

OXFORD (OXF/EGTK)

Elevation 270ft

CATEGORY A

No AV brief available.

GENERAL

BAV bases a fleet of Baron 58 aircraft at Oxford for flying training purposes.

Magnetic Variation: 0.60⁰ W (2019) / 0.15⁰ E

Operational Hours: 0630-2230 (0530-2130) PPR

Fire Category: RFF Category A4

Clearing Equipment: Mechanical and chemical de-icing

AIRFIELD FACILITIES

Taxiways:

Width 15 M, asphalt surface, PCN30/F/C/W/T

Runway and taxiway markings and lighting:

Rwy 01/19: Threshold, centre-line, aiming point, touchdown zone.

Runway light(s): Threshold: HI green, Edge: HI white, Stop End: HI red.

Taxiway markings: Yellow centre-line

Stop Bars:

All holding points for Runway 01/19, except Holding Point G. Stop bars illuminated during AD hours.

Runway	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 C

PAPI: Rwy 01 – Left/3°/140 M Rwy 19 – Left/3°/245 M

ATZ: Circle 2 nm radius on longest runway (01/19); SFC to 2,000 ft

RADIO COMMUNICATIONS FACILITIES

APP – 125.100 **TWR** – 133.425 **GND** – 121.950 **Radar** – 125.100

ATIS – 136.225

NAVIGATION AIDS

ILS/LLZ – IOXF – 108.350 0630-2230 (0530-2130) Rwy 19

DME Paired with ILS, zero range at rwy threshold

Glide-path 3° ILS ref datum height 41 ft

NDB 367.500 OX, range 25 nm

LVP procedures are maintained to protect Cat I ILS operations even though ILS 10 is not suitable for Cat II/Cat III operations

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

RUNWAY OCCUPANCY

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.

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

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

NOISE ABATEMENT

- Pilots are to avoid, where there is no overriding training or Flight Safety requirement, overflying the residential areas, including Blenheim Palace, surrounding Oxford aerodrome.
- 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.
- 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.
- 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.
- 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.

CIRCUITS

- The fixed wing circuit height is 1500 FT (QNH), day or night.
- The helicopter circuit height is 1000 FT (QNH) by day, 1300 FT (QNH) by night.
- Helicopter Training Area 1 is parallel to and to the west of Runway 01/19 outside of the runway strip.
- NE Grass, defined as south of Hold Charlie and outside both 01/19 and the Bravo Taxiway strip (at least 60 M west of Taxiway B).
- After departure, fixed wing aircraft, both IFR and VFR will climb to a minimum of 1000 FT (QNH) before turning.
- If a pilot wishes to complete a low-level circuit, he must request a 'low-level', and ATC will authorise it, traffic permitting.
- The minimum separation between cloud base and circuit height for fixed-wing aircraft shall be 200 FT.
- Circuit training is suspended when the cloud base is less than 1000 FT AGL.
- Departures requiring a turn towards the helicopter circuit are subject to approval by ATC prior to departure, and traffic information shall be provided.
- 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.
- Brize Norton CTR is very close to the south and the Weston-on-the-Green parachute dropping area (D129) provides an obstacle on the north-east corner.
- The standard procedure for circuits to Rwy 01 is to do the Landing Check abeam the landing threshold and start the stopwatch, descending toward 1,300ft. After 30 seconds turn base, continuing the descent and the rest is as normal -- this is to keep clear of the Brize CTR. The same procedure applies when on a left-hand circuit to 19 to avoid D129.

DEPARTURES/ARRIVALS

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.

IFR departures from 19 will normally be given right heading 315⁰ after departure climbing to 2500ft to avoid the Brize Norton CTR.

There is an unofficial SID which involves intercepting the OX 313⁰ QDR to IOXF D15 (defined as point MORTN). This then intercepts the DTY 242⁰ radial which can either be followed south-westerly toward Moreton-in-Marsh or north-easterly for departures to e.g. Cranfield, Cambridge etc. Departures to southerly destinations (e.g. Southampton) will normally route initially to MORTN before being turned southbound and climbed above the Brize CTR, joining controlled airspace somewhere toward KENET

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.

Runway 01:

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.

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

INSTRUMENT APPROACH PROCEDURES:

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

Auto-coupled approaches are neither approved nor permitted.

Pilots may experience glidepath fluctuations within 1 NM DME

FREQUENCY MONITORING

- Pilots operating in the vicinity of Oxford Airport within the area defined by the following points and maintaining a listening watch only on Oxford Approach frequency, 125.090 MHz, are encouraged to select SSR code 4517:
 - 514352N 0010616W - 514149N 0005911W;
 - Thence anti-clockwise by the arc of a circle radius 15 NM centred on 515013N 0011912W to 513530N 0012344W
 - Thence clockwise by the arc of a circle radius 30 NM centred on 511631N 0004639W to 514352N 0010616W.
- Selection of 4517 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of controlled airspace at all times.
- Whilst squawking 4517 pilots should be aware that Oxford Approach may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
- When a pilot ceases to maintain a listening watch, code 4517 shall be deselected.
- Pilots operating in this area but within 5 NM of the edge of the Brize Norton CTR may choose to maintain a listening watch on Brize Zone frequency, 119.000 MHz, and select SSR code 3727.

GROUND PROCEDURES

- BAV Flight Training park on the stands on the south side of the main apron, referred to by ATC as the "school lines". The Baron fleet normally parks on the eastern set of stands (nearest the taxiway, i.e. odd numbered stands), C172s on the western line (nearest the grass), i.e. even numbered stands.
- The 'flow' around the school lines is clockwise – e.g. if you are parked on Stand 3, a right turn off the stand is standard (and to be assumed if not explicitly stated), even if you are departing Rwy 01. A left turn may be accommodated or offered by ATC but must be explicitly stated.
- Engine start must be requested from ATC.
- ATC clearance is normally given on the way to the runway holding point.