

WAAS CH 72922 W36A	APP CRS 005°	Rwy Ldg TDZE 721 Apt Elev 730
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RNAV (GPS) RWY 36

WATERBURY-OXFORD (OXC)

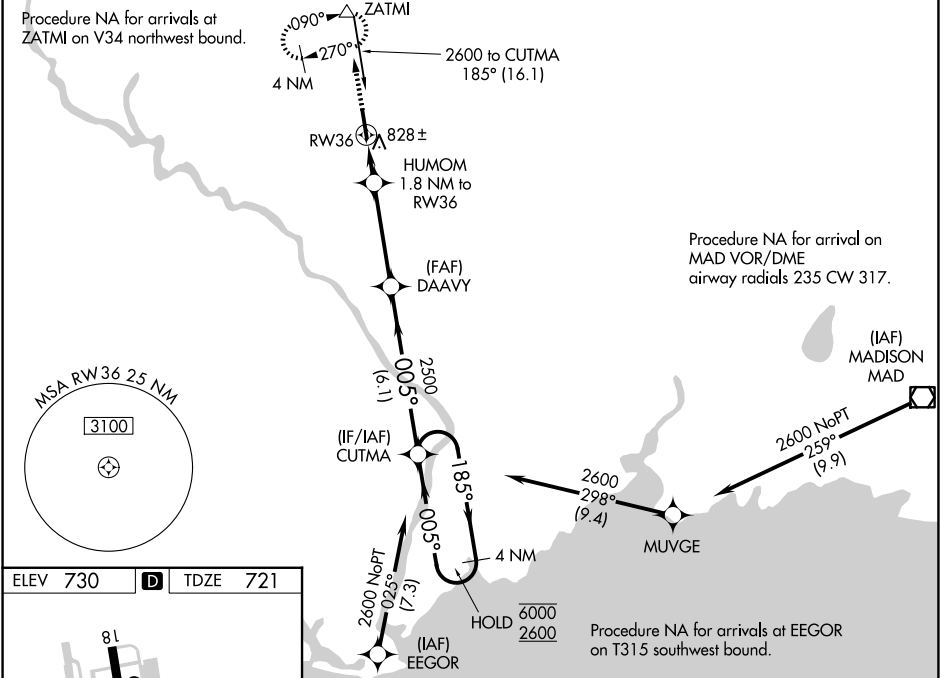
RNP APCH - GPS.

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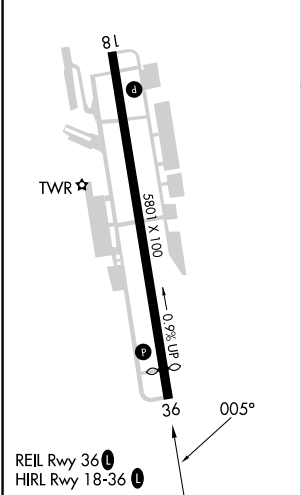
Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Baro-VNAV and VDP NA when using DXR altimeter setting. When local altimeter setting not received, use DXR altimeter setting: increase LPV DA to 1049 feet and 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	CLNC DEL 121.65	CLNC DEL 135.1 (When twr closed)	UNICOM 122.95
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ELEV 730	D	TDZE 721
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3000	ZATMI	HUMOM 1.8 NM to RW36	DAAVY 2500	CUTMA	4 NM Holding Pattern
		1.2 NM to RW36			
			1300	2500	
				185°	6000
				005°	2600
					GP 3.00° TCH 56
		1.2	0.6 NM	3.8 NM	6.1 NM
CATEGORY	A	B	C	D	
LPV DA		971- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)		
LNAV/VNAV DA		1097-1	376 (400-1)		
LNAV MDA	1120-1	399 (400-1)	1120-1 $\frac{1}{8}$	399 (400-1 $\frac{1}{8}$)	
CIRCLING	1360-1	630 (700-1)	1380-1 $\frac{3}{4}$ 650 (700-1 $\frac{3}{4}$)	1460-2 $\frac{1}{4}$ 730 (800-2 $\frac{1}{4}$)	