

GENERAL**Operational Hours**

ATS Hours / AD Operator Hours: H24

Night Flight Restrictions

2300-0700± operations of certain types of ACFT restricted. Except in case of distress, all TKOF and LDG between these hours PPR.

2330-0600± Night Noise Quota System in force. Details AVBL from Bristol Airside Operations.

Airport Information

RFF: CAT 8, CAT 9 AVBL by arrangement, accepted under remission.

Fire: "Bristol Fire" 121.600 AVBL when fire vehicle attending ACFT on GND in EMERG.

Fuel: Winter: 0500-2300 and by arrangement.

Summer: MON-FRI 0430-0100, SAT 0500-0100, SUN 0500-2300 and by arrangement.

PCN: RWY 09/27: 51/F/C/W/T

Operation

Traffic Notes: Due to limited ACFT stand availability, AD may not be AVBL as ALTN, except in EMERG.

Low Visibility Procedures

Pilots will be informed by ATIS or by ATC when LVP in force.

After landing RWY 27 ACFT must hold and report "RWY vacated" at GX stopbar.

DEP: Use CAT II/III HLDG Point AX, BX or GX for RWY 27 and CAT I HLDG Point GX for RWY 09.

HLDG PSNs DX, FX and HX will be CLSD when LVP in force.

When IRVR is 200m or less, Follow-me shall be provided from the edge of the manoeuvring area onto the allocated stand.

TWY Restrictions

TWY A, D, G, Z width 22m / 72ft.

TWY F, J width 15m / 49ft.

TWY H width 10.5m / 34ft, portions of grass.

Parking: Marshaller mandatory.

APU: Use of APU restricted to MNM time necessary. Use of APU subject to local restrictions set out in Airside Operational Procedures.

Warnings

With strong southeast (using RWY 09) or strong west winds (using RWY 27) windshear/TURB may be experienced.

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR United Kingdom.

Hot air balloon activity 3.5NM northeast and 12NM east of AD.

Glider and hang-glider activity:

Ubley, a small section of the CTR south of Blagdon Lake up to 2500ft QNH.

East of Cheddar Reservoir up to 4000-5000ft QNH.

The Bath Gap up to 4500ft QNH.

Bad ground on TWY H and J.

Laser light 10.5 NM WSW of AD.

UAVs in vicinity of AD up to 570ft MSL.

Birds in vicinity of AD.

ARRIVAL**Communication**

COM Failure: See CRAR United Kingdom and in addition;

During Initial APCH

Continue visually by means of an appropriate final APCH aid. If not possible proceed at 2500ft, or last assigned LVL if higher, to NDB BRI.

During Intermediate and Final APCH

Continue visually by means of an appropriate final APCH aid. If not possible follow MISAP to NDB BRI.

Arrival Procedure

Request STAR via EXMOR on first contact with Cardiff Radar (between 2300-0600Z, pilots should make this request with London Control).

Noise Abatement Procedures

JET ACFT: Join final APCH not below 2200ft.

PROP ACFT: Join final APCH not below 1600ft.

All ACFT making a **visual APCH** to RWY 27 shall intercept final APCH track at:

- Not less than D3 from the north.
- Not less than D4 from the south.

ILS APCH: Do not descend below 2100ft before intercepting GP.

APCH without ILS: Follow a descent path not lower than APCH path which would be followed using guidance from ILS.

Continuous Descent APCH

Maintain ALT as high as practical and adopt continuous descent profile. ATC will advise of an estimate track distance to touchdown as soon as possible after initial contact on APCH FREQ.

Warnings

Critical DME/DME IRU navigation on RNAV STARs ADVED 1A, BAXUN 1A: BCN VOR and BHD VOR are critical NAVAIDs.

DEPARTURE**Take-off Minima**

RWY		27	
All ACFT	ft - m/km	0 - 75R	-
RWY		09	
All ACFT	ft - m/km	0 - 125R	-

Speed

BADIM 1X: MAX IAS 230KT below FL100 until established on track 089°.

WOTAN 1Z: MAX IAS 250KT IAS below FL100.

Communication

COM Failure: See CRAR United Kingdom and in addition;

Route to be used when leaving CTR/CTA: NDB BRI track 180° at 3000ft or last assigned LVL by ATC if higher.

DEPARTURE**Departure Procedure**

ACFT departing from opposite RWY to the one in use for LDG use DME I-BTS or I-BON to define the first turn.

Start-up/Push-back

REQ start-up/push-back only when fully ready. This shall include doors CLSD, steps removed, tug attached and COM established with their GND crew.

Noise Abatement Procedures

In order to avoid overflying Felton Village, when departing RWY 09 and requiring to turn left, all ACFT shall climb ahead to D1 before commencing left turn.

0600-2329‡ ACFT exceeding 90dB(A) (103PNdB) at noise monitoring points located 3.5NM from start of roll RWY will be subject to a penalty.

2330-0559‡ ACFT exceeding 85dB(A) (96PNdB) at noise monitoring points located 3.5NM from start of roll RWY will be subject to a penalty.

Following SIDs apply in IMC and VMC:

RWY 09: Climb straight ahead and pass D4.7 IBON at 3000ft or above before commencing turn.

RWY 27: Climb straight ahead and pass D4.5 IBTS at 3000ft or above before commencing turn.

ATC Slot, Clearance

REQ AWYs or DEP CLRs prior to start. CLRs are AVBL up to 15min before EOBT.

B787 / A330 OPS

RWY Restriction

Not allowed to backtrack.

Standard Taxi Routes**Arrival**

RWY 09: Taxi via BX (TWY B) or AX (TWY A) to TWY Z to allocated stand.

RWY 27: Taxi via GX, TWY G and Z to allocated stand.

Departure

RWY 09: Taxi via TWY Z, G and enter RWY at HLDG position GX.

RWY 27: Taxi via TWY Z, A and enter RWY at HLDG position AX.

