

30 NOV 23

EGVN AD 2.1 - LOCATION INDICATOR AND NAME

EGVN - BRIZE NORTON

EGVN AD 2.2 - AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP Co-ordinates and site at AD:	N51 44 59.95 W001 34 58.61
2	Direction and distance from City:	4nm WSW of Witney
3	Elevation/Reference Temperature:	287ft / 22°C
4	Magnetic Variation / Annual Change:	00° W (JUL 21) / 00.20°E.
5	Geoid Undulation at AD Elev Position:	----
6	AD Administration: Address: Telephone: E-mail: Web site:	Royal Air Force Royal Air Force Brize Norton Carterton Oxon Oxfordshire OX18 3LX Mil: 95461 5315 Civ: 01993 895315 (Ops) Mil: 95461 7526 Civ: 01993 897526 (ATC) BZN-AirfieldOperations@mod.gov.uk https://www.raf.mod.uk/our-organisation/stations/raf-brize-norton/
7	Types of Traffic Permitted (IFR/VFR):	IFR/VFR
8	Remarks:	All telephone calls to the ATC will be recorded.

EGVN AD 2.3 - OPERATIONAL HOURS

1	AD:	HO (PPR 24hr).
2	Customs and Immigration:	HO.
3	Health and Sanitation:	HO.
4	AIS Briefing Office:	HO.
5	ATS Reporting Office (ARO):	H24.
6	MET Briefing Office:	H24.
7	ATS:	HO.
8	Fuelling:	HO.
9	Handling:	HO.
10	Security:	H24.
11	De-Icing:	H24.
12	Remarks:	<p>a) Airfield strictly PPR. Requests are to be made a minimum of 48hrs in advance. Responses will be actioned between 0800-1700. Requests for passenger and cargo flts must PPR 72hrs in advance. Visitor Ops working hours 0800-1700A Mon-Fri only. All foreign mil and civ acft strictly through (+44) 1993 895315. British mil PPR is available through Stn Ops ext 5315. Visitor Ops email: BZN-OpsWg-VisitorOps@mod.gov.uk. All visitors must add the flight plan address EGVNYWYP. Due to handling limitations, all PPR applications MUST confirm whether the aircraft is fitted with flares. All AS Standby Diversions to be booked through Stn Operations on 01993 895315 or 95461 5315.</p> <p>b) LARS available 0900(L)-1700(L) Mon-Sun, unless NOTAMed.</p>

17 APR 25

EGVN AD 2.4 - HANDLING SERVICES AND FACILITIES		
1	Cargo Handling Facilities:	Trepel, Industrial Tractors, Dolly trailers, Forklifts, Atlas 2k and 2A.
2	Fuel/Oil /HydraulicTypes:	F34. O-135, 156. H-515, OX-20.
3	Fuelling Facilities/Capacity:	Hydrant Refuelling System on Bays 1 - 14, 16 - 20, 23, 24, 35 & Southern Hydrant System. Bowsers: 2x 44,000ltr; 3x 20,000ltr; 1x 15,000ltr. No rotors running refuel service.
4	Oxygen:	LOX. LOX can be issued to visiting aircraft by Ramp Services as long as visiting aircraft have the appropriate adaptors/connections.
5	De-Icing Facilities:	Aircraft de-icing vehicle (ADV), Killfrost ABC-K Plus Type II (75% AL342/25% water), LNTP180 Type 1 (60/40)
6	Starting Units:	E5, 12, 16. A4.
7	Hangar space for visiting aircraft:	Limited. Subject to prior arrangement with DEOC.
8	Repair facilities for visiting aircraft:	Nil.
9	Remarks:	Brize can handle passenger and freight Air Systems. The Maximum Air Systems on the Ground (MOG) is defined in the MOD Airfield Location Directory. In general terms, Brize can handle 3 Air systems concurrently that require movement staff assistance to unload/load. In the unlikely event that any Air Systems ETA is 20+ mins earlier than its initially planned arrival time, its early arrival is to be authorised by Brize Duty Ops Controller (DOC), through Brize Operations. This request can be via landline or, if the Air Systems is airborne, via ATC to request authorisation whilst en-route. Permission for early arrival will be considered against any increased functional risk associated with an exceeded MOG. If an early arrival cannot be approved, Air Systems may be placed in the BZN Hold or manoeuvred outside controlled airspace, or given approval to land but the associated ground handling may be delayed.

