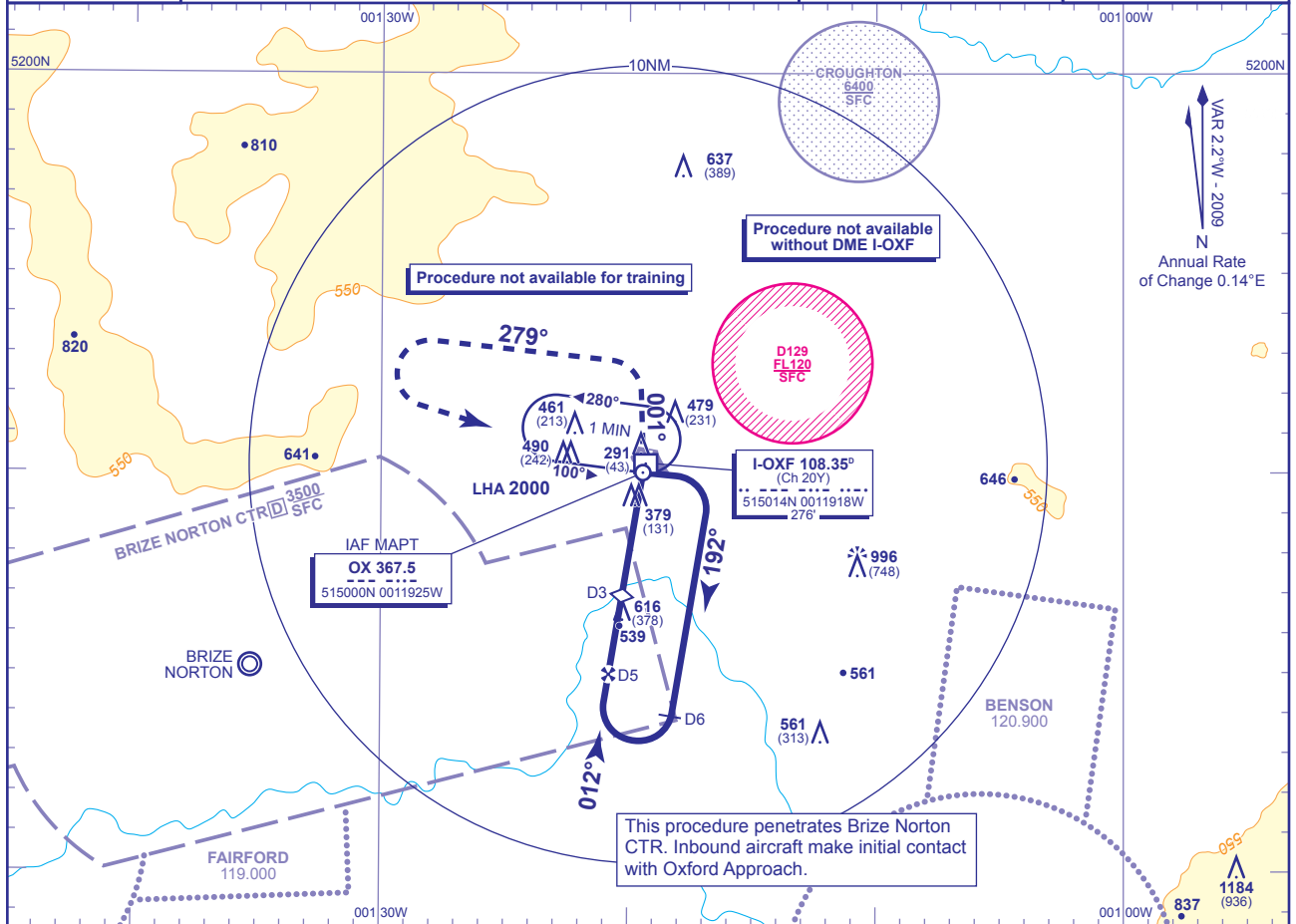


INSTRUMENT APPROACH CHART - ICAO

**OXFORD/KIDLINGTON
NDB(L)/DME
RWY 01
(ACFT CAT A,B,C)**

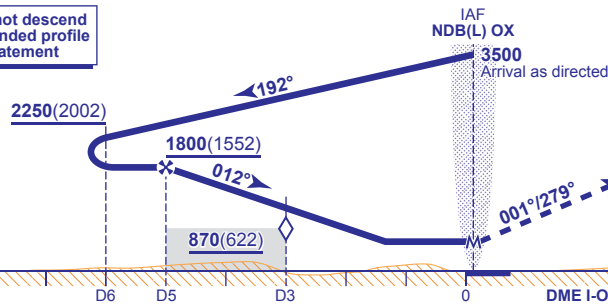
	APP 125.325	OXFORD APPROACH	AD ELEVATION 270
	TWR 133.425	OXFORD TOWER	THR ELEVATION 248
	121.950	OXFORD GROUND	OBSTACLE ELEVATION 1184 AMSL (936) (ABOVE THR)
	ATIS 136.225	OXFORD ATIS	BEARINGS ARE MAGNETIC
			TRANSITION ALTITUDE 3000



RECOMMENDED PROFILE Gradient 4.94%, 300FT/NM

DME I-OXF	5	4	3 (SDF)	2
ALT(HGT)	1800(1552)	1480(1232)	1180(932)	880(632)

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



MAPt NDB(L) OX
Climb on track 001° to 1000 then climbing turn left onto track 279° to 2500 then turn left to NDB(L) OX to join hold at 2500, or as directed.

Aircraft Category		A	B	C	Rate of descent	G/S KT				
		OCA (OCH) Procedure	690(442)	690(442)		690(442)	160	140	120	100
VM(C)OCA (OCH AAL)	Total Area	800(530)	800(530)	1100(830)	FT/MIN	800	700	600	500	400

NOTE 1 Aircraft will normally be required to hold not lower than 3500 or equivalent FL.
NOTE 2 Entry into racetrack procedure restricted to Sector 3 entry from inbound leg (100°M) of holding pattern.

WARNING 1 Use of this procedure is subject to ATC Oxford/Kidlington ensuring that Danger Area EG D129 is inactive above 2500.
2 This procedure only to be used when weather precludes use of NDB(L)/DME 100° to aerodrome and RWY 19 procedures.

CHANGE: OBSTACLES.

AERO INFO DATE 18 NOV 09