

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (RNP) 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> PVD	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 23	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>CITY</u> PROVIDENCE	<u>STATE</u> RI
<u>AIRPORT ELEVATION</u> 54	<u>TDZE</u> 50	<u>SUPERSEDED</u> RNAV (RNP) Z RWY 23	<u>DATED</u> 06/26/2014	<u>MAG VAR</u> 15W
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 1985
			<u>CANCEL/SUSPEND</u>	

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
SEABE	IF	NOSUH		TF	FB	1.00	047.16	3.80	3800
NOSUH		COFIE		RF	FB	1.00	(2.50 NM RADIUS CW (CFFHB))	2.55	3000
JEEET	IF	COFIE		TF	FB	1.00	105.72	3.48	3000
COFIE		HSBRO		RF	FB	1.00	(2.50 NM RADIUS CW (CFFHB))	5.29	1400
FEDED	IF	IDEAR		TF	FB	1.00	227.27	5.40	2300
IDEAR		HSBRO		TF	FB	1.00	227.23	3.00	1400
HHIGH	IF	NABAH		TF	FB	1.00	047.17	3.60	3900
NABAH		HSBRO		RF	FB	1.00	(2.55 NM RADIUS CCW (CFFGZ))	8.01	1400
HSBRO	PFAF	RW23	MAP	TF	FO	0.30	227.20	4.10	
RW23	MAP	WIKIT		TF	FB	1.00	227.17	5.83	
WIKIT		STUFY		RF	FB	1.00	(3.50 NM RADIUS CW (CFFHC))	8.90	
STUFY		FOSTY		TF	FO	1.00	012.84	9.97	2500

MISSED APPROACH

MAP:

RNP: DA

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2500 ON TRACK 227.17 TO WIKIT, RIGHT TURN TO STUFY, AND ON TRACK 012.84 TO FOSTY AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

QUALITY
39
CHECKED

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	PROFILE STARTS AT HSBRO														
3.	FAC:	227.20	PFAF:	HSBRO	DIST FAF TO MAP:	DIST FAF TO THLD:									
4.	MIN ALT:	HSBRO 1400													
5.	DIST TO THLD FROM PFAF:	4.10	MM:	IM:	150 HAT:	399 HAT:	1.11	GS ANT:							
6.	MIN GP INCPT:	1400	GP ALT AT PFAF:	HSBRO 1400		OM:		MM:		IM:					
7.	GP ANGLE:	3.00	34:1:	IS CLEAR	20:1:	IS CLEAR	TCH:	51.1							
8.	MSA FROM:	RW23 2600													

PBN REQUIREMENTS NOTE:

RNP AR APCH - GPS, RF. AUTHORIZATION REQUIRED.

NOTES:

CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -15°C OR ABOVE 54°C.
CHART PROFILE NOTE: SEE PLANVIEW FOR MULTIPLE IF LOCATIONS.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE RNP 0.30 ALL CATS VISIBILITY TO 1 1/8 SM.
CHART SPEED ICON IN PLANVIEW AT NOSUH: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT COFIE: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT NABAH: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD SW, LT, 057.00 INBOUND.
CHART FAS OBST: 90 POLE (44-026261) 414429N/0712450W.
CHART AT OR ABOVE 5000 AT SEABE.
CHART AT OR ABOVE 5000 AT HHIGH.

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD

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
AUTHORIZATION REQUIRED															
RNP 0.30 DA	449	3500	399	449	3500	399	449	3500	399	449	3500	399			



