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Trip Kit Index

Airport Information For KOQU

Terminal Charts For KOQU

Airport Information For KPVD

Terminal Charts For KPVD

Revision Letter For Cycle 04-2012

Change Notices

Notebook

General Information

Location: North Kingstown RI USA

IATA Code:

Lat/Long: N41° 35.8' W071° 24.7'

Elevation: 18 ft

Airport Use: Joint

Magnetic Variation: 14.6°W

Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A

Customs: Upon Prior Request

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Sunrise: 1124 Z

Sunset: 2233 Z,

Runway Information

Runway: 05

Length x Width: 4003 ft x 75 ft

Surface Type: asphalt

TDZ-Elev: 12 ft

Lighting: Edge, REIL, Pilot controlled

Runway: 16

Length x Width: 7504 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 18 ft

Lighting: Edge, ALS, Pilot controlled

Runway: 23

Length x Width: 4003 ft x 75 ft

Surface Type: asphalt

TDZ-Elev: 10 ft

Lighting: Edge, REIL, Pilot controlled

Runway: 34

Length x Width: 7504 ft x 150 ft

Surface Type: asphalt

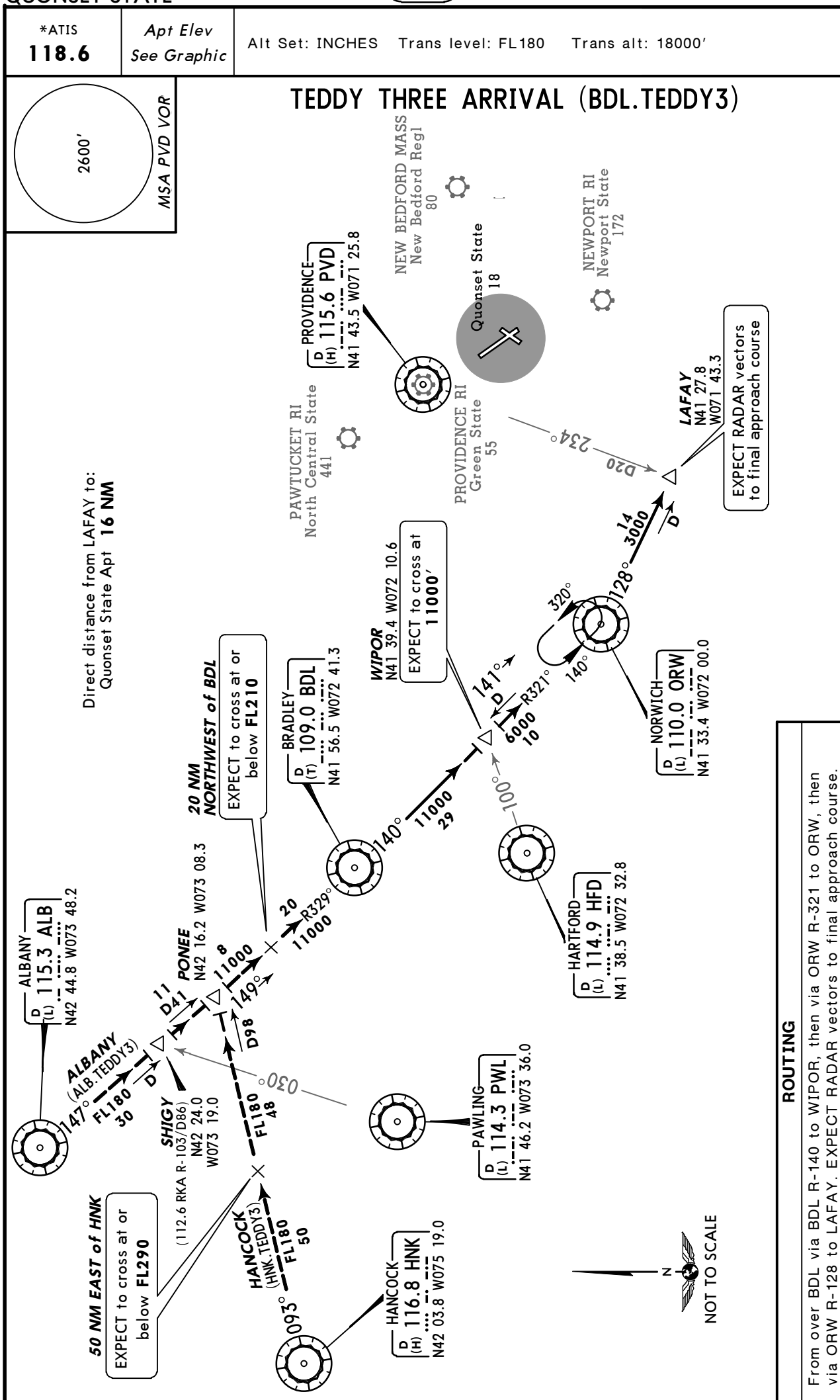
TDZ-Elev: 11 ft

Lighting: Edge, Pilot controlled

Displaced Threshold: 403 ft

Communication Information

ATIS 118.6
Quonset State Tower 126.35 CTAF PCL
Quonset Ground Control 134.5
Providence Approach Control 123.675
Providence Departure Control 123.675
Quonset State Unicom 122.95
Boston Center 124.85 Remote Communications Air-Ground



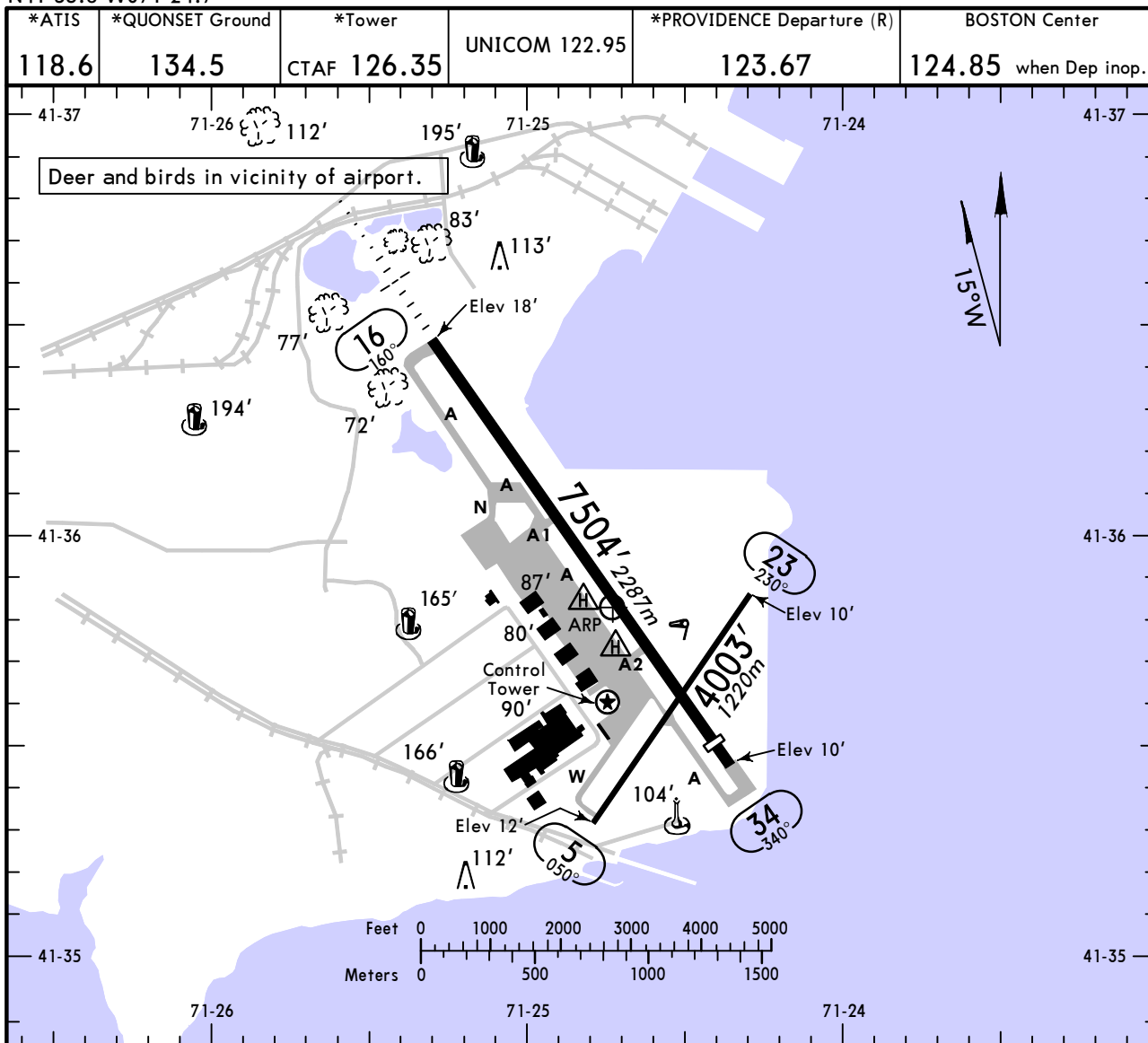
KOQU

Apt Elev 18'
N41 35.8 W071 24.7

25 NOV 11

11-1

NORTH KINGSTOWN, RI
QUONSET STATE



ADDITIONAL RUNWAY INFORMATION

			USABLE LENGTHS					
RWY				LANDING	BEYOND	TAKE-OFF	WIDTH	
				Threshold	Glide Slope			
5	① MIRL	① REIL	① ② PAPI-L				75' 23m	
23	① MIRL	① REIL	① ② PAPI-R					
16	① HIRL	① MALSR	② PAPI-L	grooved	③ 7100' 2164m	5978' 1822m	7100' 2164m	150' 46m
34	① HIRL	② PAPI-L		grooved	7100' 2164m		7500' 2286m	

- ① Activate on 126.35 when Twr inop. ② (angle 3.0°)
③ Last 404' is unavailable for landing distance computations.

TAKE-OFF

	Rwys 23, 34		Rwy 16			Rwy 5		
	Adequate Vis Ref	STD	With Min climb of 250'/NM to 300'		Other	With Min climb of 320'/NM to 300'		Other
			Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	300-1	1/4	1	300-1
3 & 4 Eng		1/2		1/2			1/2	

FOR FILING AS ALTERNATE

Authorized Only When Twr Operating		Authorized Only When Local Weather Available	
ILS Rwy 16 LOC Rwy 16	VOR-A VOR Rwy 34	RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34	
A	800-2	800-2	
B			
C			
D			

CHANGES: Departure frequency.

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A M E N D O

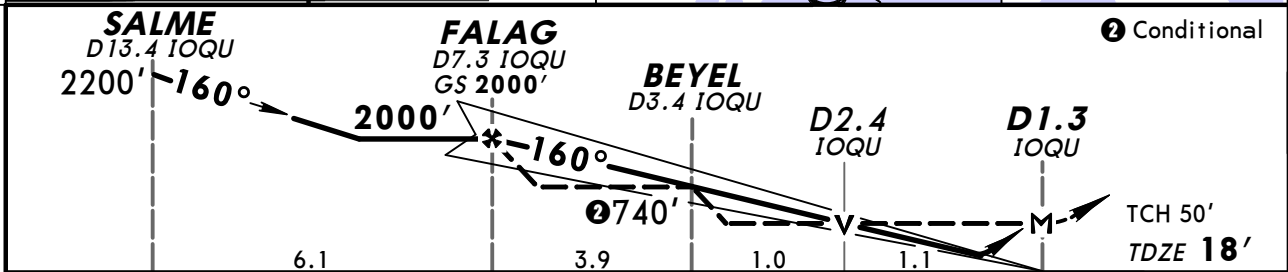
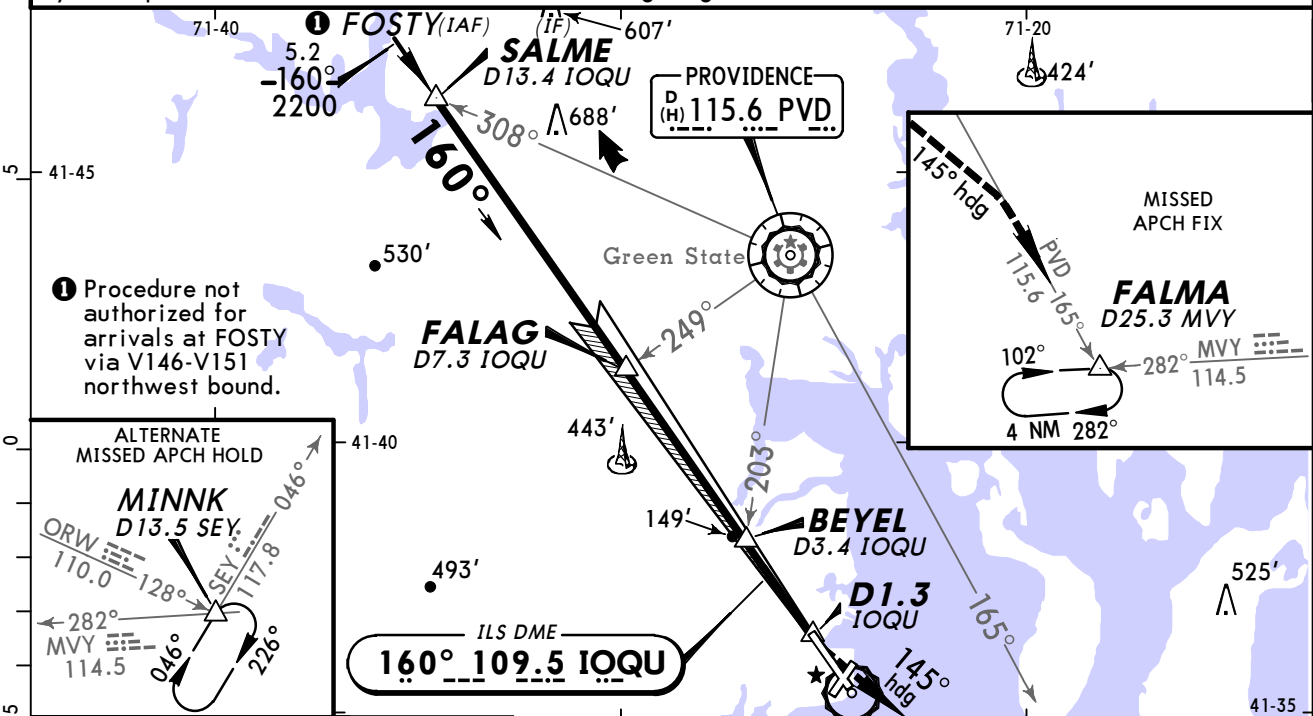
KOQU QUONSET STATE

25 NOV 11 (11-1)

NORTH KINGSTOWN, RI
ILS or LOC Rwy 16

BRIEFING STRIP™

*ATIS 118.6	*PROVIDENCE Approach (R) 123.67	BOSTON Center 124.85 when App inop.	*QUONSET Tower CTAF 126.35	*Ground 134.5
LOC IOQU 109.5	Final Apch Crs 160°	GS FALAG 2000' (1982')	ILS DA(H) (CONDITIONAL) 268' (250')	Apt Elev 18' TDZE 18'
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' via 145° heading and outbound on PVD VOR R-165 to FALMA INT/D25.3 MVY and hold.				2600' MSA PVD VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Providence altimeter setting. 2. VDP not authorized when using Providence altimeter setting. 3. VGSI and ILS glidepath not coincident. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 126.35.				



Gnd speed-Kts	70	90	100	120	140	160	MALSR	500'	3000'	145°	PVD
GS	3.00°	372	478	531	637	743	849	↑	LT	via	115.6
MAP at D1.3 IOQU or FALAG to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15			hdg	R-165

