Safe shared airspace
- **Oxford airport**

This is a self-briefing for sailplane pilots.
The charts included here are illustrative only. Please refer to the current chart and instrument procedures for detail.
Published March 2026

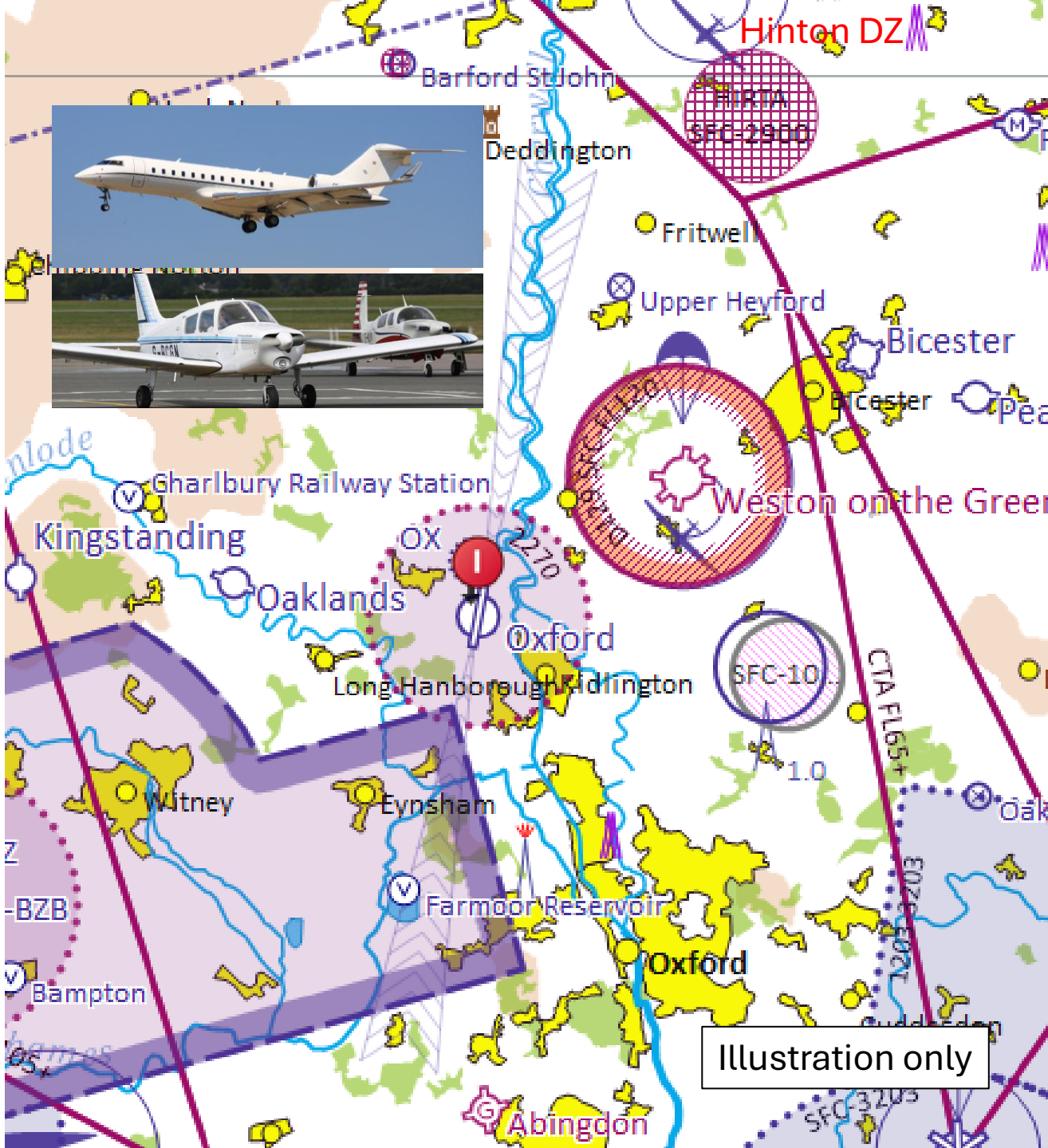
Overview

Local airport with hard runway and radar. Mix of GA private light aircraft, GA corporate aircraft, GA pilot training and GA rotary.

