

LOC/DME I-CUE <u>110.55</u> Chan 42 (Y)	APP CRS 184°	Rwy Idg 5502 TDZE 777 Apt Elev 777
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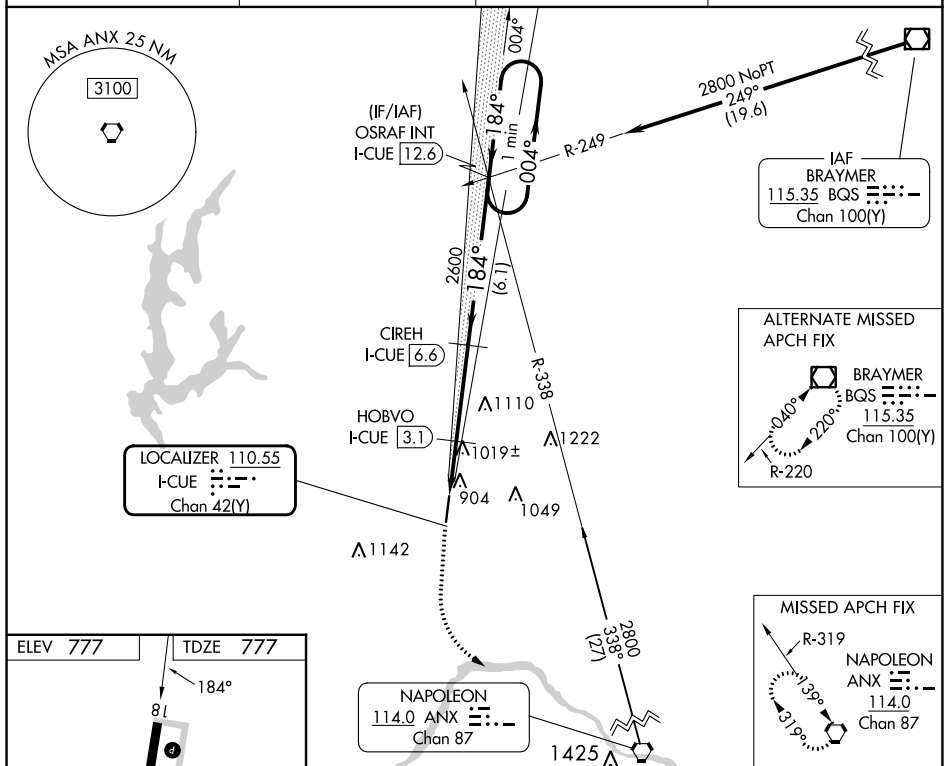
ILS or LOC/DME RWY 18

MIDWEST NTL AIR CENTER (GPH)

T Obtain local altimeter setting on CTAF; when not received use Kansas City Intl altimeter setting and increase DA 79 feet and all visibilities $\frac{1}{4}$ mile; increase all MDAs 80 feet, and Circling visibility Cat C $\frac{1}{4}$ mile. Autopilot coupled approach NA below 960.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2900 direct ANX VORTAC and hold.

AWOS-3T 120.275	KANSAS CITY APP CON 118.4 307.35	CLNC DEL 118.2	UNICOM 122.7 (CTAF) 0
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ELEV 777

TDZE 777

184°

81

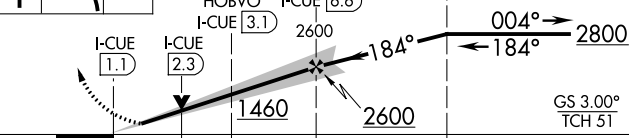
5502 X 100

36

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HIRL Rwy 18-36 **(L)**

REIL Rws 18 and 36 **(L)**

1400 ↑	2900 ↘	ANX 	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.50/TCH 59).				OSRA1 INT I-CUE 12.6	One Minute Holding Pattern
								
CATEGORY	A		B		C		D	
S-ILS 18	977- ³ / ₄ 200 (200- ³ / ₄)						NA	
S-LOC 18	1280-1 503 (600-1)		1280-1 ¹ / ₂ 503 (600-1 ¹ / ₂)		NA			
CIRCLING	1300-1 523 (600-1)		1320-1 543 (600-1)		1360-1 ¹ / ₂ 583 (600-1 ¹ / ₂)		NA	