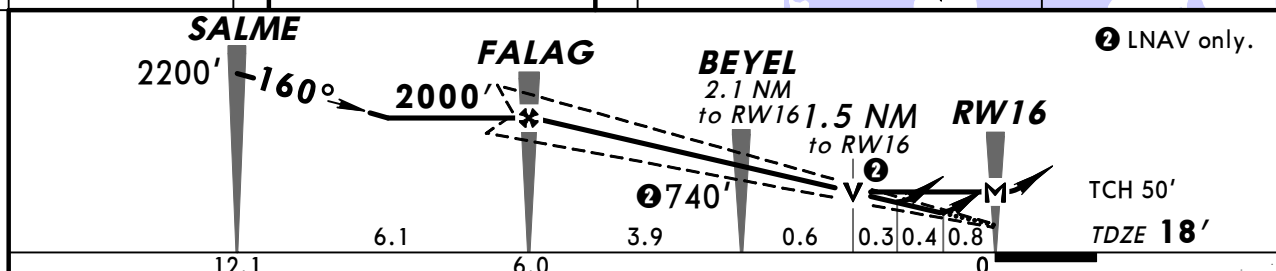
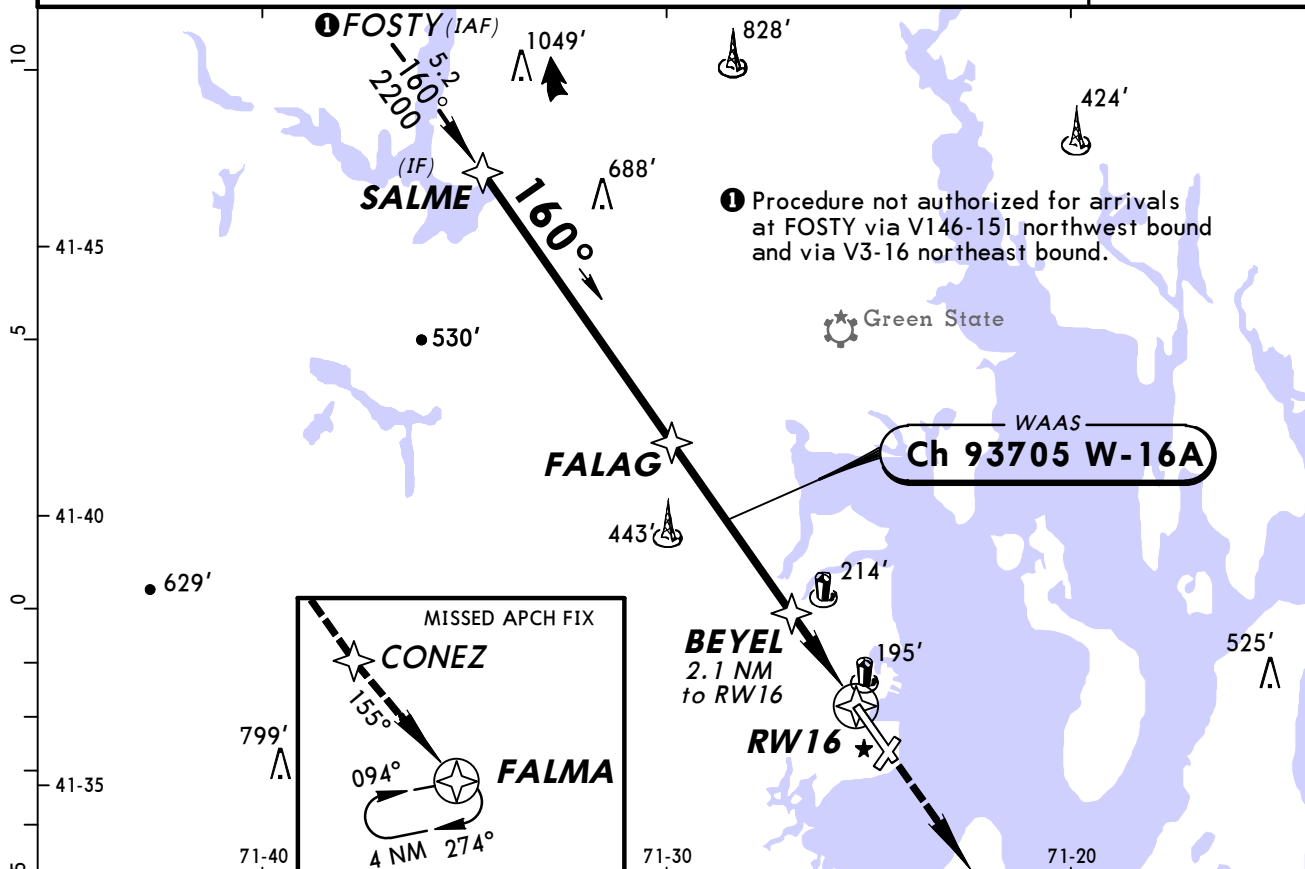
STRAIGHT-IN LANDING RWY 16										CIRCLE-TO-LAND				
With BEYEL										Without BEYEL				
With Local Altimeter Setting										With Local Altimeter Setting				
ILS				LOC (GS out)										
DA(H) 268' (250')				MDA(H) 400' (382')			MDA(H) 740' (722')							
FULL		RAIL or ALS out			RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)		MDA(H)	
A	3/4			3/4		1	3/4		1	90	600' (582')-1		740' (722')-1	
120														
C						1 1/2	2		140	600' (582')-1 1/2		740' (722')-2		
D				3/4	1 1/4		1 3/4	2 1/4		165	600' (582')-2		740' (722')-2 1/4	
With Providence Altimeter Setting										With Providence Altimeter Setting				
DA(H) 291' (273')				MDA(H) 440' (422')			MDA(H) 780' (762')							
FULL		RAIL or ALS out			RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)		MDA(H)	
A	3/4			3/4		1	3/4		1	90	640' (622')-1		780' (762')-1	
120														
C						1 3/4	2 1/4		140	640' (622')-1 3/4		780' (762')-2 1/4		
D				3/4	1 1/4		2	2 1/2		165	640' (622')-2		780' (762')-2 1/2	

CHANGES: OM beacon decommissioned, approach frequency.

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TERPS AMEND 10A 17 DEC 2009

*ATIS 118.6	*PROVIDENCE Approach (R) 123.67	BOSTON Center 124.85 when App inop.	*QUONSET Tower CTAF 126.35	*Ground 134.5
WAAS Ch 93705 W-16A	Final Apch Crs 160°	Minimum Alt FALAG 2000' (1982')	LPV DA(H) (CONDITIONAL) 320' (302')	Apt Elev 18' TDZE 18'
MISSED APCH: Climb to 3000' direct CONEZ and via 155° track to FALMA and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Providence altimeter setting. 2. VDP not authorized when using Providence altimeter setting. 3. Baro-VNAV not authorized when using Providence altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 5. DME/DME RNP-0.30 not authorized. 6. Visibility reduction by helicopters not authorized. 7. VGSI and RNAV glidepath not coincident. 8. Pilot controlled lighting 126.35.				
				2200'
				MSA RW16



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	CONEZ
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		
MAP at RW16									

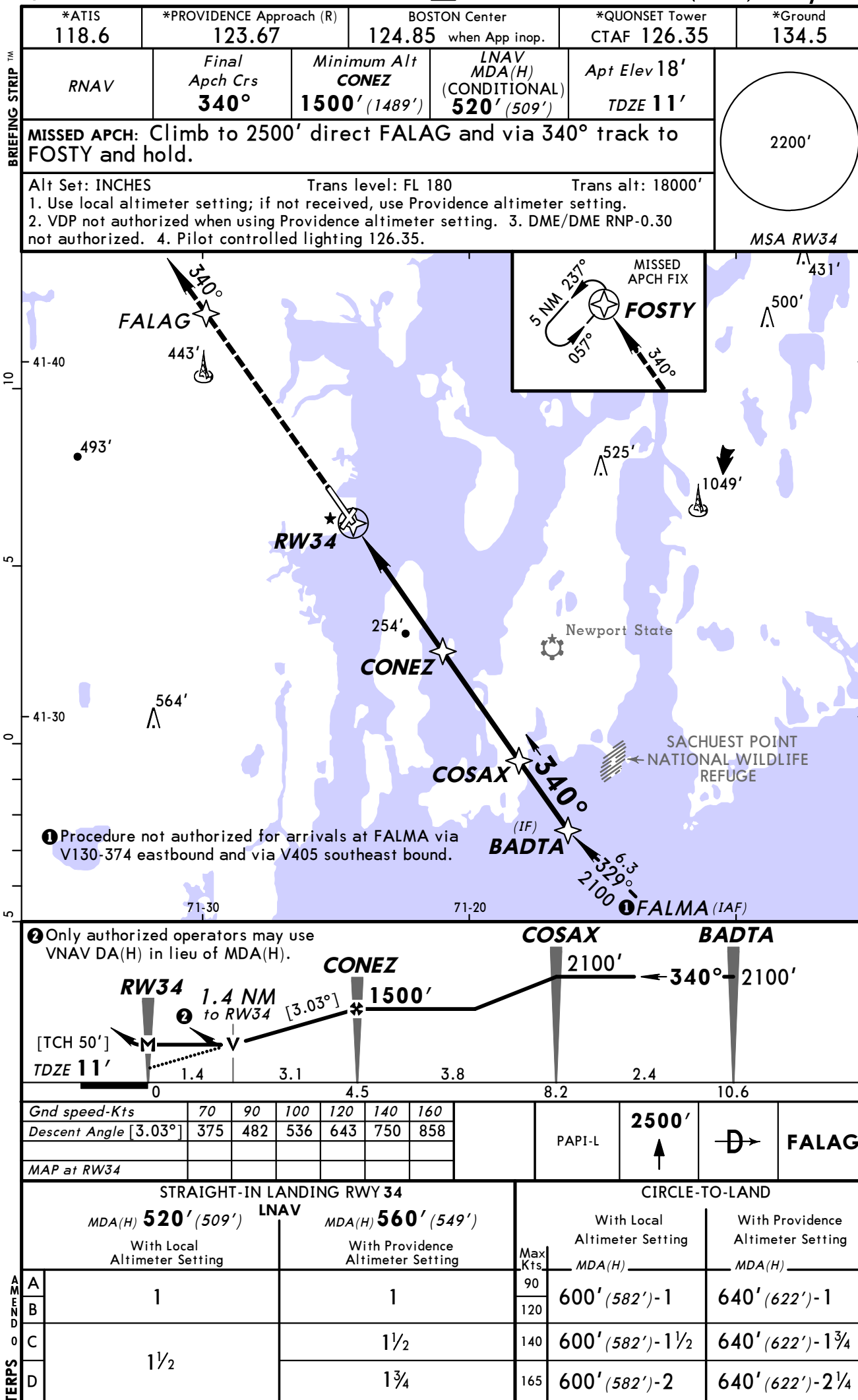
STRAIGHT-IN LANDING RWY 16						CIRCLE-TO-LAND	
1 LPV DA(H) 320' (302')		2 LNAV/VNAV DA(H) 445' (427')		3 LNAV MDA(H) 560' (542')		With Local Altimeter Setting	With Providence Altimeter Setting
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out		Max Kts	MDA(H)
						90	600' (582')-1
						120	640' (622')-1
						140	600' (582')-1½
						165	640' (622')-1½
							600' (582')-2
							640' (622')-2

1 DA(H) 343' (325') with Providence altimeter setting. 2 DA(H) 468' (450') with Providence altimeter setting. 3 MDA(H) 600' (582') with Providence altimeter setting.

KOQU
QUONSET STATE

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25 NOV 11 **(12-2)**

NORTH KINGSTOWN, RI
RNAV (GPS) Rwy 34



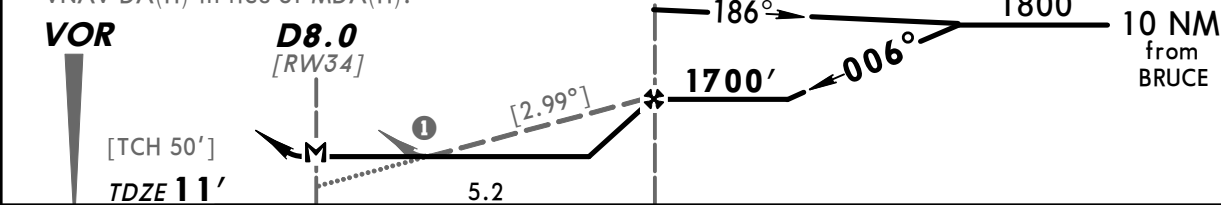
CHANGES: Approach frequency.

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*ATIS 118.6	*PROVIDENCE Approach (R) 123.67	BOSTON Center 124.85 when App inop.	*QUONSET Tower CTAF 126.35	*Ground 134.5
VOR PVD 115.6	Final Apch Crs 006°	Minimum Alt BRUCE 1700' (1689')	MDA(H) (CONDITIONAL) 660' (649')	Apt Elev 18' TDZE 11'
MISSED APCH: Climbing RIGHT turn to 1800' outbound via PVD VOR R-186 to BRUCE INT/D13.2 and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Providence altimeter setting. 2. Pilot controlled lighting 126.35.				
				2600' MSA PVD VOR



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160		PAPI-L	1800'	PVD	BRUCE
Descent Angle [2.99°]	370	476	529	635	741	846			via	115.6	
MAP at D8.0 or BRUCE to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57		RT	R-186	

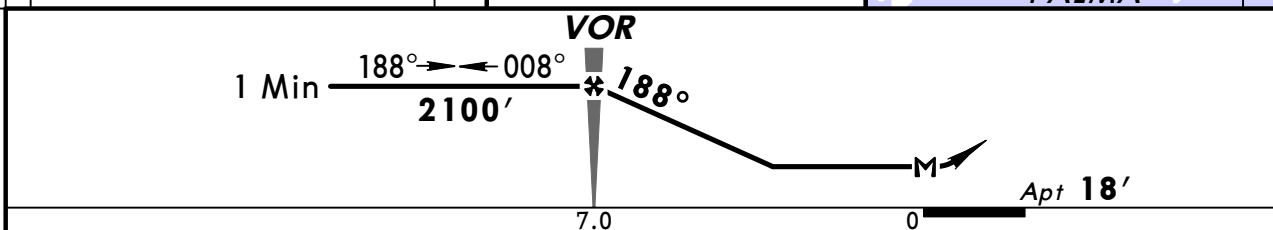
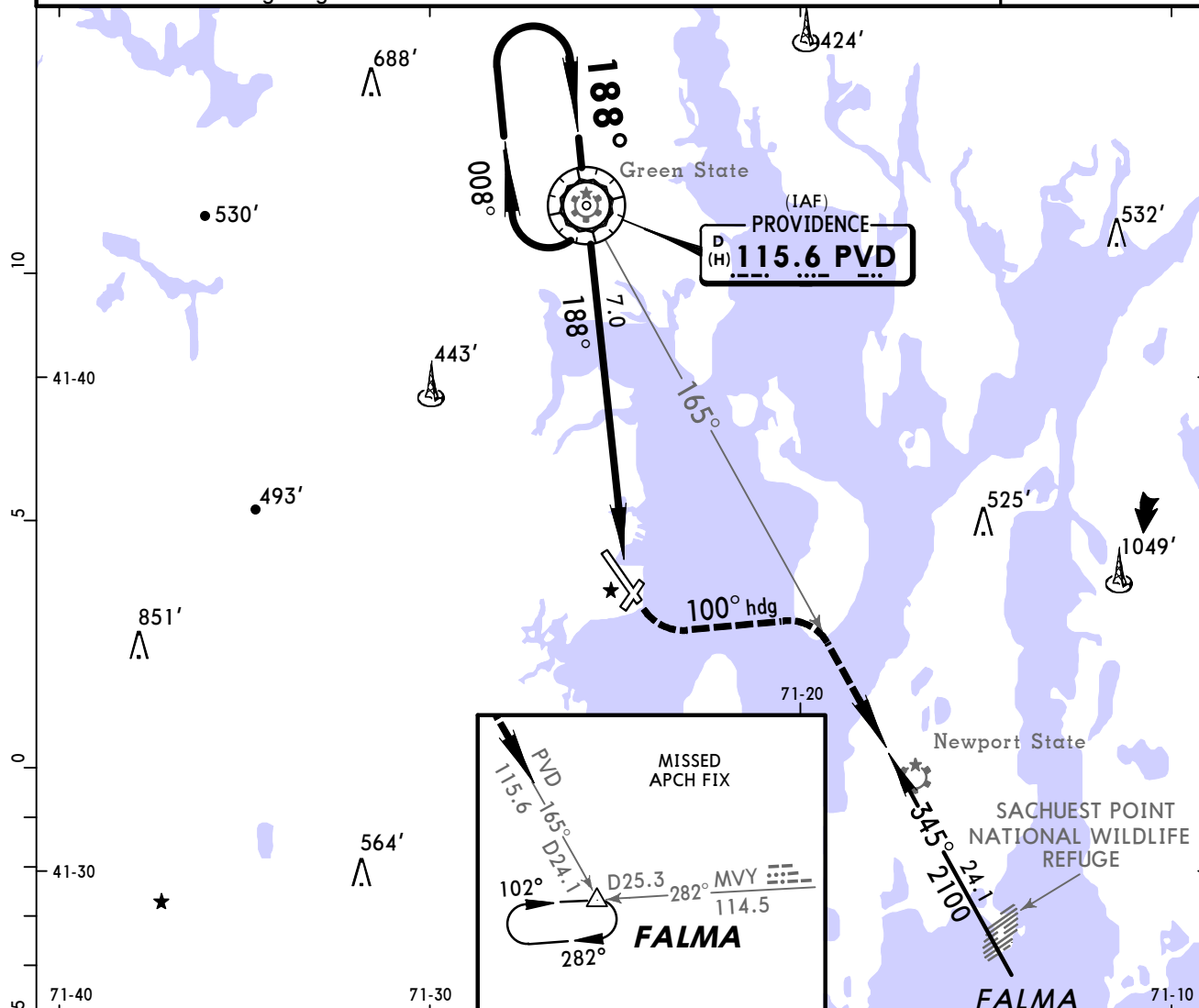
STRAIGHT-IN LANDING RWY 34				CIRCLE-TO-LAND			
MDA(H) 660' (649')		MDA(H) 680' (669')		With Local Altimeter Setting		With Providence Altimeter Setting	
With Local Altimeter Setting		With Providence Altimeter Setting		Max Kts	MDA(H)	MDA(H)	
A	1	1		90	660' (642')-1	680' (662')-1	
B	1 3/4	1 3/4		120	660' (642')-1 3/4	680' (662')-1 3/4	
C	2	2		140	660' (642')-2	680' (662')-2	
D				165			

KOQU
QUONSET STATE

JEPPesen
25 NOV 11 **(13-2)**

NORTH KINGSTOWN, RI
VOR-A

*ATIS 118.6	*PROVIDENCE Approach (R) 123.67	BOSTON Center 124.85 when App inop.	*QUONSET Tower CTAF 126.35	*Ground 134.5
VOR PVD 115.6	Final Apch Crs 188°	Minimum Alt VOR 2100' (2082')	MDA(H) Refer to Minimums	Apt Elev 18'
MISSED APCH: Climbing LEFT turn to 2000' via 100° heading and outbound on PVD VOR R-165 to FALMA INT and hold.				2600' MSA PVD VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Providence altimeter setting. 2. Pilot controlled lighting 126.35.				



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	2000' via LT	100° hdg	PVD and 115.6 R-165	FALMA
VOR to MAP	7.0	6:00	4:40	4:12	3:30	3:00	2:38				

CIRCLE-TO-LAND			With Local Altimeter Setting MDA(H)		With Providence Altimeter Setting MDA(H)	
	Max Kts					
A	90		560' (542')-1		580' (562')-1	
B	120		560' (542')-1½		580' (562')-1½	
C	140		580' (562')-2		580' (562')-2	
D	165					

CHANGES: Approach frequency.

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TERPS AMEND 5A 18 NOV 2010

General Information

Location: Providence RI USA
IATA Code: PVD
Lat/Long: N41° 43.4' W071° 25.7'
Elevation: 55 ft

Airport Use: Public
Magnetic Variation: 14.7°W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1124 Z
Sunset: 2233 Z,

Runway Information

Runway: 05
Length x Width: 7166 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 53 ft
Lighting: Edge, ALS, Centerline, TDZ, Pilot controlled

Runway: 16
Length x Width: 6081 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 54 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 565 ft

Runway: 23
Length x Width: 7166 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 50 ft
Lighting: Edge, ALS, Centerline, Pilot controlled

Runway: 34
Length x Width: 6081 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 51 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

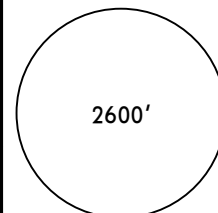
ATIS 124.2
ASOS 124.2
Providence Tower 120.7 CTAF PCL
Providence Ground Control 121.9
Providence Clearance Delivery 126.65
Providence Approach Control 123.675 Initial Contact
Providence App ARSA 123.675
Providence Departure Control 123.675
Bridgeport Flight Service Station 122.6 RCO
Boston Center 124.85 Remote Communications Air-Ground

*ATIS (ASOS
when Twr inop)

124.2

Apt Elev
55'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. DME/DME/IRU or GPS required.
3. RNAV 1.

