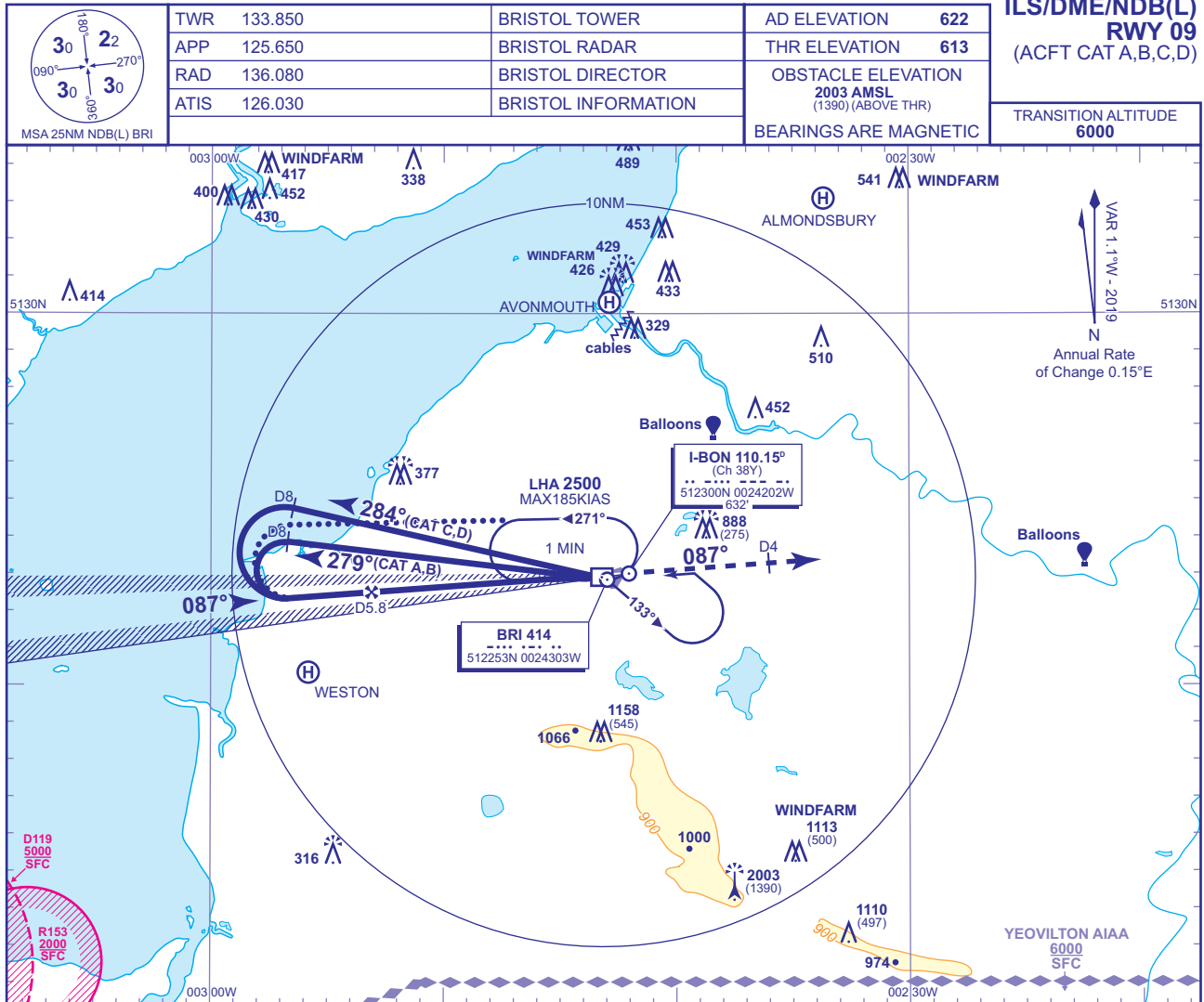


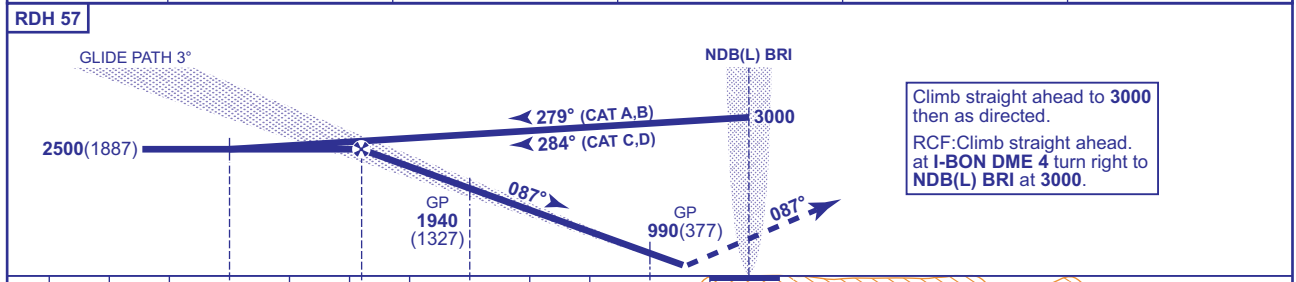
INSTRUMENT APPROACH CHART - ICAO

BRISTOL
ILS/DME/NDB(L)
RWY 09
(ACFT CAT A,B,C,D)



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-BON	5	4	3	2	1
ALT(HGT)	2260(1647)	1940(1327)	1620(1007)	1310(697)	990(377)



Aircraft Category		DME I-BON zero ranged to THR RWY 09				Rate of descent	G/S KT				
		A	B	C	D		160	140	120	100	80
OCA (OCH)	CAT I	770(157)	780(167)	790(177)	800(187)	FT/MIN	850	740	640	530	420
	Total Area	1050(428)	1190(568)	1460(838)	1560(938)						
VM(C)OCA (OCH AAL)	North of RWY 09/27	1050(428)	1190(568)	1290(668)	1320(698)						

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Overhead NDB(L) BRI at 3000 in holding pattern, turn left and descend on the extended outbound leg to 2500. At I-BON DME 8 turn left to intercept LOC inbound. Then continue as for basic procedure.

AIRCRAFT UNABLE TO RECEIVE DME I-BON
Advise ATC. Radar Ranges will be provided at 8NM outbound and at 6NM and 4NM inbound (See note 4).

- NOTES**
- Lowest altitude to commence procedure from hold is 2500.
 - Maximum KIAS for procedure is 110KIAS (CAT A); 140KIAS (CAT B); 185KIAS (CAT C,D).
 - Below CAT I minima, Glide Path anomalies may be observed.
 - ATC unable to provide Radar Ranges when operating SSR only.

CHANGE (3/19): BRISTOL FILTON HELI REMOVED. ALMONDSBURY HELI ADDED.

AERO INFO DATE 26 NOV 18 AD 2.EGGD-8-1