EGVN AD 2.5 - PASSENGER FACILITIES		
1	Accommodation:	Limited on base accommodation available for Service personnel and entitled passengers only.
2	Medical Facilities:	Medical Centre for Service personnel only and emergencies.
3	Remarks:	Nil.

EGVN AD 2.6 - RESCUE AND FIRE FIGHTING SERVICES		
1	AD Category for Fire Fighting:	Established for ICAO 8. The onsite FRS has conducted an Equipment Need Analysis and has the appropriate equipment in sufficient quantity required IAW TRA and DSA02 DFSA ARFF Regulations.
2	Rescue Equipment:	Full rescue capability to ICAO / CAA standard.
3	Capability for removal of disabled aircraft:	Towing, crane, specialist removal.

EGVN AD 2.7 - SEASONAL AVAILABILITY - CLEARING		
1	Type of Clearing equipment:	Airfield Snow Clearance Vehicle (ASCV), equipped with snow clearing blades. Liquid Airfield De-icer Spayer (LADS), equipped with snow clearing blades. Airfield De-icer Trailer (ADT), Gen2. Various Small Snow Clearance Blades for Medium Aircraft Towing Tractor (MATT).
2	Remarks:	Braking action assesment by Mu- Meter. Latest available information from ATC.

17 APR 25

EGVN AD 2.8 - APRONS, TAXIWAYS AND CHECK LOCATIONS DATA					
1	Apron surfaces:	Apron	Surface	Strength	
		Passenger & Freight Apron	Concrete	LCG II	
		Base Hangar Apron	Concrete Block	LCG IV	
2	Taxiway width, surface and strength:	Taxiway	Width	Surface	Strength
		E (Main length)	24m	Asphalt with Concrete Ends	LCG I
		B, C, D, G (E end) & E (NW corner)	24m	Asphalt with Concrete Ends	LCG II
		A & F	24m	Asphalt with Concrete Ends	LCG III
		G (Main length)	24m	Asphalt	LCG III
3	Altimeter Check Location and Elevation:	N/A			
4	VOR Checkpoints: INS Checkpoints:	See AD 2 EGVN - 1 - 16			
5	Remarks:	<p>Caution Twy B - Due to a 2m high fence opposite bays 73-74, 41.5m from twy centreline (cl) and a 1.2m high fence opposite bay 70 38m from twy cl, acft with a wingspan of 60m/196ft or greater will have reduced wingtip clearance.</p> <p>Caution Twy C - Due to a 5.2m aerial opposite C1 hold, 45m from twy cl, acft with a wingspan of 60m/196ft or greater will have a reduced wingtip clearance.</p> <p>Caution Twy E - Due to a 2m fence north of twy J, 39.5m from twy cl and a 3m high building 41m from twy cl, acft with a wingspan of 60m/196ft or greater will have a reduced wingtip clearance.</p> <p>Acft captains who are not willing to accept the reduced wingtip clearance on the above obstacles are to inform ATC prior to arrival.</p> <p>ATC will not routinely use the above twys for acft with a wingspan of 64m or greater. Captains may only use these at their discretion. Obstacles between 47.5m and 57.5m may be encountered from all twy cl.</p>			

