

INSTRUMENT APPROACH CHART - ICAO

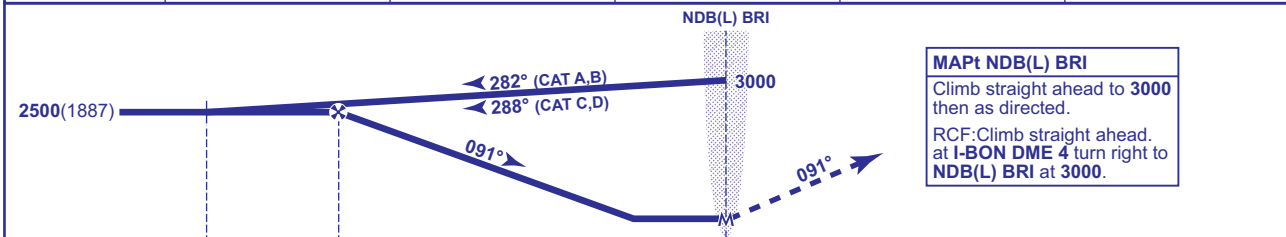
**BRISTOL
NDB(L)/DME
RWY 09**
(ACFT CAT A,B,C,D)

	TWR 133.850	BRISTOL TOWER	AD ELEVATION 622
	APP 125.650	BRISTOL RADAR	THR ELEVATION 613
	RAD 136.080	BRISTOL DIRECTOR	OBSTACLE ELEVATION 2003 AMSL (1390) (ABOVE THR)
	ATIS 126.030	BRISTOL INFORMATION	BEARINGS ARE MAGNETIC
			TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-BON	5	4	3	2	1
ALT(HGT)	2260(1647)	1940(1327)	1620(1007)	1300(687)	980(367)



Aircraft Category	A	B	C	D	Rate of descent	DME I-BON zero ranged to THR RWY 09				
						G/S KT	160	140	120	100
OCA (OCH)	With DME or RADAR	920(307)	920(307)	920(307)	920(307)	840	740	630	530	420
	No DME or RADAR	N/A	N/A	1000(387)	1000(387)					
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)					

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN Overhead IAF (NDB(L) BRI) at 3000 in holding pattern, turn left and descend on the extended outbound leg to 2500(1887). At I-BON DME 8 turn left onto FAT. From FAF (I-BON DME 5.8) descend to MDH.

AIRCRAFT UNABLE TO RECEIVE DME I-BON Advise ATC. Radar Ranges will be passed at 8NM outbound and at 5.8NM inbound (See note 4).

ALTERNATIVE TIMED PROCEDURE CAT C and D aircraft may, in the absence of either DME I-BON or radar ranges, fly outbound on basetum procedure for 2MIN 12SEC. (Note: timed procedure **not available for CAT A or B aircraft**).

- 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).
 - FAT offset 3.11° from RWY C/L.
 - ATC unable to provide Radar Ranges when operating SSR only.

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