

LOC/DME F-UNQ <b>111.5</b> Chan <b>52</b>	APP CRS <b>337°</b>	Rwy Idg <b>6081</b> TDZE <b>50</b> Apt Elev <b>54</b>
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# ILS or LOC RWY 34

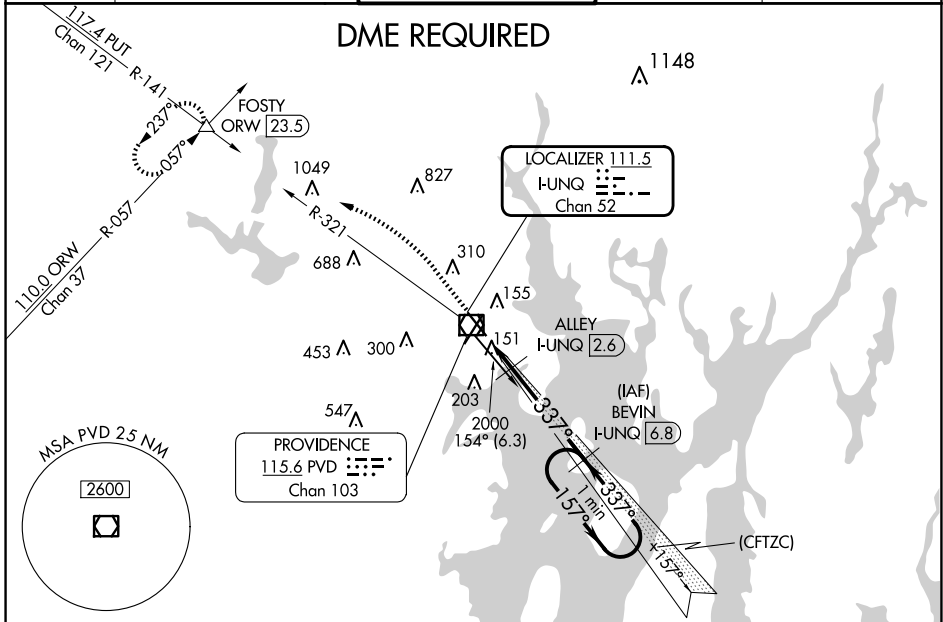
RHODE ISLAND TF GREEN INTL (PVD)

**⚠** DME required. Rwy 34 helicopter visibility reduction below RVR 4000 NA. For inop MALSR, increase S-LOC Cat A/B visibility to RVR 5500, and Cat C/D visibility to RVR 5000. Autopilot coupled approach NA below 300.

**MALSR**

**MISSED APPROACH:** Climb to 700 then climbing left turn to 2500 on heading 300° and on PVD VOR/DME R-321 to FOSTY INT/ORW 23.5 DME and hold.

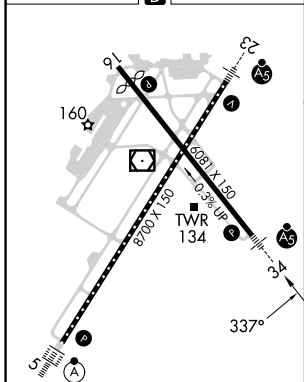
D-ATIS <b>124.2</b>	PROVIDENCE APP CON * <b>123.675 244.875</b>	PROVIDENCE TOWER * <b>120.7 (CTAF) 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.65 348.6</b>
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NE-1, 20 FEB 2025 to 20 MAR 2025

NE-1, 20 FEB 2025 to 20 MAR 2025

ELEV <b>54</b>	<b>D</b>	TDZE <b>50</b>
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TDZ/CL Rwy 5 **Ⓛ**  
REIL Rwy 16 **Ⓛ**  
HIRL Rwy 5-23 and 16-34 **Ⓛ**

700 ↑	2500 hdg 300°	PVD R-321	FOSTY △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 60).
*LOC only.				One Minute Holding Pattern
				GS 3.00° TCH 53
0.9 NM		0.6		4.2 NM
CATEGORY	A	B	C	D
S-ILS 34	331/40		281 (300-3/4)	
S-LOC 34	380/40		330 (400-3/4)	
<b>C</b> CIRCLING	560-1 506 (600-1)	640-1 586 (600-1)	640-1½ 586 (600-1½)	860-2½ 806 (900-2½)