EGTK — OXFORD/KIDLINGTON

EGTK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTK — OXFORD/KIDLINGTON

EGTK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates 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 / 19 C
4	Geoid undulation at AD ELEV PSN	156 FT
5	Magnetic Variation/ Annual Change	0.97°W (2017) / 0.15°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	OXFORD AVIATION SERVICES Post: Oxford Airport, Kidlington, Oxford, OX5 1RA. Phone: 01865-290650 (ATC) Phone: 01865-290660 (Operations) Phone: 01865-290600 (Switchboard) Fax: 01865-290652 (ATC) Fax: 01865-290661 (Operations) Email: ops@londonoxfordairport.com URL: www.londonoxfordairport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All telephone calls to ATC are recorded.

EGTK AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	Winter: 0630-2230. Except Christmas and New Year, see latest NOTAM. Summer: 0530-2130. Extensions by arrangement
2	Customs and Immigration	See remarks.
3	Health and sanitation	Pre-book with Oxford Ops 129.700MHz or telephone as above.
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	Air Traffic Service	See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	As AD hours.
10	Security	H24
11	De-icing	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) 24 hours in advance for flights arriving from outside the EU; (b) 4 hours in advance for flights arriving from within the EU; (c) 12 hours in advance to the police for flights requiring Police Special Branch clearance. Contact, Tel: 01865-290660; Fax: 01865-290661. All training approaches must be booked with ATC at least 1 hour in advance of ETA and all arrangements for payment must be made with operations at the time of booking.

EGTK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	1 x 3 tonne forklift. Nearest railway siding; Oxford 6 miles. Contact airport Operations
2	Fuel and oil types	AVTUR JET A-1 (no additives), with AL48 anti-icing additive on request. AVGAS 100LL Mobile Jet 2, Mobile Jet 254, BP2380. W80, W100, S80, S100, 15W50, 10W40 diesel oil
3	Fuelling facilities/capacity	AVGAS/AVTUR bowser service for light aircraft. AVGAS fixed storage capacity 64,000 lt, mobile capacity 24,000 lt. AVTUR fixed storage capacity 44,600 lt, mobile capacity 67,000 lt.
4	De-icing facilities	Available via handling.
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 a range of fixed-wing and rotary aircraft.
7	Remarks	A nominated handling agent is mandatory for all visiting aircraft over 2.3 tonnes. Handling for corporate or general aviation is provided by Oxfordjet. SITA: OXFAPXH. Aircraft to call Oxford Ops on Frequency: 129.700 MHz, 15 minutes prior to arrival. 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. AL41 and ICE 05 are stocked for customers own use.

EGTK AD 2.5 PASSENGER FACILITIES

1	Hotels	Kidlington (1 mile), Woodstock (2 miles), Oxford (3-6 miles).
2	Restaurants	Restaurant, Bar/Cafe on-site. Executive catering by arrangement.
3	Transportation	Bus, taxis and car hire. Chauffeur services on request. Nearest rail station: Oxford Parkway (3.1 miles).
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	
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.londonoxfordairport.com

EGTK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A4
2	Rescue equipment	Three 6 x 6 Major Foam Vehicles plus 4 x 4 support vehicle.
3	Capability for removal of disabled aircraft	Light aircraft can be removed using airport resources. Large aircraft can be removed using external sources in conjunction with aircraft operator.
4	Remarks	RFF Category 5 and 6 available on request by prior arrangement with Airport Operations.

EGTK AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical - brushes, ploughs, Chemical de-icer.
2	Clearance priorities	Standard. See AD 1.2.2
3	Remarks	Latest information from Oxford Operations, Tel: 01865-290660

EGTK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	MAIN APRON Surface: Asphalt.
2	Taxiway width, surface and strength	Taxiway ALPHA: 15 m. Surface: Asphalt. PCN 30/F/C/W/T Taxiway BRAVO: 15 m. Surface: Asphalt. PCN 33/F/C/W/T
3	Altimeter checkpoint location and elevation	Mid point of Runway 01/19 253 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGTK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	All aircraft are marshalled as required.
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** : 01, 19 - threshold, centre-line. 19 - aiming point, touchdown zone. **Runway light(s):** : Threshold: HI green, Edge: HI white, Stop End: HI red. **Taxiway marking aid(s):** : Yellow centre-line
3	Stop bars	All holding points for Runway 01/19, except Holding Point G. Stop bars illuminated during AD hours.
4	Remarks	Illuminated wind direction indicators for Runway 01/19.

