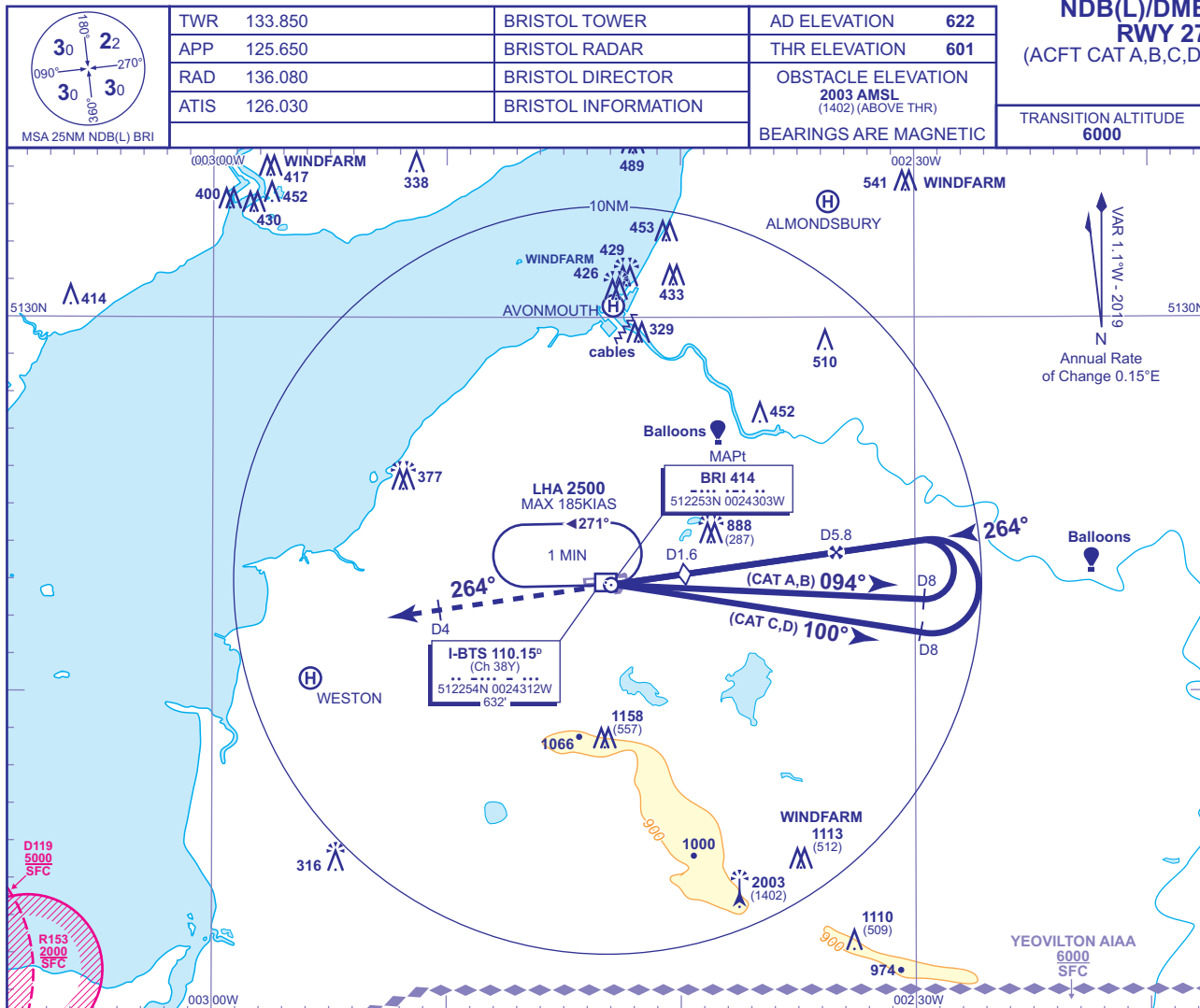


INSTRUMENT APPROACH CHART - ICAO

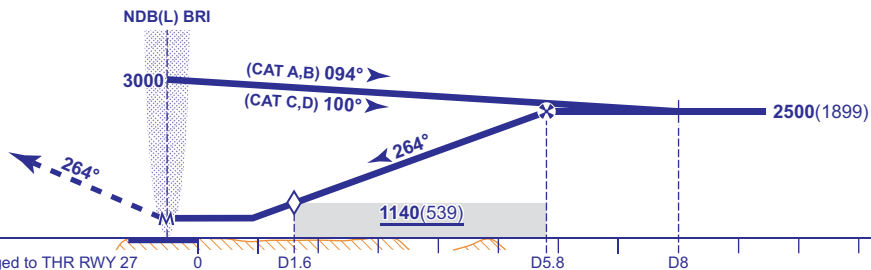
**BRISTOL  
NDB(L)/DME  
RWY 27**  
(ACFT CAT A,B,C,D)



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-BTS	5	4	3	2
ALT(HGT)	2250(1649)	1930(1329)	1610(1009)	1290(689)

**MAFt NDB(L) BRI**  
Climb straight ahead to 3000 then as directed.  
RCF: Climb straight ahead. at I-BTS DME 4 turn right to NDB(L) BRI at 3000.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT				
OCA (OCH)	With DME or RADAR	960(359)	960(359)	960(359)	960(359)		160	140	120	100	80
		No DME or RADAR	N/A	N/A	1240(639)	1240(639)	FT/MIN	850	740	640	530
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 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-BTS or radar ranges, fly outbound on baseturn procedure for 2MIN 30SEC. (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 3.8° from RWY C/L and crosses the extended RWY 27 C/L, 1NM from the THR (I-BTS D1.7).
  - ATC unable to provide Radar Ranges when operating SSR only.

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