ATZ with visual circuit to the east, partially outside the ATZ.

A significant amount of Oxford traffic chooses to use a procedural or radar vectored service flying under IFR even in good VMC. In which case ATC provides lateral and vertical separation.

Note adjacent class D at Brize Norton, the D129 danger area, and the Hinton DZ.



Example approach chart

This chart is one of several for Oxford procedures – full details are in the UK AIP.

Pilots use instrument approach charts to plan for flying procedural or radar vectored approaches under IFR.

Note:

- the charts being used in IFR flight may not make it clear to the pilot which class of airspace the aircraft is flying in.
- visiting pilots unfamiliar with UK airspace may not be expecting sailplanes to be flying in the area.
- pilots will fly IFR procedures despite good weather. Their lookout will be impacted because they are monitoring instruments and, in some cases, also teaching a student pilot.

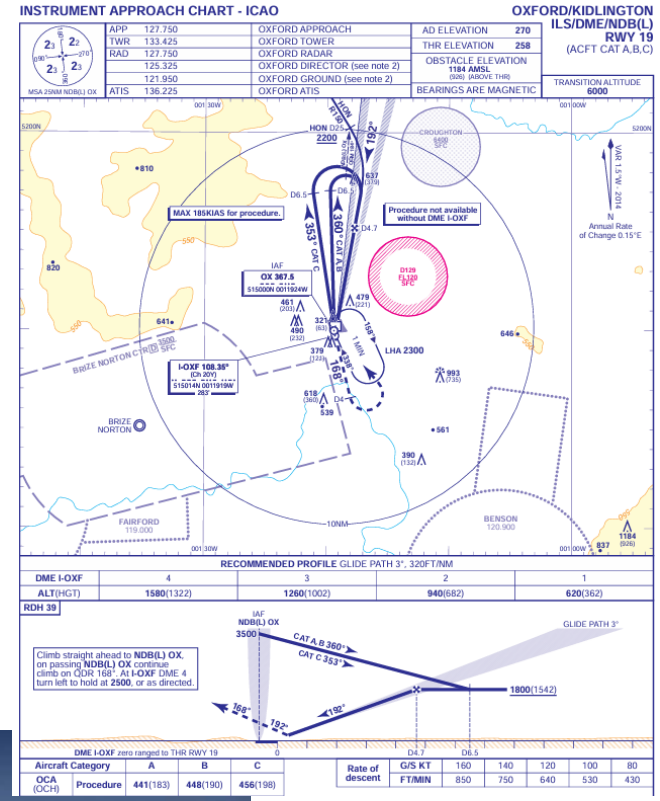


Illustration only

Hazard example - positioning traffic

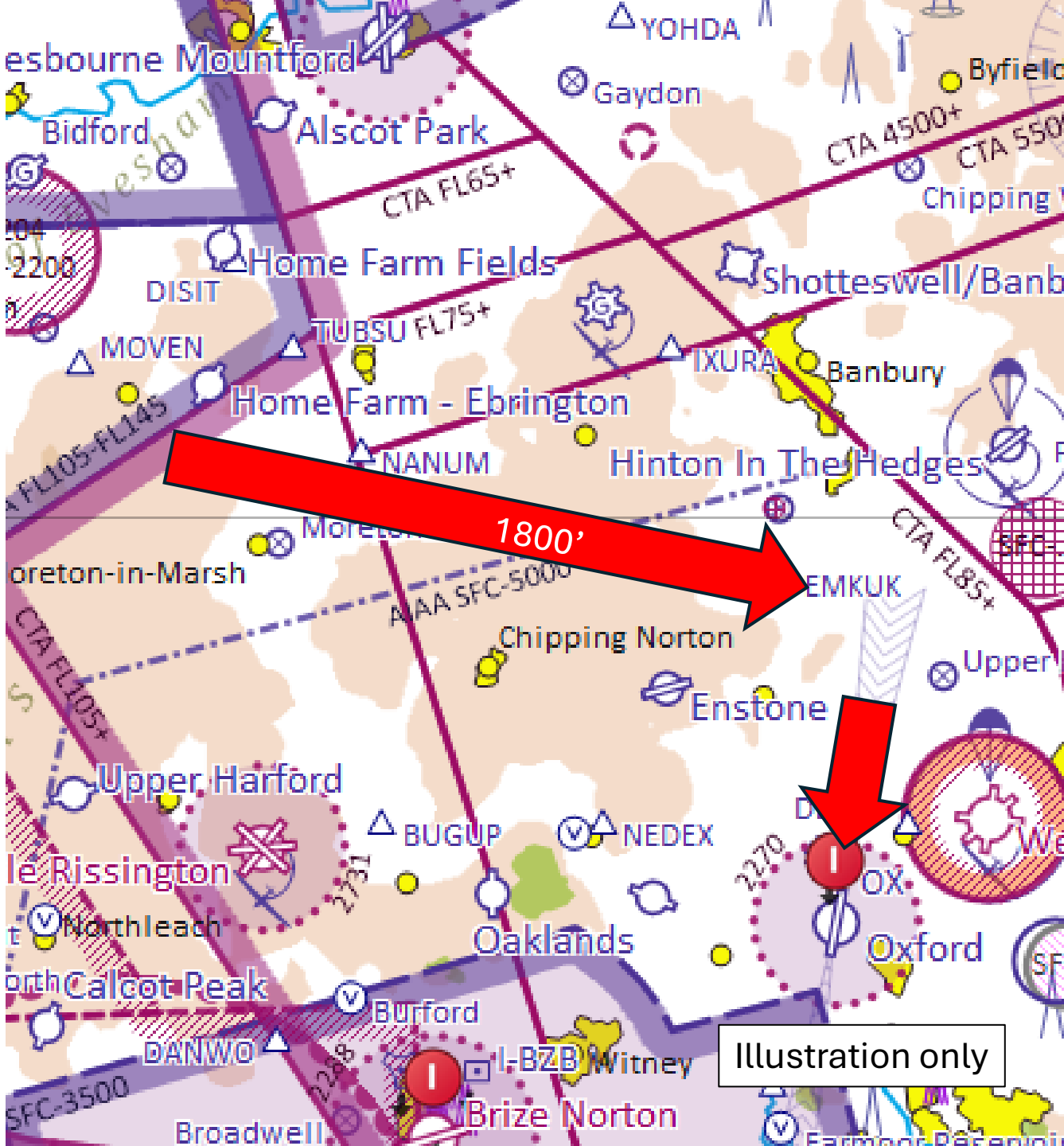
Aircraft can arrive for an approach from any direction and at any height (max speed 250kts).

ATC may step down aircraft from controlled airspace before being radar vectored at around 1800’ QNH towards the approach, e.g. as illustrated on the right.

Notes:

Non-UK based traffic approaching Oxford may not understand the service provided or be aware of the class of airspace (i.e. class G).

Non-transponder traffic – e.g. a sailplane - *may* be seen on radar until it circles, at which point the radar speed filter removes the trace.