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EGTK AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGTK3290) 19/APPROACH 01/TAKE-OFF	Tree	515118.12N 0011854.71W	358 ft		No	
(EGTK5763) 19/APPROACH	Tree	515100.98N 0011904.72W	322 ft		No	
(EGTK10237) 11/APPROACH	Tree	515031.30N 0011943.45W	331 ft		No	
(EGTK10230) 11/APPROACH	Tree	515030.45N 0011940.71W	317 ft		No	
(EGTK10255) 11/APPROACH	Fence	515028.99N 0011930.46W	278 ft		No	
(EGTK10211) 19/TAKE-OFF	Tree	514933.48N 0011931.07W	317 ft		No	
(EGTK2342) 19/TAKE-OFF	Tree	514932.09N 0011921.68W	300 ft		No	
(EGTK3151) 19/TAKE-OFF	Tree	514858.63N 0011940.06W	395 ft		No	

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
	Statue	515059.55N 0012210.51W	461 ft		No	
	Radio Mast	515027.31N 0011912.80W	296 ft		Yes	
	Windsleeve	515021.77N 0011915.28W	290 ft		Yes	

EGTK AD 2.10 AERODROME OBSTACLES (continued)

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
	Tree	515019.06N 0012243.66W	482 ft		No	
	Anem-ometer	515018.39N 0011902.44W	286 ft		Yes	
	VDF Mast	515017.03N 0011900.04W	275 ft		Yes	
	Tree	515015.14N 0012229.37W	490 ft		No	
	Radar Tower	515014.85N 0011939.59W	348 ft		Yes	
	Radio Mast	515005.27N 0011933.46W	309.78 ft		Yes	
	Radio Mast	515003.93N 0011933.89W	311.12 ft		Yes	
	MET Mast	515003.20N 0011924.15W	300 ft		Yes	
	Windsleeve	515002.43N 0011921.95W	286 ft		Yes	
	Radio Mast	515000.30N 0011924.98W	300 ft		Yes	

EGTK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER. 9 hours
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English
7	Charts and other information available for briefing or consultation	Form 214/215/415, TAF/METAR AIRMET, internet access, consultation.
8	Supplementary equipment available for providing infor-mation	
9	ATS units provided with information	
10	Additional information (limitation of service, etc.)	Routine observations made at H+20 and H+50 during AD hours.

EGTK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength (PCN)**	**THR co-ordinates/ THR Geoid undu-lation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**
1	**2**	**3**	**4**	**5**	**6**
01	010.69°	1552 x 30 m	RWY surface: Asphalt, grooved. PCN 38/F/C/W/T	514952.10N 0011918.22W 156 ft	THR 249 ft
19	190.69°	1552 x 30 m	RWY surface: Asphalt, grooved. PCN 38/F/C/W/T	515034.05N 0011905.44W 157 ft	THR 258 ft
11	110.12°	760 x 28 m	RWY surface: Asphalt.	515027.77N 0011927.11W 157 ft	THR 270 ft

EGTK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS (continued)

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
29	290.12°	760 x 28 m	RWY surface: Asphalt.	515019.21N 0011849.48W 156 ft	THR 250 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
		150 x m	1439 x 300 m		RWY 01 Threshold displaced by 123 m.
		175 x m	1439 x 300 m		RWY 19 Threshold displaced by 64 m. Runway 19 turn pad is not marked or lit in accordance with CAP 168. Pilots to use the turn pad at their own risk and exercise caution whilst doing so.
					RWY 11
					RWY 29

