

EGTG AD 2.1	EGTG	BRISTOL FILTON
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EGTG AD 2.2 – AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP Co-ordinates and site at AD:	Lat: 513110N	Long: 0023527W.	Mid point of RWY 09/27.
2	Direction and distance from city:	4 nm N of Bristol.		
3	Elevation/Reference temperature:	226 ft.		
4	Geoid undulation at AD Elevation Psn:	163 ft.		
5	Magnetic Variation/Annual Change:	W2.9° (2008) – 0.14° decreasing.		
6	AD Administration:	BAE SYSTEMS Aviation Services Ltd		
	Address:	PO Box 77, Filton, Bristol, BS99 7AR.		
	Telephone:	0117-9699094.		
	Fax:	0117-9362474.		
	Telex:	449470.		
7	Type of Traffic Permitted (IFR/VFR):	IFR/VFR.		
8	Remarks:			

EGTG AD 2.3 – OPERATIONAL HOURS

1	AD:	Winter:	Mon-Fri 0630-2030; Sat, Sun 0900-1700.	
		Summer:	Mon-Fri 0530-1930; Sat, Sun 0800-1600.	
2	Customs and Immigration:	By arrangement.		
3	Health and Sanitation:			
4	AIS Briefing Office:	As AD hours.		
5	ATS Reporting Office (ARO):	As AD hours.		
6	MET Briefing Office:	As AD hours (self briefing).		
7	ATS:	As AD hours. See also AD 2.18.		
8	Fuelling:	As AD hours.		
9	Handling:	As AD hours.		
10	Security:	As AD hours.		
11	De-icing:	By prior arrangement.		
12	Remarks:	This aerodrome is PPR , 24 hours notice required. See also AD 2.20.		

EGTG AD 2.4 – HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	
2	Fuel/oil types:	Fuel: AVTUR JET A-1, AVGAS 100LL.
3	Fuelling facilities/capacity:	
4	De-icing facilities:	Mobile Rig.
5	Hangar space for visiting aircraft:	Limited.
6	Repair facilities for visiting aircraft:	By arrangement.
7	Remarks:	Gaseous Oxy/Nit available on request: Handling at Filton is provided through Flight Operations frequency 130.075 MHz callsign 'Filton Ops'. No airstart facility is available at Filton.



EGTG AD 2.5 – PASSENGER FACILITIES	
1	Hotels: Various within 1 nm radius.
2	Restaurants: Limited refreshments/food available.
3	Transportation: Taxis, Car hire and Buses. Nearest mainline railway station 2 nm.
4	Medical facilities: First aid facilities.
5	Bank and Post Office:
6	Tourist Office:
7	Remarks: Lounge available for up to 120 business travellers.

EGTG AD 2.6 – RESCUE AND FIRE FIGHTING SERVICES	
1	AD Category for fire fighting: Winter: Mon-Fri 0630-1830 (RFF Category 6). Mon-Fri 1830-2030; Sat, Sun 0900-1700 (RFF Category 1). Summer: Mon-Fri 0530-1730 (RFF Category 6). Mon-Fri 1730-1930; Sat, Sun 0800-1600 (RFF Category 1).
2	Rescue equipment: Hydraulic rescue equipment available.
3	Capability for removal of disabled aircraft: Carried out under local contract.
4	Remarks: The provision of this level will be a charged to the operator when arriving outside the published hours or within the published reduction of fire category as per the airport fees and charges at that time. Higher RFF categories are available if requested.

EGTG AD 2.7 – SEASONAL AVAILABILITY – CLEARING	
1	Type of clearing equipment: Various airfield de-icing and snow clearing equipment available.
2	Clearance priorities: Runway, Taxiways Alpha and Bravo to Apron 3, and remainder as required.
3	Remarks: Braking action assessment by grip tester. Latest information from Flight Operations (0117-9362400).

