


<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 01/05/2015	<b>Task #:</b> 2014122217244401002	<b>Request #:</b> 20141222172444
<b>Procedure:</b> RNAV (GPS) RWY 30 AMDT 1			<b>Airport ID:</b> KTAN	<b>Airport:</b> TAUNTON MUNI - KING FIELD		<b>Reimbursable #:</b> NO
<b>City:</b> TAUNTON	<b>ST:</b> MA	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 03/02/2017		<b>FICO #:</b>	
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>			<b>Specialist:</b> DAVID TEFFETELLER	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	05/06/2016	11/08/2016	DAVID TEFFETELLER			
<b>QA:</b>	11/08/2016					
<b>Liaison:</b>						
<b>Procedure Comments:</b>			ENROUTE-NON	<b>Remark Type:</b> INFORMATION		
CONTACT DANA MITCHELL, (301)-427-4897						

FIPC BASIC FORM									
<b>PROCEDURE:</b> RNAV (GPS) RWY 30 1				<b>AIRPORT NAME:</b> TAUNTON MUNI - KING FIELD		<b>AIRPORT ID:</b> KTAN		<b>SPECIAL CONTROL NO:</b> YG-11-118-16	
<b>FAC ID:</b> KTAN30.01			<b>CITY:</b> TAUNTON			<b>ST:</b> MA		<b>ORIG CHART DATE:</b> 03/02/2017	
<b>DFL TYPE:</b> PROC/S		<b>THIRD PARTY:</b> <input type="checkbox"/> YES		<b>EST. TIME ON SITE:</b> 0.4		<b>REIMB. NUMBER:</b>		<b>PTS TASK ID:</b> 2014122217244401002	
PREFLIGHT NOTES									
<b>REVIEWER:</b>							<b>DATE:</b>		
<b>COMMENTS:</b>							<b>CHECK ONE:</b>		
							<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
									YES
							CPV COMPLETE?		X
PROCEDURE RESULTS									
<b>INSPECTION DATE:</b> 12/13/2016		<b>CREW #:</b> VN053		<b>N #:</b> N71		<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> durley j felder @ 12/14/2016 07:29				<b>PRINTED NAME:</b> FELDER, DURLEY JAN				<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
<b>FLIGHT INSPECTOR REMARKS:</b> Proc/s LNAV change to LPV, checked sat.									
IN-FLIGHT OBSTACLE REPORT									
<b>OBSTRUCTION ID #:</b>		<b>COORDINATES OR LOCATION:</b>		<b>GNSS ALTITUDE (MSL):</b>		<b>BAROMETRIC ALTITUDE (MSL):</b>		<b>HEIGHT ABOVE GROUND LEVEL:</b>	

TAUNTON, MASSACHUSETTS

AL-5175 (FAA)

FIG

WAAS CH 58139 W30A	APP CRS 304°	Rwy Idg TDZE Apt Elev	3500 42 42
--------------------------	-----------------	-----------------------------	------------------

# RNAV (GPS) RWY 30

TAUNTON MUNI - KING FIELD (TAN)

- ⚠** Circling NA to Rwy 04 and 22. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C (27°F) or above -54°C (130°F). Baro-VNAV NA when using New Bedford altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use New Bedford altimeter setting and increase LPV DA to 393 feet, LNAV/VNAV DA to 560 feet, and all MDAs 40 feet, 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 1/8 SM. Rwy 30 helicopter visibility reduction before 1 SM NA.

