

**FEDERAL AVIATION ADMINISTRATION**  
**FLIGHT STANDARDS SERVICE**  
**RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE**  
**TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks 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 feet RVR.

<u>AIRPORT ID</u> KMCI	<u>PROCEDURE NAME</u> RNAV (GPS) Y RWY 19R	<u>ORIGINAL/AMENDMENT</u> 3	<u>CITY</u> KANSAS CITY	<u>STATE</u> MO		
<u>AIRPORT ELEVATION</u> 1027	<u>TDZE</u> 991	<u>SUPERSEDED</u> RNAV (GPS) Y RWY 19R	<u>ORIGINAL/AMENDMENT</u> 2B	<u>DATED</u> 08/17/2017	<u>MAG VAR</u> 2E	<u>EPOCH YEAR</u> 2015
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 07/14/2022	<u>CANCEL/SUSPEND</u>		

**TERMINAL ROUTES**

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
CAMDO	IAF	WESGI		TF	FB	1.00	190.99	3.14	5000
WESGI		BRTNY		TF	FB	1.00	190.98	5.34	3300
BRTNY	IF	PEAKA		TF	FB	1.00	190.96	2.83	2400
PEAKA	FAF	ZESAB/1.80 NM TO RW19R		TF	FB	0.30	190.95	2.49	
ZESAB/1.80 NM TO RW19R		RW19R	MAP	TF	FO	0.30	190.95	1.80	
RW19R	MAP	2000 MSL		CA			190.95		2000
2000 MSL		RUGBB		DF	FO	1.00			4000

**MISSED APPROACH**

**MAP:**  
 LPV: DA  
 LNAV/VNAV: DA  
 LNAV: RW19R

**MISSED APPROACH INSTRUCTIONS:**  
 CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 4000 DIRECT RUGBB AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. PROFILE STARTS AT CAMDO

3. FAF:

190.95

FAF: PEAKA

DIST FAF TO MAP: 4.29

DIST FAF TO THLD: 4.29

4. MIN ALT: CAMDO 6000, WESGI 5000, BRTNY 3300, PEAKA 2400, ZESAB/1.80 NM TO RW19R 1600

5. DIST TO THLD FROM OM:

MM:

IM:

150 HAT:

200 HAT: 0.49

GS ANT:

6. MIN GP INCPT:

2400

GP ALT AT PFAF :

PEAKA 2400

OM:

MM:

IM:

7. GP ANGLE:

3.00

34:1: IS CLEAR

20:1: IS CLEAR

TCH: 55.3

8. MSA FROM: RW19R 3100

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.  
CHART NOTE: LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS.  
CHART NOTE: USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS.  
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -21°C OR ABOVE 54°C.  
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV CATS C/D VISIBILITY TO RVR 5500.  
CHART SPEED ICON IN PLANVIEW AT CAMDO: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD SW, RT, 046.24 INBOUND.  
CHART FAS OBST: 1110 TREE 392042N/0944337W.  
CHART VDP AT 0.94 NM TO RW19R.  
WAAS CHANNEL # 72908  
REFERENCE PATH ID: W19B  
CHART CIRCLING ICON.  
LTP HAE: 266.1 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA

☐

STANDARD

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA	1191	1800	200	1191	1800	200	1191	1800	200	1191	1800	200			
LNAV/VNAV DA	1417	4000	426	1417	4000	426	1417	4000	426	1417	4000	426			
LNAV MDA	1360	2400	369	1360	2400	369	1360	3500	369	1360	3500	369			
CIRCLING	1540	1	513	1540	1	513	1540	1 1/2	513	1580	2	553			