EGTG AD 2.8 – APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA				
1	Apron surface and strength:	Apron 1 Apron 2 Apron 3 Apron 4	Surface: Tarmac Surface: Tarmac Surface: Concrete Surface: Concrete	Strength: 9/F/D/Y/U Strength: 18/R/D/Y/T Strength: 52/R/D/W/T Strength: 56/R/D/X/T
2	Taxiway width, surface and strength:	Alpha Bravo Charlie	Width 23 m 23 m 15 m	Surface Concrete Concrete Tarmac Strength 78/R/D/W/T 52/R/D/X/T 8/R/D/Y/T
3	Altimeter check location and elevation:	Threshold 27	513110.09N 0023436.73W	185 ft amsl
4	VOR checkpoints:			
5	INS checkpoints:	Apron 3 Stand 1 Apron 3 Stand 2 Apron 3 Stand 3 Apron 3 Stand 4	210 ft amsl 208 ft amsl 206 ft amsl 203 ft amsl	
6	Remarks:			

EGTG AD 2.9 – SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	
1	Use of aircraft stand ID signs: Taxiway guide lines and visual docking/ parking guidance system of aircraft stands:
2	Runway and taxiway markings and lighting: Runway: Edge coded/centre-line HI lighting. Permanently displaced threshold, designators, centre-line and edge markings and touchdown zones for Runway 09/27. Taxiway: Limited edge/centre-line lighting and reflective markers. Taxiway centre-line provided to aprons 2 and 3. Edge lighting to Apron 1.
3	Stop bars:
4	Remarks: Marshalling assistance is provided as required. Aircraft may be required to park off the marked position to allow adequate wing clearance.

EGTG 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	
09/Approach 27/Take-off	Localizer	203	513109.31N 0023637.43W	Pylon (Lgtd)	521	513609.36N 0023759.38W
				Pylon	410	513339.36N 0023309.11W
				Pylon	413	513340.73N 0023319.54W
27/Approach 09/Take-off	Localizer Vehicles on road	186 196	513110.15N 0023416.52W 513110.16N 0023415.69W	Building (Lgtd)	279	513041.50N 0023249.74W
				Pylon	312	513047.05N 0023129.26W
				Building (Lgtd)	353	513035.20N 0023428.33W
				Pylon	373	513019.99N 0023249.99W
				Tower (Lgtd)	510	512906.87N 0023345.64W
				Radar (Lgtd)	345	513045.03N 0023458.96W
				Building (Lgtd)	309	513101.11N 0023506.09W
				Mast (Lgtd)	481	512941.04N 0023912.84W
				Pylon	329	512931.15N 0024140.71W
				Trees	368	513011.04N 0023813.95W
				Trees	377	513009.84N 0023807.95W
				Tower (Lgtd)	368	513222.22N 0023937.41W
				Building	420	513234.83N 0023950.75W
3	Remarks:					

EGTG 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. 9 hours.
4	TREND forecast: Interval of issuance: None.
5	Briefing/consultation provided: Self-briefing/Flight operations.
6	Flight documentation: Language used: English.
7	Charts and other information available for briefing or consultation: Metform 214 and 215, Eurosig weather, upperwinds/temp, Airmet Southern.
8	Supplementary equipment available for providing information: AFTN, SITA, FAX, Telephone.
9	ATS units provided with information: As required.
10	Additional Information (limitation of service etc): NOTAM or SNOWTAM as necessary. As AD hours.

EGTG AD 2.12 – RUNWAY PHYSICAL CHARACTERISTICS					
Designations RWY Number	True bearing	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and stopway	THR co-ordinates RWY end co-ordinates THR Geoid undulation	THR elevation Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
09	089.73°	2467 x 91	78/R/D/W/T Concrete	513109.80N 0023619.78W – GUND 164 ft	THR 199 ft
27	269.75°	2467 x 91	78/R/D/W/T Concrete	513110.09N 0023436.73W – GUND 163 ft	THR 185 ft
Slope of RWY/SWY	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ	
7	8	9	10	11	
09/27 Max 1.6%	90	60	2510 x 300		
12	Remarks:				
	Runway 09 threshold displaced by 175 m. Runway 27 threshold displaced by 315 m to provide clearance over street lamps on A38.				
	Pilots should note that due to the topography of the runway, Filton does not meet the forward sight distance of 1200 m or half the runway length at a height of 3 m as promulgated in CAP 168 for the following:				
	09 Landing: 640 m from the threshold markings. 27 Landing: 750 m from the aiming point markings.		09 Take-off: 720 m from the beginning of the starter extension. 27 Take-off: 1050 m from the threshold markings.		

