

**BZZ-EGVN**

**1-10**

**AOI**

**AOI**

**GENERAL**

**Operational Hours**

**ATS Hours:** HO

**AD Hours:** HO (PPR 24HR)

PPR 48HRs in advance.

PPR for passenger/cargo flights 72HRs in advance.

**Airport Information**

**RFF:** CAT 8

**PCN:** RWY 07/25: 81/F/B/W/T

**Customs:** HO

**Operation**

**Preferential RWY**

RWY 25 for TKOF/LDG unless tailwind component exceeds 5KT, other RWYs O/R.

**RWY Restriction**

180°-turn for heavy ACFT only permitted in exceptional circumstances.

**TWY Restriction**

TWY G MAX wingspan 55m / 180ft.

ACFT with wingspan above 64m / 210ft are expected to turn at RWY-end and backtrack to dispersal.

TWY B:

Due to a 2m / 7ft high fence opposite bays 73 and 74, 41.5m / 136ft from TWY CL and a 1.2m / 4ft high fence opposite bay 70.38m / 125ft from TWY CL, ACFT with wingspan above 60m / 196ft will have reduced wingtip CLR...

TWY C:

Due to a 5.2m / 17ft aerial opposite C1 hold, 45m / 148ft from TWY CL, ACFT with a wingspan of 60m / 196ft or greater will have reduced wingtip CLR...

TWY E:

Due to a 2m / 7ft high fence north of TWY J, 39.5m / 130ft from TWY CL and a 3m / 10ft building 41m / 135ft from TWY CL, ACFT with a wingspan of 60m / 196ft or greater will have reduced wingtip CLR...

...Use at PICs discretion. Inform ATC if not willing to accept reduced wingtip CLR prior to arrival.

**Taxi/Parking**

Use MNN PWR when entering RWY 07 from TWY A.

ACFT are to make MAX radius, gentle turns on asphalt surfaces.

Bays 1-6 are AGNIS equipped.

Entry to bays 51-58 via TWY D and bays 59-69 via TWY J.

Marshaller O/R.

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## **GENERAL**

### **Warnings**

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

Wind shear may be experienced on final APCH RWY 25, or on DEP RWY 07.

AD lies within the Oxford AIAA (Area of Intense Air Activity). Oxford Kidlington ATZ overlays NE corner of Brize Norton CTR.

VFR flights to be expected at AD, circuit at 1300ft.

Parachute free-fall drop zone up to 15300ft.

OBST in close vicinity of both RWY ends.

Bearing errors may occur on ILS RWY 25 between 006°-010° left of CL between 17NM-25NM of RWY.

Bays 1-10, 15-20 and Wash Bay not visible from TWR.

Bays 52-69 limited visibility from TWR.

Execute caution between B1 and JADTEU on TWY B and G, between E2 and abeam terminal on TWY D due to vehicular TFC.

Birds in vicinity of AD.

### **Arresting Gear Systems**

Rotary Hydraulic Arrester Gear inset:

RWY 07/25 - 560m / 1837ft.

## **ARRIVAL**

### **Speed**

MAX 250KT within D10 BZN.

220KT from the HLDG facility during intermediate APCH phase.

185KT on base/leg closing HDG to FAT.

185KT-160KT when first established on FAT.

If unable to comply inform ATC.

### **Communication**

After initial contact report:

- POB
- ATIS code
- APCH type required

**COM Failure:** See CRAR and in addition.

### **Radar PROCs**

IMC: If unable to continue APCH:

- **Before FAF:** Maintain last assigned LVL, return to the overhead, positioning to fly the hold. When steady outbound in the hold, climb or descend to 2300ft to complete at least one HLDG before making an INSTR APCH to land.
- **After FAF:** Maintain RWY TR, fly at 1800ft to the overhead, positioning to fly the hold. When steady outbound in hold, climb to 2300ft to complete at least one hold before making APCH to land.

### **MISAP COM failure**

If no contact with APP by D5 BZN VOR/DME or 1.30min after MAPt then maintain 2300ft and turn right, then return to BZN VOR/DME hold. When steady outbound in hold, climb or descend to 2300ft to complete at least one hold before making an instrument APCH to land.

**BZZ-EGVN****1-30****AOI****ARRIVAL****Arrival Procedure****Arrival Note**

Radar monitoring on final APCH will only be provided on REQ.

**VFR Traffic Pattern**

RWY 25: Right-hand circuit.

ACFT joining the visual circuit should:

- Before turning downwind, climb to 1300ft.
- Avoid overflying surrounding communities below 1800ft within 3.8NM from BZN VOR.

**Reverse**

Use MNM reverse thrust whenever possible.

**Non-standard GP intercept position on RWY 07**

GP intercepts RWY 07 at 312m / 1025ft after landing threshold.

Remaining DIST beyond GP is 2738m / 8982ft.

**Warnings**

On inbound turn onto final APP RWY 25, expect high density TFC S of Oxford / Kidlington AD.

**ILS RWY 25**

Auto-coupled APCH permitted to CAT 1 DH. Aircrew may experience GP flags when closing the glidepath from the left outside 9.5NM and 5° left of CL from below glidepath.

**ILS RWY 07**

Not suitable for auto-coupled APCH to CAT 1 DH. Aircrew may experience ILS LOC false capture when closing to the ILS CL from the south. Aircrew may experience large fluctuations in glidepath guidance below 400ft AGL.

**DEPARTURE****Take-off Minima**

RWY		25	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN

RWY		07	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

**Communication**

**COM Failure:** See CRAR.

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1-40

AOI

AOI

## DEPARTURE

### Departure Procedure

#### Transition Altitude

Transition ALT within airspace underneath DTY CTA is 6000ft, Transition ALT in airspace outside this area is 3000ft.

