

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

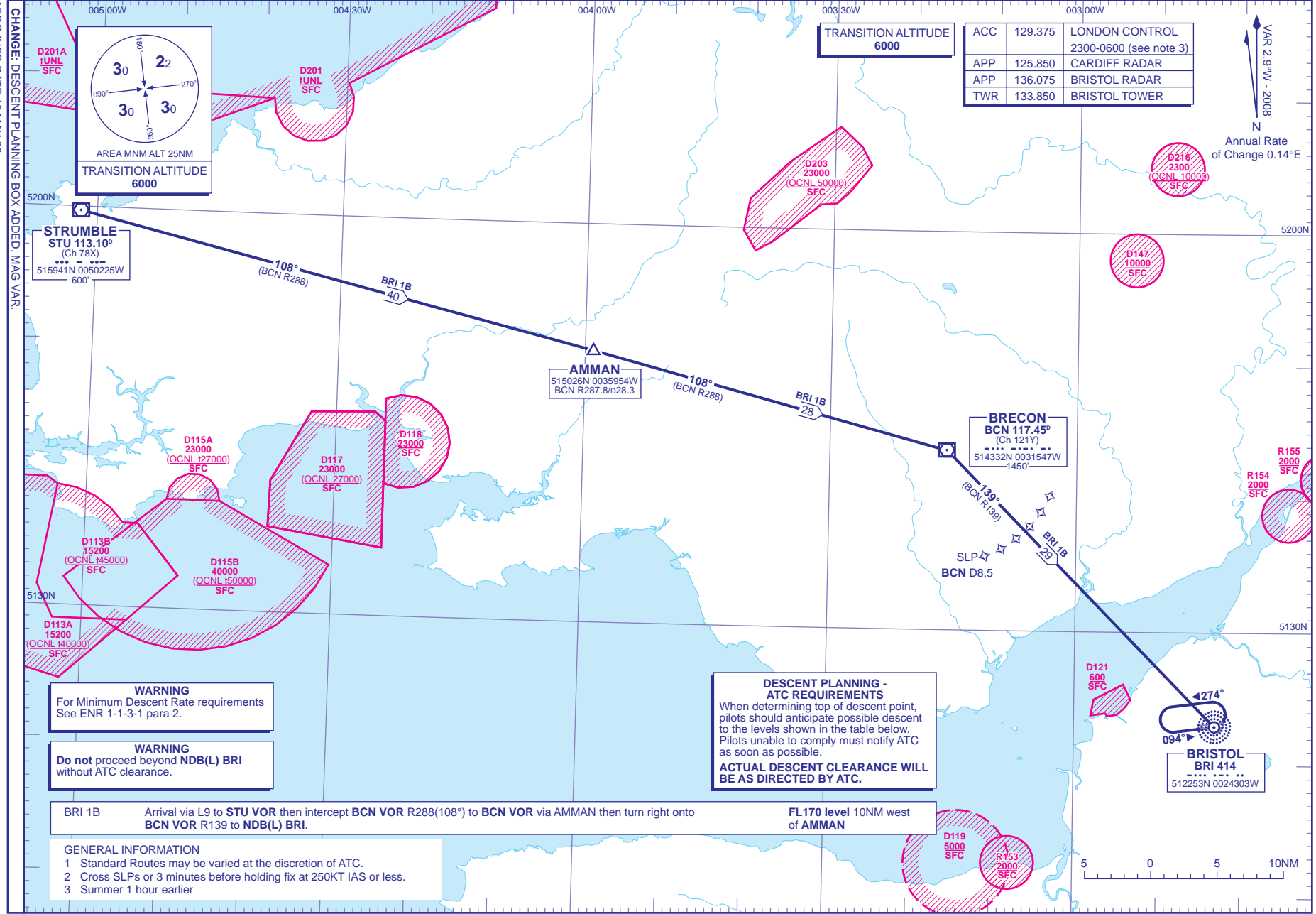
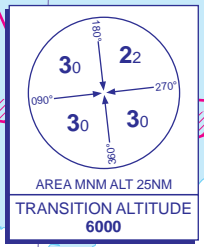
DISTANCES IN NAUTICAL MILES  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET

**BRISTOL  
BRI 1B**

VAR 2.9°W - 2008  
N  
Annual Rate of Change 0.14°E

ACC	129.375	LONDON CONTROL	2300-0600 (see note 3)
APP	125.850	CARDIFF RADAR	
APP	136.075	BRISTOL RADAR	
TWR	133.850	BRISTOL TOWER	

TRANSITION ALTITUDE  
**6000**



**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.**

**WARNING**  
For Minimum Descent Rate requirements See ENR 1-1-3-1 para 2.

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

**BRI 1B** Arrival via L9 to **STU VOR** then intercept **BCN VOR R288(108°)** to **BCN VOR** via **AMMAN** then turn right onto **BCN VOR R139** to **NDB(L) BRI**.

**FL170 level 10NM west of AMMAN**

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
  - Cross SLPs or 3 minutes before holding fix at 250KT IAS or less.
  - Summer 1 hour earlier



CHANGE: DESCENT PLANNING BOX ADDED; MAG VAR  
AERO INFO DATE 13 MAY 08