CHANGES - REASONS

1. MINIMUMS: INCREASED RNP 0.30 DA/HAT ALL CATS FROM 434/384 TO 449/399; DECREASED VISIBILITY FROM RVR 4000 TO 3500. – NEW CONTROLLING OBSTACLE; TO REMOVE NOTAM 5/3308.
2. LINE 3: ADDED PFAF: HSBRO; REMOVED DIST FAF TO MAP: 4:10. – IAW 8260.19K 8-6-7 C (NOTE 2); C(3).
3. LINE 5: UPDATED DIST TO THLD FROM "OM" TO "PFAF": 4:10; ADDED DIST TO THLD FROM 399 HAT: 1.11; REMOVED "DISTANCE TO THLD FROM 384 HATH: 1.04 NM" FROM ADDITIONAL FLIGHT DATA. – IAW 8260.19K 8-6-7 E; UPDATED EVALUATION; FORMS UPDATED.
4. LINE 7: REMOVED "#" AFTER TCH 51.1; ADDED 20:1 IS CLEAR. – NO LONGER REQUIRED; NO 20:1 PENETRATIONS PRESENT.
5. MISSED APPROACH INSTRUCTIONS: UPDATED FROM "CLIMB TO 2500 ON TRACK 227.18 TO WIKIT AND RIGHT TURN TO STUFY AND TRACK 012.84 TO FOSTY AND HOLD" TO "CLIMB TO 2500 ON TRACK 227.18 TO WIKIT, RIGHT TURN TO STUFY, AND ON TRACK 012.84 TO FOSTY AND HOLD." - IAW 8260.19K 8-6-6 D.
6. PBN REQUIREMENTS NOTES: ADDED RNP AR APCH - GPS, RF. AUTHORIZATION REQUIRED. - RELOCATED "GPS REQUIRED" FROM NOTES SECTION IAW 8260.19K 8-6-8 D AND IMPLEMENTATION LETTER.
7. UPDATED CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -15°C (5F) OR ABOVE 48°C (118F) TO -15°C OR ABOVE 54°C. - FAHRENHEIT REMOVED IAW 8260.19K; NEW EVALUATION COMPLETED WITH DOCUMENTED STANDARD -30C ISA.
8. REMOVED CHART NOTES: RF REQUIRED; GPS REQUIRED. – REQUIRED NOTES MOVED TO PBN REQUIREMENTS.
9. REMOVED CHART PLANVIEW NOTES ADJACENT TO SEABE/JEEET/HHIGH: RF REQUIRED. - REQUIRED NOTES ADDED IN PBN REQUIREMENTS IAW 8260.19K.
10. UPDATED CHART NOTE: FROM "VGSI AND RNAV GLIDEPATH NOT COINCIDENT" TO "VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})." – IAW 8260.19K 8-6-10 M(1).
11. UPDATED CHART NOTE: FROM "FOR INOPERATIVE MALSR, INCREASE RNP 0.30 ALL CATS VISIBILITY TO 1 ¼" TO "FOR INOPERATIVE ALS, INCREASE RNP 0.30 ALL CATS VISIBILITY TO 1 1/8 SM." - NOTE REFORMATTED TO CURRENT CRITERIA; UPDATED EVALUATION.
12. ADDITIONAL FLIGHT DATA: UPDATED CHART FAS OBST FROM "92 POLE 414431N/0712508W" TO "90 POLE (44-026261) 414429N/0712450W." – NEW FINAL CONTROLLING OBSTACLE.
13. ADDITIONAL FLIGHT DATA: REMOVED CHART 86 TREE 414401N/0712458W, 60 ANT 414357N/0712513W, 53 OL LOC 414355N/0712511W. – NO LONGER OIS PENETRATIONS REQUIRED TO CHART PER APPROVAL LETTER IN S-FILE.
14. ADDITIONAL FLIGHT DATA: UPDATED "CHART MINIMUM ALTITUDE 5000 AT SEABE AND HHIGH" TO "CHART AT OR ABOVE 5000 AT SEABE; CHART AT OR ABOVE 5000 AT HHIGH." – IAW 8260.19K 8-6-11 N.
15. REMOVED ADDITIONAL FLIGHT DATA: #TCH 95.4 (DO NOT CHART). - NO LONGER A DOCUMENTATION REQUIREMENT.
16. REMOVED ADDITIONAL FLIGHT DATA: "ROUTE TYPE: A, H," "ROUTE TYPE QUALIFIER 1: F" AND "ROUTE TYPE QUALIFIER 2: S." – NO LONGER A DOCUMENTATION REQUIREMENT.
17. ALTERNATE MINIMUMS: ADDED STANDARD. - IAW 8260.198-6-12 B(4).

07/13/2026: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON: 05/29/2026:
1. RAISED INTERMEDIATE: STEPDOWN LEG (NOSUH TO COFIE) FROM: "1900" TO: "3000."

