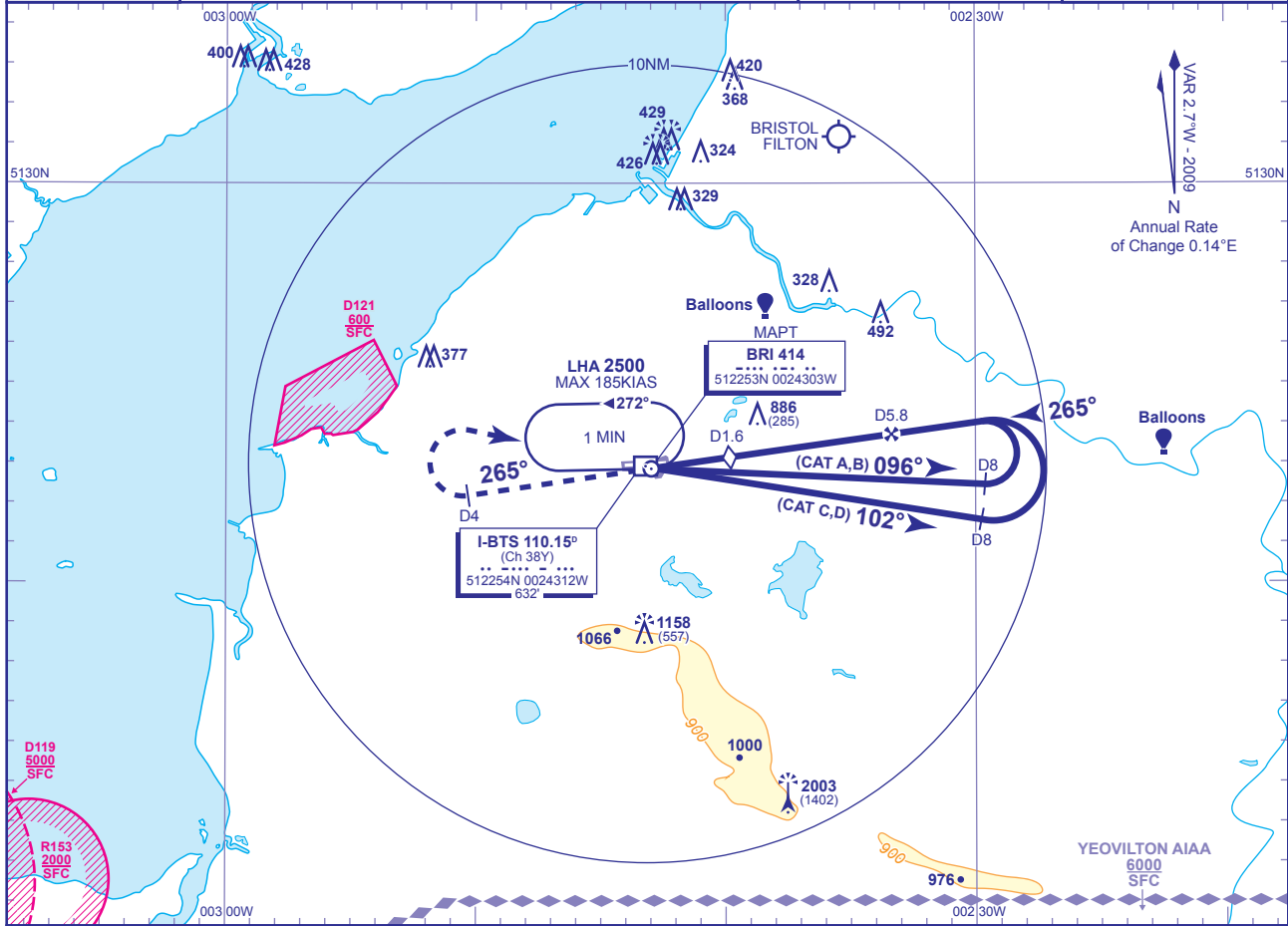


INSTRUMENT APPROACH CHART - ICAO

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

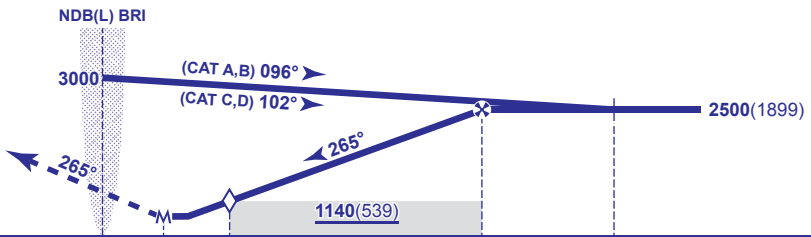
|                            |                             |                       |   |
|----------------------------|-----------------------------|-----------------------|---|
| <p>MSA 25NM NDB(L) BRI</p> | TWR 133.850                 | BRISTOL TOWER         | AD ELEVATION 622                                |
|                            | 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 | G/S KT   | 160    | 140 | 120 | 100 | 80  |
|                    |                    | With DME or RADAR                   | 960(359)  | 960(359)  | 960(359)  |                 | 960(359) | FT/MIN | 850 | 740 | 640 | 530 |
| VM(C)OCA (OCH AAL) | North of RWY 09/27 | Total Area                          | 1050(428) | 1260(638) | 1460(838) | 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**  
 1 Lowest altitude to commence procedure from hold is 2500.  
 2 Maximum KIAS for procedure is 110KIAS (CAT A); 140KIAS (CAT B); 185KIAS (CAT C,D).  
 3 FAT offset 3.8° from RWY C/L and crosses the extended RWY 27 C/L, 1NM from the THR (I-BTS D1.7).

**CHANGE:** MAG VAR. PROCEDURE. NOTES. OCA NO DME OR RADAR CAT C,D. VM(C) OCA CAT C. OBSTACLES. MOCA BOX.