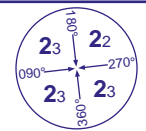


# INSTRUMENT APPROACH CHART - ICAO

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



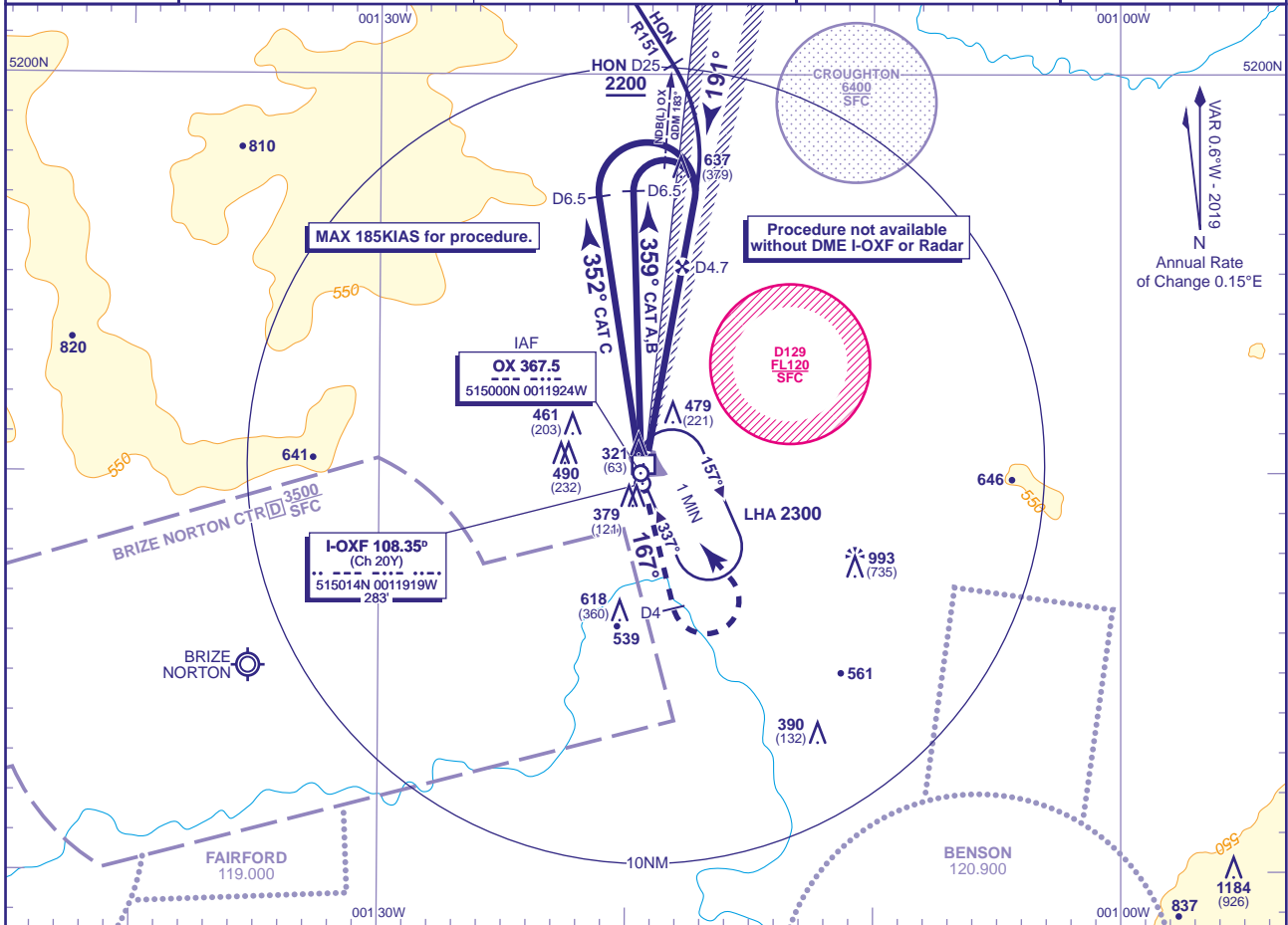
MSA 25NM NDB(L) OX

APP	125.090
TWR	133.430
RAD	125.090
	119.980
	121.955
ATIS	136.230

OXFORD APPROACH
OXFORD TOWER
OXFORD RADAR
OXFORD DIRECTOR (see note 2)
OXFORD GROUND (see note 2)
OXFORD ATIS

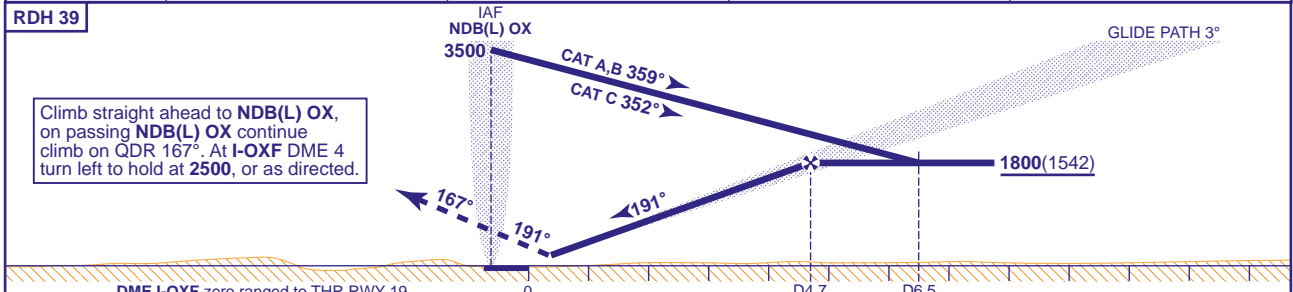
AD ELEVATION	270
THR ELEVATION	258
OBSTACLE ELEVATION	1184 AMSL (926) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE  
**6000**



### 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		Rate of descent							
		A	B	C	G/S KT	FT/MIN			
OCA (OCH)	Procedure	441(183)	448(190)	456(198)	160	140	120	100	80
VM(C)OCA (OCH AAL)	Total Area	800(530)	800(530)	1100(830)	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 183° (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.
  - Only when directed by ATC.
  - ILS/DME is available without NDB if aircraft is radar vectored to final approach.
  - AIRCRAFT UNABLE TO RECEIVE DME I-OXF.** Advise ATC and continue as for normal procedure. Radar ranges will be provided at D6.5 outbound and at D5 inbound.

**WARNING**

- The established NDB hold is impacted by D129 activity. ATC Oxford will co-ordinate the use of the hold in association with the instrument procedures with regard to promulgated activity in D129.
- Auto-coupled approaches are not approved.
- Pilots may experience glidepath fluctuations within I-OXF DME 1.

**CHANGE (11/18): FREQUENCIES.**