EGGD — BRISTOL

EGGD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGGD — BRISTOL

EGGD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 512257.61N Long: 0024308.76W Mid point of Runway 09/27.
2	Direction and distance from city	7 nm SW of Bristol.
3	Elevation / Reference temperature	622 ft / 18 C
4	Geoid undulation at AD ELEV PSN	164 FT
5	Magnetic Variation/ Annual Change	1.42°W (2017) / 0.15°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	BRISTOL AIRPORT LTD Post: Bristol Airport, Bristol, BS48 3DY. Phone: 01275-473712 (ATC/TWR) Phone: 01275-473713 (ATC/TWR) Phone: 01275-473714 (ATC/APP) Fax: 01275-474800 Fax: 01275-474482 (ATC) Telex: 449295
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All telephone calls to ATC will be recorded.

EGGD AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	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	Air Traffic Service	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: 0900-1700 (winter). 0800-1600 (summer); and by arrangement.
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). **Fuelling:** A surcharge for AVGAS will apply outside of these hours.

EGGD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1 AVGAS 100L
3	Fuelling facilities/capacity	Up to 1600 lt/Minute.
4	De-icing facilities	
5	Hangar space for visiting aircraft	Limited. For light aircraft only on the southside.
6	Repair facilities for visiting aircraft	Limited for light aircraft.
7	Remarks	Oxygen available on request. Mandatory handling for all aircraft. Handling agencies are: Bristol Flying Centre: Tel: 01275-474501 Fax: 01275-474851 Bristol and Wessex Aeroplane Club (for aircraft up to 2.73 tonnes only): Tel: 01275-475429 Menzies Aviation: Tel: 01275-475553 Fax: 01275-475548 Swissport: Tel: 01275-472776 Fax: 01275-474514 AVGAS for visiting aircraft only available from the Bristol and Wessex Aeroplane Club. Due to limited General Aviation parking facilities on the south side of the Aerodrome, no further aircraft are to be based without prior permission from the appropriate mandated handling agent. PPR for all non-based aircraft requiring overnight parking on the south side of the Aerodrome from the appropriate mandated handling agent.

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 A7
2	Rescue equipment	2x Cobra Carmichael II, 2x Cobra Carmichael II with Extending Boom Technology.
3	Capability for removal of disabled aircraft	120,000 kg MTWA (if tow bar available and aircraft can be rolled). Contact: 01275-473690 (Watch Room).
4	Remarks	**RFF Category 8** by arrangement.

EGGD AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	Runway 09/27. Taxiway A and B. Apron. Taxiway G.
3	Remarks	

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

1	Apron surface and strength	MAIN APRON Surface: Concrete and asphalt. PCN Concrete: 51/R/C/W/T Asphalt: 51/F/C/W/T WEST APRON Surface: Concrete. PCN 51/R/C/W/T SOUTHERN PARKING AREA Surface: Asphalt. PCN 30/F/C/W/T LIGHT AIRCRAFT PARK Surface: Asphalt. PCN 20/F/C/Y/T GRASS PARKING AREA Surface: Grass.
2	Taxiway width, surface and strength	Taxiway A: 22 m. Surface: Asphalt. PCN 51/F/C/W/T Taxiway B: 46 m. Surface: Asphalt. PCN 53/F/C/W/T Taxiway D: 22 m. Surface: Asphalt. PCN 42/F/C/W/T Taxiway F: 15 m. Surface: Asphalt. PCN 25/F/C/W/T Taxiway G: 22 m. Surface: Asphalt. PCN 51/F/C/W/T Taxiway H: 10.5 m. Surface: Asphalt. PCN 20/F/C/Y/T Taxiway J: 15 m. Surface: Asphalt. PCN 30/F/C/W/T Taxiway Z: 22 m. Surface: Asphalt. PCN 51/F/C/W/T
3	Altimeter checkpoint location and elevation	Main Apron 595 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	Taxiway D: A 10 metre section of the longitudinal gradient increases up to 1.83% Taxiway F: A 220 metre section of the longitudinal gradient increases up to 2.65% Taxiway G: A 230 metre section of the longitudinal gradient increases up to 1.74% Taxiway Z: A 100 metre section of the longitudinal gradient increases up to 2.11% The following minimum main gear clearance to edge of pavement are provided for A330 operations: AX onto runway 4.1 m GX onto runway 3.1 m AX from runway 4.0 m BX from runway 3.3 m GX from runway 3.0 m

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 - 6 are nose in/push back stands adjacent to the terminal building. Stands 13 - 16 are nose in/push back stands. Stands 8 - 11 are nose in/push back or taxi through stands as appropriate. Stand 12 is a nose in/push back stand. Stands 21, 26, 26R, 29L, 30 and 30L are nose in/push back stands. Stands 22 and 23 are nose in/push back stands. The routine push back for these stands is into the cul-de-sac to face east. Stands 24, 25 and 26S are nose in/push back stands. The routine push back for these stands is into the cul-de-sac to face west. Stands 29, 29R, 31 and 33 are nose in/push back or taxi through stands as appropriate. Stands 31R, 32R, 32, 32L, 33L and 34-36 are nose in/push back stands. Stand W1 is a nose in/push back stand. 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 marking aid(s):** : 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.
3	Stop bars	Located at AX, BX, DX, FX,GX, HX, JX (All H24) and G3, G4 and Z2.
4	Remarks	Two illuminated wind direction indicators.

EGGD AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
27/APPROACH 09/TAKE-OFF	Fence	512257.12N 0024211.46W	608 ft		No	

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
	Hill with church tower and radio masts	512357.50N 0023843.56W	886 ft		No	
	Mobile Phone Mast	512342.80N 0024237.51W	750 ft		Yes	
	Radio mast	511828.99N 0024314.79W	1158 ft		No	
MENDIP EGGD7011	TV mast	511413.44N 0023731.36W	2003 ft		Yes	

EGGD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	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	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.)	

EGGD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
09	086.44°	2011 x 45 m	RWY surface: Asphalt, grooved. PCN 51/F/C/W/T	512255.59N 0024400.61W 164 ft	THR 613 ft
27	266.45°	2011 x 45 m	RWY surface: Asphalt, grooved. PCN 51/F/C/W/T	512259.37N 0024223.50W 164 ft	THR 601 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
RWY 09 0.15% down RWY 27 0.15% up		60 x m	300 m		RWY 09 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.
RWY 09 0.15% down RWY 27 0.15% up		1005 x m	300 m		RWY 27 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.

EGGD AD 2.13 DECLARED DISTANCES

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

EGGD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	480 m Light intensity high.	Green HI uni-directional with wingbars	PAPI Left/3° 54 ft		Colour coded 15 m HI	Elev bi-directional HI with omni-diectional component 60 m	Red uni-directional		**Approach Lighting:** Coded centre-line with three crossbars. **PAPI Dist from THR:** 347 m In relation to aircraft approach, B787 wheel to eye clearance over threshold is 6.75 m. A330 wheel clearance over threshold is 5.51 m.
27	570 m Light intensity high.	Green HI uni-directional with wingbars	PAPI Left/3° 50 ft	900 m	Colour coded 15 m HI	Elev bi-directional HI with omni-diectional component 60 m	Red uni-directional		**Approach Lighting:** Coded centre-line with three crossbars. Supplementary lights inner 300 m **PAPI Dist from THR:** 319 m In relation to aircraft approach, B787 wheel to eye clearance over threshold is 5.54 m.

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	Anemometer: East 512253.74N 0024240.68W West 512300.92N 0024341.27W
3	TWY edge and centre line lighting	Taxiway: . Edge. Blue edge lighting on taxiways A, B, D, F, H, J and Z. Taxiway: . Centre line. Green centre-line lighting on taxiways A, B, G and Z.
4	Secondary power supply/switch-over time	Yes/1 second.
5	Remarks	Obstacle lighting. Apron floodlights.

