

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 10/29/2026	APWS Task ID: 3D2B737B433F45D7A7F52D754750EF1D	APWS Project ID: 122836756ACF465CA3316D851430B2C8
Procedure: ILS OR LOC RWY 9 AMDT 18		Enroute: NO	Specialist: Armentrout, Britney		Agreement Number:
Airport ID: KMCI			Airport City: KANSAS CITY		State: MO
Facility ID: RNI	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: PENDING AIRPORT AIRNAV DATA USED. PENDING I-RNI AIRNAV DATA USED. NEW STRAM, JOOEE AND SPANI FIX COORDINATES. ACTIVE/PREVIOUSLY APPROVED WAIVERS: MULTIPLE INTERMEDIATE FIXES, INTERMEDIATE LEG LENGTH FROM WOOKE TO SADD0. ILS DA/HAT LOWERED TO 1216/200, POFZ PENETRATIONS CLEARED BY AIRPORT. CIRCLING CATS A/B/C MINS INCREASED. KMZ FILE 1 - FULLY ADJUSTED BUILD. KMZ FILE 2 - ADDIV TRANSITION. KMZ FILE 3 - HADIL TRANSITION. CONTACT RAKE MCGRAW AJV-A422 405-954-8711. QUALITY 21 CHECKED QUALITY 41 CHECKED					

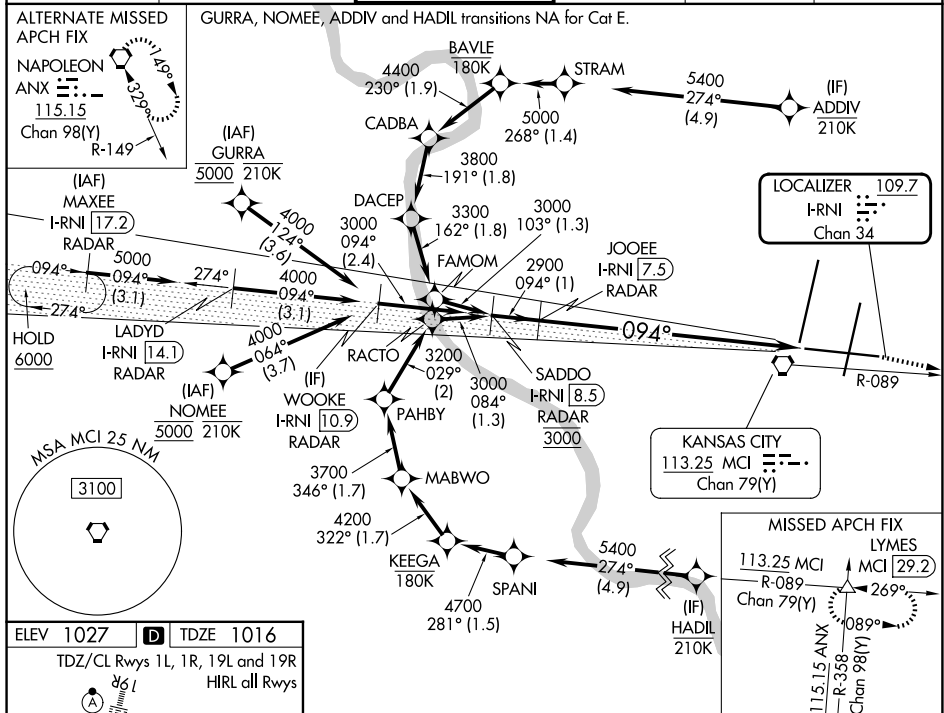
FIPC BASIC FORM							
PROCEDURE: ILS OR LOC RWY 9 AMDT 18			AIRPORT NAME: KANSAS CITY INTL		AIRPORT ID: KMCI	SPECIAL CONTROL NO: OP-07-074-26	
FAC ID: RNI		CITY: KANSAS CITY			ST: MO	ORIG CHART DATE: 10/29/2026	
DFL TYPE: PROC/AR	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:		PTS TASK ID: 3D2B737B433F45D7A7F52D754750EF1D		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE:		
					☐ FLT CK REQ ☐ NFCR ☐ REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 07/28/2026		CREW #: VN423	N #: N78	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☒ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: terry hester @ 07/28/2026 21:33			PRINTED NAME: HESTER, TERRY LEE			NOTAM INITIATED? ☐ YES ☒ NO	
FLIGHT INSPECTOR REMARKS: Special Number OP-07-074-26: Kansas City International, Kansas City, MO. ILS or LOC RWY 9 AMDT 18. SAT.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

LOC/DME I-RNI 109.7 Chan 34	APP CRS 094°	Rwy Ldg TDZE Apt Elev 9501 1016 1027
---	------------------------	--

ILS or LOC RWY 9 KANSAS CITY INTL (MCI)

RNP APCH-GPS. From GURRA or NOME or ADDIV or HADIL. DME or RADAR required. RADAR required for procedure entry at MAXEE.	MALSR 	MISSED APPROACH: Climb to 4000 on MCI R-089 to LYMES INT/MCI 29.2 DME 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
--------------------------	--	--	-------------------------	--------------------------	-------



	SADDO I-RNI <u>8.5</u> RADAR	JOORE I-RNI <u>7.5</u> RADAR	4000 MCI R-089	LYMES △	
	3000	2900	I-RNI <u>3</u>	I-RNI <u>1.7</u>	
	094°				
	2900				
	1 NM	4.5 NM	1.2 NM		
GS 3.00° TCH 56					
CATEGORY	A	B	C	D	E
S-ILS 9	1266/40 250 (300-¾)				
S-LOC 9	1460/40	444 (500-¾)	1460/45	444 (500-¾)	
CIRCLING	1540-1	513 (600-1)	1540-1½ 513 (600-1½)	1580-2	553 (600-2)

