

<b>RNAV - STANDARD</b> <b>INSTRUMENT APPROACH PROCEDURE</b> <b>TITLE 14 CFR PART 97.33</b>				Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.												
TERMINAL ROUTES										MISSED APPROACH						
FROM		TO			COURSE AND DISTANCE			ALTITUDE		LPV: DA LNAV/VNAV: DA LNAV: RW30  (DO NOT EXCEED 210 KIAS UNTIL INNDY) CLIMB TO 500 THEN CLIMBING LEFT TURN TO 3000 DIRECT INNDY AND HOLD, CONTINUE CLIMB IN HOLD TO 3000.  ADDITIONAL FLIGHT DATA: HOLD SE, LT, 330.61 INBOUND. CHART FAS OBST: 300 CELL TOWER 415205N/0705736W CHART R-4101. DISTANCE TO THLD FROM 317 HAT: 0.79 NM. WAAS CHANNEL # 58139 REFERENCE PATH ID: W30A CHART CIRCLING ICON. LTP HAE: -16.3 M						
GAILS (IAF)		EKAYO (NOPT) (TF) (FB) (RNP 1.00)			271.46 / 17.02			3000								
ZUNUX (IAF)		EKAYO (NOPT) (TF) (FB) (RNP 1.00)			025.87 / 10.06			3000								
EKAYO (IF/IAF)		ICARA (TF) (FB) (RNP 1.00)			312.88 / 6.14			1900								
ICARA (FAF)		RW30 (MAP) (TF) (FO) (RNP 0.30)			303.76 / 5.47											
RW30 (MAP)		500 MSL			303.76			500								
500 MSL		INNDY (DF) (FO) (RNP 1.00)						3000								
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. HOLD SE EKAYO, RT, 312.88 INBOUND, 3000 FT. IN LIEU OF PT (IAF) 3. FAC: 303.76 FAF: ICARA DIST FAF TO MAP: 5.47 THLD: 5.47 4. MIN. ALT: EKAYO 3000, ICARA 1900 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____ 6. MIN GS INCPT: 1900 GS ALT AT: ICARA 1900 OM: _____ MM: _____ IM: _____ 7. GS ANGLE: 3.10 TCH: 59.0 34:1 IS NOT CLEAR 8. MSA FROM: RW30 2500										MAG VAR: 16W		EPOCH YEAR: 1985				
MINIMUMS																
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT							ALTERNATE: N A		STANDARD @							
CATEGORY >>>>>		A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	
LPV DA	359	1	317	359	1	317	359	1	317	359	1	317				
LNAV/VNAV DA	526	1 1/2	484	526	1 1/2	484	526	1 1/2	484	526	1 1/2	484				
LNAV MDA	600	1	558	600	1	558	600	1 5/8	558	600	1 5/8	558				
CIRCLING	600	1	558	600	1	558	660	1 3/4	618	760	2 1/4	718				
NOTES: CHART NOTE: CIRCLING NA TO RWYS 04 AND 22. CHART NOTE: BARO-VNAV NA WHEN USING NEW BEDFORD ALTIMETER SETTING. CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -3C (27F) OR ABOVE 54C (130F). CHART NOTE: DME/DME RNP-0.3 NA. (CONTINUED ON PAGE 2)																
CITY AND STATE  TAUNTON, MA		ELEVATION: 42 TDZE: 42 AIRPORT NAME:  TAUNTON MUNI - KING FIELD		FACILITY IDENTIFIER: RNAV		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 30, AMDT 1				SUP: <span style="float: right;">QUALITY 10 CHECKED</span> AMDT: ORIG-B DATED 04/28/2016						

