

London Oxford Airport (EGTK) | Pilot Guide

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1: Introduction

This guide aims to support pilots in their pre-flight preparations and provide advice, information and useful guidance when operating to, from or in the vicinity of London Oxford Airport.

Here you'll find information on the airport layout, local operating procedures, departure and arrival information and local area & airport 'hotspots' to help you be as prepared as you can be each time you fly.

London Oxford Airport works diligently and effectively with airport & local airspace stakeholders to ensure the safe and efficient conduct of flights. If you notice something that isn't quite right, or wish to seek clarification or advice before conducting a flight, contact the team at Oxford Air Traffic Control on:



: **01865 290650 Option 0**



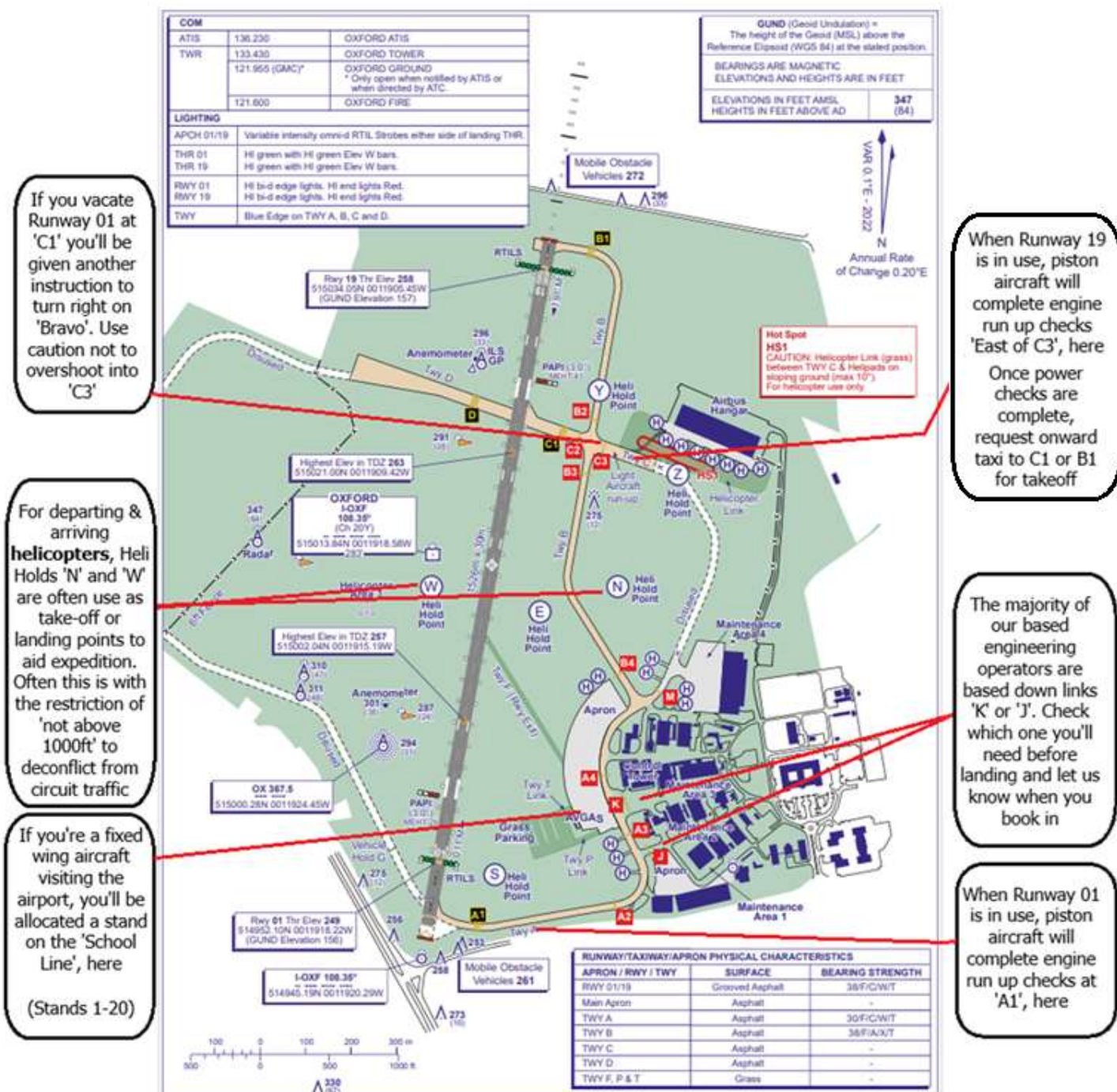
: **atc1@londonoxfordairport.com**



: **@oxfordatc**

Section 2: Oxford Airport Layout

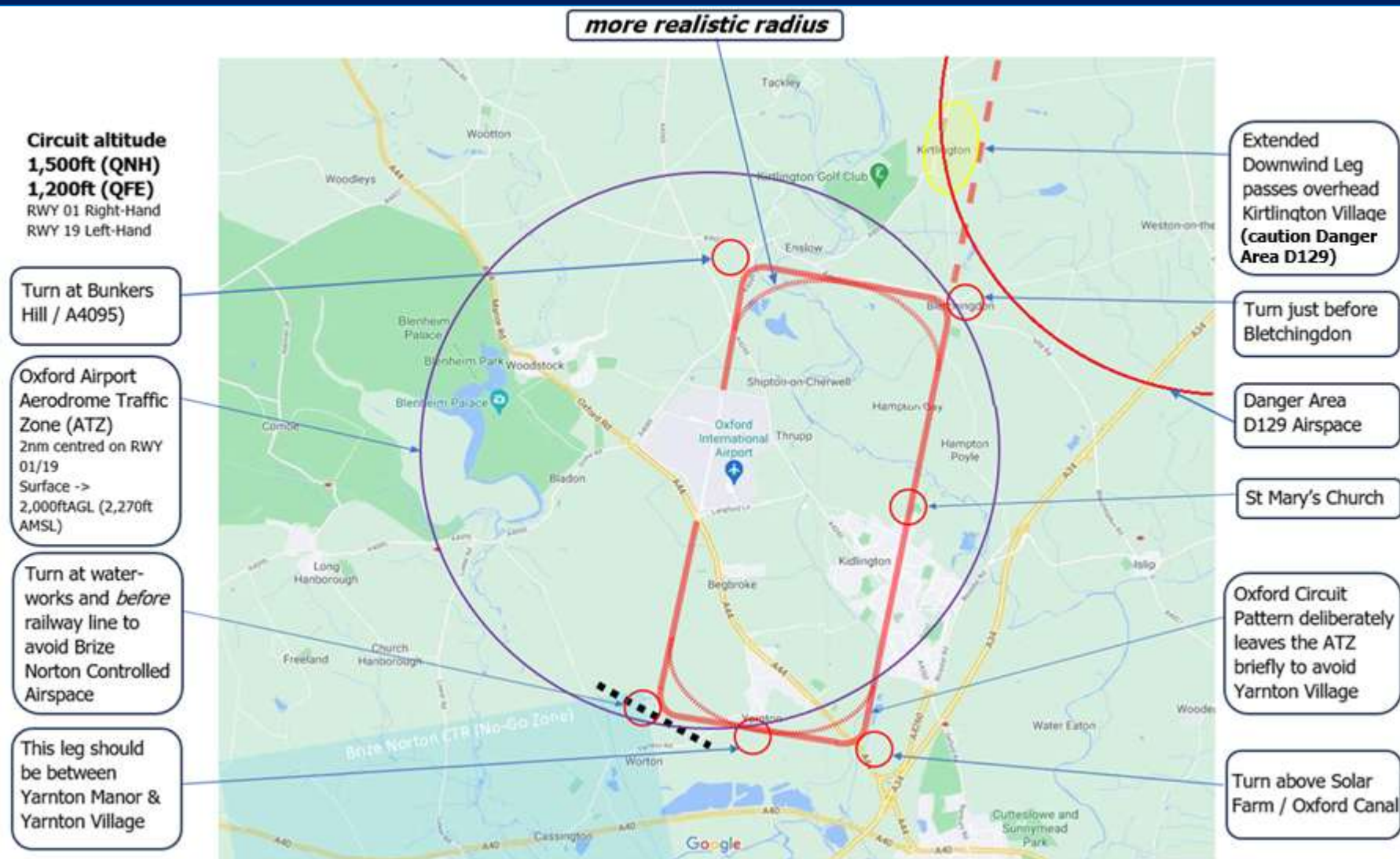
2.1 Below is a copy of our Aerodrome Chart (as detailed in AIP AIRAC 03/2025)
We have highlighted some helpful information and hotspots to use when moving around the Aerodrome.