EGTG AD 2.13 – DECLARED DISTANCES					
Runway Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
09	2300	2467	2300	2125	
27	2300	2467	2300	2060	

EGTG 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	One crossbar 360 m from threshold 470 m HI	HI Green	PAPI 3° (50 ft) North 259 m South 265 m		2467 m 30 m spacing white and red HI	2467 m 60 m spacing white HI	HI Red 10 m spacing	
27	Coded centre-line with four crossbars 915 m	HI Green	PAPI 3° (49 ft) North 278 m South 283 m		2467 m 30 m spacing white and red HI	2467 m 60 m spacing white HI	HI Red 10 m spacing	
10	Remarks:							

EGTG 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: 513106.18N 0023451.84W
3	Taxiway edge and centre-line lighting: Taxiways Alpha and Bravo centre-line lighting provided. Taxiway Charlie centre-line lighting for 300 metres.
4	Secondary power supply/switch-over time: Dormer generator in normal operating position change over is 2 seconds. In RVRs below 800 metres changeover is generator to mains 1 second
5	Remarks: Glim 12v Emergency Lighting available. Obstacle lighting.

EGTG AD 2.16 – HELICOPTER LANDING AREA	
1	Co-ordinates TLOF or THR of FATO: Geoid undulation: TLOF: 513104.86N 0023425.24W.
2	TLOF and/or FATO elevation (ft): TLOF: 181 ft amsl.
3	TLOF and FATO area dimensions: Surface, Strength, Markings:
4	True Bearing of FATO:
5	Declared distance available:
6	Approach and FATO lighting:
7	Remarks: Filton helipad is situated 200 m south of the runway at its eastern end.

EGTG AD 2.17 – ATS AIRSPACE		
Designation and lateral limits	Vertical limits	Airspace Classification
1	2	3
Filton Aerodrome Traffic Zone (ATZ) Circle radius 2.5 nm centred on longest notified runway (09/27) 513110N 0023527W.	2000 ft aal SFC	G †
4	ATS unit callsign: Language:	Filton Approach. English.
5	Transition Altitude:	6000 ft.
6	Remarks:	ATZ Hours: See AD 2.18. † Refer to Section ENR 1.4 for Notifications.

EGTG AD 2.18 – ATS COMMUNICATION FACILITIES					
Service Designation	Callsign	Channel MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
APP	Filton Approach	122.725	Mon-Fri 0630-2030 Sat, Sun 0900-1700	Mon 0530-1930 Sat, Sun 0800-1600	ATC hours coincident with Approach hours.
TWR	Filton Tower	132.350			
RAD	Filton Radar	122.725	Mon-Fri 0700-1915	Mon-Fri 0600-1815	Not continuously guarded.
	Filton Director	127.975	As Directed by ATC	As Directed by ATC	
FIRE	Filton Fire	121.600	Available when Fire vehicle attending aircraft on the ground in an emergency.		Non-ATC Frequency.

EGTG AD 2.19 – RADIO NAVIGATION AND LANDING AIDS							
Type Category (Variation)	IDENT	Frequency	Hours of Operation		Antenna site co-ordinates	Elevation of DME transmitting antenna	Remarks
			Winter	Summer			
1	2	3	4		5	6	7
LOC 09 W2.9° (2008) ILS CAT I	I BRF	110.55 MHz	Mon-Fri 0630-2030 Sat, Sun 0900-1700	Mon-Fri 0530-1930 Sat, Sun 0800-1600	513110.15N 0023416.52W		
GP	I BRF	329.45 MHz			513113.72N 0023608.64W		3° ILS Ref Datum Hgt 50 ft.
LOC 27 W2.9° (2008) ILS CAT I	I FB	110.55 MHz			513109.75N 0023637.44W		In the sector 27°-28° right of the centre-line it should be noted that false capture may occur in these areas with certain types of aircraft navigation receiver.
GP	I FB	329.45 MHz AD hours.			513105.85N 0023452.08W		3° ILS Ref Datum Hgt 49 ft
L	OF	325 kHz			513115.01N 0023530.20W		On Ad. Range 25 nm.
DME	I BRF (RWY 09) I FB (RWY 27)	110.55 MHz (Ch 42Y)			513114.81N 0023528.53W	245 ft amsl	On Ad. Freq paired with ILS I BRF and I FB. Zero range indicated at THR of runway-in-use for ILS approaches only. May unlock between 1 nm and the threshold.
VDF	Filton Approach	122.725 MHz			513116.10N 0023602.31W		ON AD. Class B QDM or QTE bearings only.