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE <div>ROUTINE</div>	
COORDINATED WITH: <div><div>ATA<div></div></div><div>AAT<div></div></div><div>ALPA<div><input checked="" type="checkbox"/></div></div><div>APA<div></div></div><div>AOPA<div><input checked="" type="checkbox"/></div></div><div>NBAA<div><input checked="" type="checkbox"/></div></div><div>OTHER (specify)<div><input checked="" type="checkbox"/> ZBW, PVD APP CON, AMGR</div></div></div>					
FLIGHT CHECKED BY					
NAME: <div>DURLEY J FELDER</div>				FIFO FICO	DATE: 12/13/2016
DEVELOPED BY <div>Digitally signed by</div>					
NAME: <div>DAVID TEFFETELLER</div>				FIFO AJV-5413	DATE: 11/17/2016
APPROVED BY					
NAME: <div>GEORGE E. DAVIS</div> <div>MANAGER</div>				FIFO AJV-5410	DATE:
CHANGES: <div>1. CHANGED INTERMEDIATE COURSE/DISTANCE FROM 313.08/6.01 TO 312.88/6.14. 2. CHANGED FINAL LENGTH FROM 5.60 TO 5.47. 3. CHANGED MISSED APPROACH CLEARANCE LIMIT FROM UPBIN TO INNDY. 4. ADDED CHART CIRCLING ICON TO ADDITIONAL FLIGHT DATA. 5. ADDED LPV AND LNAV/VNAV LINE OF MINIMA AND ASSOCIATED NOTES. 6. CHANGED NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT TO READ VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). 7. RAISED CIRCLING CAT C MDA FROM 620 TO 660 AND CAT D FROM 660 TO 760. 8. CHANGED NOTE: "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE NEW BEDFORD ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET; LNAV CATS C AND D AND CIRCLING CAT C VISIBILITY 1/4 MILE" TO READ " WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE NEW BEDFORD ALTIMETER SETTING AND INCREASE LPV DA TO 393FT, LNAV/VNAV DA TO 560FT, AND ALL MDAS 40 FT, INCREASE LPV AND LNAV/VNAV VISIBILITIES ALL CATS 1/8 SM, INCREASE LNAV CAT C/D VISIBILITY 1/8 SM, AND INCREASE CIRCLING CAT D VISIBILITY 1/4 SM". 9. ADDED "RWY 30" TO THE HELICOPTER VISIBILITY REDUCTION NOTE. 10. ADDED "AND ON V141 SOUTHEAST BOUND" TO THE PROCEDURE ARRIVAL RESTRICTION NOTE AT GAILS. 11. ADDED PROCEDURE ENTRY RESTRICTION NOTE FOR ARRIVALS AT ZUNUX ON V167 SOUTHEAST BOUND. (SEE FORM 8260-10)</div>					
REASONS: <div>1/2. GP/TCH CHANGED TO MITIGATE GQS PENETRATIONS, PFAF LOCATION CHANGE 3. AIR TRAFFIC REQUEST 4. IAW 8260.19G PARA 8-6-8W 5. PER IFP REQUEST FORM/AIRPORT REQUEST 6. IAW 8260.19G, PARA 8-6-6N(1) 7. UPDATED CONTROLLING OBSTACLE 8. IAW 8260.19G PARA 8-6-5L(1)(A) 9. IAW 8260.19G, PARA 8-6-5(1)(3) 10/11. TURNS GREATER THAN 90 DEGREES 12/13. IAW 8260.3B, TABLE 3-5A</div>					



US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION  
**RNAV - STANDARD**  
**INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33**

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

**NOTES, (CONT.):**

**CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT GAILS ON V151 EASTBOUND AND ON V141 SOUTHEAST BOUND.**

**CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT ZUNUX ON V167 SOUTHEAST BOUND.**

**CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).**

**CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE NEW BEDFORD ALTIMETER SETTING AND INCREASE LPV DA TO 393FT, LNAV/VNAV DA TO 560FT, AND ALL MDAS 40 FT, INCREASE LPV AND LNAV/VNAV VISIBILITIES ALL CATS 1/8 SM, INCREASE LNAV CAT C/D VISIBILITY 1/8 SM, AND INCREASE CIRCLING CAT D VISIBILITY 1/4 SM.**

**CHART NOTE: RWY 30 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.**

QUALITY  
10

CHECKED

CITY AND STATE

TAUNTON, MA

ELEVATION: 42

TDZE: 42

AIRPORT NAME:

TAUNTON MUNI - KING FIELD

FACILITY  
IDENTIFIER:  
  
RNAV

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:  
**RNAV (GPS) RWY 30, AMDT 1**

