

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
 Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT</u> WATERBURY-OXFORD	<u>AIRPORT ID</u> KOXC	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 18	<u>ORIGINAL/AMENDMENT</u> 3	<u>CITY</u> OXFORD	<u>STATE</u> CT
<u>AIRPORT ELEVATION</u> 730	<u>TDZE</u> 730	<u>SUPERSEDED</u> RNAV (GPS) RWY 18	<u>ORIGINAL/AMENDMENT</u> 2	<u>DATED</u> 01/07/2016	<u>MAG VAR</u> 14W
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 01/03/2019	<u>CANCEL/SUSPEND</u>	<u>EPOCH YEAR</u> 1995

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
PWL VOR/DME		MOONI		TF	FB	1.00	137.44	15.02	3000
MOONI	IAF	WEXNO	NOPT	TF	FB	1.00	094.68	6.83	3000
BISCO	IAF	WEXNO	NOPT	TF	FB	1.00	270.10	6.52	3000
WEXNO	IF/IAF	ARQEB		TF	FB	1.00	184.76	5.45	2200
ARQEB	FAF	GICEN/2.55 NM TO RW18		TF	FB	0.30	184.77	1.94	
GICEN/2.55 NM TO RW18		RW18	MAP	TF	FO	0.30	184.77	2.55	
RW18	MAP	1130 MSL		CA			184.77		
1130 MSL		CUTMA		DF	FO	1.00			2500

MISSED APPROACH

MAP:

LPV: DA
 LNAV/VNAV: DA
 LNAV: RW18

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2500 DIRECT CUTMA AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF (IAF)
2. HOLD N WEXNO, RT, 184.76 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 6000.
3. FAC: 184.77 FAF: ARQEB DIST FAF TO MAP: 4.48 DIST FAF TO THLD: 4.48
4. MIN ALT: WEXNO 3000, ARQEB 2200, GICEN/2.55 NM TO RW18 1580*
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 414 HAT: 1.15 GS ANT:
6. MIN GP INCPT: 2200 GP ALT AT FAF : ARQEB 2200 OM: MM: IM:
7. GP ANGLE: 3.00 34:1: IS NOT CLEAR 20:1: IS CLEAR TCH: 47.0
8. MSA FROM: RW18 3100

PBN REQUIREMENTS NOTE:

RNP APCH

NOTES:

CHART NOTE: RWY 18 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON PWL VOR/DME AIRWAY RADIALS 055 CW 216.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT MOONI ON V58-167 WESTBOUND, V34 NORTHWEST BOUND AND V91-487 NORTHBOUND.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON
CHART VDP AT 1.45 NM TO RW18*
*LNAV ONLY
WAAS CHANNEL #42901
REFERENCE PATH ID: W18A
CHART FAS OBST: 980 TREE 412922N/0730727W.
HOLD S, RT, 004.81 INBOUND
LTP HAE: 193.2 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - CAT D 800-2 1/4

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA	1140	1 1/8	410	1140	1 1/8	410	1140	1 1/8	410	1140	1 1/8	410			
LNAV/VNAV DA	1141	1 1/8	411	1141	1 1/8	411	1141	1 1/8	411	1141	1 1/8	411			
LNAV MDA	1240	1	510	1240	1	510	1240	1 3/8	510	1240	1 3/8	510			
CIRCLING	1300	1	570	1300	1	570	1380	1 3/4	650	1460	2 1/4	730			



CHANGES - REASONS

1. CHANGED ADDITIONAL FLIGHT DATA: FROM CHART VDP AT 1.41 NM TO RW18* TO CHART VDP AT 1.45 TO RW18*. - LNAV MDA INCREASED.
2. CHANGED ADDITIONAL FLIGHT DATA: FROM CHART FAS OBST: 964 TREE 412921N/0730728W TO CHART FAS OBST: 980 TREE 412922N/0730727W. - MAP STUDY.
3. CHANGED LPV HAT FROM 414 TO 410 ALL CATS - MISSED APPROACH ADJUSTMENT LOWERED.
4. CHANGED LNAV/VNAV DA FROM 1146 TO 1141 AND HAT FROM 420 TO 411 ALL CATS - NEW CONTROLLING OBSTACLE WITH 1A ACCURACY CODE.
5. CHANGED LNAV LINE OF MINIMA FROM 1220-1 494(500-1) TO 1240 1 510(600-1) ALL CATS - TERRAIN VERIFIED WITH QUAD CHART, ACCURACY ADJUSTMENT ELIMINATED.
6. CHANGED CIRCLING LINE OF MINIMA FROM 1420-1 694(700-1) TO 1300-1 570(700-1) CATS A AND B - TERRAIN VERIFIED WITH QUAD CHART, ACCURACY ADJUSTMENT ELIMINATED.
7. CHANGED CIRCLING LINE OF MINIMA FROM 1460-2 734(800-2) TO 1380 1 3/4 650(700-2) CAT C - TERRAIN VERIFIED WITH QUAD CHART, ACCURACY ADJUSTMENT ELIMINATED.
8. CHANGED CIRCLING LINE OF MINIMA FROM 1560-2 3/4 834(900-2 3/4) TO 1460-2 1/4 730(800-2 1/4) CAT D - TERRAIN VERIFIED WITH QUAD CHART, ACCURACY ADJUSTMENT ELIMINATED.
9. ADDED 34:1 OBSTACLE PENETRATIONS - NEW OBSTACLE SURVEY.
10. ADDED CHART NOTE: RWY 18 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. - NEW 34:1 PENETRATIONS.
11. BACKUP ALTIMETER NOTES MOVED TO PART C: GENERAL REMARKS - CRITERIA UPDATE.
12. CHANGED GICEN TO RWY18 DISTANCE FROM 2.60NM TO 2.55NM - NEW THRESHOLD LOCATION.
13. CHANGED BISCO TO WEXNO INITIAL COURSE/DISTANCE FROM 270.08/6.00 TO 270.10/6.52 - TO ALLOW 90 TURN TO INITIAL.
14. WEXNO TO ARQEB DISTANCE CHANGED FROM 5.50NM TO 5.45NM - PFAF MOVED TO ALIGN WITH 3 DEGREE GLIDE SLOPE.
15. ARQEB TO GICEN DISTANCE CHANGED FROM 1.89NM TO 1.93NM - PFAF MOVED TO ALIGN WITH 3 DEGREE GLIDE SLOPE.
16. FPAP LATITUDE CHANGED FROM 412739.1780N TO 412946.3560N
17. FPAP LONGITUDE CHANGED FROM 0730753.1590W TO 0730820.9425W.
18. CRC REMAINDER CHANGED FROM D9A34573 TO 656C42A1 - FPAP LOCATION CHANGED.
19. LENGTH OF OFFSET CHANGED FROM 1072 TO 984 - FPAP LOCATION CHANGED.
19. TCH CHANGED FROM 43.8 TO 47 - ALIGNED WITH VGSI GS.
20. REMOVED CHART PLANVIEW NOTE AT BISCO : RADAR REQUIRED - RADAR NO LONGER REQUIRED FOR PROCEDURE.

COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: ZBW, NYC APP CON, OXC ATCT, AMGR

FLIGHT CHECKED BY

PENDING

DEVELOPED BY

LONNIE EVERHART (KEITH CTR JONES)

APPROVED BY

LONNIE EVERHART

OFFICE

OFFICE

AJV-5400

OFFICE

AJV-5400

DATE

DATE

06/19/2018

DATE

Digitally signed by

ROBERT G HAMILTON

Oct 25, 2018

Digitally signed by

ROBERT G HAMILTON

Oct 25, 2018

TITLE

MANAGER

Digitally signed by

ROBERT G HAMILTON

Oct 25, 2018

11/13/18: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 10/25/18.

