

BRISTOL

EGGD AD 2.1 - BRISTOL

EGGD AD 2.2 — AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at Aerodrome:	Lat: 512257.61N Long: 0024308.72W Mid point of Runway 09/27.
2	Direction and distance from the city:	7 nm SW of Bristol.
3	Elevation/Reference temperature:	622 ft – 20°C
4	Geoid undulation at AD ELEV PSN:	164 ft
5	MAG VAR/Annual change:	W2.7° (2009) – 0.14° decreasing.
6	AD Administration:	Bristol Airport Plc.
	Address:	Bristol Airport, Bristol, BS48 3DY.
	Telephone:	01275-473712/473713 (ATC/TWR). 01275-473714 (ATC/APP).
	Fax:	01275-474800. 01275-474482 (ATC).
	Telex:	449295.
7	Types of traffic permitted (IFR/VFR):	IFR/VFR.
8	Remarks:	

EGGD AD 2.3 — OPERATIONAL HOURS

1	AD Administration:	H24.
2	Customs and Immigration:	H24. Subject to notified movements.
3	Health and Sanitation:	
4	AIS Briefing Office:	H24. Self-briefing.
5	ATS Reporting Office (ARO):	
6	MET Briefing Office:	H24. Self-briefing.
7	ATS:	H24. See also AD 2.18.
8	Fuelling:	AVTUR JET A-1: 0500-2330(winter); and by arrangement. Mon-Fri 0430-0100; Sat 0500-0100; Sun 0500-2300 (summer); and by arrangement. AVGAS 100LL †: 0800-2000 (winter). 0700-1900 (summer).
9	Handling:	H24.
10	Security:	H24.
11	De-icing:	H24.
12	Remarks:	Between 2300-0700 (local) Prior Permission Required. A night surcharge will apply to all landings between 2200-0700 (local). † A surcharge for AVGAS will apply outside of these hours.

EGGD AD 2.4 — HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Up to 10 tons. Nearest railway siding Pylle Hill 7 nm.									
2	Fuel/oil types:	AVGAS 100L. AVTUR JET A-1.									
3	Fuelling facilities/capacity:	Up to 1600 lt/Minute.									
4	De-icing facilities:										
5	Hangar space available for visiting aircraft:	Limited.									
6	Repair facilities for visiting aircraft:	Limited for light aircraft.									
7	Remarks:	Oxygen available on request. Mandatory handling for all aircraft. Handling agencies are: <table style="width: 100%; border: none;"> <tr> <td>Servisair:</td> <td>Tel: 01275-472776</td> <td>Fax: 01275-474514</td> </tr> <tr> <td>Bristol Flying Centre</td> <td>Tel: 01275-474501</td> <td>Fax: 01275-474851</td> </tr> <tr> <td>Menzies Aviation</td> <td>Tel: 01275-475553</td> <td>Fax: 01275-475548</td> </tr> </table> Aircraft requiring Customs clearance must be parked on the Western and main aprons only. AVGAS for visiting aircraft only available from the Bristol Flying Centre.	Servisair:	Tel: 01275-472776	Fax: 01275-474514	Bristol Flying Centre	Tel: 01275-474501	Fax: 01275-474851	Menzies Aviation	Tel: 01275-475553	Fax: 01275-475548
Servisair:	Tel: 01275-472776	Fax: 01275-474514									
Bristol Flying Centre	Tel: 01275-474501	Fax: 01275-474851									
Menzies Aviation	Tel: 01275-475553	Fax: 01275-475548									

EGGD AD 2.5 — PASSENGER FACILITIES

1	Hotels:	Hotel 2 miles.
2	Restaurants:	Restaurant, Cocktail bar
3	Transportation:	Buses, taxis, trains. Nearest railway station Bristol Temple Meads 7 nm.
4	Medical facilities:	Limited first aid treatment.
5	Bank and Post Office:	Bureau de change.
6	Tourist Office:	Yes.
7	Remarks:	

EGGD AD 2.6 — RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting:	RFF Category 7. RFF Category 8 by arrangement.
2	Rescue equipment	Chub Protector, Carmichael Cobra II, x 2. Cobra I. Type B water tender.
3	Capability for removal of disabled aircraft:	120, 000 kg MTWA (if tow bar available and aircraft can be rolled). Contact: 01275-473568.
4	Remarks:	

EGGD AD 2.7 — SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment:	Mechanical, Chemical de-icing.
2	Clearance priorities:	Runway 09/27. Taxiway A and B. Apron. Taxiway G.
3	Remarks:	Braking action assessment by MU-Meter. Latest information from: 01275-473705/473706/473568.