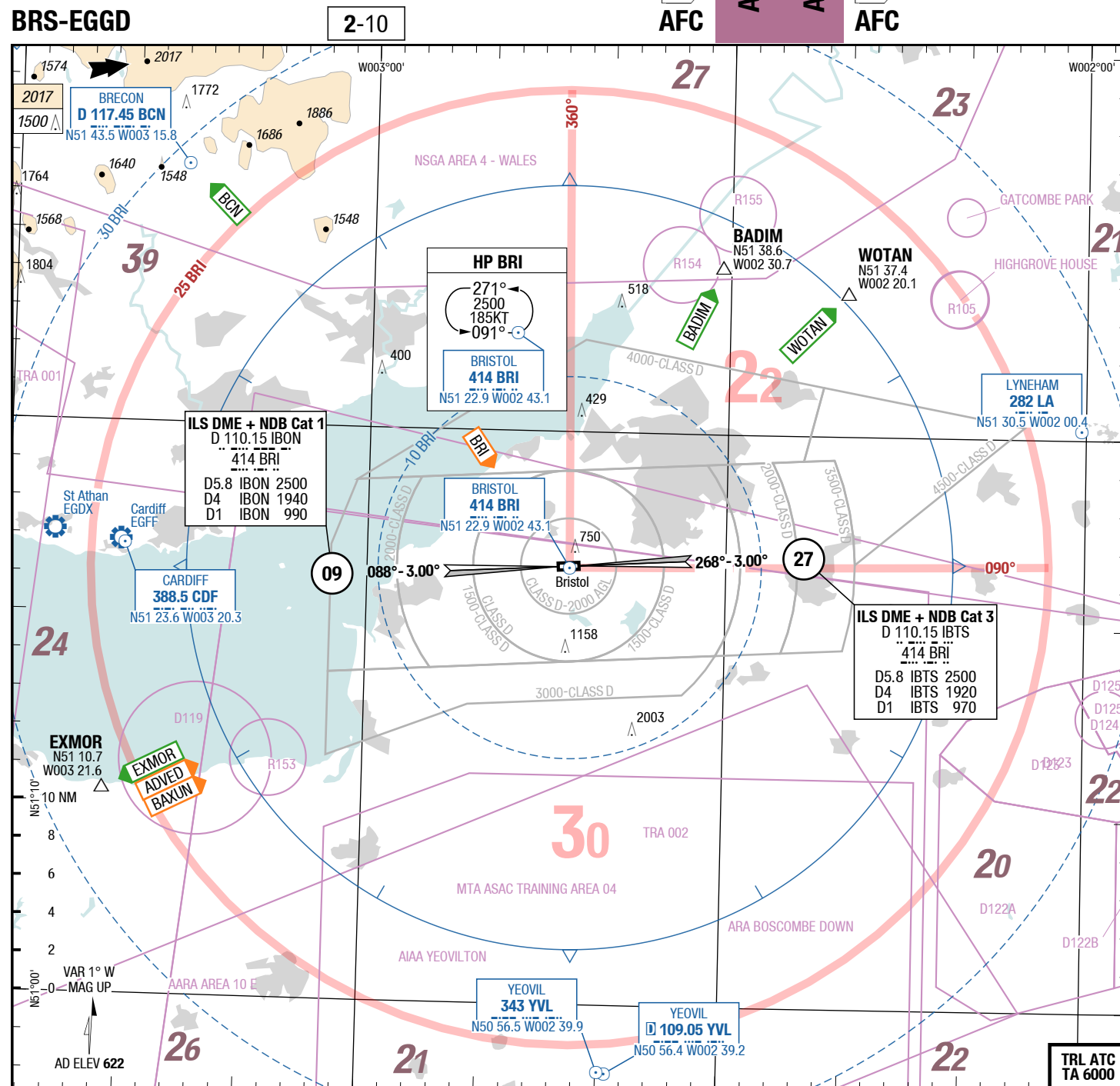
BRS-EGGD

AFC

AFC

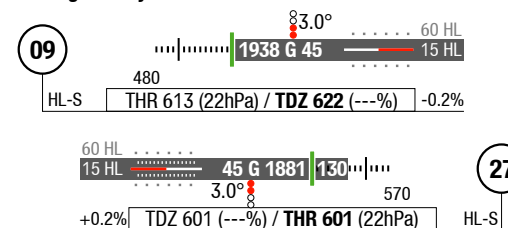
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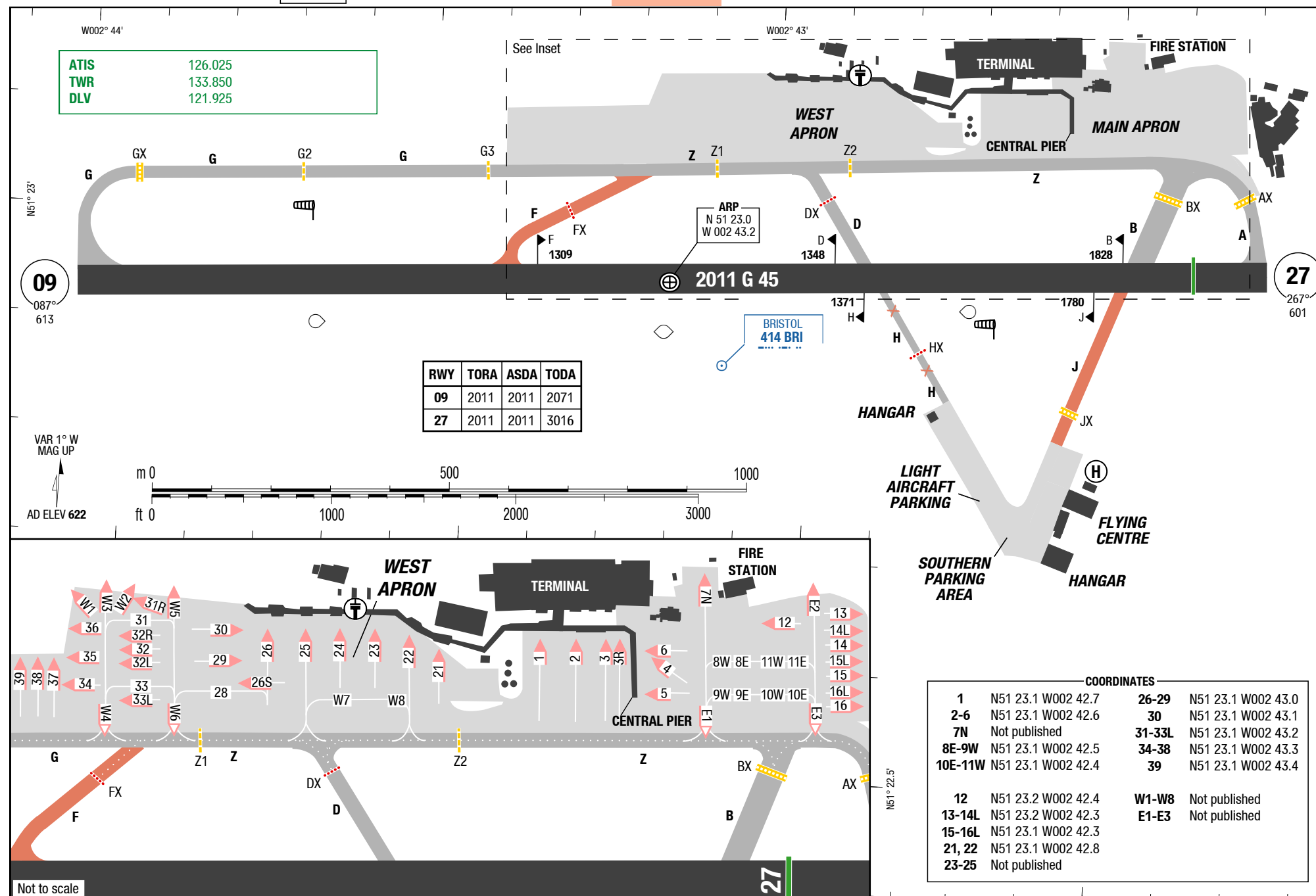
ATIS	126.025	
RAD	125.650	ATC
Cardiff RAD	125.850	0600-2300‡
London CTL	126.080	2300-0600‡
	133.600	N, 2300-0600‡
	129.380	W, 2300-0600‡
	134.750	
DIR	136.075	ATC
TWR	133.850	
DLV	121.925	

