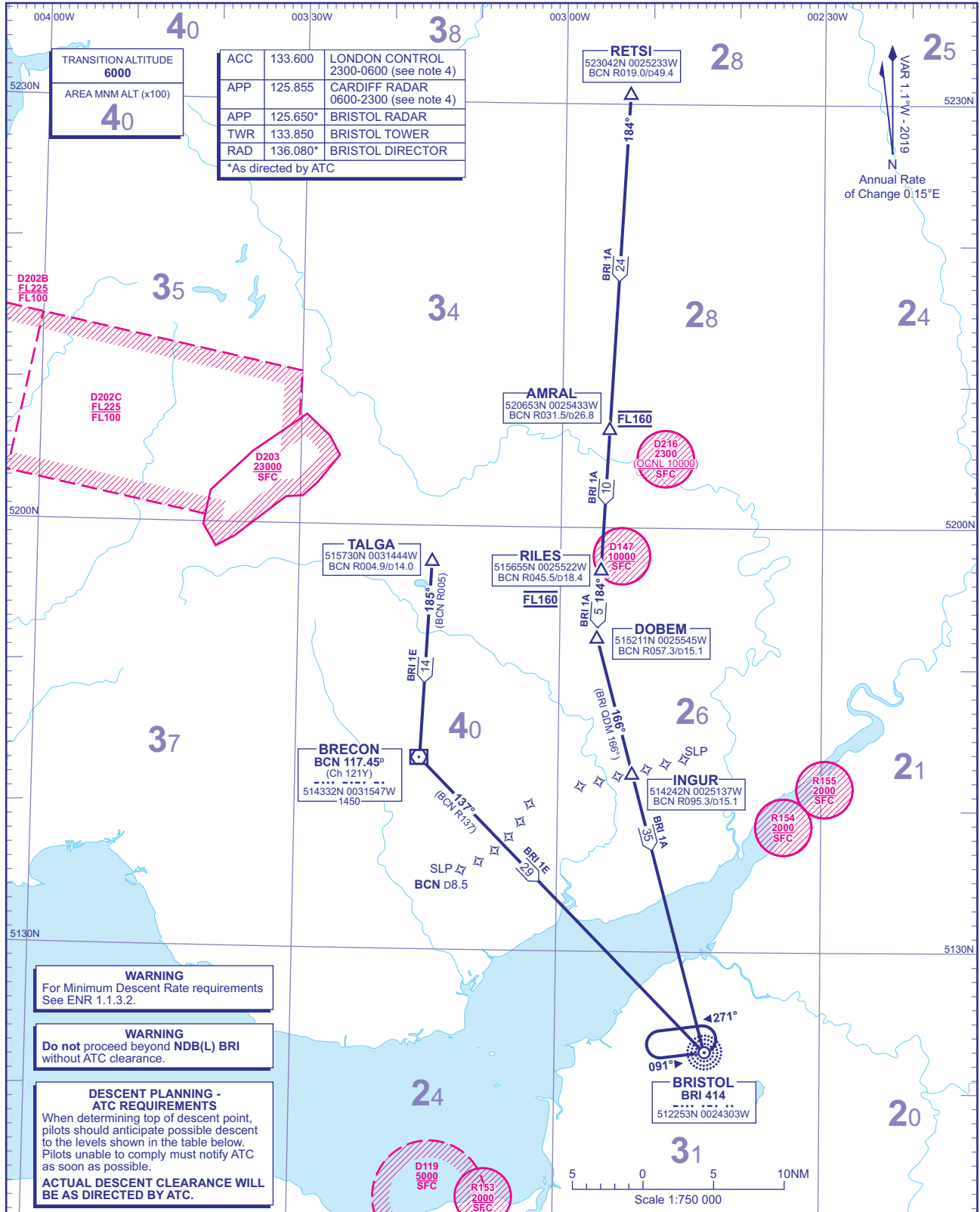


**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**BRISTOL
BRI 1A 1E**



WARNING
For Minimum Descent Rate requirements
See ENR 1.1.3.2.

WARNING
Do not proceed beyond NDB(L) BRI
without ATC clearance.

**DESCENT PLANNING -
ATC REQUIREMENTS**
When determining top of descent point,
pilots should anticipate possible descent
to the levels shown in the table below.
Pilots unable to comply must notify ATC
as soon as possible.
**ACTUAL DESCENT CLEARANCE WILL
BE AS DIRECTED BY ATC.**

BRI 1A	Arrival via RETSI (UN862/N862, UN42/N42) continue on 184° to AMRAL then RILES then DOBEM. At DOBEM turn left onto NDB(L) BRI QDM 166° to NDB(L) BRI.	FL160 by AMRAL Descent below FL160 after RILES
BRI 1E	Arrival via N864 (see Note 3), to TALGA continue to BCN VOR on R005(185°) then turn left onto BCN VOR R137 to NDB(L) BRI.	FL160 level 10NM north of TALGA

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Cross SLPs or 3 minutes before holding fix at 250KIAS or less.
 - BRI 1E is for use when N862 is not available due to gliding activity north of RILES and for aircraft joining N864 below FL145 15NM north of TALGA.
 - Summer 1 hour earlier.

CHANGE (13/18): D203 OCNLT ALT REMOVED.

AERO INFO DATE 04 SEP 18