

WAAS  
CH **58023**  
**W34A**

APP CRS  
**337°**

Rwy Idg  
TDZE  
Apt Elev  
**6081**  
**50**  
**54**

**RNAV (GPS) RWY 34**

**RHODE ISLAND TF GREEN INTL (PVD)**

RNP APCH

▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop MALSR, increase LNAV/VNAV all Cats visibility to RVR 5000. For inop MALSR, increase LNAV Cat A/B visibility to RVR 5500, and Cat C/D visibility to RVR 6000. Rwy 34 helicopter visibility reduction below RVR 4000 NA.

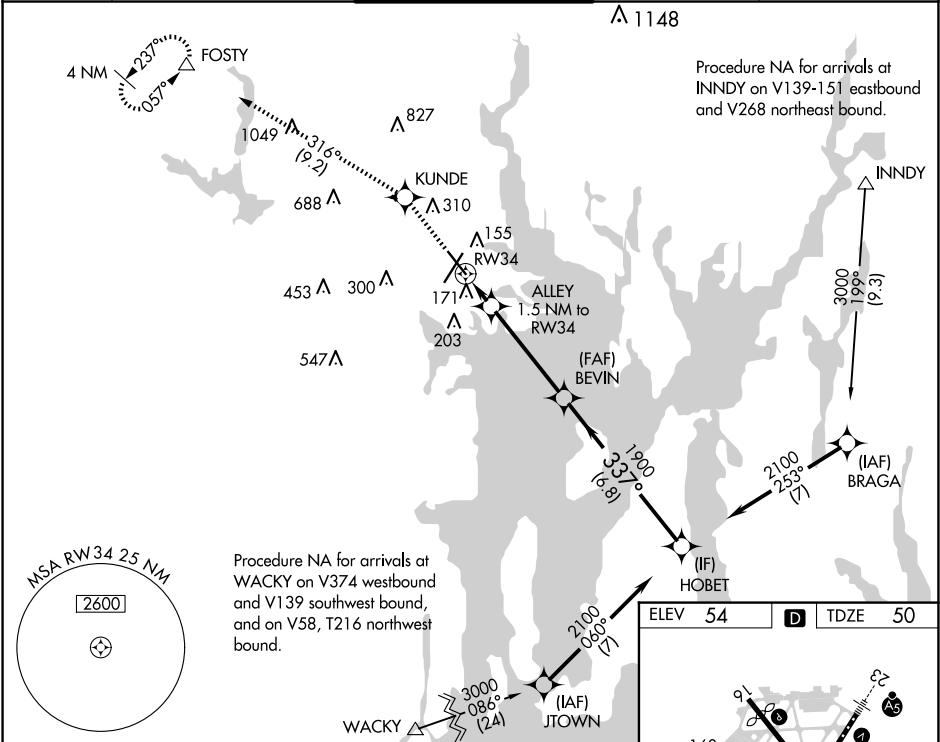
MALSR

AS

MISSED APPROACH:

Climb to 2500 direct KUNDE and on track 316° to FOSTY and hold.

|                        |                                                |                                                   |                               |                                 |
|------------------------|------------------------------------------------|---------------------------------------------------|-------------------------------|---------------------------------|
| D-ATIS<br><b>124.2</b> | PROVIDENCE APP CON ★<br><b>123.675 244.875</b> | PROVIDENCE TOWER ★<br><b>120.7 (CTAF) 0 257.8</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>126.65 348.6</b> |
|------------------------|------------------------------------------------|---------------------------------------------------|-------------------------------|---------------------------------|



2500

KUNDE

tr 316°

FOSTY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 60.)

BEVIN

HOBET

\*LNAV only.

ALLEY 1.5 NM to RW34

RW34

\*560

1900

337°

2100

GP 3.00° TCH 53

| CATEGORY     | A                    | B                    | C                      | D                      |
|--------------|----------------------|----------------------|------------------------|------------------------|
| LPV DA       |                      | 330/40               | 280 (300-¾)            |                        |
| LNAV/VNAV DA |                      | 349/40               | 299 (300-¾)            |                        |
| LNAV MDA     |                      | 440/40               | 390 (400-¾)            |                        |
| CIRCLING     | 560-1<br>506 (600-1) | 640-1<br>586 (600-1) | 640-1½<br>586 (600-1½) | 860-2½<br>806 (900-2½) |

TDZ/CL Rwy 5 0

REIL Rwy 16 0

HIRL Rws 5-23 and 16-34 0