

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> OQU	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 16	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> NORTH KINGSTOWN	<u>STATE</u> RI
<u>AIRPORT ELEVATION</u> 18	<u>TDZE</u> 18	<u>SUPERSEDED</u> RNAV (GPS) RWY 16	<u>DATED</u> 02/01/2018	<u>EPOCH YEAR</u> 2000
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
FOSTY	IAF	SALME		TF	FB	1.00	159.98	5.18	2200
SALME	IF	FALAG		TF	FB	1.00	159.90	6.02	2000
FALAG	FAF	BEYEL/2.34 NM TO RW16		TF	FB	0.30	159.95	3.71	
BEYEL/2.34 NM TO RW16		RW16	MAP	TF	FO	0.30	159.95	2.34	
RW16	MAP	286 MSL		CA			159.95		
286 MSL		BADTA		DF	FB	1.00			
BADTA		FALMA		TF	FO	1.00	149.21	6.34	3000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW16

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 DIRECT BADTA AND ON TRACK 149.21 TO FALMA AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. PROFILE STARTS AT SALME					
3. FAC: 159.95	FAF: FALAG		DIST FAF TO MAP: 6.05	DIST FAF TO THLD: 6.05	
4. MIN ALT: SALME 2200, FALAG 2000, BEYEL/2.34 NM TO RW16 820					
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	268 HAT: 0.66	GS ANT:
6. MIN GP INCPT: 2000	GP ALT AT PFAF: FALAG 2000		OM:	MM:	IM:
7. GP ANGLE: 3.00	34:1: IS NOT CLEAR	20:1: IS CLEAR	TCH: 55.7		
8. MSA FROM: RW16 2200					



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING RWY 5 NA AT NIGHT.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15°C OR ABOVE 54°C.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT FOSTY ON V146-151-405 NORTHWEST BOUND AND V3-16 NORTHEAST BOUND.
CHART NOTE: RWY 16 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE LPV ALL CATS VISIBILITY TO 7/8 AND LNAV CATS A/B VISIBILITY TO 1 SM.

ADDITIONAL FLIGHT DATA:

CHART SACHUEST POINT NATIONAL WILDLIFE REFUGE
HOLD W, RT, 094.00 INBOUND.
CHART FAS OBST: 191 WATER TOWER (44-027424) 413604N/0712544W.
CHART VDP AT 1.21 NM TO RW16.
WAAS CHANNEL # 93705
REFERENCE PATH ID: W16A
LTP HAE: -24.4 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - CAT D 900-2 3/4

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA	286	3/4	268	286	3/4	268	286	3/4	268	286	3/4	268			
LNAV/VNAV DA	439	3/4	421	439	3/4	421	439	3/4	421	439	3/4	421			
LNAV MDA	460	3/4	442	460	3/4	442	460	7/8	442	460	7/8	442			
CIRCLING	620	1	602	620	1	602	620	1 3/4	602	880	2 3/4	862			



<u>AIRPORT ID</u> OQU	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 16	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> NORTH KINGSTOWN	<u>STATE</u> RI
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CHANGES - REASONS