EGTK AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
01	1442 m	1592 m	1442 m	1319 m	
19	1383 m	1558 m	1383 m	1319 m	
19	1002 m	1177 m	1002 m		Take-off from intersection with Hold C
11	760 m	760 m	760 m	760 m	
29	760 m	760 m	760 m	760 m	

EGTK AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
01		HI elev green wingbars	PAPI Left/3° 29.26 ft			HI bi-directional with LI omni-directional component	Red HI		**PAPI Dist from THR:** 140 m
19	454 m Light intensity high.	HI green with elev green wingbars	PAPI Left/3° 41 ft			HI bi-directional with LI omni-directional component	Red HI		**Approach Lighting:** Coded centre-line with three crossbars **PAPI Dist from THR:** 245 m

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	TWY edge and centre line lighting	Taxiway: . Edge. Blue edge lighting on Taxiways A and B.
4	Secondary power supply/switch-over time	Yes/15 seconds.
5	Remarks	Apron lighting available on Main Apron and South Apron.

EGTK AD 2.16 HELICOPTER LANDING AREA

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EGTK AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	**2**	**3**	**4**	**5**	**6**
OXFORD/KIDLINGTON ATZ A circle, 2 nm radius centred at 515013N 0011912W on longest notified runway (01/19)	Upper limit: 2000 ft Lower limit: SFC	G	OXFORD APPROACH English	6000 ft	

EGTK AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	**2**	**3**	**4**	**5**
APP	OXFORD APPROACH	127.750 MHz DOC 25 nm/10,000 ft.	Winter: 0630-2230 Except Christmas and New Year, see latest NOTAM. Summer: 0530-2130 Except Christmas and New Year, see latest NOTAM.	ATZ hours coincident with Tower hours. **VDF** **515017.03N 0011900.04W**
TWR	OXFORD TOWER	133.425 MHz DOC 25 nm/4,000 ft. TWR may be provided by APP, refer to ATIS.	Winter: 0630-2230 Except Christmas and New Year, see latest NOTAM. Summer: 0530-2130 Except Christmas and New Year, see latest NOTAM.	**VDF** **515017.03N 0011900.04W**
	OXFORD GROUND	121.950 MHz GMC may be provided by TWR, refer to ATIS.	When directed by ATC. Not continuously monitored.	
RAD	OXFORD RADAR	127.750 MHz DOC 30 nm/10,000 ft.	Winter: Mon-Sat 0800-1800; Sun 0830-1800. Summer: Mon-Sat 0700-1700; Sun 0730-1700.	
	OXFORD DIRECTOR	125.325 MHz DOC 25 nm/10,000 ft.	When Directed by ATC. Not continuously monitored.	
ATIS	OXFORD ATIS	136.225 MHz DOC 50 nm/20,000 ft.	Winter: 0630-2230 Summer: 0530-2130	
Other	OXFORD FIRE	121.600 MHz Non-ATS Frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	
Other		121.500 MHz Emergency Frequency	O/R	

EGTK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS I 0.97°W (2017)	IOXF	108.350 MHz	Winter: 0630-2230 Except Christmas and New Year, see latest NOTAM Summer: 0530-2130 Except Christmas and New Year, see latest NOTAM	514945.24N 0011920.27W		(RWY 19)
ILS/GP	IOXF	333.950 MHz	Winter: 0630-2230 Except Christmas and New Year, see latest NOTAM Summer: 0530-2130 Except Christmas and New Year, see latest NOTAM	515027.31N 0011912.81W		3° ILS Ref Datum Hgt 41 ft. ILS glidepath is not suitable for auto-coupled approaches.
DME	IOXF	20Y 108.350 MHz	Winter: 0630-2230 Except Christmas and New Year, see latest NOTAM Summer: 0530-2130 Except Christmas and New Year, see latest NOTAM	515013.84N 0011918.58W	283 ft	(RWY 19) Zero range is indicated at threshold of Runway 01 and 19.
NDB	OX	367.500 kHz	Winter: 0630-2230 Except Christmas and New Year, see latest NOTAM Summer: 0530-2130 Except Christmas and New Year, see latest NOTAM	515000.28N 0011924.45W		On AD. Range 25 nm.

