

| | | |
|---------------------------------|------------------------|---|
| WAAS CH 58208 W01A | APP CRS 011° | Rwy Idg 9500 TDZE 1017 Apt Elev 1026 |
|---------------------------------|------------------------|---|

RNAV (GPS) Y RWY 1R

KANSAS CITY INTL (MCI)

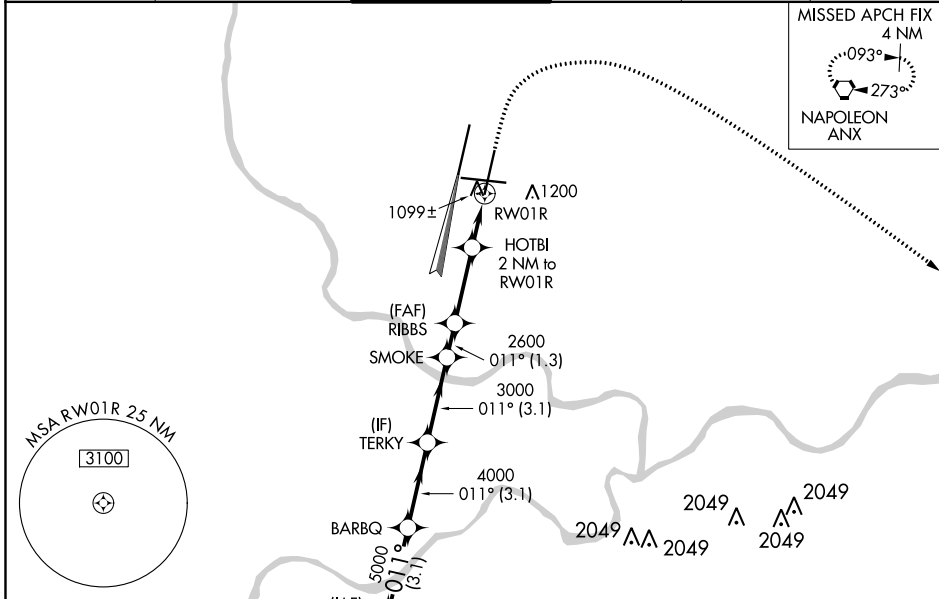
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALSF, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5000 and LNAV Cat C/D/E visibility to RVR 5000. Simultaneous approach authorized with Rwy 1L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2



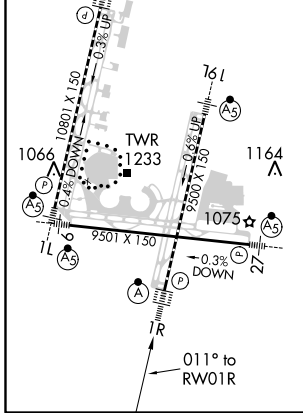
MISSED APPROACH:
Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

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



| | |
|------------------|---------------------------|
| ELEV 1026 | D TDZE 1017 |
|------------------|---------------------------|

HIRL all Rwy's
TDZ/CL Rwy's 1L, 1R, 19R and 19L



| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-------------|---------|--------------|--------------------|----------|---|---|---|---|---|--------|---------|--|--|-------------|--|--------------|---------|--|--|-------------|--|----------|---------|-------------|---------|--|-------------|----------|--------|-------------|---------|--------------|--------------------|
| SPICY | VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 74). | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6000 | 5000 | 4000 | 3000 | 2600 | 1700 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GP 3.00° | TCH 59 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <td>CATEGORY</td> <td>A</td> <td>B</td> <td>C</td> <td>D</td> <td>E</td> </tr> <tr> <td>LPV DA</td> <td colspan="3">1217/18</td> <td colspan="2">200 (200-½)</td> </tr> <tr> <td>LNAV/VNAV DA</td> <td colspan="3">1327/24</td> <td colspan="2">310 (400-½)</td> </tr> <tr> <td>LNAV MDA</td> <td>1360/24</td> <td>343 (400-½)</td> <td colspan="2">1360/30</td> <td>343 (400-¾)</td> </tr> <tr> <td>CIRCLING</td> <td>1540-1</td> <td>514 (600-1)</td> <td>1540-1½</td> <td>514 (600-1½)</td> <td>1580-2 554 (600-2)</td> </tr> </table> | | | | | | CATEGORY | A | B | C | D | E | LPV DA | 1217/18 | | | 200 (200-½) | | LNAV/VNAV DA | 1327/24 | | | 310 (400-½) | | LNAV MDA | 1360/24 | 343 (400-½) | 1360/30 | | 343 (400-¾) | CIRCLING | 1540-1 | 514 (600-1) | 1540-1½ | 514 (600-1½) | 1580-2 554 (600-2) |
| CATEGORY | A | B | C | D | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LPV DA | 1217/18 | | | 200 (200-½) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LNAV/VNAV DA | 1327/24 | | | 310 (400-½) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LNAV MDA | 1360/24 | 343 (400-½) | 1360/30 | | 343 (400-¾) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CIRCLING | 1540-1 | 514 (600-1) | 1540-1½ | 514 (600-1½) | 1580-2 554 (600-2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

NC-3, 21 MAY 2020 to 18 JUN 2020

NC-3, 21 MAY 2020 to 18 JUN 2020