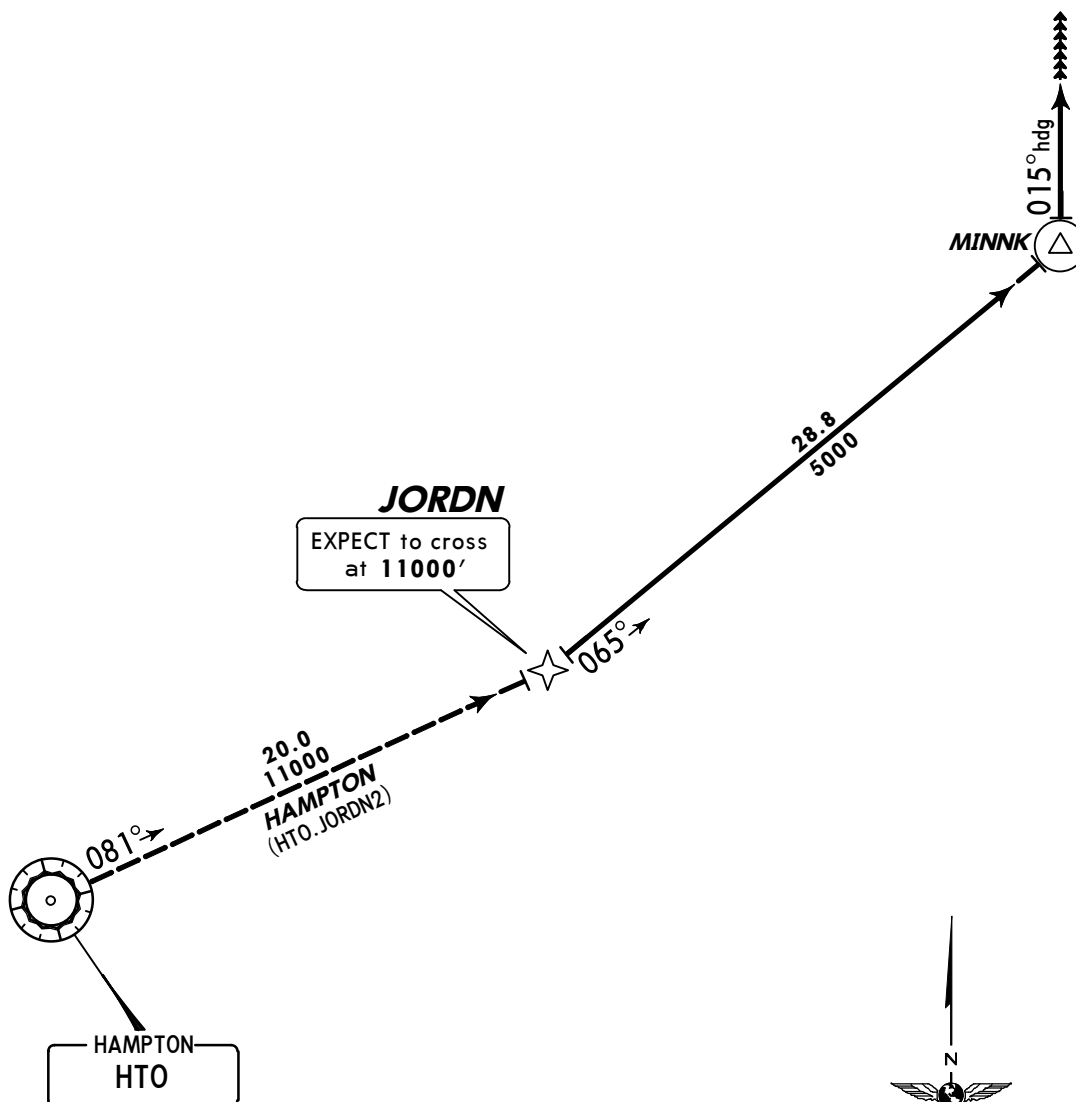
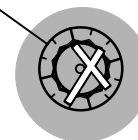


MSA PVD VOR

JORDN TWO RNAV ARRIVAL (JORDN.JORDN2)

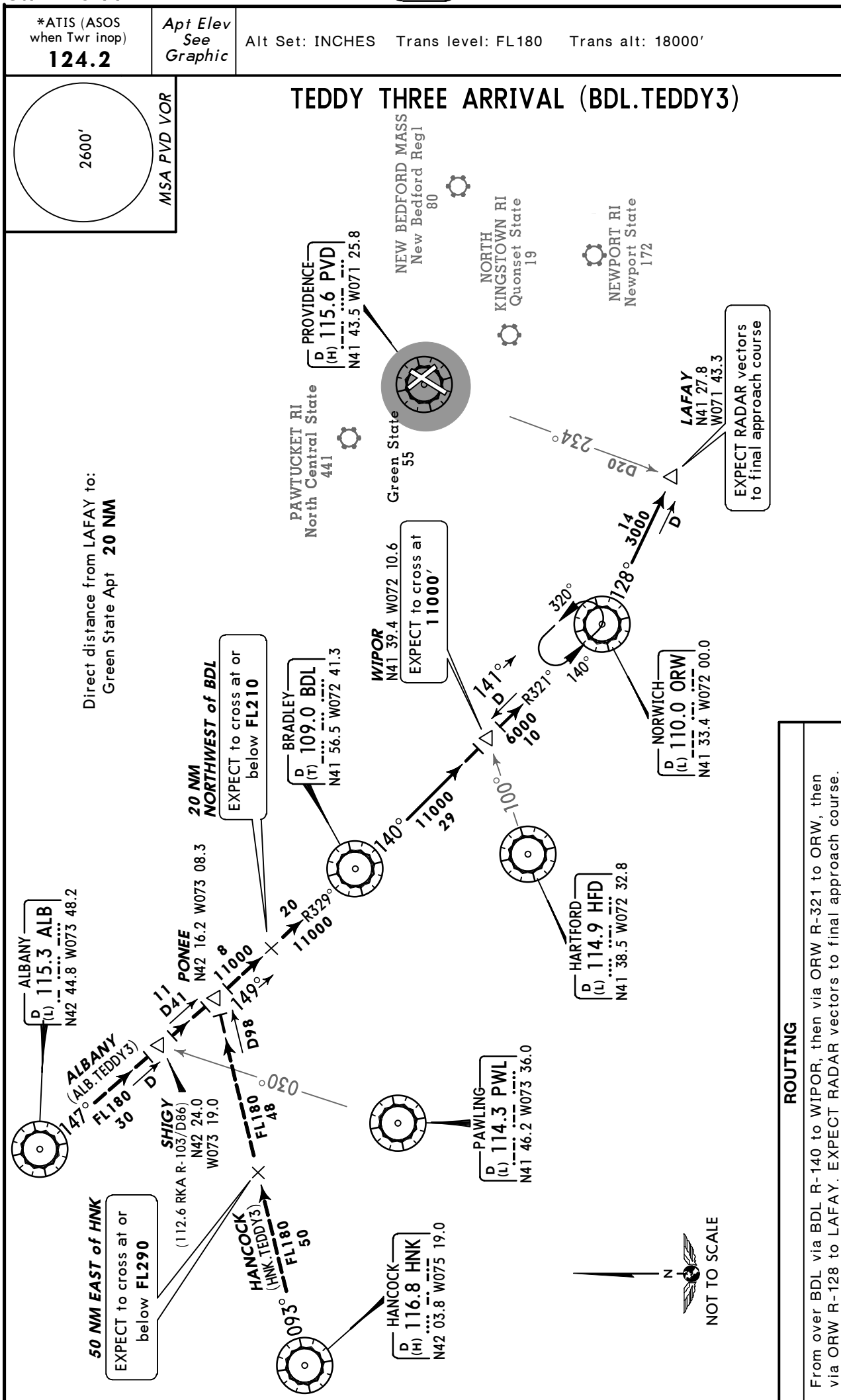
Direct distance from MINNK to:
Green State Apt **22 NM**

PROVIDENCE
PVD



ROUTING

From JORDN via 065° track to MINNK. Depart MINNK heading 015°. EXPECT RADAR vectors to final approach course.

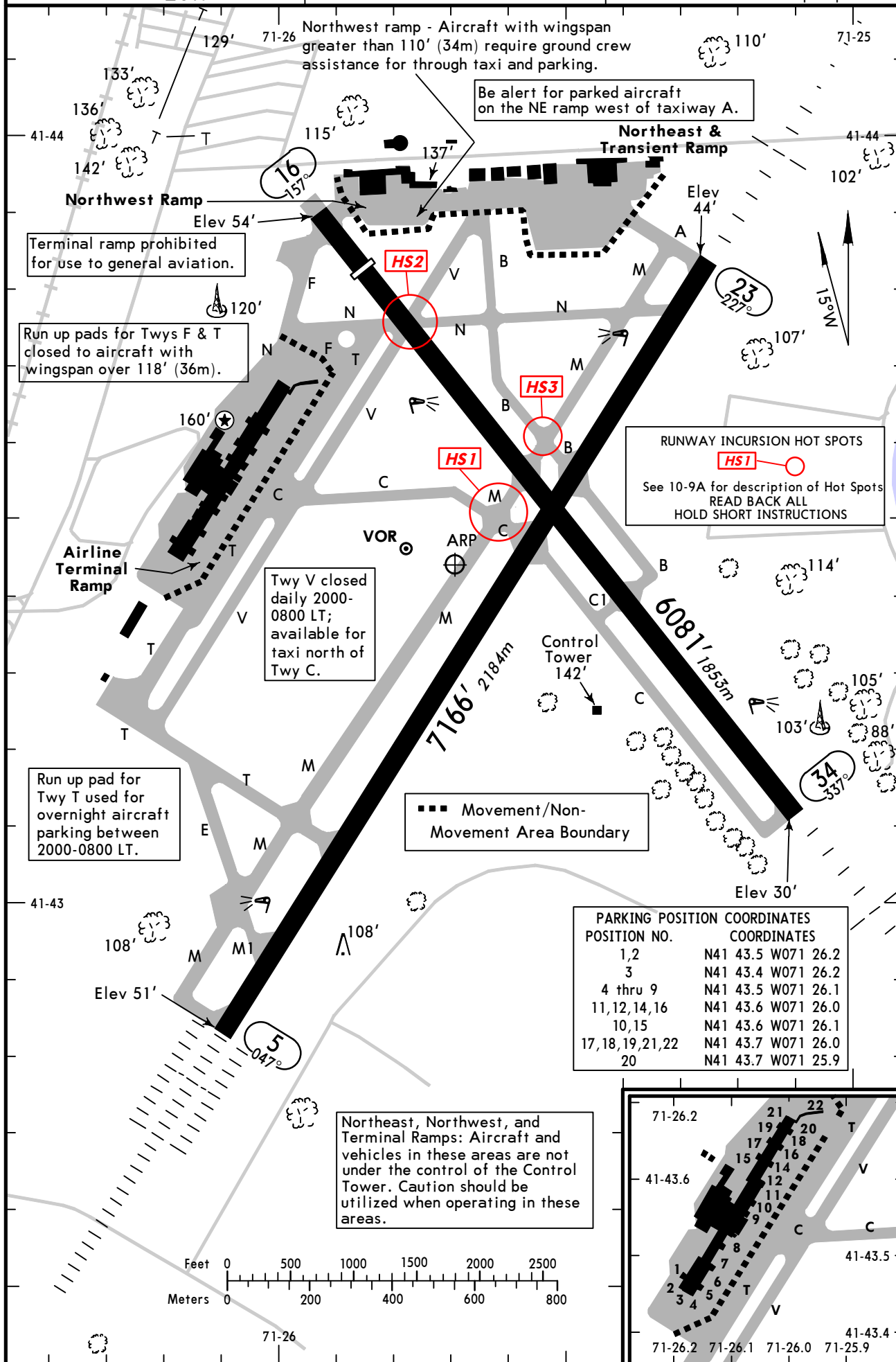


Apt Elev 55'
N41 43.4 W071 25.7

6 JAN 12 (10-9)

GREEN STATE

D-ATIS (ASOS when Twr inop) VOT 108.2	ACARS: PDC	*PROVIDENCE Clearance 126.65	BRIDGEPORT Clearance 122.6 when Twr inop.	*PROVIDENCE Ground 121.9
*Tower CTAF 120.7		*PROVIDENCE Departure (R) 123.67		BOSTON Center 124.85 when Dep inop.



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GENERAL

ASDE-X surveillance system in use. Pilots should operate transponders with Mode "C" on all taxiways and runways.

Noise abatement procedures in effect, contact airport manager. Helicopters avoid residential areas when below 1000'.

Deer and birds in vicinity of airport.

Low-level wind shear alert system.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
5	① HIRL ① CL ① ② ALSF-II ① TDZ grooved RVR		6136' 1870m		150' 46m
23	① HIRL ① CL ① MALSR VASI-L grooved RVR		6231' 1899m		

① Activate on 120.7 when Twr inop.

② SSALR when Twr closed.

16	③ HIRL REIL VASI-L grooved	5516' 1681m			150' 46m
34	③ HIRL ③ MALSR AVASI-L grooved RVR		5181' 1579m		

③ Activate on 120.7 when Twr inop.

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.

HS1 Taxiway Mike at the intersection of Taxiway Charlie - maintain vigilance at Twy M and Twy C due to vast amounts of pavement and multiple runway hold lines in close proximity of runway.

HS2 The intersection of Runway 16/34, Taxiway Victor, Taxiway November, and Taxiway Tango - complex intersection with a convergence of numerous taxiways with Runway 16/34.

HS3 Taxiway Mike at the intersection of Taxiway Bravo use extra vigilance due to vast amount of pavement and multiple hold lines in close proximity of runway.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**Rwys 5, 23**

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10			

Rwy 16**Rwy 34**

Adequate Vis Ref	STD		With Mim climb of 269'/NM to 500'			With Mim climb of 250'/NM to 1200'	For climb in visual conditions
	3 & 4 Eng	1 & 2 Eng	Adequate Vis Ref	STD			
				3 & 4 Eng	1 & 2 Eng		
1/4	1/2	1	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-2	1000-2 1/2

OBSTACLE DP

Rwy 34: For climb in visual conditions: Cross Theodore Francis Green State Airport at or above 900' MSL before proceeding on course.

FOR FILING AS ALTERNATE

Authorized Only When Twr Operating		VOR Rwy 5	VOR DME Rwy 34	RNAV (GPS) Rwy 16
ILS Rwy 5	LOC Rwy 5	VOR Rwy 34	RNAV (GPS) Rwy 5	
ILS Rwy 23	LOC Rwy 23	VOR DME Rwy 16	RNAV (GPS) Rwy 23	
ILS Rwy 34	LOC DME Rwy 34	VOR DME Rwy 23	RNAV (GPS) Rwy 34	
A				
B				
C				
D	600-2	800-2	800-2	NA

KPVD/PVD

GREEN STATE

RVR 1200 to 600

25 NOV 11

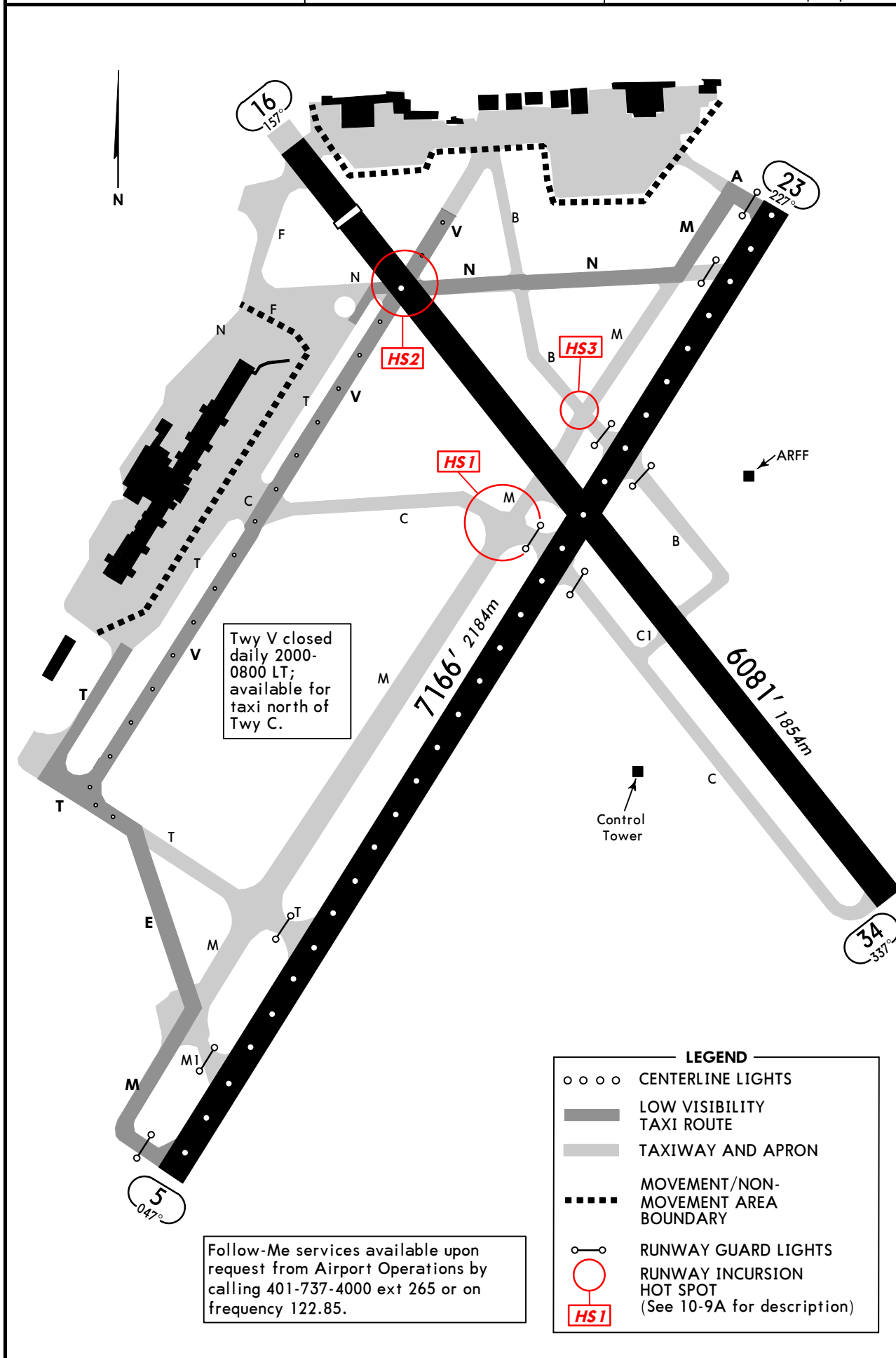
10-9B

JEPPesen

SMGCS

PROVIDENCE, RI LOW VISIBILITY TAXI ROUTES

D-ATIS (ASOS when Twr inop) VOT 108.2	124.2	ACARS: PDC	*PROVIDENCE Clearance 126.65	BRIDGEPORT Clearance 122.6 when Twr inop.	*PROVIDENCE Ground 121.9
*Tower CTAF	120.7	*Providence Departure (R) 123.67		BOSTON Center 124.85 when Dep inop.	



