

WAAS CH 65910 W13A	APP CRS 133°	Rwy Idg TDZE 767 Apt Elev 769	5123 767 769
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RNAV (GPS) RWY 13

QUINCY RGNL-BALDWIN FLD (UIN)

RNP APCH.

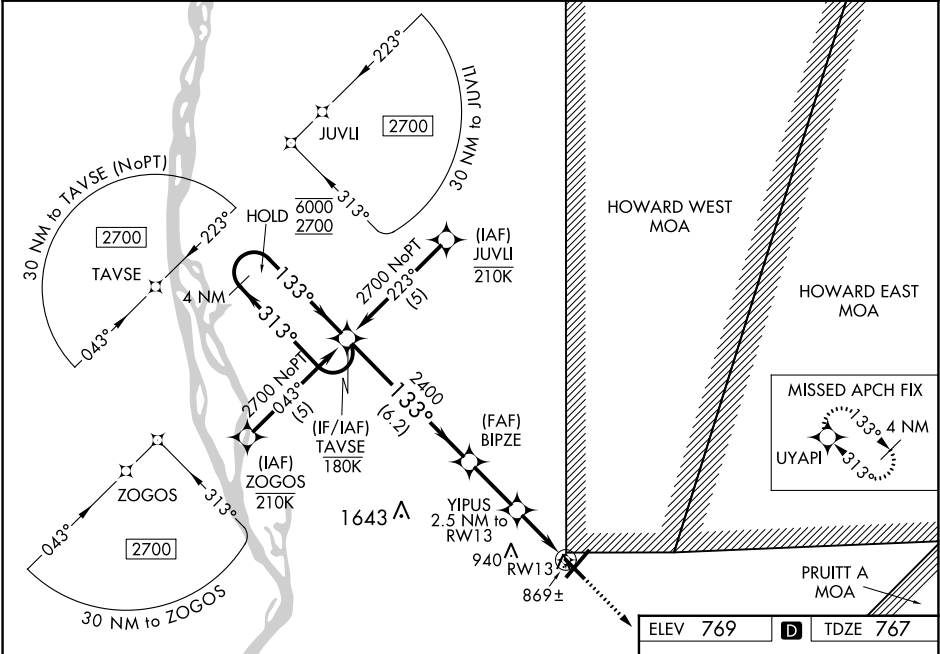
T

A

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C or above 54° C.

MISSED APPROACH:
Climb to 2700 direct UYAPI and hold.

ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern		TAVSE		VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 33).		2700 UYAPI	
6000 ← 313°		2700 → 133°		*LNAV only.			
GP 3.00° TCH 45		2400		*1 NM to RW13			
6.2 NM		2.4 NM		1.5 NM		1 NM	
CATEGORY	A	B	C	D			
LPV DA	1116-1¼		349 (400-1¼)				
LNAV/VNAV DA	1139-1¼		372 (400-1¼)				
LNAV MDA	1120-1		353 (400-1)		1120-1¼ 353 (400-1¼)		
CIRCLING	1180-1 411 (500-1)	1220-1 451 (500-1)	1240-1½ 471 (500-1½)	1320-2 551 (600-2)			

Diagram illustrating the runway layout and holding pattern. The runway is 133° and 133° (opposite directions). The holding pattern is a 4 NM holding pattern. The diagram shows the runway layout with dimensions 7098 X 150 and 5397 X 150. The runway is labeled 13 and 31. The diagram also shows the 2700 UYAPI and 2400 BIPZE and YIPUS 2.5 NM to RW13. The diagram includes a 133° angle and a 133° angle. The diagram also shows a 133° angle and a 133° angle. The diagram includes a 133° angle and a 133° angle. The diagram also shows a 133° angle and a 133° angle. The diagram includes a 133° angle and a 133° angle. The diagram also shows a 133° angle and a 133° angle. The diagram includes a 133° angle and a 133° angle. The diagram also shows a 133° angle and a 133° angle. The diagram includes a 133° angle and a 133° angle. The diagram also shows a 133° angle and a 133° angle. The diagram includes a 133° angle and a 133° angle. The diagram also shows a 133° angle and a 133° angle. 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