EGGD AD 2.16 HELICOPTER LANDING AREA

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EGGD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
BRISTOL CTR A circle, 5 nm radius centred at 512258N 0024309W	Upper limit: FL105 Lower limit: SFC	D	BRISTOL RADAR English	6000 ft	
BRISTOL CTA 1 512824N 0023142W - thence clockwise by the arc of a circle radius 9 nm centered on 512258N 0024309W to 511826N 0023045W - 511759N 0024239W - thence anti-clockwise by the arc of a circle radius 5 nm centered on 512258N 0024309W to 512757N 0024339W - 512824N 0023142W	Upper limit: FL105 Lower limit: 1500 ft ALT	D	BRISTOL RADAR English	6000 ft	
BRISTOL CTA 2 512757N 0024339W - thence anti-clockwise by the arc of a circle radius 5 nm centered on 512258N 0024309W to 511759N 0024239W - 511730N 0025433W - thence clockwise by the arc of a circle radius 9 nm centered on 512258N 0024309W to 512728N 0025535W - 512757N 0024339W	Upper limit: FL105 Lower limit: 1500 ft ALT	D	BRISTOL RADAR English	6000 ft	
BRISTOL CTA 3 512836N 0022614W - thence clockwise by the arc of a circle radius 12 nm centered on 512258N 0024309W to 511838N 0022518W - 511826N 0023045W - thence anti-clockwise by the arc of a circle radius 9 nm centered on 512258N 0024309W to 512824N 0023142W - 512836N 0022614W	Upper limit: FL105 Lower limit: 2000 ft ALT	D	BRISTOL RADAR English	6000 ft	
BRISTOL CTA 4 512728N 0025535W - thence anti-clockwise by the arc of a circle radius 9 nm centered on 512258N 0024309W to 511730N 0025433W - 511709N 0030302W - 512349N 0030302W - 512715N 0030058W - 512728N 0025535W	Upper limit: FL105 Lower limit: 2000 ft ALT	D	BRISTOL RADAR English	6000 ft	
BRISTOL CTA 5 511826N 0023045W - thence clockwise by the arc of a circle radius 9 nm centered on 512258N 0024309W to 511620N 0023328W -	Upper limit: FL105 Lower limit: 3000 ft ALT	D	BRISTOL RADAR English	6000 ft	

EGGD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE (continued)

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
511538N 0025120W - 511247N 0030302W - 511709N 0030302W - 511826N 0023045W					
BRISTOL CTA 6 512847N 0022104W - thence clockwise by the arc of a circle radius 15 nm centered on 512258N 0024309W to 511849N 0022009W - 511838N 0022518W - thence anti-clockwise by the arc of a circle radius 12 nm centered on 512258N 0024309W to 512836N 0022614W - 512847N 0022104W	Upper limit: FL105 Lower limit: 3500 ft ALT	D	BRISTOL RADAR English	6000 ft	
BRISTOL CTA 7 513450N 0024206W - 513235N 0022204W - 512842N 0022338W - 512715N 0030058W - 513450N 0024206W	Upper limit: FL105 Lower limit: 4000 ft ALT	D	BRISTOL RADAR English	6000 ft	
BRISTOL CTA 8 513235N 0022204W - 513039N 0020510W - 512320N 0021913W - thence anti-clockwise by the arc of a circle radius 15 nm centered on 512258N 0024309W to 512847N 0022104W - 512842N 0022338W - 513235N 0022204W	Upper limit: FL105 Lower limit: 4500 ft ALT	D	BRISTOL RADAR English	6000 ft	
BRISTOL ATZ A circle, 2.5 nm radius centred at 512258N 0024309W on longest notified runway (09/27)	Upper limit: 2000 ft Lower limit: SFC	D	BRISTOL RADAR English	6000 ft	

EGGD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
RAD	BRISTOL RADAR	125.650 MHz Lower Airspace Radar Service.	H24	ATZ hours coincident with Radar hours.
		136.075 MHz DOC 60 nm/15,000 ft.	H24	
TWR	BRISTOL TOWER	133.850 MHz DOC 25 nm/4000 ft.	H24	
	BRISTOL DELIVERY	121.925 MHz Available as directed by ATC. DOC 2 nm/GND.	H24	
ATIS	BRISTOL INFOR-MATION	126.025 MHz	H24	Available by Telephone: 01275-475686 (H24).
Other	BRISTOL FIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGGD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/DME I 1.42°W (2017)	IBON	110.150 MHz	H24	512300.20N 0024202.02W		(RWY 09)
ILS/DME/GP	IBON	334.250 MHz	H24	512259.88N 0024344.98W		3 ILS Ref Datum Hgt 57 ft. Certified for extended range up to 15 nm.
ILS/DME III 1.42°W (2017)	IBTS	110.150 MHz	H24	512255.19N 0024410.99W		(RWY 27)
ILS/DME/GP	IBTS	334.250 MHz	H24	512253.80N 0024239.97W		3 ILS Ref Datum Hgt 50 ft. Certified for extended range up to 15 nm.
NDB (L)	BRI	414.000 kHz	H24	512253.19N 0024303.16W		On AD. Range 40 nm.
DME	IBON	38Y 110.150 MHz	H24	512253.60N 0024311.85W	632 ft	I BON (RWY 09) DME freq paired with ILS I BTS. Zero range is indicated at THR of runway in use.
DME	IBTS	38Y 110.150 MHz	H24	512253.60N 0024311.85W	632 ft	I BTS (RWY 27) DME freq paired with ILS I BON. Zero range is indicated at THR of runway in use.