EGTG AD 2.20 – LOCAL TRAFFIC REGULATIONS
<p>1 Airport Regulations</p> <ul style="list-style-type: none"> a Aircraft visiting Bristol Filton are to carry third party insurance cover of not less than £5,000,000. b All aircraft operations at Bristol Filton are subject to the terms and conditions. A copy of which is available on request. c All aircraft must ask for start clearance. d All engine ground testing must be approved through Aerodrome Management. e Any aeroplane whether UK or foreign registered engaged in the public transport of passengers or flying instruction whose aeroplane reference field length required for take-off at maximum certified take-off weight at sea level, in still air with zero runway slope and in standard atmospheric conditions as shown in the appropriate flight manual is 1200 m or more may only use the aerodrome if its approved performance data has taken full account of the runway profile with respect to its various longitudinal slopes. The aircraft operators must provide assurance in writing to BAE SYSTEMS Aviation Services Ltd before operations can commence. f High visibility jackets must be worn at all times whilst on the aprons and manoeuvring area. g All aircraft fitted with a Ballistic Recovery System (BRS) must declare that the device is on the aircraft before arriving at Bristol Filton. <p>2 Ground Movement</p> <ul style="list-style-type: none"> a Aircraft traversing Taxiway Charlie should exercise caution through the centre section as taxiway slopes limit line of sight to 200 metres. <p>3 CAT II/III Operations. Not applicable.</p> <p>4 Warnings</p> <ul style="list-style-type: none"> a Runway 09/27 rises to a maximum height of 226 ft. b Sterile areas: Runway 27. The first 26 m of concrete; Runway 09. The concrete West of the ILS localizer monitor aerial in the runway undershoot area. c Not all taxiways are available for use. Pilots are warned that departure from marked manoeuvring area can be hazardous and should check with the aerodrome authority for taxiway/apron PCNs. d Runway 09/27 subject to slow clearance of standing water after heavy rain. e Runway 27, upslope average 1% for the first 1400 m, downslope average 1.3% for last 700 m. Maximum local slopes 1.6%.

EGTG AD 2.20 – LOCAL TRAFFIC REGULATIONS

- f Pilots are advised that bird concentrations may be present in areas on approach to Runway 27/09. Deterrent measures are carried out within the aerodrome boundary. Pilots may be requested by ATC to delay departure or arrival if bird concentrations within aerodrome boundary prove difficult to disperse.
- g Wildlife on the aerodrome is liable to cross the runway at anytime.
- h Pilots may experience windshear/turbulence if the wind is strong south easterly or south westerly.

5 Helicopter Operations. Not applicable.

6 Use of Runways

- a Aircraft on approach to Runway 27 are to cross the A38 road, east of the aerodrome boundary, at a minimum height of 100 ft agl.
- b VFR light aircraft will not turn final approach under 2.5 nm from Runway 27 touchdown.

7 Training

- a Instrument training is not available to aircraft without a serviceable transponder.
- b Training flights may only take place by prior arrangement with Filton Ops.
- c ATC must be advised of any cancellations. Any sortie delayed by 30 minutes or more will be deemed to have been cancelled.
- d The filing of a flight plan for a training detail does not in itself imply acceptance.
- e Training flights will not be given priority over essential aerodrome maintenance work.
- f Prior approval from ATC is required for all asymmetric training.

EGTG AD 2.21 – NOISE ABATEMENT PROCEDURES

Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome.

