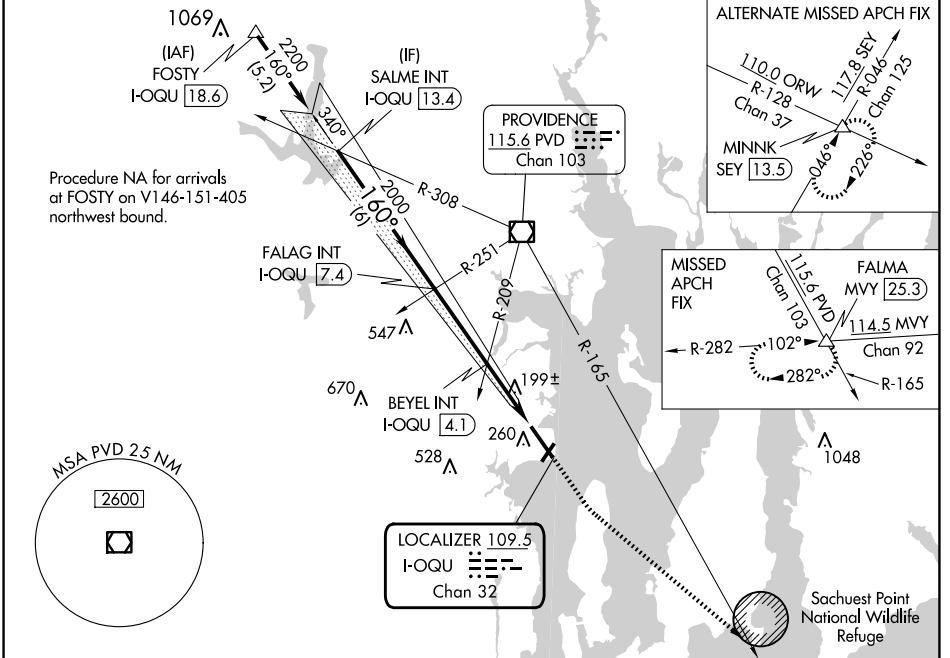


LOC/DME I-OQU	APP CRS	Rwy ldg	<b>7100</b>
<b>109.5</b>	<b>160°</b>	TDZE	<b>18</b>
Chan <b>32</b>		Apt Elev	<b>18</b>

# ILS or LOC RWY 16

QUONSET STATE (OQU)

<p>Circling Rwy 5 NA at night. For inop ALS, increase S-LOC 16 Cat C/D visibility to 2½ SM.</p>	<p>MALS/R</p>	<p>MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 145° and PVD VOR/DME R-165 to FALMA and hold.</p>			
		<p>ATIS ★ <b>118.6</b></p>	<p>PROVIDENCE APP CON ★ <b>123.675 244.875</b></p>	<p>QUONSET TOWER ★ <b>126.35 (CTAF) 0 252.9</b></p>	<p>GND CON <b>134.5 226.675</b></p>



<p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 58).</p>		<p>500</p> <p>3000</p> <p>hdg 145°</p>	<p>PVD R-165</p>	<p>FALMA</p>	<p>ELEV 18</p>	<p>TDZE 18</p>
<p>SALME INT I-OQU 13.4</p> <p>FALAG INT I-OQU 7.4</p> <p>BEYEL INT I-OQU 4.1</p> <p>I-OQU 1.3</p> <p>I-OQU 2.4</p> <p>*840</p> <p>*LOC only</p>						
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)		
<b>C</b> 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)		
<b>C</b> CIRCLING	620-1	602 (700-1)	620-1¾ 602 (700-1¾)	880-2¾ 862 (900-2¾)		
					<p>TWR 122</p> <p>HIRL Rwy 16-34</p> <p>MIRL Rwy 5-23</p> <p>REIL Rwy 5 and 23</p> <p>FAF to MAP 6.1 NM</p>	
					Knots	60 90 120 150 180
					Min:Sec	6:06 4:04 3:03 2:26 2:02

NE-1, 23 JAN 2025 to 20 FEB 2025

NE-1, 23 JAN 2025 to 20 FEB 2025