Landing RWY system:



Changes: Nil

3-20



Effective 26-APR-2018

19-APR-2018

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United Kingdom Bristol

NIL

SIDs

SID

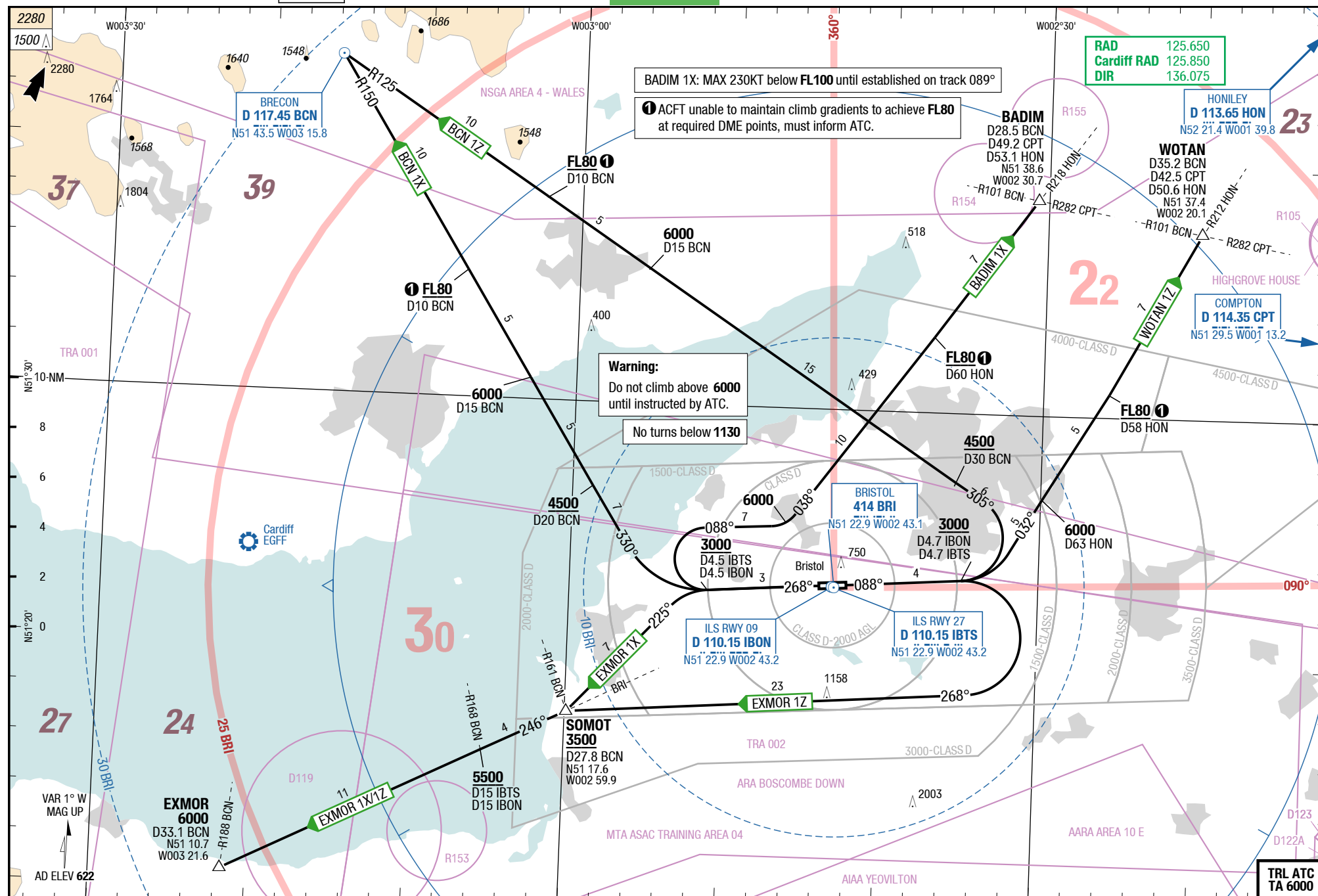
SID

Bristol United Kingdom

NIL

SIDs

4-10



Changes: FREQ

BADIM 1X / BRECON 1Z / EXMOR 1Z / WOTAN 1Z

RWYs 09 (087°) / 27 (267°)