(UK AIP AIRAC 03/2025)

Section 3: The Visual Circuit

3.1 The Oxford Circuit is 'non-standard' in the sense that we operate at a higher than usual altitude of 1,500ftQNH, and our pattern leaves the ATZ temporarily to the south-east.

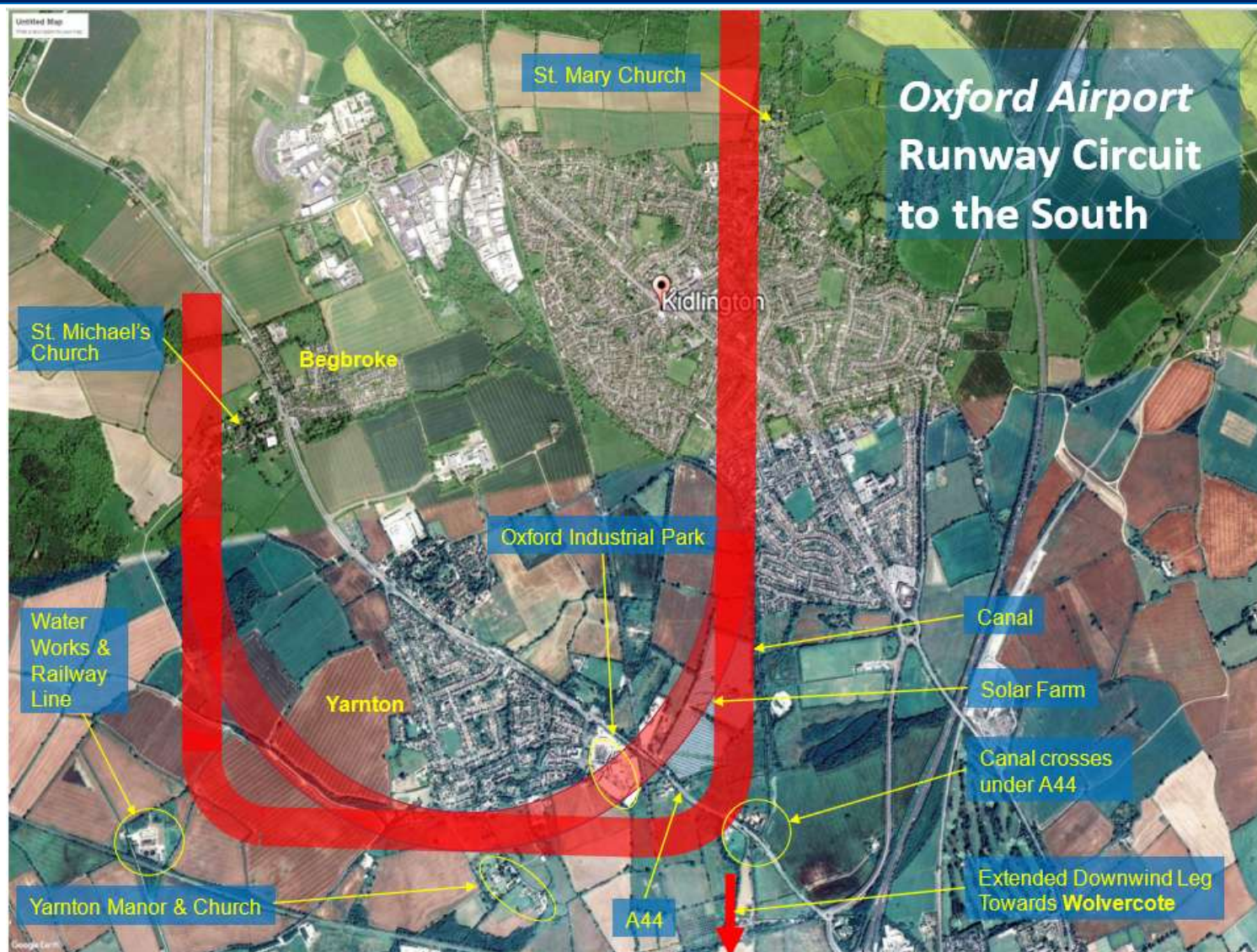


3.2 Here is a detailed look at the northern portion of our visual circuit. *(For illustrative purposes only. Always refer to the appropriate airspace charts and AIP documentation when planning)*



