

ILS RWY 1R (CAT II & III)
KANSAS CITY INTL (MCI)

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold. (TACAN aircraft)
Climb to 1500 then climbing right turn to 4000 on heading 130° and MCI R-089 to LYMES INT/MCI 29.2 DME and hold.

1

From BAUNR, COOKD, WUZBY, and
HELAN transitions NA for Cat E.

NAPOLEON
 ANX                      

LOCALIZER 110.75
I-PVL
Chan 44(Y)

MISSED APCH FIX

NAPOLÉON
 ANX $\equiv \dots$ 
 115.15
 Chan 98(Y)

Figure 1 is a diagram illustrating a routing table example. It shows a network topology with nodes and distances. The nodes are BARBQ, I-PVL, RADAR, (IAF), SPICY, and I-PVL. The distances are 14.1, 17.2, 5000, and 3.1. The angles are 011°, 011°, and 191°. The text "ROUTING TO BARBQ (not to scale)" is present. The text "HOLD 6000" is also present.

ELEV 1027	D TDZE 1017
	TDZ/CL Rwy 1L, 1R, 19L and 19R HIRL all Rwy

WUVOR
I-PVL [8.5]
RADAR

VGSI and ILS glidepath not coincident
RIBBS (VGSI Angle 3.00/TCH 74).
See planview for multiple IF locations.

I-PVL [7.5]
RADAR

1500 4000 ANX

3000 011° 2900 1216 IM 1121

GS 3.00° TCH 59

1 NM 5.3 NM 0.4 1126°

CATEGORY	A	B	C	D	E
S-ILS 1R	CAT II RA 111/12 100 DA 1117				
S-ILS 1R	CAT III RVR 06				

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED