

WAAS CH 58139 W30A	APP CRS 304°	Rwy Idg 3499 TDZE 42 Apt Elev 42
--	------------------------	---

RNAV (GPS) RWY 30
TAUNTON MUNI/KING FLD (TAN)

RNP APCH.

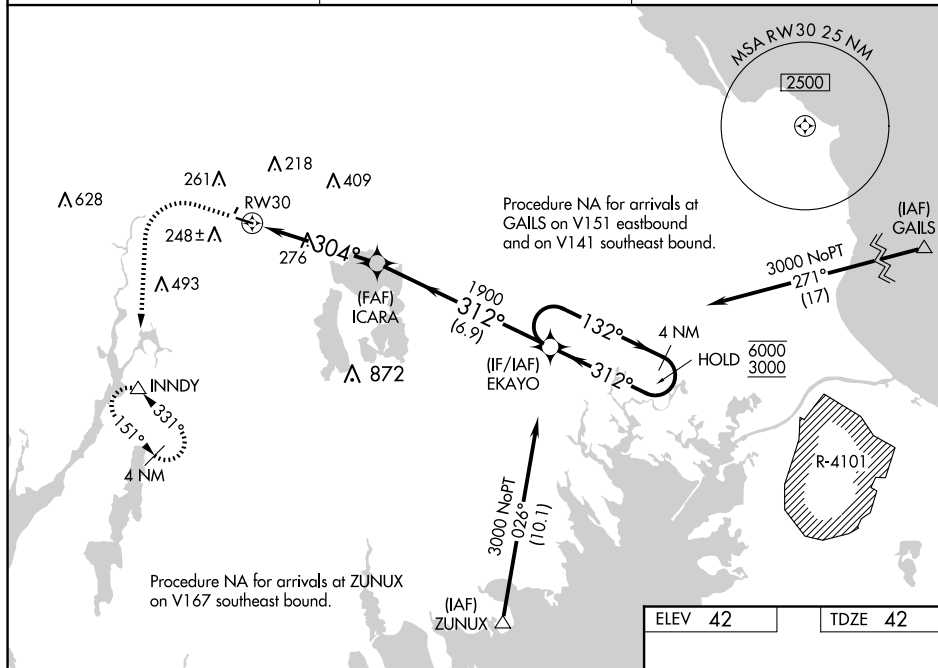


Circling NA to Rwy 4 and 22. Rwy 30 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 46°C.

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) **L**

NE-1, 04 SEP 2025 to 02 OCT 2025

Figure 1 illustrates a non-coincident VGS and RNAV glidepath. The diagram shows a flight path starting from a runway (RW30) and proceeding through various waypoints (ICARA, EKAJO) to a final holding pattern. The VGS glidepath is shown as a solid line, and the RNAV glidepath is shown as a dashed line. The VGS glidepath has a 304° angle at ICARA and a 312° angle at EKAJO. The RNAV glidepath has a 300° angle at ICARA and a 312° angle at EKAJO. The VGS glidepath is 4.7 NM long, and the RNAV glidepath is 6.9 NM long. The VGS glidepath is 4.00° TCH, and the RNAV glidepath is 3.60° TCH. The VGS glidepath is 4.00° TCH, and the RNAV glidepath is 3.60° TCH. The VGS glidepath is 4.00° TCH, and the RNAV glidepath is 3.60° TCH.

