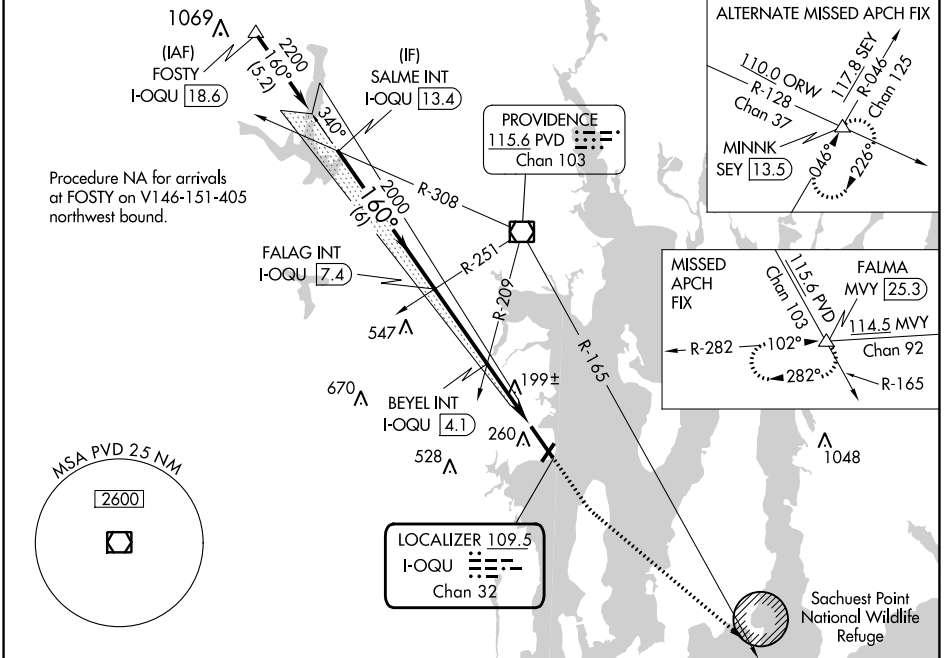


| | | | |
|----------------|-------------|----------|-------------|
| LOC/DME I-OQU | APP CRS | Rwy ldg | 7100 |
| 109.5 | 160° | TDZE | 18 |
| Chan 32 | | Apt Elev | 18 |

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 ★ 118.6</p> | <p>PROVIDENCE APP CON ★ 123.675 244.875</p> | <p>QUONSET TOWER ★ 126.35 (CTAF) 0 252.9</p> | <p>GND CON 134.5 226.675</p> |



| <p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 58).</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>*840</p> <p>*I-OQU 2.4</p> <p>*LOC only</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> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|---|------------------------|------------------------|------|----------|-------------------|--|--|--|----------|----------------------|----------------------|--------|--------------|-------------------|--------|--------------|------------------------|------------------------|--------------------|--|--|--|--|----------|-------|-------------|-------|-------------|-------------------|-------|-------------|------------------------|------------------------|--|-------|----|----|-----|-----|-----|---------|------|------|------|------|------|
| <table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>S-ILS 16</td> <td colspan="4">218-½ 200 (200-½)</td> </tr> <tr> <td>S-LOC 16</td> <td>840-½ 822 (900-½)</td> <td>840-¾ 822 (900-¾)</td> <td>840-1⅞</td> <td>822 (900-1⅞)</td> </tr> <tr> <td>C CIRCLING</td> <td>840-1¼</td> <td>822 (900-1¼)</td> <td>840-2½ 822 (900-2½)</td> <td>880-2¾ 862 (900-2¾)</td> </tr> <tr> <td colspan="5" style="text-align:center">BEYEL FIX MINIMUMS</td> </tr> <tr> <td>S-LOC 16</td> <td>460-½</td> <td>442 (500-½)</td> <td>460-⅞</td> <td>442 (500-⅞)</td> </tr> <tr> <td>C CIRCLING</td> <td>620-1</td> <td>602 (700-1)</td> <td>620-1¾ 602 (700-1¾)</td> <td>880-2¾ 862 (900-2¾)</td> </tr> </tbody> </table> | 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) | C 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) | C 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> <table border="1"> <tr> <td>Knots</td> <td>60</td> <td>90</td> <td>120</td> <td>150</td> <td>180</td> </tr> <tr> <td>Min:Sec</td> <td>6:06</td> <td>4:04</td> <td>3:03</td> <td>2:26</td> <td>2:02</td> </tr> </table> | Knots | 60 | 90 | 120 | 150 | 180 | Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |
| 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) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C 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) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C CIRCLING | 620-1 | 602 (700-1) | 620-1¾ 602 (700-1¾) | 880-2¾ 862 (900-2¾) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

NE-1, 22 FEB 2024 to 21 MAR 2024

NE-1, 22 FEB 2024 to 21 MAR 2024