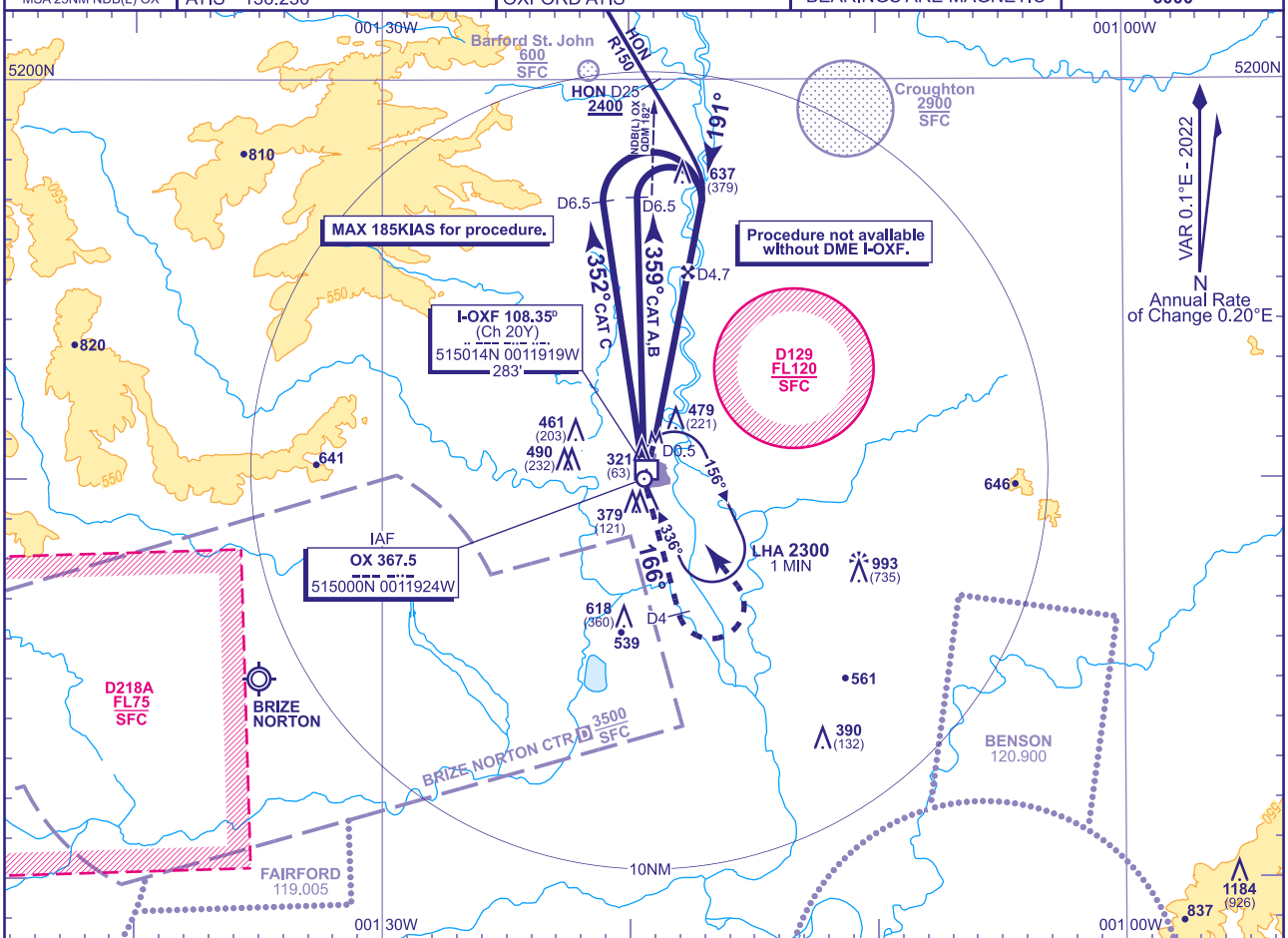
INSTRUMENT APPROACH CHART - ICAO

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

APP 125.090	OXFORD APPROACH	
TWR 133.430	OXFORD TOWER	
RAD 125.090	OXFORD RADAR	
119.980	OXFORD DIRECTOR (see note 2)	
121.955	OXFORD GROUND (see note 2)	
ATIS 136.230	OXFORD ATIS	

AD ELEVATION	263
THR ELEVATION	258
OBSTACLE ELEVATION	1184 AMSL (926) (ABOVE THR)
BEARINGS ARE MAGNETIC	
TRANSITION ALTITUDE	6000

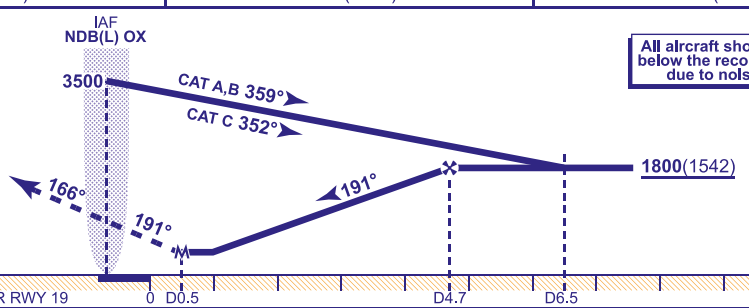
MSA 25NM NDB(L) OX



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 166°. 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	**750**(492)	**750**(492)	**750**(492)
VM(C)OCA (OCH AAL)	Total Area	**800**(537)	**800**(537)	**1100**(837)

Rate of descent						
	G/S KT	160	140	120	100	80
	FT/MIN	850	750	640	530	430

DIRECT ARRIVAL VIA VOR HON R150
Intercept and follow VOR HON R150 **not below MSA**. At lead NDB(L) OX QDM 182° (HON DME 25) turn right to establish on extended FAT (NDB(L) OX QDM 191°). When established descend to cross FAF (I-OXF DME 4.7) at **1800**(1542), then continue as for main procedure.

NOTE **1** Aircraft will normally be required to hold not lower than **3500** or equivalent FL.
2 Only when directed by ATC.

WARNING The established NDB hold is impacted by EGD129 activity. ATC Oxford will co-ordinate the use of the hold in association with the instrument procedures with regard to promulgated activity in EGD129.

CHANGE (12/24): OCA(OCH) INCREASE. HON D25 ALTITUDE RESTRICTION. SDF/MOCA REMOVED. NE MSA INCREASE.