CHANGES: Departure frequency, hot spots added.

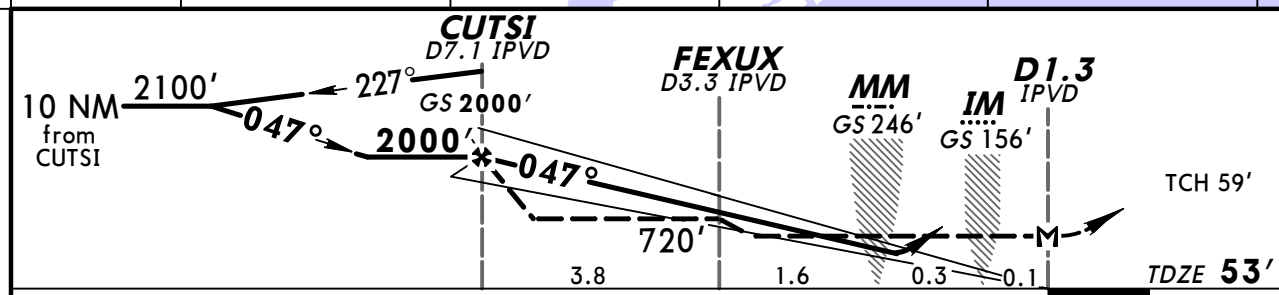
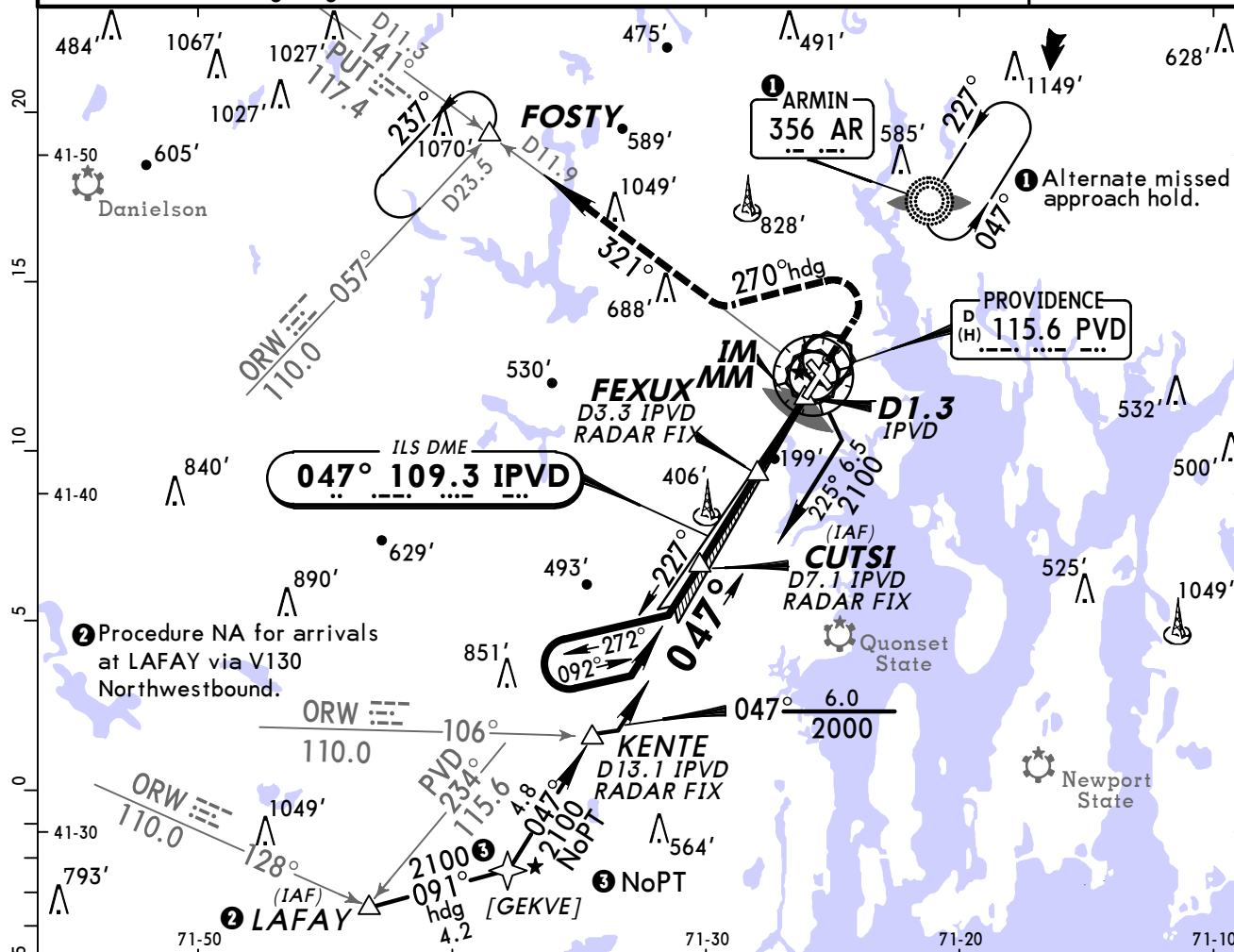
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KPVD/PVD
GREEN STATE

JEPPESSEN
25 NOV 11 (11-1)

PROVIDENCE, RI
ILS or LOC Rwy 5

D-ATIS (ASOS when Twr inop) 124.2	*PROVIDENCE Approach (R) 123.67	BOSTON Center 124.85 when App inop.	*PROVIDENCE Tower CTAF 120.7	*Ground 121.9
LOC IPVD 109.3	Final Apch Crs 047°	GS CUTSI 2000' (1947')	ILS DA(H) 253' (200')	Apt Elev 55' TDZE 53'
MISSED APCH: Climb to 800', then climbing LEFT turn to 2500' via 270° heading and outbound on PVD VOR R-321 to FOSTY INT and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Pilot controlled lighting 120.7.				
2600' MSA PVD VOR				



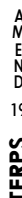
Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	800'	2500'	270°	PVD
GS	3.00°	372	478	531	637	743	849				
MAP at D1.3 IPVD or CUTSI to MAP	5.8	4:58	3:52	3:29	2:54	2:29	2:10				

STRAIGHT-IN LANDING RWY 5				CIRCLE-TO-LAND	
ILS DA(H) 253' (200')			1 LOC (GS out) MDA(H) 460' (407')		
FULL	TDZ or CL out	ALS out	ALS out		Max Kts
A					90
B			RVR 24 or 1/2	RVR 50 or 1	120
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		140
D			RVR 40 or 3/4	RVR 60 or 1 1/4	165

1 RADAR or DME required.
CHANGES: Approach frequency, notes, FOSTY hold length.
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PROVIDENCE, RI
ILS Rwy 5 CAT II & III

BRIEFING STRIP™



TERPS

STRAIGHT-IN LANDING RWY 5 Authorized Only When Tower Operating			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 103' DA(H) 153' (100')
NA	RVR 6	RVR 7	RVR 12

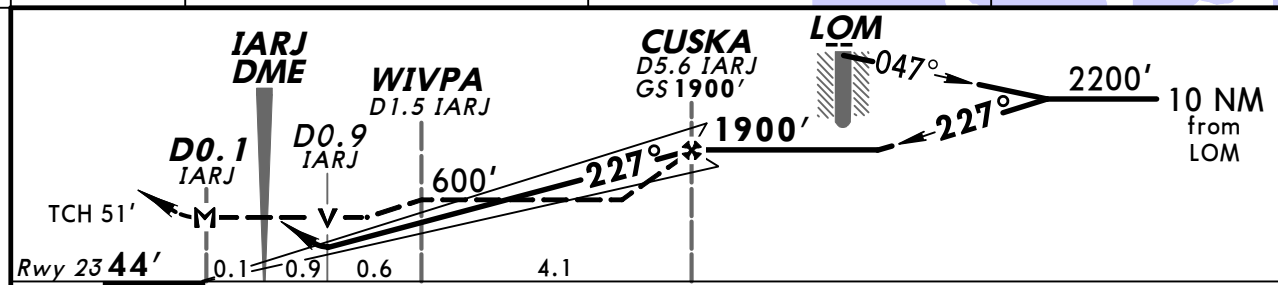
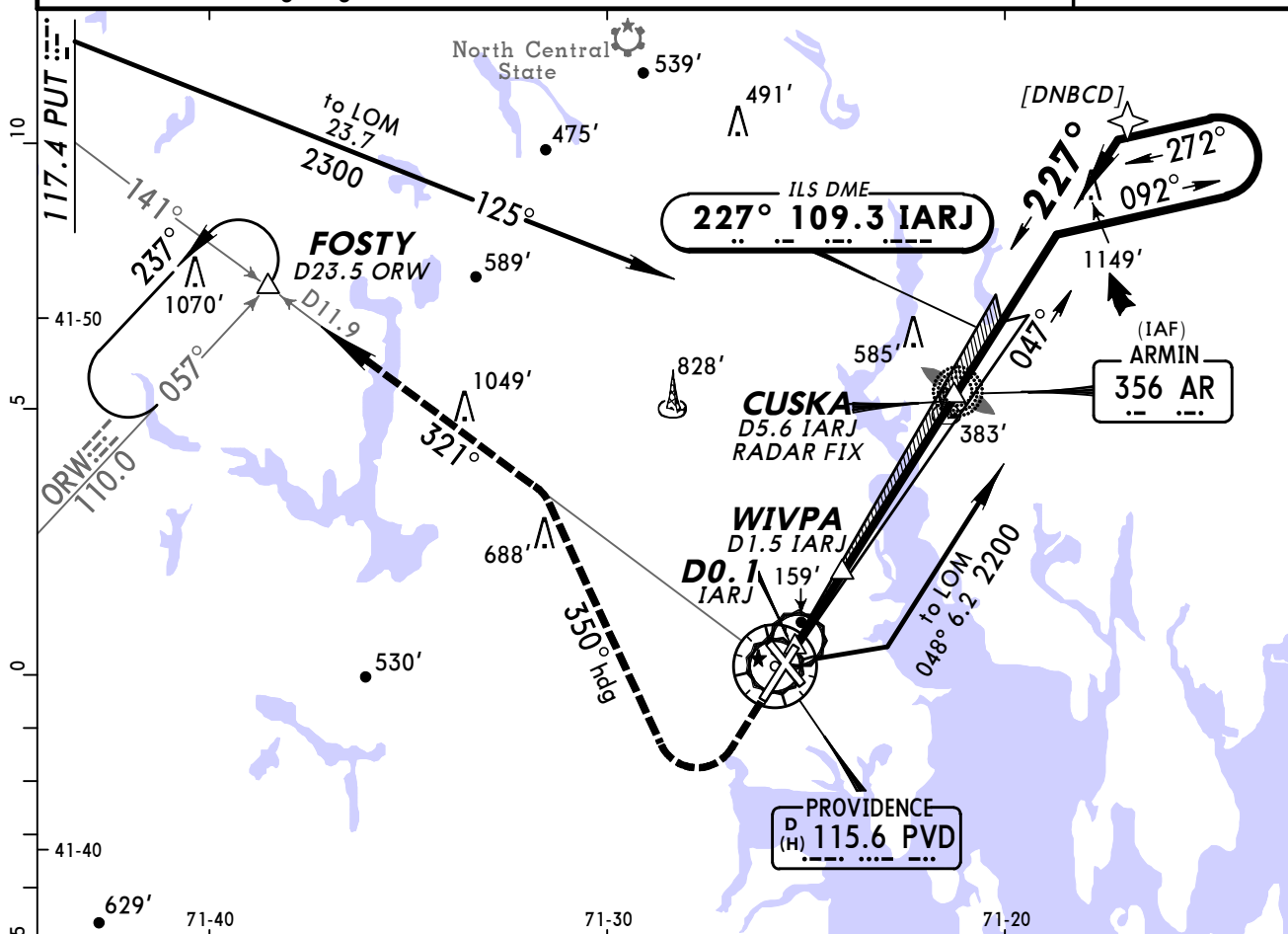
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KPVD/PVD
GREEN STATE

JEPPesen
25 NOV 11 **(11-2)**

PROVIDENCE, RI
ILS or LOC Rwy 23

D-ATIS (ASOS when Twr inop) 124.2	*PROVIDENCE Approach (R) 123.67	BOSTON Center 124.85 when App inop.	*PROVIDENCE Tower CTAF 120.7	*Ground 121.9
LOC IARJ 109.3	Final Apch Crs 227°	GS CUSKA 1900' (1856')	ILS DA(H) 244' (200')	Apt Elev 55' Rwy 23 44'
MISSED APCH: Climb to 700', then climbing RIGHT turn to 2500' on 350° heading and outbound on PVD VOR R-321 to FOSTY INT/D23.5 ORW and hold, or as directed by ATC.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF or RADAR required. 2. VGSI and ILS glidepath not coincident. 3. Pilot controlled lighting 120.7.				
				2600' MSA AR LOM



Gnd speed-Kts	70	90	100	120	140	160	MALSR VASI	700' ↑ 2500' RT 350° hdg PVD and 115.6 R-321
GS	3.00°	372	478	531	637	743		
MAP at D0.1 IARJ or CUSKA to MAP	5.7	4:53	3:48	3:25	2:51	2:27		

STRAIGHT-IN LANDING RWY 23										CIRCLE-TO-LAND		
ILS			LOC (GS out)							When VGSI inop, Circling to Rwy 34 Not Authorized at Night		
DA(H) 244' (200')			MDA(H) 420' (376') With WIVPA			MDA(H) 600' (556') Without WIVPA				With WIVPA		Without WIVPA
FULL		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)	
A	1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	90	560' (505') - 1	600' (545') - 1	
B									120			
C									140			
D									165			
										620' (565') - 1 1/2	620' (565') - 1 5/8	
										620' (565') - 2	620' (565') - 2	

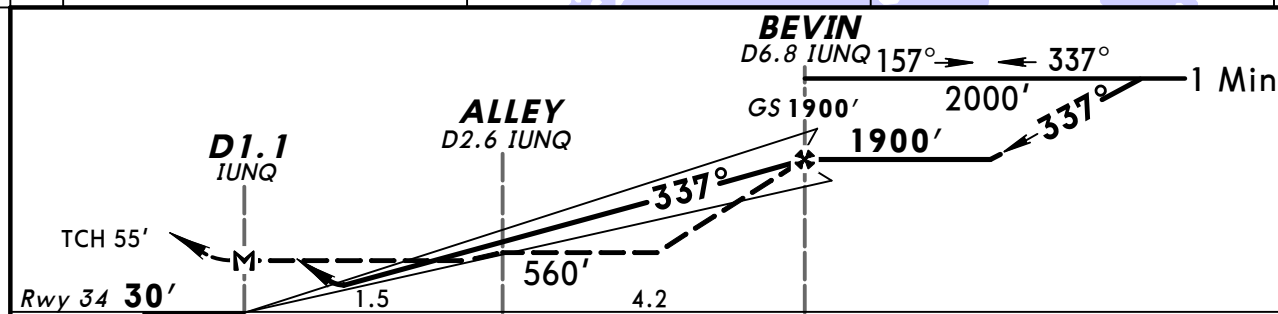
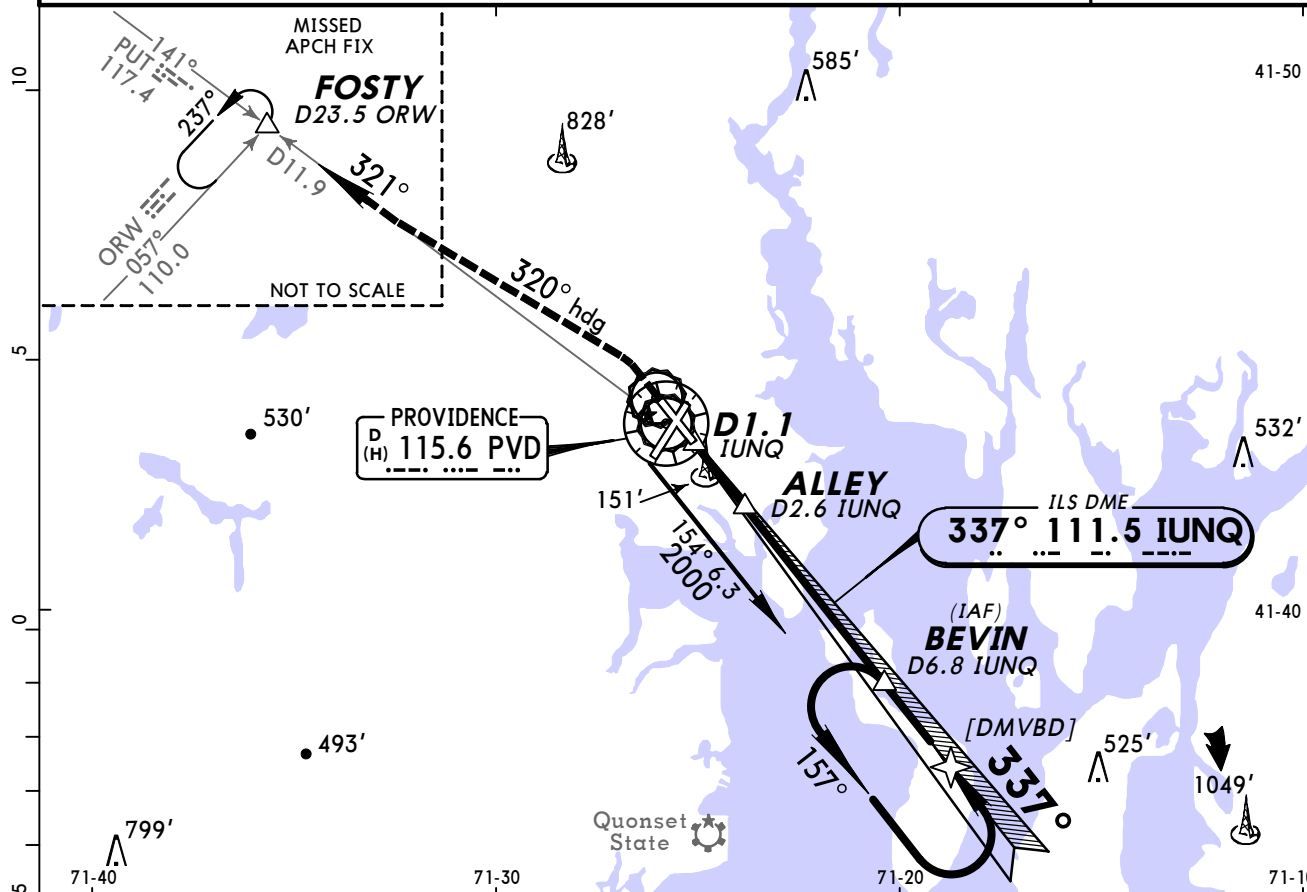
1 RVR 18 authorized with use of flight director or auto pilot or HUD to DA.