#### Start-up/Push-back

Prior start-up and/or push-back, CLR must be obtained on GND, stating POB and ATIS code. ACFT are to request fire/medical cover when required on GND at least 5min before start-up.

#### Noise Abatement Procedure

Use TKOF PROC A or ACFT manufacturer's noise abatement recommended procedure.

### De-Icing

AVBL H24.

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07-SEP-2017

# United Kingdom Brize Norton Brize Norton AB

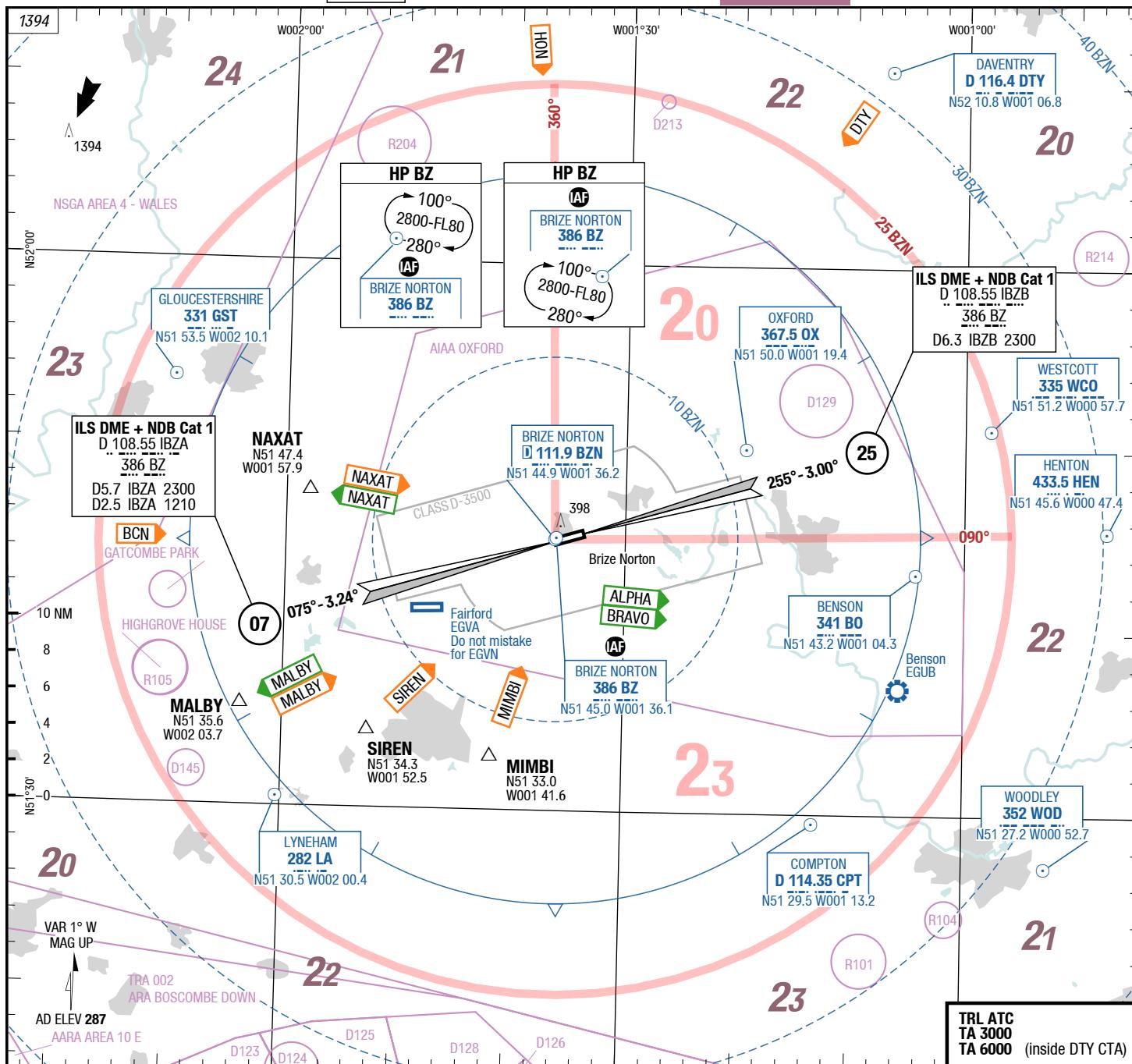
AGC  
AFC

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AGC  
AFC

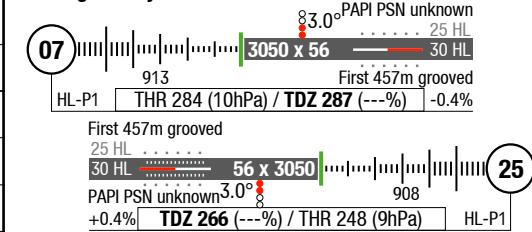
BZZ-EGVN

2-10



<b>ATIS</b>	126.500	HO
<b>RAD</b>	124.275	HO
<b>APP</b>	127.250	HO O/R only
<b>DIR</b>	133.750	HO
<b>TWR</b>	123.725	HO O/R only
<b>GND</b>	121.725	HO
<b>OPS</b>	130.075	HO

