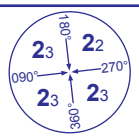
INSTRUMENT APPROACH CHART - ICAO

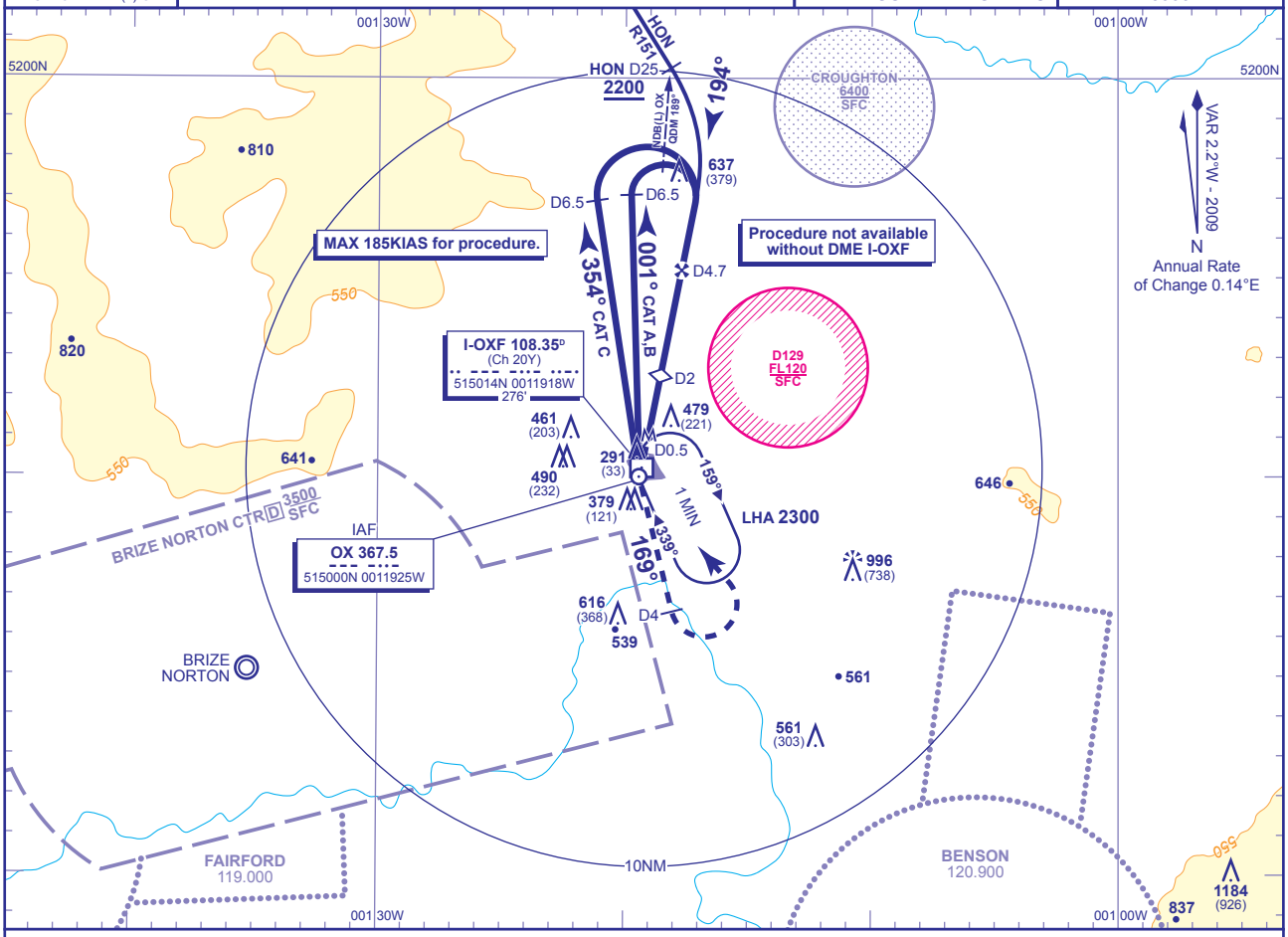
OXFORD/KIDLINGTON NDB(L)/DME RWY 19 (ACFT CAT A,B,C)



MSA 25NM NDB(L) OX

APP	125.325	OXFORD APPROACH	AD ELEVATION	270	
TWR	133.425	OXFORD TOWER	THR ELEVATION	258	
	121.950	OXFORD GROUND	OBSTACLE ELEVATION		
ATIS	136.225	OXFORD ATIS	1184 AMSL (926) (ABOVE THR)		
			BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **6000**

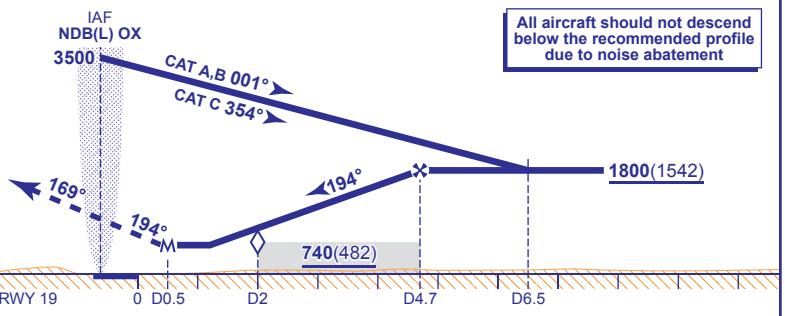


RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

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 169°. 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

Aircraft Category		A	B	C
OCA (OCH)	**Procedure**	**690**(432)	**690**(432)	**690**(432)
VM(C)OCA (OCH AAL)	**Total Area**	**800**(530)	**800**(530)	**1100**(830)

Rate of descent	G/S KT	160	140	120	100	80
	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 extended FAT (NDB(L) OX QDM 194°). When established descend to cross FAF (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: TRANSITION ALTITUDE.

AERO INFO DATE 16 NOV 10