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.

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

KANSAS CITY 113.25 MCI Chan 79(Y)

LOCALIZER 110.75 I-PVL Chan 44(Y)

(IF) WUZBY 210K — 5400 191° (5.5)

(IF) HELAN 210K — 5400 191° (4.9)

IM MM

1119 HOTBI I-PVL 3.7 RADAR

RIBBS I-PVL 7.5 RADAR

WUVOR I-PVL 8.5 RADAR 3000

JACEY 5000 182° (1)

2900 011° (1)

WEVOG 180K

3000 020° (1.4)

3000 002° (1.4)

4600 154° (2) YUKGU

CEXEK

UJGAV 3300 302° (2)

3900 121° (1.9)

3300 076° (2) ZUSGO

5000 197° (1) SLOWE

MSA MCI 25 NM 3100

XOCUF 180K

IYAYI 4600 228° (1.6)

ZIVIV 3900 258° (2.1)

3000 011° (2.4)

(IF) TERKY I-PVL 10.9 RADAR

BARBQ I-PVL 14.1 RADAR ROUTING TO BARBQ (not to scale)

(IAF) SPICY I-PVL 17.2 RADAR 5000 011° (3.1) 191° HOLD 6000

(IAF) BAUNR 5000 210K 4000 038° (3.7) 011° (3.1)

(IAF) COOKD 5000 210K 4000 343° (3.7) 191°

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

16L 0.5% UP 10801 X 150 0.4% DOWN

16L 0.8% UP 9500 X 150

TWR

1L 9501 X 150 0.3% DOWN 27

1R

011°

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

1500 4000 ANX

WUVOR I-PVL 8.5 RADAR 3000 011° 2900

RIBBS I-PVL 7.5 RADAR 2900

HOTBI I-PVL 3.7 RADAR 1700

I-PVL 2.6 MM

I-PVL 1.7 IM

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, 06 AUG 2026 to 03 SEP 2026
NC-3, 06 AUG 2026 to 03 SEP 2026