

WAAS CH 58139 W30A	APP CRS 304°	Rwy Idg 3499 TDZE 42 Apt Elev 42
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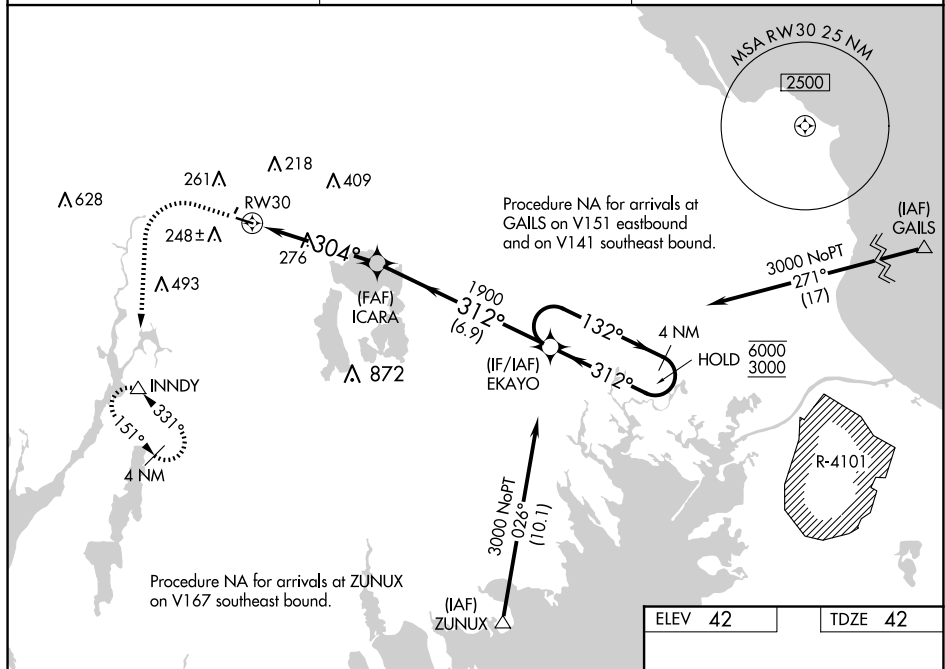
RNAV (GPS) RWY 30
TAUNTON MUNI/KING FLD (TAN)

RNP APCH.

T Circling NA to Rwy 4 and 22. Rwy 30 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 46°C.

MISSED APPROACH: (Do not exceed 210K until INNDY) Climb to 600 then climbing left turn to 3000 direct INNDY and hold. Continue climb in hold to 3000.

ASOS 132.675	PROVIDENCE APP CON * 128.7 269.525	UNICOM 122.7 (CTAF) 0
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The diagram illustrates a VOR/DME station with several key features:

- VGS and RNAV glidepath not coincident**: A note indicating a difference between the two glidepaths.
- VGS Angle 4.00/TCH 45°**: The angle for the VGS glidepath.
- EKAYO**: A specific point or location marked on the diagram.
- ICARA**: Another point or location marked on the diagram.
- RW30**: Runway 30, indicated by a dashed line and arrow.
- Holding Pattern**: A holding pattern at 4 NM from the station, with angles of 132° and 312°.
- GP 3.60° TCH 59'**: Glide path angle and threshold crossing height.
- DME Distances**: 4.7 NM and 6.9 NM are marked along the horizontal axis.
- Angles**: Various angles are shown, including 304°, 312°, and 132°.
- Altitudes**: Altitudes of 1900 and 3000 feet are indicated.

