

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

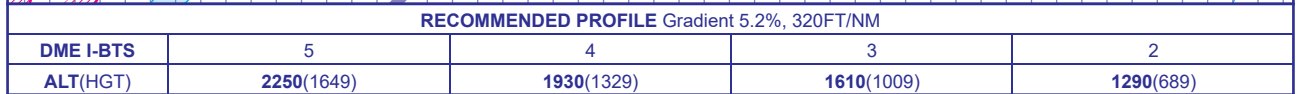


Diagram illustrating the I-BTS DME 4.7 turn right to NDB(L) BRI at 3000. The diagram shows a climb straight ahead to 3000, then a turn right to 2500 (1899) at CAT A,B 094° and CAT C,D 099°. A dashed line indicates a 263° turn back to 1140 (539).

Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	With DME or RADAR	970(369)	970(369)	970(369)	970(369)		FT/MIN	850	740	640	530	430
	No DME or RADAR	N/A	N/A	1240(639)	1240(639)							
VM(C)OCA (OCH AAL)	Total Area	1050(428)	1190(568)	1460(838)	1560(938)							
	North of RWY 09/27	1050(428)	1190(568)	1290(668)	1320(698)							

**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**).

<b>NOTES</b>	1	Lowest altitude to commence procedure from hold is <b>2500</b> .
	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).
	4	ATC unable to provide Radar Ranges when operating SSR only.

AD 2-EGGD-8-8