EGTG AD 2.22 – FLIGHT PROCEDURES

a Departures to En-route:

Departing jet aircraft will be expected to climb straight ahead making best-rate-of-climb to 1000 ft then continue on a noise abatement climb straight ahead to 3000 ft (aerodrome QNH) or 6 DME whichever is the sooner before proceeding as directed by ATC. Military jets shall make minimum use of re-heat on departure.
Pilots will be reminded of the above procedures by the phrase 'Standard Jet Departure' included in the departure clearance.

b Arrivals:

Preferred vectored routeing will be downwind no closer than 4 nm north of the airport and not below 1800 ft (threshold QFE) 2000 ft (aerodrome QNH). Aircraft from the southwest for Runway 09 and from the Southeast for Runway 27 will be vectored directly onto finals.

c Visual Manoeuvring (Circling) Minima as laid down on published instrument approach charts.

d Procedures for flights to and from Bristol Filton Aerodrome

- i To provide improved ATC handling of Airways flights inbound to or outbound from Bristol Filton Aerodrome a system of Standard Airways routes is established as detailed below (in conjunction with a similar system of routes for Bristol and Cardiff).
- ii Inbound routes for flights on Airways and from Bristol and Cardiff.

Approach from	Via	Route
East	L9	POMAX - OF MALBY - OF
South	N864	EXMOR - direct - OF
North	N862	RILES - OF
West	L9	BCN - OF
Bristol	BRI	Direct - OF
Cardiff	CDF	Direct - OF

- iii Pilots of IFR and VFR flights approaching Bristol Filton from the South are advised to contact Bristol Approach initially.
- iv Outbound routes for flights to Airways and to Bristol and Cardiff.

Departure to	Via	Route
East	L9	WOTAN - L9
South	N864	EXMOR - N864
North	N864	TALGA - N864
West	L9	BCN - L9
Bristol	BRI	Direct - BRI
Cardiff	CDF	Direct - CDF

EGTG AD 2.22 – FLIGHT PROCEDURES (continued)

e Circuits

- i Circuit Directions as directed by ATC.
 - ii Visual Circuits: all aircraft carrying out visual circuits will be expected to make best-rate-of-climb straight ahead to circuit height before turning downwind. Military jets will make minimum use of re-heat on take-off only.
 - iii Visual Circuit Heights/Altitudes:
 Jet/Turbo-prop Aircraft - 2000 ft (threshold QFE), 2200 ft (aerodrome QNH);
 All others - 1500 ft (threshold QFE), 1700 ft (aerodrome QNH).
 - iv Due to limitations of radar performance, ATC may not be able to give warnings in respect of non transponding aircraft to pilots in receipt of a radar service. This is particularly applicable to such traffic crossing the final approach tracks at right angles and which may not show on the radar display. All radar services provided by Filton ATC should be regarded as limited to the extent outlined above.
- g Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.
- h Visual Reference Points are established for use by aerodrome and en-route traffic as follows:
- | | |
|---------------------------|-------------------|
| Old Severn Bridge | 513640N 0023837W |
| M5 Bridge over River Avon | 512920N 0024135W |
| Thornbury | 513640N 0023106W. |

EGTG AD 2.23 – ADDITIONAL INFORMATION

Not applicable.

EGTG AD 2.24 – CHARTS RELATED TO THE AERODROME

	Page
Aerodrome Chart – ICAO	AD 2-EGTG-2-1
Radar Minimum Altitude Chart	AD 2-EGTG-5-1
Instrument Approach Chart ILS/DME/NDB(L) RWY 09 – ICAO	AD 2-EGTG-8-1
Instrument Approach Chart LOC/DME/NDB(L) RWY 09 – ICAO	AD 2-EGTG-8-2
Instrument Approach Chart SRA RTR 2 nm RWY 09 – ICAO	AD 2-EGTG-8-3
Instrument Approach Chart NDB(L) DME RWY 09 – ICAO	AD 2-EGTG-8-4
Instrument Approach Chart ILS/DME/NDB(L) RWY 27 – ICAO	AD 2-EGTG-8-5
Instrument Approach Chart LOC/DME/NDB(L) RWY 27 – ICAO	AD 2-EGTG-8-6
Instrument Approach Chart SRA RTR 2 nm RWY 27 – ICAO	AD 2-EGTG-8-7
Instrument Approach Chart NDB(L) DME RWY 27 – ICAO	AD 2-EGTG-8-8

Aerodrome Obstacle Chart ICAO Type A and PATC charts are available for this aerodrome. For details refer to GEN 3.2.5.

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