

**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
ILS STANDARD INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.29**

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> ILS OR LOC RWY 19R ILS RWY 19R (SA CAT I), ILS RWY 19R (CAT II), ILS RWY 19R (CAT III)		<u>ORIGINAL/AMENDMENT</u> 15	<u>CITY</u> KANSAS CITY	<u>STATE</u> MO		
<u>AIRPORT ELEVATION</u> 1027	<u>TDZE</u> 991	<u>SUPERSEDED</u> ILS OR LOC RWY 19R ILS RWY 19R (SA CAT I), ILS RWY 19R (CAT II), ILS RWY 19R (CAT III)	<u>ORIGINAL/AMENDMENT</u> 14	<u>DATED</u> 12/29/2022	<u>MAG VAR</u> 2E	<u>EPOCH YEAR</u> 2015	
<u>FACILITY</u> I-PAJ	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 10 AUGUST 2023	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>			

**TERMINAL ROUTES**

<b><u>FROM</u></b>	<b><u>FIX TYPE</u></b>	<b><u>TO</u></b>	<b><u>FIX TYPE</u></b>	<b><u>LEG TYPE</u></b>	<b><u>FO/FB</u></b>	<b><u>RNP</u></b>	<b><u>COURSE</u></b>	<b><u>DISTANCE</u></b>	<b><u>ALTITUDE</u></b>
CAMDO/17.55 DME/RADAR	IAF	WESGI/14.41 DME/RADAR					190.94	3.14 (I-PAJ)	5000
WESGI/14.41 DME/RADAR		BRTNY/9.07 DME/RADAR					190.94	5.34 (I-PAJ)	3300
SCIPR	IAF	BRTNY/9.07 DME/RADAR		TF	FB	1.00	220.44	4.16	3300
HOLMS	IAF	BRTNY/9.07 DME/RADAR		TF	FB	1.00	161.51	3.57	3300
BRTNY/9.07 DME/RADAR	IF	MADTG/7.27 DME/RADAR					190.94	1.81 (I-PAJ)	2500
MADTG/7.27 DME/RADAR		PEAKA/6.25 DME/RADAR					190.94	1.02 (I-PAJ)	2400
MAGKS	IF	MICLE		TF	FB	1.00	010.93	6.27	5200
MICLE		YEVUT		TF	FB	1.00	018.11	1.51	4400
YEVUT		ZITAT		TF	FB	1.00	057.51	1.87	3700
ZITAT		CRRLY		TF	FB	1.00	095.18	1.81	3300
CRRLY		IYOCA		TF	FB	1.00	122.06	1.74	2800
IYOCA		MADTG/7.27 DME/RADAR		TF	FB	1.00	181.16	1.34	2500
NIVME	IF	MCRAE		TF	FB	1.00	011.00	5.52	5200
MCRAE		ZOPMA		TF	FB	1.00	003.39	1.66	4400
ZOPMA		WEKIR		TF	FB	1.00	317.15	1.99	3700

QUALITY  
29  
CHECKED

**AIRPORT ID**  
KMC

**PROCEDURE NAME**  
ILS OR LOC RWY 19R  
ILS RWY 19R (SA CAT I),  
ILS RWY 19R (CAT II),  
ILS RWY 19R (CAT III)

**ORIGINAL/AMENDMENT**  
15

**CITY**  
KANSAS CITY

**STATE**  
MO

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
WEKIR		RATYO		TF	FB	1.00	287.80	1.89	3300
RATYO		MACJI		TF	FB	1.00	258.57	1.89	2800
MACJI		MADTG/7.27 DME/RADAR		TF	FB	1.00	200.76	1.32	2500

**MISSED APPROACH**

**MAP:**  
ILS: DA  
LOC: 4.29 NM AFTER PEAKA/6.25 DME/RADAR OR AT 1.96 DME

**MISSED APPROACH INSTRUCTIONS:**  
CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 240 AND MCI VORTAC R-223 TO RUGBB INT/MCI 25.00 DME AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):**  
CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 355 AND STJ VORTAC R-175 TO STJ VORTAC AND HOLD. (TACAN AIRCRAFT: MISSED APPROACH INSTRUCTIONS ISSUED WITH APPROACH CLEARANCE.)