1. UPDATED FAS DATA FPAP TO CORRECT L/L.
2. UPDATED CRC DUE TO FPAP CHANGE.



FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KOXC
RUNWAY	RW18
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W18A
LTP/FTP LATITUDE	412910.0910N
LTP/FTP LONGITUDE	0730812.7680W
LTP/FTP ELLIPSOIDAL HEIGHT	+01932
FPAP LATITUDE	412742.0975N
FPAP LONGITUDE	0730753.7775W
THRESHOLD CROSSING HEIGHT (TCH)	00047.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0984
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	B8776E44

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K6
LTP ORTHOMETRIC HEIGHT	+02225
FPAP ORTHOMETRIC HEIGHT	+02225



FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT</u> WATERBURY-OXFORD	<u>AIRPORT ID</u> KOXC	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 18	<u>AMDT NO.</u> 3	<u>CITY</u> OXFORD	<u>STATE</u> CT	<u>AIRPORT ELEVATION</u> 730	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM

PWL VOR/DME

TO

MOONI

RNP

DISTANCE

15.02

PAT

MAP

HAT

HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
1.AAO	414236.00N/0733106.00W	1676	164	98	4E	1000					2700
2.TERRAIN	414236.00N/0733106.00W	1476 (1500)								AC1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT

REMARKS:

INITIAL

FROM

MOONI

TO

WEXNO

RNP

DISTANCE

6.83

PAT

MAP

HAT

HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
3.AAO	414039.00N/0731236.00W	1401	164	98	4E	1000				AT599	3000
4.TERRAIN	414039.00N/0731236.00W	1201 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT

REMARKS:

QUALITY
18
CHECKED

TO
RW18

HMAS

COMPUTATIONS

RF CENTER FIX/DISTANCE

FINAL: LNAV/VNAV

FROM
ARQEB

TO
RW18

HMAS

COMPUTATIONS

RF CENTER FIX/DISTANCE

SEGMENT
REMARKS:

QUALITY
18
CHECKED

HOLD-IN-LIEU OF PT

FROM

WEXNO

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
11.AAO	414836.00N/0731239.00W	1644	50	20	2C	1000				AT356	3000
12.TERRAIN	414836.00N/0731239.00W	1444 (1400)								AS1500	2900

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT
REMARKS:

MISSED APPROACH : LPV

FROM

DA

TO

CUTMA

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
					881							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
13.TREE (09-044150)	413002.65N/0730823.53W		885	20	3	1A		ASC				2500
14.AAO	412454.00N/0730745.00W		1008	164	98	4E	1000				AC98	2200
15.TERRAIN	412454.00N/0730745.00W		808 (800)								AS1500	2300

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT
REMARKS:



MISSED APPROACH : LNAV/VNAV

FROM

DA

TO

CUTMA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
								984			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2500
14.AAO	412454.00N/0730745.00W	1008	164	98	4E	1000				AC98	2200
15.TERRAIN	412454.00N/0730745.00W	808 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT
REMARKS:

MISSED APPROACH : LNAV

FROM

RW18

TO

CUTMA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
								1140			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2500
14.AAO	412454.00N/0730745.00W	1008	164	98	4E	1000				AC98	2200
15.TERRAIN	412454.00N/0730745.00W	808 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT
REMARKS:



CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
16.TREE	412905.34N/0730705.20W	1.30	570	999	50	20	2C	300			1300
CATEGORY B											
16.TREE	412905.34N/0730705.20W	1.83	570	999	50	20	2C	300			1300
CATEGORY C											
17.TREE	413200.00N/0730809.00W	2.88	650	1079	50	20	2C	300			1380
CATEGORY D											
9.AAO	413242.13N/0730955.14W	3.76	730	1160	50	20	2C	300			1460

CIRCLING REMARKS:

MSA

CENTER	RADIUS
RW18	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (09-000252)	414213.27N/0724954.38W	060	19.0	2032	20	3	1A	1000			3100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