#### Landing RWY system:





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3-30

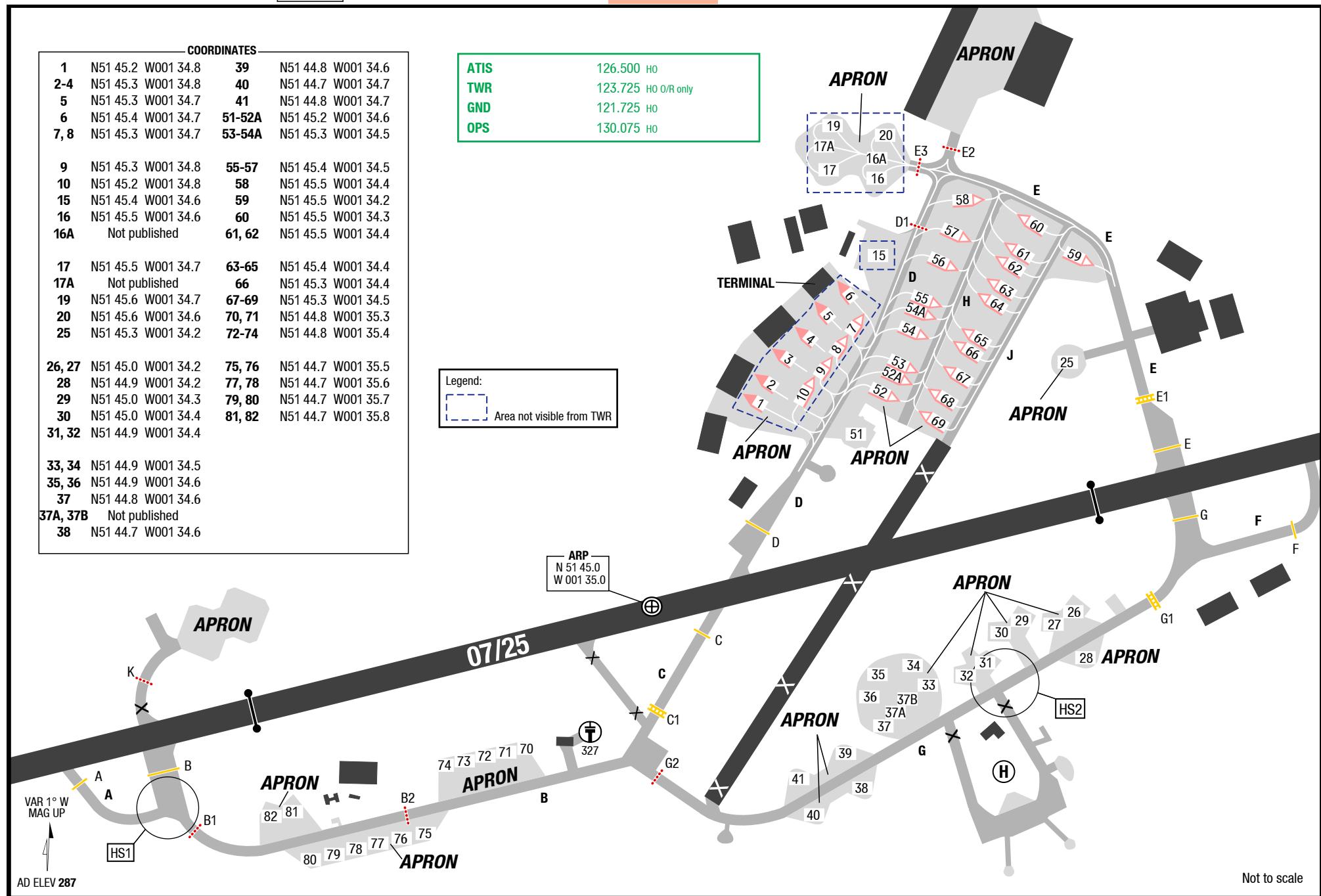
COORDINATES			
1	N51 45.2	W001 34.8	39
2-4	N51 45.3	W001 34.8	40
5	N51 45.3	W001 34.7	41
6	N51 45.4	W001 34.7	51-52A
7, 8	N51 45.3	W001 34.7	53-54A
			N51 44.8 W001 34.6
			N51 44.7 W001 34.7
			N51 44.8 W001 34.7
			N51 45.2 W001 34.6
			N51 45.3 W001 34.5
9	N51 45.3	W001 34.8	55-57
10	N51 45.2	W001 34.8	58
15	N51 45.4	W001 34.6	59
16	N51 45.5	W001 34.6	60
16A	Not published		61, 62
17	N51 45.5	W001 34.7	63-65
17A	Not published		66
19	N51 45.6	W001 34.7	67-69
20	N51 45.6	W001 34.6	70, 71
25	N51 45.3	W001 34.2	72-74
26, 27	N51 45.0	W001 34.2	75, 76
28	N51 44.9	W001 34.2	77, 78
29	N51 45.0	W001 34.3	79, 80
30	N51 45.0	W001 34.4	81, 82
31, 32	N51 44.9	W001 34.4	
33, 34	N51 44.9	W001 34.5	
35, 36	N51 44.9	W001 34.6	
37	N51 44.8	W001 34.6	
37A, 37B	Not published		
38	N51 44.7	W001 34.6	

