

|                                        |                        |                                                                          |
|----------------------------------------|------------------------|--------------------------------------------------------------------------|
| WAAS<br>CH <b>78205</b><br><b>W17A</b> | APP CRS<br><b>174°</b> | Rwy Ldg<br>TDZE<br><b>7105</b><br><b>2878</b><br>Apt Elev<br><b>2885</b> |
|----------------------------------------|------------------------|--------------------------------------------------------------------------|

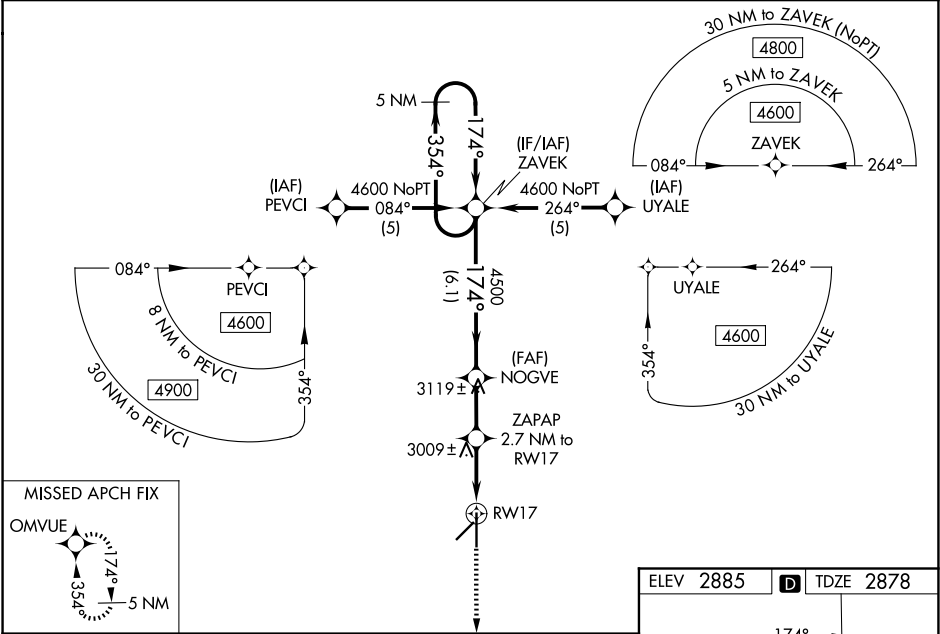
RNAV (GPS) RWY 17  
LIBERAL MID-AMERICA RGNL (L.B.L.)

RNP APCH - GPS.

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Circling NA east of Rwy 17-35. When local altimeter setting not received, use GUY altimeter setting and increase LPV DA 3240 feet; increase LNAV/VNAV DA to 3432 feet and all visibilities ¼ SM. Increase all MDAs 120 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM. Baro-VNAV and VDP NA when using GUY altimeter setting.

MISSED APPROACH: Climb to 4500 direct OMVUE and hold.

|                            |                                            |                                 |
|----------------------------|--------------------------------------------|---------------------------------|
| AWOS-3PT<br><b>118.375</b> | KANSAS CITY CENTER<br><b>134.0 257.625</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|--------------------------------------------|---------------------------------|



|                                                                                                                      |  |                       |  |                       |                                                                                                                                                                                                         |                         |  |                         |  |                              |                               |
|----------------------------------------------------------------------------------------------------------------------|--|-----------------------|--|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|--|-------------------------|--|------------------------------|-------------------------------|
| <div>5 NM Holding Pattern</div> <div>← 354°<br/>174° →</div> <div>GP 3.00°<br/>TCH 50</div>                          |  |                       |  |                       | <div>VGSI and RNAV glidepath not coincident<br/>(VGSI Angle 3.00/TCH 54).</div> <div>ZAVEK</div> <div>NOGVE</div> <div>ZAPAP<br/>2.7 NM to<br/>RW17</div> <div>1.1 NM to<br/>RW17</div> <div>RW17</div> |                         |  |                         |  | <div>4500</div> <div>↑</div> | <div>OMVUE</div> <div>✧</div> |
| <div>4600</div> <div>4500</div> <div>3780</div> <div>6.1 NM</div> <div>2.2 NM</div> <div>1.6 NM</div> <div>1.1</div> |  |                       |  |                       |                                                                                                                                                                                                         |                         |  |                         |  |                              |                               |
| CATEGORY                                                                                                             |  | A                     |  | B                     |                                                                                                                                                                                                         | C                       |  | D                       |  |                              |                               |
| LPV DA                                                                                                               |  |                       |  | 3128-1                |                                                                                                                                                                                                         | 250 (300-1)             |  |                         |  |                              |                               |
| LNAV/<br>VNAV DA                                                                                                     |  |                       |  | 3320-1⅜               |                                                                                                                                                                                                         | 442 (500-1⅜)            |  |                         |  |                              |                               |
| LNAV MDA                                                                                                             |  | 3260-1                |  | 382 (400-1)           |                                                                                                                                                                                                         | 3260-1⅛                 |  | 382 (400-1⅛)            |  |                              |                               |
| CIRCLING                                                                                                             |  | 3320-1<br>435 (500-1) |  | 3360-1<br>475 (500-1) |                                                                                                                                                                                                         | 3400-1½<br>515 (600-1½) |  | 3640-2½<br>755 (800-2½) |  |                              |                               |

