LOC/DME I-PVL	APP CRS	Rwy Ldg	9500
110.75	011°	TDZE	1017
Chan 44 (Y)		Apt Elev	1027

ILS or LOC RWY 1R

KANSAS CITY INTL (MCI)

RNP APCH - GPS. From BAUNR or COOKD or WUZBY or HELAN.

DME or RADAR required. RADAR required for procedure entry at SPICY.

For inop ALS, increase S-ILS 1R Cat E visibility to RVR 4000 and S-LOC 1R Cat C/D/E visibility to RVR 5500. Simultaneous approach authorized except from BAUNR, COOKD, WUZBY, and HELAN.

ALSF-2

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.

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

TACAN MISSED APCH FIX
LYMES
113.25 MCI R-089 Chan 79(Y)
MCI 29.2
269°
089°
115.15 ANX R-358 Chan 98(Y)

ALTERNATE MISSED APCH FIX
LYMES
113.25 MCI R-089 Chan 79(Y)
MCI 29.2
269°
089°
115.15 ANX R-358 Chan 98(Y)

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

KANSAS CITY 113.25 MCI Chan 79(Y)

NAPOLEON ANX 115.15 Chan 98(Y)
MISSED APCH FIX
088°
268°
R-088

(IF) WUZBY 210K
5400 191° (5.5)
IM MM
LOCALIZER 110.75 I-PVL Chan 44(Y)
1119
HOTBI I-PVL 3.7 RADAR
(IF) HELAN 210K
5400 191° (4.9)
JACEY
5000 182° (1)
RIBBS I-PVL 7.5 RADAR
011°
WUVOR I-PVL 8.5 RADAR 3000
2900 011° (1)
WEVOG 180K
3000 020° (1.4)
3000 002° (1.4)
5000 197° (1)
SLOWE
MSA MCI 25 NM
3100
4600 154° (2)
YUKGU
CEXEK
UJGAV
3300 302° (2)
XOCUF 180K
3900 121° (1.9)
3300 076° (2)
ZUSGO
IYAYI
4600 228° (1.6)
(IF) TERKY I-PVL 10.9 RADAR
3000 011° (2.4)
ZIVIV 3900 258° (2.1)

BARBQ I-PVL 14.1 RADAR
ROUTING TO BARBQ (not to scale)
(IAF) SPICY I-PVL 17.2 RADAR
5000 011° (3.1)
011°
191°
HOLD 6000

4000 038° (3.7)
4000 011° (3.1)
4000 343° (3.7)
(IAF) BAUNR 5000 210K
191°
(IAF) COOKD 5000 210K
BARBQ I-PVL 14.1 RADAR
SEE INSET FOR ROUTING TO BARBQ

ELEV 1027 | D | TDZE 1017
TDZ/CL Rwys 1L, 1R, 19L and 19R
HIRL all Rwys
19L
0.5% UP
16L
10801 X 150
0.4% DOWN
0.6% UP
TWR
9500 X 150
9501 X 150
0.3% DOWN
1L
27
1R
011°

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).

1500 | 4000 | ANX

WUVOR I-PVL 8.5 RADAR
RIBBS I-PVL 7.5 RADAR
HOTBI I-PVL 3.7 RADAR
I-PVL 2.6
I-PVL 1.7
MM
IM
3000
011°
2900
2900
1700
GS 3.00°
TCH 59
See planview for multiple IF locations.
1 NM | 3.7 NM | 1.2 NM | 0.4 | 0.3 | 0.1

CATEGORY	A	B	C	D	E
S-ILS 1R	1217/18 200 (200-½)				
S-LOC 1R	1360/24 343 (400-½)		1360/30 343 (400-⅝)		
CIRCLING	1540-1 513 (600-1)		1540-1½ 513 (600-1½)	1580-2 553 (600-2)	

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NC-3, 14 MAY 2026 to 11 JUN 2026
NC-3, 14 MAY 2026 to 11 JUN 2026