

# RNAV (GPS) RWY 34

## RHODE ISLAND TF GREEN INTL (PVD)

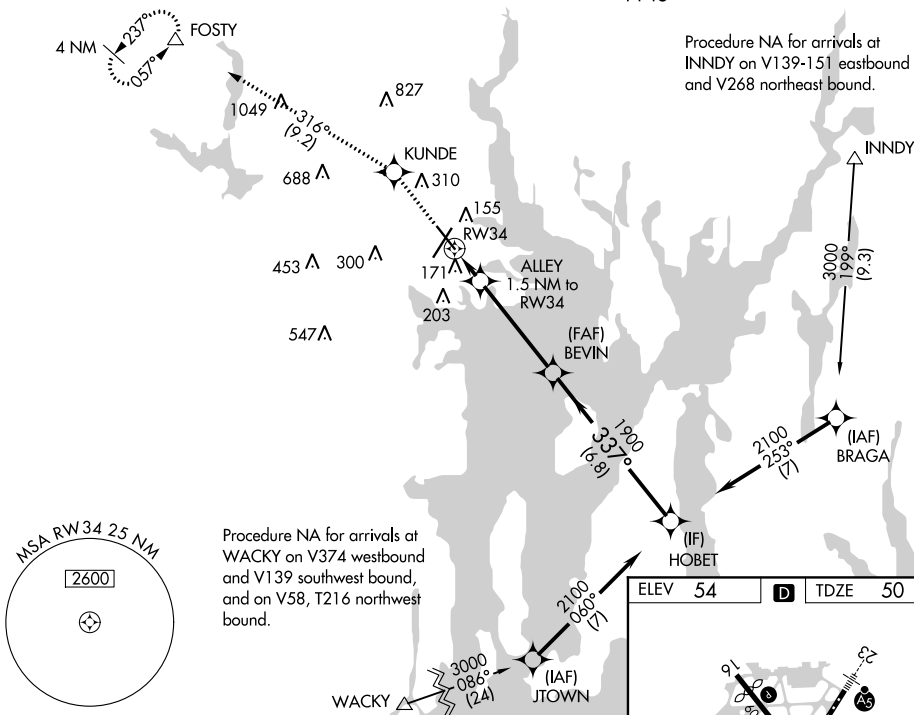
**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop MALSR, increase LNAV/VNAV all Cats visibility to RVR 5000. For inop MALSR, increase LNAV Cat A/B visibility to RVR 5500, and Cat C/D visibility to RVR 6000. Rwy 34 helicopter visibility reduction below RVR 4000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



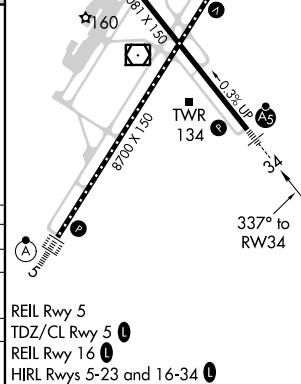
**MISSED APPROACH:** Climb to 2500 direct KUNDE and on track 316° to FOSTY and hold.


CLNC DEL  
126.65 348.6

A 1148



The diagram illustrates the VGSB arrival procedure. It begins at KUNDE, where a vertical climb to 2500 feet is indicated by an upward arrow. From KUNDE, the flight path proceeds through the tr 316° heading, passing the ALLEY intersection (1.5 NM to RW34) and the BEVIN intersection (marked with a cross). The altitude at BEVIN is 1900 feet. The final segment of the approach is a 337° glide slope leading to HOBET at 2100 feet. A note specifies that the VGSB and RNAV glidepaths are not coincident, with a VGSB angle of 3.00° and a TCH of 60 feet. Other details include a \*LNAV only restriction, a \*560 altitude marker near the start of the glide slope, and a GP 3.00° / TCH 53 specification.



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	560-1 506 (600-1)	640-1 586 (600-1)	640-1½ 586 (600-1½)	860-2½ 806 (900-2½)

NE-1, 27 JAN 2022 to 24 FEB 2022

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