CHANGES: Approach frequency.

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TERPS AMEND 6 20 OCT 2011

D-ATIS (ASOS when Twr inop)	*PROVIDENCE Approach (R)	BOSTON Center	*PROVIDENCE Tower	*Ground
124.2	123.67	124.85 when App inop.	CTAF 120.7	121.9
LOC IUNQ 111.5	Final Apch Crs 337°	GS BEVIN 1900' (1870')	ILS DA(H) 314' (284')	Apt Elev 55' Rwy 34 30'
MISSED APCH: Climb to 700' then climbing LEFT turn to 2500' on 320° heading and outbound on PVD VOR R-321 to FOSTY INT/D23.5 ORW and hold, or as directed by ATC.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. VGSI and ILS glidepath not coincident. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 120.7.				
2600' MSA PVD VOR				



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	372	478	531	637	743
MAP at D1.1 IUNQ						

1 STRAIGHT-IN LANDING RWY 34				1 CIRCLE-TO-LAND			
ILS DA(H) 314' (284')		LOC (GS out) MDA(H) 380' (350')		Max Kts		MDA(H)	
FULL	RAIL or ALS out	RAIL out	ALS out	90		560' (505') - 1	
RVR 50 or 1				120		620' (565') - 1 1/2	
				140		620' (565') - 2	
				165		620' (565') - 2	

1 When VGSI inop, Straight-in/Circling Rwy 34 procedure not authorized at night.

CHANGES: Approach frequency.

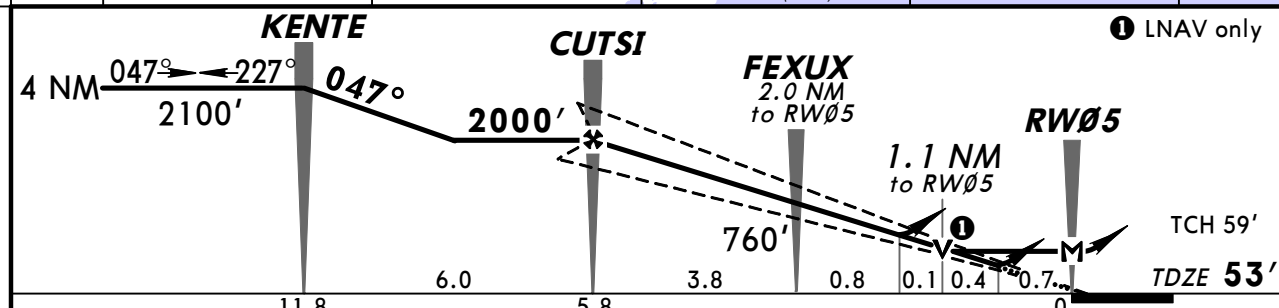
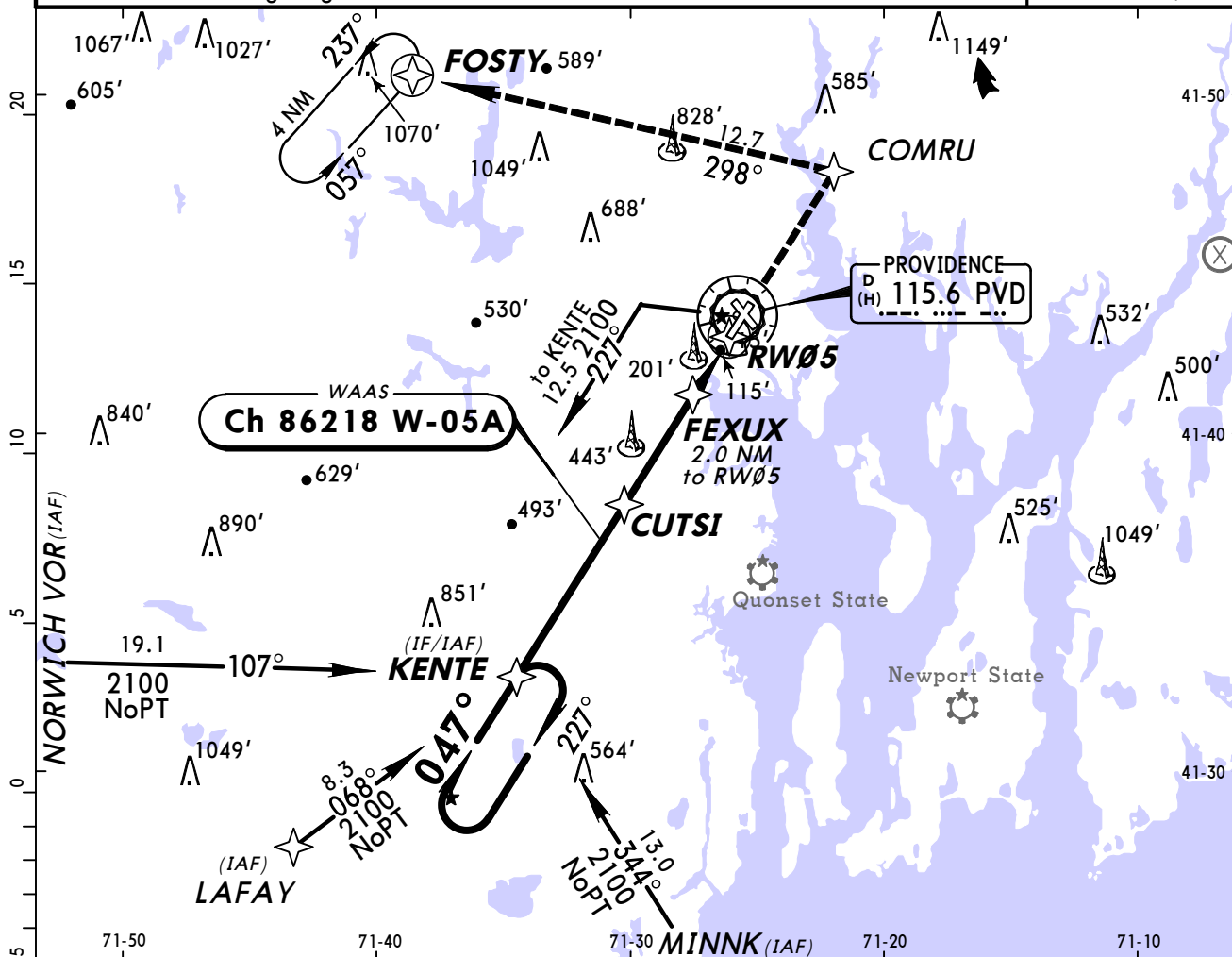
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KPVD/PVD
GREEN STATE

JEPPESSEN
 25 NOV 11 **(12-1)**

PROVIDENCE, RI
RNAV (GPS) Rwy 5

D-ATIS (ASOS when Twr inop) 124.2	*PROVIDENCE Approach (R) 123.67	BOSTON Center 124.85 when App inop.	*PROVIDENCE Tower CTAF 120.7	*Ground 121.9
WAAS Ch 86218 W-05A	Final Apch Crs 047°	Minimum Alt CUTSI 2000' (1947')	LPV DA(H) 337' (284')	Apt Elev 55' TDZE 53'
MISSED APCH: Climb to 2500' direct COMRU and via 298° track to FOSTY and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. Baro-VNAV not authorized below -15°C (5°F). 3. WAAS VNAV outages may occur. WAAS VNAV NOTAM service not provided. 4. Pilot controlled lighting 120.7.				
2600' MSA RW05				



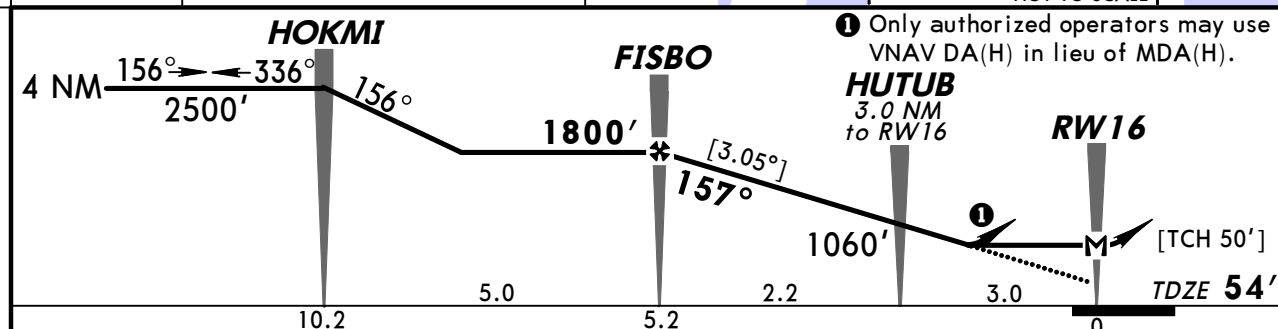
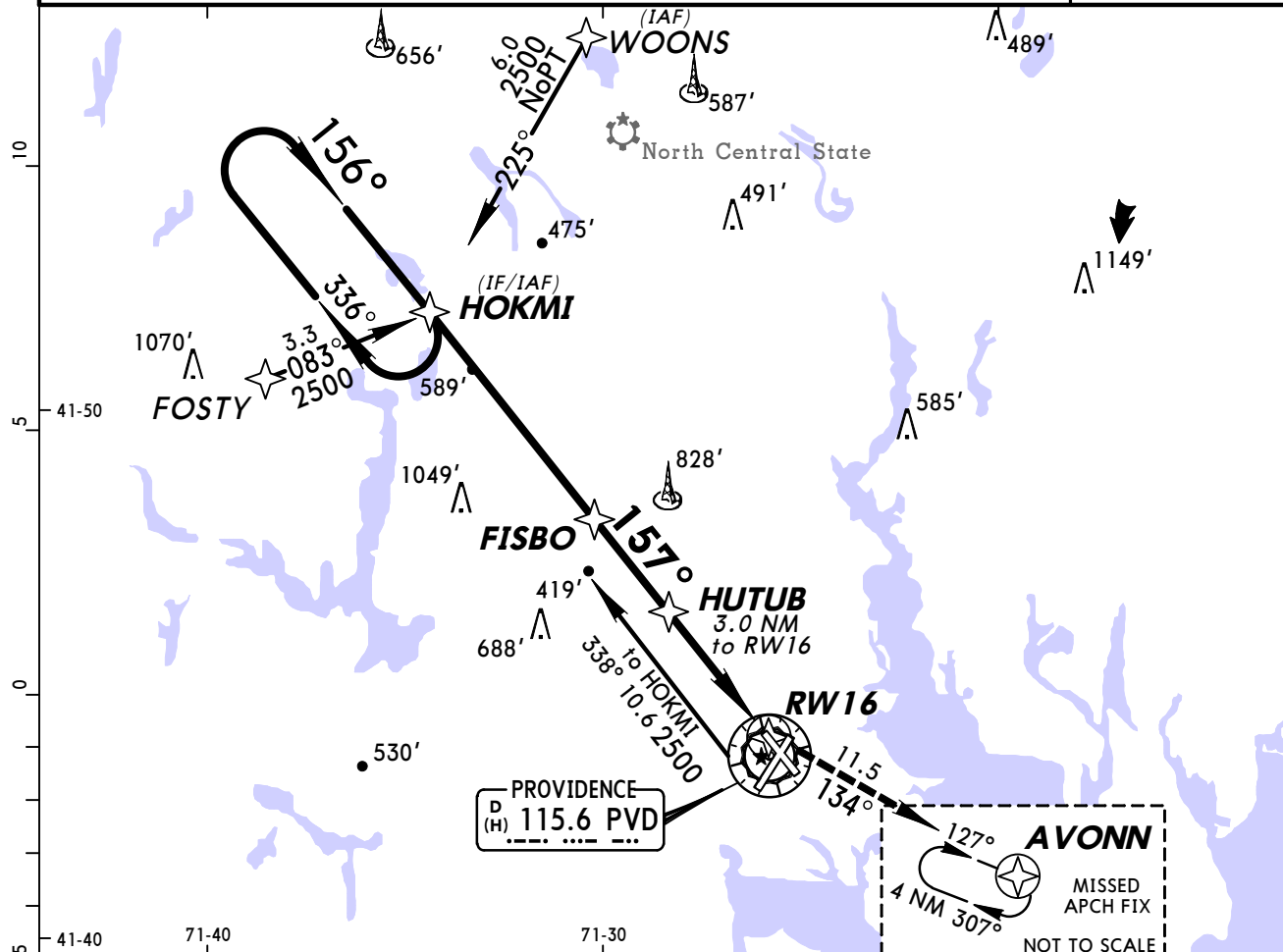
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	2500'	COMRU
Glide path angle 3.00°	372	478	531	637	743	849			
MAP at RW05									

STRAIGHT-IN LANDING RWY 5				CIRCLE-TO-LAND	
LPV DA(H) 337' (284')		LNAV/VNAV DA(H) 488' (435')		LNAV MDA(H) 460' (407')	
ALS out		ALS out		ALS out	
A				RVR 24 or 1/2	RVR 50 or 1
B					
C	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/2	1 1/2
D				RVR 40 or 3/4	RVR 60 or 1 1/4
				RVR 50 or 1	
				Max Kts	MDA(H)
				90	560' (505') - 1 1/2
				120	620' (565') - 1 1/2
				140	620' (565') - 1 1/2
				165	620' (565') - 2

CHANGES: Approach frequency.