	GS	120	150	180	210	240	270
7.9%	ft/MIN	1000	1300	1500	1700	2000	2200
8.2%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
BRECON 1Z BCN 1Z 7.9% 125.650 ①②③	at D4.7 IBON / D4.7 IBTS LT intercept R125 BCN to BCN	D4.7 IBON / D4.7 IBTS MNM 3000 D30 BCN MNM 4500 D15 BCN at 6000 D10 BCN MNM FL80 initial climb 6000
EXMOR 1Z 7.9% 125.650 ③	at D4.7 IBON / D4.7 IBTS RT 268° - at SOMOT intercept QDR 246 BRI to EXMOR	D4.7 IBON / D4.7 IBTS MNM 3000 SOMOT MNM 3500 D15 IBTS / D15 IBON MNM 5500 EXMOR at 6000 initial climb 6000
WOTAN 1Z 7.9% 125.650 ①③	at D4.7 IBON / D4.7 IBTS LT intercept R212 HON inbound to WOTAN	D4.7 IBON / D4.7 IBTS MNM 3000 D63 HON at 6000 D58 HON MNM FL80 initial climb 6000
	Runway 27	
BADIM 1X 8.2% 125.650 ①②③	at D4.5 IBTS / D4.5 IBON RT 088° intercept R218 HON inbound to BADIM	D4.5 IBTS / D4.5 IBON MNM 3000 R218 HON at 6000 D60 HON MNM FL80 initial climb 6000

- ① ACFT unable to maintain climb gradient to achieve FL80 at required DME points, must inform ATC.
 ② MAX 230KT below FL100 until established on track 088°
 ③ No turns below 1130ft

BRECON 1X / EXMOR 1X

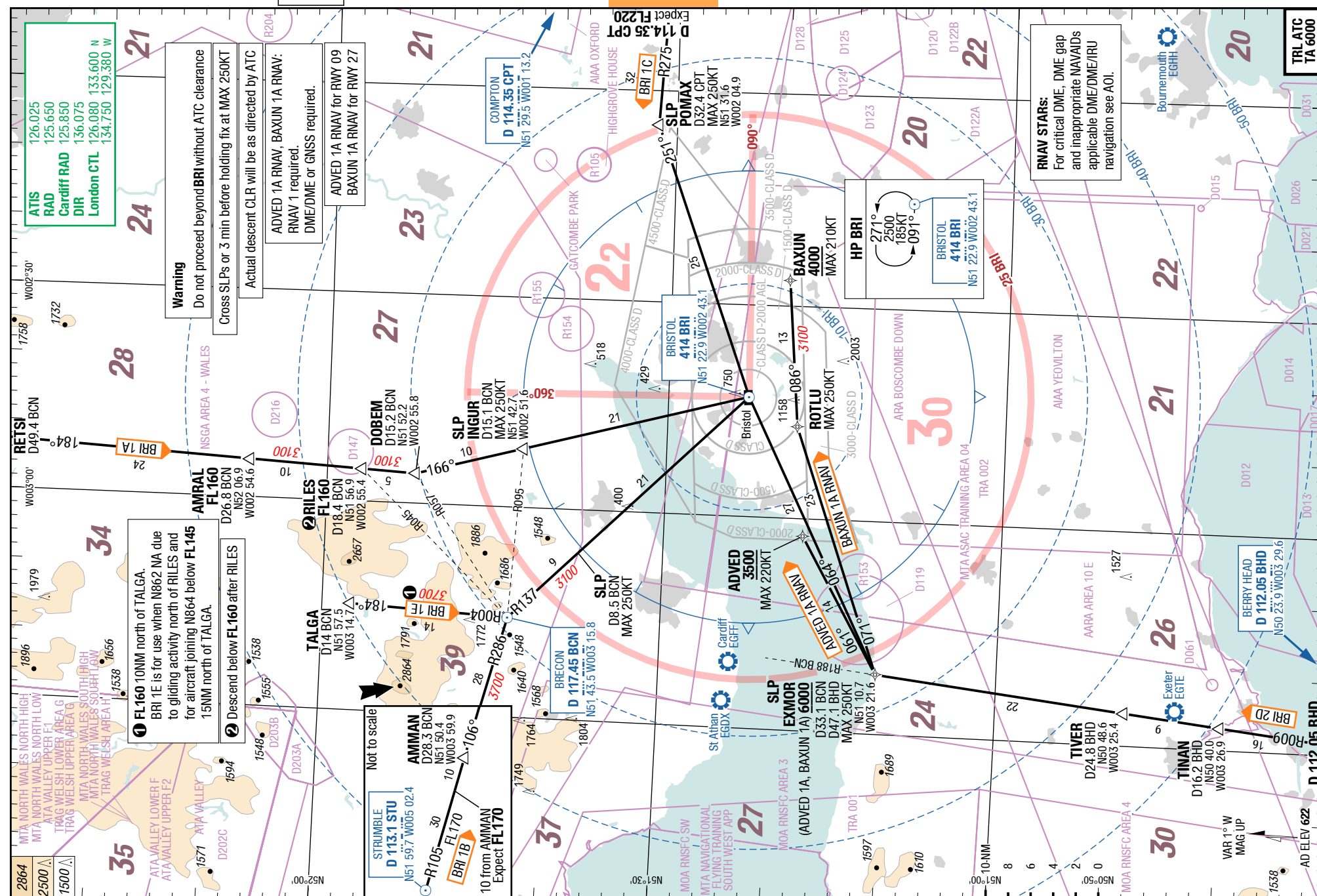
RWY 27 (267°)

	GS	120	150	180	210	240	270
8.2%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27	
BRECON 1X BCN 1X 8.2% 125.650 ①②	at D4.5 IBTS / D4.5 IBON RT intercept R150 BCN to BCN	D4.5 IBTS / D4.5 IBON MNM 3000 D20 BCN MNM 4500 D15 BCN at 6000 D10 BCN MNM FL80 initial climb 6000
EXMOR 1X 8.2% 125.650 ②	at D4.5 IBTS / D4.5 IBON LT 225° - at SOMOT intercept QDR 246 BRI to EXMOR	D4.5 IBTS / D4.5 IBON MNM 3000 SOMOT MNM 3500 D15 IBTS / D15 IBON MNM 5500 EXMOR at 6000 initial climb 6000

① ACFT unable to maintain climb gradient to achieve FL80 at required DME points, must inform ATC.

