

# EGTK OXFORD

N51 50.22 W001 19.18

263ft AMSL

6 nm NNW of Oxford.

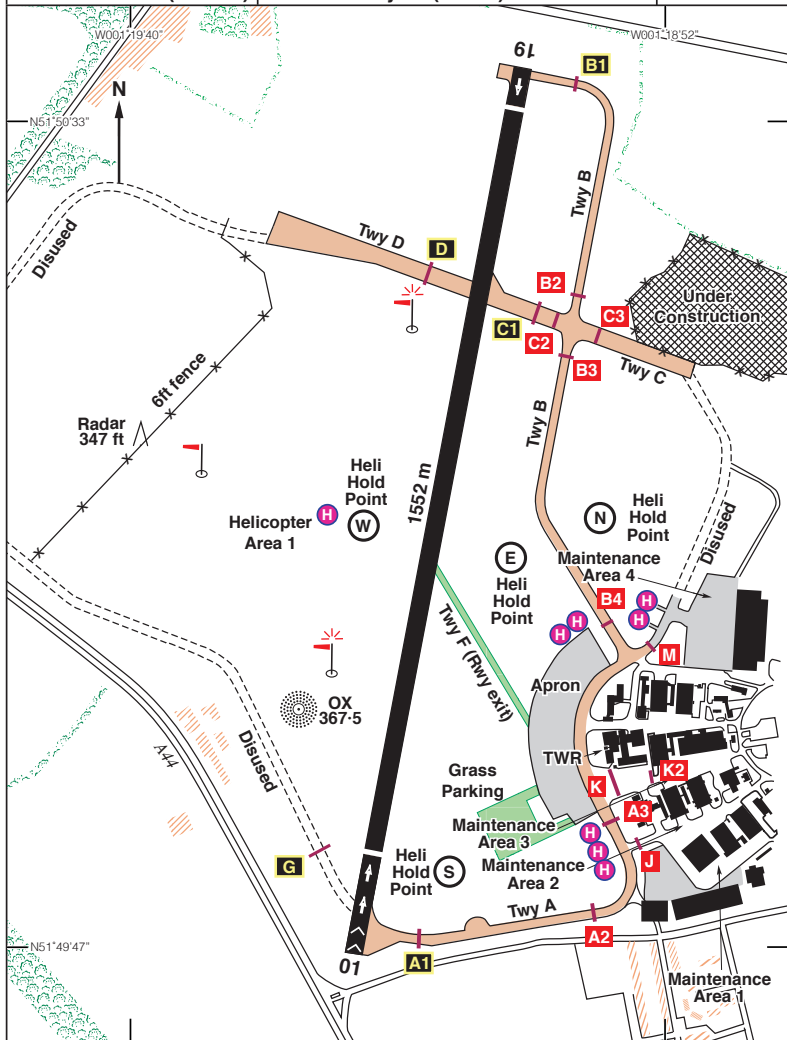
CPT 114·35 350 21·1

**c/s Oxford** TWR 133·430 APP 125·090 GND 121·955 RAD 125·090 - Mon-Sat

0800-1800, Sun 0800-1800 RAD c/s Director 119·980 (When required)

Brize Radar 124·275 (LARS) ATIS 136·230

NDB 'OX' 367·5 (On A/D) ILS/DME Rwy 19 (191°M) 'I-OXF' 108·35



# EGTK

N51 50.22 W001 19.18 **OXFORD** 263ft AMSL

Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
01/19	1552x30	Asphalt	01-1442 19-1383†	01-1319 19-1319	Thr Rwy PAPI 3° Ap Thr Rwy PAPI 3°

† Take-off: Rwy 19 from intersection with Hold B1 – TORA 1002m.

**Op hrs:** PPR via Ops. 0630-2230. Extensions by arrangement 0600-Midnight.

**Landing Fee:** Light single piston under 2730 kg £21 weekdays, Landing is free if 75 litres or more of fuel are uplifted (AVGAS only). (Weekends only).