EGVN AD 2.9 - SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKINGS

1	Use of aircraft stand ID signs: Taxiway guide lines & visual docking/parking guidance system of aircraft stands:	Illuminated stand numbers and AGNIS on bays 1 - 6 not in service. Bays indicated by painted number on the ground: Bays 4, 5A, 51-69. Solid yellow painted lines indicate bay entry/exit routes. All stops indicated by marshalls.
2	Runway & taxiway markings & lighting:	<p>Runway: Runway Designation, TDZ, Threshold, Runway Centreline, Sidestripe, Wingbars, Illuminated Distance-to-go boards every 1,000ft.</p> <p>Taxiway: Yellow centreline & shoulder marking, Green centreline lighting.</p>
3	Stop Bars and runway guard lights:	A type configuration runway guard lights. Stop bars inoperable, Cat 1 ops only.
4	Other runway protection measures:	Nil.
5	Remarks:	<p>Displaced thresholds on both runways. Rwy 07/25 additional non-standard landing strip marked in white. Taxiway D has some non-standard markings.</p> <p>Caution - Marked vehicular traffic routes between B1 and JADTEU on twys B and G between E2 and abeam the Terminal on twy D. Traffic is not in RT contact with ATC.</p> <p>Change in accordance with CAP 168 Chapter 7, figure 7.14.</p>

EGVN AD 2.10 - AERODROME OBSTACLES

Please refer to the "Measured Height Survey" data on the UK Mil AIP website www.aidu.mod.uk/aip.

EGVN AD 2.11 - METEOROLOGICAL INFORMATION

1	Associated MET Office:	Brize Norton
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15 MAY 25

EGVN AD 2.11 - METEOROLOGICAL INFORMATION		
2	Hours of service: MET Office outside hours:	H24 -----
3	Office responsible for TAF information: Periods of validity:	Brize Norton 24 hours
4	Type of landing forecast: Interval of issuance:	Observations every 30 mins, TRENDS every 2 hours.
5	Briefing/consultation provided:	APOC Mon-Fri 0700-1900L / Self-Briefing / Telephone / Personal by arrangement
6	Flight documentation: Language(s) used:	Charts / TAFs / METARs Abbreviated plain language text
7	Charts and other information available for briefing or consultation:	Forecast surface analyses and upper wind charts, rainfall radar, thunderstorm location. Satellite.
8	Supplementary equipment available for providing information:	PC Data display - MOMIDS MORTy.
9	ATS units provided with information:	Little Rissington, Weston on the Green, Netheravon and St Athan.
10	Additional information (limitation of services etc):	Brize provides a backup service to RAF Odiham, as required. Brize Norton is back-up by the Defence Guidance Unit who fulfils the role of Regional Met Office.
11	Remarks:	Nil.

EGVN AD 2.12 - RUNWAY PHYSICAL CHARACTERISTICS					
Designations Runway Number	True bearing	Dimensions of Runway (m)	Strength (PCN) and surface of Runway and stopway	Threshold co-ordinates	Threshold elevation highest elevation of TDZ of precision APP Rwy
1	2	3	4	5	6
07	073.48°	3050 x 56	PCN 81/F/B/W/T Asphalt	N51 44 45-93 W001 36 14-81	283-92ft TDZE 286-94ft
25	253.51°	3050 x 56	PCN 81/F/B/W/T Asphalt	N51 45 13-95 W001 33 42-38	247-87ft TDZE 265-91ft
Desig & Slope of Rwy/Swy	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ	RESA
7	8	9	10	11	12
07 - 0.36%D	Nil	202 x 150	3250 x 300	-	07: 142 x 120m
25 - 0.36%U	Nil	300 x 150	3250 x 300	-	25: 240 x 120m
13	Arresting Systems				
Rwy 07 RHAG (B) _____ 560m 560m _____ RHAG (B) Rwy 25					
14	Remarks	<p>For normal ops, both cables de-rigged minimum 20 mins PNR. The Runway construction between touch-down zones is Marshall Asphalt. The eastern and western ends are Stone Mastic Asphalt.</p> <p>The following restrictions apply for medium and heavy aircraft:</p> <ul style="list-style-type: none"> •Aircraft on Rwy 25 are prohibited to exit at Twy D. •Aircraft on Rwy 07 are prohibited to exit at Twy C. •Aircraft on Twy D are prohibited to enter Rwy 07. •Aircraft on Twy C are prohibited to enter Rwy 25. •Aircraft are prohibited from entering or exiting Rwy 07/25 at Twy E. <p>During the period of 010001ZAPR - 302359ZSEP, or when the AOS temperature is below 30 degrees Celsius, medium and heavy aircraft are not permitted to:</p> <ul style="list-style-type: none"> • Turn on or off Rwy 07/25 at Twy C, D, E or G. Aircraft are permitted to cross Rwy 07/25 at these locations. • Park on aircraft parking bays 16A and 17A. <p>Light aircraft, defined in accordance with ICAO Wake Turbulence Categories and RA3277 as aircraft with a MTOW (MTOM) of 7000kg or less, are exempt from these restrictions.</p>			

