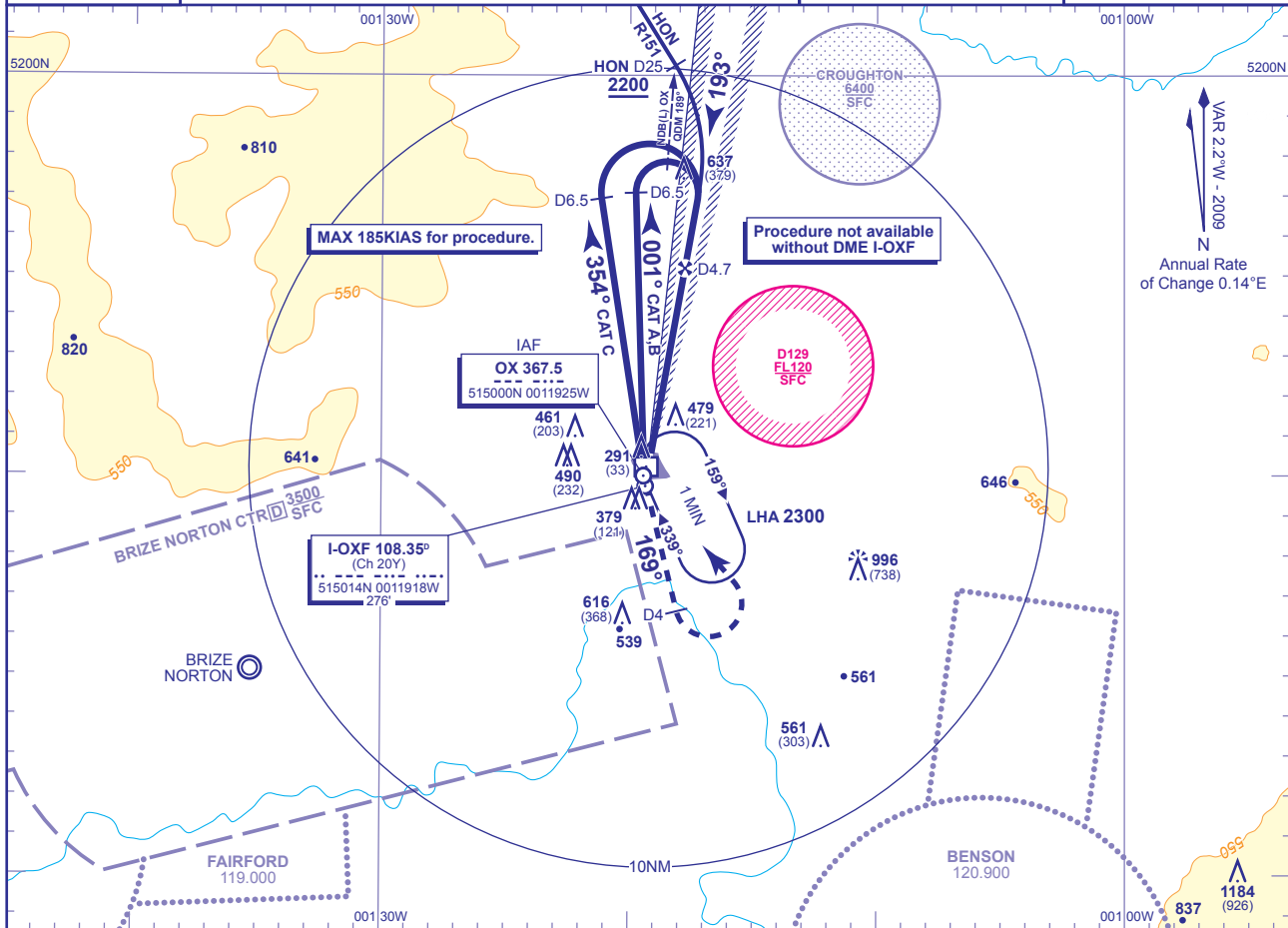


INSTRUMENT APPROACH CHART - ICAO

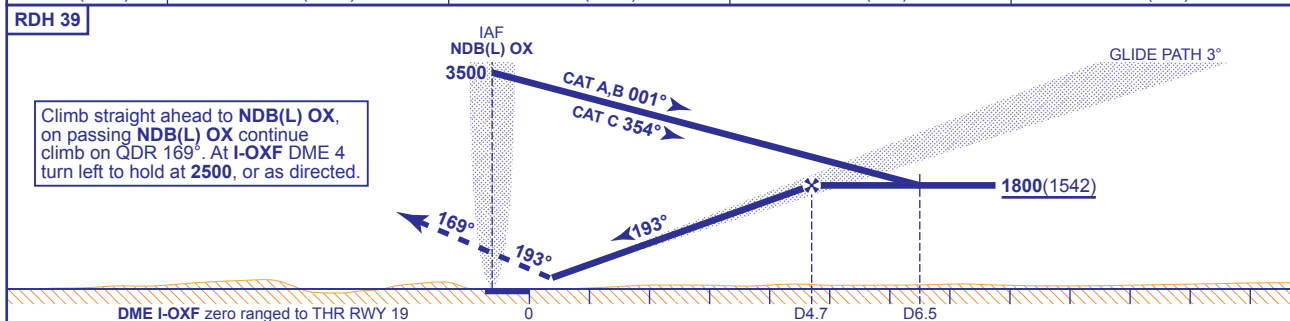
OXFORD/KIDLINGTON
ILS/DME/NDB(L)
RWY 19
(ACFT CAT A,B,C)

<p>MSA 25NM NDB(L) OX</p>	APP 125.325	OXFORD APPROACH	AD ELEVATION 270
	TWR 133.425	OXFORD TOWER	THR ELEVATION 258
	121.950	OXFORD GROUND	OBSTACLE ELEVATION 1184 AMSL (926) (ABOVE THR)
	ATIS 136.225	OXFORD ATIS	BEARINGS ARE MAGNETIC
			TRANSITION ALTITUDE 3000



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

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



Aircraft Category		A	B	C	Rate of descent					
		OCA (OCH) Procedure	441(183)	448(190)		456(198)	G/S KT	160	140	120
VM(C)OCA (OCH AAL)	Total Area	800(530)	800(530)	1100(830)	FT/MIN	850	750	640	530	430

DIRECT ARRIVAL VIA VOR HON R151
Intercept and follow VOR HON R151 **not below MSA**. At lead NDB(L) OX QDM 189° (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 Aircraft will normally be required to hold not lower than 3500 or equivalent FL.

WARNING Use of this procedure is subject to ATC Oxford/Kidlington ensuring that Danger Area EG D129 is inactive above 2500.

CHANGE: OBSTACLES.

AERO INFO DATE 18 NOV 09