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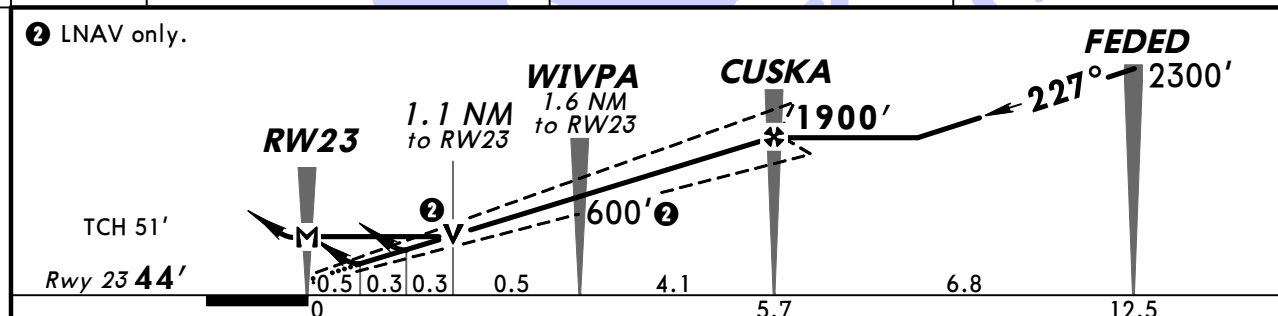
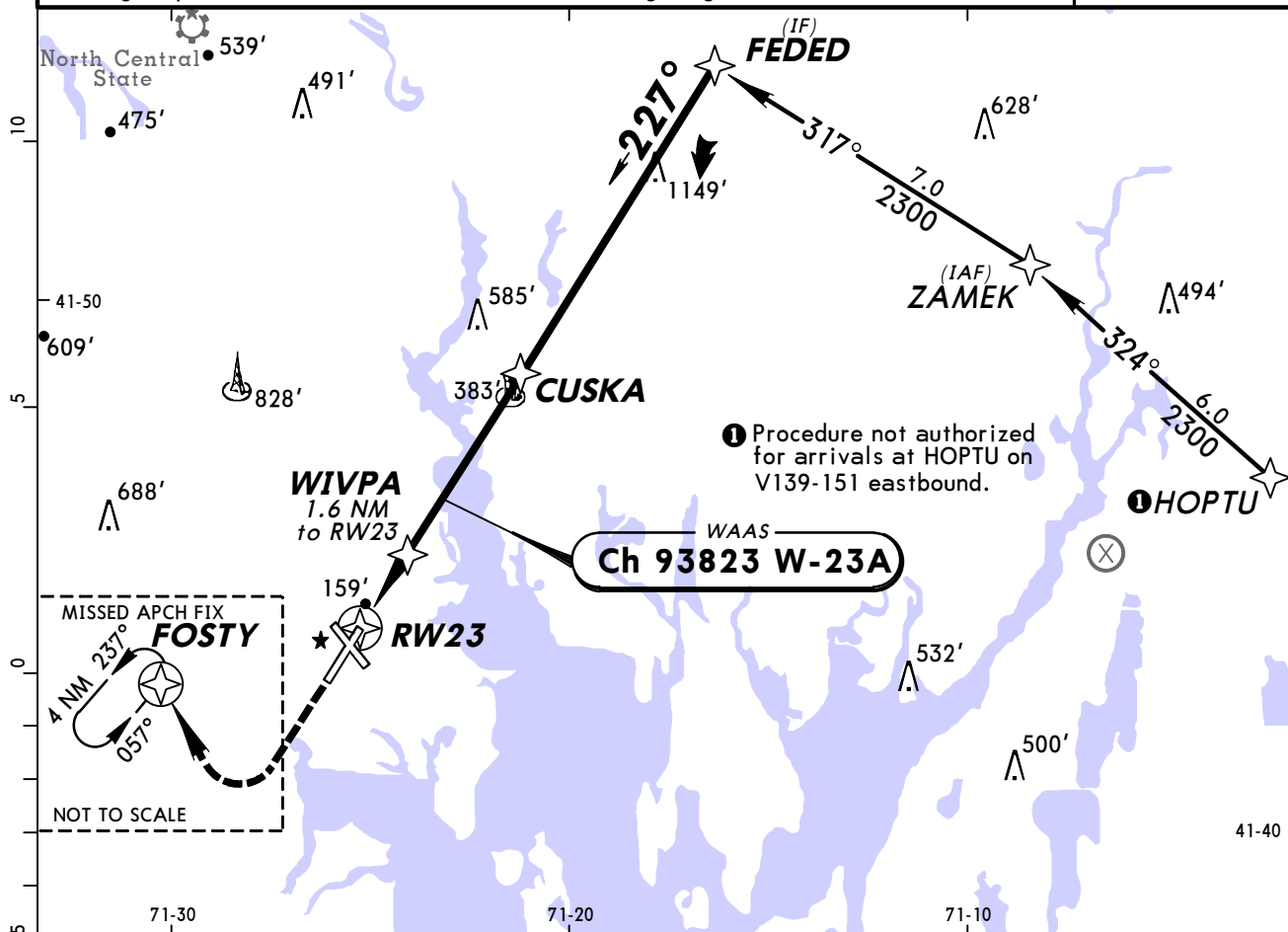
D-ATIS (ASOS when Twr inop)	*PROVIDENCE Approach (R)	BOSTON Center	*PROVIDENCE Tower	*Ground
124.2	123.67	124.85 when App inop.	CTAF 120.7	121.9
RNAV	Final Apch Crs 157°	Minimum Alt FISBO 1800' (1746')	LNAV MDA(H) 560' (506')	Apt Elev 55' TDZE 54'
MISSED APCH: Climbing LEFT turn to 2500' direct AVONN and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 120.7.				
				2600' MSA RW16



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.05°]	378	486	540	648	755	863				
MAP at RW16										

STRAIGHT-IN LANDING RWY 16				CIRCLE-TO-LAND			
LNAV							
MDA(H) 560' (506')							
A	1			Max Kts	MDA(H)		
B				90	560' (505')-1		
C				120			
C	1½			140	580' (525')-1½		
D				165	620' (565')-2		

D-ATIS (ASOS when Twr inop)	*PROVIDENCE Approach (R)	BOSTON Center	*PROVIDENCE Tower	*Ground
124.2	123.67	124.85 when App inop.	CTAF 120.7	121.9
WAAS Ch 93823 W-23A	Final Apch Crs 227°	Minimum Alt CUSKA 1900' (1856')	LPV DA(H) 244' (200')	Apt Elev 55' Rwy 23 44'
MISSED APCH: Climb to 1600' then climbing RIGHT turn to 2500' direct FOSTY and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Pilot controlled lighting 120.7.				
2600' MSA RW23				



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1600'	2500'	FOSTY
Glide Path Angle	3.00°	372	478	531	637	849	VASI	↑	RT	
MAP at RW23										

STRAIGHT-IN LANDING RWY 23						1 CIRCLE-TO-LAND	
LPV DA(H) 244' (200')		LNAV/VNAV DA(H) 340' (296')			LNAV MDA(H) 420' (376')		Max Kts
RAIL or ALS out		RAIL out			RAIL out		MDA(H)
A					RVR 24 or 1/2		90
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 40 or 3/4	120
C						RVR 50 or 1	140
D							165

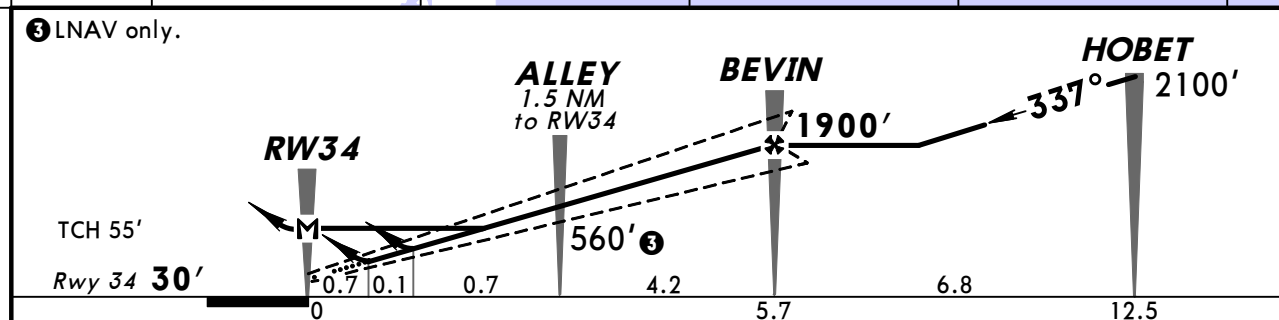
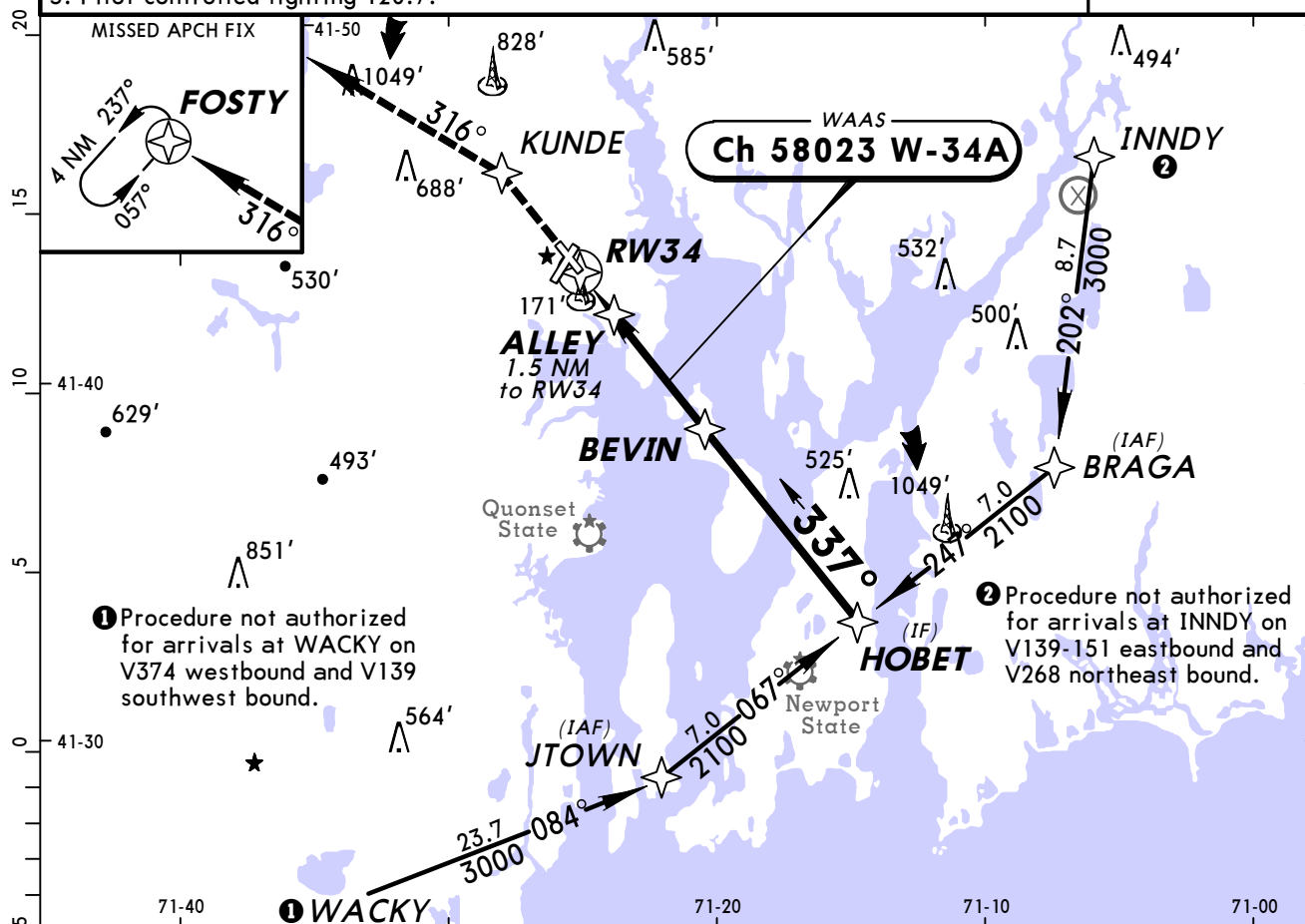
1 When VGSI inop, circling Rwy 34 not authorized at night.

KPVD/PVD
GREEN STATE

JEPPESSEN
25 NOV 11 (12-4)

PROVIDENCE, RI
RNAV (GPS) Rwy 34

D-ATIS (ASOS when Twr inop) 124.2	*PROVIDENCE Approach (R) 123.67	BOSTON Center 124.85 when App inop.	*PROVIDENCE Tower CTAF 120.7	*Ground 121.9
WAAS Ch 58023 W-34A	Final Apch Crs 337°	Minimum Alt BEVIN 1900' (1870')	LPV DA(H) 314' (284')	Apt Elev 55' Rwy 34 30'
MISSED APCH: Climb to 2500' direct KUNDE and on 316° track to FOSTY and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 120.7.				
2600' MSA RW34				



Gnd speed-Kts	70	90	100	120	140	160	MALSR		2500'	KUNDE
Glide Path Angle 3.00°	372	478	531	637	743	849	AVASI		↑	
MAP at RW34										

1 STRAIGHT-IN LANDING RWY 34				1 CIRCLE-TO-LAND	
LPV	LNAV/VNAV	LNAV			
DA(H) 314' (284')	DA(H) 332' (302')	MDA(H) 440' (410')			
RAIL or ALS out	RAIL or ALS out	RAIL out	ALS out	Max Kts	MDA(H)
RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	90	560' (505')-1
			RVR 60 or 1 1/8	120	
				140	620' (565')-1 1/2
				165	620' (565')-2

1 When VGSI inop, Straight-in/Circling Rwy 34 procedure not authorized at night.

TERPS AMEND 1 20 OCT 2011

KPVD/PVD
GREEN STATE

25 NOV 11 **(13-1)**

PROVIDENCE, RI
VOR Rwy 5

D-ATIS (ASOS when Twr inop)

124.2

*PROVIDENCE Approach (R)

123.67

BOSTON Center

124.85 when App inop.

*PROVIDENCE Tower

CTAF 120.7

*Ground

121.9

VOR
PVD
115.6

Final
Apch Crs
045°

Minimum Alt
RENCH
2000' (1947')

MDA(H)
(CONDITIONAL)
540' (487')

Apt Elev 55'
TDZE 53'

2600'

MSA PVD VOR

MISSED APCH: Climbing LEFT turn to 2500' outbound via PVD VOR R-321 to FOSTY INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Pilot controlled lighting 120.7.

124.2

123.67

124.85 when App inop.

CTAF 120.7

121.9

VOR
PVD
115.6

Final
Apch Crs
045°

Minimum Alt
RENCH
2000' (1947')

MDA(H)
(CONDITIONAL)
540' (487')

Apt Elev 55'
TDZE 53'

2600'

MSA PVD VOR

MISSED APCH: Climbing LEFT turn to 2500' outbound via PVD VOR R-321 to FOSTY INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Pilot controlled lighting 120.7.

D-ATIS (ASOS when Twr inop)

124.2

*PROVIDENCE Approach (R)

123.67

BOSTON Center

124.85 when App inop.

*PROVIDENCE Tower

CTAF 120.7

*Ground

121.9

VOR
PVD
115.6

Final
Apch Crs
045°

Minimum Alt
RENCH
2000' (1947')

MDA(H)
(CONDITIONAL)
540' (487')

Apt Elev 55'
TDZE 53'

2600'

MSA PVD VOR

MISSED APCH: Climbing LEFT turn to 2500' outbound via PVD VOR R-321 to FOSTY INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Pilot controlled lighting 120.7.

D-ATIS (ASOS when Twr inop)

124.2

*PROVIDENCE Approach (R)

123.67

BOSTON Center

124.85 when App inop.

*PROVIDENCE Tower

CTAF 120.7

*Ground

121.9

VOR
PVD
115.6

Final
Apch Crs
045°

Minimum Alt
RENCH
2000' (1947')

MDA(H)
(CONDITIONAL)
540' (487')

Apt Elev 55'
TDZE 53'

2600'

MSA PVD VOR

MISSED APCH: Climbing LEFT turn to 2500' outbound via PVD VOR R-321 to FOSTY INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Pilot controlled lighting 120.7.

D-ATIS (ASOS when Twr inop)

124.2

*PROVIDENCE Approach (R)

123.67

BOSTON Center

124.85 when App inop.

*PROVIDENCE Tower

CTAF 120.7

*Ground

121.9

VOR
PVD
115.6

Final
Apch Crs
045°

Minimum Alt
RENCH
2000' (1947')

MDA(H)
(CONDITIONAL)
540' (487')

Apt Elev 55'
TDZE 53'

2600'

MSA PVD VOR

MISSED APCH: Climbing LEFT turn to 2500' outbound via PVD VOR R-321 to FOSTY INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Pilot controlled lighting 120.7.

D-ATIS (ASOS when Twr inop)

124.2

*PROVIDENCE Approach (R)

123.67

BOSTON Center

124.85 when App inop.

*PROVIDENCE Tower

CTAF 120.7

*Ground

121.9

VOR
PVD
115.6

Final
Apch Crs
045°

Minimum Alt
RENCH
2000' (1947')

MDA(H)
(CONDITIONAL)
540' (487')

Apt Elev 55'
TDZE 53'

2600'

MSA PVD VOR

MISSED APCH: Climbing LEFT turn to 2500' outbound via PVD VOR R-321 to FOSTY INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Pilot controlled lighting 120.7.

D-ATIS (ASOS when Twr inop)

124.2

*PROVIDENCE Approach (R)

123.67

BOSTON Center

124.85 when App inop.

*PROVIDENCE Tower

CTAF 120.7

*Ground

121.9

VOR
PVD
115.6

Final
Apch Crs
045°

Minimum Alt
RENCH
2000' (1947')

MDA(H)
(CONDITIONAL)
540' (487')

Apt Elev 55'
TDZE 53'

2600'

MSA PVD VOR

MISSED APCH: Climbing LEFT turn to 2500' outbound via PVD VOR R-321 to FOSTY INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Pilot controlled lighting 120.7.

D-ATIS (ASOS when Twr inop)

124.2

*PROVIDENCE Approach (R)

123.67

BOSTON Center

124.85 when App inop.

*PROVIDENCE Tower

CTAF 120.7

*Ground

121.9

VOR
PVD
115.6

Final
Apch Crs
045°

Minimum Alt
RENCH
2000' (1947')

MDA(H)
(CONDITIONAL)
540' (487')

Apt Elev 55'
TDZE 53'

2600'

MSA PVD VOR

MISSED APCH: Climbing LEFT turn to 2500' outbound via PVD VOR R-321 to FOSTY INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Pilot controlled lighting 120.7.

D-ATIS (ASOS when Twr inop)

124.2

*PROVIDENCE Approach (R)

123.67

BOSTON Center

124.85 when App inop.

*PROVIDENCE Tower

CTAF 120.7

*Ground

121.9

VOR
PVD
115.6

Final
Apch Crs
045°

Minimum Alt
RENCH
2000' (1947')

MDA(H)
(CONDITIONAL)
540' (487')

Apt Elev 55'
TDZE 53'

2600'

MSA PVD VOR

MISSED APCH: Climbing LEFT turn to 2500' outbound via PVD VOR R-321 to FOSTY INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Pilot controlled lighting 120.7.

D-ATIS (ASOS when Twr inop)

124.2

*PROVIDENCE Approach (R)

123.67

BOSTON Center

124.85 when App inop.

*PROVIDENCE Tower

CTAF 120.7

*Ground

121.9

VOR
PVD
115.6

Final
Apch Crs
045°

Minimum Alt
RENCH
2000' (1947')

MDA(H)
(CONDITIONAL)
540' (487')

Apt Elev 55'
TDZE 53'

2600'

MSA PVD VOR

MISSED APCH: Climbing LEFT turn to 2500' outbound via PVD VOR R-321 to FOSTY INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Pilot controlled lighting 120.7.

D-ATIS (ASOS when Twr inop)

124.2

*PROVIDENCE Approach (R)

123.67

BOSTON Center

124.85 when App inop.

*PROVIDENCE Tower

CTAF 120.7

*Ground

121.9

VOR
PVD
115.6

Final
Apch Crs
045°

Minimum Alt
RENCH
2000' (1947')

MDA(H)
(CONDITIONAL)
540' (487')

Apt Elev 55'
TDZE 53'

2600'

MSA PVD VOR

MISSED APCH: Climbing LEFT turn to 2500' outbound via PVD VOR R-321 to FOSTY INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Pilot controlled lighting 120.7.