ATIS  
TWR  
GND  
OPS

126.500 HO  
123.725 HO O/R only  
121.725 HO  
130.075 HO

Legend:  
[dashed blue line] Area not visible from TWR

ARP  
N 51 45.0  
W 001 35.0



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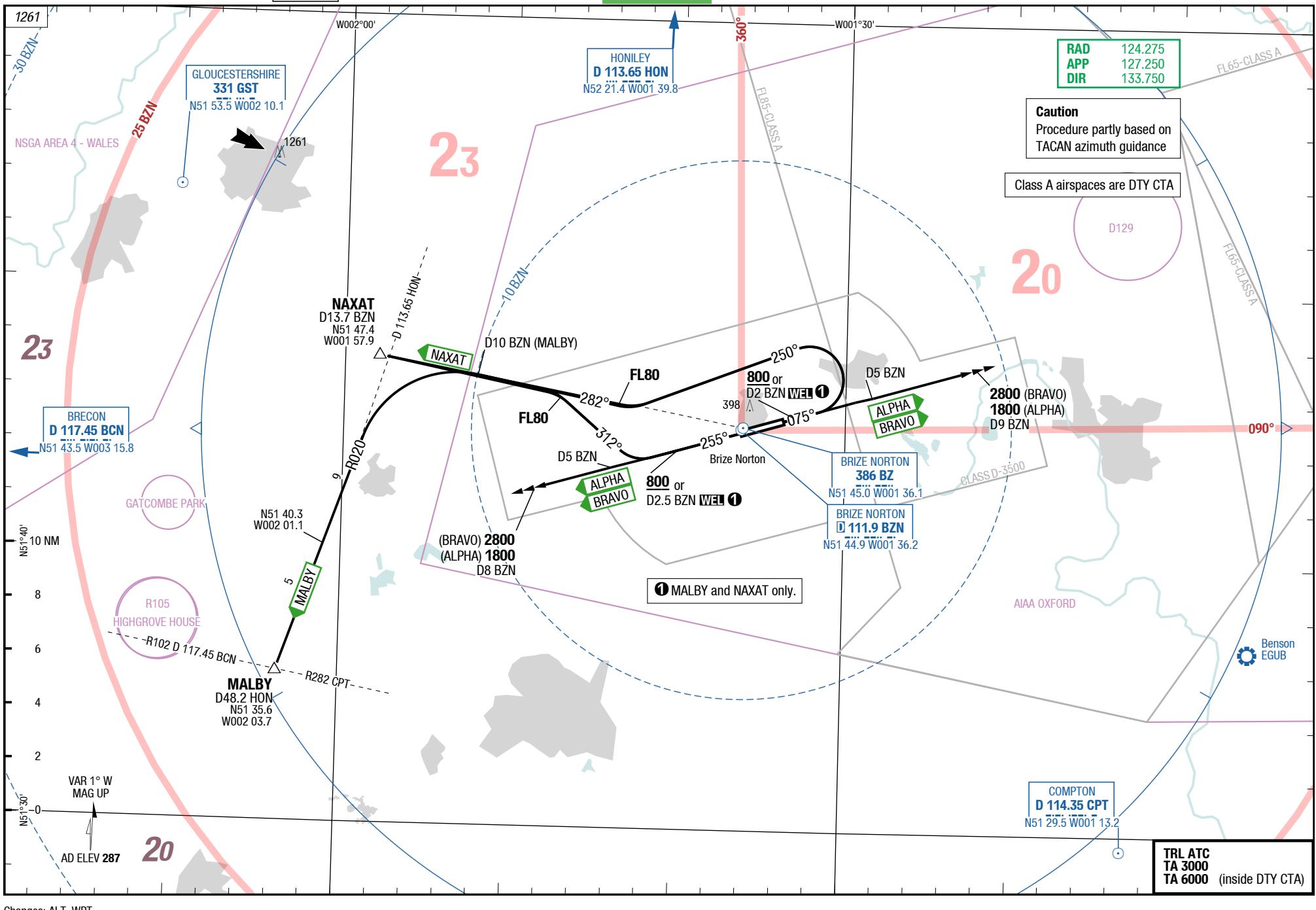
BZZ-EGVN

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SIDs

S/D

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**BZZ-EGVN****5-10****SIDs****ALPHA / BRAVO / MALBY / NAXAT**

RWY 07 (075°)

	GS	120	150	180	210	240	270
4.4%	ft/MIN	600	700	900	1000	1100	1300
6.3%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>ALPHA</b> 4.4% to <b>1030</b> <b>124.275</b> ①	075° to <b>1800</b> - at D5 <b>BNZ</b> contact Brize RAD	<b>D9 BNZ at 1800</b>
<b>BRAVO</b> 6.3% to <b>2800</b> <b>124.275</b> ①	075° to <b>2800</b> - at D5 <b>BNZ</b> contact Brize RAD	<b>D9 BNZ at 2800</b>
<b>MALBY</b> 4.4% to <b>800</b> <b>127.250</b> ①②	075° - at D2 <b>BNZ</b> or MNM <b>800</b> , whichever is later, <b>LT 250°</b> - intercept 282° <b>BNZ</b> / QDR 282 <b>BZ</b> - at D10 <b>BNZ</b> <b>LT</b> intercept R200 <b>HON</b> to <b>MALBY</b>	intercept 282° <b>BNZ</b> / QDR 282 <b>BZ</b> at <b>FL80</b>
<b>NAXAT</b> 4.4% to <b>800</b> <b>127.250</b> ①	075° - at D2 <b>BNZ</b> or MNM <b>800</b> , whichever is later, <b>LT 250°</b> - intercept 282° <b>BNZ</b> / QDR 282 <b>BZ</b> to <b>NAXAT</b>	intercept 282° <b>BNZ</b> / QDR 282 <b>BZ</b> at <b>FL80</b>

① MNM climb gradient 4.4% to 440 due OBST.

② ACFT departing for AWY L9 **MALBY** mandatory.