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 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. ATC must be advised if the Aircraft Commander is not in, or loses two-way headset communication with the Ground Crew prior to, or during a pushback.

(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.

(d) Grass taxi-link connecting taxiways H and J will be available when promulgated by NOTAM.

(e) Bristol Delivery frequency 121.925 MHz may be open during peak daytime hours. 121.925 MHz is not monitored if not operational.

EGGD AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(f) Pilots should request airways or departure clearances prior to start. Clearances are available up to 15 minutes before EOBT.

(g) B787 and A330 available taxi routes:
Departure
Runway 09: Taxiway Z to Taxiway G, enter Runway at GX.
Runway 27: Taxiway Z to Taxiway A, enter Runway at AX.

Arrival
Runway 09: Runway to vacate either BX (Taxiway B) or AX (Taxiway A) to Taxiway Z to allocated stand.
Runway 27: Runway to vacate GX, Taxiways G and Z to allocated stand.

(h) B787 and A330 aircraft will not be able to backtrack.

3 CAT II/III Operations

(a) Runway 27, subject to the serviceability of the equipment, is suitable for Category lll 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 DX, FX and HX will be closed when LVP are in force.

(d) Arriving aircraft: After landing all aircraft shall hold, and report, at the GX stopbar.

4 Warnings

(a) Ground signals are not displayed, except for light signals.

(b) Bird Dispersal 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.

(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 east 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) Caution, pilots may experience windshear/turbulence, especially if the wind is strong southeasterly (using Runway 09) or strong westerly (using Runway 27).

(f) 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.

(g) Small unmanned vehicles (UAVs) may operate from a site within the CTR approximately 3.5 nm north east of the Aerodrome, up to 570 ft amsl within 1 nm of the site.

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 must arrive/depart using Runway in use. Easterly departures to turn north and follow the A38 after crossing threshold.

(c) Westerly departures should not turn north until crossing the aerodrome boundary.

(d) 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.

(e) Helicopters are not permitted to over-fly any part of the Main or West Apron.

(f) Helicopter circuit height is 700 ft QFE.

EGGD AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

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) In exercise of the powers conferred on it by Section 4 of the Civil Aviation Act 2006, Bristol Aerodrome has established a noise control scheme for the purpose of avioding and limiting the effect of noise connected with the taking-off or, as the case may be, landing of aircraft at Bristol Aerodrome. The noise control scheme provides as follows:

(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) When operating IFR, any aircraft carrying out a visual approach must not join the final approach track at an altitude of less than 2200 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 aircraft of more than 5700 kg maximum certified 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**

EGGD AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

Night flying restrictions apply restricting the operations of certain types of aircraft during the periods 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 Airport Co-ordination Ltd. A Night Noise Quota System is in force between 2330-0600. Full details of the Night Noise Quota System and the night flying restrictions are available from Bristol Airside Operations (telephone: 01275 473705).

(h) Every aircraft using the airport shall, after take-off or 'go around' be operated in the quietest possible manner. Aircraft exceeding 90 dB(A) (103PNdB) by day (0600-2329 local time) and 85 dB(A) (96PNdB) by night (2330-0559 local time) at the noise monitoring points located 6.5 km from the start of roll for runways 09 and 27 will be subject to a penalty as set out in the airport Fees and Charges.

(i) Pilots and engineers should restrict the use of Auxiliary Power Units (APU) to the minimum time necessary. The use of APUS is subject to local restrictions set out in Airside Operational Procedures.

(j) In order to avoid overflying Felton Village, when departing Runway 09 and requiring to turn left, all aircraft shall climb ahead to 1 nm DME before commencing the left turn.

(k) **Light Aircraft Operations**

(i) Runway 27

(1) All pilots should arrange their flight so as to minimise noise nuisance.

(2) 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.

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).

