


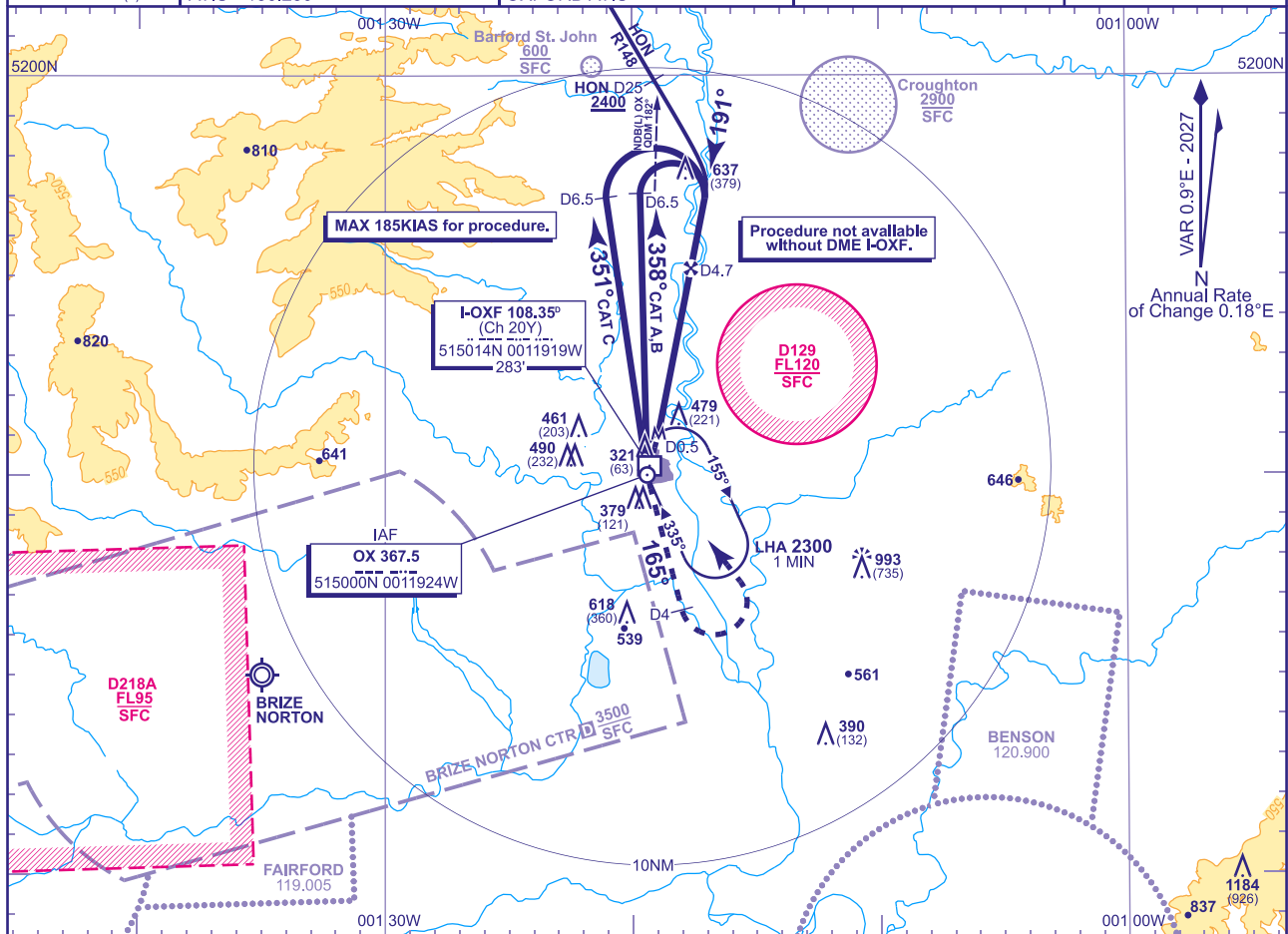
INSTRUMENT APPROACH CHART - ICAO

OXFORD

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>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	
	119.980	OXFORD DIRECTOR (see note 2)	1184 AMSL (926) (ABOVE THR)	
	121.955	OXFORD GROUND (see note 2)		
	ATIS 136.230	OXFORD ATIS	BEARINGS ARE MAGNETIC	
				TRANSITION ALTITUDE 6000

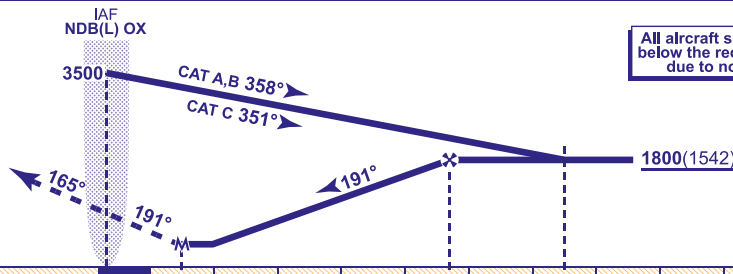


RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-OXF	4	3	2 (SDF)
ALT (HGT)	1580(1322)	1260(1002)	940(682)

MAPt I-OXF DME 0.5

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 NDB(L) OX climbing as necessary to hold at 2500, or as directed.



All aircraft should not descend below the recommended profile due to noise abatement.

DME I-0XF zero ranged to THR RWY 19					0	D0.5		D4.7	D6.5								
Aircraft Category		A	B	C		Rate of descent	G/S KT	160	140	120	100	80					
OCA (OCH)	Procedure	750(492)	750(492)	750(492)			FT/MIN	850	750	640	530	430					
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 extended FAT (NDB(L) OX QDM 191°). When established descend to cross FAF (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.

WARNING 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.

CHANGE (3/26): EGD218A VERTICAL LIMITS REVISED.