**BZZ-EGVN****5-20****SIDs****ALPHA / BRAVO / MALBY / NAXAT**

RWY 25 (255°)

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25</b>	
<b>ALPHA</b> 3.5% to <b>1800</b> <b>124.275</b>	255° to <b>1800</b> - at D5 <b>BNZ</b> contact Brize RAD	<b>D8 BNZ at 1800</b>
<b>BRAVO</b> 5.8% to <b>2800</b> <b>124.275</b>	255° to <b>2800</b> - at D5 <b>BNZ</b> contact Brize RAD	<b>D8 BNZ at 2800</b>
<b>MALBY</b> <b>127.250</b> ①	255° - at D2.5 <b>BNZ</b> or <b>MNM 800</b> , whichever is later, <b>RT 312°</b> - intercept 282° <b>BNZ</b> / QDR 282 <b>BZ</b> - at D10 <b>BNZ LT</b> intercept R200 <b>HON</b> to <b>MALBY</b>	intercept 282° <b>BNZ</b> / QDR 282 <b>BZ</b> at <b>FL80</b>
<b>NAXAT</b> <b>127.250</b>	255° - at D2.5 <b>BNZ</b> or <b>MNM 800</b> , whichever is later, <b>RT 312°</b> - intercept 282° <b>BNZ</b> / QDR 282 <b>BZ</b> to <b>NAXAT</b>	intercept 282° <b>BNZ</b> / QDR 282 <b>BZ</b> at <b>FL80</b>

① ACFT departing for AWY L9 **MALBY** mandatory.

10-NOV-2016

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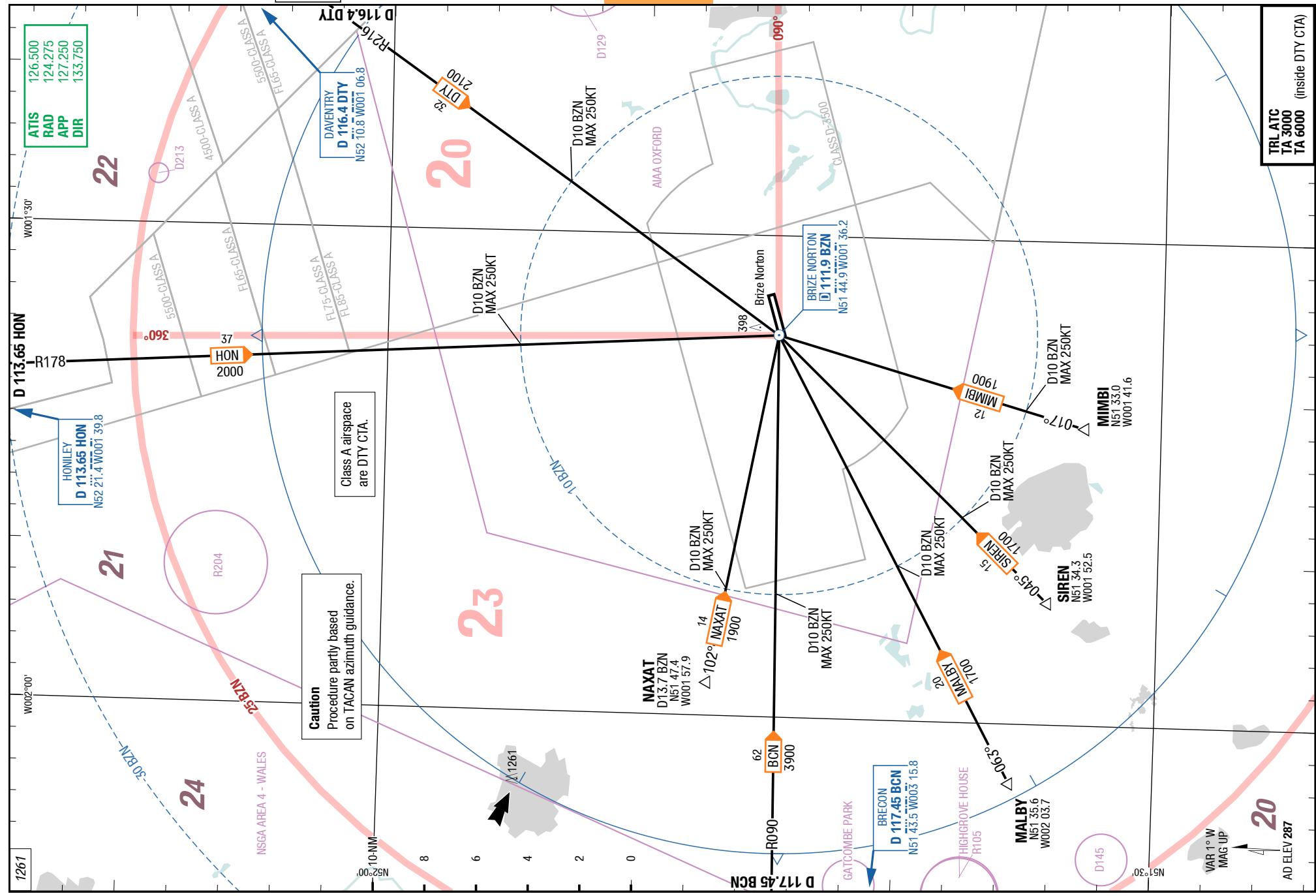
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**STARS**

