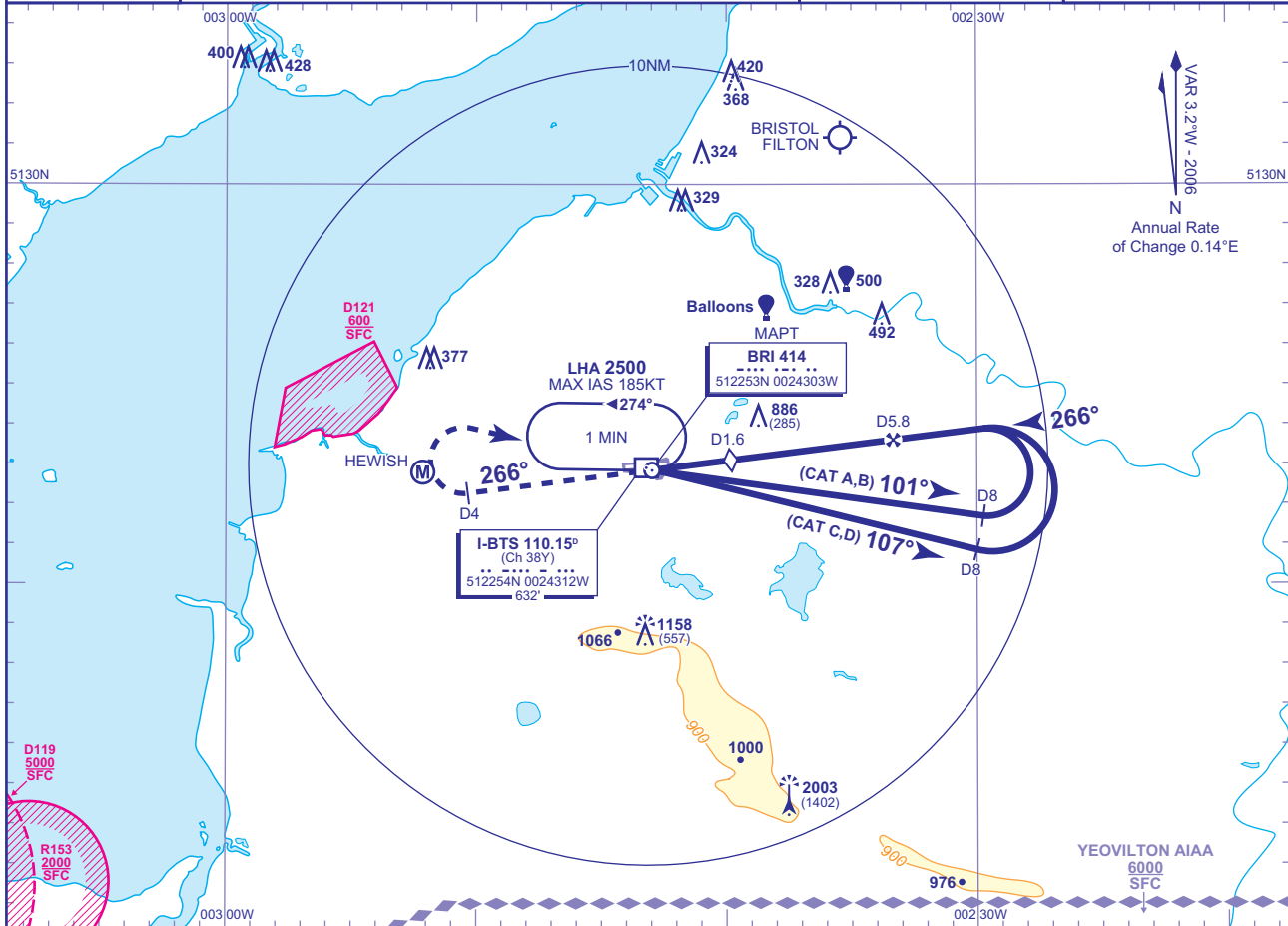


INSTRUMENT APPROACH CHART - ICAO

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

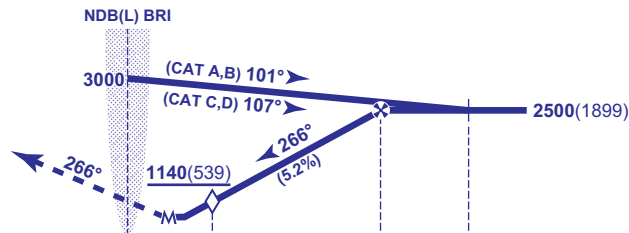
<p>MSA 25NM NDB(L) BRI</p>	TWR 133.850	BRISTOL TOWER	AD ELEVATION 622
	RAD 136.075, 125.650 (LARS)	BRISTOL RADAR	THR ELEVATION 601
	ATIS 126.025	BRISTOL INFORMATION	OBSTACLE ELEVATION 2003 AMSL (1402) (ABOVE THR)
			BEARINGS ARE MAGNETIC
			TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

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

MAPT 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.



DME I-BTS zero ranged to THR RWY 27

Aircraft Category	OCA (OCH)	A	B	C	D	Rate of descent FT/MIN	G/S KT	160	140	120	100	80
		With DME or RADAR	No DME or RADAR	Total Area	North of RWY 09/27		850	740	640	530	430	
VM(C)OCA (OCH AAL)		960(359)	960(359)	1190(589)	1190(589)							
		N/A	N/A	1390(768)	1560(938)							
		1050(428)	1260(638)	1360(738)	1360(738)							

AIRCRAFT UNABLE TO RECEIVE DME I-BTS Advise ATC. Radar ranges will be passed at 8NM outbound and at 5.8NM inbound.

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 IAS for procedure with NO DME is 185KT (CAT C,D).
 - FAT offset 3.1° from RWY C/L and crosses the extended RWY 27 C/L, 1NM from the THR (I-BTS D1.7).

CHANGE: NEW FORMAT. TRANSITION ALTITUDE. YEOVILTON AIAA. OBSTACLES.