

EGTK AD 2.1	EGTK	OXFORD/KIDLINGTON
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EGTK AD 2.2 – AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	
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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:	W2.6° (2007) – 0.14° decreasing.
6	AD Administration: Address: Telephone: Fax: e-mail: Website:	Oxford Aviation Services. Oxford Airport, Kidlington, Oxford, OX5 1RA. 01865-844272 (ATC); 01865-844267/844275 (Operations). 01865-841807 (Operations). 01865-840472 (ATC). operations@oxfordairport.co.uk www.oxfordairport.co.uk
7	Type of Traffic Permitted (IFR/VFR):	IFR/VFR.

EGTK AD 2.3 – OPERATIONAL HOURS	
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1	AD:	Winter: Mon-Fri 0730-2000; Sat, Sun, PH 0830-1800. On request: Mon-Fri 0630-0730, 2000-2100; Sat, Sun, PH 0730-0830, 1800-2000. Summer: Mon-Fri 0630-1900; Sat, Sun, PH 0800-1700; and by arrangement. On request: Mon-Fri 0530-0630, 1900-2000; Sat, Sun, PH 0630-0730, 1700-1900.
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 will not be permitted to land, all requests must be made via Operations on the numbers listed at AD 2.2. Customs/Immigration. Oxford Airport is a GA Agreement aerodrome for customs/immigration purposes. 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	
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1	Cargo handling facilities:	1 x 3 tonne forklift. Nearest railway siding; Oxford 6 miles. Contact airport Operations
2	Fuel/oil types:	AVTUR JET A-1, AVGAS 100LL. Oil: W80, W100, 80, 100, 15W50, 20W50, 10W40, S100, Turbine Oil 3. Jet grades with prior notice
3	Fuelling facilities/capacity:	AVTUR bowser service. AVGAS hydrant and bowser service for light aircraft. Fixed storage capacity 106,000 lt, mobile capacity 39,000 lt
4	De-icing facilities:	Portable de-icer and trailer trolley unit.
5	Hangar space for visiting aircraft:	By arrangement through airport Operations - 30,000 sq.ft. shared hangarage available
6	Repair facilities for visiting aircraft:	EASA/FAA-145 repair stations for most general and business aviation aircraft types from CSE Aviation (01865-844200) or Raytheon Aircraft Services (01865-856900)
7	Remarks:	Oxygen, Nitrogen, Ground Power (GPU), Water, Toilet and Valet services provided by airport handling services on request. All handling services provided by Oxford Airport staff.

EGTK AD 2.5 – PASSENGER FACILITIES

1	Hotels:	Kidlington (1 mile), Woodstock (2 miles), Oxford (3-6 miles) + on-site B&B.
2	Restaurants:	Restaurant, Bar/Café on-site. Executive catering by arrangement.
3	Transportation:	Bus, taxis and car hire. Chauffeur services on request. Nearest rail station: Hanborough (3.5 miles). Crew courtesy car on request.
4	Medical facilities:	Company first aid.
5	Bank and Post Office:	Cash point (ATM) on airport.
6	Tourist Office:	Local information in terminal building
7	Remarks:	Executive and pilot's lounge and rest rooms in terminal building. Accommodation and transportation arrangements can be made via airport Operations. For other facilities call Operations or view www.oxfordairport.co.uk

EGTK AD 2.6 – RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting:	RFF Category 2 Mon-Fri 0730-2000; Sat, Sun, PH 0830-1800 (winter). Mon-Fri 0630-1900; Sat, Sun PH 0730-1700 (summer). On request outside normal operational hour
		RFF Category 1 or 2 may be available outside normal operational hours
2	Rescue equipment:	1 4 x 4 RIV, 1 4 x 4 RIV Foam Tender, 1 6 x 6 Major Foam Tender.
3	Capability for removal of disabled aircraft:	In the event of an incident, light aircraft can be removed using airport resources. Large aircraft can be removed using outside sources in conjunction with aircraft operators.