SAR

SIAR

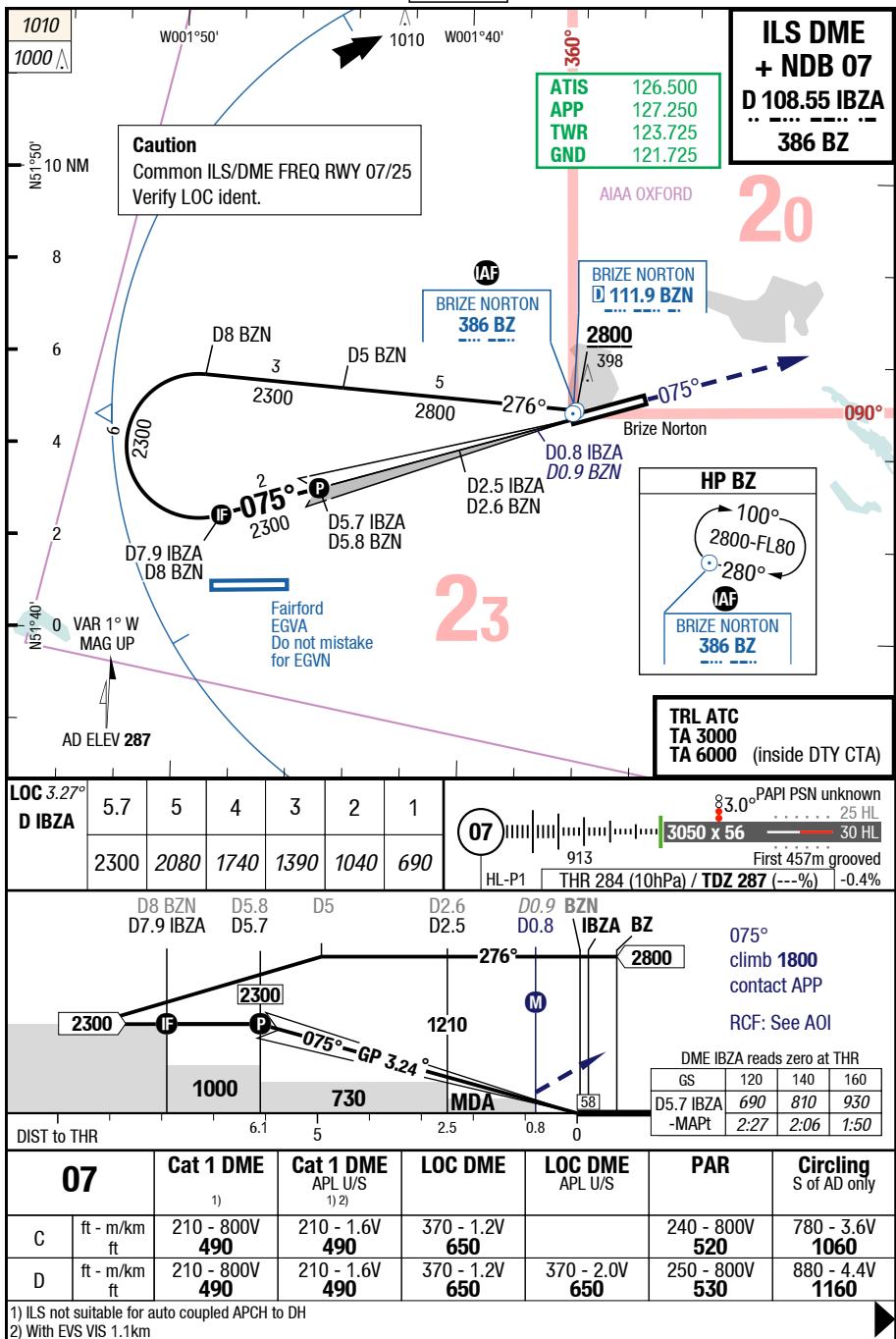
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## BZZ-EGVN