EGTK AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) All pilots and persons using Oxford Airport are required to wear high visibility clothing at all times. Pilots or operations staff wearing high visibilty clothing must escort passengers (not wearing high visibility clothing) at all times. Pilots in charge of aircraft are responsible for ensuring that their crew and passengers comply with these requirements.

(b) When the RVR is below 400 m departures are not permitted unless AOC holders have less restrictive State authorised take-off minima. Operators of non-public transport aircraft are advised that there is no runway centre-line lighting and departure in RVR conditions of less than 400 m is at the pilot's discretion. Take-off will not be permitted if the RVR is less than 350 m. Intersection departures are not permitted when Low Visibility Procedures are in force.

(c) Unless passenger handling has been requested, the aircraft captain is responsible for the safety of his/her passengers to/from the aircraft.

(d) Aircraft arriving or departing are permitted 60 minutes of APU usage on the main apron, 30 minutes on the South Apron, after which time a GPU will be provided. Use of APU should be limited to minimise environmental impact. →

(e) All aircraft parked on the main apron above the size of a Bombardier Learjet 45 shall only commence start-up when in the presence of a marshaller.

2 Ground Movement

(a) Data Link service available via ARINC.

(b) All aircraft must obtain airfield information from the ATIS prior to start. Aircraft unable to receive the ATIS due to radio limitations are to advise ATC when requesting start. Taxi clearance for Runway 19 to holding point ‘Charlie’ involves entry on to Runway 29. Aircraft must be in receipt of a positive clearance to enter Runway 29 which will be issued as required with the taxi clearance.

(c) Due to their tactical nature, departure instructions are not normally available until after the aircraft has taxied.

(d) Helicopters and aircraft parking on the main apron will be marshalled.

(e) Due to the number of personnel and vehicles operating on the main apron, pilots are to operate at minimum taxiing speed when approaching and transiting these areas.

(f) Runway stopbars are active during operational hours. An illuminated stop bar means STOP. Aircraft must not cross until the stop bar is extinguished and ATC permission to enter the runway is received.

EGTK AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(g) Jet Aircraft operating under their own power, larger than code B, are not permitted to use the taxiway link at Juliet to MA 1 or MA 2. Aircraft are to be parked on the main apron and towed as required.

(h) Only single and twin piston aircraft are permitted to taxi under their own power beyond holding point Kilo. All other aircraft will be towed to/from the main apron.

(i) All Jet and Turbo-prop ground runs are to be conducted west of the 'Delta' hold on the Runway 11 threshold. Other locations may be utilised for piston aircraft at ATC discretion. All ground runs are to be booked with Airport Operations as per the Aerodrome Manual. Ground runs will be restricted during LVP operations or if Runway 11/29 is in use.

(j) Compass swing operations are undertaken near the Runway 11 threshold. During periods of strong westerly winds it is likely that Runway 29 may be in use and operators are encouraged to check with ATC prior to planning any compass swing activities as the designated area may be unavailable. Compass swings will be restricted during LVP operations.

(k) Aircraft under tow at night may not be displaying Navigation/Anti-collision lights.

(l) Pilots are requested to use minimum power when manoeuvring on and off parking stands.

(m) Under no circumstances may aircraft self park on the main apron without guidance from a marshaller.

3 CAT II/III Operations

(a) Oxford is not equipped for Cat II/III operations, however Low Visibility Procedures are used to protect Cat I operations. Runway 19 is not suitable for lower than Category I operations.

(b) Safeguarding, in anticipation of poor weather, will commence when the reported meteorological visibility is less than 1500 m.

(c) LVP procedures commence when the reported meteorological visibility is less than 1000 m or the reported cloud ceiling is 300 ft or less.