EGGD AD 2.8 — APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength:	Main Apron: Surface: Concrete/Asphalt Strength: 51/F/C/W/T West Apron: Surface: Concrete Strength: 51/F/C/W/T Southern Apron: Surface: Asphalt Strength: 30/F/C/W/T Light Aircraft Park: Surface: Asphalt Strength: 20/F/C/Y/T
2	Taxiway width, surface and strength:	A and G: Width: 22 m. Surface: Asphalt Strength: 51/F/C/W/T B: Width: 46 m. Surface: Asphalt Strength: 53/F/C/W/T D: Width: 22 m. Surface: Asphalt Strength: 42/F/C/W/T F: Width: 15 m. Surface: Asphalt Strength: 25/F/C/W/T H: Width: 10.5 m. Surface: Asphalt Strength: 20/F/C/Y/T J: Width: 15 m. Surface: Asphalt Strength: 30/F/C/W/T Z: Width: 22 m. Surface: Asphalt Strength: 51/F/C/W/T
3	Altimeter checkpoint location and elevation:	Main Apron: 595 ft amsl.
4	VOR checkpoints:	
5	INS checkpoints:	See Aircraft Parking/Docking Chart.
6	Remarks:	

EGGD AD 2.9 — SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs: TWY guide lines and visual docking/parking guidance system of aircraft stands:	Stands 1 to 5 are nose-in/push back stands adjacent to the terminal building. Stands 13 to 16 are nose-in/push back stands adjacent to the old administration building. Stands 8 to 12 are configured for nose-in/push back or taxi-through stands as appropriate. Stands 21 & 22 are nose-in/push back stands adjacent to the fuel terminal. Stands 23 to 26 are configured for nose-in/push back or taxi through stands as appropriate. Stand 26N is a nose-in/push back stand for B767 type aircraft. Stand 27 and 29L are nose-in/pushback stands for aircraft up to B757 size. Stands 28R and 29R are configured for nose-in/push back but may be used for self manoeuvring if the stand opposite is vacant. Stands 29 and 30 are nose-in/push back stands for aircraft up to B767 size. Stand 30L is a nose-in/push back stand only. Stands 31, 32 and 33 are nose-in/push back stands only. Stands 61 and 62 are self-manoeuving stands for Royal mail aircraft only. All stands must be used under marshalling guidance that will provide stop information to pilots. Aircraft may, at times, be required to park off the painted stand guidance lines, to ensure adequate wingtip clearance.
2	Runway and taxiway markings and lighting:	Runway: Displaced threshold markings and designators on Runway 27. Threshold markings and designators on Runway 09. Fixed distance markings on Runways 09 and 27, centre-line markings. Runway guard lights are located at all taxiway/runway intersections. Taxiway: Centre-line lighting on Taxiway G and Z has 15 m spacing. Blue edge lighting on Taxiways A, B, D, F, H and J Taxiway holding point markings. Amber/green lead-on/off lines on Taxiways A and G.
3	Stop bars:	Located at A2, B2, D, F, G2, G3, G4, H, J2 and Z2.
4	Remarks:	Two illuminated wind direction indicators.

EGGD AD 2.10 — AERODROME OBSTACLES

In Approach/Take-off areas				In circling area and at aerodrome			
1				2			
Runway/Area affected	Obstacle type Elevation Markings/Lighting	Co-ordinates		Obstacle type Elevation Markings/Lighting	Co-ordinates		
a	b		c	a		b	
		ft amsl			ft amsl		
27/Approach 09/Take-off	Fence	608	512257.12N 0024211.46W	Hill with church tower and radio masts	886	512357.50N 0023843.56W	
	ILS Monitor	609	512300.00N 0024207.31W	Radio mast (Lgtd)	1158	511828.99N 0024314.79W	
	ILS Localizer (Lgdt)	617	512300.83N 0024202.09W	TV mast (Lgtd)	2003	511413.44N 0023731.36W	
3	Remarks:						

EGGD AD 2.11— METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office:	Exeter.
2	Hours of service: MET Office outside hours:	H24.
3	Office responsible for TAF preparation: Periods of validity:	MET Office Exeter. 24 hours.
4	Trend Forecast: Interval of issuance:	
5	Briefing/consultation provided:	Self-briefing/Telephone.
6	Flight documentation: Language(s) used:	Charts abbreviated plain language text. TAFs and METARs. English.
7	Charts and other information available for briefing or consultation:	METFORM 214-215. 24 Hour MSLP forecast. Eur Sig WX, Upperwinds/Temp. AIRMET Southern. AIRMET Scottish, AIRMET Northern.
8	Supplementary equipment available for providing information:	
9	ATS units provided with information:	Bristol.
10	Additional Information (limitation of service etc):	Self-Briefing Facility - H24.

