

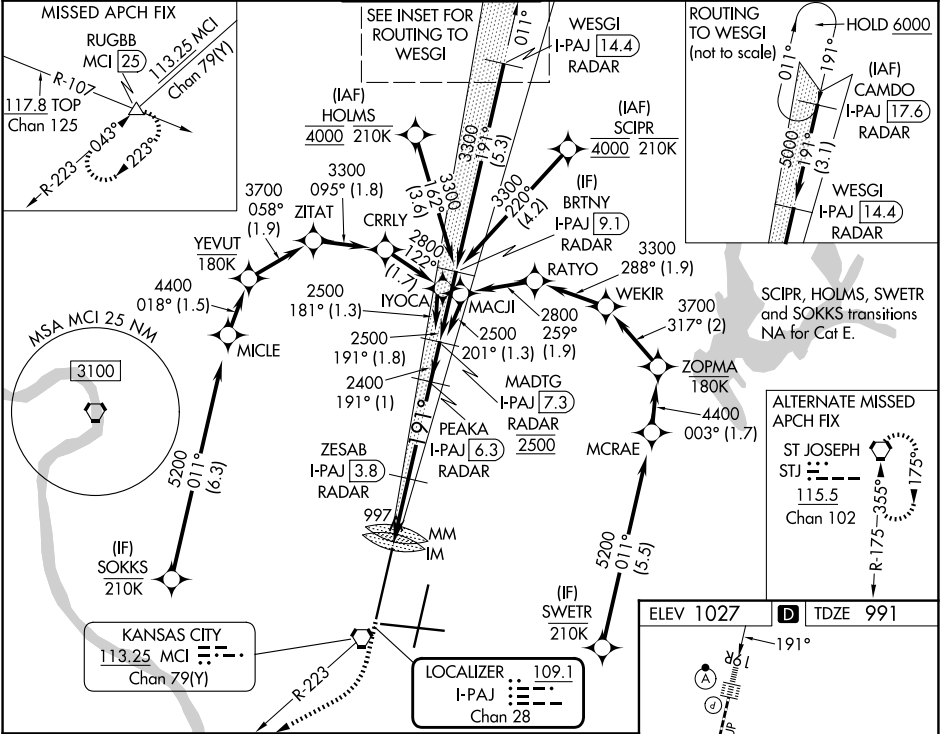
LOC/DME I-PAJ	APP CRS	Rwy Ldg
<b>109.1</b>	<b>191°</b>	<b>10801</b>
Chan 28		TDZE <b>991</b>
		Apt Elev <b>1027</b>

ILS or LOC RWY 19R

KANSAS CITY INTL (MCI)

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 MCI VORTAC R-223 to RUGBB INT/MCI 25 DME and hold.
DME or RADAR required. RADAR required for procedure entry at CAMDO.		
For inop ALS, increase S-ILS 19R Cat E visibility to RVR 4000 and S-LOC 19R Cat C/D/E to RVR 4500. Simultaneous approach authorized except from SCIPR, HOLMS, SOKKS and SWETR.		

D-ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL	CPDLC
<b>128.375</b>	<b>120.95 318.1</b>	<b>128.2 254.25</b>	<b>121.8</b>	<b>135.7</b>	



2000	4000	MCI R-223	RUGBB	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 80).	MADTG I-PAJ [7.3] RADAR
		hdg 240°			
See planview for multiple IF locations.					
I-PAJ [2]	IM	MM	I-PAJ [2.7]	ZESAB I-PAJ [3.8] RADAR	PEAKA I-PAJ [6.3] RADAR
0.2	0.3	0.2	1.1 NM	2.5 NM	1 NM
CATEGORY	A	B	C	D	E
S-ILS 19R	1191/18 200 (200-½)				
S-LOC 19R	1280/24 289 (300-½)				
CIRCLING	1540-1 513 (600-1)	1540-1½ 513 (600-1½)	1580-2	553 (600-2)	