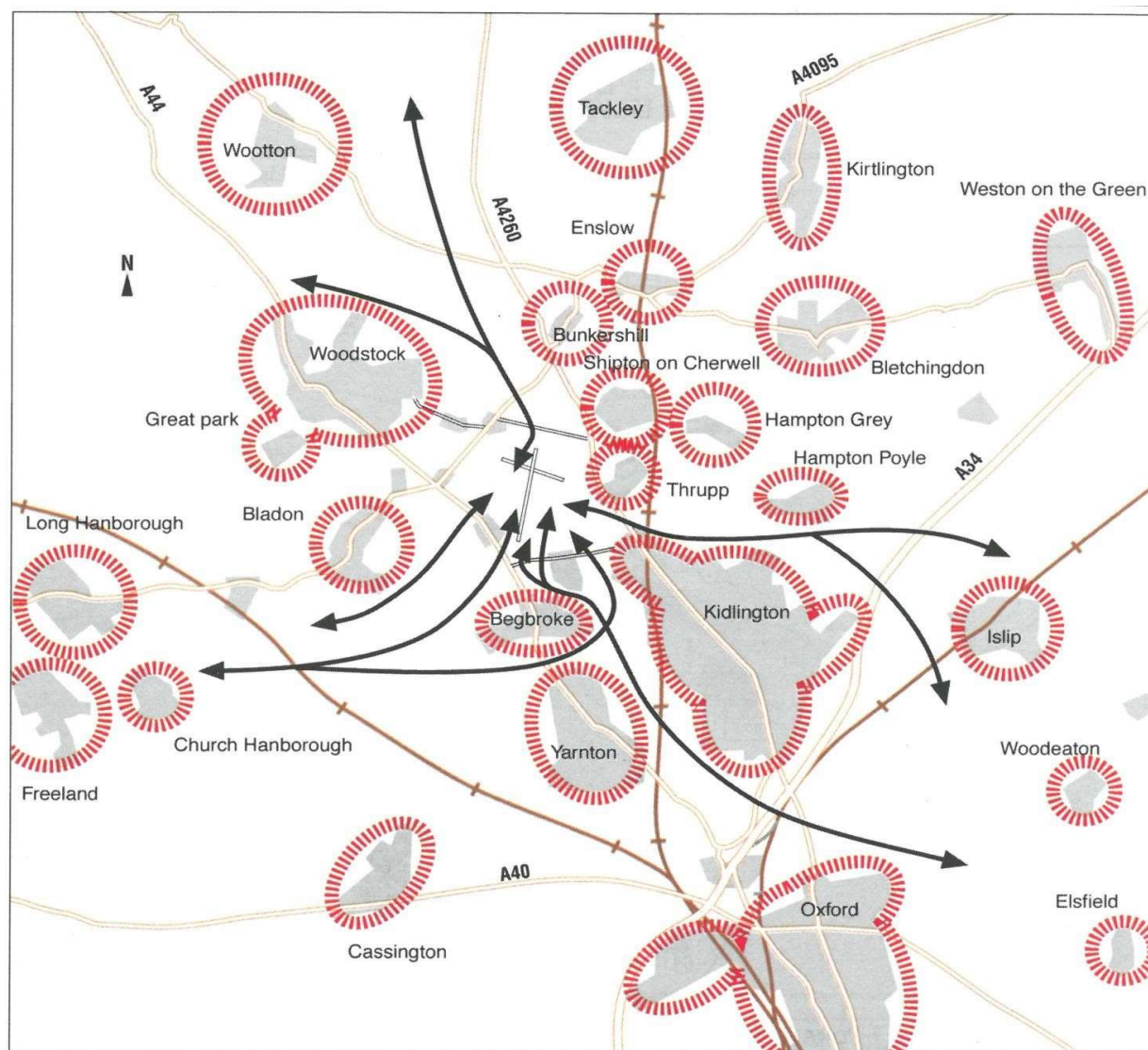
- Oxford circuit altitude is 'non-standard' at 1,500ft QNH or 1,200ft QFE.
- The most preferred, and commonly used method of joining the circuit is a base leg join from the direction you are routing inbound from, i.e.:
 - When routing inbound from the west, you are likely to be instructed to join Right Base for RWY 19 or Left Base for RWY 01.
 - When routing inbound from the east, you are likely to be instructed to join Left Base for RWY19 or Right Base for RWY 01.
- Helicopters often depart from 'Heli Holds' situated west and east of the runway. In doing so, they often will depart 'not above 1000ft QNH' to deconflict from circuit traffic.
- D129 is active Mon-Fri SR-SS and otherwise by NOTAM, promulgated on the Oxford ATIS. Extreme care should be taken when operating in the vicinity and when operating in the north-eastern portion of the circuit. Oxford ATC will issue you a crossing clearance where appropriate and available.

3.3 Here is a detailed look at the southern portion of our visual circuit. *(For illustrative purposes only. Always refer to the appropriate airspace charts and AIP documentation when planning)*



- Oxford circuit is 'non-standard' at 1,500ft QNH or 1,200ft QFE.
- The most preferred, and commonly used method of joining the circuit is a base leg join from the direction you are routing inbound from, i.e.:
 - When routing inbound from the west, you are likely to be instructed to join Right Base for RWY 19 or Left Base for RWY 01.
 - When routing inbound from the east, you are likely to be instructed to join Left Base for RWY19 or Right Base for RWY 01.
- The Oxford ATZ overlaps with the north-eastern corner of Brize Norton's Controlled Airspace. In this area, the Oxford ATZ has primacy. However, beyond the lateral and vertical limits of the south western ATZ boundary, a clearance is always required to enter the CTR.
- When departing from runway 19 or landing on runway 01, extreme care should be taken to avoid infringement of the Brize Norton CTR. As a reference point, the 'Water Works & Railway Line' is a good indicator for the start of controlled airspace. South of the Railway Line = inside the Brize CTR.

3.4 Helicopter Procedures & Noise Sensitive Areas



- Oxford utilises several 'Heli Hold Points' across the aerodrome (as detailed in Section 2: Airport Layout).
- Heli Hold '**November**' in the northeastern portion of aerodrome, and Heli Hold '**Whiskey**', west of the Runway mid-point, are often used as departure and arrival locations for helicopter traffic to aid expedition.

When utilising Heli Hold 'November':