7-10

## ILS DME + NDB 07

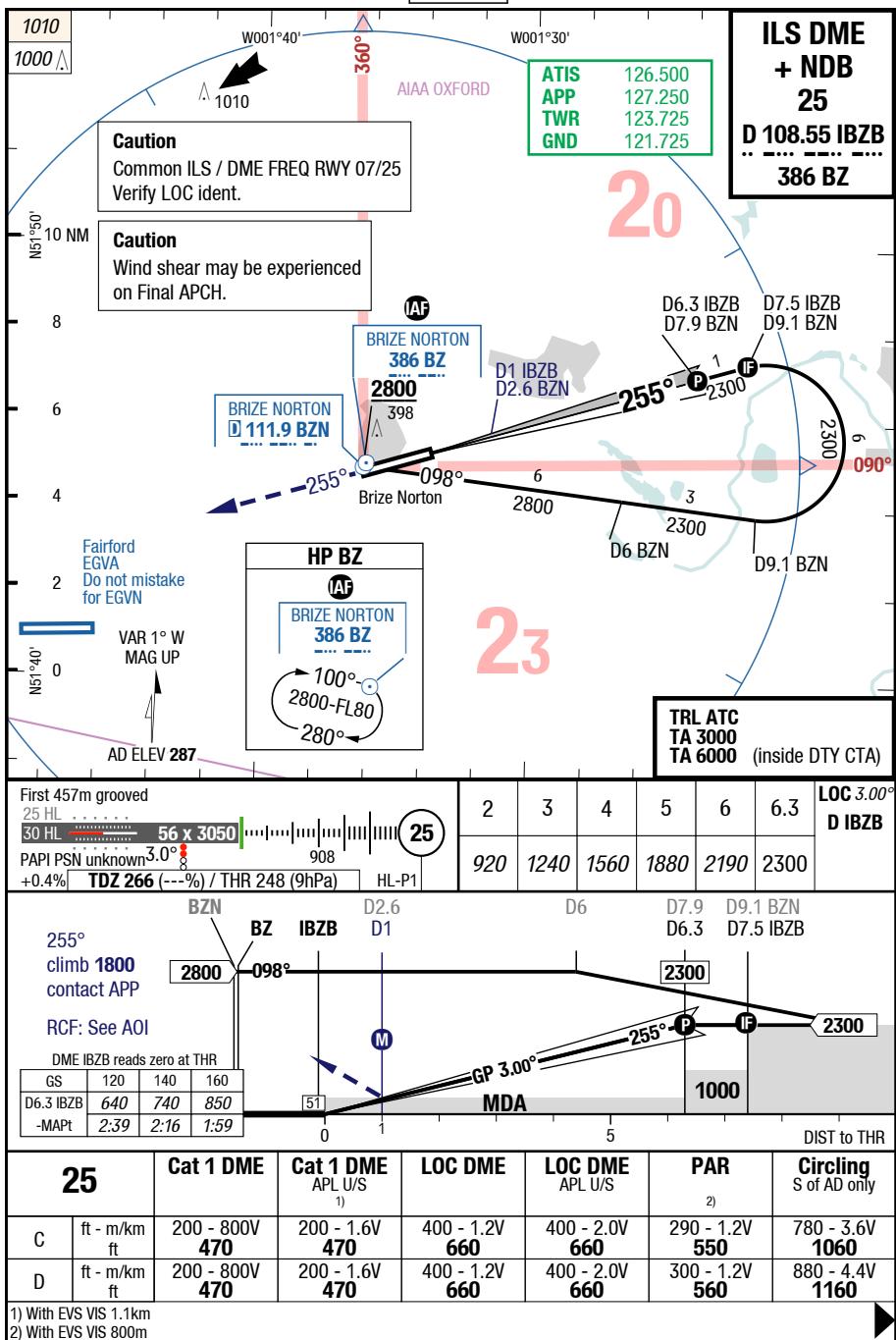


Changes: Speed RESTR

## BZZ-EGVN

7-20

## ILS DME + NDB 25



Changes: Speed RESTR

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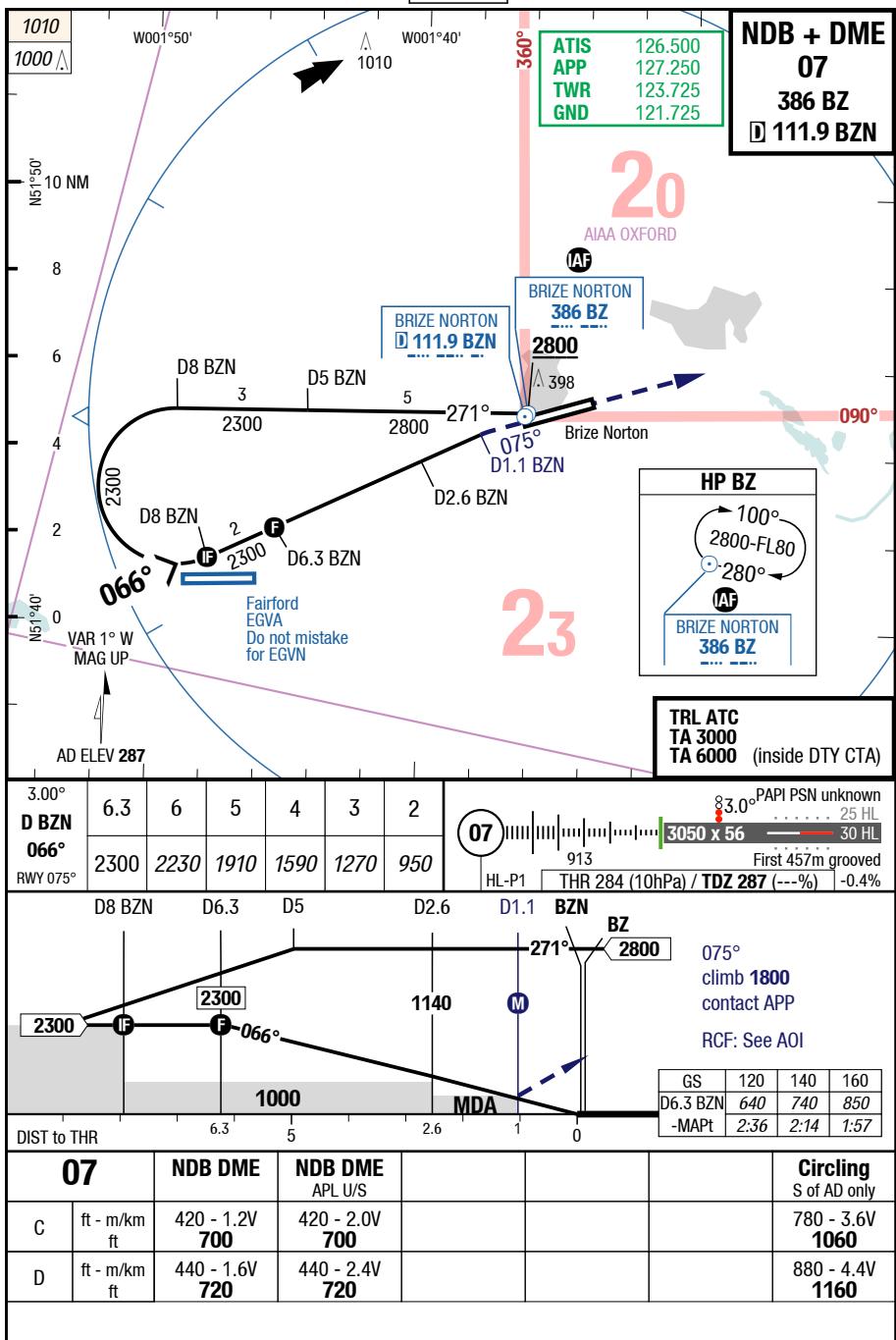
07-SEP-2017