EGGD AD 2.12 — RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and Stopway	Threshold co-ordinates RWY end co-ordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
09	086.44°	2011 x 45	51/F/C/W/T Asphalt	512255.59N 0024400.61W — GUND 164 ft	THR 613 ft
27	266.45°	2011 x 45	51/F/C/W/T Asphalt	512259.37N 0024223.50W — GUND 164 ft	THR 601ft

Slope of RWY-SWY	Stopway dimensions (m)	Clearway dimensions (m)	Strip dimensions (m)	OFZ
7	8	9	10	11
RWY 09 0.15% down		60	300	
RWY 27 0.15% up		1005	300	
12	Remarks: Pilots should note that when using Runway 27, there is a 395 m area of the runway that provides a forward sight distance of less than 1006 m (for an eye height of 3 m above the runway surface) between 630 m and 1025 m after the start of the LDA located in the middle of the runway length. Pilots should note that when using Runway 09, there is a 240 m area of the runway that provides a forward sight distance of less than 1006 m (for an eye height of 3 m above the runway surface) between the start of the LDA and 240 m after the start of the LDA located in the area of the Runway 09 threshold and start of the 09 TDZ.			

EGGD AD 2.13 — DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks:
1	2	3	4	5	6
09	2011	2071	2011	1938	Take-off from intersection with Taxiway Foxtrot. Take-off from intersection with Taxiway Delta. Take-off from intersection with Taxiway Hotel. Take-off from intersection with Taxiway Bravo. Take-off from intersection with Taxiway Juliet. Take-off from intersection with Taxiway Delta. Take-off from intersection with Taxiway Hotel. Take-off from intersection with Taxiway Foxtrot.
27	2011	3016	2011	1881	
09	1309	1369	1309	–	
09	709	769	709	–	
09	651	711	651	–	
27	1828	2742	1828	–	
27	1780	2670	1780	–	
27	1348	2022	1348	–	
27	1371	2056	1371	–	
27	749	1123	749	–	

EGGD AD 2.14 — APPROACH AND RUNWAY LIGHTING

Runway	Approach lighting Type Length Intensity	Threshold lighting colour Wingbars	PAPI VASIS Angle Dist from THR (MEHT)	TDZ lighting Length	Runway Centre-line Lighting Length Spacing Colour Intensity	Runway edge lighting Length Spacing Colour Intensity	Runway End Lighting Colour Wingbars	Stopway Lighting Length (m) Colour
1	2	3	4	5	6	7	8	9
09	Coded centre-line with three crossbars 480 m HI	Green HI uni-directional with wingbars	PAPI 3° LHS 347 m (54 ft)		Colour coded 15 m HI	Elev bi-directional HI with omni-directional component 60 m	Red uni-directional	
27	Coded centre-line with three crossbars 570 m HI Supplementary lights inner 300 m	Green HI uni-directional with wingbars	PAPI 3° LHS 319 m (50 ft)	900 m	Colour coded 15 m HI	Elev bi-directional HI with omni-directional component 60 m	Red uni-directional	
10	Remarks							

EGGD AD 2.15 — OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation:	
2	LDI location and lighting: Anemometer location and lighting:	East: 512253.74N 0024240.68W; West: 512300.92N 0024341.27W
3	Taxiway edge and centre-line lighting:	Blue edge lighting on Taxiways A, B, D, F, H, J and Z. Green centre-line lighting on 15 m spacing between A1 and G1
4	Secondary power supply/switch-over time:	Yes/1 second
5	Remarks:	Obstacle lighting. Apron floodlights.

EGGD AD 2.16 — HELICOPTER LANDING AREA

1	Co-ordinates TLOF or THR of FATO: Geoid undulation:	
2	TLOF and/or FATO elevation (ft):	
3	TLOF and FATO area dimensions: Surface, Strength, Marking:	
4	True Bearing of FATO:	
5	Declared distance available:	
6	Approach and FATO lighting:	
7	Remarks:	Helicopters may expect to land and depart via Taxiway G only when directed by ATC. Main/ West aprons and taxilane must not be overflown.