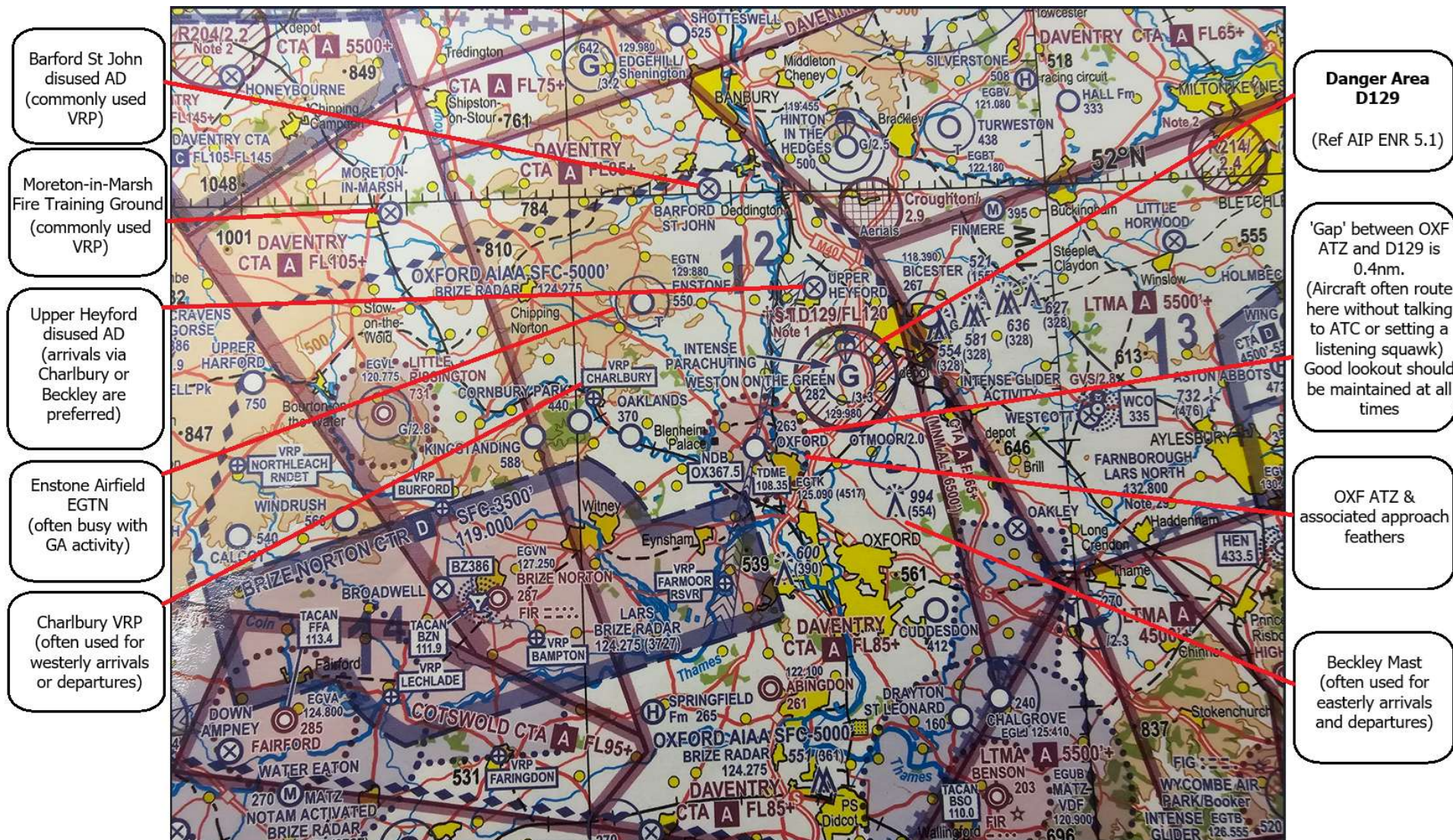
- Often a level restriction of 1000ft QNH will be applied when departing or arriving to deconflict with circuit traffic.
- Extreme care must be taken to avoid overflying our noise sensitive areas (shown left)
- Await onward clearance from Heli 'November' after landing. Clearance is required to move on from this area to any helipad.

When utilising Heli Hold 'Whiskey':

- Often a level restriction of 1000ft QNH will be applied when departing or arriving to deconflict with circuit traffic.
- Extreme care must be taken to avoid overflying our noise sensitive areas (shown left)
- Heli 'Whiskey' is situated within our 'Helicopter Training Area' which lies west of the Runway 01/19 and is often populated with other training helicopters.
- Await onward clearance from Heli 'Whiskey' after landing. This includes all areas north of taxiway 'D'

Section 4: Local Airspace

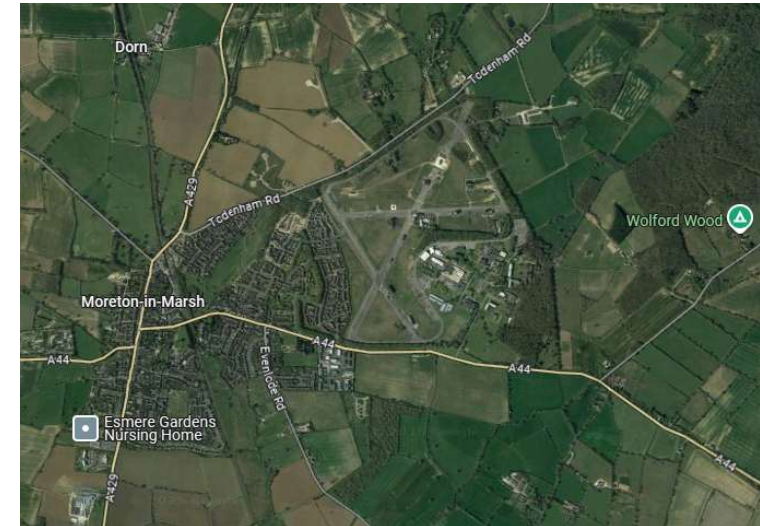
4.1 Details of the commonly used Visual Reference Points and airspace to look out for. (For illustrative purposes only. Always refer to the appropriate airspace charts and AIP documentation when planning)



4.2 Below is a more detailed look at the commonly used Visual Reference Points and landmarks.



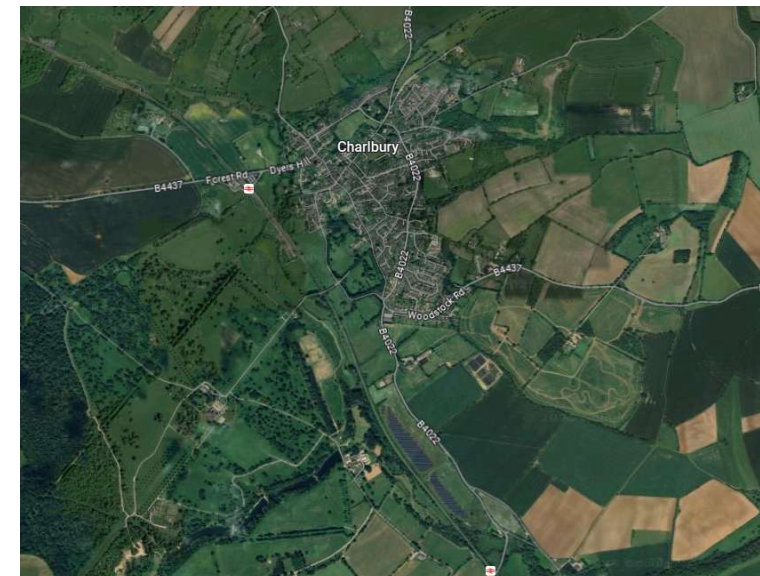
Top Left:
Barford St John
(Disused AD)
Approx. 11nm NNW
Oxford AD