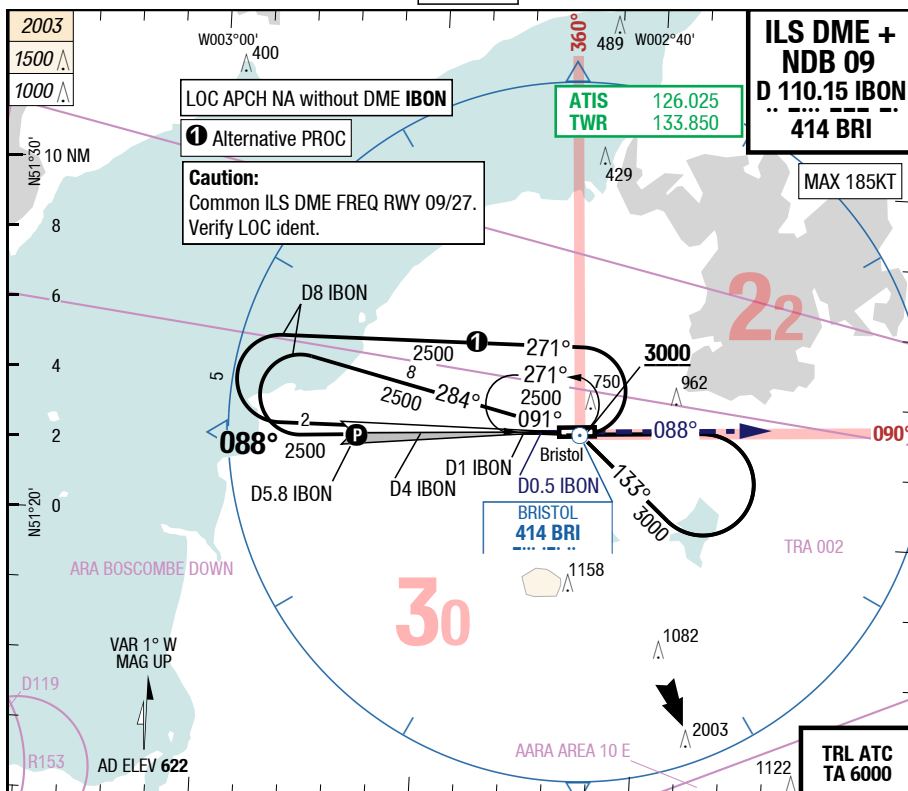
② No turns below 1130ft



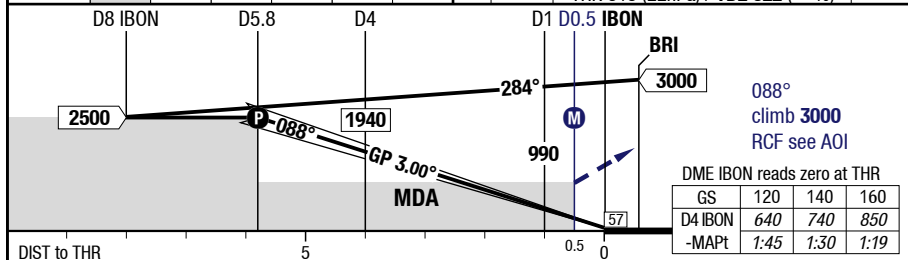
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7-10

ILS DME + NDB 09



LOC 3.00°	5.8	5	4	3	2	
D IBON						
088°						
RWY 087°	2500	2260	1940	1620	1300	



09	Cat 1 1)	Cat 1 2)	LOC DME	Circling N of RWY	Circling Total Area
C	ft - m/km ft 200 - 550R 830	200 - 750 830	280 - 900 900	670 - 2.4V 1290	840 - 2.4V 1460
D	ft - m/km ft 200 - 550R 830	200 - 750 830	280 - 900 900	700 - 3.6V 1330	940 - 3.6V 1560