EGGD AD 2.22 FLIGHT PROCEDURES (continued)

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 requirements of SERA.3105 Minimum Heights, SERA.5010 Special VFR in control zones and ENR 1.2 paragraph 1.3(l). 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	VOR/DME FIX
Barrow Tanks Reservoirs 512423N 0023946W	BCN 133° / 30 nm.
Bath Racecourse 512501N 0022415W	BCN 122°/37 nm
Cheddar Reservoir 511647N 0024805W	BCN 149°/32 nm
Chew Valley 511930N 0023542W	BCN 136°/35 nm
Chippenham 512736N 0020724W	CPT 268°/34 nm
Churchill 512000N 0024736W	BCN 145°/29 nm
Clevedon 512621N 0025105W	BCN 140°/23 nm
Clifton Suspension Bridge 512718N 0023740W	BCN 126°/28.8 nm
Devizes 512048N 0015918W	CPT 254°/30 nm
East Nailsea 512548N 0024406W	BCN 134°/27 nm
Frome 511347N 0021913W	BCN 132°/46 nm
M4 Junction 18 513007N 0022100W	BCN 113°/37 nm
M5 Sedgemoor Services 511608N 0025517W	BCN 157°/30 nm
M5 Avon Bridge 512920N 0024135W	BCN 126°/26 nm
Old Severn Bridge (M48) 513640N 0023837W	BCN 109°/24 nm
Radstock 511732N 0022655W	BCN 132°/40 nm
Wells Mast 511413N 0023731W	BCN 143°/38 nm
Weston Aerodrome 512016N 0025633W	BCN 155°/26 nm

Note 1: *The Wells Mast is referred to as the Mendip mast at AIP ENR 5.4. 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.*

Note 2: *Aircraft entering the Bristol CTR/CTA via M5 Avon Bridge, Cheddar Reservoir, Clifton Suspension Bridge and Chew Valley VRPs may be required to hold at East Nailsea, Barrow Tanks Reservoirs 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

EGGD AD 2.23 ADDITIONAL INFORMATION

Not applicable.

EGGD AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGGD-2-1

Figure: AIRPORT PARKING/DOCKING CHART - ICAO

AD 2-EGGD-2-2

Figure: CONTROL ZONE AND CONTROL AREA CHART

AD 2-EGGD-4-1

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGGD-5-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) BCN 1X 1Z - ICAO

AD 2-EGGD-6-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) BADIM 1X WOTAN 1Z - ICAO

AD 2-EGGD-6-2

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) EXMOR 1X 1Z - ICAO

AD 2-EGGD-6-3

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BRI 1A 1E - ICAO

AD 2-EGGD-7-1

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BRI 1B - ICAO

AD 2-EGGD-7-2

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BRI 1C - ICAO

AD 2-EGGD-7-3

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BRI 2D - ICAO

AD 2-EGGD-7-4

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ADVED 1A BAXUN 1A - ICAO

AD 2-EGGD-7-5

Figure: STANDARD ARRIVAL CODING TABLES RNAV (GNSS) RWY 09 ADVED 1A, RWY 27 BAXUN 1A- ICAO

AD 2-EGGD-7-6

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 09 (CAT A,B,C.D) - ICAO

AD 2-EGGD-8-1

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 09 (CAT A,B,C.D) - ICAO

AD 2-EGGD-8-2

Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 09 (CAT A,B,C.D) - ICAO

AD 2-EGGD-8-3

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 09 (CAT A,B,C.D) - ICAO

AD 2-EGGD-8-4

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 27 (CAT A,B,C.D) - ICAO

AD 2-EGGD-8-5

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 27 (CAT A,B,C.D) - ICAO

AD 2-EGGD-8-6

Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 27 (CAT A,B,C.D) - ICAO

AD 2-EGGD-8-7

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 27 (CAT A,B,C.D) - ICAO

AD 2-EGGD-8-8

EGGD AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) RWY 09 via EMPAS and ADVED, RWY 27 via ELROV and BAXUN

AD 2-EGGD-8-9

Figure: INSTRUMENT APPROACH PROCEDURE SBAS FAS DATA BLOCK CODING DATA BRISTOL RNAV(GNSS) RWY 09

AD 2-EGGD-8-10

Figure: INSTRUMENT APPROACH PROCEDURE SBAS FAS DATA BLOCK CODING DATA BRISTOL RNAV(GNSS) RWY 27

AD 2-EGGD-8-11

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