

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

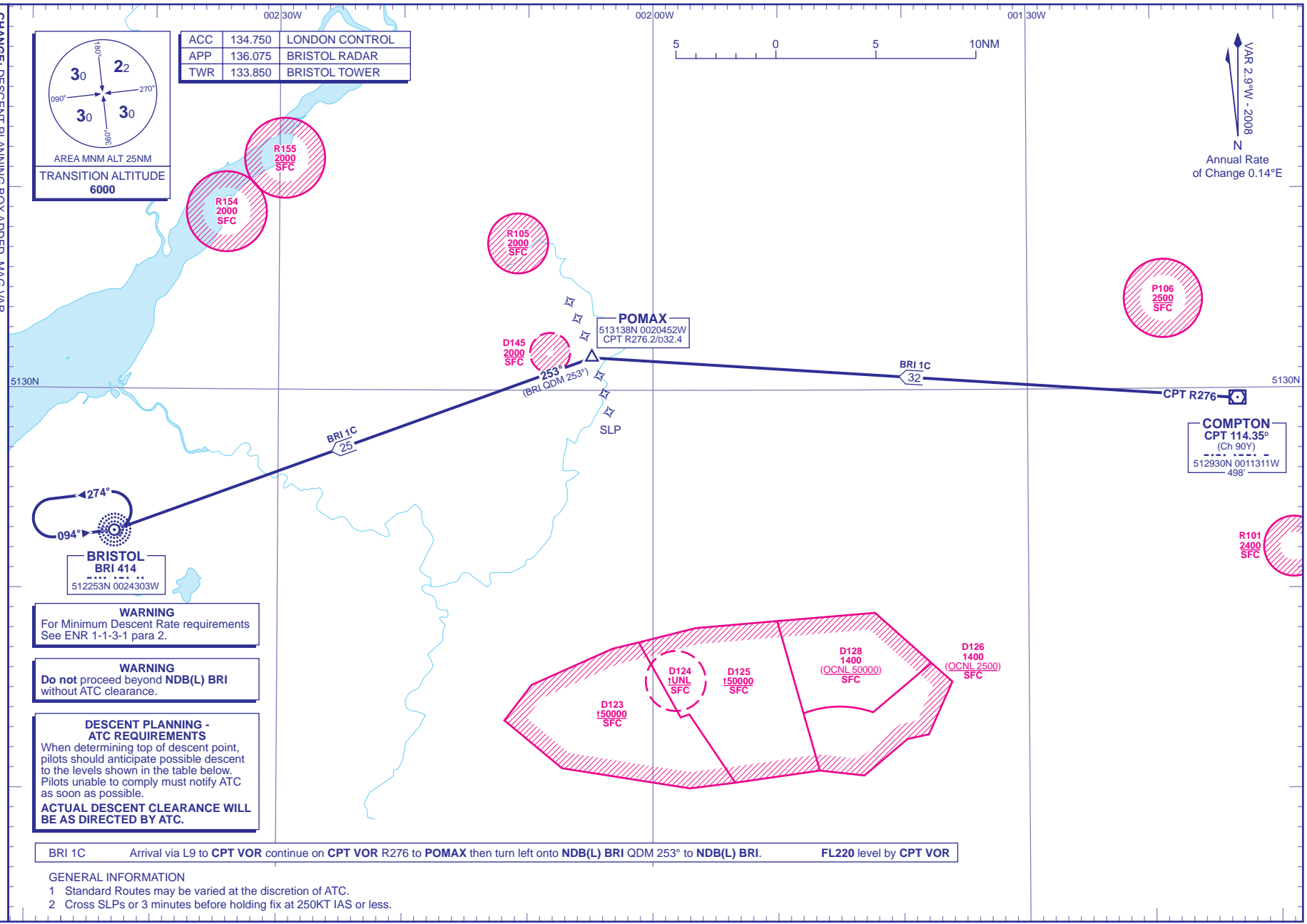
DISTANCES IN NAUTICAL MILES BEARINGS TRACKS AND RADIALS ARE MAGNETIC ALTITUDES AND ELEVATIONS ARE IN FEET

BRISTOL BRI 1C

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



ACC	134.750	LONDON CONTROL
APP	136.075	BRISTOL RADAR
TWR	133.850	BRISTOL TOWER



BRISTOL
BRI 414
512253N 0024303W

POMAX
513138N 0020452W
CPT R276.2/b32.4

COMPTON
CPT 114.35°
(Ch 90Y)
512930N 0011311W
498'

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.

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 1C Arrival via L9 to CPT VOR continue on CPT VOR R276 to POMAX then turn left onto NDB(L) BRI QDM 253° to NDB(L) BRI. FL220 level by CPT VOR

- 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.

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