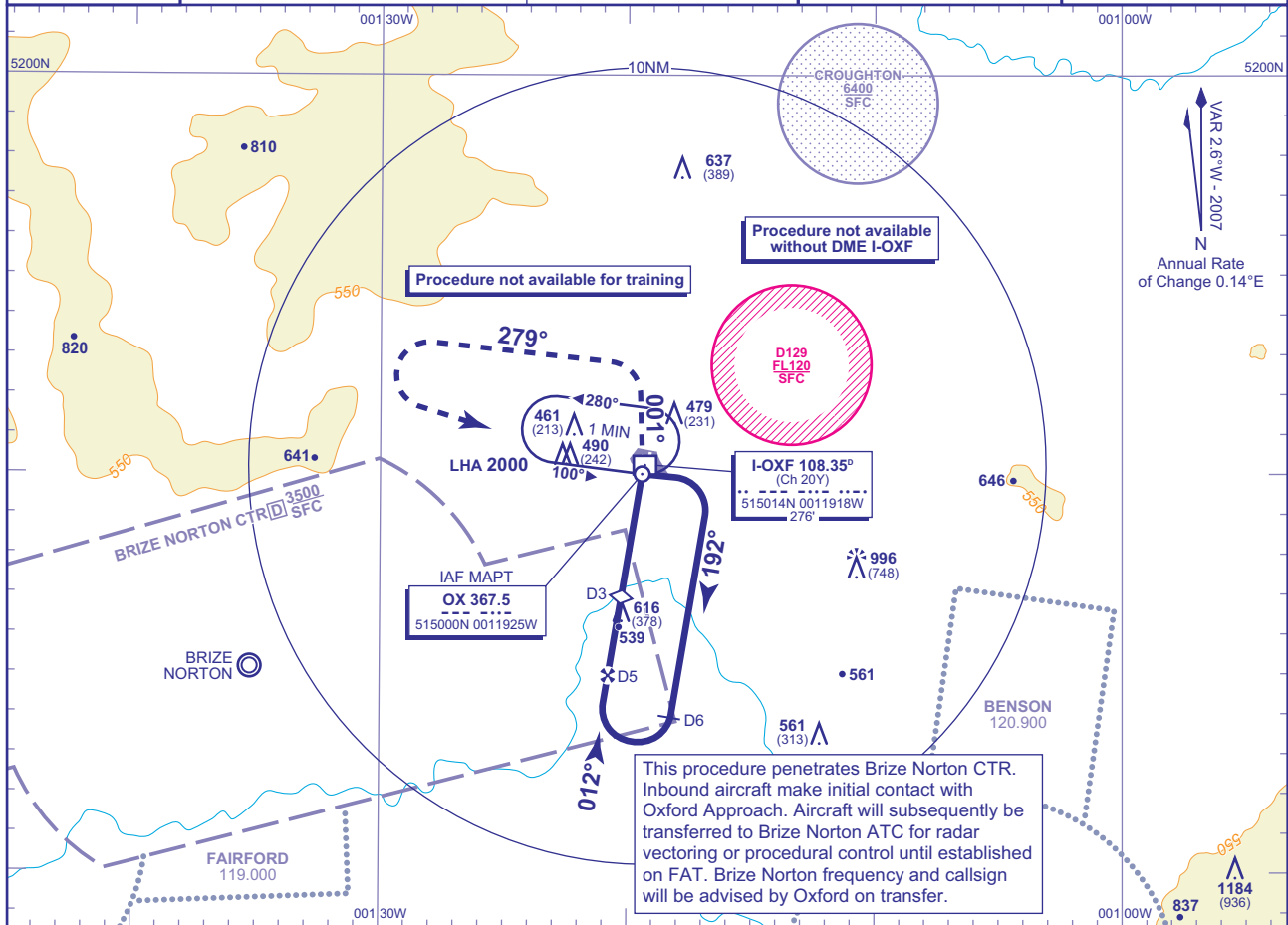


INSTRUMENT APPROACH CHART - ICAO

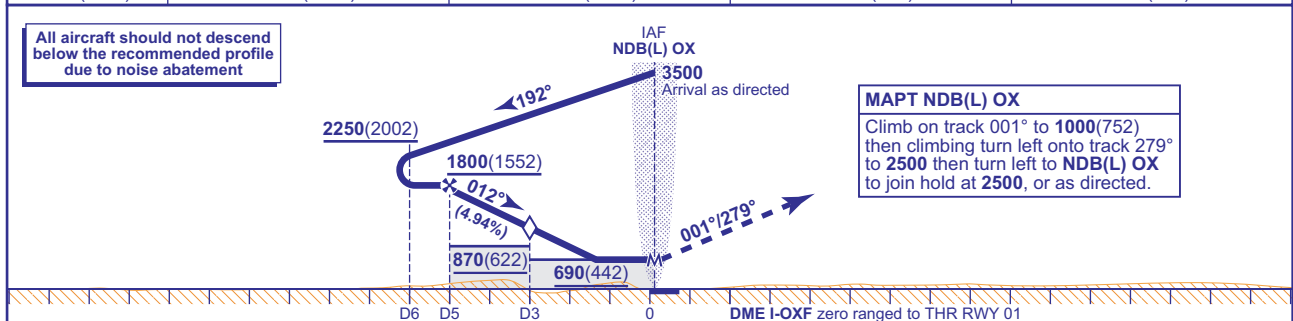
**OXFORD/KIDLINGTON**  
**NDB(L)/DME**  
**RWY 01**  
 (ACFT CAT A,B,C)

<p>MSA 25NM NDB(L) OX</p>	APP 125.325	OXFORD APPROACH	AD ELEVATION 270
	TWR 133.425	OXFORD TOWER	THR ELEVATION 248
	121.950	OXFORD GROUND	OBSTACLE ELEVATION 1184 AMSL (936) (ABOVE THR)
	RAD 124.275	BRIZE RADAR	TRANSITION ALTITUDE 3000
	ATIS 136.225	OXFORD ATIS	BEARINGS ARE MAGNETIC



**RECOMMENDED PROFILE** Gradient 4.94%, 300FT/NM

DME I-OXF	5	4	3	2
ALT(HGT)	1800(1552)	1480(1232)	1180(932)	880(632)



Aircraft Category	OCA (OCH)	Procedure	A	B	C	Rate of descent	G/S KT	160	140	120	100	80
			VM(C)OCA (OCH AAL)	Total Area	800(530)		800(530)	1100(830)	FT/MIN	800	700	600

**RADAR VECTORING TO FINAL APPROACH**  
 Initial and Intermediate Approach for arriving aircraft will normally be as directed by Brize ATC direct onto the extended FAT to be established on FAT at 1800(1552) no later than FAF (I-OXF DME 5), then continue as for NDB(L)OX/DME I-OXF Final Approach. If holding at NDB(L) OX is required prior to commencing the procedure, aircraft will subsequently be radar vectored by Brize ATC from the holding pattern to the FAT.

- NOTE 1** Aircraft will normally be required to hold not lower than 3500 or equivalent FL.  
**2** Entry into racetrack procedure restricted to Sector 3 entry from inbound leg (100°M) of holding pattern.  
**3** Procedural racetrack not normally available when radar vectoring is available from Brize ATC (see above).

- WARNING 1** Use of this procedure is subject to ATC Oxford/Kidlington ensuring that Danger Area EG D129 is inactive above 2500.  
**2** This procedure only to be used when weather precludes use of NDB(L)/DME 100° to aerodrome and RWY 19 procedures.

**CHANGE:** NDB(L) OX RELOCATED/TRACKS AMENDED.