(d) Regular surface and wildlife inspections take place during LVP operations.

4 Warnings

(a) Helicopter training routinely takes place to the west of Runway 01/19.

(b) EG D129 is notified as permanently active and is located 4.5 nm northeast of the aerodrome. Tactical activity details are available from ATC upon request.

(c) Brize Norton CAS

(i) All Jet engine, multi engine turbo-prop aircraft and non-Oxford based single turbo-prop aircraft:

The performance characteristics of these aircraft are such that upon departure from Runway 19 they may penetrate the BZN CTR as they turn to the north west/east. All IFR and VFR departures from Runway 19 in this category are subject to a radar release, which allows clearance to enter Brize Norton CAS only whilst flying the issued departure profile. No deviation from the departure profile is permitted unless safety is likely to be compromised.

(ii) Single/Twin piston aircraft and Oxford based single turbo-prop aircraft:

The performance characteristics of single and twin piston engine aircraft, together with single engine turbo-prop aircraft that are permanently based at Oxford, allow the aircraft to depart and remain outside of Brize CAS. These aircraft are not subject to a radar release unless departing IFR and must, in all cases, remain clear of CAS unless a positive clearance to enter CAS is received.

(d) Power cables 316 ft at 860 m north of Runway 19 threshold.

(e) Bird hazard. Flocks of rooks may be encountered crossing the aerodrome particularly at dawn and dusk. Flocks of gulls may be encountered crossing the Runway 19 approach due to agricultural activity.

(f) Caution. Abingdon disused aerodrome with a similar runway configuration is situated 8 nm south of Oxford, displaced to the east of the Runway 01 final approach track. Pilots should exercise caution in this area due to the possibility of mis-identification of the aerodrome. Military helicopter activity at any time, and light aircraft activity at weekends.

(g) Caution. Upper Heyford disused aerodrome is located 6 nm NNE of Oxford, displaced to the east of the final approach track Runway 19. Intense light aircraft and gliding activity in the vicinity of this disused aerodrome.

5 Helicopter Operations

(a) Standard arrival: Enter the ATZ not above 1000 ft (QNH), remain north, south, east or west as specified, of the active runway(s).

(b) Standard departure: Remaining north, south, east or west as specified, of the active runway(s), depart not above 1000 ft (QNH) until outside the ATZ.

EGTK AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

6 Use of Runways

(a) When the RVR is below 400 m, departures are not permitted unless AOC holders have less restrictive State authorised take-off minima. Pilots are advised that there is no runway centre-line lighting and departure in RVR conditions of less than 400 m is at the pilot's discretion. Take-off will not be permitted if the RVR is less than 350 m.

(b) Runway Occupancy

(i) Departures: Whenever possible, cockpit checks should be completed prior to entering the runway. Pilots unable to comply must inform ATC prior to entering the runway.

(ii) Landing: At times intense circuit flying takes place, vacate the runway in an expeditious manner. ATC may request 'minimum time on the runway' to facilitate following approaches.

(c) Runway 19 is the preferred runway at Oxford and will be selected as the runway in use with up to a 5 kt tailwind. Requests for other runways for arrival/departure should be made to ATC as early as possible.

(d) When Runway 01 is in use, the only instrument approach available for training (Cat A & B aircraft) is the NDB 099 procedure which involves a crossing of the runway at circling minima to land. ATC will deconflict movements and provide wake turbulence information as required.

7 Training

(a) Daily training slots (Instrument approaches or circuit training) can be requested via ATC (01865-290650) and are subject to availability on the day.

(b) All instrument approaches for the purpose of training, IFR or VFR must be booked prior to departure. Pilots failing to adhere to slot times may be refused training approaches.

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 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 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 I 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 1000 ft QNH before turning on course. Circuit height for fixed-wing aircraft is 1500 ft QNH.

(e) Whenever possible aircraft joining the circuit should, subject to ATC approval, plan to join on a base leg, giving way to traffic already established in the circuit. Straight in approaches are to be co-ordinated with ATC by no later than 10 nm so as not to conflict with published instrument final approach tracks.

