

EGTK AD 2.1	EGTK	OXFORD/KIDLINGTON
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EGTK AD 2.2 – AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP Co-ordinates and site at AD:	Lat: 515013N Long: 0011912W Mid point of Runway 01/19.
2	Direction and distance from city:	6 nm NW by N of Oxford.
3	Elevation/Reference temperature:	270 ft – 20°C.
4	Geoid undulation at AD ELEV PSN:	156 ft
5	Magnetic Variation/Annual Change:	W2.7° (2006) – 0.14° decreasing.
6	AD Administration: Address: Telephone: Fax:	Oxford Aviation Services. Oxford Airport, Kidlington, Oxford, OX5 1RA. 01865-844272 (ATC); 01865-844267/844275 (Operations). 01865-841807 (Operations). 01865-840472 (ATC).
7	Type of Traffic Permitted (IFR/VFR):	IFR/VFR.

EGTK AD 2.3 – OPERATIONAL HOURS

1	AD:	Winter: Mon-Fri 0730-2000; Sat 0800-1700; Sun, PH 0900-1700; and by arrangement. Summer: Mon-Fri 0630-1900; Sat 0700-1600; Sun, PH 0800-1600; and by arrangement.
2	Customs and Immigration:	See remarks.
7	ATS:	See also AD 2.18.
8	Fuelling:	As AD hours.
12	Remarks:	This aerodrome is strictly PPR . At all times aircraft without a PPR authorisation number will not be permitted to land, all requests must be made via Operations on the numbers listed at AD 2.2. Customs/Immigration. All inbound flights must be approved by Operations (on the number listed at AD 2.2) and are subject to the following prior notice: (a) All flights with EU crew or PAX 6 hours notice; (b) all flights with non-EU crew or PAX 12 hours notice; (c) all flights requiring Special Branch 24 hours notice (36 hours for weekends). Contact Tel: 01865-844267; or Fax: 01865-841807.

EGTK AD 2.4 – HANDLING SERVICES AND FACILITIES

2	Fuel/oil types:	Fuel: AVTUR JET A-1, AVGAS 100LL. Oil: W80, W100, 80, 100.
3	Fuelling facilities/capacity:	

EGTK AD 2.6 – RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting:	RFF Category 2 Mon-Fri 0800-1700 (winter). Mon-Fri 0700-1600 (summer) RFF Category 1 all other times during published airport opening times.
2	Rescue equipment:	
3	Capability for removal of disabled aircraft:	

EGTK AD 2.10 – AERODROME OBSTACLES						
In Approach/Take-off areas				In circling area and at aerodrome		
1				2		
Runway/Area affected	Obstacle type Elevation Markings/lighting	Co-ordinates		Obstacle type Elevation Markings/lighting	Co-ordinates	
a	b		c	a		b
		ft amsl			ft amsl	
01/Approach 19/Take-off	Tree Tree	312 321	514932.80N 0011928.98W 514933.77N 0011931.67W	Anemometer Radio mast (Lgtd) Radio mast (Lgtd) Chimney Tree Tree Tree Tree	286 300 275 479 461 482 490 616	515018.39N 0011902.44W 514956.93N 0011923.66W 515017.03N 0011900.04W 515116.97N 0011807.37W 515059.55N 0012210.51W 515019.06N 0012243.66W 515015.14N 0012229.37W 514619.22N 0012013.76W
09/Approach 27/Take-off	Road Road	279 280	515004.32N 0011945.03W 515004.83N 0011946.08W			
3 Remarks:						

EGTK AD 2.12 – RUNWAY PHYSICAL CHARACTERISTICS					
Designations RWY Number	True bearing	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and stopway	THR co-ordinates RWY end co-ordinates THR Geoid undulation	THR elevation Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
01	010.66°	1319 x 23	Asphalt	514952.08N 0011918.01W — GUND 156 ft	THR 248 ft
19	190.66°	1319 x 23	Asphalt	515034.03N 0011905.26W — GUND 156	THR 258 ft
11	110.10°	760 x 28	Asphalt	515027.77N 0011927.11W — GUND 156 ft	THR 270 ft
29	290.11°	760 x 28	Asphalt	515019.31N 0011849.80W — GUND 156 ft	THR 250 ft
03	023.62°	900 x 47	Grass	514951.34N 0011912.16W — GUND 156 ft	THR 247 ft
21	203.63°	900 x 47	Grass	515018.01N 0011853.33W — GUND 156 ft	THR 252 ft
09	085.78°	880 x 45	Grass	515005.95N 0011937.71W — GUND 156 ft	THR 258 ft
27	265.79°	880 x 45	Grass	515008.09N 00011850.81W — GUND 156 ft	THR 246 ft
Slope of RWY/SWY	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ	
7	8	9	10	11	
12 Remarks:					

EGTK AD 2.13 – DECLARED DISTANCES					
Runway Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
01 19	1319 1319	1319 1319	1319 1319	1319 1319	
03 21	880 880	880 880	880 880	880 880	
11 29	760 760	760 760	760 760	760 760	
09 27	880 880	880 880	880 880	880 880	

EGTK AD 2.15 – OTHER LIGHTING, SECONDARY POWER SUPPLY	
1	ABN/IBN location, characteristics and hours of operation:
2	LDI location and lighting: Anemometer location and lighting:
3	Taxiway edge and centre-line lighting:
4	Secondary power supply/switch-over time:
5	Remarks:

ABN: flashing Green 'KD'.

EGTK AD 2.17 – ATS AIRSPACE		
Designation and lateral limits	Vertical limits	Airspace Classification
1	2	3
Oxford/Kidlington Aerodrome Traffic Zone (ATZ) Circle radius 2 nm centred on longest notified runway (01/19) 515013N 0011912W.	2000 ft aal SFC	G †
4	ATS unit callsign: Language:	Oxford Approach/Tower. English.
6	Remarks:	ATZ Hours: See AD 2.18. † Refer to Section ENR 1.4 for Notifications.