**CHANGES - REASONS**

1. DELETED TERMINAL ROUTE FROM STJ VTAC TO CAMDO - ATC AND FPT DIRECTED.
2. TERMINAL ROUTE FROM CAMDO TO WESGI COURSE CHANGED FROM 190.98 TO 190.99 - TARGETS CALCULATION AFTER FIXES MOVED.
3. TERMINAL ROUTE FROM WESGI TO BRTNY COURSE CHANGED FROM 190.97 TO 190.98; DISTANCE CHANGED FROM 3.14 TO 5.34 - TARGETS CALCULATION AFTER FIXES MOVED AND FAMUS DELETED..
4. TERMINAL ROUTE FROM BRTNY TO FAMUS CHANGED TO PROCEEDING FROM BRTNY TO PEAKA; DIST CHANGED FROM 3.14 TO 2.83, AND ALT CHANGED FROM 3000 TO 2400 - FAMUS AND HNZLY DELETED FROM PROCEDURE.
5. TERMINAL ROUTE FROM HNZYL TO ZESAB CHANGED TO PEAKA TO ZESAB; DISTANCE CHANGED FROM 3.12 TO 2.49 - HNZYL REPLACED BY PEAKA, FAF (PEAKA) MOVED AFTER DELETING FAMUS AND PEAKA PLACED ON GLIDEPATH AT 2400 PER FPT DIRECTIVE.
6. DIST FAF TO MAP / THLD CHANGED FROM 4.92 TO 4.29 - FAF (PEAKA) MOVED.
7. ADDED 20:1 IS CLEAR - NEW CRITERIA REQUIREMENT.
8. LPV ALL CATS DA RAISED FROM 1189 TO 1191 - TDZE CHANGED FROM 989 TO 991.
9. LNAV/VNAV ALL CATS DA RAISED FROM 1292 TO 1417 - OBSTACLE EVAL.
10. LNAV ALL CATS MDA LOWERED FROM 1380 TO 1360 - OBSTACLE EVAL.
11. UPDATED UNCOMPENSATED BARO-VNAV NOTE BY CHANGING BELOW -20C TO -21C AND REMOVING FAHRENHEIT VALUES - UPDATED WEATHER HISTORY.
12. CHARTED RNP APCH-GPS PBN REQUIREMENT NOTE - NEW REQUIREMENT BY CRITERIA.
13. DELETED DME/DME RNP-0.3 NA NOTE - REPLACED BY PBN REQUIRMENT NOTE.
14. CHANGED ALS INOP NOTE FROM "FOR INOP ALS, INCREASE LPV CAT E VISIBILITY TO ALL CATS VISIBILITY TO RVR 5000 AND LNAV CAT E VISIBILITY TO RVR 6000." TO "FOR INOPERATIVE ALS, INCREASE LNAV CATS C/D VISIBILITY TO RVR 5500" - APPLY NO LIGHTS VISIBILITY ADJUSTMENT TO LNAV MINS.
15. APPLIED 210 MAX AIRSPEED RESTRICTION AT CAMDO - ALLOW FOR INITIAL AND INTERMEDIATE SEGMENT LEG LENGTHS.
16. DELETED PROCEDURE NA NOTE FOR ARRIVALS AT STJ VTAC - TERMINAL ROUTE DELETED.
17. VDP DISTANCE CHANGED FROM 1.01 TO 0.94 - TARGETS CALCULATION FOR LNAV MDA.
18. CRC REMAINDER CHANGED FROM BA359C8D TO BB56C3D9 - FORMATTING UPDATED ON FPAP LATITUDE/LONGITUDE.
19. REMOVED RNAV TRACK GUIDANCE REQUIRMENT FROM FD OR AP SIMULTANEOUS NOTE - NO LONGER REQUIRED.
20. REMOVED "WITH RWY 19L" FROM SIMULTANEOUS APPROACH AUTHORIZED NOTE - ATC AUTHORIZES AS NEEDED, NO LONGER REQUIRED.
21. DIST FROM 200 FT HAT CHANGED FROM 0.45 TO 0.49 - DA/TDZE RAISED.
22. DELETED ALL CAT E MINIMUMS - ATC/FPT DIRECTED DUE TO 210 AIRSPEED RESTRICTIONS PLACED ON PROCEDURE.
23. REMOVED CHART LOC RWY 19L - NO LONGER REQUIRED.
24. LNAV/VNAV ALL CATS VISIBILITY CHANGED FROM RVR 2400 TO RVR 4000 - DA RAISED FROM 1280 TO 1417.
25. LNAV CATS C/D LOWERED FROM RVR 4000 TO RVR 3500 - MDA LOWERED FROM 1380 TO 1360.
26. DELETED PROCEDURE ENTRY NA NOTE FROM STJ VTAC - DELETED STJ FEEDER.
27. INCORPORATED P-NOTAM INTO PROCEDURE - CAPTURE CIRCLING MINIMUMS.

