

**Bristol International**

IATA/ICAO CODE:     BRS/EGGD  
CITY:                 Bristol  
COUNTRY:             UK

AIRPORT CONTACT

No changes reported by the airport in 2011  
[Verify information below with the airport](#)

Name:                Andrew Skipp  
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ELEVATION: 622 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
09	2011	-	3	45
27	2011	120m	3	45

NOISE ABATEMENT PROCEDURES

See UK AIP for details.

- a. Bristol Airport is subject to Local Authority Planning Requirements, from 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.
- b. The following procedures may be departed from only to the extent for avoiding immediate danger and for complying with ATC instructions.
  - i - Operations 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 - Jet aircraft must not join the final approach track at a height of less than 2100 ft (QNH).
  - iii - Propeller driven aircraft of more than 5700 kg MTWA must not join the final approach track at a height of less than 1600 ft (QNH).

c. Unless otherwise instructed by ATC, aircraft using the ILS in IMC or VMC shall not descend below the height specified in i 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 jet aircraft and those propeller driven aircraft of more than 5700 kg maximum certificated weight, unless otherwise instructed by ATC, or unless deviations are required in the interests of safety.

The NPRs are incorporated in ATC Standard Instrument Departure procedures (SIDs).

Runway 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.

Runway 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

Bristol Airport operates a Night Noise Quota System, the application of which is based upon the CAA Supplement to the UK AIP, pertaining to the Airport Noise Restrictions Notice for London Heathrow, London Gatwick and London Stansted. The quota count value for the take-off and landing by individual aircraft types is shown in the Annex to that Supplement:

i. The night quota count is applicable between 2330 and 0600 (local);

ii. the total seasonal quota is 1260 points (summer season) and 900 points (winter season);

iii. an aircraft with a quota count of 4 or above shall not normally be allowed to take-off or land during the period 2300-0600 (local).

h. Pilots and engineers should restrict the use of Auxiliary Power Units (APU) to the minimum time necessary.

## CONTINUOUS DESCENT APPROACHES (CDA)

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.

AIRPORT CURFEWS

g. Aircraft Noise Quota Count System

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Noise Classification	Quota Count
less than 90 EPNdB	0.5
90 - 92.9 EPNdB	1
93 - 95.9 EPNdB	2
96 - 98.9 EPNdB	4
99 - 101.9 EPNdB	8
Greater than 101.9 EPNdB	16
Certification noise levels (EPNLs) will be used:	
Takeoff	(Takeoff+Sideline)/2 for Chapter3  ((Takeoff+Sideline)/2)+1.75 for Chapter 2
Approach	Approach - 9

PREFERENTIAL RUNWAYS

Noise sensitive area 3-4NM ENE of Airport.

OPERATING QUOTA

Aircraft Noise Quota Count System - See Airport Curfew

ENGINE RUN-UP RESTRICTIONS

Ground running of aircraft engine is not to be carried out between 2330-0600(local), except that in the case of an aircraft which is scheduled to depart at or before 0800 local, essential ground running may be carried out for periods not exceeding:

- a) 2 minutes at full power
- b) 5 minutes at 50% power or less
- c) 10 minutes at idle power

Except for run at idle power aircraft should be positioned on the threshold of RWY 09 or in the vicinity of 09 holding area on TWY G.

APU OPERATING RESTRICTIONS

Pilots and engineers should restrict the use of Auxilary Power Units (APU) to the minimum

time necessary.

As a general rule, APU's shall be switched off as soon as possible on arrival on stand or shall be limited to ETD - 25 minutes.

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

4/2011 IATA Airport, ATC and Fuel Charges Monitor	
Landing Charge	MTOW on all departures
Over 3 tonnes	GBP 13.70 per tonne or part
Out of Hours Operation (2200-0700)	Surcharge of 75%
Noise Charge	
Chapter 3 High*	surcharge of 50% on landing charge
Non Chapter 3 aircraft	surcharge of 200% on landing charge
* Aircraft deemed to be Chapter 3 High applies to those aircraft whoes noise performance lies within -5 EPNdB of Chapter 3 certification limits.	

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	1999 - 2003	286 houses provided with double glazing
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	none	-
Avigation Easements	none	-
Zoning Laws	-	Public Safety Zone (PSZ) as determined by the UK Department for Transport (DfT)
Real Estate/Property Disclosure Laws	none	-
Acquire Land for Noise Compatibility to date	none	-
Population within each noise contour level relative to aircraft operations	-	Not available
Airport Noise Contour Overlay Maps	2003	Working on 2004 maps. Producing forecasts for set traffic levels.
Total Cost of Noise Mitigation Programs to Date	-	Not available
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Not available

NOISE MONITORING SYSTEM

Two noise monitors have been installed (East - West) to provide noise data.

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS

See Airport Curfew information.

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS

See Airport Curfew information.