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BZZ-EGVN

7-30

NDB + DME 07

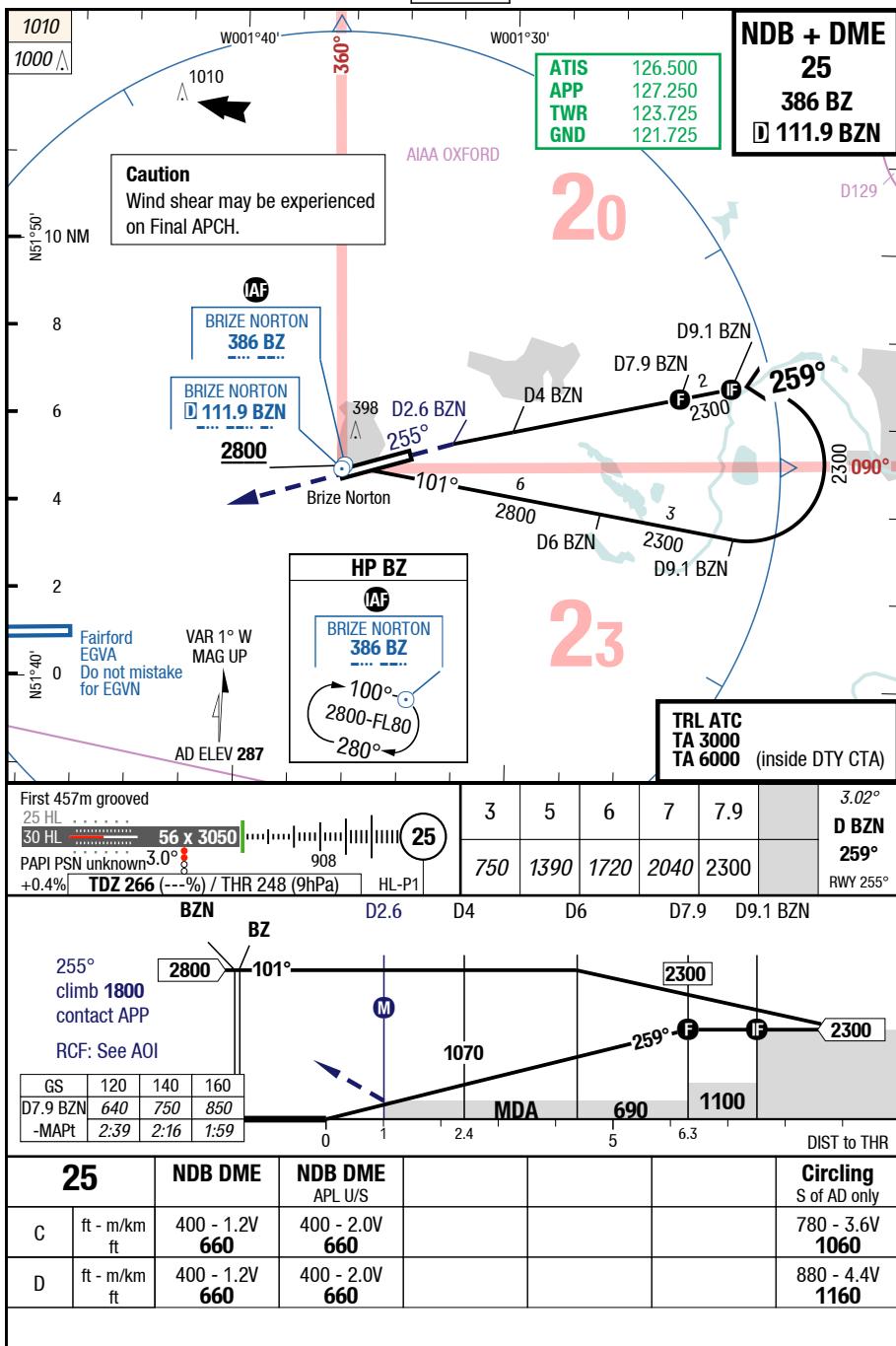


Changes: Speed RESTR

Effective 14-SEP-2017

07-SEP-2017

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**BZZ-EGVN****7-40****NDB + DME 25**

Changes: Speed RESTR

**BZZ-EGVN**

**7-50**

**WxMinima Overflow**

<b>07</b>		<b>PAR</b> APL U/S <sup>1)</sup>	<b>SRA</b> RTR1 <sup>2)</sup>	<b>SRA</b> RTR1 APL U/S <sup>2)</sup>			
C	ft - m/km ft	240 - 1.6V <b>520</b>	530 - 1.6V <b>810</b>				
D	ft - m/km ft	250 - 1.6V <b>530</b>	530 - 2.0V <b>810</b>	530 - 2.8V <b>810</b>			

1) With EVS VIS 1.1km

2) Imaginary GP mandatory

<b>25</b>		<b>PAR</b> APL U/S <sup>1)</sup>	<b>SRA</b> RTR1 <sup>2)</sup>	<b>SRA</b> RTR1 APL U/S <sup>2)</sup>			
C	ft - m/km ft	290 - 1.6V <b>550</b>	460 - 1.2V <b>720</b>				
D	ft - m/km ft	300 - 1.6V <b>560</b>	460 - 1.6V <b>720</b>	460 - 2.4V <b>720</b>			

1) With EVS VIS 1.1km

2) Imaginary GP mandatory

**Effective 25-MAY-2017**

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18-MAY-2017

## United Kingdom Brize Norton Brize Norton AB

BZZ-EGVN

3-10

MRC

VRC

MRC

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