**COORDINATED WITH:**

**A4A** ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** KMCI APP CON, KMCI ATCT, ARPT MGR

**FLIGHT CHECKED BY***Digitally signed by***DONALD H LANIER**

Apr 21, 2022

PENDING

**OFFICE**

FPO

**DATE****DEVELOPED BY***Digitally signed by***KELLY D DEAN**

Feb 22, 2022

KELLY DEAN

**OFFICE**

AJV-A431

**DATE**

02/07/2022

**APPROVED BY***Digitally signed by***DONALD H LANIER**

Apr 21, 2022

LONNIE EVERHART

**OFFICE**

AJV-A430

**DATE****TITLE**  
MANAGER

QUALITY  
10  
CHECKED

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KMCI
RUNWAY	RW19R
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	Y
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W19B
LTP/FTP LATITUDE	391920.0395N
LTP/FTP LONGITUDE	0944314.7835W
LTP/FTP ELLIPSOIDAL HEIGHT	+02661
FPAP LATITUDE	391735.9970N
FPAP LONGITUDE	0944345.5450W
THRESHOLD CROSSING HEIGHT (TCH)	00055.3
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0000
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0
CRC REMAINDER	BB56C3D9

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K3
LTP ORTHOMETRIC HEIGHT	+02986
FPAP ORTHOMETRIC HEIGHT	+02986



FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT ID</u> KMCI	<u>PROCEDURE NAME</u> RNAV (GPS) Y RWY 19R	<u>AMDT NO.</u> 3	<u>CITY</u> KANSAS CITY	<u>STATE</u> MO	<u>AIRPORT ELEVATION</u> 1027	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM  
CAMDO

TO  
WESGI

<u>RNP</u>	<u>DISTANCE</u> 3.14	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	393318.00N/0943703.00W		1211	164	98	4E	1000				AT2789	5000
TERRAIN	393318.00N/0943703.00W		1010 (1000)								AS1500	2500

COMPUTATIONS

<u>TF TURN FIX</u> CAMDO-WESGI	<u>ALT</u> 6000	<u>KIAS</u> 210	<u>KTAS</u> 235.85	<u>HAA</u> 4973.1	<u>VKTW</u> 49.79	<u>TR</u> 0.00	<u>BA</u> 0	<u>DTA</u> 0	<u>COURSE CHANGE</u> 0	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM  
WESGI

TO  
BRTNY

<u>RNP</u>	<u>DISTANCE</u> 5.34	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	392824.00N/0944303.00W		1218	164	98	4E	1000				AT1082	3300
TERRAIN	392824.00N/0944303.00W		1017 (1000)								AS1500	2500

COMPUTATIONS

<u>TF TURN FIX</u> WESGI-BRTNY	<u>ALT</u> 5000	<u>KIAS</u> 210	<u>KTAS</u> 3973.1	<u>HAA</u> 3973.1	<u>VKTW</u> 232.25	<u>TR</u> 0.00	<u>BA</u> 0	<u>DTA</u> 0	<u>COURSE CHANGE</u> 0	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

QUALITY  
10  
CHECKED

INTERMEDIATE

FROM  
BRTNY

TO  
PEAKA

RNP	DISTANCE 2.83	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	392724.00N/0944303.00W		1175	164	98	4E	500				AC98 AT627	2400
TERRAIN	392524.00N/0943939.00W		951 (1000)								AS1000	2000

COMPUTATIONS

TF TURN FIX	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
BRTNY-PEAKA	3300	210		2273.1	226.31	0.00	0	0	0			

SEGMENT REMARKS:

1000 FT AIRSAPCE DOES NOT EXIST. AIRSPACE REQUEST SUBMITTED. PER AIRSPACE GROUP, ADDITIONAL AIRSPACE NOT REQUIRED. FPT COORDINATING WITH AIRSPACE GROUP TO OBTAIN ADDITIONAL AIRSPACE TO ALLOW FOR 1000 FT APPLICATION. AIRSPACE DOCKET NOT CURRENTLY AVAILABLE, REQUESTED. PER MANAGEMENT, CONTINUE WITH 1000 FT AWAITING FPT.

