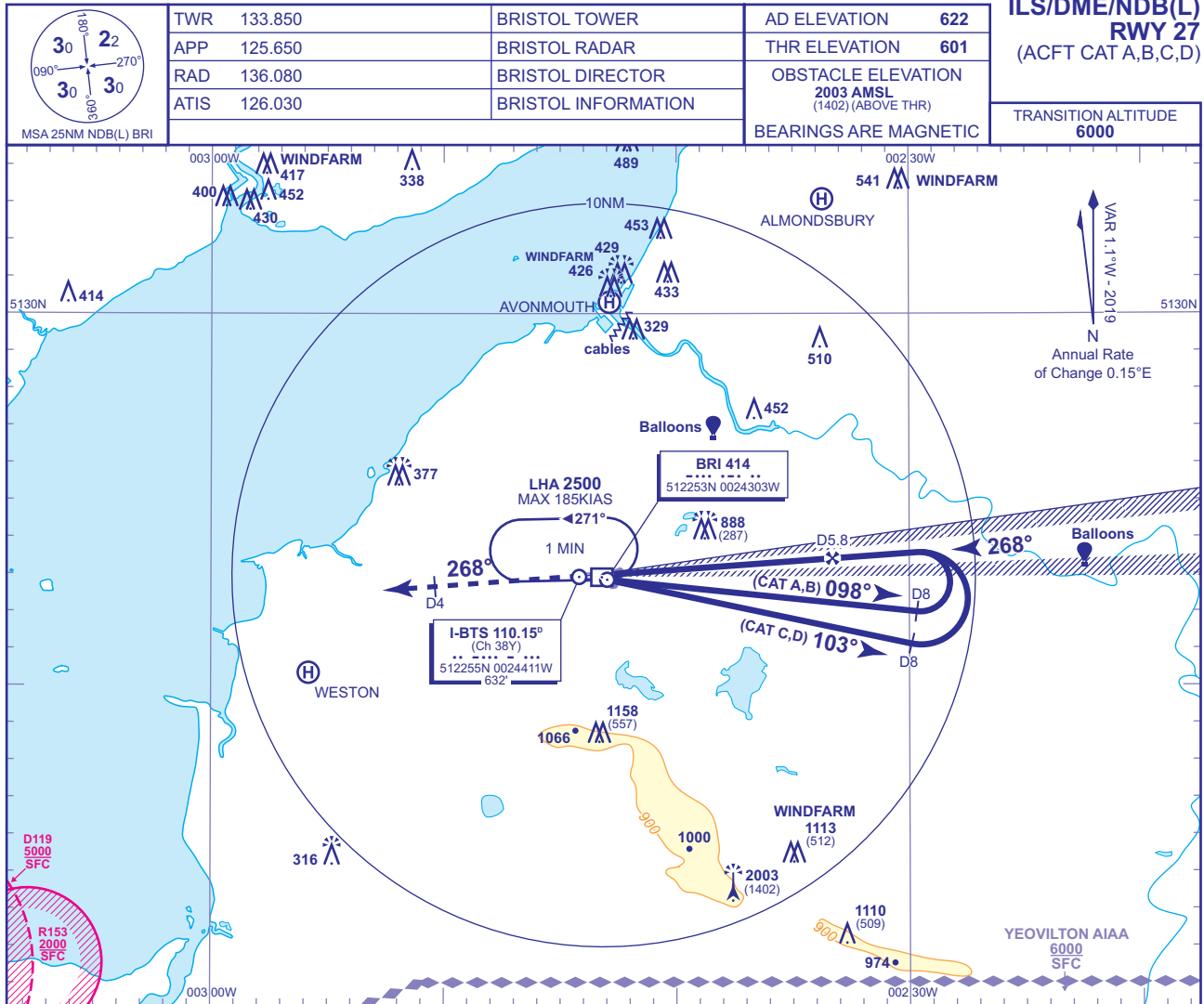


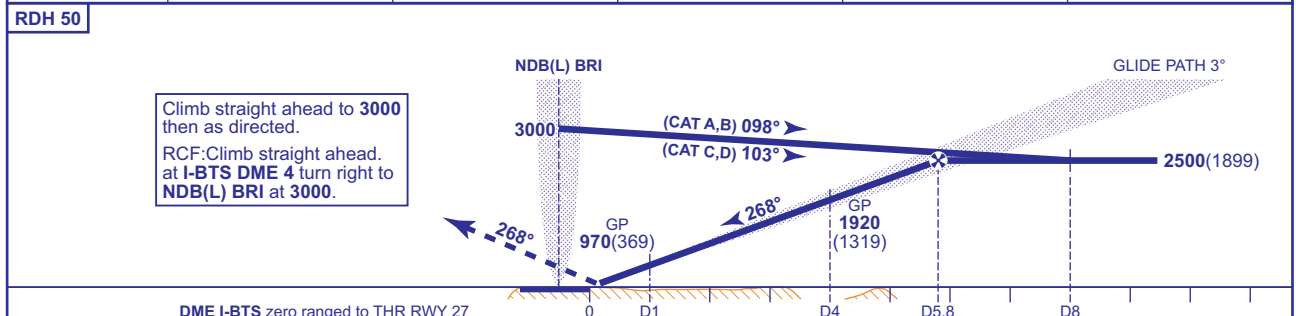
INSTRUMENT APPROACH CHART - ICAO

**BRISTOL ILS/DME/NDB(L) RWY 27**  
(ACFT CAT A,B,C,D)



**RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM**

DME I-BTS	5	4	3	2	1
ALT(HGT)	2240(1639)	1920(1319)	1610(1009)	1290(689)	970(369)



DME I-BTS zero ranged to THR RWY 27

Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	750(149)	759(158)	768(167)	779(178)	FT/MIN	850	740	640	530	430
	CAT II	664(63)	672(71)	682(81)	694(93)						
VM(C)OCA (OCH AAL)	Total Area	1050(428)	1190(568)	1460(838)	1560(938)						
	North of RWY 09/27	1050(428)	1190(568)	1290(668)	1320(698)						

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

- NOTES**
- 1 Lowest altitude to commence procedure from hold is 2500.
  - 2 Maximum KIAS for procedure is 110KIAS (CAT A); 140KIAS (CAT B); 185KIAS (CAT C,D).
  - 3 ILS GP Flags may occur at 8° left of RWY C/L below 2300ft AGL.
  - 4 ATC unable to provide Radar Ranges when operating SSR only.

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