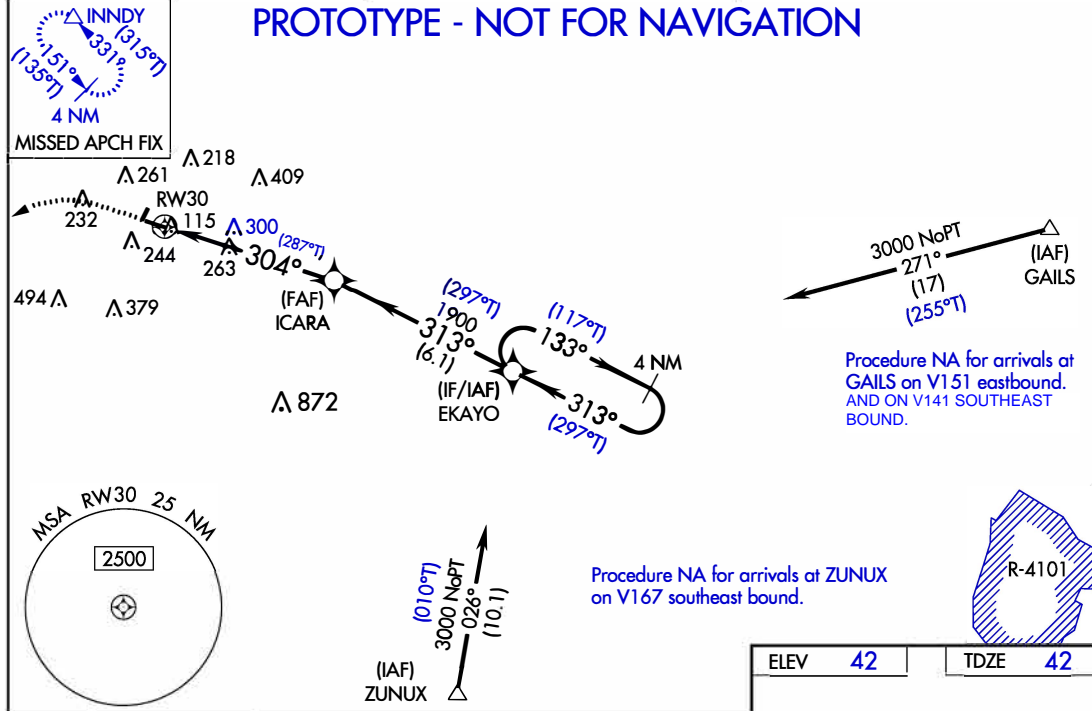
**MISSED APPROACH:** (Do not exceed 210 KIAS until INNDY) Climb to 500 then climbing left turn to 3000 direct INNDY and hold. Continue climb in hold to 3000.

ASOS  
132.675

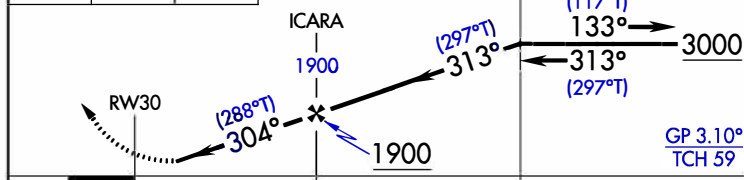
PROVIDENCE APP CON ★  
128.7 269.525

UNICOM  
122.7 (CTAF) 0

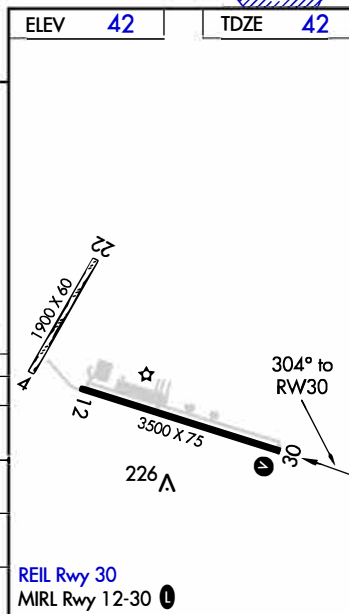
## PROTOTYPE - NOT FOR NAVIGATION



3000 500 INNDY  
VGSi and RNAV glidepath not coincident (VGSi Angle 3.60/TCH 45).  
EKEYO Holding Pattern 4 NM



CATEGORY	A	B	C	D
LPV DA	359-1	317 (400-1)		
LNAV/VNAV DA	526-1½	484 (500-1½)		
LNAV MDA	600-1 558 (600-1)	600-1½ 558 (600-1½)		
CIRCLING	600-1 558 (600-1)	660-1¾ 558 (600-1¾)	760-2¼ 718 (800-2¼)	



TAUNTON, MASSACHUSETTS

Amdt 1 FIG

41°52'N-71°01'W

TAUNTON MUNI - KING FIELD (TAN)

