

KANSAS CITY, MISSOURI

AL-780 (FAA)

24081

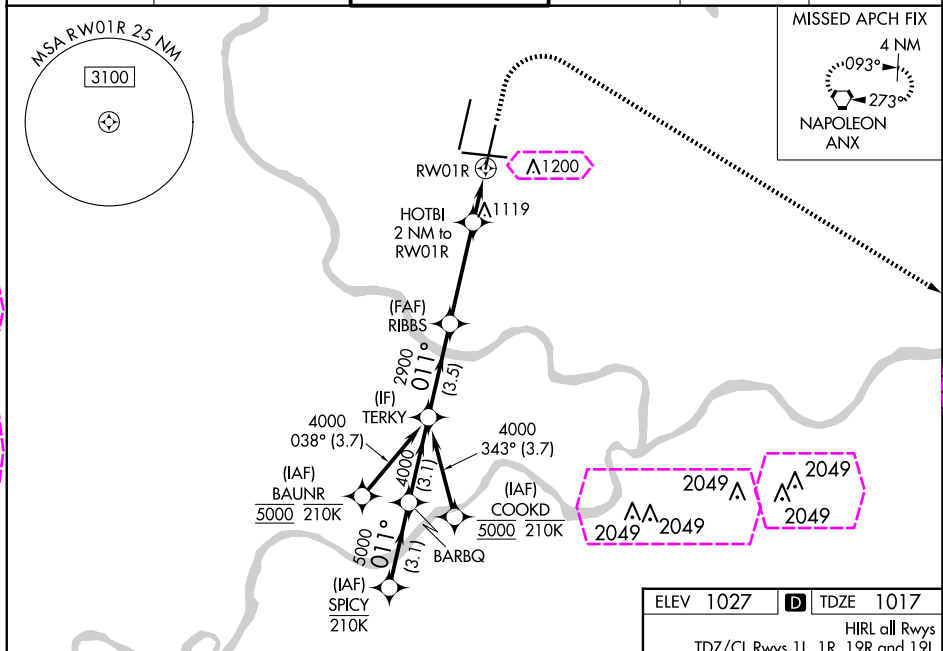
| | | |
|--|------------------------|---|
| WAAS CH 58208 W01A | APP CRS 011° | Rwy Idg 9500 TDZE 1017 Apt Elev 1027 |
|--|------------------------|---|

RNAV (GPS) Y RWY 1R

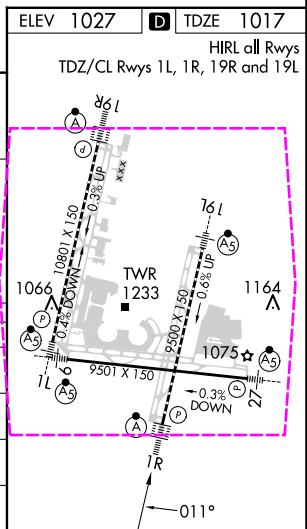
KANSAS CITY INTL (MCI)

| | | |
|--|--------|---|
| RNP APCH - GPS. | ALSF-2 | MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold. |
| <p>⚠ LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Simultaneous approach authorized except from BAUNR or COOKD. For inop ALS, increase LNAV/VNAV all Cnts visibility to RVR 4500 and LNAV Cnts C/D visibility to RVR 5500.</p> | | |

| | | | | | |
|--------------------------|--|--|-------------------------|--------------------------|-------|
| 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 |
|--------------------------|--|--|-------------------------|--------------------------|-------|



| | | | | |
|--------------|--|--------|--|------------------|
| SPICY | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74). | 1500 | 4000 | ANX |
| BARBQ | TERKY | RIBBS | HOTBI 2 NM to RWY 1R | 0.9 NM to RWY 1R |
| 6000 | 5000 | 4000 | 2900 | 1700 |
| GP 3.00° | TCH 59 | | | |
| 3.1 NM | 3.1 NM | 3.5 NM | 3.7 NM | 1.1 NM |
| CATEGORY | A | B | C | D |
| LPV DA | 1217/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1311/24 294 (300-½) | | | |
| LNAV MDA | 1380/24 363 (400-½) | | 1380/35 363 (400-¾) | |
| CIRCLING | 1540-1 513 (600-1) | | 1540-1½ 513 (600-½) 1580-2 553 (600-2) | |