Hazard example - approach

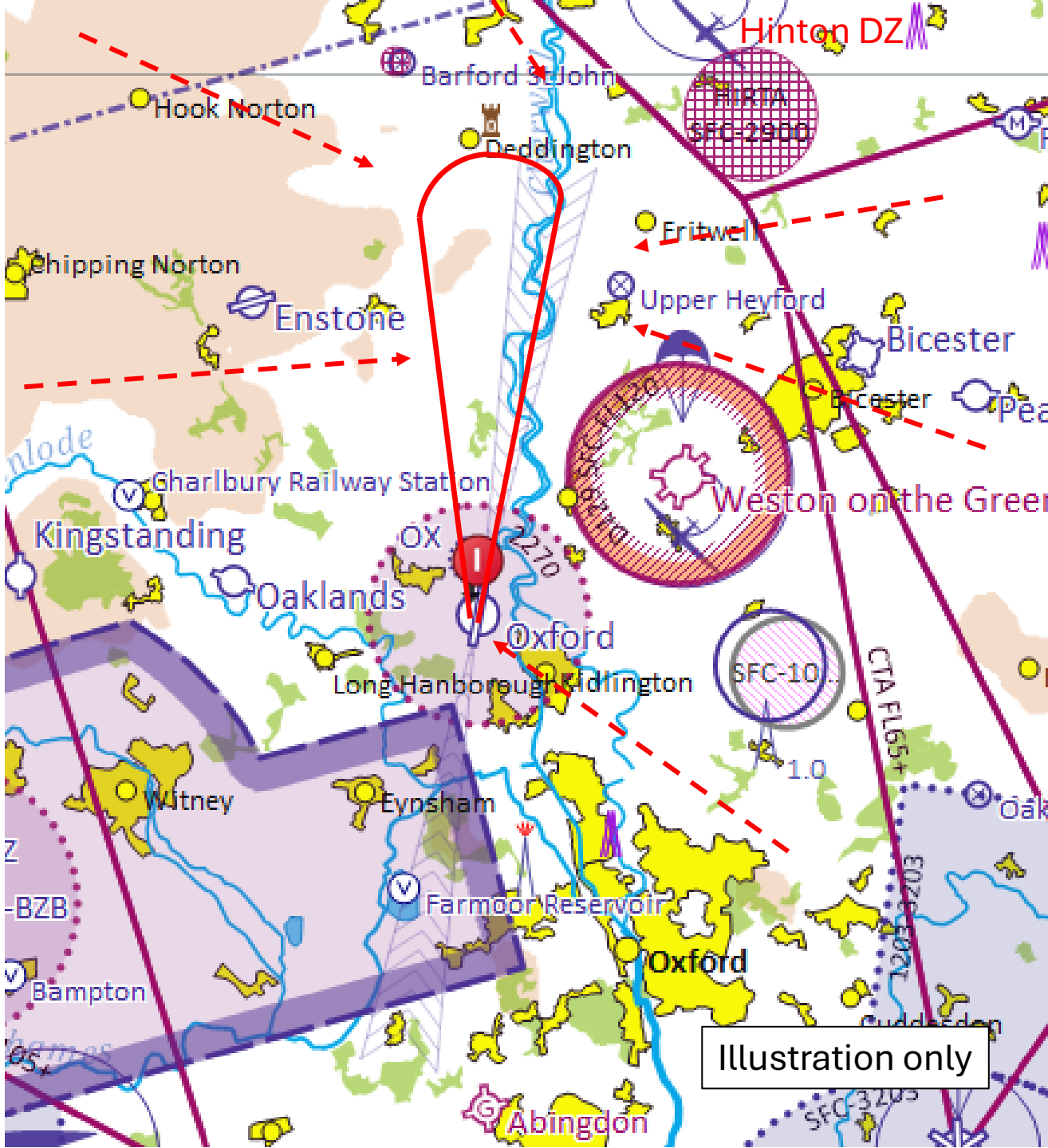
A typical scenario involves either:

- arriving overhead Oxford airport at 3500', heading north, while descending for a turn onto a 12-mile approach to runway 19.
- or being radar vectored to intercept the 19 approach at approximately 1800' from any direction (e.g - - - - - →)

Note:

Runway 19 is used even with a 5kt tailwind. Runway 01 tends not to be an issue for sailplanes unless they are transiting the Brize zone (in which case Brize and Oxford should co-ordinate).

Non-transponder traffic – e.g. a sailplane - may be seen on radar until it circles, at which point the radar speed filter removes the radar trace.