11 JUL 24

EGVN AD 2.13 - DECLARED DISTANCES					
Runway	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
07	3050	3252	3050	3050	TORA = Thr 07 to Thr 25. TODA = Thr 07 to Fence. LDA = Thr 07 to Thr 25. ASDA = Thr 07 to Thr 25.
25	3050	3351	3050	3050	TORA = Thr 25 to Thr 07. TODA = Thr 25 to Fence. LDA = Thr 25 to Thr 07. ASDA = Thr 25 to Thr 07.

EGVN AD 2.14 - APPROACH AND RUNWAY LIGHTING								
Runway	Approach lighting Type Length Intensity	Threshold lighting Colour Wingbars	PAPI VASIS Angle Distance from Thr (MEHT)	TDZ lighting Length	Runway Centreline lighting Length Spacing Colour Intensity	Runway edge lighting Length Spacing Colour Intensity	Runway End lighting Colour Wingbars	Stopway lighting Length(m) Colour
1	2	3	4	5	6	7	8	9
07	CD5B 2,995ft/913m HI	Green HI Uni 3 Elevated 3 Inset	PAPI 3° Port 322m S/board 295m (58ft)	---	Red/White HI 30m	White HI Omni, 24.5m	Red Uni HI	---
25	CD5B 2,979ft/908m HI Supplementary barrettes	Green HI Uni 3 Elevated 3 Inset	PAPI 3° Port 303m S/board 295m (51ft)	900m	Red/White HI 30m	White HI Omni, 24.5m	Red Uni HI	---
10	Remarks: Rwy 07/25 RCLL irregular pattern due to lights management.							

EGVN AD 2.15 - OTHER LIGHTING, SECONDARY POWER SUPPLY	
1	A Bn/I Bn location, characteristics and hours of operation: I Bn: "BZ" - •••• - ••• H24. Red. Operated iaw RA 3265 (1).
2	Anemometer location and lighting: 300m SE of ATC. Unlit.
3	Taxiway edge and centreline lighting: Green centreline lighting on all taxiways.
4	Secondary power supply: Switch-over time: Yes. 15 Secs or less.
5	Remarks: Apron Floodlighting and Obstruction lighting.

EGVN AD 2.16 - HELICOPTER LANDING AREA	
1	Location: JADTEU - South of Taxiway G.
2	Elevation: 274ft.
3	Lighting: Nil.
4	Remarks: All users are to contct Airfield Operations on 01993 895315 - 48hrs prior to use.