1) With EVS RVR 350m

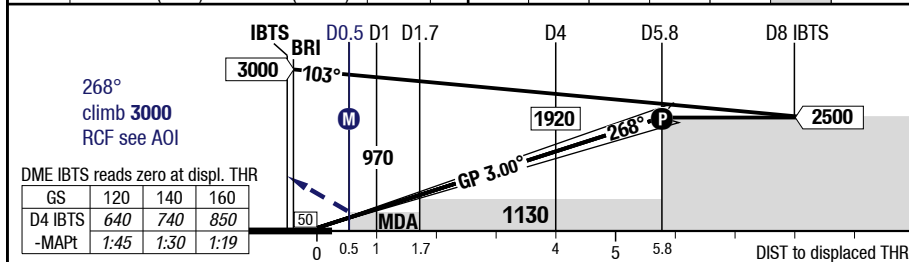
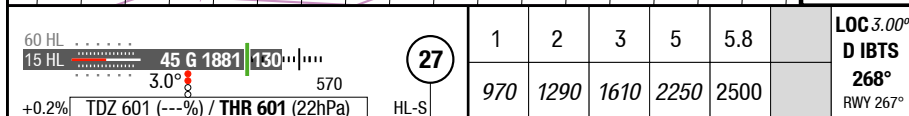
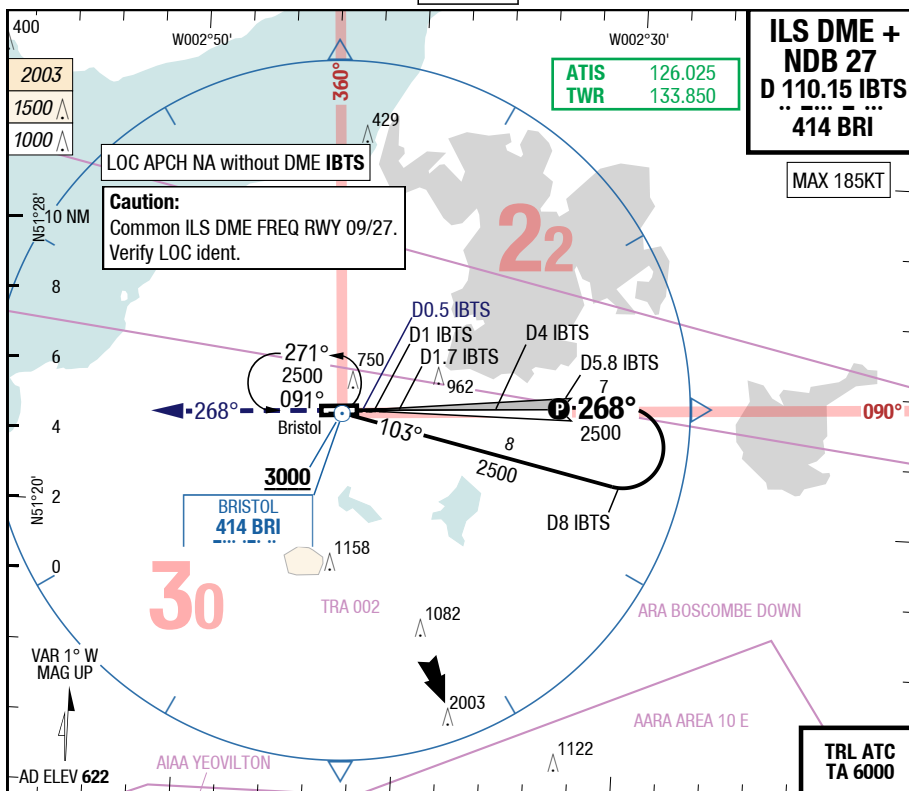
2) With EVS 500m

Changes: QFU

BRS-EGGD

7-20

ILS DME + NDB 27



27		Cat 3b	Cat 2	Cat 1 1)	Cat 1 2)	Circling N of RWY	Circling Total Area
C	ft - m/km ft	0 - 75R Company	100 - 300R 100 RA	200 - 500 810	200 - 750 810	670 - 2.4V 1290	840 - 2.4V 1460
D	ft - m/km ft	0 - 75R Company	100 - 300R 100 RA 3)	200 - 500 810	200 - 750 810	700 - 3.6V 1330	940 - 3.6V 1560

1) With EVS 350m

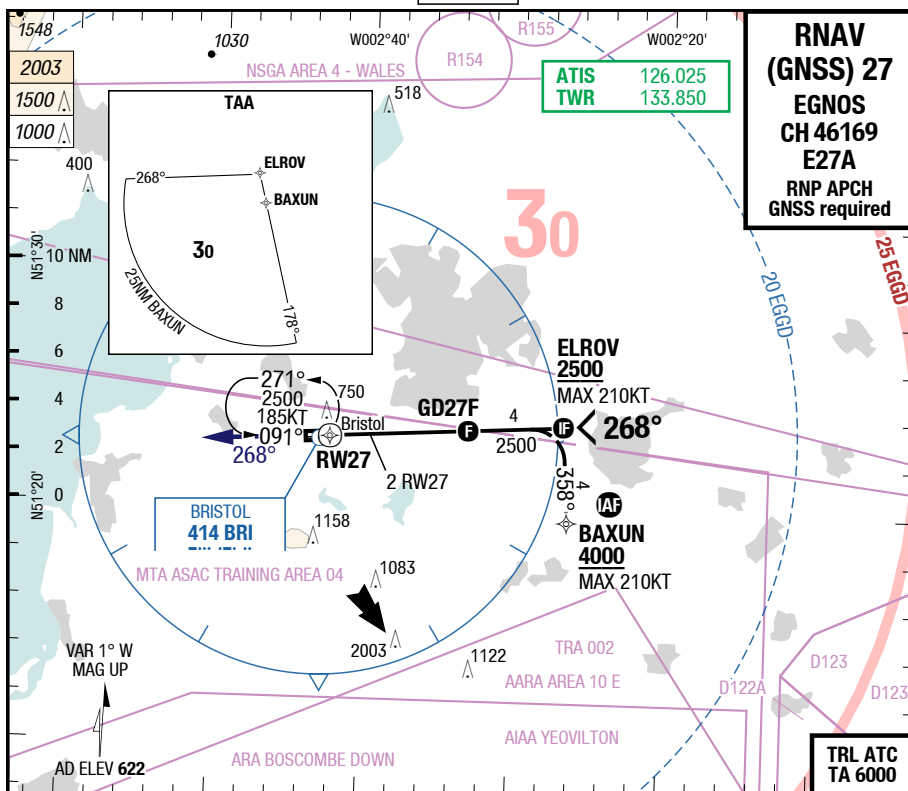
3) If not conducting autoland RVR 350m required

1) With EVS 550m
2) With EVS 600m
3) Uncompensated BARO VNAV NA below -10°C (14°F)

BRS-EGGD

7-40

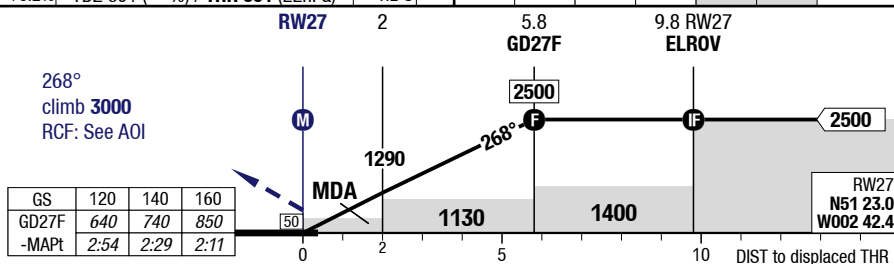
RNAV (GNSS) 27



60 HL 45 G 1881 130
15 HL 3.0° 570
+0.2% TDZ 601 (---%) / THR 601 (22hPa) HL-S

27

3	4	5	5.8			3.00°
1610	1930	2250	2500			RW27 268° RWY 267°



27		RNAV GNSS LPV 1)	RNAV GNSS VNAV 2) 3)	RNAV GNSS LNAV	Circling N of RWY	Circling Total Area
C	ft - m/km ft	250 - 800 860	350 - 1.2 950	400 - 1.4 1000	670 - 2.4V 1290	840 - 2.4V 1460
D	ft - m/km ft	260 - 800 860	350 - 1.2 950	400 - 1.4 1000	700 - 3.6V 1330	940 - 3.6V 1560

