DME advise ATC. Radar ranges will be passed at 8 NM outbound and 5.8 NM inbound.



Procedure restricted to MAX 185 KT.

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

	02-50	02-40	02-30
IBTS DME	2.0	3.0	4.0
ALTITUDE	1290'	1610'	1930'
			5.0



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

HIALS-II	3000'
PAPI	

Standard STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND					
With DME or RADAR CDFA		W/o DME or RADAR non-CDFA		North of rwy 09/27					
DA/MDA(H) 960' (359')		MDA(H) 1240' (639')							
ALS out		ALS out							
A	RVR 1200m	RVR 1500m	NA		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		
D		RVR 1600m	CMV 2900m	CMV 3300m	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.

© JEPPESEN, 2000, 2013. ALL RIGHTS RESERVED.

EGGD/BR
BRISTOL

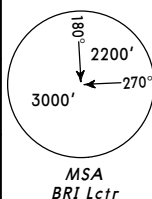
JEPPesen
29 NOV 13 (18-1) Eff 12 Dec

BRISTOL, UK
SRA All Rws

ATIS 126.02		BRISTOL Radar 136.07 125.65		BRISTOL Tower 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'	

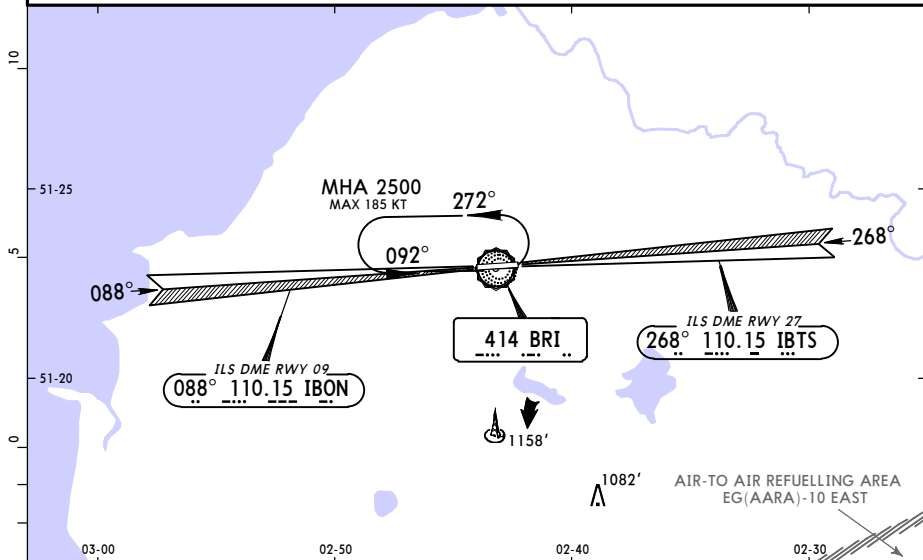
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.

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	Lighting - Refer to Airport Chart	3000' ↑
Descent Angle	3.00°	372	478	531	637	743		
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		
SRA 27: MAP at 2 NM from touchdown								

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	MDA(H)	VIS	MDA(H)	VIS
A	RVR 1200m	RVR 1500m	RVR 1500m	100	1050' (428')	1500m	1050' (428')	1500m
B				135	1190' (568')	1600m	1190' (568')	1600m
C		RVR 1600m	CMV 2400m	180	1290' (668')	2400m	1460' (838')	2400m
D				205	1330' (708')	3600m	1560' (938')	3600m

1 After SRA 27 apch: MDA(H) 1270' (648').

CHANGES: Minimums.

© JEPPESEN, 2000, 2013. ALL RIGHTS RESERVED.

BRISTOL, (BRISTOL - EGGD)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EGGD

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