SUP:

AMDT:

DATED:

ORIG-B

04/28/2016

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
ATA <div><input type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>	ALPA <div><input type="checkbox"/></div>	APA <div><input type="checkbox"/></div>	AOPA <div><input type="checkbox"/></div>
NBAA <div><input type="checkbox"/></div>		OTHER (specify) <div><input type="checkbox"/></div>			
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
CHANGES: CHANGES CONT. 12. CHANGED LNAV CAT C AND D VISIBILITY FROM 1 1/2 - 1 3/4 TO 1 5/8. 13. CHANGED CIRCLING CAT C AND D VISIBILITY FROM 1 1/2 - 1 3/4 TO 1 3/4 - 2 1/4.					
REASONS:					



**RNAV STANDARD INSTRUMENT APPROACH PROCEDURE  
FLIGHT STANDARDS SERVICE - FAR PART 97.33**

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

**FAS DATA BLOCK INFORMATION**

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KTAN
RUNWAY	RW30
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W30A
LTP/FTP LATITUDE	415216.3910N
LTP/FTP LONGITUDE	0710027.2725W
LTP/FTP ELLIPSOIDAL HEIGHT	-00163
FPAP LATITUDE	415243.4475N
FPAP LONGITUDE	0710220.9140W
THRESHOLD CROSSING HEIGHT (TCH)	00059.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.10
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1688
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
 <u>CRC REMAINDER</u>	 41A50A51

**ADDITIONAL PATH POINT RECORD INFORMATION**

ICAO CODE	K6
LTP ORTHOMETRIC HEIGHT	+00126
FPAP ORTHOMETRIC HEIGHT	+00126

CITY AND STATE

TAUNTON, MA

ELEVATION: 42

TDZE: 42

AIRPORT NAME:

TAUNTON MUNI - KING FIELD

FACILITY  
IDENTIFIER:  
RNAV

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:

RNAV (GPS) RWY 30, AMDT 1

SUP:

AMDT:

DATED:

QUALITY  
10  
CHECKED

ORIG-B

04/28/2016

ALL AFFECTED PROCEDURES REVIEWED?		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
<div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>					
COORDINATED WITH:					
<div>ATA</div> <div><input type="checkbox"/></div>		<div>AAT</div> <div><input type="checkbox"/></div>		<div>ALPA</div> <div><input type="checkbox"/></div>	
		<div>APA</div> <div><input type="checkbox"/></div>		<div>AOPA</div> <div><input type="checkbox"/></div>	
		<div>NBAA</div> <div><input type="checkbox"/></div>		<div>OTHER (specify)</div> <div><input type="checkbox"/></div> <div></div>	
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
CHANGES:					
REASONS:					



## STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

## PART - A OBSTRUCTION DATA

1. APP SEGMENT		FROM		TO		OBSTRUCTION		COORDINATES		ELEV. MSL		ROC		ALT. ADJUSTMENTS		MIN. ALT.					
INITIAL		GAILS		EKAYO		1. AAO		415024.00N/0703324.00W		424 (4E)		1000		AT1576		3000					
						2. TERRAIN		415024.00N/0703324.00W		224 (200)				AS1500		1700					
INITIAL		ZUNUX		EKAYO		3. STACK (25-000467)		414807.00N/0704715.00W		419 (3C)		1000		AT1581		3000					
						4. TERRAIN		414642.00N/0704821.00W		135 (100)				AS1500		1600					
INTERMEDIATE		EKAYO (IF/IAF)		ICARA		3. STACK (25-000467)		414807.00N/0704715.00W		419 (3C)		500		AT981		1900					
						5. TERRAIN		414936.00N/0705109.00W		174 (200)				AS1500		1700					
FINAL: LPV		ICARA		DA		6. TREE (KTANT0202)		415210.63N/0705949.72W		149 (1A)		29.14:1		MA56		359/317					
FINAL: LNAV/VNAV		ICARA		DA		7. TREE		415135.20N/0705927.00W		210 (2C)		29.4:1		AC20		526/484					
FINAL: LNAV		ICARA		RW30		8. CELL TOWER		415205.08N/0705736.02W		300 (4D)		250		AC50		600					
2. HOLD-IN-LIEU-OF-PT		EKAYO		P-5		9. WINDMILL		414515.24N/0703243.17W		639 (5D)		1000		AT1361		3000					
						(25-025116)															
						10. TERRAIN		414406.00N/0703312.00W		273 (300)				AS1500		1800					
3. MISSED APPROACH	MAP:		RW30		INNDY		11. TREE (KTANT0215)		415203.22N/0705947.69W		137 (1A)		ASC				3000				
	ELEV:		136/365/500				12. TOWER (25-000610)		414952.78N/0710447.46W		494 (2C)		1000				1500				
							13. TERRAIN		414533.00N/0710551.00W		256 (300)				AS1500		1800				
4. CIRCLING AREA		DISTANCE		HT. ABV. ARPT.																	
CATEGORY A		1.3 NM		REQUIRED	ACTUAL	350		558		14. POLE (KTANT0273)		415138.35N/0710148.53W		244 (2C)		300		SI		600	
CATEGORY B		1.5 NM				450		558		15. SPIRE (25-022324)		415340.10N/0710202.80W		261 (2C)		300		SI		600	
CATEGORY C		1.7 NM				450		618		8. CELL TOWER		415205.08N/0705736.02W		300 (4D)		300		AC50		660	
CATEGORY D		2.3 NM				550		718		17. TOWER (25-000174)		415336.00N/0705633.00W		409 (5D)		300		AC50		760	
CATEGORY E		4.5 NM				550															
5. MINIMUM SAFE ALTITUDES																					
PRIMARY NAVAID: RW30																					
SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A		SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A			
360-360		TWR (25-000031)		355/28.3		1447 (1A)		2500													
CITY AND STATE				ELEVATION: 42				FACILITY				PROCEDURE AND AMENDMENT NO:				REGION					
TAUNTON, MA				AIRPORT NAME: TAUNTON MUNI - KING FIELD				RNAV				RNAV (GPS) RWY 30, AMDT 1				10 QUALITY CHECKED					