COORDINATED WITH:

A4A

ALPA

☒

AOPA

APA

☒

HAI

NBAA

☒

OTHER: ZBW, PVD APP CON, PVD ATCT, EASTERN FPT, AMGR

FLIGHT CHECKED BY

GALEN WESLEY COLLINS

Digitally signed by

APRIL T SARMENTO

Jul 14, 2026

OFFICE

FIOG

DATE

06/25/2026

DEVELOPED BY

CASIMIR L. TABAKA (BARBARA GORMAN)

Digitally signed by

APRIL T SARMENTO

Jul 14, 2026

OFFICE

AJV-A432

DATE

02/18/2026

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by

APRIL T SARMENTO

Jul 14, 2026

OFFICE

AJV-A430

DATE

TITLE

MANAGER



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

<u>AIRPORT ID</u> PVD	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 23	<u>AMDT NO.</u> ORIG-B	<u>CITY</u> PROVIDENCE	<u>STATE</u> RI	<u>AIRPORT ELEVATION</u> 54	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM
SEABE

TO
NOSUH

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	3.80										
<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				AC50 AT2265	3800
TERRAIN	414830.00N/0713209.00W	564 (600)								AS1500	2100

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM
NOSUH

TO
COFIE

<u>RNP</u> 1.00	<u>DISTANCE</u> 2.55	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<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>
AAO	414921.00N/0713106.00W	552	215	8	4B	500				AC8 AT1940	3000
TERRAIN	415209.00N/0712836.00W	354 (400)								AS1500	1900

COMPUTATIONS

RF SEGMENT ALT KLAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE
NOSUH-COFIE 3800 210 228.03 3746.00 47.37 2.50 23.86 0.00 0.00
(CFFHB)/2.55 NM

SEGMENT REMARKS:



INTERMEDIATE

FROM

JEEET

TO

COFIE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	3.48										
<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>
AAO	414918.00N/0713109.00W	555	215	8	4B	500				AC8 AT1937	3000
TERRAIN	415251.00N/0712921.00W	393 (400)								AS1500	1900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

COFIE

TO

HSBRO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	5.29										
<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 (44-000048)	414938.95N/0712207.14W	587	20	50	1D	500				AC50 AT263	1400
TERRAIN	415030.00N/0712406.00W	203 (200)								AS1000	1200

COMPUTATIONS

RF SEGMENT

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

COFIE-HSBRO

3000

210

225.28

2946.00

46.52

2.50

23.31

0.00

0.00

(CFFHB)/5.29 NM

SEGMENT REMARKS:



INTERMEDIATE

FROM

FEDED

TO

IDEAR

RNP

1.00

DISTANCE

5.40

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (25-000325)	415213.00N/0711743.00W	1148	250	50	4D	500				AC50 AT602	2300
TERRAIN	415133.00N/0711715.00W	246 (200)								AS1500	1700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

IDEAR

TO

HSBRO

RNP

1.00

DISTANCE

3.00

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (44-000048)	414938.95N/0712207.14W	587	20	50	1D	500				AC50 AT263	1400
TERRAIN	414812.00N/0712133.00W	147 (100)								AS1000	1100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

HHIGH

TO

NABAH

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	3.60										
<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>
AAO	414221.00N/0711600.00W	348	215	8	4B	500				AC8 AT3044	3900
TERRAIN	414221.00N/0711600.00W	147 (100)								AS1500	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

NABAH

TO

HSBRO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	8.01										
<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 (44-000048)	414938.95N/0712207.14W	587	20	50	1D	500				AC50 AT263	1400
TERRAIN	414812.00N/0712133.00W	147 (100)								AS1000	1100

COMPUTATIONS

RF SEGMENT

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

NABAH-HSBRO

3900

210

228.38

3846.00

45.50

2.55

23.20

0.00

0.00

(CFFGZ)/8.01 NM

SEGMENT REMARKS:



FINAL

FROM

HSBRO

TO

RW23

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	4.10		DA				399				
<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>
POLE (44-026261)	414429.12N/0712449.81W	90	250	50	4D		26.68:1			AC50 MA41	449

