

LOC/DME I-OCX

109.55

Chan 32(Y)

APP CRS

005°

Rwy Ldg

5301

TDZE

721

Apt Elev

730

ILS or LOC RWY 36

WATERBURY-OXFORD (OXC)

RNP APCH - GPS. From EEGOR or MAD VOR/DME.

DME required.

▼

▲

Rwy 36 helicopter visibility reduction below ¾ SM NA. When local weather not received, use DXR altimeter setting: increase S-ILS 35 DA to 1049 and all Cats visibilities ¼ SM; increase all MDAs 80 feet and S-LOC 36 visibility Cat C and D ½ SM, and Circling visibility Cat C and D ¼ SM.

MISSED APPROACH: Climb to 3000 on heading 005° and MAD VOR/DME R-317 to ZATMI/MAD 24.9 DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	OXFORD TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
132.975	124.075 343.65	118.475 (CTAF) 0	121.65	121.65	135.1 (When twr closed)	122.95

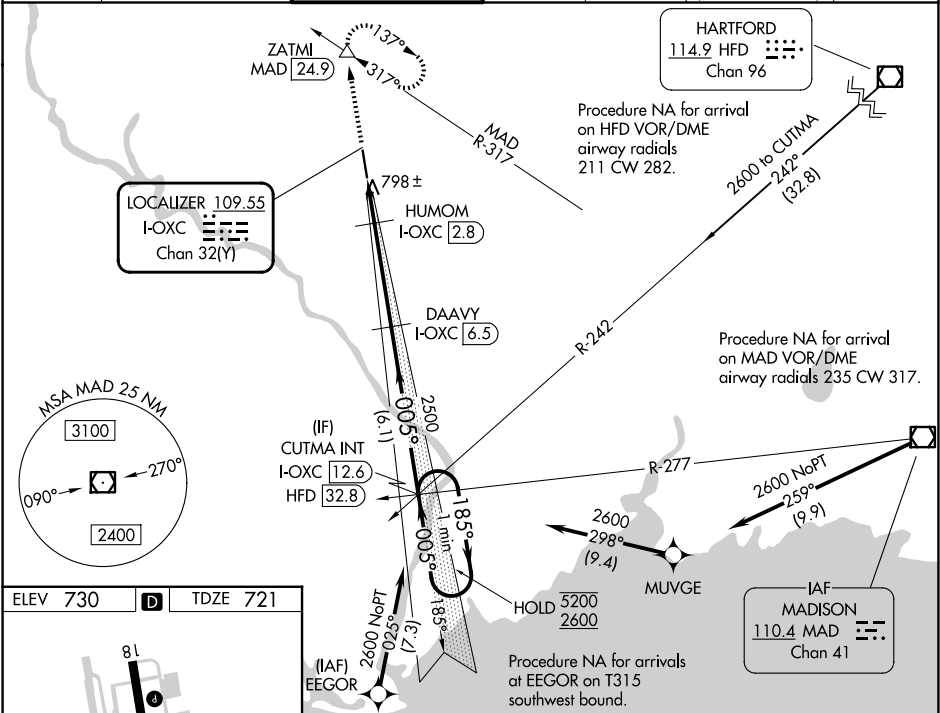


Diagram illustrating the HIRL Rwy 18-36 approach. The runway is 500' x 100' and has a 0.9% up slope. The heading is 005°. The diagram also shows the REIL Rwy 36 and HIRL Rwy 18-36.

Diagram illustrating the DAAVY I-OCX 6.5 approach. The altitude is 3000'. The heading is 005°. The MAD is R-317. The ZATMI is indicated. The HUMOM I-OCX is 2.8. The DAAVY I-OCX is 6.5. The CUTMA INT I-OCX is 12.6. The One Minute Holding Pattern is shown. The GS is unusable below 965 MSL. The GS is 3.00° TCH 56. The CATEGORY is A. The S-ILS 36 is 971-¾. The S-LOC 36 is 1180-1. The CIRCLING is 1360-1. The diagram also shows the 2500' altitude, the 1300' altitude, and the 185° and 005° headings.

CATEGORY	A	B	C	D
S-ILS 36		971-¾	250 (300-¾)	
S-LOC 36	1180-1	459 (500-1)	1180-1¾	459 (500-1¾)
CIRCLING	1360-1	630 (700-1)	1380-1¾ 650 (700-1¾)	1460-2¼ 730 (800-2¼)