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 514932.80N 0011928.98W 321 514933.77N 0011931.67W	Anemometer Radio mast (Lgtd) Radio mast (Lgtd)	286 300 296	515018.39N 0011902.44W 514956.93N 0011923.66W 515027.31N 0011912.80W
19/Approach 01/Take-off	Tree Tree Tree	323 515059.97N 0011858.27W 326 515100.11N 0011852.43W 326 515100.05N 0011854.96	Chimney Tree Tree Tree Windsleeve (Lgtd) Windsleeve (Lgtd)	479 461 482 490 286 289	515116.97N 0011807.37W 515059.55N 0012210.51W 515019.06N 0012243.66W 515015.14N 0012229.37W 515002.43N 0011921.95W 515021.61N 0011914.54W
3	Remarks:	Power cables 316 ft at 860 m north of Runway 19 threshold.			

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 30	Asphalt	514952.10N 0011918.22W - GUND 156 ft	THR 249 ft
19	190.66°	1319 x 30	Asphalt	515034.05N 0011905.44W - 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
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	1319	1319	1319	1319	
19	1319	1319	1319	1319	
03	880	880	880	880	
21	880	880	880	880	
11	760	760	760	760	
29	760	760	760	760	

EGTK AD 2.14 – APPROACH AND RUNWAY LIGHTING								
Runway	Approach lighting Type Length Intensity	Threshold lighting Colour Wingbars	PAPI VASIS Angle Dist from THR (MEHT)	TDZ lighting Length	Runway Centre-line lighting Length Spacing Colour Intensity	Runway edge lighting Length Spacing Colour Intensity	Runway End lighting Colour Wingbars	Stopway lighting Length (m) Colour
1	2	3	4	5	6	7	8	9
01		HI elev green wingbars	PAPI 3.5° LHS 140m (33ft)			HI bi-directional with LI omni-directional component	Red HI	
19	Coded centre-line with three cross bars. 454 m HI	HI white with green with elev wingbars	PAPI 3° LHS 245m (41 ft)			HI bi-directional with LI omni directional component	Red HI	
10	Remarks:							

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:	
6	Remarks:	
	Oxford Approach/Tower. English.	
	ATZ Hours: See AD 2.18. † Refer to Section ENR 1.4 for Notifications.	

EGTK AD 2.18 – ATS COMMUNICATION FACILITIES					
Service Designation	Callsign	Channel MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
APP	Oxford Approach	125.325	Mon-Fri 0730-2000 Sat, Sun, PH 0830-1800 and by arrangement	Mon-Fri 0630-1900 Sat, Sun, PH 0730-1700 and by arrangement	ATZ hours coincident with TWR hours, but not by arrangement. DOC 25 nm/10000 ft.
TWR	Oxford Tower	133.425	Not available Sat, Sun and PH		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			
ATIS	Oxford ATIS	136.225	Mon-Fri 0730-2000 Sat, Sun, PH 0730-1700	Mon-Fri 0630-1900 Sat, Sun, PH 0630-1600	DOC 50 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
LOC 19 W2.6° (2007) ILS CAT I	I OXF	108.350 MHz	Mon-Fri 0730-2000 Sat, Sun, PH 0830-1800 and by arrangement	Mon-Fri 0630-1900 Sat, Sun, PH 0730-1700 and by arrangement	*514945.24N 0011920.27W		
GP	I OXF	339.950 MHz			*515027.31N 0011912.81W		ILS 3° Ref Datum Hgt 41 ft.
DME	I OXF	Ch 20Y (108.35 MHz)			*515013.84N 0011918.58W	283 ft amsl	Zero range is indicated at threshold of Runway 01 and 19.
NDB	OX	367.5 kHz			515000.30N 0011924.98W		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

4 Warnings

- a Helicopter training in designated areas takes place on the aerodrome.
- b EG D129 is located 4.5 nm northeast of the aerodrome.
- c 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.
- d 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).

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 1.0 DME I OXF, 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 I OXF, whichever is earlier, before turning right. Aircraft intending to turn left, climb ahead to 1.5 DME OXF (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 I OXF.
- d Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5. No auto-coupled approaches. Aircraft must have appropriate equipment.
- 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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