
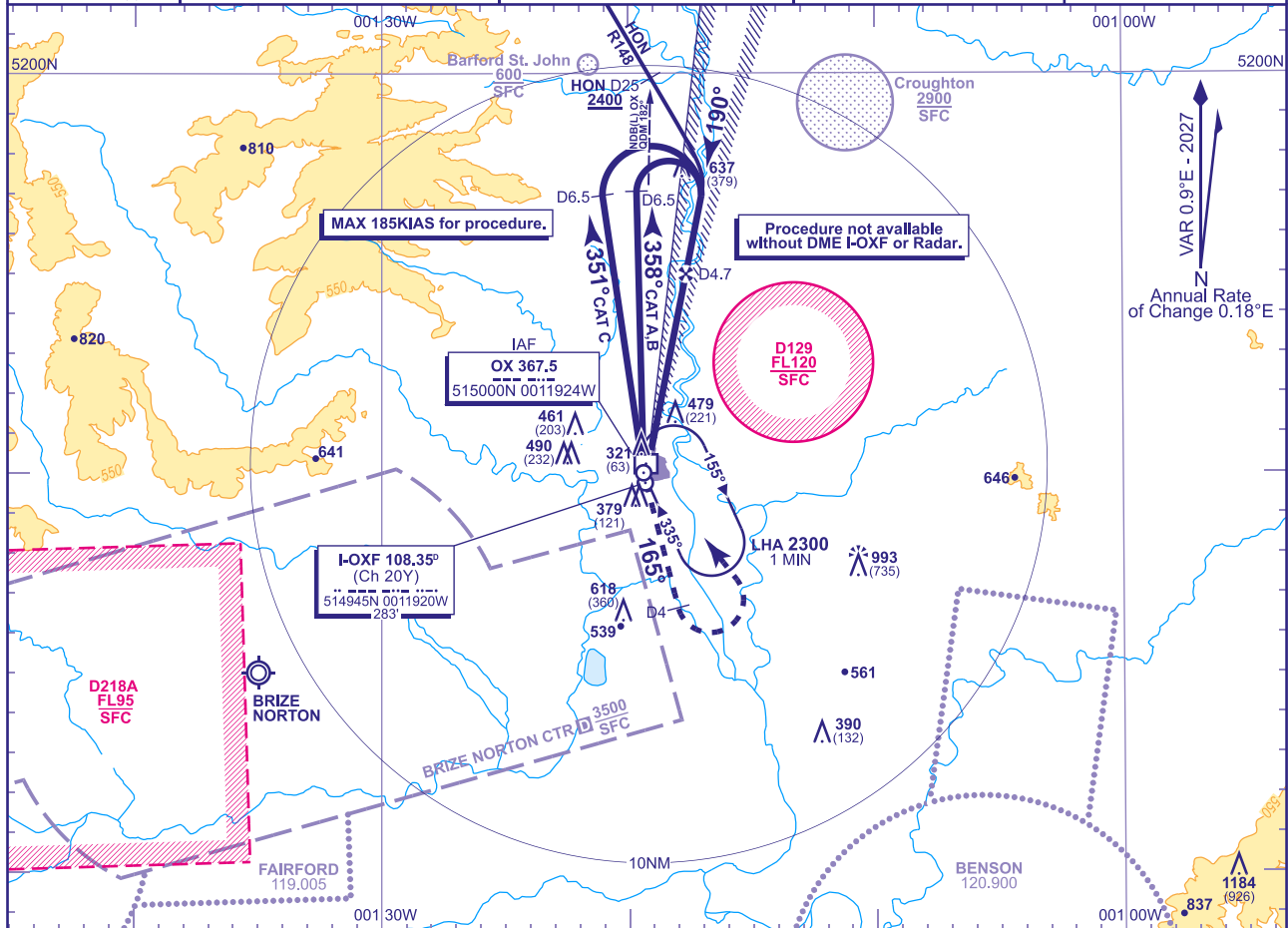


## INSTRUMENT APPROACH CHART - ICAO

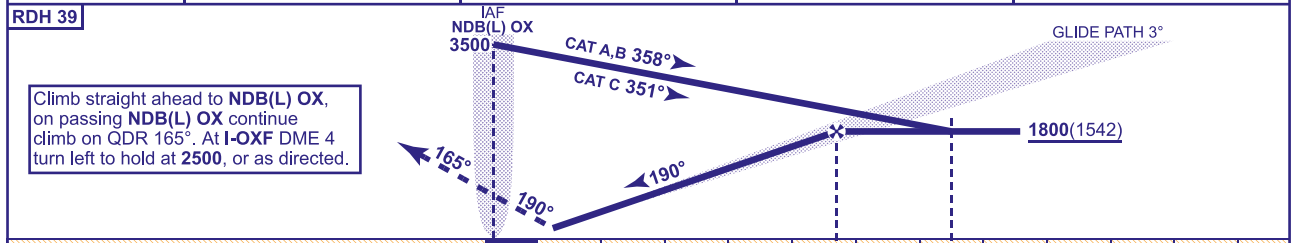
OXFORD  
ILS/DME/NDB(L)  
RWY 19  
(ACFT CAT A,B,C)

 <div>MSA 25NM NDB(L) OX</div>	APP 125.090	OXFORD APPROACH	AD ELEVATION 263	<div>ILS/DME/NDB(L) RWY 19 (ACFT CAT A,B,C)</div>
	TWR 133.430	OXFORD TOWER	THR ELEVATION 258	
	RAD 125.090	OXFORD RADAR	OBSTACLE ELEVATION 1184 AMSL (926) (ABOVE THR)	
	119.980	OXFORD DIRECTOR (see note 2)		
	121.955	OXFORD GROUND (see note 2)		
	ATIS 136.230	OXFORD ATIS	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)



DME I-OXF zero ranged to THR RWY 19				Rate of descent					
Aircraft Category	A	B	C	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	563(305)	573(315)	583(325)	FT/MIN	850	750	640	530
VM(C)OCA (OCH AAL)	Total Area	800(537)	800(537)	1100(837)					

**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 (3/26):** EGD218A VERTICAL LIMITS REVISED.  
AERO INFO DATE 16 DEC 25  
AD 2-EGTK-8-2