1) With EVS 550m

3) With EVS 800m

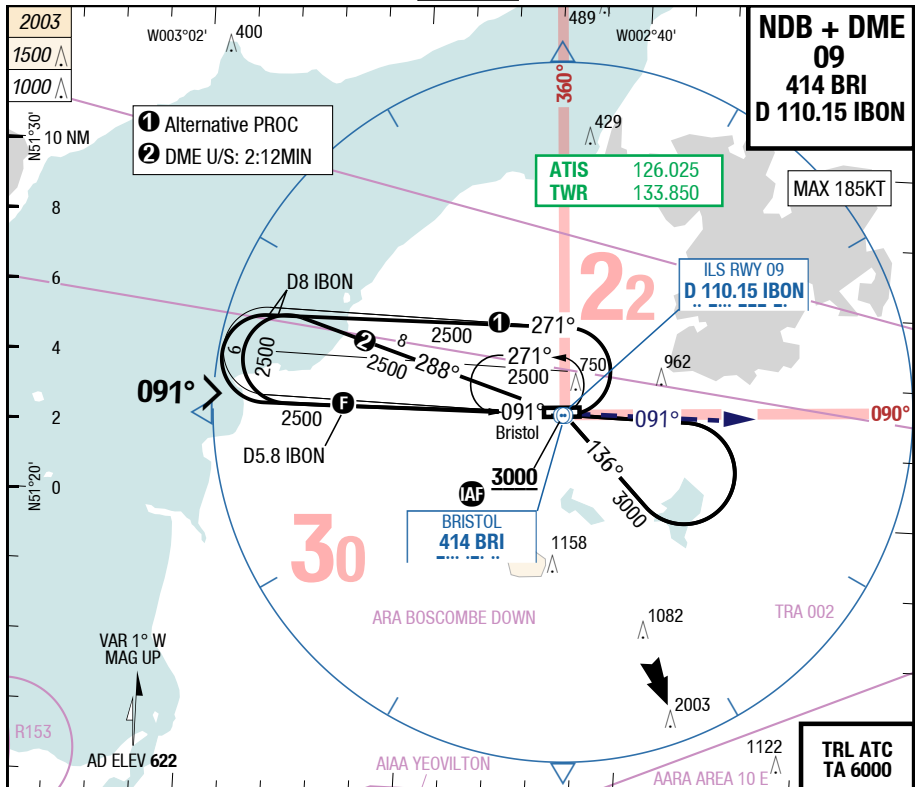
2) Uncompensated BARO VNAV NA below -10°C (14°F)

Changes: QFU

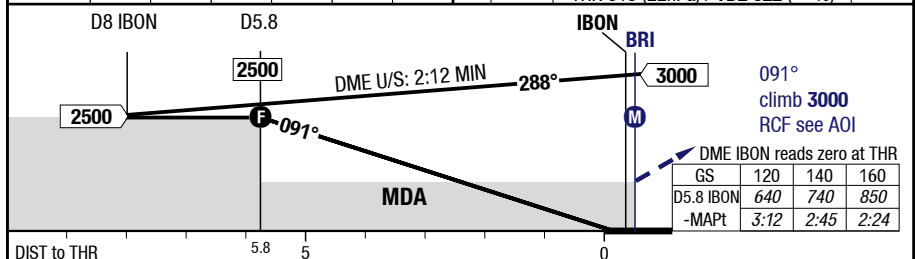
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7-50

NDB + DME 09



3.00°	5.8	5	4	3	2	1	09	83.0°	60 HL
D IBON	2500	2260	1940	1620	1300	990	HL-S	1938 G 45	15 HL
RWY 087°								THR 613 (22hPa) / TDZ 622 (---%)	-0.2%



09	NDB DME / RAD I-BON	NDB		Circling N of RWY	Circling Total Area
C	ft - m/km ft 300 - 900 930	380 - 1.3 1000		670 - 2.4V 1290	840 - 2.4V 1460
D	ft - m/km ft 300 - 900 930	380 - 1.3 1000		700 - 3.6V 1330	940 - 3.6V 1560