Page 8 of 12

"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	LPV, LNAV/VNAV, LNAV		
20:1			
N/A.			
Final Type	LPV, LNAV/VNAV, LNAV		
34:1			
886 TREE (09-020227) 413001.300N/0730823.520W (7.45)		745 TREE (09-042894) 412914.740N/0730816.810W (5.67)	
880 TREE (09-043865) 413000.410N/0730823.130W (4.2)		756 TREE (09-043073) 412919.700N/0730812.370W (3.69)	
885 TREE (09-044801) 413002.320N/0730823.780W (3.36)		884 TREE (09-043147) 413002.040N/0730823.600W (3.25)	
884 TREE (09-044559) 413002.010N/0730824.190W (3.12)		884 TREE (09-044620) 413002.240N/0730824.040W (2.5)	
885 TREE (09-044150) 413002.650N/0730823.530W (2.48)		878 TREE (09-043906) 413000.400N/0730822.830W (2.34)	
883 TREE (09-043374) 413002.000N/0730823.880W (2.26)		882 TREE (09-044743) 413001.770N/0730824.280W (1.8)	
879 TREE (09-043207) 413000.960N/0730823.230W (1.55)		878 TREE (09-044075) 413000.640N/0730823.070W (1.55)	
881 TREE (09-042876) 413001.700N/0730823.350W (1.33)		880 TREE (09-043356) 413001.540N/0730821.880W (1.33)	
753 TREE (09-043226) 412919.500N/0730812.550W (1.21)		881 TREE (09-042925) 413001.760N/0730823.880W (0.97)	
880 TREE (09-044191) 413001.520N/0730823.930W (0.66)		879 TREE (09-044455) 413001.380N/0730822.830W (0.46)	
751 TREE (09-044148) 412919.260N/0730811.720W (0.22)		875 TREE (09-044544) 413000.090N/0730822.930W (0.22)	
757 TREE (09-044624) 412916.360N/0730809.510W (15.53)		751 TREE (09-044454) 412913.430N/0730818.480W (14.92)	
747 TREE (09-043699) 412913.170N/0730818.510W (11.67)		754 TREE (09-020223) 412915.600N/0730818.910W (11.39)	
746 TREE (09-044217) 412916.580N/0730809.540W (3.87)			

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
WATERBURY-OXFORD	KOXC	RNAV (GPS) RWY 18	3	OXFORD	CT	730	RNAV

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

LPV SURFACE = 34:1

LNAV/VNAV SURFACE = 23.50:1

WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DANBURY ALTIMETER SETTING AND INCREASE ALL DA 78 FEET AND INCREASE VISIBILITES 1/4 SM. INCREASE ALL MDA 80 FEET AND ALL CAT C AND D VISIBILITES 1/4 SM. BARO VNAV, VDP, AND ALTERNATE MINIMUMS NA.

PDF EDITS:

1. REMOVED #13 TREE FROM LNAV/VNAV AND LNAV MISSED APPROACH SECTIONS.

100' VEGETATION USED.

LPV, LNAV/VNAV, AND LNAV INTERMEDIATE SEGMENT HAVE THE SAME CONTROLLING OBSTACLE AND HIGH TERRAIN.

SEE ATTACHED AIRSPACE LETTER.

ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.85
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.55
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	170.95
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	960
DISTANCE FROM	THLD	TO 1500FT POINT	8.35
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	170.95
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	1158

THRESHOLD
COORDINATES
(IF STR-IN) 412910.09N/0730812.77W

ARP COORDINATES 412841.81N/0730806.66W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP RUNWAY 36 DISTANCE 0.48 NM

FAF
COORDINATES 413336.36N/0730910.32W

FIX NAME
COORDINATES

REMARKS



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
WATERBURY-OXFORD	KOXC	RNAV (GPS) RWY 18	3	OXFORD	CT	730	RNAV

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
LONNIE EVERHART (KEITH CTR JONES)	AJV-5400	06/19/2018	

