

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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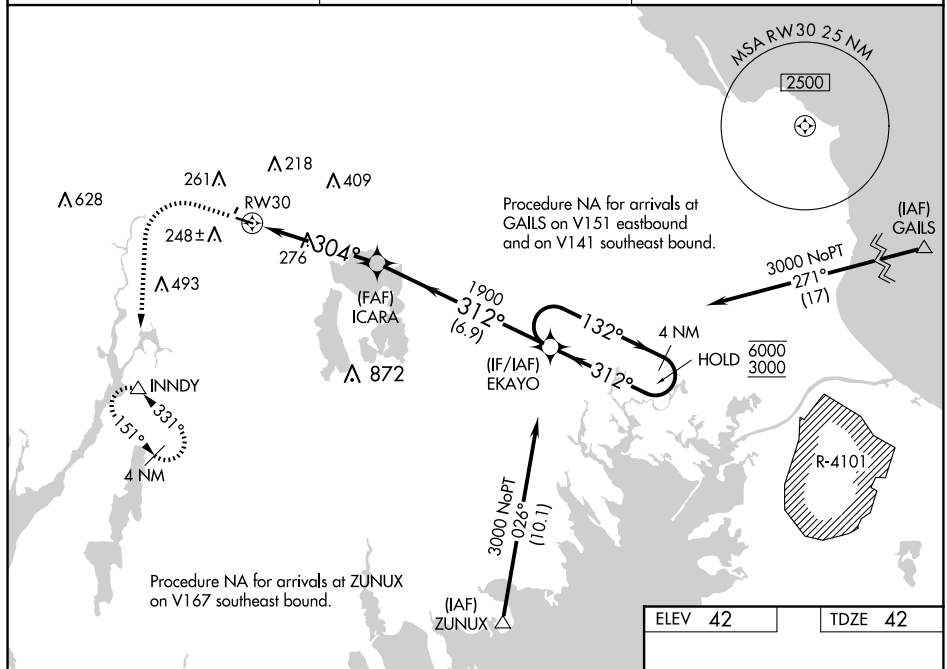


Diagram illustrating a 4 NM Holding Pattern for RW30. The pattern is a racetrack shape. The inbound leg is 3.60 NM (TCH 59°) at 312°. The outbound leg is 3.60 NM (TCH 59°) at 132°. The holding pattern is 4 NM. The diagram shows the aircraft's path starting from the left, turning right 304° to the inbound leg, then right 312° to the outbound leg, and finally right 132° to the next fix. The diagram also shows the VGS and RNAV glidepath not coincident (VGS Angle 4.00/TCH 45°).