**PROFILE:**

1. PT                      SIDE OF COURSE                      OUTBOUND                      FT WITHIN                      MILES OF                      (IAF)

2. PROFILE STARTS AT MADTG

3. FAC: 190.94                      FAF: PEAKA/6.25 DME/RADAR                      DIST FAF TO MAP: 4.29                      DIST FAF TO THLD: 4.29

4. MIN ALT:    MADTG/7.27 DME/RADAR 2500, PEAKA/6.25 DME/RADAR 2400, ZESAB/3.76 DME/RADAR 1600

5. DIST TO THLD FROM OM:                      MM: 0.5                      IM: 1046                      100 HAT: 1070                      150 HAT: 2025                      GS ANT: 1025

6. MIN GS INCPT: 2400                      GS ALT AT PFAF :    PEAKA/6.25 DME/RADAR 2400                      OM:                      MM: 1196                      IM: 1092

7. GS ANGLE: 3.00                      34:1:                      20:1:                      TCH: 55.3

8. MSA FROM:    MCI VORTAC 3100

**PBN REQUIREMENTS NOTE:**

RNP APCH-GPS. FROM SCIPR OR HOLMS OR NIVME OR MAGKS.

**EQUIPMENT REQUIREMENTS NOTE:**

DME OR RADAR REQUIRED.  
RADAR REQUIRED FOR PROCEDURE ENTRY AT CAMDO.

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KNCI

**PROCEDURE NAME**  
ILS OR LOC RWY 19R  
ILS RWY 19R (SA CAT I),  
ILS RWY 19R (CAT II),  
ILS RWY 19R (CAT III)

**ORIGINAL/AMENDMENT**  
15

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**NOTES:**

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 19R: CAT A, B, C, D, E, RA 135, RVR 1400, HAT 150, DA 1141 MSL.  
CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 19R: CAT A, B, C, D, E, RA 105, RVR 1200, HAT 100, DA 1091 MSL.  
CAT II RVR 1000 CHART NOTE: RVR 1000 AUTHORIZED WITH SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN.  
SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL.  
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CAT I ILS CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 19R CAT E VISIBILITY TO RVR 4000 AND S-LOC 19R CAT C/D/E TO RVR 4500.  
CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 19R: CAT A, B, C, D, E, RVR 700.  
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED EXCEPT FROM SCRIP, HOLMS, MAGKS, AND NIVME.  
CHART PROFILE NOTE: SEE PLANVIEW FOR MULTIPLE IF LOCATIONS.  
CHART PLANVIEW NOTE: SCIPR, HOLMS, NIVME, AND MAGKS TRANSITIONS NA FOR CAT E.  
CHART SPEED ICON IN PLANVIEW AT SCIPR: MAX 210 KIAS.  
CHART SPEED ICON IN PLANVIEW AT HOLMS: MAX 210 KIAS.  
CHART SPEED ICON IN PLANVIEW AT MAGKS: MAX 210 KIAS.  
CHART SPEED ICON IN PLANVIEW AT YEVUT: MAX 180 KIAS.  
CHART SPEED ICON IN PLANVIEW AT NIVME: MAX 210 KIAS.  
CHART SPEED ICON IN PLANVIEW AT ZOPMA: MAX 180 KIAS.