Top Right:
Moreton-in-the-Marsh
Fire Training Ground
Approx. 19nm NW
Oxford AD



Bottom Left:
Upper Heyford
(Disused AD)
Approx. 7nm NNE
Oxford AD

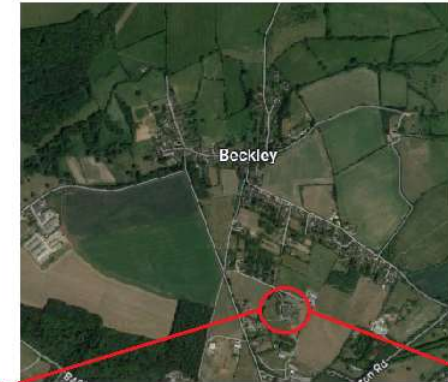


Bottom Right:
Charlbury VRP
Approx. 7nm WNW
Oxford AD

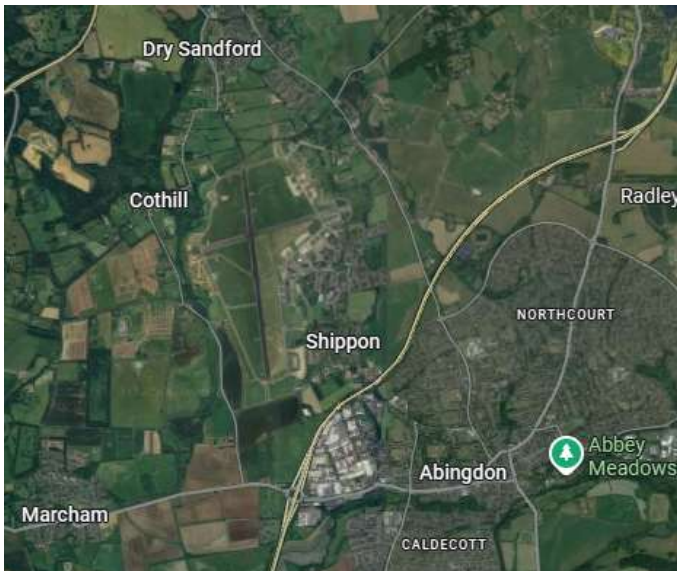
4.2 Below is a more detailed look at the commonly used Visual Reference Points and landmarks.



Top Left:
Farmoor Reservoir Approx.
5nm SSW Oxford AD
(inside the Brize CTR)



Right:
Beckley TV Mast
Approx. 7nm ESE Oxford AD



Bottom Left:
Abingdon Aerodrome
Approx. 10nm S Oxford AD
(Crew Caution: Similar Runway
Orientation)



5: Pre-flight Checklist

5.1 The following quick reference guide is offered in addition to the more detailed information a pilot should collect and consider when deciding and planning to fly.



Pilot:

- Is your licence and rating appropriate, valid & carried?
- Do you have your medical certificate or declaration? Is it valid?
- If you're carrying passengers, have you completed 3 take-offs and landings in the last 90 days? (90 day rule)
- Are you current to fly? Fit to fly? In a satisfactory physical and mental state? Have you considered [IMSAFE](#)?
- Have you briefed your passengers?

Aircraft:



- Is your aircraft in an airworthy condition?
- Does your aircraft have a valid Certificate of Airworthiness or Permit to Fly?
- Do you have the necessary equipment (i.e. survival)? Is it appropriate and operative?
- Is the mass, balance and performance within limits for the aircraft and aerodromes?
- Do you have the necessary documents on board?
- Is your insurance valid?

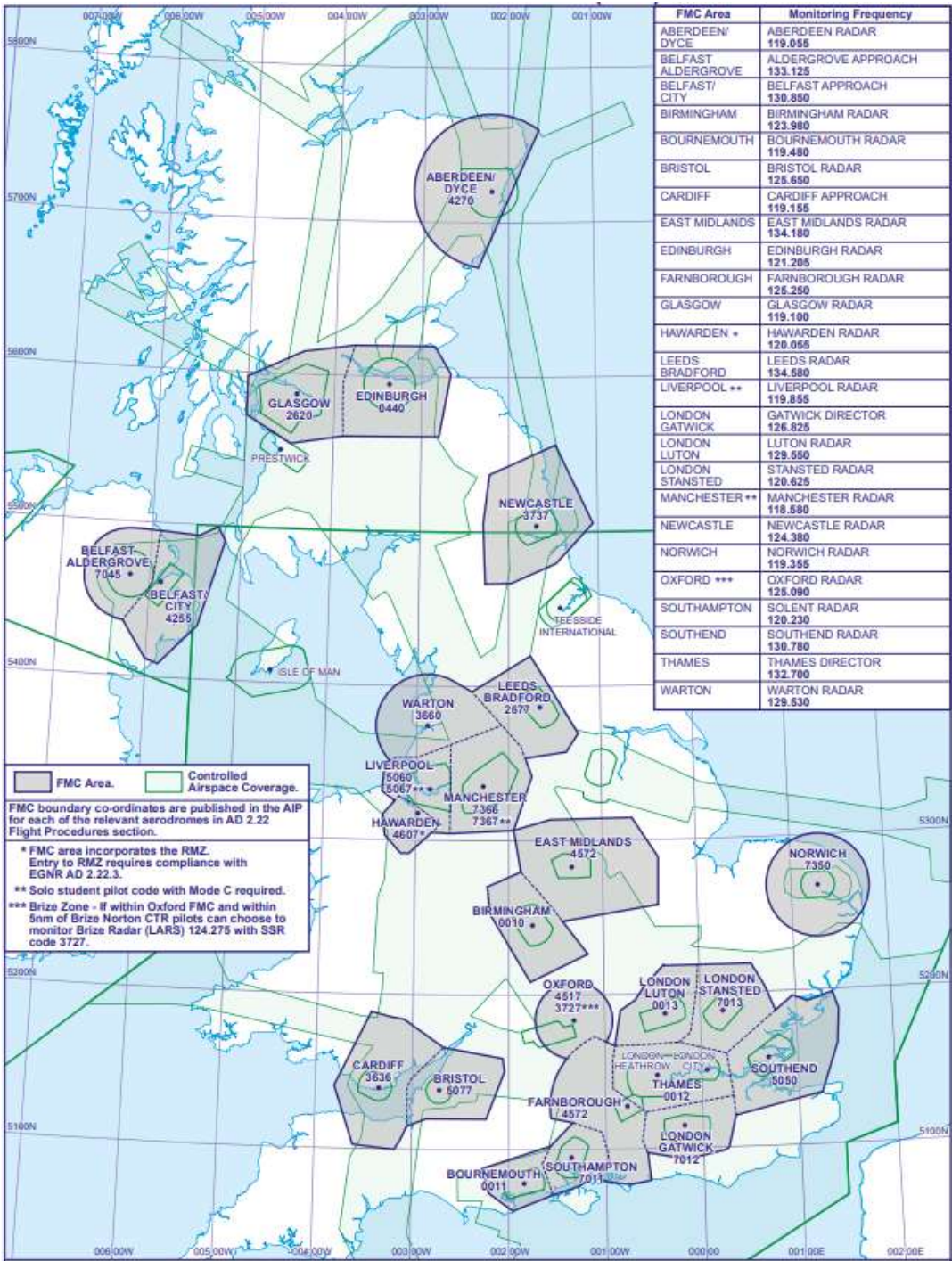
Pre-flight:



