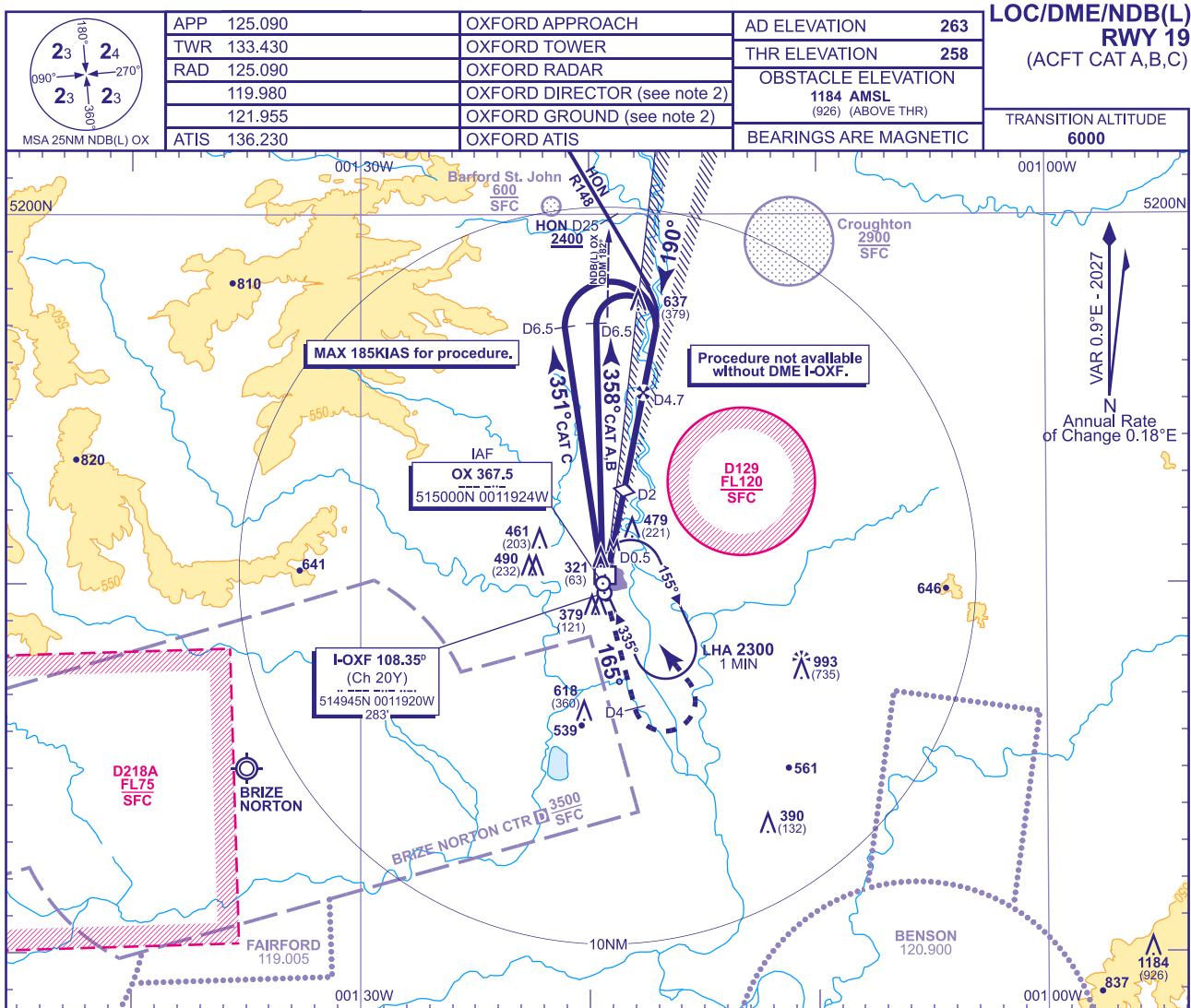
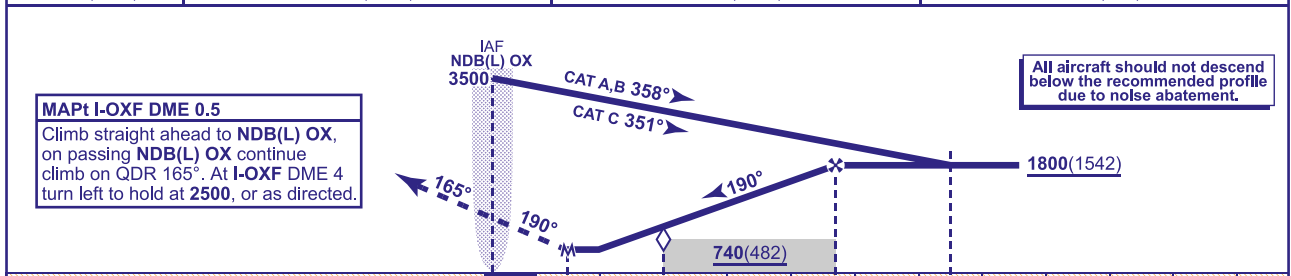


## INSTRUMENT APPROACH CHART - ICAO

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



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM			
DME I-OXF	4	3	2 (SDF)
ALT(HGT)	1580(1322)	1260(1002)	940(682)



DME I-OMF zero ranged to THR RWY 19					0	D0.5	D2	D4.7	D6.5				
Aircraft Category		A	B	C		Rate of descent	G/S KT	160	140	120	100	80	
OCA (OCH)	Procedure	610(352)	610(352)	610(352)			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 localiser. 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 (11/25): MAG VAR. MAG TRACKS. DIRECT ARRIVAL HON RADIAL REVISED.