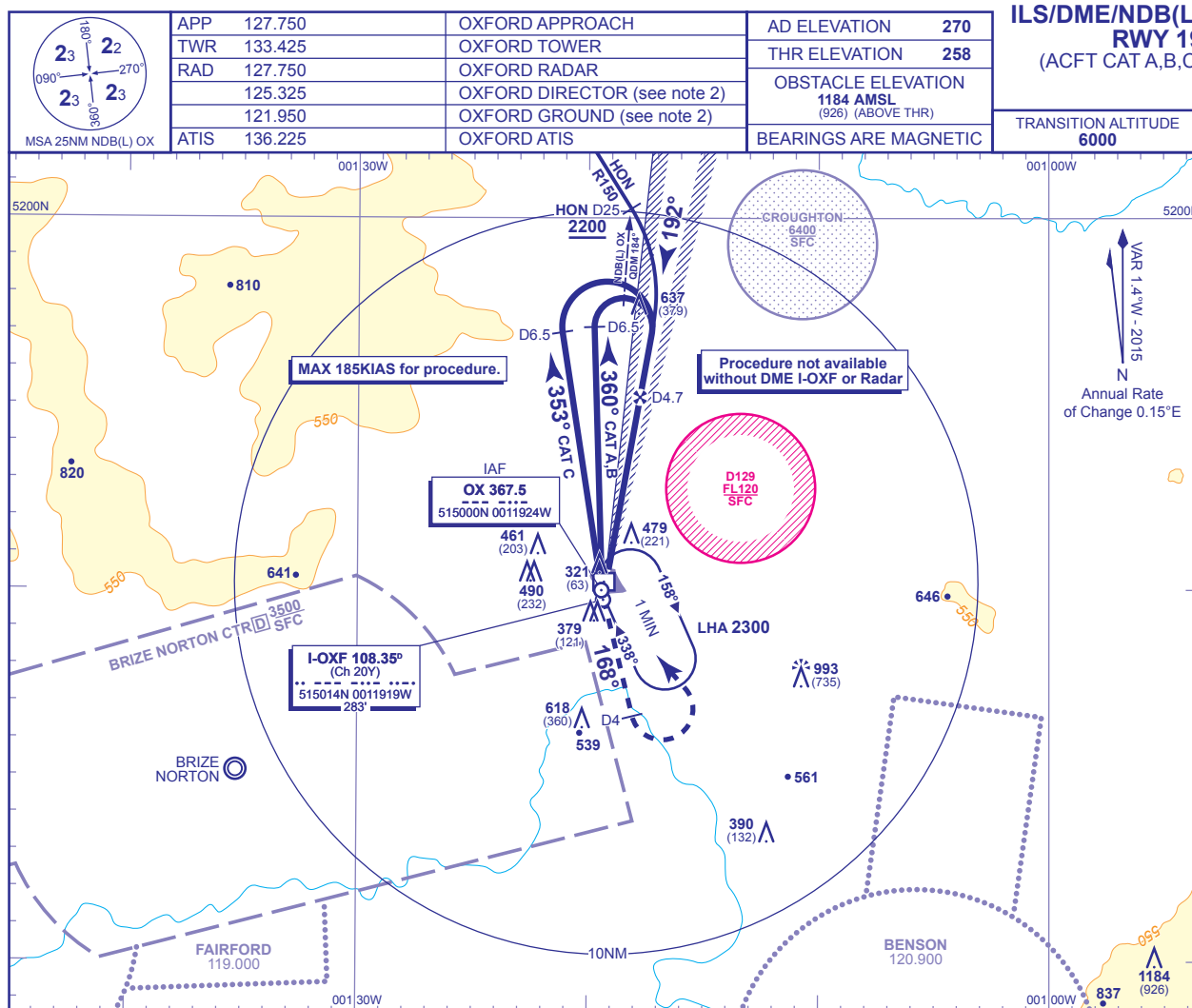


OXFORD/KIDLINGTON

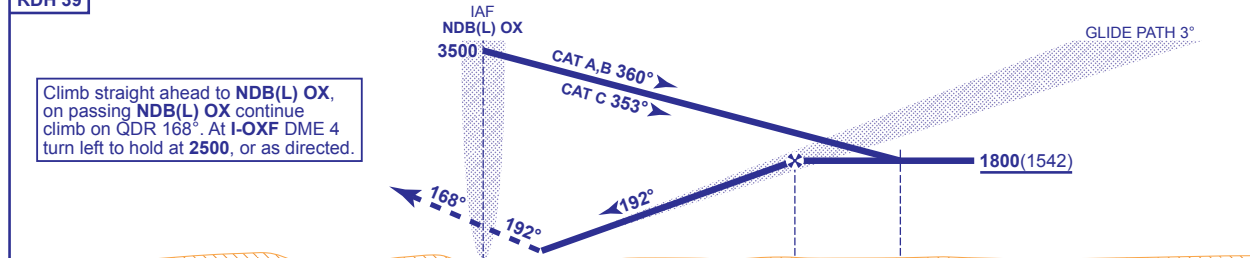
**ILS/DME/NDB(L)
RWY 19**
(ACFT CAT A,B,C)



RECOMMENDED PROFILE GLIDE PATH 3°. 320FT/NM

DME I-OUF	4	3	2	1
ALT(HGT)	1580(1322)	1260(1002)	940(682)	620(362)

RDH 39



DME I-OMF zero ranged to THR RWY 19					0	D4.7		D6.5				
Aircraft Category		A	B	C		Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	441(183)	448(190)	456(198)			FT/MIN	850	750	640	530	430
VM(C)OCA (OCH AAL)	Total Area	800(530)	800(530)	1100(830)								

(CONTINUED)			
DIRECT ARRIVAL VIA VOR HON R150			

Intercept and follow VOR HON R150 **not below MSA**. At lead NDB(L) OX QDM 184° (HON DME 25) turn right to establish on localiser. When established descend to cross FAP (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.
 - 3 ILS/DME is available without NDB if aircraft is radar vectored to final approach.
 - 4 **AIRCRAFT UNABLE TO RECEIVE DME I-0XF.** Advise ATC and continue as for normal procedure. Radar ranges will be provided at D6.5 outbound and at D5 inbound.

- | | |
|----------------|---|
| WARNING | <p>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.</p> <p>2 Auto-coupled approaches are not approved.</p> |
|----------------|---|

CHANGE (4/16): MAG VAR. NOTE 3 AND 4. WARNING NOTES 1 AND 2. DME OR RADAR WARNING BOX.

AERO INFO DATE 14 JAN 16