- Have you completed the pre-flight inspection?
- Have you checked the NOTAMs for route, destination and alternate aerodromes?
- Have you checked the weather conditions? Are they suitable?
- Are your charts current? Have you reviewed them?
- Is your GPS/Moving Map current? Is your route programmed?
- Have you briefed for your arrival aerodrome? Do you have alternates selected?
- Have you obtained PPR?
- Have you notified Border Force/Special Branch (if applicable)
- Have you checked the overnight weather for wind, frost or snow? (If aircraft to be left outside)

Section 6: Frequency Monitoring Codes

6.1 The following chart indicates areas where Frequency Monitoring Codes are in use within the UK Flight Information Region (FIR).



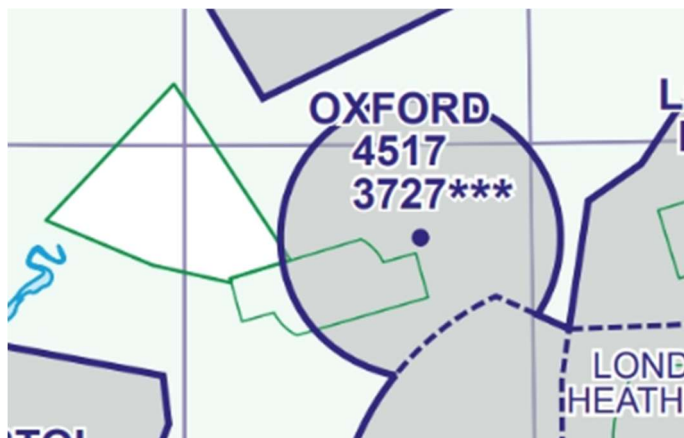
UK FMC Areas (12/2024)

Frequency Monitoring Codes, also known as listening squawks, are transponder codes used by pilots who are listening to a particular frequency but do not require a service, or in times where the frequency is particularly busy. They allow radar-equipped ATC units such as Oxford to see who is listening to a particular frequency, and shows air traffic controllers contact may be made with that aircraft (for instance if any aircraft is at risk of infringing controlled airspace).

For Oxford, the listening squawk is **4517**, and should only be selected when a pilot is listening to 'Oxford Radar' on 125.090 Mhz.

It is important to ensure you change your transponder code to 7000 or another appropriate squawk when you change frequency enroute.

6.2 Using the Oxford FMC.



Oxford FMC Area (12/2024)

If you're operating within the Oxford FMC Area and do not wish to receive an ATC service, pilots are encouraged to select 4517 (Oxford) or 3727 (Brize Norton) as their transponder code. This tells ATC that you're listening to Oxford Radar (125.090Mhz) or Brize LARS (124.280Mhz) respectively.

Given the proximity of our aerodromes, Oxford and RAF Brize Norton work closely with each other to coordinate and deconflict our respective traffic. If you're listening to Oxford or Brize Norton, with the appropriate FMC set, either unit can then establish communication with pilots operating in the vicinity using direct lines of communication between our two facilities. Our controllers will only establish communication when necessary.

As part of your pre-flight preparations and when considering the use of FMC's, consider the following:

- At what portions of the flight is an FMC likely to be appropriate?
- Consider if your flight crosses, or passes close to, final approach tracks, instrument approach feathers or aerodrome traffic zones in uncontrolled airspace. If it does, setting the appropriate FMC in good time is likely to promote much safer flying conditions.
- Is it appropriate to operate without an ATC service? Would it be safer to operate under the provisions of an ATC service?
- Has your Mode-S I.D been set correctly? (ATC units will not be able to identify or contact you effectively if your Mode-S I.D is not set correctly).

Section 7: Booking In & Out / Slot Bookings

7.1 This section explains how our 'booking in & out' process works at Oxford with additional information on training slot and circuit slot bookings.

Oxford operates a strict 'Prior Permission Required' (PPR) policy for us to manage our traffic volume safely and effectively. A minimum of 30 minutes notice is required to Oxford ATC of any flight arriving or departing our aerodrome. Similarly, for training instrument approaches and circuit training bookings, a minimum 30 minutes notice is required when making these bookings.

Notification of Flight - Booking in & Out

Oxford currently accepts two forms of 'Notification' or Book In/Out; a telephone notification or an email. In either case, the same amount of information is required each time as outlines below.

Note: The filing of a VFR or IFR flight plan alone does not constitute PPR. A telephone or email request and subsequent approval is always required in addition to any flight plan. ATC reserve the right to amend bookings on a tactical basis where necessary.

Making a Notification of Flight (PPR)

1. For email bookings, address your email to **atc1@londonoxfordairport.com**
2. For telephone bookings, contact our Air Traffic Control team on 01865 290650, selecting Option 2 for PPR requests.
3. For telephone PPR, our team will ask you for all of the necessary details, but to help streamline the process, have the following information to hand or provide in your email:
 - a. Aircraft Registration
 - b. Aircraft Callsign (if different to registration)
 - c. Aircraft Type
 - d. Intended Flight Rules (VFR/IFR) (*Note: For IFR without a flight plan, please provide your intended routing and requested cruising level*)
 - e. Destination Aerodrome or Departure Aerodrome
 - f. Estimated Departure or Arrival Time
 - g. Total Number of Persons on Board
 - h. Contact Telephone (ideally for the aircraft commander)
 - i. If you know in advance that your flight should be associated with a based operator account, please provide the name of this organisation or person.

Training Slots

Oxford operates a comprehensive slot booking and management system to allow us to safely integrate our commercial, training and general aviation operators. All Arrivals, Circuit and Instrument Approach training require a slot booking within this system (this can be made at time of PPR, subject to availability). Our slot system is available to view in real time on our website. To check slot availability as part of your flight planning, visit www.oxfordairport.co.uk/slot-schedule or contact our team on 01865 290650 Option 1 for the latest availability.

Note: We understand delays occur and are often unavoidable. In the event of any delay please contact our team as soon as practicable to avoid unnecessary overdue actions.

Section 8: Departures

8.1 Here we've compiled some helpful information for fixed-wing and helicopter crews on what to expect when departing Oxford under Instrument Flight Rules (IFR), including our Noise Abatement Procedure.