1. TERMINAL ROUTES: SALME TO FALAG: CHANGED DISTANCE FROM 6.01 TO 6.02 - FALAG RELOCATED 101 FEET SW.
2. TERMINAL ROUTES: FALAG TO BEYEL AND BEYEL TO RW16: TO AND FROM POINT CHANGED FROM BEYEL/2.80 NM TO RW16 TO BEYEL/2.34 NM TO RW16, - FALAG RELOCATED AND BEYEL RELOCATED 2772 FEET SW.
3. TERMINAL ROUTES: CHANGED FROM RW16 TO 218 MSL TO RWY 16 TO 286 MSL AND CONNECTING MISSED APPROACH LEG UPDATED TO RELECT THE 286 MSL TO BADTA - LPV DA CHANGED FROM 218 TO 286 FOR MISSED APPROACH ADJUSTMENT.
4. PROFILE VIEW LINE 3: DIST FAF TO MAP/THLD CHANGED FROM 6.06/6.06 TO 6.05/6.05 - FALAG RELOCATED.
5. PROFILE VIEW LINE 4: CHANGED FROM BEYEL/2.8 NM TO RW16 960* TO BEYEL/2.34 NM TO RW16 820, REMOVED ASSOCIATED ADDITIONAL FLIGHT DATA *LNAV ONLY - BEYEL RELOCATED, ASTERISK NO LONGER REQUIRED AND VAA CHANGED FROM 960 TO 820.
6. PROFILE VIEW LINE 5: ADDED 268 HAT: 0.66 AND REMOVED DISTANCE TOI THLD FROM 200 HAT: 0.47 NM - 8260.19K 8-6-7(E).
7. PROFILE LINE 7: CHANGED 34:1 FROM CLEAR TO NOT CLEAR AND ADDED 20:1 IS CLEAR, CHANGED TCH FROM 50.4 TO 55.7 - NEW EVAL AND REDESIGN, UPDATED SURVEY 10/08/2024 AND NEW DESIGN TCH.
8. CHART NOTE: DELETED DME/DME RNP-0.3 NA AND ADDED PBN REQUIREMENTS NOTE: RNP APCH-GPS - 8206.19J 8-6-8(B).
9. CHART NOTE: CHANGED FROM FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15C (5F) OR ABOVE 54C (130F) TO FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15°C OR ABOVE 54°C - TEMPERATURES DOCUMENT IN CELCIUS ONLY, 8260.19K 8-6-10(R).
10. CHART NOTE: ADDED RWY 16 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED - 34:1 PENETRATIONS.
11. ADDITIONAL FLIGHT DATA: REMOVED CHART CIRCLING ICON - NO LONGER REQUIRED.
12. ADDITIONAL FLIGHT DATA: CHANGED CHART FAS OBST FROM 199 TREE 413744N/0712607W TO 191 WATER_TOWER (44-027424) 413604N/0712544W - NEW EVAL AND UPDATED SURVEY.
13. ADDITIONAL FLIGHT DATA: CHANGED CHART VDP AT: 1.20 NM RW16 TO 1.21 - UPDATED TCH.
14. ADDITONAL FLIGHT DATA: REMOVED VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}) - UPDATED TCH MAKES RNAV GLIDEPATH COINCIDENT.
15. MINIMUMS: LPV DA/VIS/HAT ALL CATS CHANGED FROM 218/1/2/200 TO 286/3/4/268 - NEW EVAL, 34:1 PENETRATIONS (VIS).
16. MINIMUMS: LNAV/VNAV DA/VIS/HAT ALL CATS CHANGED FROM 442/3/4/424 TO 439/3/4/421 - UPDATED EVALUATION.
17. CRC REMAINDER CHANGED FROM E30F8EA6 TO 39CA11CC - LTP/FTP LATITUDE/LONGITUDE CHANGED FROM 413627.8140N/0712518.0110W TO 413627.8135N/0712518.0125W, FPAP LATITUDE/LONGITUDE CHANGED FROM 413514.7865N/0712409.9065W TO 413514.7850N/0712409.9085W, GLIDEPATH ANGLE CHANGED FROM 107.25 TO 106.75, COURSE WIDTH CHANGED FROM 0464 TO 0616, VERTICAL ALERT LIMIT CHANGED FROM 35.0 TO 50.0.
18. ADDED CHART NOTE: FOR INOPERATIVE ALS, INCREASE LPV ALL CATS VISIBILITY TO 7/8 AND LNAV CATS A/B VISIBILITY TO 1 SM - NEW EVAL, 8260.19K 8-6-12(3)(D).

COORDINATED WITH:

A4A☐

ALPA☒

AOPA☒

APA☐

HAI☐

NBAA☒

OTHER: ZBW, PVD APP CON, OQU ATCT, AMGR

FLIGHT CHECKED BY

OFFICEDATE

DEVELOPED BY

RAYMOND JOHNSON

OFFICEDATE

AJV-A422

APPROVED BY

RAKE MCGRAW

OFFICEDATETITLE

AJV-A42212/18/2025MANAGER



AIRPORT ID
OQU

PROCEDURE NAME
RNAV (GPS) RWY 16

ORIGINAL/AMENDMENT
2

CITY
NORTH KINGSTOWN

STATE
RI

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KOQU
RUNWAY	RW16
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W16A
LTP/FTP LATITUDE	413627.8135N
LTP/FTP LONGITUDE	0712518.0125W
LTP/FTP ELLIPSOIDAL HEIGHT	-00244
FPAP LATITUDE	413514.7850N
FPAP LONGITUDE	0712409.9085W
THRESHOLD CROSSING HEIGHT (TCH)	00055.7
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0616
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0