**ADDITIONAL FLIGHT DATA:**

CHART ARRIVAL HOLDING AT CAMDO: HOLD N, RT, 190.94 INBOUND, 6000.  
HOLD SW, RT, 043.24 INBOUND.  
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S STJ VORTAC, RT, 355.00 INBOUND.  
CHART FAS OBST: 997 POLE (29-024173) 391950N/0944307W.  
CHART VDP AT 2.65 DME.  
DISTANCE VDP TO THLD 0.69 NM.  
CHART IN PLANVIEW: STJ VORTAC.  
CHART MANDATORY 4000 AT SCIPR.  
CHART MANDATORY 4000 AT HOLMS.  
CHART MANDATORY 2500 AT MADTG/7.27 DME/RADAR.  
CHART CIRCLING ICON.

**MINIMUMS:**

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

**ALTERNATE:** NA ☐ ILS: STANDARD; LOC: STANDARD

<b>CATEGORY:</b>	<b>A</b>			<b>B</b>			<b>C</b>			<b>D</b>			<b>E</b>		
<b>FINAL TYPE</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>
S-ILS 19R	1191	1800	200	1191	1800	200	1191	1800	200	1191	1800	200	1191	1800	200
S-LOC 19R	1280	2400	289	1280	2400	289	1280	2400	289	1280	2400	289	1280	2400	289
CIRCLING	1540	1	513	1540	1	513	1540	1 1/2	513	1580	2	553	1580	2	553

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KMCI	ILS OR LOC RWY 19R ILS RWY 19R (SA CAT I), ILS RWY 19R (CAT II), ILS RWY 19R (CAT III)	15	KANSAS CITY	MO