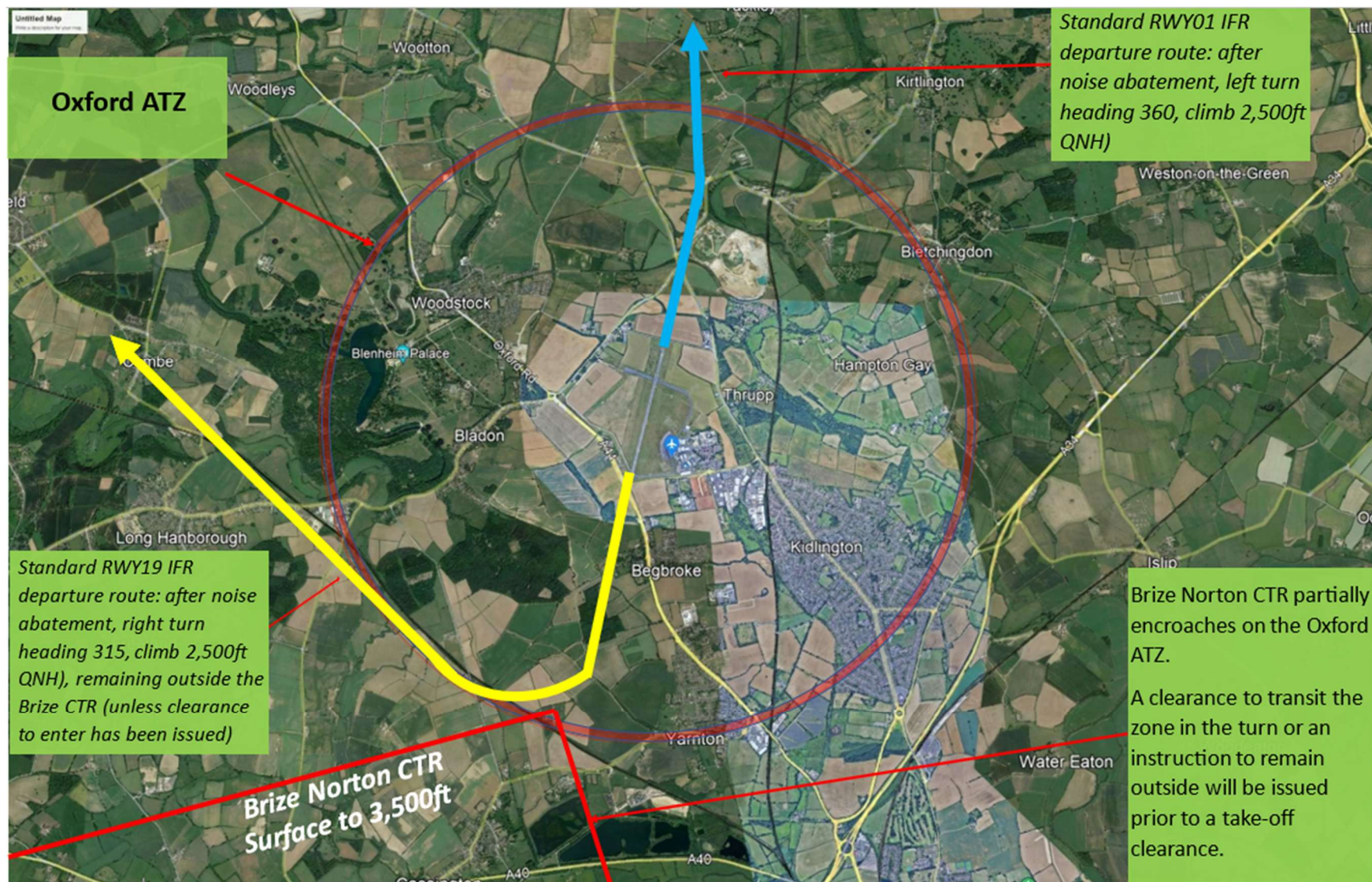
IFR Departures

- Oxford deploys an Automatic Terminal Information Service (ATIS) on frequency 136.230MHz, which continuously broadcasts aerodrome information and weather. (Our ATIS combines arrival and departure information into one ATIS Message).
- As well as pertinent aerodrome information, you'll also be able to establish if our Ground Movement Control position (Callsign: Oxford Ground) is open. Otherwise, call Oxford Tower for Start/Taxi.
- All IFR aircraft require a start clearance from ATC.
- If you're joining controlled airspace, ATC clearances are arranged tactically on each start. Expect to receive IFR departure instructions on taxi. Oxford does not have any published Standard Instrument Departures.
- Oxford operates a Noise Abatement Procedure as follows, as per our AIP entry:
 - After departing from **Runway 01**, climb ahead to 1000 FT QNH or 1.0 DME I OXF, whichever is the earliest, before turning on course.
 - After departing from **Runway 19**, climb straight ahead to 1000 FT QNH or 1.0 DME I OXF, whichever is the earliest, before turning right. Aircraft intending to turn left, climb ahead to 1.5 DME I OXF
- Most IFR departures will be assigned 'Standard After Departure Instructions' as follows:
 - Runway 19 – "after departure turn right heading 315, climb to altitude 2,500ft, squawk ****"
 - **Note:** an instruction to remain outside the Brize Norton Control Zone **or** a clearance to transit the zone in the turn will be issued prior to a take-off clearance.
 - Runway 01 – "after departure turn left heading 360 degrees, climb to 2,500ft, squawk ****"
- Where restrictions and the prevailing traffic conditions allow, Oxford ATC may be able to clear you into the Brize Norton Control Zone when routing to the south, or a more direct routing as per your flight planned route. ATC will advise at the time whether this is possible.
- For IFR flights joining the airways structure, a full list of flight plan departure routes can be found in the Oxford AIP entry.



- The process for IFR helicopter departures is the same as the process outlined above, however Helicopter crews can normally expect to access the runway for departure from one of our Heli Hold Points (as detailed at Section 2.1)

8.2 Below is an illustration of IFR departure routings for Runway 01 and 19. *(For illustrative purposes only. Always refer to the appropriate airspace charts and AIP documentation when planning)*



8.3 Here we've compiled some helpful information for fixed-wing and helicopter crews on what to expect when departing Oxford under Visual Flight Rules (VFR).