# RNAV (GPS) RWY 30

AUTOMATED AL-5175 (FAA) RNAV (GPS) RWY 30

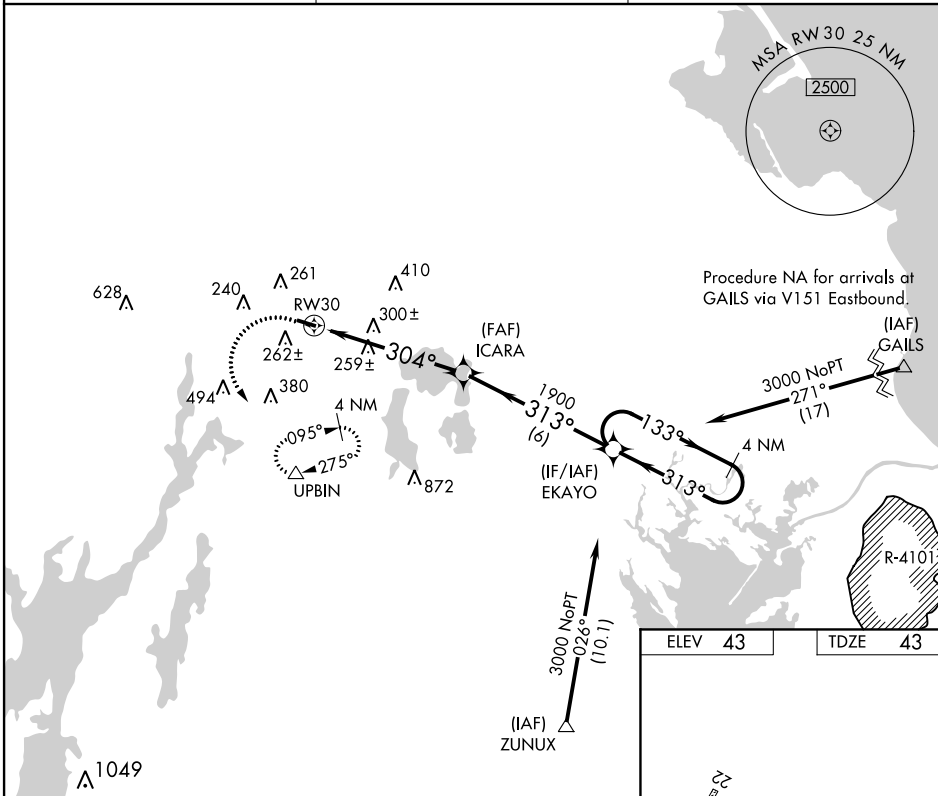
NE-1  
OCT 14, 2016  
COMPILER: LS  
REVIEWER:  
DBL CHKR:  
EFF: FIG  
UID: 26330



16119

# RNAV (GPS) RWY 30

## TAUNTON MUNI - KING FIELD (TAN)

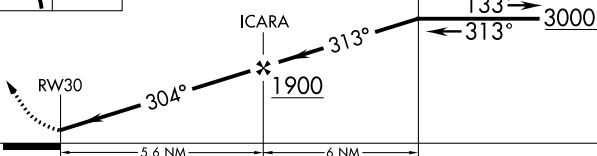
**MISSED APPROACH:** Climbing left turn to 3000 direct UPBIN and hold, continue climb-in-hold to 3000.

UNICOM  
122.7 (CTAF) **L**

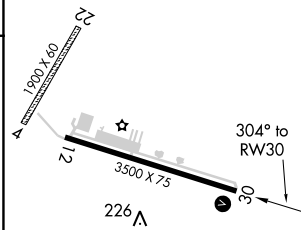
3000	UPBIN
	

### Visual Segment-Obstacles.

EKAYO 4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	600-1	557 (600-1)	600-1½ 557 (600-1½)	600-1¾ 557 (600-1¾)
CIRCLING	620-1	577 (600-1)	620-1½ 577 (600-1½)	660-2 617 (700-2)



