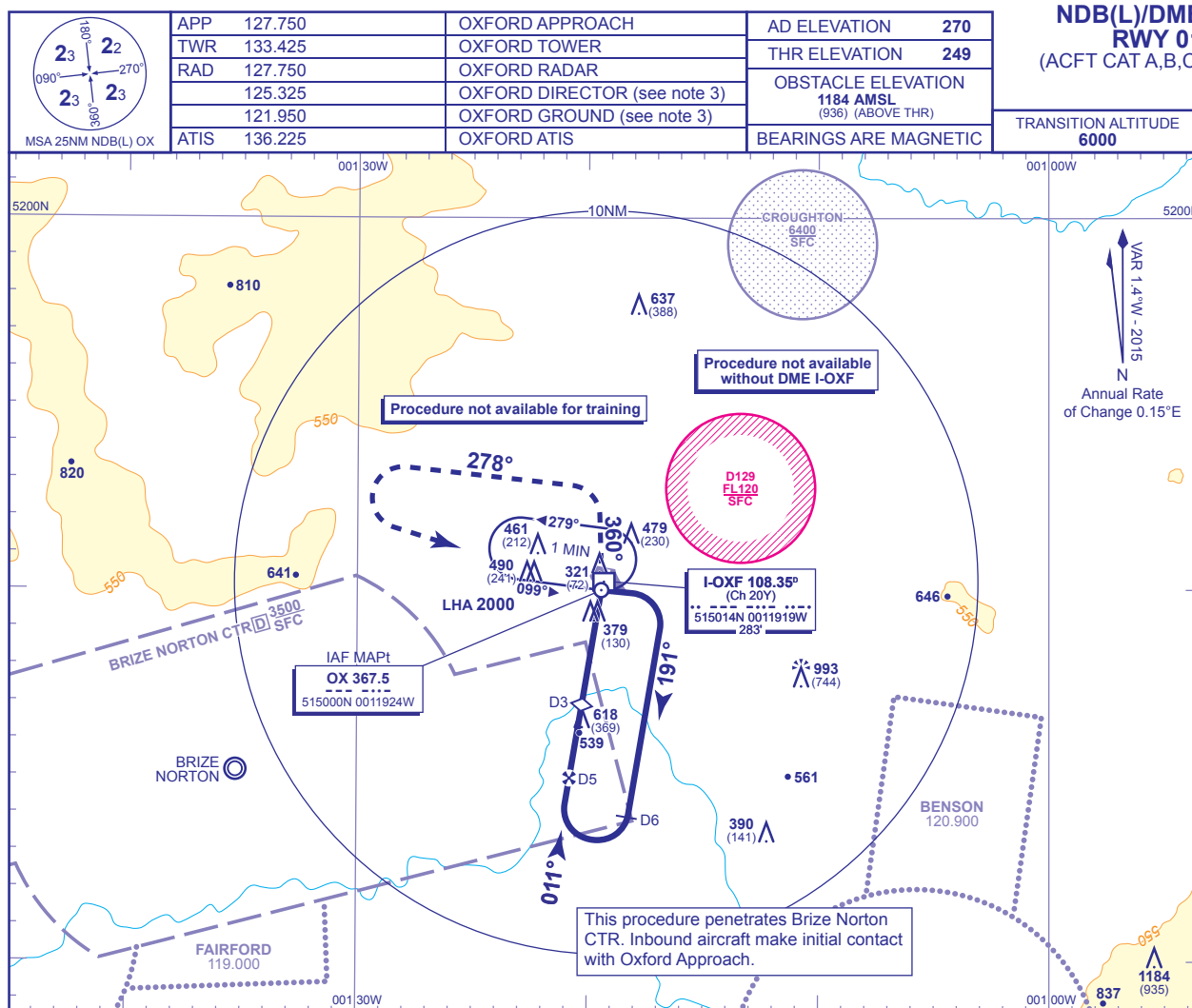


INSTRUMENT APPROACH CHART - ICAO

OXFORD/KIDLINGTON

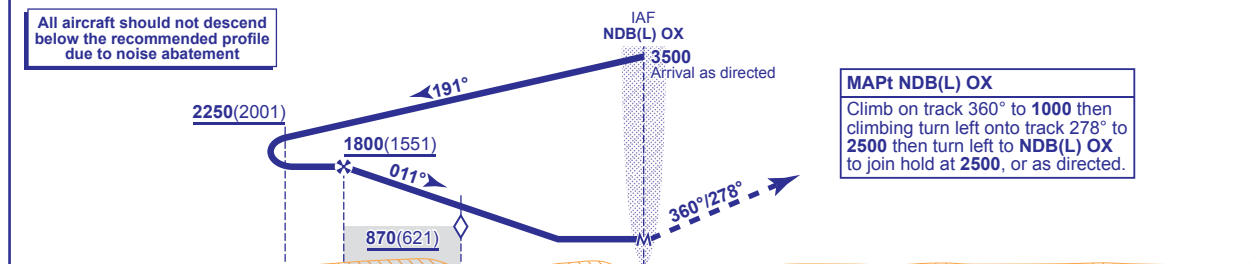
NDB(L)/DME
RWY 01
(ACFT CAT A,B,C)



RECOMMENDED PROFILE Gradient 4.94%, 300FT/NM

DME I-OXF	5	4	3 (SDF)	2
ALT(HGT)	1800(1551)	1480(1231)	1180(931)	880(631)

All aircraft should not descend below the recommended profile due to noise abatement



D6 D5 D3 0 DME I-OXF zero ranged to THR RWY 01											
Aircraft Category		A	B	C	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	690(441)	690(441)	690(441)		FT/MIN	800	700	600	500	400
VM(C)OCA (OCH AAL)	Total Area	800(530)	800(530)	1100(830)							

NOTE 1 Aircraft will normally be required to hold not lower than 3500 or equivalent FL.
NOTE 2 Entry into racetrack procedure restricted to Sector 3 entry from inbound leg (099°M) of holding pattern.
NOTE 3 Only when directed by ATC

WARNING 1 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.
WARNING 2 This procedure only to be used when weather precludes use of NDB(L)/DME 099° to aerodrome and RWY 19 procedures.

CHANGE (4/16): MAG VAR. WARNING NOTE 1 AMENDED.

AERO INFO DATE 11 JAN 16