**Customs:** All inbound/outbound flights must be approved by Operations.  
Following Prior Notice required:

- 2 hours prior to departure for all flights to/from outside the UK;
- All flights requiring Special Branch - 12 hrs notice, Tel: 01865 290660;
- UK GAR required prior to all international arrivals and departures.

**Hangarage:** Limited.

**Maintenance:** Available.

**Remarks:** Certified aerodrome operated by Oxford Aviation Services, Oxford Airport, Kidlington, Oxford OX5 1RA. Aerodrome is PPR at all times.

Pilots operating in the vicinity of Oxford Airport and maintaining a listening watch only on Oxford Radar freq 125.090 are encouraged to select SSR code 4517.

Pilots operating in this area but within 5nm of the edge of Brize CTR may chose to maintain a listening watch on Brize (LARS) 124.275 and select SSR code 3727. Non radio aircraft must contact ATC to obtain prior permission and joining/departure briefing. Tel: 01865 290650.

**High visibility jackets mandatory.**

Start up and taxi clearance must be obtained from ATC.

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

Aircraft less than 2730kg MTOW should expect grass parking unless hard parking is requested with PPR.

**Warnings:** Intensive circuit traffic. Helicopter training in designated areas on the AD. Aircraft are to remain clear of Brize CTR unless a positive clearance has been obtained from Brize Zone on 119.000. All aircraft are to avoid Weston-on-the Green Danger Area (D129). Oaklands Farm airfield 5 nm to west operate non-radio acft up to 2000ft daylight hours. Power cables 316ft aal at 860m north of Rwy 19 thld.

**Bird hazard:** Flocks of rooks maybe encountered crossing the AD particularly at Dawn/Dusk and flocks of Gulls crossing the approach to Rwy 19.

Use by non radio acft subject by prior permission via Ops Tel: 01865 290660.

**Caution:** Abingdon disused AD with similar rwy configuration 8nm South of Oxford. Flight and Noise Abatement Procedures – see page overleaf.

EG D129 is notified as active SR-SS Mon-Fri and as notified by NOTAM. It is located 4.5 nm NE of the AD.

**Restaurant:** Restaurant, Bar/Cafe on site.

**Car Hire:** Avis, Tel: 0844 5446087. Hertz, Tel: 01865 856555.

Enterprise, Tel: 01865 848484.

**Taxis:** Kidlington Cars, Mob: 07766 207260.

**Fuel:** 100LL, Jet A1.  
Multiservice, Mastercard,  
Visa, UVair, AVcard, World Fuel.  
Colt Jetex, Amex, AvFuel, AEG, BP.

**Tel:** 01865 290660 Ops - PPR  
**Tel:** 01865 290650 ATC  
**Tel:** 01865 290600 Switchboard  
**Email:** ops@londonoxfordairport.com  
**Website:** www.londonoxfordairport.co.uk

## Flight and Noise Abatement Procedures

### Flight Procedures:

**Circuit direction** – Variable.

**Fixed wing aircraft** circuits at 1500ft QNH to provide separation between fixed-wing and rotary-wing traffic.

**Helicopter** circuits at 1000ft QNH by day and 1300ft QNH by night.

### Noise Abatement Procedures

Pilots to avoid, where no overriding training or flight safety requirement, overflying local residential areas, including Blenheim Palace as shown overleaf.

**Departures Rwy 01** – Climb ahead to 1000ft QNH or 1 DME I-OXF, before turning on course.

Visual departures should complete this turn before reaching the Mercury Satellite Station (at 1.5 nm).

When turning right, pilots are to avoid overflying Shipton-on-Cherwell village.

**Departures Rwy 19** – Climb ahead to 1000ft QNH or 1 DME I-OXF, whichever is earlier, before turning right.

Acraft 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.

Additional information via <https://www.oxfordairport.co.uk/noise-abatement/>.

### Helicopter operations

#### (a) Standard Departure:

Wheeled helicopters shall depart from the runway.

Other helicopters shall depart parallel to the runway in accordance with noise abatement.

