

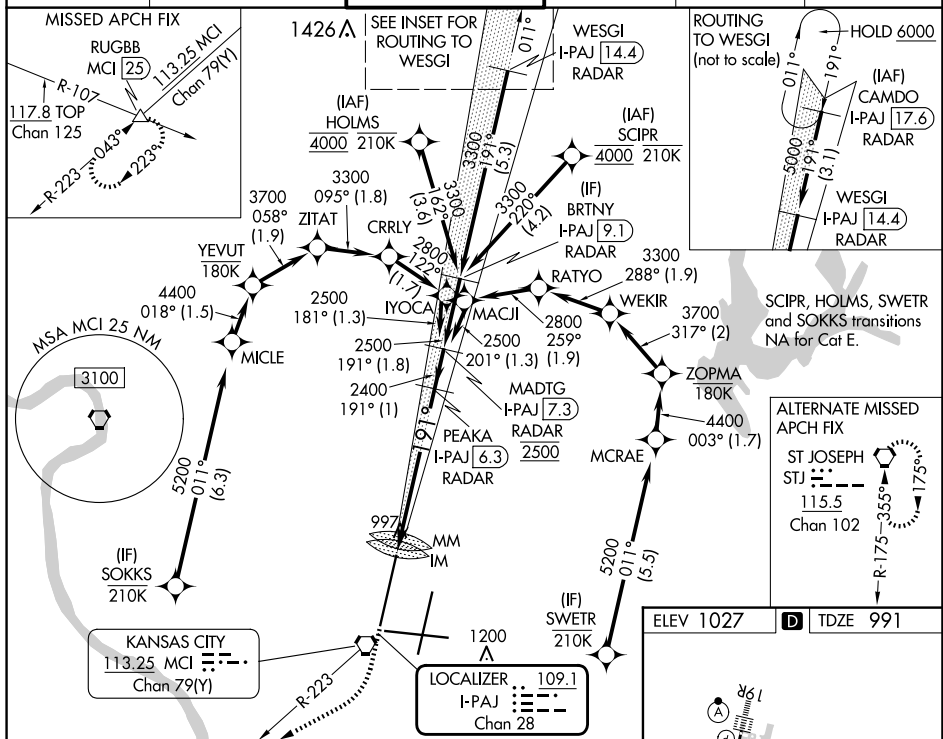


LOC/DME I-PAJ 109.1 Chan 28	APP CRS 191°	Rwy Idg 10801 TDZE 991 Apt Elev 1027
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ILS RWY 19R (SA CAT I)
KANSAS CITY INTL (MCI)

RNP APCH - GPS. From SCIPR or HOLMS or SWETR or SOKKS.		MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and MCI VORTAC R-223 to RUGBB INT/MCI 25 DME and hold.
DME or RADAR required. RADAR required for procedure entry at CAMDO.		
 Requires specific OPSPEC, MSPEC, or LOA approval. Simultaneous approach authorized except from SCIPR, HOLMS, SOKKS, and SWETR.		

D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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2000 ↑	4000 ↗ hdg 240°	MCI R-223	RUGBB △	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 80).				
See planview for multiple IF locations.				PEAKA I-PAJ 6.3 RADAR	MADTG I-PAJ 7.3 RADAR			
<p>Diagram details: A planview diagram showing the intersection of two glidepaths. The 2000-foot glidepath is a solid line starting from the runway (MM) at 1025' and rising to 2400 feet at 3.8 NM. The 4000-foot glidepath is a dashed line starting from the runway (IM) at 0.5 NM and rising to 2400 feet at 1 NM. The angle between the two glidepaths is 191 degrees. The diagram also shows the VGS1 and ILS glidepaths not coincident.</p>				GS 3.00° TCH 55				
CATEGORY	A	B	C	D	E			

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

