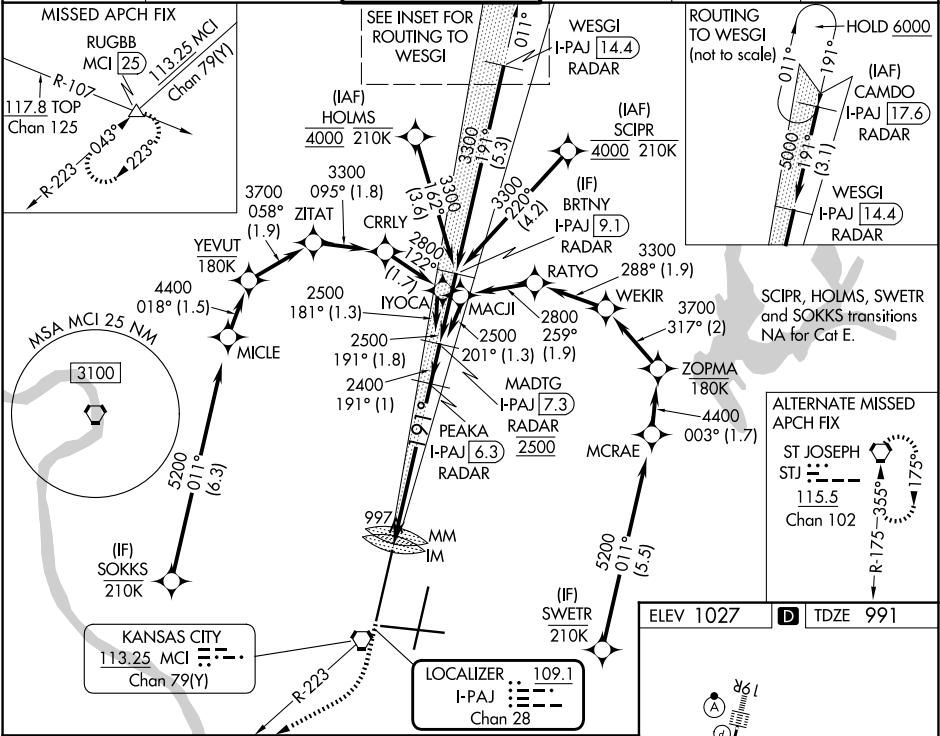


LOC/DME I-PAJ <b>109.1</b> Chan 28	APP CRS <b>191°</b>	Rwy Ldg <b>10801</b> TDZE <b>991</b> Apt Elev <b>1027</b>	<b>ILS RWY 19R (CAT II &amp; III)</b> KANSAS CITY INTL (MCI)
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RNP APCH - GPS. From SCIPR or HOLMS or SWETR or SOKKS.	ALSF-2	MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and on MCI VORTAC R-223 to RUGBB INT/MCI 25 DME and hold.
DME or RADAR required. RADAR required for procedure entry at CAMDO.		
Simultaneous approach authorized except from SCIPR and HOLMS, SOKKS, and SWETR. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.		

D-ATIS <b>128.375</b>	KANSAS CITY APP CON <b>120.95 318.1</b>	INTERNATIONAL TOWER <b>128.2 254.25</b>	GND CON <b>121.8</b>	CLNC DEL <b>135.7</b>	CPDLC
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2000 ↑	4000 hdg 240°	MCI R-223	RUGBB △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 80).	MADTG I-PAJ 7.3 RADAR
		IM	MM	See planview for multiple IF locations.	PEAKA I-PAJ 6.3 RADAR
		1092	1196	2400	2500
		1025	0.5	3.8 NM	1 NM
		GS 3.00° TCH 55			
CATEGORY	A	B	C	D	E
S-ILS 19R	CAT II RA 105/12 100 DA 1091				
S-ILS 19R	CAT III RVR 07				
CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED					

HIRL all Rwys  
TDZ/CL Rwys 1L, 1R, 19L and 19R