#### (b) Standard Arrivals:

Heli Aiming Points. A Heli aiming point “Heli West” is situated on Taxiway Delta (Compass Base).

All approaches from the west of the aerodrome are to be flown to this point via the published Heli West route.

A Heli aiming point “Heli East” is situated in the grass to the east of Rwy 01/19 and south of Taxiway Bravo (Grass Compass Base) all approaches from the east are to be flown to this point following the published Heli East route.

Standard Runway Arrivals are also permitted.

#### (c) Heli Training Area 1:

A Heli training area is available to the west of the main runway.

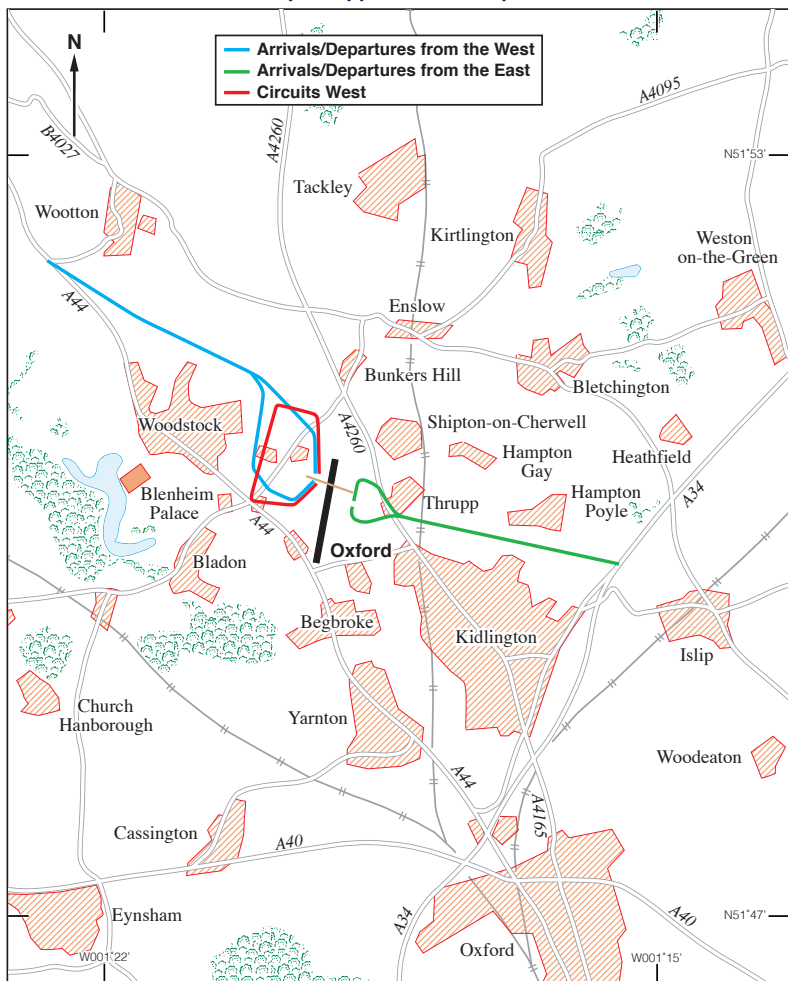
Its area is defined on the aerodrome chart.

All hover operations within its confines can be conducted negative RTF.

All circuits to and from the heli training area are to be conducted from and to the Heli West aiming point and are subject to full RTF circuit procedures.

Upon departure from ‘Heli West’ all aircraft are to climb parallel with the runway heading until passing 500ft AGL.

# **OXFORD** **Noise Amelioration Scheme** **Helicopter Approach and Departure**



Pilots are to familiarise themselves with the Oxford Airport Noise Amelioration Scheme, a copy of which is held in Operations.

**VFR Arrivals and Departures** - Fly not above 2000ft QNH within 5nm of the airfield.

**Arrivals** - All arrivals can expect an overhead join unless a non-standard join is requested and approved. Aircraft joining the circuit will give way to aircraft already in the circuit.