EGGD AD 2.17 — ATS AIRSPACE

Designation and lateral limits	Vertical limits	Airspace Classification
1	2	3
Bristol Control Zone (CTR) An area enclosed by a circle radius 5 nm centred on 512258N 0024309W.	FL 105/SFC	D †
Bristol Control Area (CTA – 1) 512824N 0023142W thence clockwise by the arc of a circle radius 9 nm centred on 512258N 0024309W to 511826N 0023045W - 511759N 0024239W thence anti-clockwise by the arc of a circle radius 5 nm centred on 512258N 0024309W to 512757N 0024339W - 512824N 0023142W.	FL 105/ 1500 ft ALT	D †
Bristol Control Area (CTA – 2) 512757N 0024339W thence anti-clockwise by the arc of a circle radius 5 nm centred on 512258N 0024309W to 511759N 0024239W - 511730N 0025433W thence clockwise by the arc of a circle radius 9 nm centred on 512258N 0024309W to 512728N 0025535W - 512757N 0024339W.	FL 105/ 1500 ft ALT	D †
Bristol Control Area (CTA – 3) 512836N 0022614W thence clockwise by the arc of a circle radius 12 nm centred on 512258N 0024309W to 511838N 0022518W - 511826N 0023045W thence anti-clockwise by the arc of a circle radius 9 nm centred on 512258N 0024309W to 512824N 0023142W - 512836N 0022614W.	FL 105/ 2000 ft ALT	D †
Bristol Control Area (CTA – 4) 512728N 0025535W thence anti-clockwise by the arc of a circle radius 9 nm centred on 512258N 0024309W to 511730N 0025433W - 511709N 0030302W - 512349N 0030302W - 512715N 0030058W - 512728N 0025535W	FL 105/ 2000 ft ALT	D †
Bristol Control Area (CTA – 5) 511826N 0023045W thence clockwise by the arc of a circle radius 9 nm centred on 512258N 0024309W to 511620N 0023328W - 511538N 0025120W - 511247N 0030302W - 511709N 0030302W - 511826N 0023045W.	FL 105/ 3000 ft ALT	D †
Bristol Control Area (CTA – 6) 512847N 0022104W - thence clockwise by the arc of a circle radius 15 nm centred on 512258N 0024309W to 511849N 0022009W - 511838N 0022518W thence anti-clockwise by the arc of a circle radius 12 nm centred on 512258N 0024309W to 512836N 0022614W - 512847N 0022104W.	FL 105/ 3500 ft ALT	D †
Bristol Control Area (CTA – 7) 513450N 0024206W - 513235N 0022204W - 512842N 0022338W - 512715N 0030058W - 513450N 0024206W.	FL 105/ 4000 ft ALT	D †
Bristol Control Area (CTA – 8) 513235N 0022204W - 513107N 0020919W thence anti-clockwise by the arc of a circle radius 6 nm centred on 513027N 0015946W to 512841N 0020856W - 512320N 0021913W thence anti-clockwise by the arc of a circle radius 15 nm centred on 512258N 0024309W to 512847N 0022104W - 512842N 0022338W - 513235N 0022204W.	FL 105/ 4500 ft ALT	D †
Bristol Control Area (CTA – 9) 513107N 0020919W - 513039N 0020510W - 512841N 0020856W thence clockwise by the arc of a circle radius 6 nm centred on 513027N 0015946W to 513107N 0020919W.	FL 105/ FL 65	D †
Bristol Aerodrome Traffic Zone (ATZ) Circle radius 2.5 nm centred on longest notified runway (09/27) 512258N 0024309W.	2000 ft aal/SFC	D †
4 ATS unit call sign: Language(s):	Bristol Radar. English	
5 Transition altitude:	6000 ft	
6 Remarks:	Hours: See AD 2.18 † Refer to Section ENR 1.4 for Notifications.	

EGGD AD 2.18 — ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Channel MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
RAD	Bristol Radar	136.075	H24	H24	DOC 60 nm/15,000 ft. ATZ hours coincident with Radar hours. Lower Airspace radar Service.
	Bristol Radar	125.650			
TWR	Bristol Tower	133.850			DOC 25 nm/4000 ft. DOC 2 nm/GND. † Available as directed by ATC.
	Bristol Ground	121.925 †			
ATIS	Bristol Information	126.025			Available by Telephone: 0844-848 1022 (H24).
FIRE	Bristol Fire	121.600	Available when Fire vehicle attending aircraft on the ground in an emergency.		Non-ATS Frequency.

EGGD AD 2.19— RADIO NAVIGATION AND LANDING AIDS

Type of Aid MAG VAR Type of supported OP (VOR/ILS/MLS declination)	IDENT	Frequency	Hours of Operation		Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
			Winter # and by arrangement	Summer			
1	2	3	4		5	6	7
LOC 09 W2.7° (2009) ILS CAT I	I BON	110.15 MHz	H24	H24	512300.20N 0024202.02W		3° ILS Ref Datum Hgt 57 ft.
GP	I BON	334.25 MHz			512259.88N 0024344.98W		
LOC 27 W2.7° (2009) ILS CAT III	I BTS	110.15 MHz			512255.19N 0024410.99W		3° ILS Ref Datum Hgt 50 ft.
GP	I BTS	334.25 MHz			512253.80N 0024239.97W		
DME	I BON (RWY 09) I BTS (RWY 27)	Ch 38Y (110.15 MHz)			512253.60N 0024311.85W	632 ft amsl	DME freq paired with ILS I BON and I BTS. Zero range is indicated at THR of runway in use.
L	BRI	414 kHz			512253.19N 0024303.16W		On AD. Range 40 nm.
VDF	Bristol Radar	125.650 MHz			512250.84N 0024319.18W		OnAD. Not to be used for en-route navigation