CRC REMAINDER	39CA11CC
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ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K6
LTP ORTHOMETRIC HEIGHT	+00056
FPAP ORTHOMETRIC HEIGHT	+00056



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u> OQU	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 16	<u>AMDT NO.</u> 2	<u>CITY</u> NORTH KINGSTOWN	<u>STATE</u> RI	<u>AIRPORT ELEVATION</u> 18	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

<u>FROM</u> FOSTY	<u>TO</u> SALME
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<u>RNP</u> 1.00	<u>DISTANCE</u> 5.18	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (44-000083)	415032.57N/0714011.29W	1069	50	20	2C	1000				XP131	2200
TERRAIN	414948.00N/0714000.00W	685 (700)								AS1000	1700

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP TO MAINTAIN CURRENT ALTITUDE

INTERMEDIATE

<u>FROM</u> SALME	<u>TO</u> FALAG
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<u>RNP</u> 1.00	<u>DISTANCE</u> 6.02	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
WINDMILL (44-025291)	414740.78N/0713234.13W	985	250	50	4D	500				XP515	2000
TERRAIN	414615.00N/0713315.00W	508 (500)								AS1000	1500

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP TO MAINTAIN CURRENT ALTITUDE

QUALITY
39
CHECKED

FINAL: LPV

FROM

FALAG

TO

RW16

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	6.05		DA				268				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (44-028159)	413644.82N/0712541.82W	92	20	3	1A		34.00:1			SA-3 MA21	286

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

FALAG

TO

RW16

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	6.05		DA				421				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (44-026843)	413712.05N/0712607.87W	157	20	3	1A		23.44:1				439

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

FALAG

TO

BEYEL/2.34 NM TO RW16

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	3.71										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (44-020113)	414016.55N/0713023.65W	435	50	20	2C	250				XL3 SA-151 DG283	820

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

BEYEL/2.34 NM TO RW16

TO

RW16

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.34		RW16		442						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
WATER_TOWER (44-027424)	413603.83N/0712544.39W	191	20	3	1A	250					460

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM

DA

TO

FALMA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30							88				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (44-028159)	413644.82N/0712541.82W	92	20	3	1A		ASC			SA-3	3000
BRIDGE (44-000032)	413021.00N/0712106.00W	415	500	50	5D	1000				AC50	1500
TERRAIN	413048.00N/0711648.00W	183 (200)								AS1500	1700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

FALMA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u>					
0.30						278					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3000
BRIDGE (44-000032)	413021.00N/0712106.00W	415	500	50	5D	1000				AC50	1500
TERRAIN	413048.00N/0711648.00W	183 (200)								AS1500	1700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW16

TO

FALMA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u>					
0.30-1.00							360				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3000
BRIDGE (44-000032)	413021.00N/0712106.00W	415	500	50	5D	1000				AC50	1500
TERRAIN	413048.00N/0711648.00W	183 (200)								AS1500	1700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TOWER (44-020110)	413552.63N/0712542.55W	1.30	602	260	500	50	5D	300		AC50	620
CATEGORY B											
TOWER (44-020110)	413552.63N/0712542.55W	1.81	602	260	500	50	5D	300		AC50	620
CATEGORY C											
TOWER (44-020110)	413552.63N/0712542.55W	2.84	602	260	500	50	5D	300		AC50	620
CATEGORY D											
WINDMILL (44-020114)	413453.82N/0712912.34W	3.70	862	528	500	50	5D	300		AC50	880

CIRCLING REMARKS:

MSA

CENTER	RADIUS
RW16	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (25-000325)	415213.00N/0711743.00W	035	16.7	1148	250	50	4D	1000			2200

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

PVD APP CON, OQU TOWER, BDR FSS, ZBW ARTCC

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3PT	OQU	24	OQU		Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS

WX REMARKS:

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
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QUALITY
39
CHECKED

<u>AIRPORT ID</u> OQU	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 16	<u>AMDT NO.</u> 2	<u>CITY</u> NORTH KINGSTOWN	<u>STATE</u> RI	<u>AIRPORT ELEVATION</u> 18	<u>FACILITY</u> RNAV
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>		<u>RUNWAY VISUAL RANGE</u>		
02H						
01H						
RW05 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)		BSC-F				
RW23 - MIRL (PCL), REIL (PCL), PAPI-4R (PCL)		BSC-F				
RW16 - MALSR (PCL), HIRL (PCL), PAPI-4L (PCL)		PIR-F				
RW34 - HIRL (PCL), PAPI-4L (PCL)		PIR-G				

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 18.3	<u>TCH</u> 55.7	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 54.5
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 5				
20:1					
31 TRAVERSE_WAY (44-023005) 413514.9200N/0712448.9300W (10.39)			26 SIGN (44-026230) 413515.4000N/0712447.6900W (10.06)		
24 SIGN (44-026233) 413515.8800N/0712449.5900W (5.97)			26 SIGN (44-026232) 413515.6400N/0712450.8700W (4.22)		
22 TRAVERSE_WAY (44-027789) 413515.2800N/0712448.6400W (3.51)			22 TRAVERSE_WAY (44-020478) 413515.7200N/0712450.3400W (1.69)		
18 FENCE (44-020205) 413515.5000N/0712448.5100W (0.71)			22 SIGN (44-026231) 413515.0100N/0712449.6200W (0.28)		
FINAL TYPE	LPV, LNAV/VNAV, LNAV				
34:1					
70 TREE (44-027033) 413637.4700N/0712531.0800W (17.29)			72 TREE (44-027233) 413638.0600N/0712531.7200W (17.03)		
69 TREE (44-027034) 413637.5000N/0712530.6900W (16.72)			71 TREE (44-027204) 413637.9500N/0712531.4800W (16.61)		
69 TREE (44-027502) 413637.6600N/0712530.7900W (16.2)			69 TREE (44-026505) 413637.8300N/0712530.9300W (15.61)		
71 TREE (44-026607) 413637.9900N/0712532.2200W (15.56)			71 TREE (44-028518) 413638.1700N/0712531.9200W (15.51)		
69 TREE (44-028442) 413637.6200N/0712531.4800W (15.41)			69 TREE (44-028038) 413637.7800N/0712531.2000W (15.38)		
71 TREE (44-026754) 413638.3700N/0712531.6400W (15.38)			71 TREE (44-027325) 413638.0300N/0712532.2900W (15.38)		
70 TREE (44-027686) 413637.9200N/0712531.7600W (15.32)			69 TREE (44-026996) 413637.8400N/0712531.4700W (14.89)		
71 TREE (44-027534) 413638.4000N/0712532.0800W (14.74)			69 TREE (44-026783) 413637.8400N/0712531.8600W (14.39)		