VFR Departures



- Oxford deploys an Automatic Terminal Information Service (ATIS) on frequency 136.230MHz, which continuously broadcasts aerodrome information and weather. (Our ATIS combines arrival and departure information into one ATIS Message).
- As well as pertinent aerodrome information, you'll also be able to establish if our Ground Movement Control position (Callsign: Oxford Ground) is open.
 - VFR fixed wing aircraft do not require start clearance from ATC.
 - The runway in use will determine where engine run-up checks may be completed:
 - Runway 19 – East of the C3 holding point. (position on the north side of the run up area for checks to allow other aircraft to pass on the south side)
 - Runway 01 – On the 'Alpha' taxiway between holding points A1 and A2.
- VFR departure instructions will usually be issued either at your request, or when you call ready for departure. The VFR departure instructions for Oxford, regardless of runway in use are:
 - "after departure, climb not above altitude 2,000ft until advised by Oxford Radar, squawk xxxx".
 - **Note:** if you require a 'traffic service' after departure, please inform the Ground/Tower controller when you request your departure instructions or call ready for departure.
- The Oxford visual circuit altitude is 1,500ft QNH (1,200ft QFE) and is predominantly an easterly pattern - i.e Rwy 19 left-hand or Rwy 01 right-hand (See Section 3).
- **Crew Caution:** A large proportion of airspace infringements occur during the departure phase of flight, owing to the proximity of the Brize Control Zone & Danger Area D129 to the Oxford ATZ. Pilots should exercise caution on departure. See Section 3: Local Airspace for further information.
- Oxford ATC have the capability of organising Brize Norton Control Zone transits for flights departing Oxford, looking to transit the Zone. If you wish to transit the CTR, tell us when you book out and we can arrange this for you (subject to Brize Norton traffic situation)
- Oxford ATC provide the Special Use Airspace Crossing Service for D129 (Weston-on-the-Green) and can provide you with clearance to cross this area on departure if available.
 - Helicopters **do** require a start clearance from ATC
 - Helicopters departing VFR may request to use the runway if desired, however the normal method for departing VFR helicopters is from one of our Heli Hold Points (See Section 2.1 Airport Layout) depending on direction of departure.



Note: there may be occasions when a height restriction of 'not above 1000ft' may be applied to deconflict your flight from traffic in the visual circuit.

Section 9: Arrivals

9.1 Here we've compiled some helpful information for fixed-wing and helicopter crews on what to expect when approaching and landing at Oxford under Instrument Flight Rules (IFR).

IFR Arrivals




- The ATIS (136.230MHz) will broadcast what type of instrument approach you can expect at Oxford (Runway 19 – ILS/DME or Runway 01 – NDB/DME) and whether Ground is open.
- Unless specified by the crew for pilot training purposes, arriving IFR aircraft should expect radar vectors to final approach (during radar hours of 0730z-1930z) or a Procedural Approach outside of these hours.
- Oxford will normally utilise Runway 19 with up to a 5kt tailwind due to precision approach availability.
- When operating on Runway 01, clearance to enter the Brize Norton Control Zone will be coordinated for you by Oxford ATC as part of your approach.
- **Crew Caution:**
 - Abingdon Airfield is located 10nm south of Oxford and has a similar runway configuration.
 - Oxford ATZ is situated among the Oxford Area of Intense Aerial Activity, within 'Class G' Airspace.



- The process for IFR helicopter arrivals is the same as the process outlined above, however Helicopter crews can normally expect to exit the runway after landing from either Heli Hold 'S' or 'E' (as detailed at Section 2.1) For larger variants or wheeled helicopters, you may be required to set down on the 'Bravo' or 'Alpha' taxiway and ground taxi to parking from there.

9.2 Here we've compiled some helpful information for fixed-wing and helicopter crews on what to expect when approaching and landing at Oxford under Visual Flight Rules (VFR).

VFR Arrivals

- The ATIS (136.230MHz) will broadcast the Runway in use, the status of Danger Area D129 (Weston-on-the-Green) parachuting site (remain outside if notified as active) and whether Ground is open.
 - Arriving aircraft should make their initial call to Oxford Radar on 125.090MHz **no later than** 10mins flying time or 10nm from Oxford, specifying the appropriate ATIS code and type of ATC service required.
 - When routing inbound, descend to circuit altitude (1,500ft QNH / 1,200ft QFE) by 5nm from Oxford.
 - The routine method of joining the visual circuit at Oxford is to make a direct join towards 'base leg' from the direction you're routing inbound from (i.e inbound runway 19 from the east – left base join)
 - Straight-in approaches are available subject to instrument traffic and may be requested not less than 10nm from the aerodrome, so as to not conflict with traffic established on the instrument approach.
 - **Crew Caution:** A large proportion of airspace infringements occur with VFR traffic routing inbound for Runway 01 owing to the proximity of the Brize Norton Control Zone and the Oxford ATZ. Oxford ATC **strongly encourage** the use of 'Moving Map' or Satellite Navigation based software, particularly when operating within the Oxford Area of Intense Aerial Activity.
- 
- Helicopters arriving VFR may request to use the runway if desired, however the normal and most expeditious method for arriving VFR helicopters is from one of our Heli Hold Points (See Section 2.1 Airport Layout) depending on direction of arrival. For larger variants or wheeled helicopters, you may be required to set down on the 'Bravo' or 'Alpha' taxiway and ground taxi to parking from there.
 - **Note:** there may be occasions when a height restriction of 'not above 1000ft' may be applied in order to deconflict your flight from traffic in the visual circuit.



Section 10: Additional Information

9.1 Further Reading

Further information on various other locations around the UK is available via the Airspace & Safety Initiative website, including free access to other similar publications for other UK aerodromes and airspace structures. Visit www.airspacesafety.com for helpful guides, tutorials, and podcasts.

9.2 Technology & Aviation

With modern technology advancing every day, Oxford actively encourages the use of 'Moving Map' devices as part of your flight planning and in-flight management including the use of software and equipment such as SkyDemon and GPS Units.

Loss of situational awareness can occur at any time for many reasons. Moving Map devices not only assist in maintaining and regaining situational awareness, but also provide a large amount of aerodrome and airspace information at the touch of a button. When using these devices, always ensure you're using the most up-to-date version of software and mapping, and always have a backup plan in the event of unexpected issues with your electronic devices.

9.3 "Take 2" – Local Airspace Infringement Team Initiative


A simple and useful method to bear in mind when planning and conducting your flight, consider applying the 'Take 2' initiative (*notwithstanding the proximity of the Oxford ATZ and Brize Norton CTR as explained in previous sections*); plan to remain a minimum of 2nm laterally and 200ft vertically from the limits of controlled/notified airspace. This also builds in a 'buffer zone' for your flight to account for any unexpected deviation (I.e. due to weather) or drifting off track whilst carrying out other tasks. For further advice and information, why not visit: www.infringements.caa.co.uk/tutorial/impacts-of-infringement/

9.3 Flight Support, Information & Handling

Oxford offer a wide range of handling options and support, from onward transport arrangements to overnight hangarage. If you require further assistance, contact our Airport Operations and Customer Service Representatives on 01865 290600.

 Website:
www.oxfordairport.co.uk

 ATC Contact:
01865 290650

 ATC Email address:
atc1@londonoxfordairport.com