EGGD AD 2.20 — LOCAL TRAFFIC REGULATIONS

1. Airport Regulations

- a. Aircraft unable to communicate by radio with ATC will not be accepted.
- b. Aircraft using Bristol Airport are to carry third party insurance cover of not less than £500,000.
- c. Due to restricted General Aviation parking facilities, operators of inbound General Aviation flights must pre-notify published handling agents with their ETA and duration of stay.
- d. All commercial air transport operators should submit details of proposed flights and schedules to Airport Co-ordination Ltd, who act as agents on behalf of Bristol for this purpose. Tel: 0161-493 1850, Fax: 0161-493 1853, SITA: LONAXCXH. Bristol International is an IATA Level 2, schedules-facilitated airport as defined by IATA and the UK Department for Transport. It is a condition of use of Bristol Airport that airlines fully comply with the time allocated by Airport Co-ordination Ltd on behalf of Bristol Airport.
- e. Due to limited aircraft stand availability, aircraft wishing to divert to Bristol Airport may not be accepted, except in an emergency.
- f. High visibility clothing must be worn on the apron and manoeuvring area at all times, except for passengers under escort.

2. Ground Movement

- a. Marshalling to stands and start-up procedure for all aircraft on Western and Main aprons is under guidance of the apron marshaller, following clearance from ATC.
- b. Restrictions are placed upon the ground running of aircraft engines on the Western and Main aprons and anywhere on the aerodrome at night. Operators are advised to contact ATC for details.
- c. Most grass areas are unsuitable for parking of aircraft. Contact ATC for guidance.
- d. Bristol Ground frequency 121.925 MHz will be open during peak daytime hours. Frequency 121.925 MHz may be cross coupled to Bristol Tower frequency 133.850 MHz during non-peak hours. Aircraft operators may expect to hear vehicle transmissions on both frequencies.
- e. Pilots should request airways or departure clearances prior to start. Clearances are available up to 15 minutes before EOBT.

3. CAT II/III Operations

- a. Runway 27, subject to the serviceability of the equipment, is suitable for Category III operations by operators whose minima have been accepted by the Civil Aviation Authority.
- b. Pilots will be informed by ATIS broadcast or by RTF when Low Visibility Procedures (LVPs) are in operation.
- c. Holding points D, F and Hotel will be closed when LVPs are in force.
- d. Departing aircraft: ATC require departing aircraft to use the CAT II/III Holding Point at A2 for Runway 27 and CAT I Holding Point at G2 for Runway 09.
- e. Arriving aircraft: Pilots should delay the call 'Runway vacated' until established on Taxiway Golf.

4. Warnings

- a. Ground signals are not displayed, except for light signals.
- b. Bird scaring is carried out on a regular basis, using BABS and pyrotechnic equipment. Pilots are warned, however, that birds may not always be detected on the extreme western end of the aerodrome and on the approaches and departure tracks of all runways. Racing pigeon activity over/close to the airport is evident throughout the year, especially from 1 April to 31 October.
- c. Hot air balloon launches take place in VMC from Ashton Court (3.5 nm north east of the aerodrome) and from Bath (12 nm east of the aerodrome). Balloons may be observed downwind of these sites within the CTR and within or passing beneath the CTA. All hot air balloons within controlled airspace operating above 1000 ft QNH will be in contact with ATC who will notify pilots of known balloon activity which may affect their flights.
Tethered balloons may operate up to 40 m agl at Congresbury (3.5 nm west of the aerodrome).
- d. Glider and hang-glider activity takes place in VMC within designated glider blocks as follows:
 - i. Ubley - A small section of the CTR south of Blagdon Lake up to 2500 ft QNH.
 - ii. Halesland blocks A and B - Bristol CTA-5 to the west of Cheddar Reservoir up to 4000 ft QNH and occasionally up to 5000 ft QNH.
 - iii. The Bath Gap - Bristol CTA-6 up to 4500 ft QNH.
ATC will notify pilots of known glider activity which may affect their flights (this may be via an ATIS message). IFR flights will be vectored to remain clear of active glider blocks and given descent instructions to maintain at least 500 ft above the gliders' maximum operating altitude.
- e. Helicopters circuit at 700 ft (QFE) above the grass areas south of Runway 27/09.
- f. Caution, pilots may experience windshear/turbulence, especially if the wind is strong southeasterly (using Runway 09) or strong westerly (using Runway 27).
- g. Laser light display at Weston-super-Mare seafront, 10.5 nm west south west of the airport, may affect pilots making approaches to Runway 09 or departing from Runway 27.