QUALITY
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<u>AIRPORT ID</u> OQU	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 16	<u>AMDT NO.</u> 2	<u>CITY</u> NORTH KINGSTOWN	<u>STATE</u> RI	<u>AIRPORT ELEVATION</u> 18	<u>FACILITY</u> RNAV
67 TREE (44-026831) 413637.7200N/0712530.7400W (14.12)			68 TREE (44-027227) 413637.8400N/0712531.6000W (13.72)			
67 TREE (44-028582) 413637.7300N/0712531.6700W (12.9)			68 TREE (44-027791) 413638.4100N/0712531.4500W (12.53)			
66 TREE (44-028425) 413638.2700N/0712530.9700W (11.48)			65 TREE (44-027692) 413638.0500N/0712530.9200W (11.08)			
62 TREE (44-026834) 413640.0000N/0712524.9300W (11)			65 TREE (44-028448) 413637.6700N/0712531.8400W (10.83)			
63 TREE (44-028449) 413637.5500N/0712530.5500W (10.78)			64 TREE (44-026598) 413637.9700N/0712530.8700W (10.34)			
67 TREE (44-026613) 413638.5700N/0712532.2700W (10.08)			67 TREE (44-026777) 413638.6900N/0712532.1900W (9.89)			
61 TREE (44-028524) 413637.8100N/0712529.2300W (9.83)			66 TREE (44-027783) 413638.7300N/0712531.8100W (9.28)			
60 TREE (44-027622) 413637.3700N/0712530.4800W (8.31)			60 TREE (44-028551) 413637.1900N/0712531.0700W (7.99)			
92 TREE (44-028159) 413644.8200N/0712541.8200W (7.6)			63 TREE (44-028195) 413638.5300N/0712531.2300W (7.52)			
60 TREE (44-027090) 413637.3200N/0712531.4400W (7.2)			65 TREE (44-026749) 413638.9200N/0712532.3300W (7.15)			
54 TREE (44-028032) 413639.2300N/0712523.2100W (7.09)			53 TREE (44-028566) 413636.4400N/0712527.8700W (6.92)			
69 TREE (44-027017) 413641.0200N/0712531.7500W (6.78)			63 TREE (44-026514) 413638.6700N/0712531.6300W (6.66)			
57 TREE (44-028503) 413639.8800N/0712524.9400W (6.28)			57 TREE (44-026594) 413639.9900N/0712524.7800W (6.22)			
58 TREE (44-027272) 413637.1300N/0712531.1300W (6.06)			67 TREE (44-028169) 413642.3000N/0712528.7500W (5.5)			
51 TREE (44-026674) 413636.4700N/0712527.6000W (5.19)			67 TREE (44-026958) 413641.0400N/0712531.4600W (5.1)			
48 TREE (44-026881) 413634.9600N/0712528.2300W (5.07)			58 TREE (44-028021) 413640.1300N/0712526.2600W (4.98)			
57 TREE (44-026715) 413637.1500N/0712531.2500W (4.85)			65 TREE (44-026575) 413643.3400N/0712526.1200W (4.33)			
62 TREE (44-027633) 413639.1500N/0712531.9700W (4.05)			49 TREE (44-028140) 413636.0600N/0712527.8500W (3.87)			
55 TREE (44-028631) 413637.1400N/0712530.7800W (3.48)			55 TREE (44-028464) 413637.6600N/0712529.8300W (3.43)			
86 TREE (44-027618) 413645.1200N/0712539.9700W (3.24)			57 TREE (44-026775) 413640.4000N/0712526.4000W (3.14)			
87 TREE (44-027165) 413645.5400N/0712540.0700W (3.09)			61 TREE (44-027522) 413639.0600N/0712532.1200W (3.08)			
64 TREE (44-027019) 413642.3900N/0712528.2400W (2.93)			85 TREE (44-026542) 413645.0400N/0712539.7100W (2.77)			
64 TREE (44-028610) 413642.6300N/0712528.0000W (2.66)			64 TREE (44-026781) 413642.4300N/0712528.4700W (2.54)			
86 TREE (44-026574) 413645.5300N/0712539.8600W (2.39)			65 TREE (44-027367) 413641.2700N/0712531.6300W (2.32)			
50 TREE (44-026631) 413636.7600N/0712528.5300W (2.29)			63 TREE (44-027703) 413642.4000N/0712527.9500W (2.28)			
52 TREE (44-027401) 413639.6900N/0712524.5300W (2.27)			56 TREE (44-028563) 413640.6500N/0712525.9100W (2.16)			
51 TREE (44-028439) 413639.4400N/0712524.3200W (2.15)			63 TREE (44-026824) 413642.8500N/0712527.2100W (2.13)			
48 TREE (44-027127) 413636.2800N/0712528.0400W (2.09)			53 TREE (44-026605) 413637.4400N/0712529.8400W (1.95)			
63 TREE (44-027080) 413642.0800N/0712528.8400W (1.92)			86 TREE (44-026939) 413645.7100N/0712539.9200W (1.87)			
46 TREE (44-026643) 413635.9700N/0712527.2400W (1.87)			64 TREE (44-027437) 413640.8000N/0712532.1400W (1.81)			
84 TREE (44-026535) 413645.1900N/0712539.5100W (1.66)			59 TREE (44-027159) 413638.7100N/0712532.3600W (1.63)			
64 TREE (44-026591) 413641.2600N/0712531.4700W (1.55)			63 TREE (44-026967) 413640.4800N/0712532.2000W (1.52)			
63 TREE (44-026691) 413640.9000N/0712531.5700W (1.3)			85 TREE (44-026750) 413645.4300N/0712540.2200W (1.17)			
46 TREE (44-027681) 413635.9600N/0712527.8400W (1.13)			50 TREE (44-026701) 413637.1400N/0712528.7300W (1.11)			
53 TREE (44-027838) 413640.0500N/0712525.5700W (1.06)			43 TREE (44-027021) 413634.4900N/0712528.4300W (0.96)			

