

WAAS CH 72922 W36A	APP CRS 005°	Rwy Ldg 5301 TDZE 721 Apt Elev 730
--	------------------------	---

RNAV (GPS) RWY 36
WATERBURY-OXFORD (OXC)

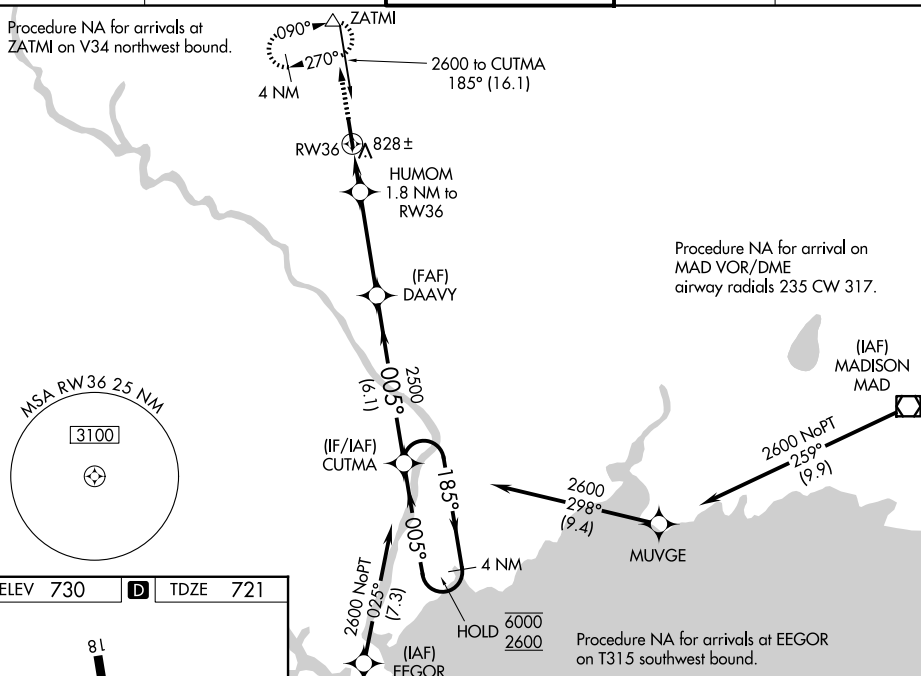
RNP APCH - GPS.

- T** Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Baro-VNAV and VDP NA when using DXR altimeter setting. When local altimeter setting not received, use DXR altimeter setting: increase LPV DA to 1049 feet and all visibilities $\frac{1}{4}$ SM; increase LNAV/VNAV DA to 1175 feet and all visibilities $\frac{3}{8}$ SM; increase all MDAs 80 feet and LNAV visibility Cats C and D $\frac{1}{8}$ SM, and Circling visibility Cats C and D $\frac{1}{4}$ SM.

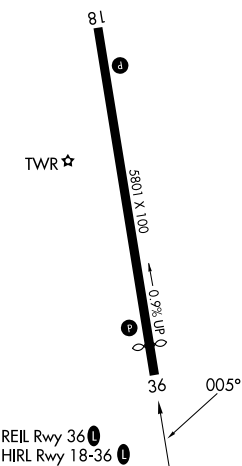
MISSED APPROACH:
Climb to 3000 direct
ZATMI and hold,
continue climb-in-hold
to 3000.

ATIS 132.975	NEW YORK APP CON 124.075 343.65	OXFORD TOWER ★ 118.475 (CTAF) 0	GND CON 121.65	UNICOM 122.95
-----------------	------------------------------------	------------------------------------	-------------------	------------------

Procedure NA for arrivals at
ZATMI on V34 northwest bound.



ELEV 730	D	TDZE 721
----------	----------	----------



The diagram illustrates the RW36 instrument landing system profile. Key features include:

- ZATMI**: A vertical marker at the start of the profile.
- HUMOM**: A point 1.8 NM from RW36.
- DAAVY**: A point 2500 feet above the ground.
- CUTMA**: The final segment of the profile.
- GP 3.00° TCH 56'**: The glide path angle and threshold crossing height.
- Segments and Distances**:
 - Segment 1: 1.2 NM to RW36.
 - Segment 2: 0.6 NM.
 - Segment 3: 3.8 NM.
 - Segment 4: 6.1 NM.
- Angles**: The profile descends at 005° and ascends at 185°.