20230505-7882 page 1 of 1

Waiver 1 of 2

1. FLIGHT PROCEDURE IDENTIFICATION:

KANSAS CITY, MO
KANSAS CITY INTL
ILS OR LOC RWY 9

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAAO Order 8260.19I, paragraph 8-6-7b. Procedures with multiple Intermediate fixes only apply to RNAV (RNP) AR procedures.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Adding RNAV Intermediate segments to the ILS or LOC RWY 9 procedure which include TF turns that mirror the RNAV (RNP) Z RWY 9 RF segments. Implementation of this design allows for greater procedure flexibility and usage within ATC and industry by not restricting aircraft without RF capability. The addition of the multiple intermediate fixes are developed to meet current criteria requirements of FAAO 8260.58B Appendix C, PBN Transitions to ILS Final.

4. EQUIVALENT LEVEL FOR SAFETY PROVIDED:

Industry indicates that the procedure can be easily managed without increased actions by the flight crew. Fixes on the RNAV Segment are charted on the planview with associated altitudes and restrictions. RNP APCH-GPS Required is published in the PBN requirement notes and pilots must select the desired transition. Therefore, the pilots will see only the WPs that affect their route. Pilots will be able to correlate the Plan View, Profile View and RNAV route so as to understand their route and altitude constraints. A profile note will be added to the chart stating "See planview for multiple IF locations". IAW 8260.58B Appendix C, the capture fix will be established and aligned with the FAC and common to all intermediate segments. Additionally CAT E Aircraft Not Authorized will be added to RNAV segments.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Development of multiple Intermediate segments using TF legs allows for shortened segments to meet traffic flow and results in fuel efficiencies. Industry and ATC have requested the combined procedure to be incorporated onto a single approach plate. It has been agreed that selecting the appropriate routing from an approach procedure will be less problematic than determining which procedure rendition should be used based on arrival routing. MCI currently has 50 IAP published and the addition of multiple ILS procedures could result in erroneous filings.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

The KMCI Approach was developed with input from ZKC, MCI, Commercial and Cargo Industry to include Southwest Airlines, United Airlines, American Airlines, FedEx and the National Business Aviation Association (NBAA).

7. SUBMITTED BY:

DATE

OFFICE IDENTIFICATION
AJV-A432

TITLE
MANAGER

SIGNATURE
Casimir L. Tabaka

Digitally signed by

CASIMIR L TABAKA

May 05, 2023

8. AFS ACTIONS:



APPROVED



DISAPPROVED



NOT REQUIRED

COMMENTS:

Approved Based on the Equivalent Level of Safety in Block 4.

DATE

ROUTING SYMBOL

SIGNATURE

Wade Terrell
Signed By: Wade Terrell Wed Jul 12
2023 10:42:16 GMT-05:00:00
(Central Standard Time)

20230505-7882 page 1 of 1

Waiver 2 of 2

1. FLIGHT PROCEDURE IDENTIFICATION:

KANSAS CITY, MO
KANSAS CITY INTL
ILS OR LOC RWY 9

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAAO 8260.58B, Paragraph 1-3-1(C). ATC turns to join Initial and Intermediate segments. The first leg of an Intermediate segment must be a TF leg that accommodates a 90-degree intercept angle.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

The PBN transitions to ILS Intermediate approach procedure has incorporated a capture fix, shortening the straight in Intermediate first segment leg length. The addition of the capture fix has been incorporated to meet FAAO 8260.58B Appendix C providing a stable glide-path intercept to FAC. The shortened segment length no longer supports the 90-degree intercept standard. Intermediate segment length does support 45-degree intercept angle.

4. EQUIVALENT LEVEL FOR SAFETY PROVIDED:

ATC will limit vectors to 45 degrees max intercept when directing clearances to the affected IF point, WOOKE. ATC understands this will be a limit on vectors to the approach corridor. Limitation will be placed in Local Policy Procedures and briefed to all controllers. ATC assigns headings that will permit final course intercept on a track that does not exceed the intercept angles specified in the JO 7110.65 TBL 5-9-1. If distance from intercept point to approach gate is less than 2 miles, 20 degrees maximum interception angle, 2 miles or more, 30 degrees (45 for helicopters) maximum interception angle.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Reduction in airspeed is not feasible to meet leg length as the Straight-In Intermediate segment must allow for CAT E aircraft.

The Intermediate Fix current location is required by ATC. Moving the point is not feasible as the Intermediate fix is tied to multiple legs, additional approach procedures and standard terminal arrivals.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

The KMCI Approach was developed with input from ZKC, MCI, Commercial and Cargo Airlines to include Southwest Airlines, United Airlines, American Airlines, Fed-Ex and the National Business Aviation Association (NBAA).

7: SUBMITTED BY:

DATE

OFFICE IDENTIFICATION
AJV-A432

TITLE
MANAGER

SIGNATURE
Casimir L. Tabaka

Digitally signed by

CASIMIR L TABAKA

May 05, 2023

8. AFS ACTIONS:



APPROVED



DISAPPROVED



NOT REQUIRED

COMMENTS: Approved Based on the Equivalent Level of Safety in Block 4.

DATE

ROUTING SYMBOL

SIGNATURE

Wade Terrell
Signed By: Wade Terrell Wed Jul 12
2023 10:42:16 GMT-05:00:00
(Central Standard Time)