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:																					
1. COMMUNICATIONS WITH:					2. WEATHER SERVICE					3. ALTIMETER SETTING					VDP NOT ESTABLISHED - OBSTACLES PENETRATE VDP SURFACE.																
CAPE APP CON ZBW ARTCC PVD APP CON BOS APP CON							N W S		OTHER: <b>ASOS</b>					SOURCE: <b>KTAN / KEWB</b>					PRECIPITOUS TERRAIN EVALUATION COMPLETED.												
							F A A							DISTANCE: <b>0 / 12.17</b>																	
							A / C							HOURS REMOTE OPERATION: <b>0 / YES</b>																	
SATISFACTORY ON:																				25 DEGREE BACNK ANGLE USED IN MISSED APPROACH											
X		V H F		X		U H F				H F		LOCATION: <b>KTAN</b>					ADJUSTMENT: <b>0 / 34</b>					80FT VEGETATION HEIGHT USED PER IFP REQUEST FORM									
4. MONITOR STATUS		PRIMARY NAVAID:																		3.10 GPA/59FT TCH USED TO MITIGATE GQS PENETRATIONS											
		MONITOR POINT:																		145 TREE (KTANT0193) 415210.030N/0705953.530W											
		HRS OPTN:		CAT 1																		140 TREE (KTANT0192) 415112.090N/0705953.880W									
																						KTAN AND KEWB TRANSMITTED TO WMSCR									
5. APPROACH & RUNWAY LIGHTING				<b>ALS</b>																		OBSTACLE #8 CARRIED FORWARD FROM PREVIOUS AMENDMENT / CELL TOWER IDENTIFIED DURING FLIGHT CHECK (4D ACCURACY CODE APPLIED)									
				<b>(S) SALS</b>																											
				<b>MALS</b>																											
				<b>HIRL</b>																											
		X		<b>MIRL 12 (PCL), 30 (PCL)</b>																											
		X		<b>REIL 30</b>																											
				<b>TDZ</b>																											
				<b>C/LINE</b>																											
		X		<b>OTHER (SPECIFY) VASI-4L 30 (PCL)</b>																		TAA NOT USED PER IFP REQUEST FORM									
6. RUNWAY MARKINGS				BASIC																INTERMEDIATE OFFSET SEGMENT DESIGNED PER ATC REQUEST DUE TO AIRSPACE LIMITATIONS											
				ALL WEATHER																											
				INSTRUMENT <b>NPI-G 30; -F 12</b>																											
7. RUNWAY VISUAL RANGE				APPROACH																CRITICAL TEMPERATURES:											
				MIDFIELD																CRITICAL LOW :-3C (+27F)											
				ROLL OUT																CRITICAL HIGH :+54C (+130F)											
8. GLIDE PATH				GP ANGLE: <b>3.10</b>								ELEV RWY THRESHOLD: <b>41.3</b>								ACT :-3C											
				DISTANCE FROM RWY:								ELEV GP ANTENNA:								APT ISA :-17.92C											
												THRESHOLD CROSSING HEIGHT: <b>59.0</b>								CRITICAL TEMPERATURE REMARKS											
9. FINAL APPROACH COURSE AIMING				X		RUNWAY THRESHOLD										AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2011-2015).															
				X		ON CENTERLINE										CRITICAL LOW TEMPERATURE BASED ON EFFECTIVE GPA. DESCENT RATE (FPM): STANDARD TEMP 954 HIGH TEMP 1114.															
10. WAIVERS: <b>NONE</b>																				ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.											
PART D - PREPARED BY: <b>DAVID TEFFETELLER</b>																				CAT A: 1.30NM											
																				CAT B: 1.81NM											
																				CAT C: 2.84NM											
																				CAT D: 3.70NM											
																				SEE ATTACHED AIRSPACE LETTER.											
																				RASS PRESSURE PATTERNS SAME											
																				KTAN 41.50, KEWB 79.30											
																				RA = 33.25.											
																				VISUAL PORTION OF FINAL PENETRATIONS:											
																				LPV LNAV/VNAV LNAV RWY 30:											
																				20:1 PENETRATIONS MARKED AND LIT											
																				20:1											
																				113 POLE (25-025142) 415215.93N/0710015.70W (39.28)											
																				94 POLE (25-025144) 415210.81N/0710015.71W (12.44)											
																				99 POLE (25-025146) 415209.73N/0710011.91W (2.09)											
34:1																															
145 TREE (KTANT0193) 415210.03N/0705953.53W (32.29)																															
140 TREE (KTANT0192) 415212.09N/0705953.88W (29.90)																															
146 TREE (KTANT0198) 415209.77N/0705951.90W (29.60)																															
142 TREE (KTANT0195) 415211.11N/0705952.86W (28.85)																															
149 TREE (KTANT0202) 415210.63N/0705949.72W (28.76)																															
145 TREE (KTANT0197) 415210.58N/0705951.57W (28.63)																															
144 TREE (KTANT0196) 415208.94N/0705952.50W (28.12)																															
144 TREE (KTANT0199) 415211.76N/0705950.98W (27.45)																															
141 TREE (KTANT0204) 415209.41N/0705950.16W (20.59)																															
138 TREE (KTANT0201) 415207.94N/0705951.17W (18.40)																															
87 POLE (25-025145) 415210.73N/0710013.92W (18.15)																															
CONT.																															
OFFICE: <b>AJV-5413</b>																															

QUALITY  
10  
CHECKED



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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PART - A OBSTRUCTION DATA

[illegible]

4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.								
CATEGORY A	1.3 NM	REQUIRED	350	ACTUAL						
CATEGORY B	1.5 NM		450							
CATEGORY C	1.7 NM		450							
CATEGORY D	2.3 NM		550							
CATEGORY E	4.5 NM		550							

5. MINIMUM SAFE ALTITUDES					PRIMARY NAVAID:				
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A
									QUALITY