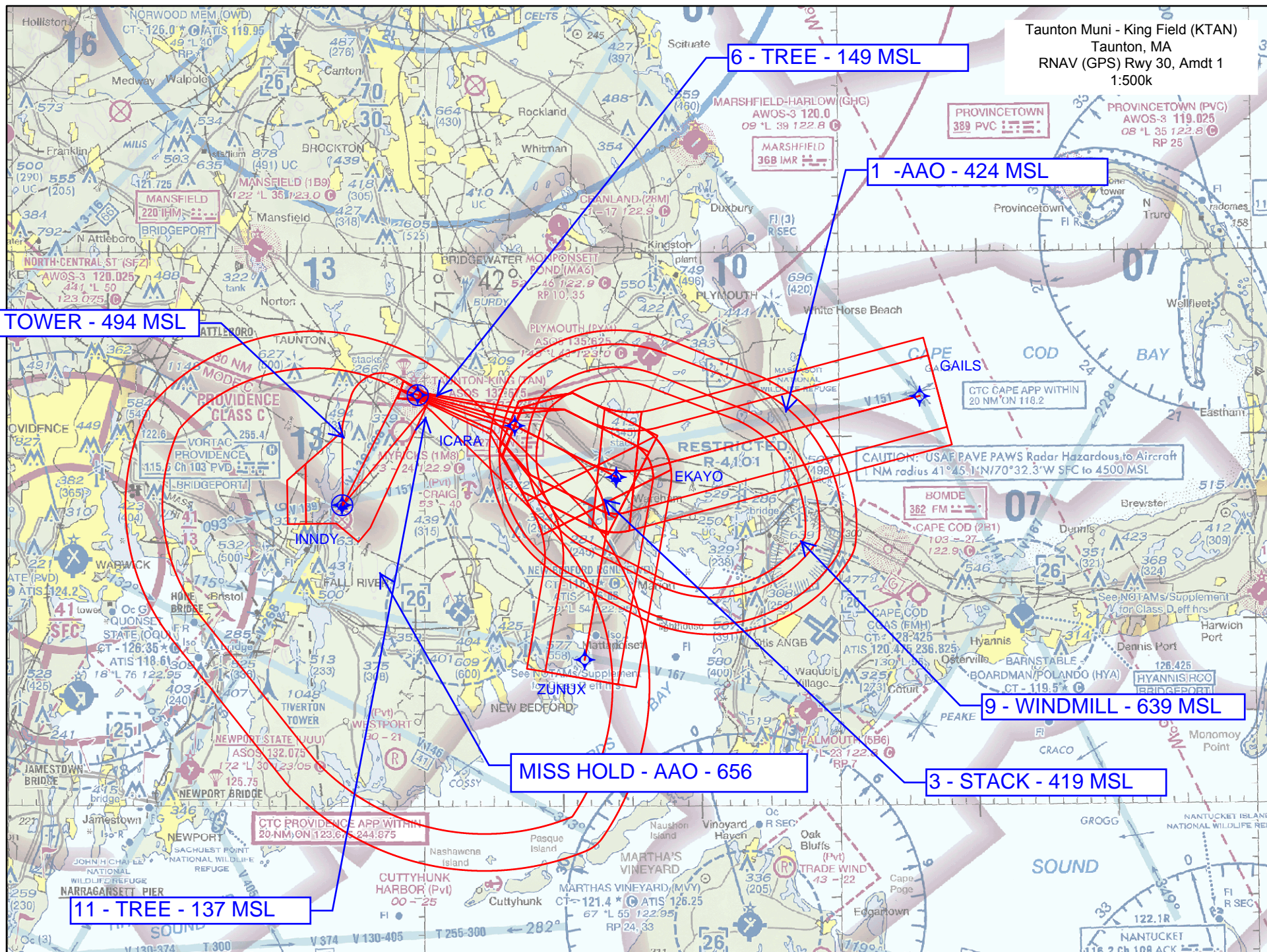
REIL Rwy 30  
MIRL Rwy 12-30 **L**

TAUNTON MUNI - KING FIELD (TAN)  
RNAV (GPS) RWY 30

NE-1, 23 JUN 2016 to 21 JUL 2016

NE-1. 23 JUN 2016 to 21 JUL 2016







Taunton Muni - King Field (KTAN)  
Taunton, MA  
RNAV (GPS) Rwy 30, Amdt 1  
LPV FINAL

