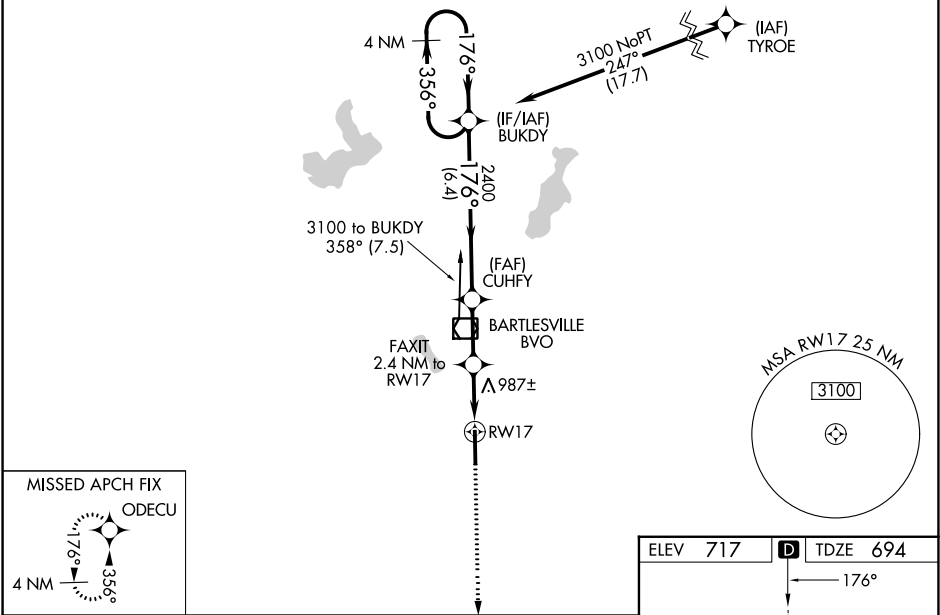


⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cat C visibility ¼ mile. Inop table does not apply to LPV all Cats. For inop MALS, increase LNAV Cat A/B visibility to 1 mile. For inop MALS when use Tulsa Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 2½ mile, and LNAV Cat A/B visibility to 1 mile. Circling NA east of Rwy 17-35. Baro-VNAV and VDP NA when using Tulsa Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MALS

MISSED APPROACH:
Climb to 2800 direct
ODECU and hold.

ASOS 132.675	KANSAS CITY CENTER 128.6 282.325	CTAF 122.825
-----------------	-------------------------------------	-----------------



4 NM Holding Pattern		VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 53).		2800 ODECU
3100 ← 356° → 176°		BUKDY		↑
GP 3.30° TCH 55		CUHFI		✦
2400		FAXIT 2.4 NM to RW17		*LNAV only.
6.4 NM		2.3 NM		
0.6		1.8		
CATEGORY	A	B	C	D
LPV DA	906-¾	212 (200-¾)	944-¾ 250 (300-¾)	NA
LNAV/VNAV DA	1317-1½		623 (700-1½)	NA
LNAV MDA	1240-¾	546 (600-¾)	1240-1⅛ 546 (600-1⅛)	NA
CIRCLING	1380-1	663 (700-1)	1400-2 683 (700-2)	NA