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LEVEL SURFACE

FROM

DA

TO

FOSTY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00											132
<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>
POLE (44-028661)	414429.57N/0712426.42W	86	250	50	4D		ASC				2500
TOWER (44-000083)	415032.57N/0714011.29W	1069	50	20	2C	1000				AC20	2100
TERRAIN	415027.00N/0714018.00W	734 (700)								AS1500	2200

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

MSA

CENTER

RW23

RADIUS

25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
360-360	TOWER (25-000622)	420310.71N/0714904.37W	333	26.3	1571	20	3	1A	1000			2600

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	PVD	24	PVD		Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>

WX REMARKS:

SECONDARY WEATHER SOURCE NOT REQUIRED DUE TO 24 HOUR TOWER WITH ALTIMETER READING EQUIPMENT AND NATIONAL WEATHER SERVICE (24HRS).

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW05 - ALSF-2, TDZ (PCL), C/LINE (PCL), HIRL (PCL), PAPI-4R (PCL)		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW16 - REIL (PCL), HIRL (PCL), PAPI-4L (PCL)		PIR-G	ROLL OUT
RW23 - MALSR (PCL), C/LINE (PCL), HIRL (PCL), VASI-4L (PCL)		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW34 - MALSR (PCL), HIRL (PCL), PAPI-4L (PCL)		PIR-G	APPROACH

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	44.3	51.1			3.00	41.0

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:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 955 HIGH TEMP 1260.

"VISUAL PORTION OF FINAL" PENETRATIONS



HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

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

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

VDP NOT ESTABLISHED - RNP PROCEDURE.

PROCEDURE DESIGNED PER ATC REQUEST, WITHOUT IAF DUE TO AIRSPACE CONSTRAINTS/CLASS B AIRSPACE.

MANDATORY ALTITUDES REQUIRED BY ATC.

VEGETATION HEIGHT: 100 FT TO MATCH OTHER IAPS.



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	3.15
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	212.20
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	100
DISTANCE FROM	THLD	TO 1500FT POINT	6.79
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE*	SEGMENT CONTAINING 1500FT POINT	
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	200

THRESHOLD COORDINATES (IF STR-IN)414349.70N/0712515.53W

ARP COORDINATES414320.40N/0712539.80W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 5 DISTANCE 0.86 NM

FAF COORDINATES414717.82N/0712220.59W

FIX NAME COORDINATES

REMARKS

* 1500' POINT IN RF SEGMENT COFIE (415107.67N/0712507.53W) TO HSBRO (414717.82N/0712220.59W).
RF CTR PT CFFHB (414837.71N/0712510.22W). ARC RADIUS 2.50 NM.

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	3.15
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	212.20
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	100
DISTANCE FROM	THLD	TO 1500FT POINT	5.90
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	212.23
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	100

THRESHOLD COORDINATES (IF STR-IN)414349.70N/0712515.53W

ARP COORDINATES414320.40N/0712539.80W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 5 DISTANCE 0.86 NM

FAF COORDINATES414717.82N/0712220.59W

FIX NAME COORDINATES

REMARKS

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	3.15
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	212.20
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	100
DISTANCE FROM	THLD	TO 1500FT POINT	6.79
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE*	SEGMENT CONTAINING 1500FT POINT	
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	100



<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
PVD	RNAV (RNP) Z RWY 23	ORIG-B	PROVIDENCE	RI	54	RNAV
THRESHOLD COORDINATES (IF STR-IN)		414349.70N/0712515.53W				
ARP COORDINATES		414320.40N/0712539.80W				
RUNWAY APCH END AND DIST FURTHEST FROM ARP		RUNWAY 5 DISTANCE 0.86 NM				
FAF COORDINATES		414717.82N/0712220.59W				
FIX NAME COORDINATES						

REMARKS

* 1500' POINT IN RF SEGMENT NABAH (414434.62N/0711634.63W) TO HSBRO (414717.82N/0712220.59W).
RF CTR PT CFFGZ (414556.22N/0711927.58W). ARC RADIUS 2.55 NM.

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
CASIMIR L. TABAKA (BARBARA GORMAN)	AJV-A432	02/18/2026	AERONAUTICAL INFORMATION SPECIALIST