12 - TOWER - 494 MSL

6 - TREE - 149 MSL

11 - TREE - 137 MSL

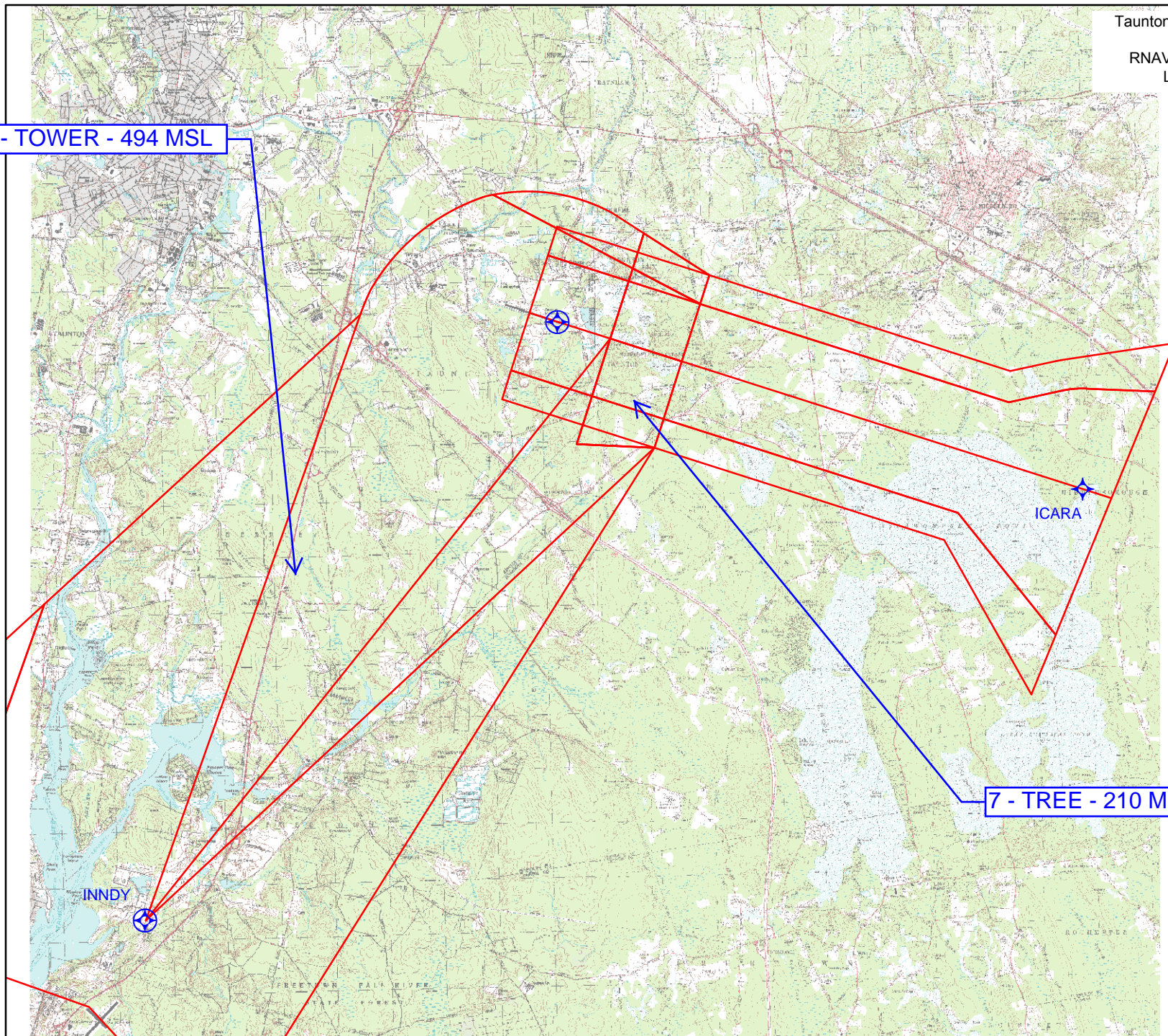
ICARA





Taunton Muni - King Field (KTAN)  
Taunton, MA  
RNAV (GPS) Rwy 30, Amdt 1  
LNAV/VNAV FINAL

12 - TOWER - 494 MSL



7 - TREE - 210 MSL



Taunton Muni - King Field (KTAN)  
Taunton, MA  
RNAV (GPS) Rwy 30, Amdt 1  
LNAV FINAL

