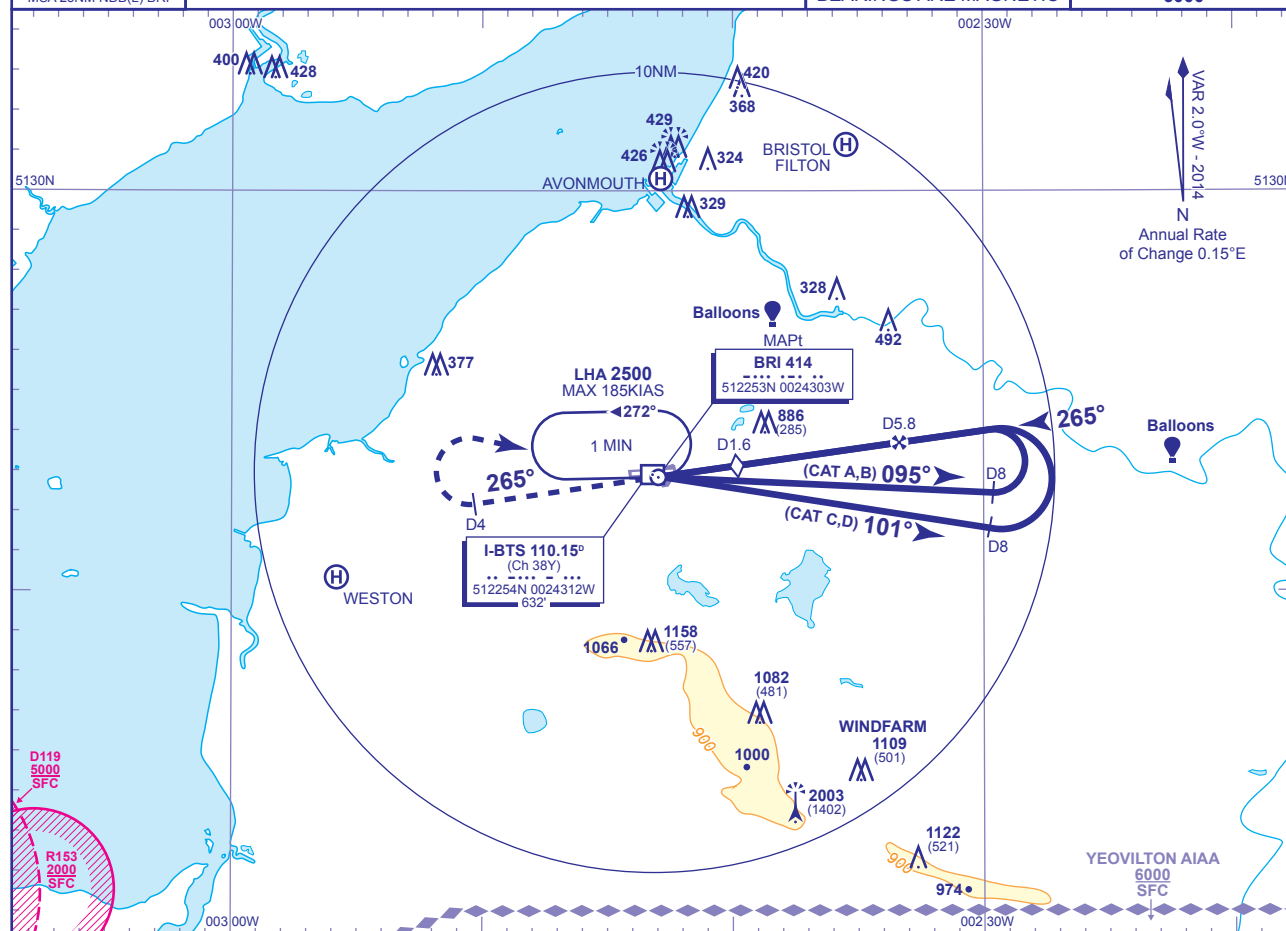


BRISTOL
NDB(L)/DME
RWY 27
(ACFT CAT A,B,C,D)

 MSA 25NM NDB(L) BRI	TWR 133.850	BRISTOL TOWER	AD ELEVATION 622	NDB(L)/DMI RWY 2 (ACFT CAT A,B,C,D) TRANSITION ALTITUDE 6000
	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	



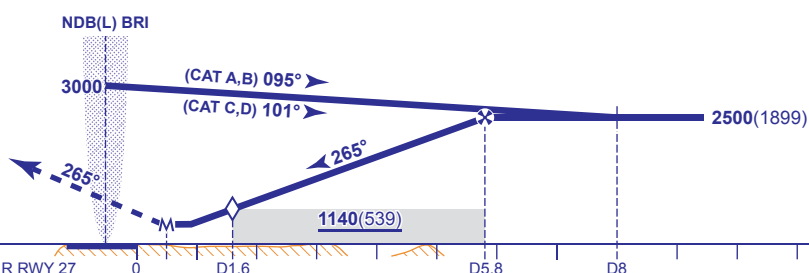
RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

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		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
							FT/MIN	850	740	640	530	430
OCA (OCH)	With DME or RADAR	960(359)	960(359)	960(359)	960(359)							
	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)							

AIRCRAFT UNABLE TO RECEIVE DME I-BTS Advise ATC. Radar Ranges will be passed at 8NM outbound and at 5.8NM inbound (See note 4).

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).
4 ATC unable to provide Radar Ranges when operating SSR only.

CHANGE (4/14): NOTE 4 ADDED.