5. Helicopter Operations

- a. A noise sensitive area exists immediately to the north of the northern aerodrome boundary, which should not be overflown below 500 ft QFE.
- b. Helicopters requiring to depart/arrive via the eastern/northeastern aerodrome boundary should use the runway, turning north following the line of the A38 road.
- c. Helicopters requiring to arrive/depart from/to the west may do so along the line of Taxiway G when so directed by ATC.
- d. Westerly departures should not turn north until crossing the aerodrome boundary.
- e. Westerly arrivals from the north should approach following the A38 road and join on a right base for Runway 27, avoiding Felton village and the noise sensitive area to the north.
- f. Easterly arrivals should avoid the noise sensitive area and arrange to cross the western aerodrome boundary in line with Taxiway G when so directed by ATC.
- g. Helicopters are not permitted to over-fly any part of the Main or West Apron, including the taxilane.
- h. Helicopter circuit height is 700 ft QFE.
- i. Helicopters are not permitted to fly parallel arrivals/departures from/to Taxiway G except when traffic using Runway 27/09 is VFR.
- j. Helicopters may be advised by ATC to route to the south of the main Runway 09/27 to avoid overflying the Terminal and Apron parking areas.

6. Use of Runways

Not applicable.

7. Training

a. Use of the aerodrome for training purposes is subject to the following:

- i. Training is not permitted under any circumstances between the hours of 2200 and 0700 daily (one hour earlier during Summer period);
- ii. a booking system operates for instrument training. Training periods can be booked by application to ATC. Filing of a flight plan does not constitute a booking and failure to make a booking may result in the aircraft being refused use of the facilities. Pilots are to inform ATC of booking cancellations;
- iii. request for visual circuit training should be made to ATC. These may be refused during periods of high IFR traffic movements;
- iv. circuit height for non-jet aircraft is 1000 ft (QFE);
- v. jet aircraft carrying out circuit training or a 'go-around' from either an instrument or visual approach, are to comply with the Noise Preferential Routeings procedures. Descent from the procedure to a height of not less than 1500 ft (QFE) may be carried out on the downwind leg with further descent in accordance with Noise Preferential Procedures.

EGGD AD 2.21 — NOISE ABATEMENT PROCEDURES

- a. Bristol Airport is subject to Local Authority Planning Requirements, from 2300-0700 (local). Except in the case of aircraft in distress, all take-offs and landings between these hours are subject to prior application being made to the Aviation Operations Manager, Tel: 01275-473568.
- b. The following procedures may be departed from only to the extent necessary for avoiding immediate danger and for complying with ATC instructions.
 - i. Operators of all aircraft using the airport are to ensure that their aircraft conform to the noise abatement techniques laid down for the type of aircraft and that operations are conducted in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
 - ii. Jet aircraft must not join the final approach track at a height of less than 2100 ft (QNH).
 - iii. Propeller driven aircraft of more than 5700 kg maximum certificated weight must not join the final approach track at a height of less than 1600 ft (QNH).
- c. Unless otherwise instructed by ATC, aircraft using the ILS in IMC or VMC shall not descend below the altitude specified in ii) or iii) above before intercepting the glide path nor thereafter fly below it. Aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by an aircraft using the ILS glide path.
- d. The Noise Preferential Routeings (NPR) given below are compatible with ATC requirements and shall apply in both VMC and IMC. The tracks are to be flown by all departing jet aircraft and those propeller driven aircraft of more than 5700 kg maximum certificated weight, unless otherwise instructed by ATC, or unless deviations are required in the interests of safety

The NPRs are incorporated in the ATC Standard Instrument Departure procedures (SIDs).

Take-Off Runway	NPR
09	Climb straight ahead to I-BON 4.7 nm DME to be no lower than 3000 ft QNH at this point before commencing the turn.
27	Climb straight ahead to I-BTS 4.5 nm DME to be no lower than 3000 ft QNH at this point before commencing the turn.

The obligations of NPRs cease when an altitude of 4000 ft QNH or above has been reached.

