

LOC/DME I-OC <b>109.55</b> Chan <b>32</b> (Y)	APP CRS <b>005°</b>	Rwy Ldg <b>5301</b> TDZE <b>721</b> Apt Elev <b>730</b>
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ILS or LOC RWY 36  
WATERBURY-OXFORD (OXC)

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

DME required.

**T** Rwy 36 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local weather  
**A** not received, use DXR altimeter setting: increase S-ILS 35 DA to 1049 and  
all Cats visibilities  $\frac{1}{4}$  SM; increase all MDAs 80 feet and S-LOC 36 visibility  
Cat C and D  $\frac{1}{2}$  SM. and Circling visibility Cat C and D  $\frac{1}{4}$  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 <b>132.975</b>	NEW YORK APP CON <b>124.075 343.65</b>	OXFORD TOWER ★ <b>118.475</b> (CTAF) <b>0</b>	GND CON <b>121.65</b>	CLNC DEL <b>121.65</b>	CLNC DEL <b>135.1</b> (When twr closed)	UNICOM <b>122.95</b>
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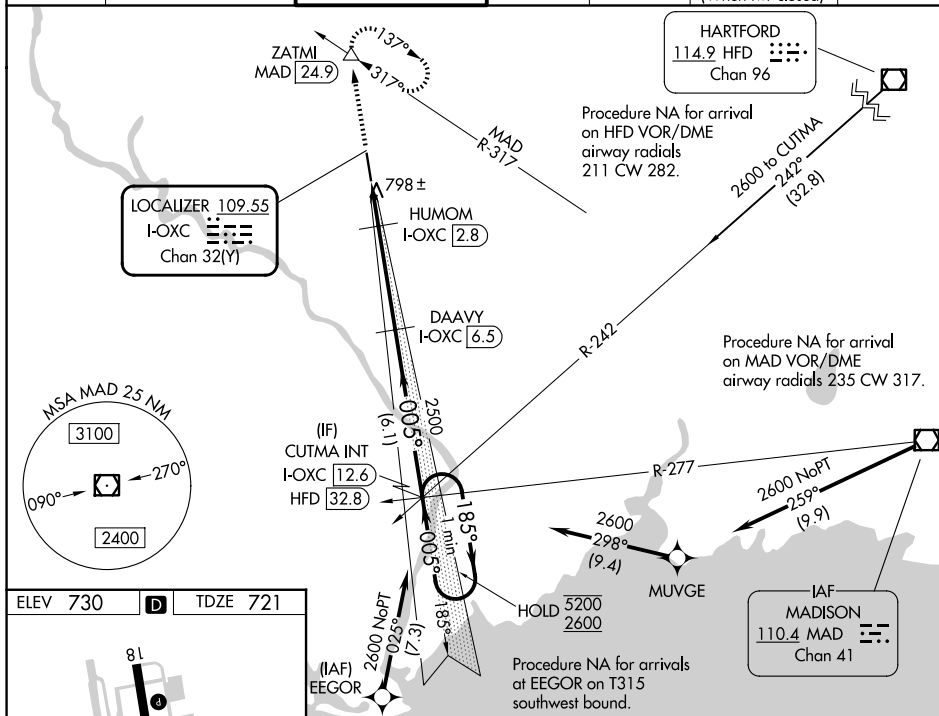


Diagram illustrating the S-LOC 36 approach for Runway 36 at ZATMI. The diagram shows the approach path, including the 001 X 1085 runway, the 36° heading, and the 005° heading. The approach is divided into three segments: A (1.8 NM), B (3.8 NM), and C (6.1 NM). The final segment C is a 185° turn to a 005° heading. The diagram also shows the 36° heading and the 005° heading.

CATEGORY	A	B	C	D
S-ILS 36		971- $\frac{3}{4}$	250 (300- $\frac{3}{4}$ )	
S-LOC 36	1180-1	459 (500-1)	1180- $1\frac{1}{8}$	459 (500- $1\frac{1}{8}$ )
CIRCLING	1360-1	630 (700-1)	1380- $1\frac{1}{4}$ 650 (700- $1\frac{1}{4}$ )	1460- $2\frac{1}{4}$ 730 (800- $2\frac{1}{4}$ )