

ILS or LOC RWY 19R
WICHITA DWIGHT D EISENHOWER NTL (ICT)

MALSR

MISSED APPROACH: Climb to 3500 then climbing right turn to 3600 direct ICT VORTAC and hold.

Diagram: Shows the SPOIL intersection. The SPOIL INT is located 1.4 NM from the start of the 1820* S-LOC and 3.5 NM from the start of the 1820/40 S-LOC. The diagram also shows the 1820* S-LOC, the 1820/40 S-LOC, and the 1820/50 S-LOC. The 1820* S-LOC is a 196° bearing from the FAF. The 1820/40 S-LOC is a 196° bearing from the SPOIL INT. The 1820/50 S-LOC is a 196° bearing from the SPOIL INT. The 1820/60 S-LOC is a 196° bearing from the SPOIL INT. The 1820/40 S-LOC is a 196° bearing from the SPOIL INT. The 1820/50 S-LOC is a 196° bearing from the SPOIL INT. The 1820/60 S-LOC is a 196° bearing from the SPOIL INT. The 1820* S-LOC is a 196° bearing from the FAF. The 1820/40 S-LOC is a 196° bearing from the SPOIL INT. The 1820/50 S-LOC is a 196° bearing from the SPOIL INT. The 1820/60 S-LOC is a 196° bearing from the SPOIL INT.

CATEGORY	A	B	C	D	E
S-ILS 19R#	1530/24 200 (200-½)				
S-LOC 19R	1820/24 490 (500-½)	1820/40 490 (500-¾)	1820/50 490 (500-1)	1820/60 490 (500-1¼)	
CIRCLING	1820-1 487 (500-1)	1980-1¾ 647 (700-1¾)	1980-2 647 (700-2)	2000-2¼ 667 (700-2¾)	
SPOIL FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)					
S-LOC 19R	1660/24 330 (400-½)			1660/40 330 (400-¾)	
CIRCLING	1800-1 467 (500-1)	1980-1¾ 647 (700-1¾)	1980-2 647 (700-2)	2000-2¼ 667 (700-2¾)	

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NC-2, 27 JAN 2022 to 24 FEB 2022