

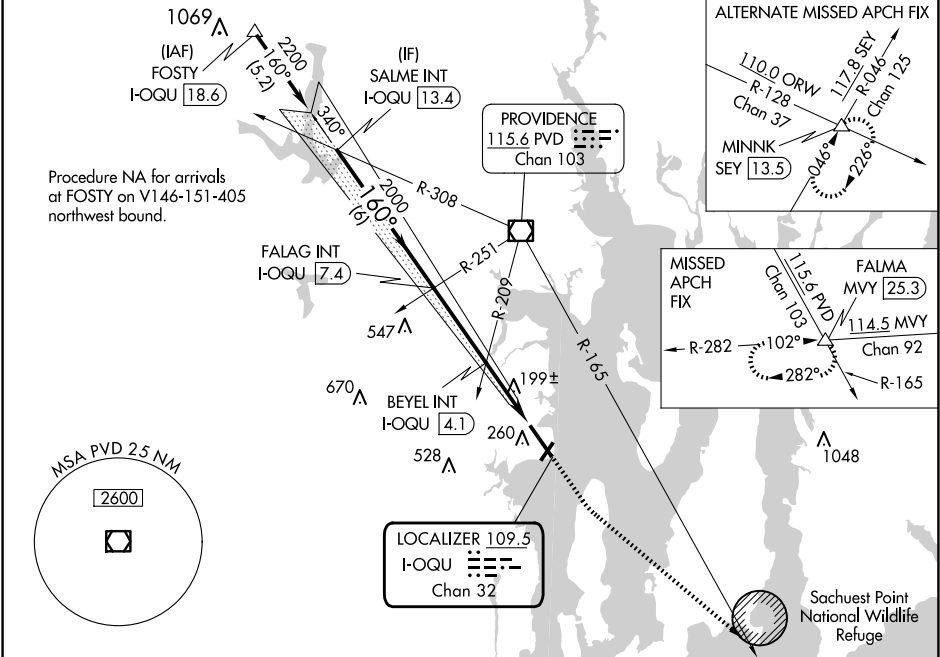
LOC/DME I-OQU 109.5 Chan 32	APP CRS 160°	Rwy ldg 7100 TDZE 18 Apt Elev 18	ILS or LOC RWY 16 QUONSET STATE (OQU)
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Circling Rwy 5 NA at night. For inop ALS, increase S-LOC 16 Cat C/D visibility to 2½ SM.

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 145° and PVD VOR/DME R-165 to FALMA and hold.

ATIS 118.6	PROVIDENCE APP CON ★ 123.675 244.875	QUONSET TOWER ★ 126.35 (CTAF) 0 252.9	GND CON 134.5 226.675	CLNC DEL 134.5	UNICOM 122.95
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 58).				<div>500</div> <div>↑</div>	<div>3000</div> <div>hdg 145°</div>	<div>PVD R-165</div>	<div>FALMA</div> <div>△</div>	<div>ELEV 18</div> <div>D</div>	<div>TDZE 18</div>
<div>SALME INT I-OQU 13.4</div> <div>FALAG INT I-OQU 7.4</div> <div>BEYEL INT I-OQU 4.1</div> <div>*I-OQU 2.4</div> <div>I-OQU 1.3</div> <div>*LOC only</div>				<div>2200</div> <div>160°</div> <div>2000</div> <div>*840</div> <div>GS 3.00° TCH 50</div> <div>6 NM</div> <div>3.3 NM</div> <div>1.8 NM</div> <div>1 NM</div>					
CATEGORY	A		B		C		D		
S-ILS 16	218-½ 200 (200-½)								
S-LOC 16	840-½ 822 (900-½)		840-¾ 822 (900-¾)		840-1⅞ 822 (900-1⅞)				
CIRCLING	840-1¼ 822 (900-1¼)		840-2½ 822 (900-2½)		880-2¾ 862 (900-2¾)				
BEYEL FIX MINIMUMS									
S-LOC 16	460-½ 442 (500-½)		460-⅞ 442 (500-⅞)						
CIRCLING	620-1 602 (700-1)		620-1¾ 602 (700-1¾)		880-2¾ 862 (900-2¾)				
<div><div>Diagram of runway layout showing Runway 16-34, Runway 5-23, and Runway 5 and 23. Includes distances (730, 150, 400) and various markers (A, H, TWR 122, 32, 34, 5).</div></div>									
HIRL Rwy 16-34 1 MIRL Rwy 5-23 1 REIL Rws 5 and 23 1									
FAF to MAP 6.1 NM									
Knots 60 90 120 150 180									
Min:Sec 6:06 4:04 3:03 2:26 2:02									