

WAAS CH <b>72908</b> <b>W19B</b>	APP CRS <b>191°</b>	Rwy Idg <b>10801</b> TDZE <b>989</b> Apt Elev <b>1026</b>
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# RNAV (GPS) Y RWY 19R

KANSAS CITY INTL (MCI)

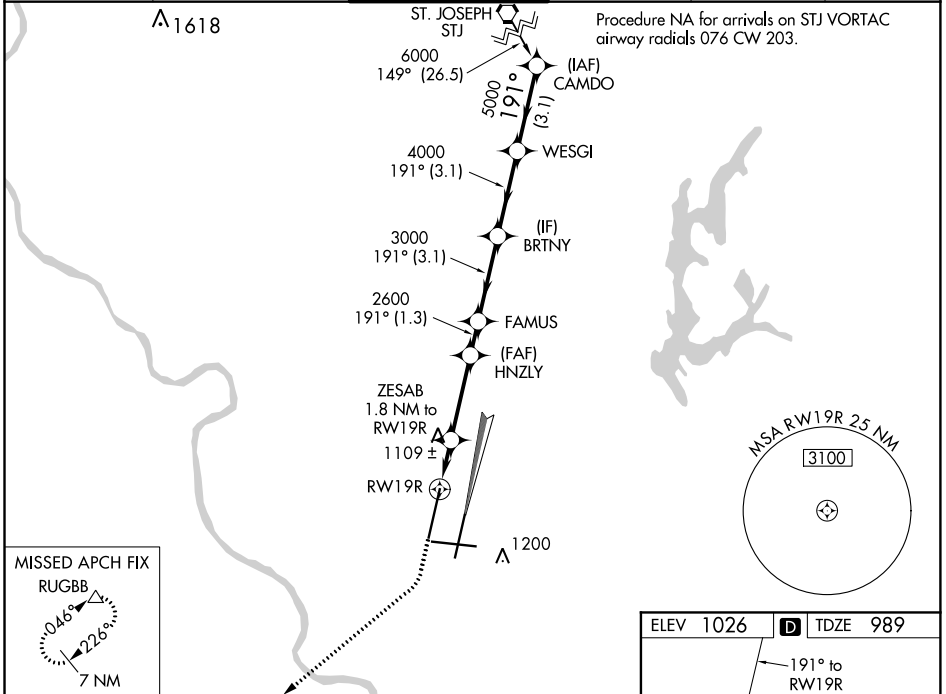
**▽** DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 19L. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). For inop ALSF, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 5000 and LNAV Cat E visibility to RVR 6000. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2



**MISSED APPROACH:**  
Climb to 2000 then climbing right turn to 4000 direct RUGBB and hold.

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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NC-3, 05 NOV 2020 to 03 DEC 2020

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2000	4000	RUGBB	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 80).					CAMDO
*LNAV only		ZESAB 1.8 NM to RWY19R	HNZLY 2600	FAMUS 3000	BRTNY 4000	WESGI 5000	6000	
*1 NM to RWY19R		1600*		2600	GP 3.00° TCH 55			
1 NM		0.8	3.1 NM	1.3 NM	3.1 NM	3.1 NM	3.1 NM	
CATEGORY	A	B	C	D	E			
LPV DA	1189/18		200 (200-½)					
LNAV/VNAV DA	1292/24		303 (300-½)					
LNAV MDA	1380/24	391 (400-½)	1380/40	391 (400-¾)				
CIRCLING	1540-1	514 (600-1)	1540-1½	514 (600-1½)	1580-2	554 (600-2)		