D-ATIS (ASOS when Twr inop)

124.2

*PROVIDENCE Approach (R)

123.67

BOSTON Center

124.85 when App inop.

*PROVIDENCE Tower

CTAF 120.7

*Ground

121.9

VOR
PVD
115.6

Final
Apch Crs
045°

Minimum Alt
RENCH
2000' (1947')

MDA(H)
(CONDITIONAL)
540' (487')

Apt Elev 55'
TDZE 53'

2600'

MSA PVD VOR

MISSED APCH: Climbing LEFT turn to 2500' outbound via PVD VOR R-321 to FOSTY INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Pilot controlled lighting 120.7.

D-ATIS (ASOS when Twr inop)

124.2

*PROVIDENCE Approach (R)

123.67

BOSTON Center

124.85 when App inop.

*PROVIDENCE Tower

CTAF 120.7

*Ground

121.9

VOR
PVD
115.6

Final
Apch Crs
045°

Minimum Alt
RENCH
2000' (1947')

MDA(H)
(CONDITIONAL)
540' (487')

Apt Elev 55'
TDZE 53'

2600'

MSA PVD VOR

MISSED APCH: Climbing LEFT turn to 2500' outbound via PVD VOR R-321 to FOSTY INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Pilot controlled lighting 120.7.

D-ATIS (ASOS when Twr inop)

124.2

*PROVIDENCE Approach (R)

123.67

BOSTON Center

124.85 when App inop.

*PROVIDENCE Tower

CTAF 120.7

*Ground

121.9

VOR
PVD
115.6

Final
Apch Crs
045°

Minimum Alt
RENCH
2000' (1947')

MDA(H)
(CONDITIONAL)
540' (487')

Apt Elev 55'
TDZE 53'

2600'

MSA PVD VOR

MISSED APCH: Climbing LEFT turn to 2500' outbound via PVD VOR R-321 to FOSTY INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Pilot controlled lighting 120.7.

D-ATIS (ASOS when Twr inop)

124.2

*PROVIDENCE Approach (R)

123.67

BOSTON Center

124.85 when App inop.

*PROVIDENCE Tower

CTAF 120.7

*Ground

121.9

VOR
PVD
115.6

Final
Apch Crs
045°

Minimum Alt
RENCH
2000' (1947')

MDA(H)
(CONDITIONAL)
540' (487')

Apt Elev 55'
TDZE 53'

2600'

MSA PVD VOR

MISSED APCH: Climbing LEFT turn to 2500' outbound via PVD VOR R-321 to FOSTY INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Pilot controlled lighting 120.7.

D-ATIS (ASOS when Twr inop)

124.2

*PROVIDENCE Approach (R)

123.67

BOSTON Center

124.85 when App inop.

*PROVIDENCE Tower

CTAF 120.7

*Ground

121.9

VOR
PVD
115.6

Final
Apch Crs
045°

Minimum Alt
RENCH
2000' (1947')

MDA(H)
(CONDITIONAL)
540' (487')

Apt Elev 55'
TDZE 53'

2600'

MSA PVD VOR

MISSED APCH: Climbing LEFT turn to 2500' outbound via PVD VOR R-321 to FOSTY INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Pilot controlled lighting 120.7.

D-ATIS (ASOS when Twr inop)

124.2

*PROVIDENCE Approach (R)

123.67

BOSTON Center

124.85 when App inop.

*PROVIDENCE Tower

CTAF 120.7

*Ground

121.9

VOR
PVD
115.6

Final
Apch Crs
045°

Minimum Alt
RENCH
2000' (1947')

MDA(H)
(CONDITIONAL)
540' (487')

Apt Elev 55'
TDZE 53'

2600'

MSA PVD VOR

MISSED APCH: Climbing LEFT turn to 2500' outbound via PVD VOR R-321 to FOSTY INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Pilot controlled lighting 120.7.

D-ATIS (ASOS when Twr inop)

124.2

*PROVIDENCE Approach (R)

123.67

BOSTON Center

124.85 when App inop.

*PROVIDENCE Tower

CTAF 120.7

*Ground

121.9

VOR
PVD
115.6

Final
Apch Crs
045°

Minimum Alt
RENCH
2000' (1947')

MDA(H)
(CONDITIONAL)
540' (487')

Apt Elev 55'
TDZE 53'

2600'

MSA PVD VOR

MISSED APCH: Climbing LEFT turn to 2500' outbound via PVD VOR R-321 to FOSTY INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Pilot controlled lighting 120.7.

D-ATIS (ASOS when Twr inop)

124.2

*PROVIDENCE Approach (R)

123.67

BOSTON Center

124.85 when App inop.

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*PROVIDENCE Approach (R)

123.67

BOSTON Center

124.85 when App inop.

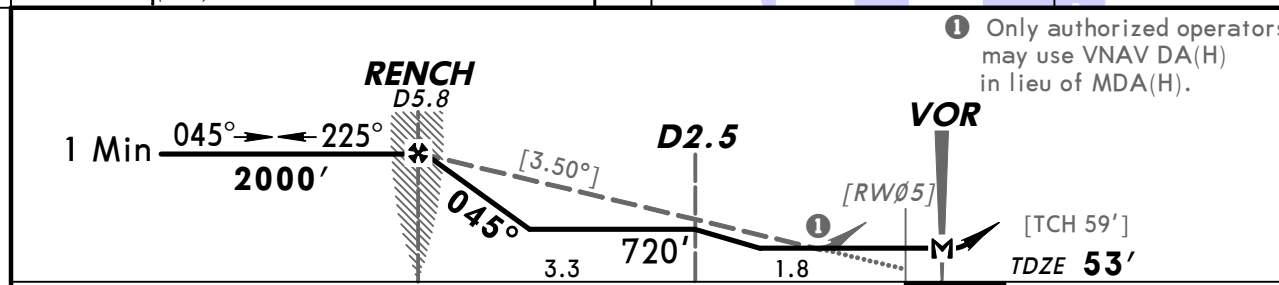
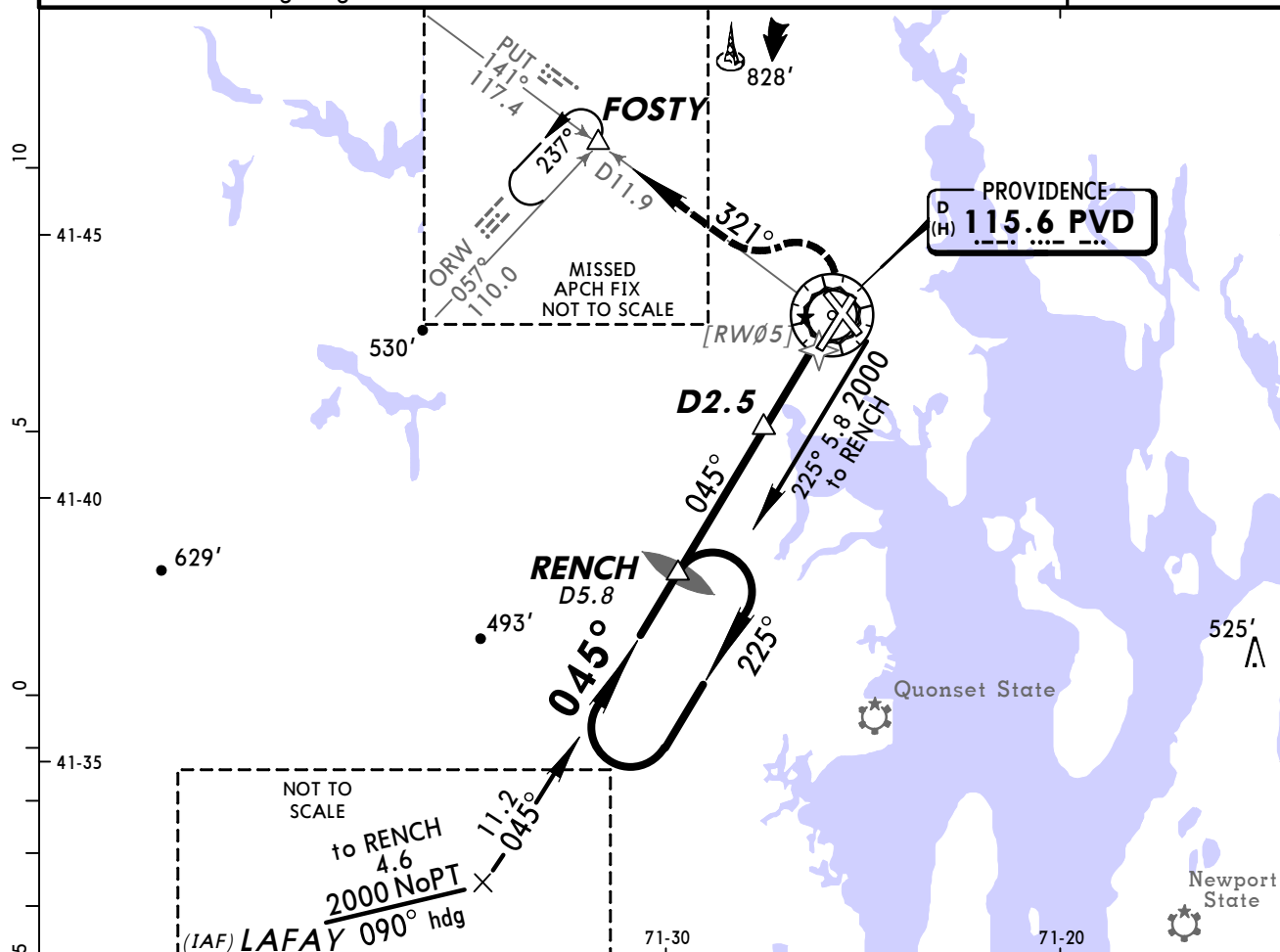
*PROVIDENCE Tower

CTAF 120.7

*Ground

121.9

VOR
PVD



Gnd speed-Kts	70	90	100	120	140	160		ALSF-II	2500'	PVD	
Descent angle [3.50°]	434	557	619	743	867	991			via 115.6	FOSTY	
MAP at VOR									LT	R-321	

STRAIGHT-IN LANDING RWY 5					CIRCLE-TO-LAND	
MDA(H) 540' (487')		MDA(H) 720' (667')			With D2.5	Without D2.5
With D2.5		Without D2.5				
	ALS out		ALS out	Max Kts	MDA(H)	MDA(H)
A	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	90	560' (505')-1	720' (665')-1
B	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 60 or 1 1/4	120	620' (565')-1 1/2	720' (665')-1 3/4
C	RVR 50 or 1	1 1/2	1 1/2	140	620' (565')-2	720' (665')-2
D				165		

CHANGES: Approach frequency, RENCH LOM removed, FOSTY hold length.

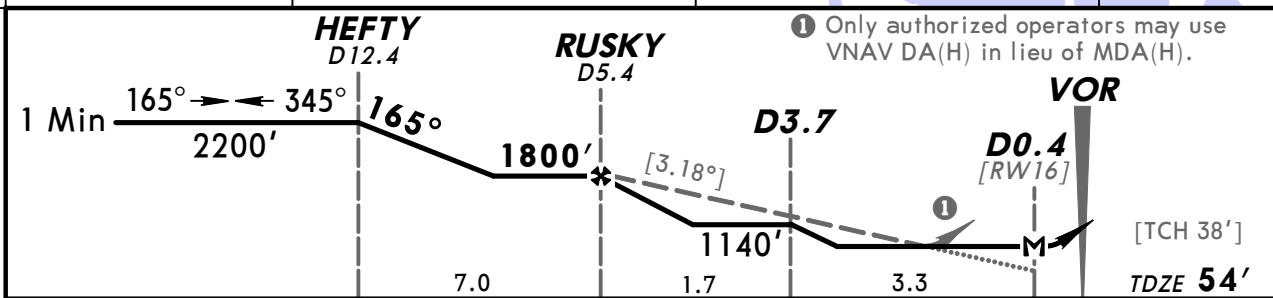
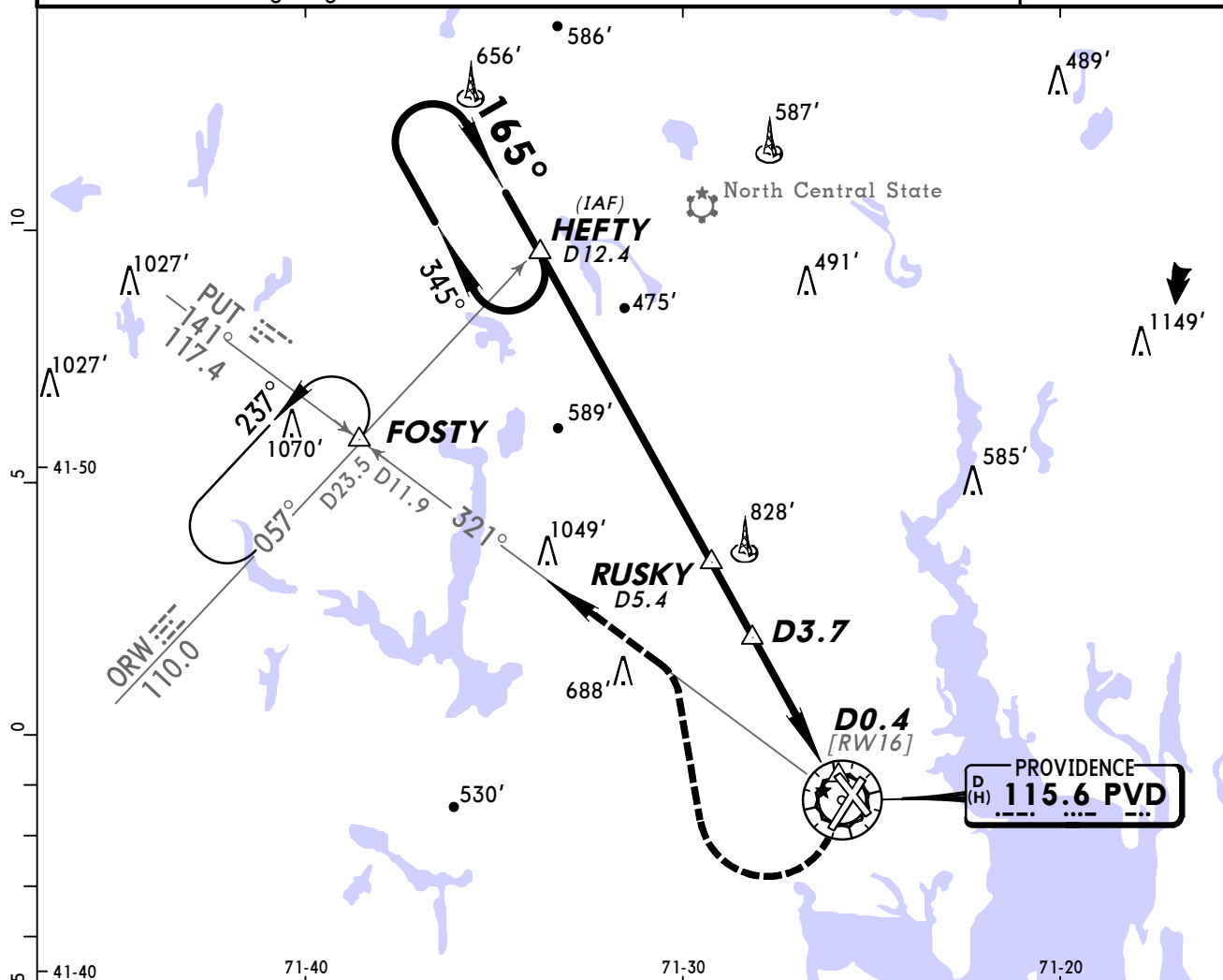
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KPVD/PVD
GREEN STATE

JEPPESEN
25 NOV 11 **(13-2)**

PROVIDENCE, RI
VOR DME Rwy 16

D-ATIS (ASOS when Twr inop)	*PROVIDENCE Approach (R)	BOSTON Center	*PROVIDENCE Tower	*Ground
124.2	123.67	124.85 when App inop.	CTAF 120.7	121.9
VOR PVD 115.6	Final Apch Crs 165°	Minimum Alt RUSKY 1800' (1746')	MDA(H) 560' (506')	Apt Elev 55' TDZE 54'
MISSED APCH: Climbing RIGHT turn to 2500' outbound via PVD VOR R-321 to FOSTY INT and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Pilot controlled lighting 120.7.				
2600' MSA PVD VOR				



Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	2500' via PVD RT 115.6 R-321	FOSTY
Descent angle [3.18°]	394	506	563	675	788	900			
MAP at D0.4									

STRAIGHT-IN LANDING RWY 16			CIRCLE-TO-LAND	
MDA(H) 560' (506')			Max Kts.	MDA(H)
A	1		90	560' (505') - 1
B			120	
C	1½		140	620' (565') - 1½
D			165	620' (565') - 2

CHANGES: Approach frequency, FOSTY hold length.

