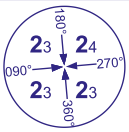
INSTRUMENT APPROACH CHART - ICAO

OXFORD
ILS/DME/NDB(L)
RWY 19
(ACFT CAT A,B,C)

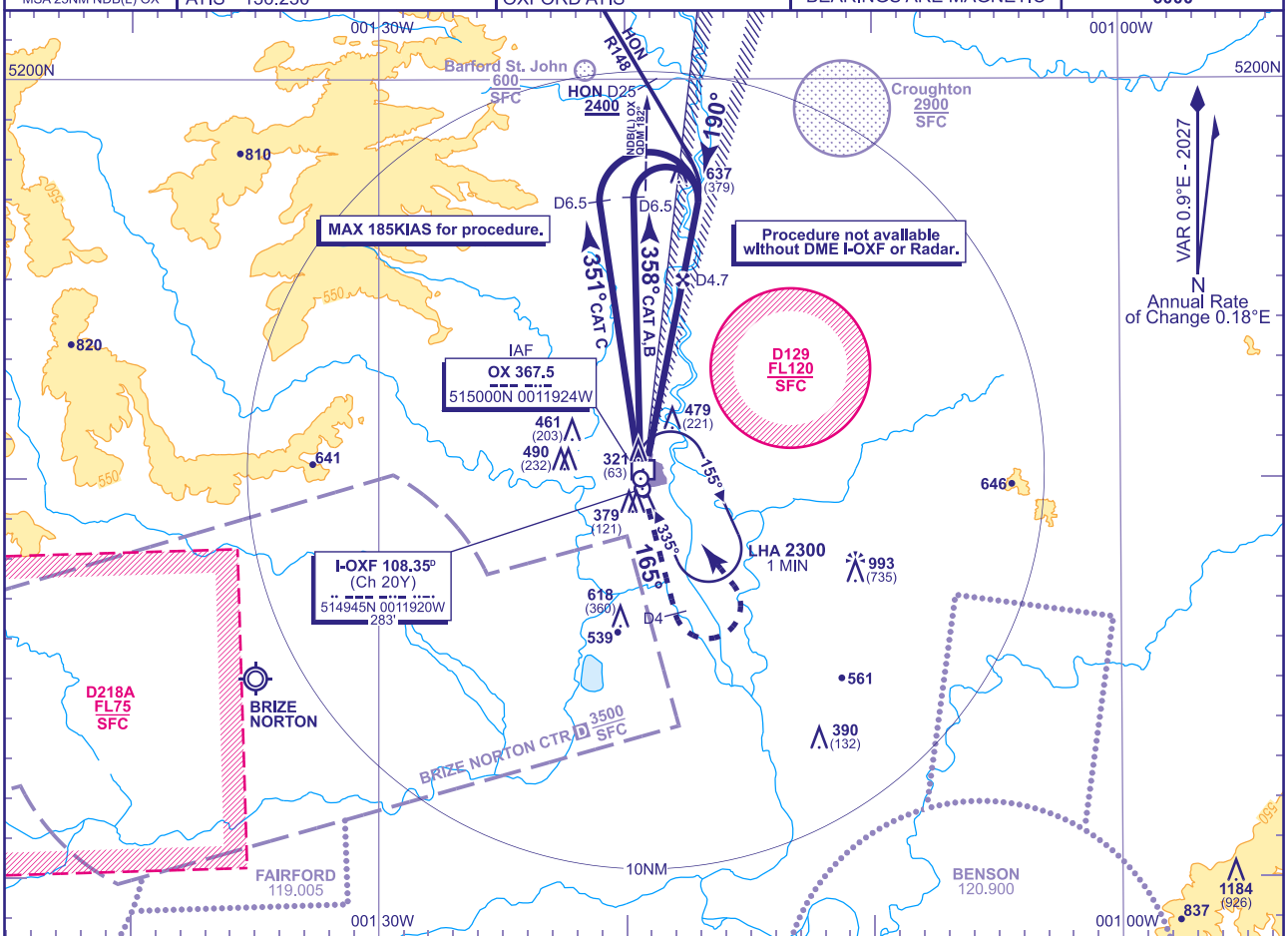


MSA 25NM NDB(L) OX

APP	125.090	OXFORD APPROACH
TWR	133.430	OXFORD TOWER
RAD	125.090	OXFORD RADAR
	119.980	OXFORD DIRECTOR (see note 2)
	121.955	OXFORD GROUND (see note 2)
ATIS	136.230	OXFORD ATIS

AD ELEVATION	263
THR ELEVATION	258
OBSTACLE ELEVATION	1184 AMSL (926) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**

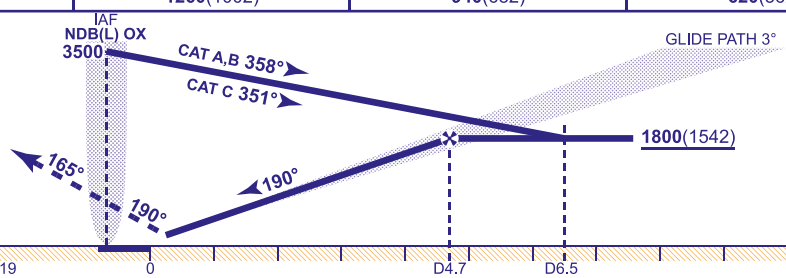


RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-OXF	4	3	2	1
ALT(HGT)	**1580**(1322)	**1260**(1002)	**940**(682)	**620**(362)

RDH 39

Climb straight ahead to **NDB(L) OX**, on passing **NDB(L) OX** continue climb on QDR 165°. At **I-OXF** DME 4 turn left to hold at **2500**, or as directed.



Aircraft Category		A	B	C
OCA (OCH)	Procedure	**563**(305)	**573**(315)	**583**(325)
VM(C)OCA (OCH AAL)	Total Area	**800**(537)	**800**(537)	**1100**(837)

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	850	750	640	530	430

DIRECT ARRIVAL VIA VOR HON R148
Intercept and follow VOR HON R148 **not below MSA**. At lead NDB(L) OX QDM 182° (HON DME 25) turn right to establish on localiser. When established descend to cross FAP (I-OXF DME 4.7) at **1800**(1542), then continue as for main procedure.

NOTE
1 Aircraft will normally be required to hold not lower than **3500** or equivalent FL.
2 Only when directed by ATC.
3 ILS/DME is available without NDB if aircraft is radar vectored to final approach.
4 **AIRCRAFT UNABLE TO RECEIVE DME I-OXF**. Advise ATC and continue as for normal procedure. Radar ranges will be provided at D6.5 outbound and at D5 inbound.

WARNING
1 The established NDB hold is impacted by EGD129 activity. ATC Oxford will co-ordinate the use of the hold in association with the instrument procedures with regard to promulgated activity in EGD129.
2 Auto-coupled approaches are not approved.
3 Pilots may experience glidepath fluctuations within I-OXF DME 1.

CHANGE (11/25): MAG VAR. MAG TRACKS. DIRECT ARRIVAL HON RADIAL REVISED.