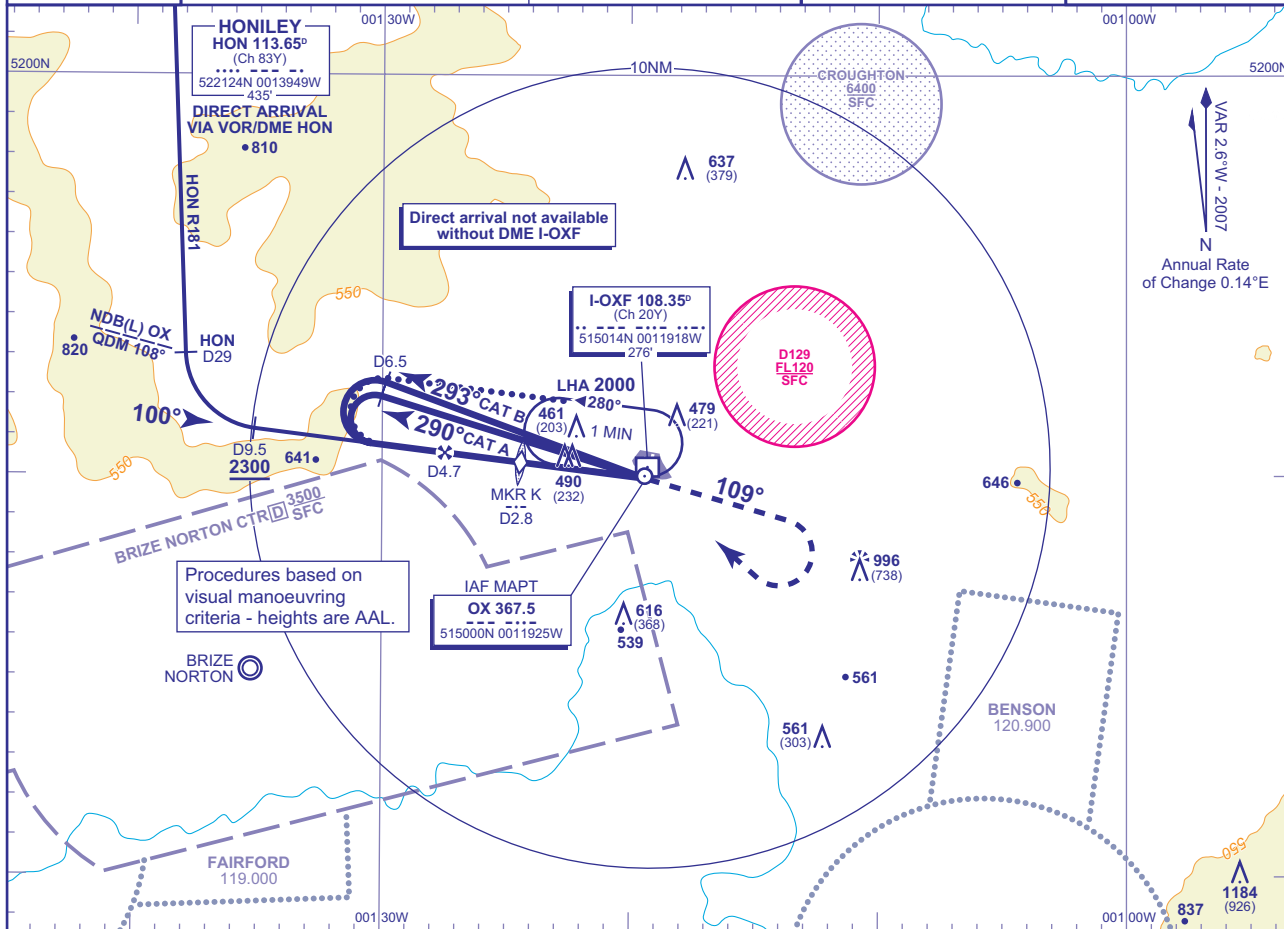


INSTRUMENT APPROACH CHART - ICAO

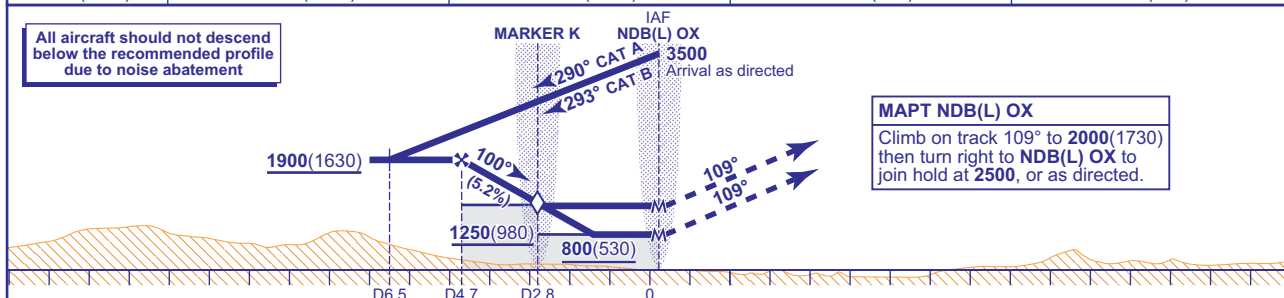
OXFORD/KIDLINGTON
NDB(L)/DME 100°
TO AERODROME
 (ACFT CAT A,B)

<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)
	RAD 124.275	BRIZE RADAR	TRANSITION ALTITUDE 3000
	ATIS 136.225	OXFORD ATIS	BEARINGS ARE MAGNETIC



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-OXF	4	3	MKR K	2
ALT(HGT)	1630(1360)	1310(1040)	1250(980)	990(720)



Aircraft Category	A	B	Rate of descent	G/S KT	160	140	120	100	80
	OCA (OCH)	WITH DME or MKR		800(530)	800(530)	FT/MIN	850	740	640
VM(C)OCA (OCH AAL)	Total Area		800(530)	800(530)					

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
 From overhead NDB(L) OX (IAF) at 3500, extend outbound leg of holding pattern, after passing abeam NDB(L) OX descend to 1900(1630). At I-OXF DME 6.5 turn left onto extended FAT. When established continue as for Main procedure.

AIRCRAFT UNABLE TO RECEIVE DME I-OXF As for Main and Alternative procedures, except time outbound 3.5 MIN (CAT A); 3 MIN (CAT B). When established on FAT, descend to cross MKR K not below 1250(980), then continue to MDH.

DIRECT ARRIVAL VIA VOR HON R181
 Subject to prior approval from Brize Norton/Oxford ATC. Intercept and follow VOR HON R181 not below MSA. At HON DME 29 (NDB(L) OX lead QDM 108°) turn left to intercept extended FAT. When established, from I-OXF DME 9.5 descend to 1900(1630) and 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: NDB(L) OX RELOCATED.

AERO INFO DATE 18 OCT 07

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