QUALITY
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<u>AIRPORT ID</u> OQU	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 16	<u>AMDT NO.</u> 2	<u>CITY</u> NORTH KINGSTOWN	<u>STATE</u> RI	<u>AIRPORT ELEVATION</u> 18	<u>FACILITY</u> RNAV
47 TREE (44-026722) 413636.3800N/0712528.1900W (0.65)			50 TREE (44-026640) 413637.2700N/0712528.8900W (0.59)			
43 TREE (44-027050) 413634.9400N/0712527.8800W (0.56)			51 TREE (44-028641) 413639.3900N/0712525.7300W (0.47)			
52 TREE (44-027419) 413637.7100N/0712529.7900W (0.36)			43 TREE (44-028441) 413635.1800N/0712527.7700W (0.12)			
49 TREE (44-027398) 413639.4200N/0712524.4300W (0.06)						
<u>PENETRATIONS REMARKS:</u>						

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

<u>PENETRATIONS REMARKS:</u>

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

RWY 5/23 HAVE "AV" SURVEYS; PER IFP MEMORANDUM "INSTRUMENT APPROACH PROCEDURES SURVEY REQUIREMENTS" DATED 28 JUN 2010, THE AV SURVEY IS EQUIVALENT TO NON-VERTICALLY GUIDED SURVEY.

RWY 23/34 SHIPS/CRANES: PER AIRPORT MANAGER, THE MAXIMUM HEIGHT OF CRANES ON THE PIERS IN THE QUADRANT BETWEEN RWY 34 CW RWY 5 APPROACH END MAXIMUM HEIGHT 170 FT. FULLY ERECT/TYPICALLY 145 FT. WHILE OPERATING. ALL CRANES ARE LIT BUT NOT LOWERED AT NIGHT. THE TALLEST SHIPS IN THE AREA ARE 130 FT. (AUTOMOTIVE CARRIERS - INFORMATION PROVIDED TO AIRPORT MANAGER BY THE PORT OF DAVISVILLE). PER FPT, UTILIZE MAXIMUM 194 FT. SHIP HEIGHT IN THE SHIPPING CHANNEL(S) DEPICTED ON CHARTS DUE TO TALLEST BRIDGE IN AREA INDICATES VERTICAL CLEARANCE 194 FT. ON HARBOR NAVIGATION CHARTS. IAW U.S. COAST GUARD REQUIREMENTS, ALL SHIPS ARE REQUIRED TO BE LIT WHILE UNDERWAY AND CANNOT ANCHOR IN THE DREDGED AREA/SHIPPING CHANNEL(S). ALL ADVERSE ASSUMPTION SHIPS/CRANES ARE CONSIDERED LIGHTED FOR PROCEDURE DEVELOPMENT.

100 FT. VEGETATION UTILIZED PER EFPT.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<u>AIRPORT ID</u> OQU	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 16	<u>AMDT NO.</u> 2	<u>CITY</u> NORTH KINGSTOWN	<u>STATE</u> RI	<u>AIRPORT ELEVATION</u> 18	<u>FACILITY</u> RNAV
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.85
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	144.95
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	300
DISTANCE FROM	THLD	TO 1500FT POINT	5.65
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.76
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	144.95
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	300

THRESHOLD COORDINATES (IF STR-IN)

413627.81N/0712518.01W

ARP COORDINATES

413550.67N/0712444.67W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 16 DISTANCE 0.75 NM

FAF COORDINATES

414125.12N/0712955.81W

FIX NAME COORDINATES

REMARKS

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
RAYMOND JOHNSON	AJV-A422		ASIP