Effective 16-AUG-2018

09-AUG-2018

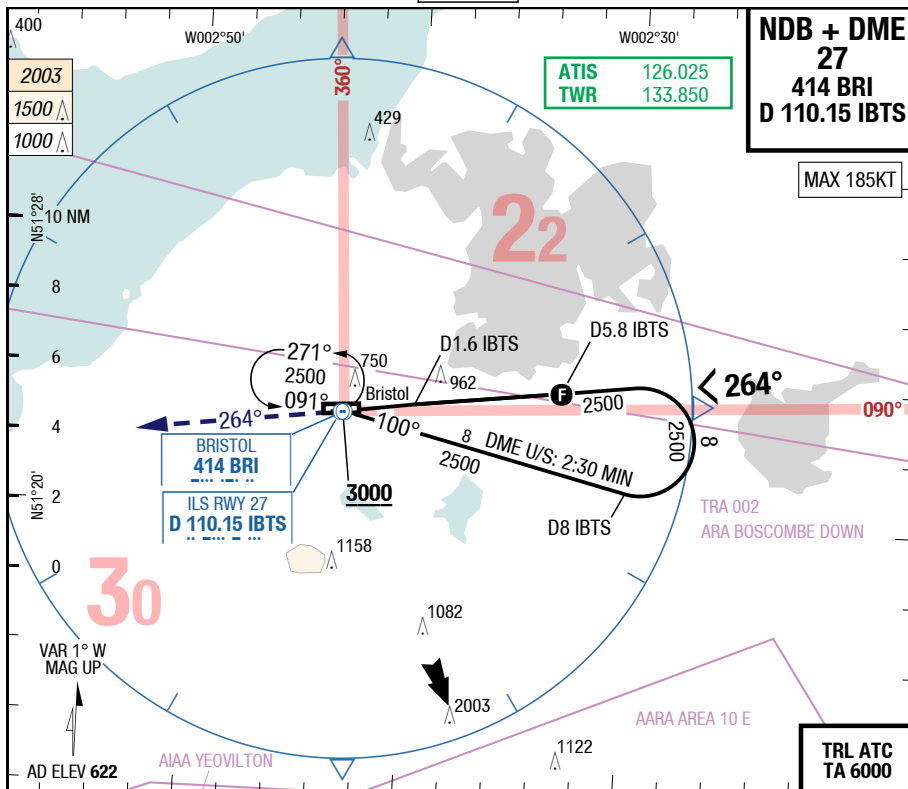
BRS-EGGD

7-60

United Kingdom Bristol

NDB + DME 27

IAC



60 HL 15 HL		45 G 1881 130	3.0°	570	HL-S	1	2	3	4	5	5.8	3.01° D IBTS 264° RWY 267°
+0.2% TDZ 601 (---%) / THR 601 (22hPa)						970	1290	1610	1930	2250	2500	

IBTS BRI		D1.6	D5.8	D8 IBTS
3000		2500	2500	2500
DME U/S: 2:30 MIN				
264°				
MDA 1140				

27	NDB DME / RAD I-BTS	NDB	Circling N of RWY	Circling Total Area
C	ft - m/km ft 360 - 1.2 960	640 - 2.4 1240	670 - 2.4V 1290	840 - 2.4V 1460
D	ft - m/km ft 360 - 1.2 960	640 - 2.4 1240	700 - 3.6V 1330	940 - 3.6V 1560

Changes: QFU

7-70

27		LOC DME					
C	ft - m/km ft	310 - 1.0 910					
D	ft - m/km ft	310 - 1.0 910					

13-JUL-2017
BRS-EGGD

United Kingdom Bristol

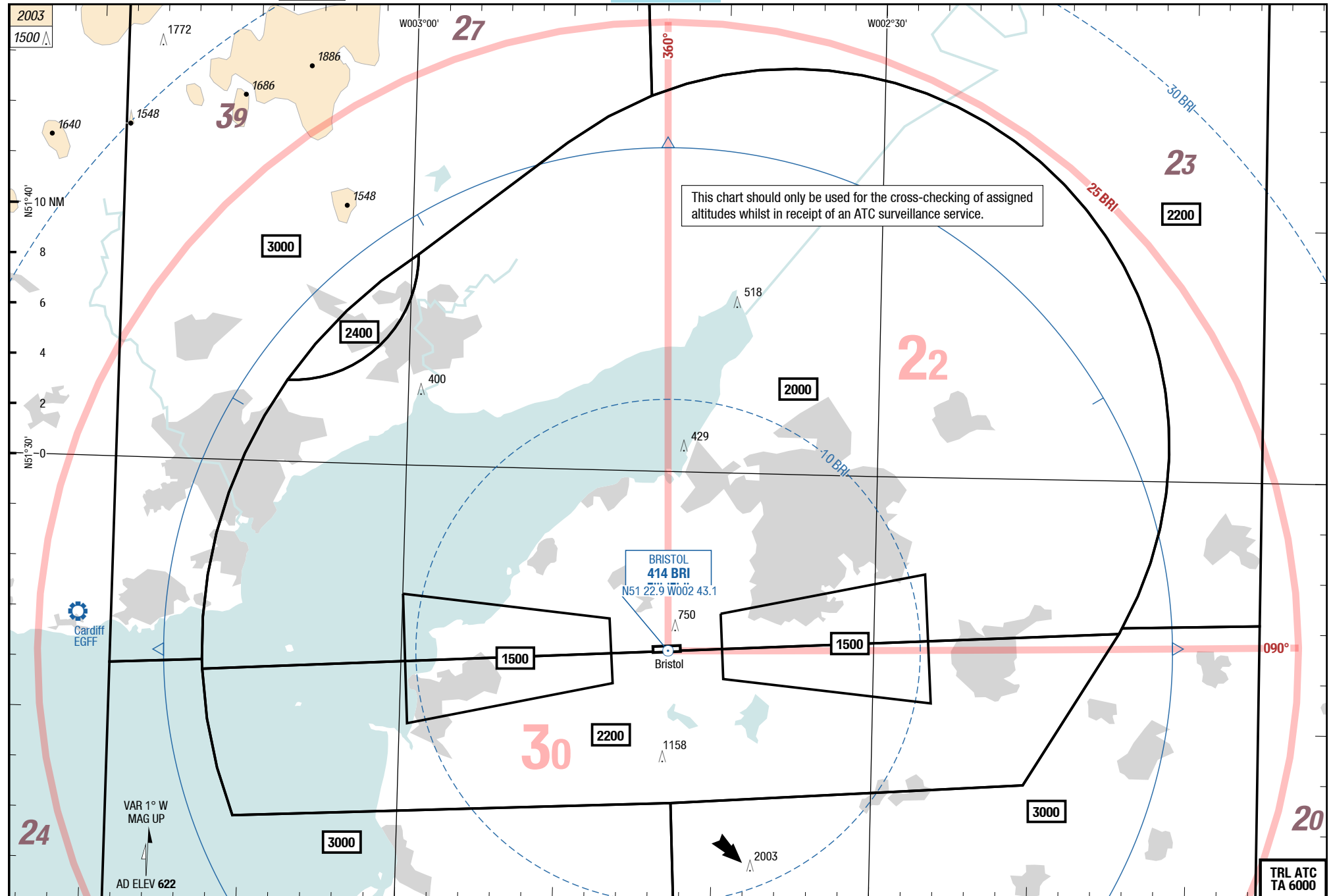
NIL
MRC

MRC

MRC

Bristol United Kingdom

NIL
MRC



Changes: OBST