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KPVD/PVD
GREEN STATE

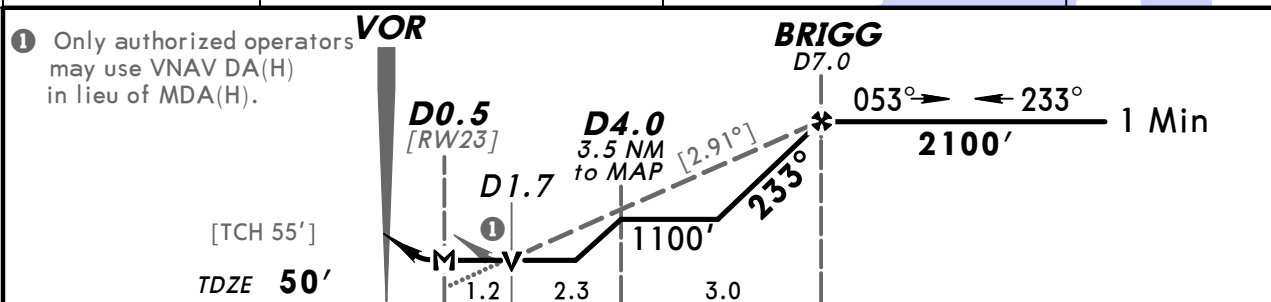
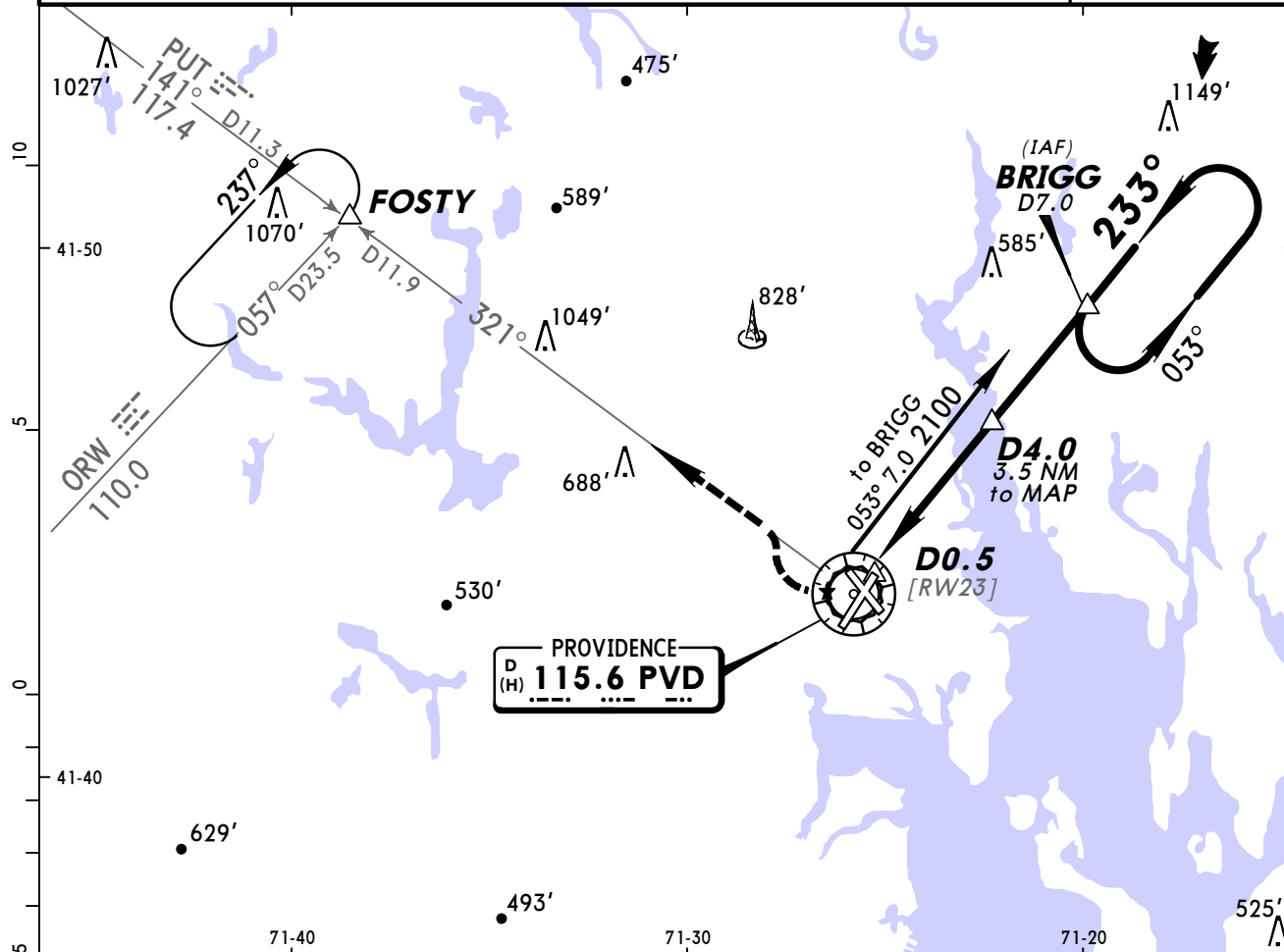
JEPPesen
 25 NOV 11 **(13-3)**

PROVIDENCE, RI
VOR DME Rwy 23

BRIEFING STRIP

TM

D-ATIS (ASOS when Twr inop)		*PROVIDENCE Approach (R)		BOSTON Center		*PROVIDENCE Tower		*Ground	
124.2		123.67		124.85 when App inop.		CTAF 120.7		121.9	
VOR PVD 115.6	Final Apch Crs 233°	Minimum Alt BRIGG 2100' (2050')	MDA(H) 440' (390')	Apt Elev 55' TDZE 50'	2600' MSA PVD VOR				
MISSED APCH: Climbing RIGHT turn to 2500' outbound via PVD VOR R-321 to FOSTY INT and hold.									
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'					
1. Pilot controlled lighting 120.7.									



Gnd speed-Kts	70	90	100	120	140	160		MALSR	2500'	PVD	FOSTY
Descent angle	[2.91°]	360	463	515	618	721	824	VASI	RT	115.6	R-321
MAP at D0.5											

STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND			
MDA(H) 440' (390')				MDA(H)			
RAIL out		ALS out		Max Kts			
RVR 40 or 3/4		RVR 50 or 1		90	560' (505') - 1		
				120	620' (565') - 1 1/2		
RVR 50 or 1		RVR 60 or 1 1/4		140	620' (565') - 2		
				165			

CHANGES: Approach frequency, FOSTY hold length.

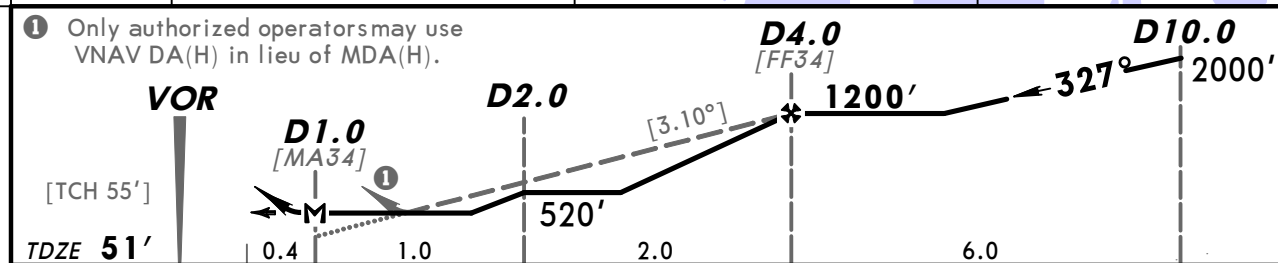
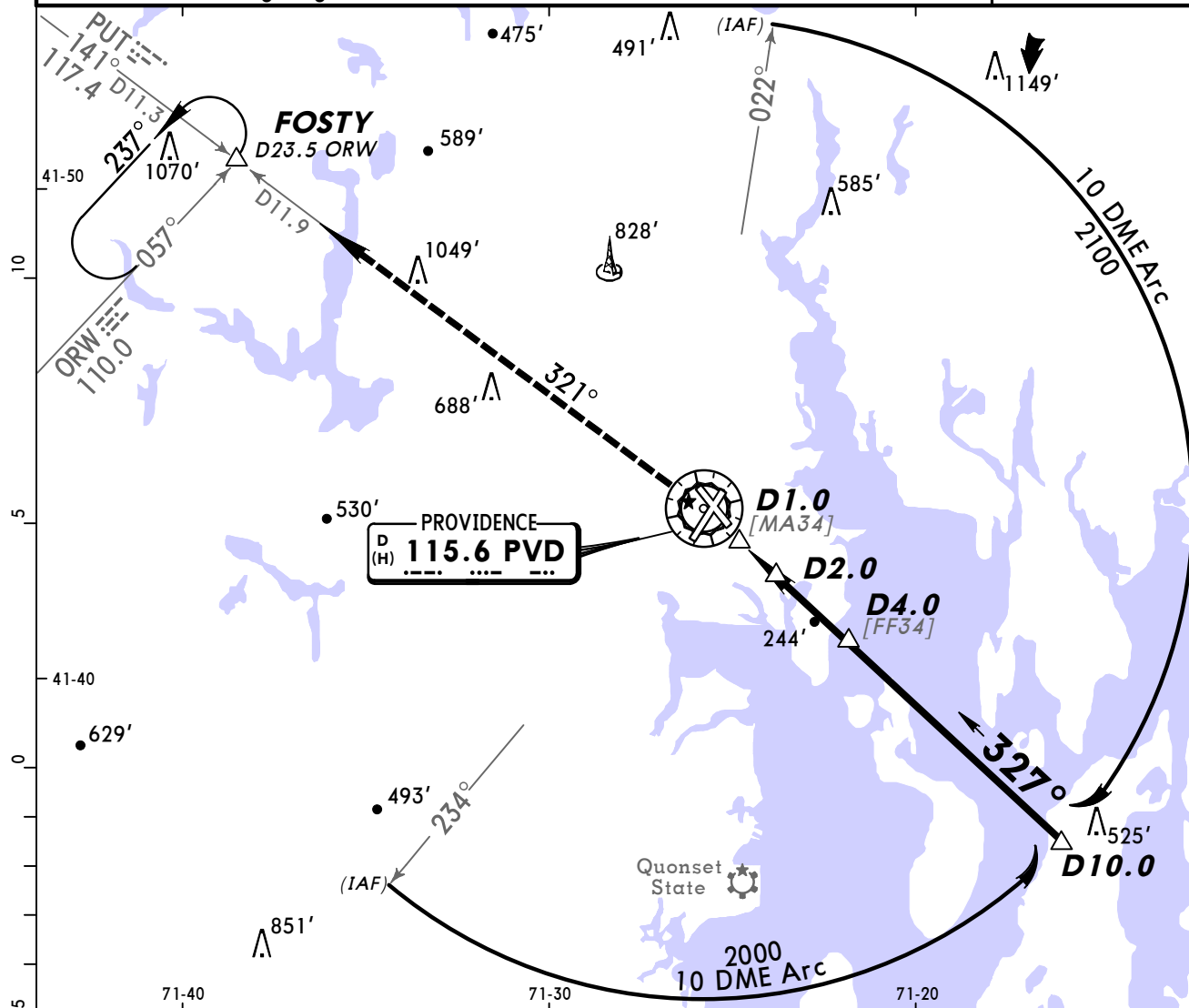
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KPVD/PVD
GREEN STATE

JEPPESEN
 25 NOV 11 **(13-4)**

PROVIDENCE, RI
VOR DME Rwy 34

D-ATIS (ASOS when Twr inop) 124.2	*PROVIDENCE Approach (R) 123.67	BOSTON Center 124.85 when App inop.	*PROVIDENCE Tower CTAF 120.7	*Ground 121.9
VOR PVD 115.6	Final Apch Crs 327°	Minimum Alt D4.0 1200' (1149')	MDA(H) 440' (389')	Apt Elev 55' TDZE 51'
MISSED APCH: Climb to 2500' outbound via PVD VOR R-321 to FOSTY INT/ D23.5 ORW and hold.				
Alt Set: INCHES			Trans alt: 18000'	
1. Pilot controlled lighting 120.7.			MSA PVD VOR	



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.10°]	384	494	548	658	768	878
MAP at D1.0						

STRAIGHT-IN LANDING RWY 34			CIRCLE-TO-LAND		
MDA(H) 440' (389')			MDA(H)		
RAIL out			ALS out		
A	RVR 50 or 1		Max Kts 90	560' (505') - 1	
B			120	580' (525') - 1½	
C			140	620' (565') - 2	
D	RVR 50 or 1	RVR 60 or 1¼	165		

CHANGES: Approach frequency, FOSTY hold length.

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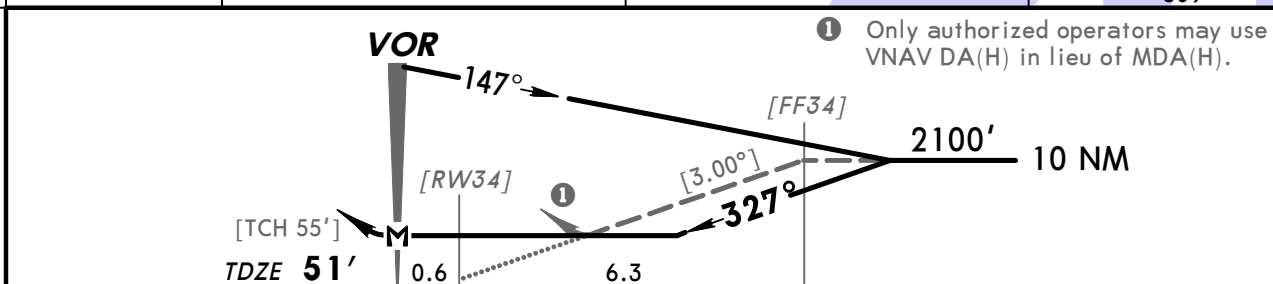
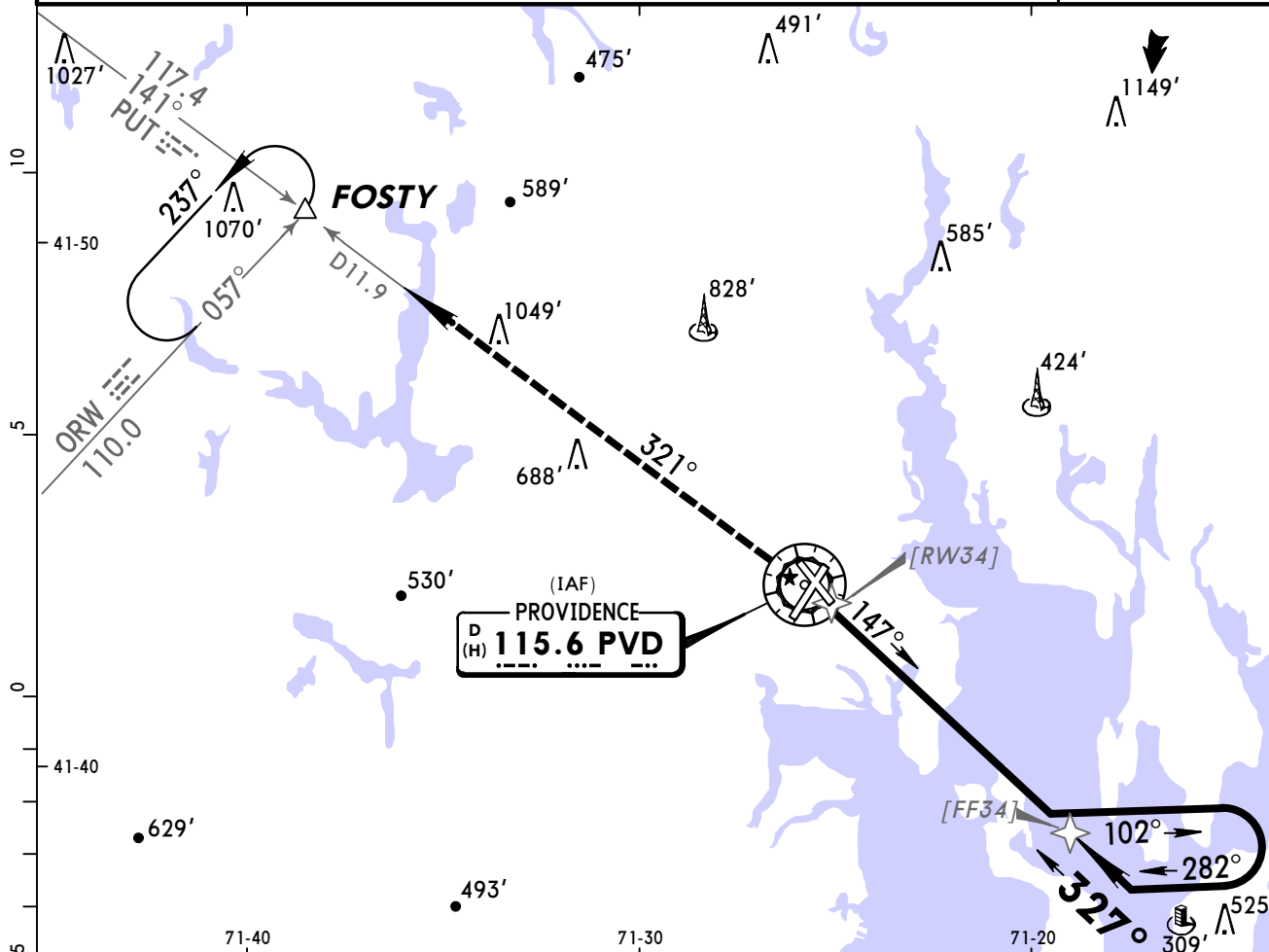
TERPS AMEND 5E 7 APR 2011

KPVD/PVD
GREEN STATE

JEPPesen
 25 NOV 11 **(13-5)**

PROVIDENCE, RI
VOR Rwy 34

D-ATIS (ASOS when Twr inop)	*PROVIDENCE Approach (R)	BOSTON Center	*PROVIDENCE Tower	*Ground
124.2	123.67	124.85 when App inop.	CTAF 120.7	121.9
VOR PVD 115.6	Final Apch Crs 327°	No FAF	MDA(H) 660' (609')	Apt Elev 55' TDZE 51'
MISSED APCH: Climb to 2500' outbound via PVD VOR R-321 to FOSTY INT and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Pilot controlled lighting 120.7.				
2600' MSA PVD VOR				



Gnd speed-Kts	70	90	100	120	140	160		MALSR	2500'	PVD	
Descent Angle [3.00°]	372	478	531	637	743	849		AVASI	↑	115.6	FOSTY
MAP at VOR										R-321	

STRAIGHT-IN LANDING RWY 34					CIRCLE-TO-LAND	
MDA(H) 660' (609')					Max Kts	MDA(H)
RAIL out					90	660' (605')-1
ALS out					120	660' (605')-1
A	RVR 50 or 1				90	660' (605')-1
B	RVR 50 or 1				120	660' (605')-1
C	RVR 60 or 1 1/4	1 3/4			140	660' (605')-1 3/4
D	1 1/2	2			165	660' (605')-2

CHANGES: Approach frequency, FOSTY hold length.

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TERPS AMEND 4E 18 NOV 2010

PROVIDENCE, RI (GREEN STATE - KPVD)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KOQU

No Chart Change Notices for Airport KPVD