

WAAS CH <b>99739</b> <b>W12A</b>	APP CRS <b>124°</b>	Rwy Idg <b>3499</b> TDZE <b>41</b> Apt Elev <b>42</b>
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RNAV (GPS) RWY 12  
TAUNTON MUNI/KING FLD (TAN)

**⚠** Circling NA to Rwy's 4 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. Rwy 12 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use New Bedford altimeter setting and increase LPV DA to 425 feet, LNAV/VNAV DA to 448 feet and all MDA 40 feet, increase LPV and LNAV/VNAV visibilities all Cats  $\frac{1}{2}$  SM, increase LNAV Cat C/D visibility  $\frac{1}{8}$  SM, and increase Circling Cat D visibility  $\frac{1}{4}$  SM.

**MISSED APPROACH:** (Do not exceed 210K until INNDY) Climb to 500 then climbing right turn to 3000 direct INNDY and hold, continue climb in hold to 3000.

ASOS <b>132.675</b>	PROVIDENCE APP CON ★ <b>128.7 269.525</b>	UNICOM <b>122.7 (CTAF) ①</b>
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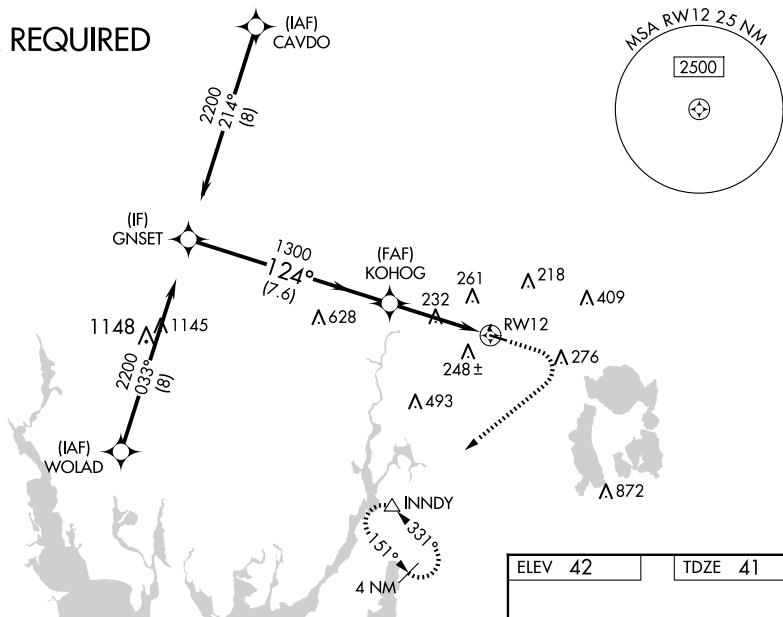


Diagram illustrating a 4th step climb profile for a 737 MAX 8. The profile starts at 2200 ft, descends at 124° to 1300 ft, then descends at 1.4 NM to RW12, and finally descends at 1.4 NM to the runway. The diagram includes a table of climb rates and a table of climb rates for different aircraft types.

CLIMB RATE	CLIMB RATE	CLIMB RATE	CLIMB RATE
500	3000	INNDY	△

CATEGORY	A	B	C	D
LPV DA	391-1 $\frac{1}{8}$	350 (400-1 $\frac{1}{8}$ )		
RNAV/VNAV DA	414-1 $\frac{1}{4}$	373 (400-1 $\frac{1}{4}$ )		
RNAV MDA	540-1	499 (500-1)	540-1 $\frac{3}{8}$	499 (500-1 $\frac{3}{8}$ )
CIRCLING	560-1 518 (600-1)	580-1 538 (600-1)	660-1 $\frac{1}{4}$ 618 (700-1 $\frac{1}{4}$ )	760-2 $\frac{1}{4}$ 718 (800-2 $\frac{1}{4}$ )