08 AUG 24

EGVN AD 2.17 - ATS AIRSPACE

Brize Norton Control Zone. (CTR).Please refer to the Civ AIP, ENR 2.1. <https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/>**Brize Norton ATZ.**Please refer to the Civ AIP, ENR 2.2. <https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/>

EGVN AD 2.18 - ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
LARS	Brize Radar	278.3500 124.280	HO	HO	LARS avail 0900(L)-1700(L) Mon-Sun. (unless NOTAMed) 8.33 compliance change.
APP	Brize Approach	231.9500 (ICF) 362.300* 127.255 (ICF)	HO	HO	* NATO Common Frequency. Available on request only 8.33 compliance change.
ZONE	Brize Zone	119.005 * (ICF)	HO	HO	* Brize Norton Class D CTZ active H24, remain outside unless a positive crossing clearance has been obtained on frequency 119.0 MHz 8.33 compliance change.
DIR	Brize Director	399.0250 133.755	HO	HO	8.33 compliance change.
TALKDOWN	Brize Talkdown	362.2250 123.555	HO	HO	VHF frequency as instructed by Director. 8.33 compliance change.
TWR	Brize Tower	269.1750 257.800* 123.730	HO	HO	*NATO Common Frequency. Available on request only 8.33 compliance change.
GND	Brize Ground	341.2000 121.730	HO	HO	
DATIS	Brize ATIS	284.9750 126.505 *	HO	HO	Answerphone Ext 7142 *VHF freq subject to availability 8.33 compliance change.
OPS	Brize Ops	369.900 373.100 130.075	HO	HO	

EGVN AD 2.19 - RADIO NAVIGATION AND LANDING AIDS							
Type Category (Variation)	Ident	Frequency	Hours of Operation		Antenna Site co-ordinates	Elevation of DME Transmitting antenna	Remarks
			Winter	Summer			
			# and by arrangement				
1	2	3	4		5	6	7
TACAN	BZN	111-900 Ch 56X	HO	HO	N51 44 53-51 W001 36 12-61	331 ft	Rwy 07: DME BZN reads 0-06d at Thld. Rwy 25: DME BZN reads 1-6d at Thld.
LCTR	BZ	386-000	HO	HO	N51 44 58-08 W001 36 06-20		
UDF/ VDF*			HO	HO			Bearings inaccurate beyond 70nm. * Available on all published frequencies.
ILS/DME Rwy 07	I-BZA	108-550 Ch 22Y	HO	HO	N51 44 52-99 W001 36 00-86	288ft	QFU 073° DME reads 0d at Thld.
Glidepath		329-750			N51 44 53-09 W001 36 00-85		GP 3-2° Ref Datum Height 61ft
Localizer		108-550			N51 45 18-18 W001 33 19-39		LOC 073°
ILS/DME Rwy 25	I-BZB	108-550 Ch 22Y	HO	HO	N51 45 07-56 W001 33 55-17	248ft	QFU 253°
Glidepath		329-750			N51 45 07-49 W001 33 55-14		3° ILS Ref Datum Height 51ft
Localizer		108-550			N51 44 39-35 W001 36 50-55		LOC 253°

Remarks:

- Rwy 25 ILS: Aircrew may experience GP flags when closing the glidepath from the left of 8° left of CL.
- Rwy 25 ILS Auto-coupled approaches permitted to CAT 1 DH, pilots may experience glidepath fluctuations. Localizer not to be used outside of 20° south of the extended runway centreline.
- Rwy 25 DME: false ranges may occur between 17nm and 25nm when left of centreline.
- ILS approaches to Rwy 07 and Rwy 25 unmonitored.
- ILS Rwy 07 Localiser only. DME uncoupled from ILS Localiser. DME information remains available.
- Rwy 07 ILS GP coverage at 0-45 Theta at 008° left of the CL at 1600ft AGL. Below tolerance, (-1 decibel) CP structure poor inside 1nm. Aircrew may experience GP flags when closing the GP from the left outside 9-5nm and 008° left of CL from below GP. Aircrew may experience large fluctuation in GP guidance below 800ft AGL. ILS will be monitored on PAR.
- ILS Rwy 07, DME & Localiser identifications not synchronised.
- TACAN: Calibration reports a small unlock at 250 degrees. Aircrew may experience unlocks when using the TACAN.
- Small unlock at 250 degrees. Aircrews may experience unlocks.