(f) Helicopter traffic is subject to standard arrival and departure procedures and routes.

(g) Oxford Airport operates a noise amelioration scheme. A copy is available from airport operations.

EGTK AD 2.22 FLIGHT PROCEDURES

1 Circuits

(a) The fixed wing circuit height is 1500 ft (QNH), day or night.

(b) The helicopter circuit height is 1000 ft (QNH) by day, 1300 ft (QNH) by night.

(c) Helicopter Training area is parallel to and to the west of Runway 01/19 outside of the Runway strip.

(d) After departure, fixed wing aircraft, both IFR and VFR will climb to a minimum of 1000 ft (QNH) before turning.

(e) If a pilot wishes to complete a low-level circuit, he must request a 'low-level', and ATC will authorise it, traffic permitting.

(f) The minimum separation between cloud base and circuit height for fixed-wing aircraft shall be 200 ft.

(g) Circuit training is suspended when the cloud base is less than 1000 ft agl.

(h) Departures requiring a turn towards the helicopter circuit are subject to approval by ATC prior to departure, and traffic information shall be provided.

(i) Controllers may issue a 'land after' instruction in accordance with CAP 493 (MATS Part 1). Pilots unable to accept a 'land after' instruction are to inform ATC and await a full landing clearance, or initiate a go around.

EGTK AD 2.22 FLIGHT PROCEDURES (continued)

2 Departures/Arrivals

(a) Oxford operates a Standard VFR arrival/departure profile for aircraft whilst within 5 nm of the aerodrome. Departing VFR traffic shall squawk 4520, unless otherwise instructed, and should fly not above altitude 2000 ft (QNH) until passing 5 miles. Inbound traffic is requested to make contact with Oxford Approach/Radar no later than 10 nm from Oxford and are to fly not above altitude 1500 ft whilst within 5 nm of the aerodrome. On RTF these procedures are referred to as "standard VFR departure/arrival". Pilots departing VFR will be provided with a Basic Service by default. Pilots that require a surveillance service after departure are to request this as soon as possible after start-up.

(b) Pilots inbound IFR/VFR to Oxford operating outside CAS are requested to establish two way contact with Oxford APP/ Radar no later than 10 minutes flying time from Oxford. If two way contact is not established by this time, aircraft are requested to ensure two way COMs has been established by no later than 10 nm from Oxford and should arrange their flight to remain adequately clear of all published instrument approach procedures.

3 Service Provision

(a) **During Hours of Radar Operation**

(i) Inbound IFR arrivals will be notified to Oxford Radar by the appropriate London Control sector. Oxford Radar will allocate an acceptance level and airways will pass that level to the pilot. The pilot will be instructed to contact Oxford Radar (either Radar 127.750 MHz or Director 125.325 MHz). Traffic will be tactically radar vectored to the ILS/NDB (as required) or instructed to route to the NDB OX.

(ii) IFR Arrivals from DTY: Expect to track to DTY fix 215°/17 nm then turn left to intercept 180° inbound to the NDB OX or as directed by ATC.

(iii) IFR arrivals inbound from KENET should expect to route KENET-BAMBO-OX not below altitude 4000 ft QNH or as directed by ATC.

(iv) All other arrivals will be as directed by ATC.

(b) IFR departures intending to enter controlled airspace should plan to enter at KENET, DTY, MALBY or WCO. Initially aircraft can expect a tactical heading and level to fly before being instructed to continue as per flight plan route. Oxford Radar will obtain and pass airways joining clearances.

(i) Departures wishing to enter controlled airspace at KENET with a requested flight level of FL 195 or below should flight plan route BAMBO-DILAX (514520N 0014039W)-KENET.

(ii) Departures wishing to enter controlled airspace at KENET with a requested flight level of above FL 195 should flight plan route IXURA-NANUM-BAMBO-EVSEM-CPT.

(iii) Departures wishing to enter controlled airspace at DTY should flight plan route IXURA-DTY.