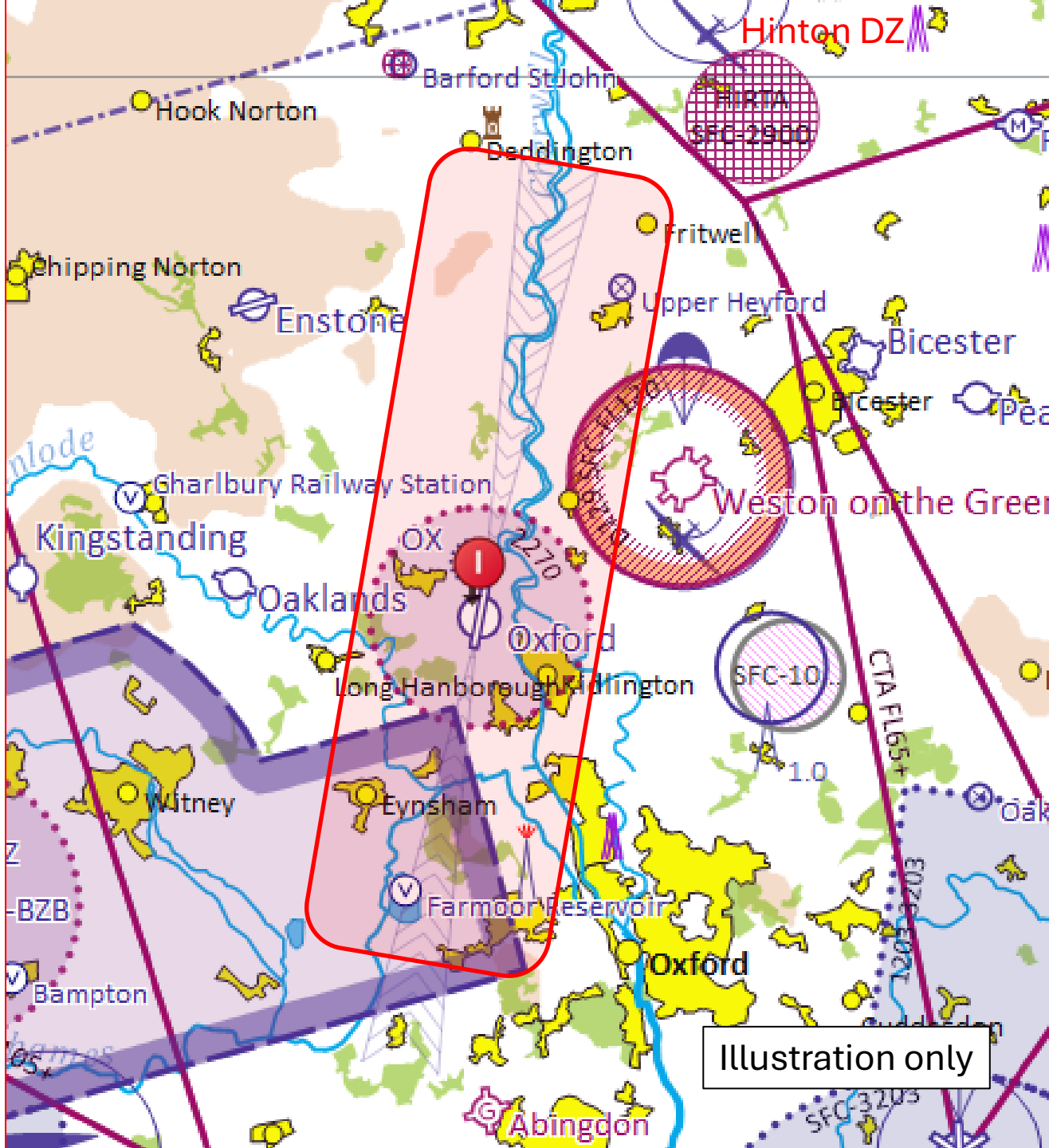


How you can help

Plan ahead & manage the risk by remaining clear of known airspace hazards.

The greatest hazard is traffic joining and flying on the extended approach to 19. **So:**

- If you need to fly within 10 miles of Oxford airport and are equipped with a transponder, please ensure it is operating. A listening squawk is available – see next slide.
- If you expect to fly within the red box (see right), **well ahead of doing so** please call Oxford approach on 125.090. Controllers are primarily interested in your location, track, altitude, and whether climbing or descending.
- Please avoid the Oxford airport overhead <4000’ QNH. And remember that permission is required before entering an ATZ.



More information

Oxford airport website

Oxford airport pilot guide

Listening squawk detail - for Oxford, the listening squawk is 4517 and should only be selected when a pilot is listening to ‘Oxford Radar’ on 125.090 Mhz. Otherwise, use 7000.

UK AIP

Brize Norton CTR Crossing Guide

BGA maintaining safe airspace information