15 - SPIRE - 261 MSL

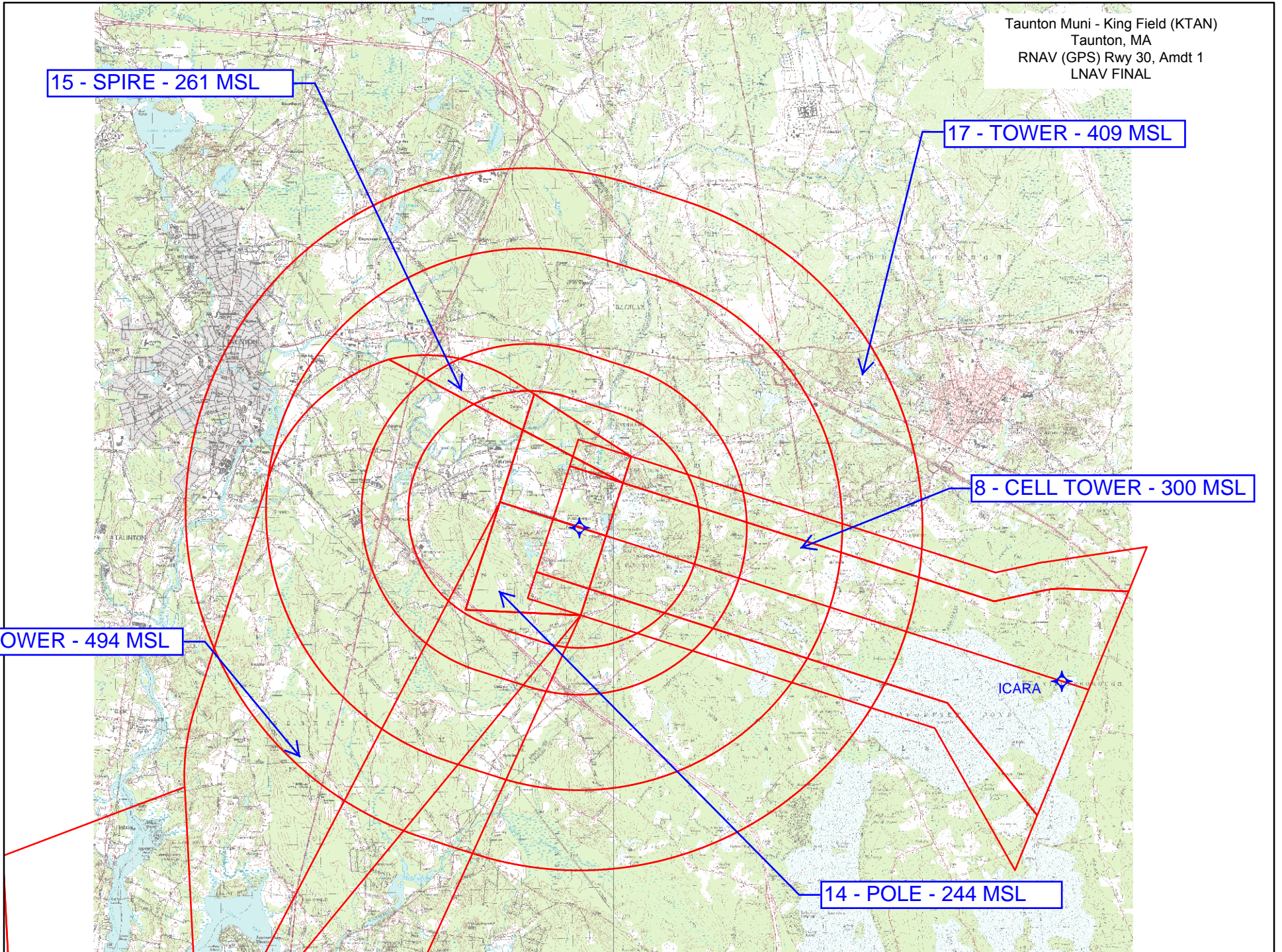
17 - TOWER - 409 MSL

8 - CELL TOWER - 300 MSL

12 - TOWER - 494 MSL

14 - POLE - 244 MSL

ICARA





# TERMINAL AIRSPACE DATA REQUIREMENTS

CITY:

STATE:

AIRPORT NAME:

ID:

PROCEDURE:

AMDT:

DOCKET # :

(96-AXX-X/Required/Not Required)

**ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.**

1. Distance from \_\_\_\_\_ to 1000' point \_\_\_\_\_

(Enter THLD, FAF, ARP, FACILITY, as appropriate)

2. Width of \_\_\_\_\_ segment at 1000' point \_\_\_\_\_

(Enter appropriate segment , final, intermediate, etc.)

3. True Course of \_\_\_\_\_ segment containing 1000' point \_\_\_\_\_

4. High Terrain in \_\_\_\_\_ segment containing 1000' point \_\_\_\_\_

5. Distance from \_\_\_\_\_ to 1500' point \_\_\_\_\_

(If 1500' point in PT maneuvering area or holding pattern note in remarks)

6. Width of \_\_\_\_\_ segment at 1500' point \_\_\_\_\_

7. True Course of \_\_\_\_\_ segment containing 1500' point \_\_\_\_\_

8. High Terrain in \_\_\_\_\_ segment containing 1500' point \_\_\_\_\_

9. Threshold Coordinates (if straight-in) ... \_\_\_\_\_ / \_\_\_\_\_

10. ARP Coordinates ..... \_\_\_\_\_ / \_\_\_\_\_

11. Runway Approach End and distance furthest from ARP.....RWY \_\_\_\_\_

Distance \_\_\_\_\_ NM

12. FAF Coordinates ..... \_\_\_\_\_ / \_\_\_\_\_

(Click to Select)

REMARKS: APPROACH/DRAWING ATTACHED.