(c) **Hours of Radar Closure**

(i) When Oxford Radar is not open, London Control will inform Brize Norton ATC of the estimate and Brize Radar will co-ordinate the arrival with Oxford ATC. Dependent on traffic the aircraft may be sent straight to Oxford for a procedural service.

(ii) IFR departures intending to enter controlled airspace should plan to enter at KENET, DTY, MALBY or WCO. Initially aircraft can expect a routing toward IXURA, WCO or BAMBO before being instructed to continue as per flight plan route. Oxford Approach will obtain and pass airways joining clearances.

(1) Departures wishing to enter controlled airspace at KENET with a requested flight level of FL 195 or below should flight plan route BAMBO-DILAX-KENET.

(2) Departures wishing to enter controlled airspace at KENET with a requested flight level of above FL 195 should flight plan route IXURA-NANUM-BAMBO-EVSEM-CPT.

(3) Departures wishing to enter controlled airspace at DTY should flight plan route IXURA-DTY.

During the hours of Brize LARS operation a radar service may be provided by Brize Radar.

(d) **Runway 01 Arrivals**

(i) The final approach track to Runway 01 transits Brize Norton CAS and is subject to approval from Brize ATSU. Pilots must not plan or expect a no delay straight in approach to Runway 01 due to the requirement to co-ordinate with and deconflict from Brize Norton traffic. All approaches to Runway 01 will be as directed by ATC.

(ii) Caution. Abingdon disused aerodrome to the east of the Runway 01 final approach track at 8 nm. Aerodrome is active with Military helicopter traffic and light aircraft flying at weekends.

(e) **ATS Service Provision**

(i) The standard service provision at Oxford during the promulgated radar hours is a Traffic Service due to intense GA and glider flying within the vicinity of the aerodrome. Aircraft requiring a deconfliction service shall inform Oxford Radar on first contact when inbound, and prior to taxiing when outbound. Aircraft operating on a deconfliction service may incur delays.

(ii) Outside the promulgated radar hours, Oxford Approach will provide procedural and basic services.

EGTK AD 2.22 FLIGHT PROCEDURES (continued)

(f) **Air Tests**

All civil operators wishing to file an air test using a service provided by Swanwick (Mil) must comply with the following procedure.

(i) Ideally, an air test request form is to be sent prior to midnight (local) the day before the test; this is to ensure that Swanwick (Mil) is able to offer a deconfliction service for the civil operator against busy military flying periods. However, should this notice period not be possible, the request to Swanwick (Mil) is to be made no less than 2 hours prior to the air test commencing. If requests are made with only 2 hours' notice then these must be made as early in the day as possible; this is to enable controller workload planning. Requests made late in the day are at risk of postponement until the following day.

(ii) Captains of test flights are also requested to call the Swanwick (Mil) Supervisor on 01489-612408 prior to engine start to ensure that the Unit has the capacity to provide an Air Traffic Service outside of the civil airways structure.

(iii) The above procedure should only be considered as a request for a service to be provided by Swanwick (Mil) and should not be construed as the filing of a flight plan. All normal flight plan procedures should be adhered to.

(iv) Operators should utilise the request form as published in the AIP Part 2 En-Route (ENR) section 1.1, paragraph 4.8.1.2.

4 Instrument Approach Procedures

(a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.

(b) Auto-coupled approaches are neither approved nor permitted.

(c) Pilots may experience glidepath fluctuations within 1 nm DME.

EGTK AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGTK AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGTK-2-1

Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2-EGTK-2-2

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGTK-5-1

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 01 (CAT A,B,C) - ICAO

AD 2-EGTK-8-1

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 19 (CAT A,B,C) - ICAO

AD 2-EGTK-8-2

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 19 (CAT A,B,C) - ICAO

AD 2-EGTK-8-3

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 19 (CAT A,B,C) - ICAO

AD 2-EGTK-8-4

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME 099° TO AERODROME (CAT A,B) - ICAO

AD 2-EGTK-8-5

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