EGVN AD 2.20 - LOCAL TRAFFIC REGULATIONS	
1	<p>Airport regulations</p> <p>a. Airfield is PPR through Brize Norton Operations. Use of aerodrome is governed by regulations applicable to Brize Norton CTR.</p> <p>b. All personnel to wear fully fastened high visibility vests or jackets when on manoeuvring area. Flight crews may wear a high visibility belt when they are the operating crew for a sortie.</p>
2	<p>Ground Movement</p> <p>a. Restricted taxiway access along Taxiways B and G for C5, B747, A340 and AN124 aircraft and other aircraft types with a wingspan of more than 64m; pilots should expect to turn on loops at the end of the runway and 'backtrack' to dispersal.</p> <p>b. All visiting acft must be in receipt of a Brize Ramp Services ground marshal before requesting ground move or start clearance from Brize Ground. Marshalls can be requested on (Ops) 01993 895315 or via either of the Ground/Ops frequencies.</p> <p>c. Taxiing acft may encounter vehicles transiting on the MT routes on twys B, D and G. Traffic is not in RT contact with ATC.</p> <p>d. Due to multiple new lead on/off lines to Bays 76-80, pilots are to exercise caution when transiting Taxiway B and entering/leaving bays 76-80.</p>
3	<p>CAT II/III Operations</p> <p>Nil.</p>
4	<p>Warnings</p> <p>a. The aerodrome lies within the Oxford AIAA. Oxford ATZ overlays north eastern corner of the Brize Norton CTR.</p> <p>b. Light aircraft flying club operates seven days a week (visual circuit height 1,300ft QNH).</p> <p>c. Aerodrome is notified parachute / free-fall drop zone up to 15,000 ft.</p> <p>d. When aircraft are operating VFR and it appears that the appropriate separation minima for IFR approaches is unlikely to exist, controllers should advise the pilot 'Caution, wake turbulence the recommended distance is (number) miles'. In order to reduce RTF, this transmission will be omitted between aircraft of the same wake turbulence category.</p> <p>e. ASMT crane daily inspection: Fri-Wed for a maximum of 60 mins between 0530-1730Z. Posn: 514535N 0013421W. The max height of the crane boom will be 105ft AGL and 370ft AMSL. ASMT crane weekly inspection: Thurs for a maximum of 60 mins between 0530-1730Z. Posn: 514539N 0013428W. The max height of the crane boom will be 105ft AGL and 370ft AMSL.</p>
5	<p>Helicopter Operations</p> <p>a. Helicopters operate South of Taxiway G normally not above 800ft QNH.</p> <p>b. Helicopters should normally approach and depart from the Main Runway & hover taxi to dispersal as required.</p>
6	<p>Use of Runways</p> <p>a. Pilots who require the full length of Rwy 25 should inform ATC, on start, as they may need to hold short of the 25 loop to protect the ILS signals.</p> <p>b. Heavy aircraft may only carry out 180° turns on the Rwy in exceptional circumstances.</p> <p>c. Runways have non-standard gradients.</p> <p>d. Caution: wind shear may be experienced on final approach to Rwy 25, or on departure from Rwy 07, due to the buildings north of the intersection of the runway and Taxiway E.</p>
7	<p>Training</p> <p>a. Limited training available because of noise abatement procedures; restrictions on visual circuits apply.</p> <p>b. Practice diversions 0800(A)-2200(A) Mon-Fri only, except holidays. After 1700(A), only one straight in approach to touch and go/low app will be permitted. For booking of Practice Diversion or Radar Services call Brize ATC, x7526.</p>

15 MAY 25

EGVN AD 2.21 - NOISE ABATEMENT PROCEDURES

- a. Helicopter pilots are requested to avoid overflight within 0.5nm of PSN 514708N 0013655W (Blue cross rehomeing centre, Burford). Height 1000ft AGL/1400ft AMSL. SFC - 1400ft AMSL.
- b. See TAP Charts for further information.