- e. Jet aircraft and propeller driven aircraft of more than 5700 kg maximum certificated weight making visual approaches to Runway 27 shall intercept final approach track at:
 - i. Not less than 3 DME, from the North;
 - ii. Not less than 4 DME, from the South.
- f. **Continuous Descent Approaches**
Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a continuous descent profile, when appropriate. ATC will advise pilots of an estimate of the track distance to run to touchdown as soon as possible after first call on the approach frequency.
- g. **Aircraft Noise Quota Count System**
Bristol Airport operates a Night Noise Quota System, the application of which is based upon the CAA Supplement to the UK AIP, pertaining to the Airport Noise Restrictions Notice for London Heathrow, London Gatwick and London Stansted. The quota count value for the take-off and landing by individual aircraft types is shown in the Annex to that Supplement:
 - i. The night quota count is applicable between 2330 and 0600 (local);
 - ii. the total seasonal quota is 1260 points (summer season) and 900 points (winter season);
 - iii. an aircraft with a quota count of 4 or above shall not normally be allowed to take-off or land during the period 2300-0600 (local).
- h. Pilots and engineers should restrict the use of Auxilary Power Units (APU) to the minimum time necessary.

i. **Light Aircraft Operations**

- i. Runway 27
 - 1. All pilots should arrange their flight so as to minimise noise nuisance. Pilots should not carry out manoeuvres which attract attention to their aircraft.
 - 2. Aircraft landing on Runway 27 shall follow a descent path which will not result in it being below the visual approach path as indicated by the PAPI.
 - 3. Circuit direction is normally left hand.
- ii. Runway 09
 - 1. Practice engine failures after take-off by single engined aircraft are not permitted.
 - 2. Circuit direction is normally right hand only. However, ATC may require non-standard circuit direction for traffic integration.
 - 3. Pilots should avoid overflying Felton Village whenever possible and when departing Runway 09 and requiring to turn left, shall climb ahead to 1 nm DME before commencing the left turn.

EGGD AD 2.22 — FLIGHT PROCEDURES

1. **Procedures for Inbound Aircraft**

- a. Standard Inbound Routes from Airways.
Standard Arrival routes for aircraft inbound from the airways system are detailed below:

Approach from	Via	Route
East	L9	CPT - POMAX - BRI
Southwest	N864	BHD - EXMOR - BRI
North	N862	MONTY/NOKIN - RETSI - RILES - DOBEM - BRI
North	N864	TALGA - BCN - BRI
West	L9	STU - AMMAN - BCN - BRI

b. **Inbound Procedure other than on Airways System.**

- i. VFR and Special VFR aircraft will usually be instructed to route via one of the Visual Reference Points (paragraph 5 refers), not above altitude 2000 ft (aerodrome QNH).

2. **Procedure for Outbound Aircraft**

- a. Standard Outbound Routes to Airways.
Standard outbound routes for aircraft joining the airways system are detailed below:

Departing to	Via	Route
East	L9	BADIM (RWY 27) /WOTAN (RWY 09) - CPT
Southwest	N864	EXMOR - BHD
North	N864	BCN - TALGA
West	L9	BCN - AMMAN

b. **Aircraft Outbound to the FIR**

- i. IFR aircraft wishing to leave the Bristol CTR/CTA to enter the London FIR will be cleared by the most direct route consistent with the current traffic situation.
ii. VFR and Special VFR aircraft will usually be instructed to route via one of the Visual Reference Points, not above 2000 ft (aerodrome QNH).

3. **Special VFR Flights**

- a. Pilots operating on a Special VFR clearance may be given a radar service whilst within the Bristol CTR/CTA if, due to the traffic situation, ATC considers it advisable. It is the responsibility of the pilot to remain at all times in flight conditions which will enable him to determine his flight path and to keep clear of obstacles and to ensure that he is able to comply with the relevant low flying restriction of Rule 5 of the Rules of the Air Regulations 2005 with, for pilots of fixed-wing aircraft, particular regard to Rule 5 (1) (a) (i). Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.

4. **Holding**

- a. A 1 minute racetrack procedure, approaching NDB(L) BRI on track 095° turning left at the facility.