FINAL: LPV

FROM  
PEAKA

TO  
RW19R

<u>RNP</u>	<u>DISTANCE</u> 4.29	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
								ASC				1191

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



FINAL: LNAV/VNAV

FROM  
PEAKA

TO  
RW19R

<u>RNP</u>	<u>DISTANCE</u> 4.29	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 426			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE	392031.33N/0944333.56W		1100	50	20	2C		23.88:1			AC20	1417

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM  
PEAKA

TO  
ZESAB/1.80 NM TO RW19R

<u>RNP</u>	<u>DISTANCE</u> 2.49	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>				<u>HMAS</u>				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	392230.18N/0944219.37W		1180	50	20	2C	250				DG170	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM

ZESAB/1.80 NM TO RW19R

TO

RW19R

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	1.80		RW19R	369								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE	392041.98N/0944337.08W		1110	50	20	2C	250					1360

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

MISSED APPROACH : LPV

FROM

DA

TO

RUGBB

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
							1018					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				4000
TOWER (20-000940)	390858.00N/0945645.00W		1950	500	50	5D	1000					3000
TERRAIN	390633.00N/0945136.00W		1056 (1100)								AS1500	2600

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:





MISSED APPROACH : LNAV/VNAV

FROM

DA

TO

RUGBB

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1256					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				4000
TOWER (20-000940)	390858.00N/0945645.00W		1950	500	50	5D	1000					3000
TERRAIN	390633.00N/0945136.00W		1056 (1100)								AS1500	2600

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

MISSED APPROACH : LNAV

FROM

RW19R

TO

RUGBB

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1260					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				4000
TOWER (20-000940)	390858.00N/0945645.00W		1950	500	50	5D	1000					3000
TERRAIN	390633.00N/0945136.00W		1056 (1100)								AS1500	2600

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
15.TWR (29-000411)	391751.00N/0944255.00W	1.30	513	1233	20	3	1A	300			1540
CATEGORY B											
15.TWR (29-000411)	391751.00N/0944255.00W	1.84	513	1233	20	3	1A	300			1540
CATEGORY C											
15.TWR (29-000411)	391751.00N/0944255.00W	2.90	513	1233	20	3	1A	300			1540
CATEGORY D											
AAO	391536.25N/0943745.28W	3.78	553	1270	50	20	2C	300			1580

CIRCLING REMARKS:

MSA

CENTER  
RW19R

RADIUS  
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (29-000027)	390421.18N/0943546.31W	157	16.1	2049	20	3	1A	1000			3100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
MCI TOWER, MCI APP CON, ZKC ARTCC

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KMCI	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KMCI	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:  
BACKUP ALTIMETER SOURCE NOT DEVELOPED - REDUNDANT SOURCES ON AFLD.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW1L - TDZ, MALSR, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW1R - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4R		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW9 - MALSR, HIRL		PIR-G	APPROACH, ROLL OUT
RW19L - TDZ, MALSR, HIRL, C/LINE		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW19R - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4R		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW27 - MALSR, HIRL, PAPI-4L		PIR-G	APPROACH, ROLL OUT

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 979.6	<u>TCH</u> 55.3	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 80.0
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u> -21C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -21C	<u>APT ISA</u> +12.97C
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CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2017-2021).  
CRITICAL LOW TEMPERATURE BASED ON ACT.  
DESCENT RATE (FPM): STANDARD TEMP 969 HIGH TEMP 1278.



**"VISUAL PORTION OF FINAL" PENETRATIONS**

**HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS**

and/or  
**5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS**

PENETRATIONS REMARKS:

**PART C: GENERAL REMARKS:**  
PRECIPITOUS TERRAIN EVALUATION COMPLETED.  
  
TAA NOT DEVELOPED PER CENTRAL FPT.  
  
100 FT VEGETATION USED PER CENTRAL FPT.  
  
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<div>AIRPORT ID</div> <div>KMCI</div>	<div>PROCEDURE NAME</div> <div>RNAV (GPS) Y RWY 19R</div>	<div>AMDT NO.</div> <div>3</div>	<div>CITY</div> <div>KANSAS CITY</div>	<div>STATE</div> <div>MO</div>	<div>AIRPORT ELEVATION</div> <div>1027</div>	<div>FACILITY</div> <div>RNAV</div>
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.03
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	192.95
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1000
DISTANCE FROM	THLD	TO 1500FT POINT	5.52
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	3.24
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	192.96
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	1000

THRESHOLD  
COORDINATES  
(IF STR-IN)

391920.04N/0944314.78W

ARP COORDINATES

391751.40N/0944250.00W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 19R DISTANCE 1.51 NM

FAF  
COORDINATES

392330.92N/0944200.50W

FIX NAME  
COORDINATES

REMARKS

ADDITIONAL AIRSPACE REQUIRED

QUALITY

10

CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> KELLY DEAN	<u>OFFICE</u> AJV-A431	<u>DATE</u> 02/07/2022	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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