EGVN AD 2.22 - FLIGHT PROCEDURES

1	Procedures for in bound aircraft:	Nil.
2	Departures:	See TAP Charts
3	Radio Communication Failure:	See TAP Charts
4	Missed Approach Procedure:	See TAP Charts
5	Aerodrome Operating Minima:	See TAP Charts
6	Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace.	

EGVN AD 2.23 - ADDITIONAL INFORMATION

Nil.

EGVN AD 2.24 - CHARTS RELATING TO THIS AERODROME

Terminal Approach Procedure Charts

B1	Special Procedures 1	AD 2 - EGVN - 1 - 11
B2	Special Procedures 2	AD 2 - EGVN - 1 - 12
D1	Aerodrome	AD 2 - EGVN - 1 - 13
E1	Taxi	AD 2 - EGVN - 1 - 14
F1	Ramp	AD 2 - EGVN - 1 - 15
F2	Ramp INS Co-ordinates	AD 2 - EGVN - 1 - 16
G1	SID Rwy 07,25	AD 2 - EGVN - 1 - 17
G2	MID Rwy 07,25	AD 2 - EGVN - 1 - 18
H1	STAR	AD 2 - EGVN - 1 - 19
K1	Radar Procedures (1)	AD 2 - EGVN - 1 - 20
K2	Radar Procedures (2)	AD 2 - EGVN - 1 - 21
K4	PAR Rwy 07 - 3°	AD 2 - EGVN - 1 - 22
K5	PAR Rwy 25 - 3-2°	AD 2 - EGVN - 1 - 23
K7	SRA Rwy 07 - 3°	AD 2 - EGVN - 1 - 24
K9	SRA Rwy 25 - 3°	AD 2 - EGVN - 1 - 25
K10	ATC Surveillance MNM ALT	AD 2 - EGVN - 1 - 26
M1	NDB to ILS/DME Rwy 07 (Cat A,B)	AD 2 - EGVN - 1 - 27
M2	NDB to ILS/DME Rwy 07 (Cat C,D,E)	AD 2 - EGVN - 1 - 28
M3	NDB to ILS/DME Rwy 25 (Cat A,B)	AD 2 - EGVN - 1 - 29
M4	NDB to ILS/DME Rwy 25 (Cat C,D,E)	AD 2 - EGVN - 1 - 30
M5	TAC to ILS/DME Rwy 07 (Cat A,B)	AD 2 - EGVN - 1 - 31
M6	TAC to ILS/DME Rwy 07 (Cat C,D,E)	AD 2 - EGVN - 1 - 32
M7	TAC to ILS/DME Rwy 25 (Cat A,B)	AD 2 - EGVN - 1 - 33
M8	TAC to ILS/DME Rwy 25 (Cat C,D,E)	AD 2 - EGVN - 1 - 34
M9	TAC to LOC/DME Rwy 07 (Cat C,D,E)	AD 2 - EGVN - 1 - 35
M10	NDB to LOC/DME Rwy 07 (Cat C,D,E)	AD 2 - EGVN - 1 - 36
P1	NDB/DME Rwy 07 (Cat A,B)	AD 2 - EGVN - 1 - 37
P2	NDB/DME Rwy 07 (Cat C,D,E)	AD 2 - EGVN - 1 - 38
P3	NDB/DME Rwy 25 (Cat A,B)	AD 2 - EGVN - 1 - 39
P4	NDB/DME Rwy 25 (Cat C,D,E)	AD 2 - EGVN - 1 - 40
R1	TAC Rwy 07 (Cat A,B)	AD 2 - EGVN - 1 - 41
R2	TAC Rwy 07 (Cat C,D,E)	AD 2 - EGVN - 1 - 42
R3	TAC Rwy 25 (Cat A,B)	AD 2 - EGVN - 1 - 43
R4	TAC Rwy 25 (Cat C,D,E)	AD 2 - EGVN - 1 - 44
V1	VISUAL	AD 2 - EGVN - 1 - 45

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