5. Visual Reference Points (VRP)

VRP	Bristol DME	VOR/NDB	VOR/DME FIX
Barrow Tanks Reservoirs 512423N 0023946W	2 nm	BCN RDL 134° BRI 056° MAG	BCN 134° / 30 nm.
Bath Racecourse 512501N 0022415W	12 nm	BCN RDL 123° BRI 083° MAG	BCN 123°/37 nm
Cheddar Reservoir 511647N 0024805W	7 nm	BCN RDL 151° BRI 211° MAG	BCN 151°/32 nm
Chew Valley 511930N 0023542W	5 nm	BCN RDL 138° BRI 129° MAG	BCN 138°/35 nm
Churchill 512000N 0024736W	4 nm	BCN RDL 147° BRI 229° MAG	BCN 147°/29 nm
Clevedon 512621N 0025105W	5 nm	BCN RDL 142° LA 267° MAG	BCN 142°/23 nm
East Nailsea 512548N 0024406W	2 nm	BCN RDL 136° BRI 352° MAG	BCN 136°/27 nm
Frome 511347N 0021913W	17 m	BCN RDL 133° LA 219° MAG	BCN 133°/46 nm
Hicks Gate Roundabout 512531N 0023100W	8 nm	BCN RDL 127° BRI 074° MAG	BCN 127° / 33 nm
M4 Junction 18 513007N 0022100W	15 nm	BCN RDL 115° BRI 066° MAG	BCN 115°/37 nm
M5 Sedgemoor Services 511608N 0025517W	10 nm	BCN RDL 158° BRI 232° MAG	BCN 158°/30 nm
M5 Avon Bridge 512920N 0024135W	6 nm	BCN RDL 127° BRI 012° MAG	BCN 127°/26 nm
Old Severn Bridge (M48) 513640N 0023837W	14 nm	BCN RDL 110° BRI 015° MAG	BCN 110°/24 nm
Radstock 511732N 0022655W	11 nm	BCN RDL 134° LA 236° MAG	BCN 134°/40 nm
Wells Mast 511413N 0023731W	9 nm	BCN RDL 144° BRI 161° MAG	BCN 144°/38 nm
Weston Aerodrome 512016N 0025633W	8 nm	BCN RDL 156° BRI 256° MAG	BCN 156°/26 nm

Notes:

The Wells Mast is referred to as the Mendip mast at AIP ENR 5.4.1. Pilots are advised to use caution when routing via this VRP due to the nature of this lighted Air Navigation Obstacle at height 1009 ft agl, 2003 ft amsl

Aircraft entering the Bristol CTR/CTA via M5 Avon Bridge, Hicks Gate, Radstock or Cheddar VRPs may be required to hold at East Nailsea, Barrow Tanks Reservoirs, Chew Valley or Churchill VRPs as appropriate.

6. Radio Communications Failure Procedure

- a. In the event of complete radio communication failure in an aircraft the pilot will adopt the appropriate procedure notified at ENR 1.1.3. The route to be followed when leaving the CTR/CTA in accordance with this procedure is as follows:

Position at time of decision	Route
NDB BRI	Track 180°(T) at 3000 ft or last assigned level by ATC if higher

7. Filton

- a. In addition to complying with the Air Traffic Control rules as detailed at ENR 1.4, pilots approaching the area from the north or northeast flying below 4000 ft are advised to contact Filton Approach during their notified hours of LARS.

EGGD AD 2.23 — ADDITIONAL INFORMATION

Not applicable.

EGGD AD 2.24 — CHARTS RELATED TO THE AERODROME

Chart Name	Page
Aerodrome Chart - ICAO	AD 2-EGGD-2-1
Aircraft Parking/Docking Chart - ICAO	AD 2-EGGD-2-2
Bristol Control Zone and Control Area Chart	AD 2-EGGD-4-1
ATC Surveillance Minimum Altitude Chart	AD 2-EGGD-5-1
BCN 1X/1Z SIDs Chart	AD 2-EGGD-6-1
BADIM 1X/WOTAN 1Z SIDs Chart	AD 2-EGGD-6-2
EXMOR 1X/1Z SIDs Chart	AD 2-EGGD-6-3
STARs via BRI 1A/1E Chart	AD 2-EGGD-7-1
STARs via BRI 1B Chart	AD 2-EGGD-7-2
STARs via BRI 1C Chart	AD 2-EGGD-7-3
STARs via BRI 1D Chart	AD 2-EGGD-7-4
Instrument Approach Chart ILS/DME/NDB(L) RWY 09 – ICAO	AD 2-EGGD-8-1
Instrument Approach Chart LOC/DME/NDB(L) RWY 09 – ICAO	AD 2-EGGD-8-2
Instrument Approach Chart SRA RTR 2 nm RWY 09 – ICAO	AD 2-EGGD-8-3
Instrument Approach Chart NDB(L)/DME RWY 09 – ICAO	AD 2-EGGD-8-4
Instrument Approach Chart ILS/DME/NDB(L) RWY 27 – ICAO	AD 2-EGGD-8-5
Instrument Approach Chart LOC/DME/NDB(L) RWY 27 – ICAO	AD 2-EGGD-8-6
Instrument Approach Chart SRA RTR 2 nm RWY 27 – ICAO	AD 2-EGGD-8-7
Instrument Approach Chart NDB(L)/DME RWY 27 – ICAO	AD 2-EGGD-8-8
Aerodrome Obstacle Chart ICAO Type A and PATC chart available for this aerodrome. For details refer to GEN 3-2-5	

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