CHANGES - REASONS

- ADDED ARRIVAL HOLDING AT CAMDO - TO MATCH CHANGES ON STARS FOR LOST COMMO PROCEDURE.
- REMOVED HIL AT BRTNY - COURSE REVERSAL NO LONGER REQUIRED WITH ADDITION OF DOWNWIND TF LEGS.
- ADDED CAPTURE FIX MADTG WITH MANDATORY ALTITUDE (2500) TO INTERMEDIATE SEGMENT - ESTABLISH POINT WHERE INTERMEDIATE SEGMENTS JOIN PRIOR TO PFAF.
- ADDED NEW PBN INTERMEDIATE TRANSITION FROM MAGKS TO MADTG TO INCLUDE SPEED RESTRICTIONS AT MAGKS AND YEVUT - PROJECT REQUEST TO SUPPORT PBN TRANSITION TO ILS/LOC FINAL.
- ADDED NEW PBN INTERMEDIATE TRANSITION FROM NIVME TO MADTG TO INCLUDE SPEED RESTRICTIONS AT NIVME AND ZOPMA - PROJECT REQUEST TO SUPPORT PBN TRANSITION TO ILS/LOC FINAL.
- ADDED PROFILE STARTS AT MADTG TO PROFILE LINE 2 - INTERMEDIATES JOIN EACH OTHER AT A POINT OUTSIDE THE PFAF.
- CHANGED PROCEDURE ENTRY EQUIPMENT REQUIRED NOTE FROM "RADAR REQUIRED FOR PROCEDURE ENTRY" TO "RADAR REQUIRED FOR PROCEDURE ENTRY AT CAMDO" - PBN SEGMENTS DO NOT REQUIRE RADAR.
- ADDED PROFILE NOTE "SEE PLANVIEW FOR MULTIPLE IF LOCATIONS" - REQUESTED DUE TO LIMITATIONS ON PROFILE VIEW, WAIVER REQUESTED.
- ADDED PLANVIEW NOTE SCIPR, HOLMS, NIVME, AND MAGKS TRANSITIONS NA FOR CAT E - 210 KIAS RESTRICTIONS ON PBN TRANSITIONS DO NOT SUPPORT CAT E AIRCRAFT.
- CHANGED PBN REQUIRMENTS NOTE FROM "RNP APCH-GPS. FROM SCIPR" AND HOLMS" TO "RNP APCH-GPS. FROM SCIPR OR HOLMS OR NIVME OR MAGKS" - ADDED NEW SEGMENTS FROM NIVME AND MAGKS.
- REMOVED I-PAJ FROM MAP AND LOCALIZER FIX DESCRIPTIONS - 8260.19I.
- REMOVED NOPT FROM SCIPR/HOLMS TO BRTNY AND CAMDO TO WESGI/9.07 DME/RADAR - H-I-L AT BRTNY REMOVED.
- CHANGED ALTERNATE MISSED APPROACH FROM CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 355 AND STJ VORTAC R-175 TO STJ VORTAC AND HOLD TO CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 355 AND STJ VORTAC R-175 TO STJ VORTAC AND HOLD. (TACAN AIRCRAFT: MISSED APPROACH INSTRUCTIONS ISSUED WITH APPROACH CLEARANCE) - PER ATC/FPT.
- PROFILE LINE 6: CHANGED MM FROM 1194 TO 1196 AND IM FROM 1090 TO 1092 - TARGETS RESULTS.
- ADDED CAT E TO SA CAT I, CAT II & III - PER FPT/ATC, WAS INCORRECTLY LEFT OFF PREVIOUS AMDT.
- CHANGED CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED EXCEPT FROM SCRIP AND HOLMS TO SIMULTANEOUS APPROACH AUTHORIZED EXCEPT FROM SCRIP, HOLMS, MAGKS, AND NIVME - PER ATC/FPT.
- REMOVED ADDITIONAL FLIGHT DATA ENTRY "CHART AT OR ABOVE 6000 AT CAMDO - ALREADY LISTED FOR ARRIVAL HOLD.
- ADDED ADDITIONAL FLIGHT DATA ENTRY CHART MANDATORY 2500 AT MADTG/7.27 DME/RADAR - PER FPT/ATC.
- CHANGED TERMINAL ROUTES SCIPR/HOLMS TO BRTNY FIX DESCRIPTION AT BRTNY FROM BRTNY TO BRTNY/9.07 DME/RADAR - SIAP LIMITATION REFERENCE BRTNY FIX DESCRIPTION.
- CHANGED TERMINAL ROUTE BRTNY/I-PAJ 9.07/RADAR TO PEAKA/I-PAJ 6.25 DME/RADAR FIX TYPE FROM IF/IAF TO IF - H-I-L REMOVED.
- LINE 4 CHANGED FROM BRNTY/I-PAJ 9.07 DME/RADAR 3300, PEAKA/I-PAJ 6.25 DME/RADAR 2400, ZESAB/I-PAJ 3.76 DME/RADAR 1600 TO MADTG/7.27 DME/RADAR 2500, PEAKA/6.25 DME/RADAR, ZESAB/3.76 DME/RADAR 1600 - ADDED CAPTURE FIX PER 8260.54B AND DOCUMENTED PER 8260.19I.
- REMOVED "OR LOC" FROM CAT I ILS OR LOC CHART NOTE - 8260.19I.
- CHANGED PRIMARY MISSED APPROACH FROM CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 240 AND ON MCI VORTAC R-223 TO RUGBB INT/MCI 25.00 DME AND HOLD TO CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 240 AND MCI VORTAC R-223 TO RUGBB INT/MCI 25.00 DME AND HOLD - 8260.19I.

COORDINATED WITH:

A4A ☒
ALPA ☒
AOPA ☒
APA ☒
HAI ☐
NBAA ☒
OTHER: ZKC, KANSAS CITY APP CON, MCI ATCT, AMGR.

FLIGHT CHECKED BY

MILLS, GREGORY ALAN

Digitally signed by  
CASIMIR L TABAKA

Jun 30, 2023

OFFICE

FIOG

DATE

06/28/2023

DEVELOPED BY

LORRI DOWNEY

Digitally signed by  
LORRI F DOWNEY

May 16, 2023

OFFICE

AJV-A432

DATE

01/20/2023

APPROVED BY

CASIMIR TABAKA

Digitally signed by  
CASIMIR L TABAKA

May 19, 2023

OFFICE

AJV-A432

DATE

TITLE  
MANAGER

