

WAAS CH 45705 W22A	APP CRS 218°	Rwy Ldg TDZE Apt Elev	7098 753 768
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RNAV (GPS) RWY 22

QUINCY RGNL-BALDWIN FLD (UIN)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1300 then climbing left turn to 2400 direct FANUT and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Baro-VNAV and VDP NA when using Pittsfield altimeter setting. When local altimeter setting not received, use Pittsfield altimeter setting and increase LPV DA to 1073 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 1120 feet and all visibilities ½ SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D ½ SM.	

ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 123.0 (CTAF) 0
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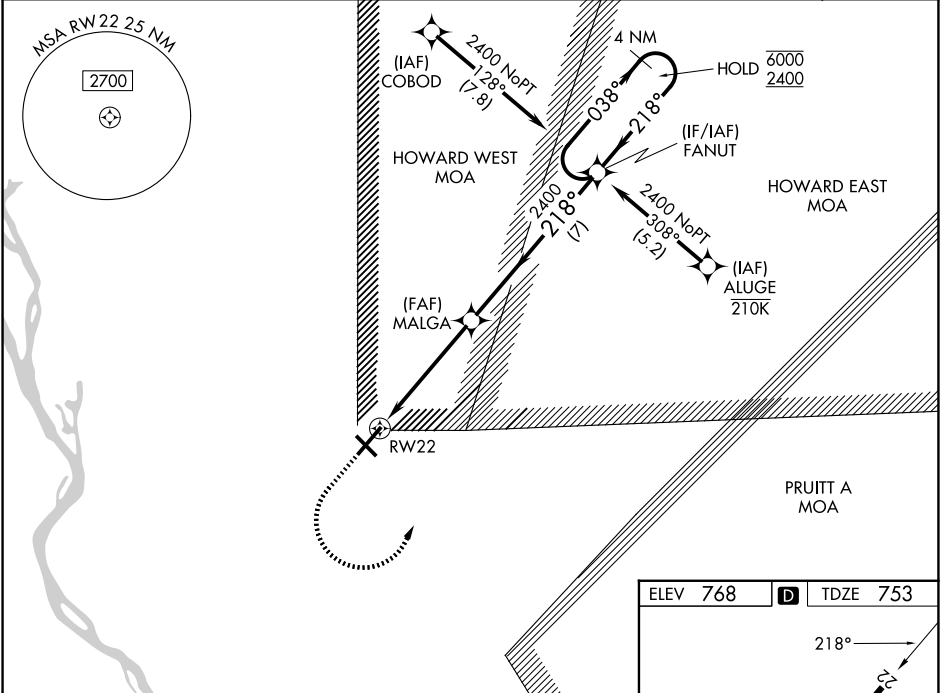


Diagram illustrating the 4 NM Holding Pattern for MALGA. The pattern is a right-angled turn to the right. The initial leg is 7 NM long, heading 218°. The turn is 038° to the right, resulting in a final leg heading 218°. The final leg is 6000 feet long. The pattern is centered on the MALGA VORTAC, which is 2400 feet above the field elevation. The pattern is 1.2 NM to the right of the runway (RW22). The pattern is 1.2 NM to the right of the runway (RW22). The pattern is 1.2 NM to the right of the runway (RW22).

CATEGORY	A	B	C	D
LPV DA		1003-¾	250 (300-¾)	
LNAV/VNAV DA		1050-⅞	297 (300-⅞)	
LNAV MDA	1180-1	427 (500-1)	1180-1¼	427 (500-1¼)
CIRCLING	1180-1 412 (500-1)	1220-1 452 (500-1)	1240-1½ 472 (500-1½)	1320-2 552 (600-2)