CITY AND STATE <b>TAUNTON, MA</b>	<b>ELEVATION: 42</b> <b>AIRPORT NAME:</b> <b>TAUNTON MUNI - KING FIELD</b>	FACILITY  <b>RNAV</b>	PROCEDURE AND AMENDMENT NO: <b>RNAV (GPS) RWY 30, AMDT 1</b>	REGION <b>10</b> <b>CHECKED</b>
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PART B - SUPPLEMENTAL DATA										PART C - REMARKS: <b>CONTINUED.</b> 143 TREE (KTANT0208) 415210.04N/0705947.63W (17.79) 86 TREE (KTANT0163) 415210.64N/0710013.66W (16.52) 140 TREE (KTANT0206) 415208.33N/0705949.08W (16.32) 91 TREE (KTANT0170) 415211.27N/0710010.03W (14.39) 127 TREE (KTANT0194) 415208.63N/0705954.04W (14.11) 87 POLE (KTANT0164) 415210.20N/0710011.72W (13.01) 87 T-L TWR (25-024653) 415210.20N/0710011.72W (13.01) 85 TREE (KTANT0165) 415210.95N/0710011.28W (10.75) 134 TREE (KTANT0207) 415207.17N/0705949.51W (10.18) 86 TREE (KTANT0171) 415212.17N/0710009.55W (9.19) 125 TREE (KTANT0200) 415207.32N/0705952.71W (8.10) 82 TREE (KTANT0167) 415209.97N/0710011.37W (7.06) 83 TREE (KTANT0169) 415213.67N/0710009.17W (6.74) 137 TREE (KTANT0215) 415203.22N/0705947.69W (5.75) 128 TREE (KTANT0205) 415203.91N/0705950.98W (4.35) 82 TREE (KTANT0172) 415213.40N/0710008.51W (4.10) 164 TREE (KTANT0238) 415159.82N/0705935.45W (3.72) 158 TREE (KTANT0229) 415201.07N/0705937.72W (3.67) 88 TREE (KTANT0178) 415208.99N/0710007.15W (3.23) 161 TREE (KTANT0234) 415200.17N/0705936.43W (3.12) 151 TREE (KTANT0225) 415201.87N/0705940.40W (3.07) 159 TREE (KTANT0232) 415201.50N/0705936.34W (2.13) 137 TREE (KTANT0219) 415202.46N/0705945.97W (1.41) 129 TREE (KTANT0212) 415203.53N/0705949.25W (1.34) 77 TREE (KTANT0168) 415214.49N/0710009.07W (1.27) 93 TREE (KTANT0187) 415209.12N/0710003.68W (0.99) 89 TREE (KTANT0182) 415212.01N/0710004.08W (0.45) 88 TREE (KTANT0180) 415211.41N/0710004.80W (0.43) 127 TREE (KTANT0209) 415208.85N/0705947.42W (0.27) 75 TREE (KTANT0166) 415215.10N/0710009.27W (0.25)		
1. COMMUNICATIONS WITH:		2. WEATHER SERVICE			3. ALTIMETER SETTING							
SATISFACTORY ON:			N W S	OTHER:		SOURCE:						
			F A A			DISTANCE:						
			A / C			HOURS REMOTE OPERATION:						
	V H F		U H F		H F	LOCATION:			ADJUSTMENT:			
4. MONITOR STATUS		PRIMARY NAVAID:										
		MONITOR POINT:										
		HRS OPTN:	CAT 1		CAT 3							
5. APPROACH & RUNWAY LIGHTING			ALS									
			(S) SALS									
			MALS									
			HIRL									
			MIRL									
			REIL									
			TDZ									
			C/LINE									
6. RUNWAY MARKINGS			BASIC									
			ALL WEATHER									
			INSTRUMENT									
7. RUNWAY VISUAL RANGE			APPROACH									
			MIDFIELD									
			ROLL OUT									
8. GLIDE PATH		GP ANGLE:				ELEV RWY THRESHOLD:						
		DISTANCE FROM RWY:				ELEV GP ANTENNA:						
						THRESHOLD CROSSING HEIGHT:						
9. FINAL APPROACH COURSE AIMING				RUNWAY THRESHOLD					FT. FROM THRESHOLD			
				ON CENTERLINE					FT. FROM CENTERLINE			
10. WAIVERS:												
PART D - PREPARED BY:						DATE:						
TITLE:						OFFICE:						