EGTK AD 2.18 – ATS COMMUNICATION FACILITIES					
Service Designation	Callsign	Frequency MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
APP	Oxford Approach	125.325	Mon-Fri 0730-2000 Sat 0930-1600 and by arrangement	Mon-Fri 0630-1900 Sat 0830-1500 and by arrangement	ATZ hours coincident with TWR hours, but not by arrangement. DOC 25 nm/10000 ft.
TWR	Oxford Tower	133.425	Mon-Fri 0730-2000 Sat 0800-1700 Sun, PH 0900-1700 and by arrangement	Mon-Fri 0630-1900 Sat 0700-1600 Sun, PH 0800-1600 and by arrangement	DOC 25 nm / 4000 ft. TWR may be provided by APP, refer to ATIS. GMC may be provided by TWR, refer to ATIS.
	Oxford Ground	121.950	Not available Sat, Sun and PH		
ATIS	Oxford ATIS	136.225	Mon-Fri 0730-2000 Sat 0800-1700 Sun, PH 0900-1700	Mon-Fri 0630-1900 Sat 0700-1600 Sun, PH 0800-1600	DOC 60 nm/20000 ft.
FIRE	Oxford Fire	121.600	Available when fire vehicle attending aircraft on the ground in emergency.		Non-NATS frequency.

EGTK AD 2.19 – RADIO NAVIGATION AND LANDING AIDS							
Type of Aid MAG VAR CAT of ILS/MLS	IDENT	Frequency	Hours of Operation		Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
			Winter	Summer			
1	2	3	4		5	6	7
DME	OX (Ch 124X)	117.70 MHz	Mon-Fri 0730-2000 and by arrangement	Mon-Fri 0630-1900 and by arrangement	514956.76N 0011922.14W	276 ft amsl	Zero range is indicated at threshold of Runway 01. Any VOR indications should be ignored.
L	OX	367.5 kHz			514956.93N 0011923.66W		On AD. Range 25 nm.
MKR	K	75 MHz			515018.65N 0012428.21W		
VDF	Oxford Approach	125.325 MHz	OR	OR	515017.03N 0011900.04W		

EGTK AD 2.20 – LOCAL TRAFFIC REGULATIONS	
1	<p>Aerodrome Regulations</p> <p>a The Customs Parking Area to the north of the ATC Tower (The Gap) is to be used for short term parking only.</p>
4	<p>Warnings</p> <p>a Helicopter training in designated areas takes place on the aerodrome.</p> <p>b Runway 19. Pilots are advised that there is a downslope of 2.25% over the last 254 m at the Southwest end.</p> <p>c EG D129 is located 4.5 nm northeast of the aerodrome.</p> <p>d A jet fuel installation positioned by Taxiway Bravo north of the VCR infringes the taxiway strip-width. Aircraft with a wingspan in excess of 15 m should exercise caution when taxiing past the installation.</p> <p>e Unless clearance is obtained from Brize Norton ATC, departures from Runway 19 and arrivals to Runway 01 must avoid Brize Norton CTZ (Class D, H24).</p>

EGTK AD 2.21 – NOISE ABATEMENT PROCEDURES	
a	Pilots are to avoid, where there is no overriding training or Flight Safety requirement, overflying the residential areas, including Blenheim Palace, surrounding Oxford aerodrome.
b	After departing from Runway 01, climb ahead to 750 ft QFE (1000 ft QNH) or 1.5 DME OX, before turning on course. Pilots carrying out visual departures should endeavour to complete this turn before reaching the Mercury Satellite Station (at 1.5 nm). When turning right, pilots are to avoid overflying the village of Shipton-on-Cherwell.
c	After departing from Runway 19, climb straight ahead to 750 ft QFE (1000 ft QNH) or 1 DME OX, whichever is earlier, before turning right. Aircraft intending to turn left, climb ahead to 1.5 DME OX (IFR) or until south of Yarnton Village (VFR), remaining clear, in all cases, of the Brize Norton CTR.
d	After take-off from all other Runways, circuit and departing traffic must climb straight ahead to 750 ft QFE (1000 ft QNH) before turning on course. Circuit height for fixed-wing aircraft is 1200 ft QFE (1450 ft QNH).
e	Whenever possible aircraft joining the circuit should, subject to ATC approval, plan to join on base leg or via a straight-in approach, giving way to traffic already established in the circuit.
f	Helicopter traffic is subject to special arrival and departure procedures. Check with Operations.
g	Oxford Airport operates a noise amelioration scheme. All pilots are to comply with the requirements of the scheme, a copy of which is available from airport operations.

EGTK AD 2.22 – FLIGHT PROCEDURES

- a Circuits variable.
- b To provide separation between fixed-wing and rotary-wing traffic, the circuit height for fixed-wing aircraft is 1200 ft QFE. All departing fixed-wing aircraft are to climb straight ahead to 750 ft QFE (1000 ft QNH) before turning crosswind.
- c Visiting pilots should familiarise themselves with the instrument departure routes operated by the Oxford Air Training School. Instrument arrivals should contact Brize Norton ATC as soon as possible after leaving airways on 124.275 MHz or as directed. Arrivals from Daventry: Track to DTY fix 215°/17 nm then turn left to intercept 180° inbound to OX.
- d Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.
- e IFR Departures intending to enter Controlled Airspace, should plan to join at DTY, CPT, MALBY as appropriate. No other practice IFR routes to Controlled Airspace exist from Oxford.

EGTK AD 2.24 – CHARTS RELATED TO THE AERODROME

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