KANSAS CITY, MISSOURI
Amdt 4 29DEC22

39°18'N-94°43'W

KANSAS CITY INTL (MCI)
RNP (GPS) Y RWY 1R

KANSAS CITY, MISSOURI

AL-780 (FAA)

25219

| | | |
|--|------------------------|---|
| WAAS CH 58208 W01A | APP CRS 011° | Rwy Ldg TDZE 1017 Apt Elev 1027 |
|--|------------------------|---|

RNAV (GPS) Y RWY 1R

KANSAS CITY INTL (MCI)

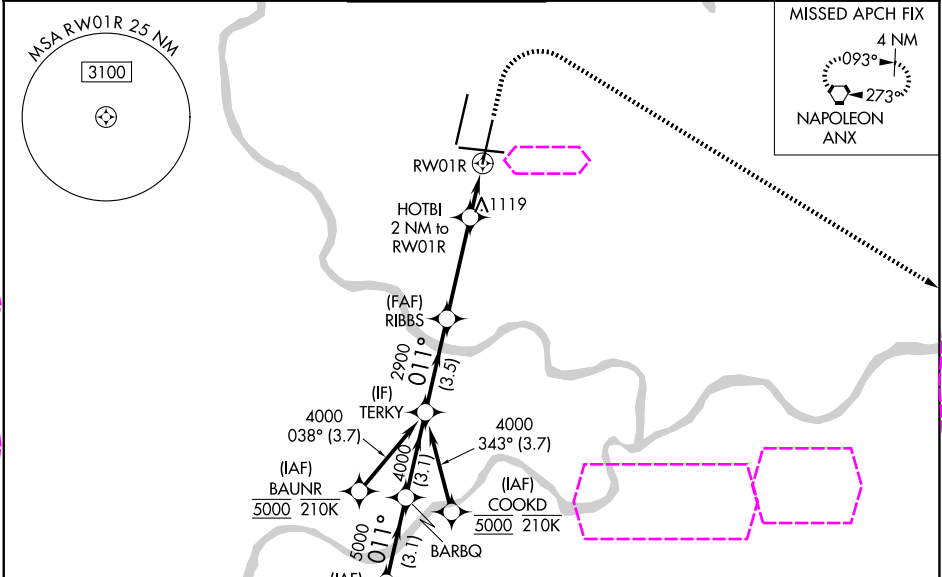
RNP APCH - GPS.

⚠ LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Simultaneous approach authorized except from BAUNR or COOKD. For inop ALS, increase LNAV/VNAV all Cnts visibility to RVR 4500 and LNAV Cnts C/D visibility to RVR 5500.

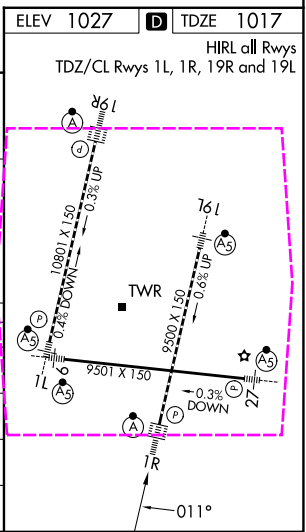
ALSF-2

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 |
|--------------------------|--|--|-------------------------|--------------------------|-------|



| | | | | | | |
|--------------|---------|--|-------------|---------------------|-----------------|-------------|
| SPICY | | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74). | | 1500 | 4000 | ANX |
| BARBQ | | TERKY | RIBBS | HOTBI 2 NM to RW01R | 0.9 NM to RW01R | RW01R |
| 6000 | | 5000 | 4000 | 2900 | 1700 | |
| GP 3.00° | | TCH 59 | | | | |
| 3.1 NM | | 3.1 NM | 3.5 NM | 3.7 NM | 1.1 NM | 0.9 NM |
| CATEGORY | A | B | C | D | | |
| LPV DA | 1217/18 | | 200 (200-½) | | | |
| LNAV/VNAV DA | 1311/24 | | 294 (300-½) | | | |
| LNAV MDA | 1380/24 | 363 (400-½) | 1380/35 | 363 (400-¾) | | |
| CIRCLING | 1540-1 | 513 (600-1) | 1540-1½ | 513 (600-1½) | 1580-2 | 553 (600-2) |



KANSAS CITY, MISSOURI
Amdt 4 29DEC22

39°18'N-94°43'W

KANSAS CITY INTL (MCI)
RNAV (GPS) Y RWY 1R