MCI - IAPS, SIDS AND STARS CURRENTLY IN USE

Not to be used for real world navigation

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CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NC-3, 12 NOV 2015 to 10 DEC 2015

NOTE: RADAR required.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
RUNWAYS 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .
RUNWAYS 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .
RUNWAYS 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B WHEELER DOWNTOWN (MKC):
RUNWAYS 1, 3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .
RUNWAYS 19, 21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect RADAR vectors to final approach course.
CHIEF FIVE DEPARTURE (CHIEF5.MCI) 14149

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTTS TRANSITION (CHIEF5.CATTTS): From over MCI VORTAC on MCI R-266 to CATTTS INT.

ST. JOSEPH TRANSITION (CHIEF5.STJ): From over MCI VORTAC on MCI R-343 and STJ R-160 to STJ VORTAC.

NOTE: Chart not to scale
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<td>200 (200-½)</td>
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<td>CIRCLING</td>
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<td>514 (600-1)</td>
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<td>CLNC DEL</td>
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<td>10801</td>
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</tbody>
</table>

### Diagram

**ILS or LOC RWY 1L**

- **Kansas City Int'l (MCI)**
- **MALS R**
- **DME or RADAR REQUIRED**
- **S-LOC 1L**
- **CIRCLING**
- **VGS J and ILS glidepath not coincident (VGS Angle 3.00°/TCH 78).**
- **Category B**
- **Category C**
- **Category 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**

**Note:** Simultaneous approach authorized with RWY 1R. DME or RADAR required. For inop MALS R, increase S-LOC 1L Cat D visibility to RVR 5000.

**Missed Approach:** Climb to 2000 then climbing left turn to 4000 on heading 290° and MCI VORTAC R-309 to BOWLR INT/MCI 29 DME and hold.

**ATIS:**

- 108.2 RBA Chan 19
- 115.5 STJ Chan 102
- 121.5 JUDAA RBA

**Alternate Missed Approach:**

- Chan 79 (Y)
- Chan 102

**Category:** A, B, C, D

**Ref.:** NC-3, 12 NOV 2015 to 10 DEC 2015

**Amdt:** 15A 21AUG14
Simultaneous approach authorized with Rwy 1L. DME or RADAR required. For inop ALSF, increase S-LOC 1R Cat C/D visibility to RVR 5000.

MISSIED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

ALTERNATE MISSED APCH FIX

ILS or LOC RWY 1R
KANSAS CITY INTL (MCI)

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

DME or RADAR REQUIRED

CALSS B

ALSF-2

MIN IM}

ILS or LOC RWY 1R
KANSAS CITY INTL (MCI)

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

DME or RADAR REQUIRED

SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 1L. DME OR RADAR REQUIRED. FOR INOP ALSF, INCREASE S-LOC 1R CAT C/D VISIBILITY TO RVR 5000.

MISSSED APPROACH: CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 4000 DIRECT ANX VORTAC AND HOLD.

ALTERNATE MISSED APCH FIX

KANSAS CITY
113.25 MCI
Chan 79 (Y)

LOCALIZER
110.75
Chan 44 (Y)

LOCATOR
110.75
Chan 44 (Y)

DME OR RADAR REQUIRED

ILS OR LOC RWY 1R
KANSAS CITY INTL (MCI)

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

DME OR RADAR REQUIRED

S-LOC 1R
1360/24 343 (400-½)

CIRCLING
1540-1 514 (600-1)

KANSAS CITY, MISSOURI

Amendment 4A 21AUG14

39°18'N-94°43'W
For inop MALS, increase S-ILS 27 Cat E visibility to RVR 4000, S-LOC 27 Cat E visibility to 1/1 mile and CARYE FIX minimums S-LOC 27 Cat E visibility to 1/1 mile.

MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 on heading 230° and MCI VORTAC R-223 to RUGBB INT/MCI 25 DME and hold.

MISSED APCH FIX
RUGBB MCI [25]
117.8 TOP
R-107 Chan 125

LOCALIZER 109.7
I-UQY 34 Chan 34
CARYE 1-UQY 3.3
DUSTN 1-UQY 6.6
TEeka 1-UQY 7.9
TAGRT 1-UQY 11

SLUMS 1-UQY [14.1]
CARBB 1-UQY 17.3
(CF)

TAGRT RADAR
I-UQY (IF)

RUGBB INT/MCI

VGS and ILS glidepath not coincident (VGS Angle 3.00/TCH 72).

Procedure NA for arrivals on ANX VORTAC airway radial 235 CW 358.
DME or RADAR REQUIRED

MAXEE INT I-RNI 17.2 RADAR
LADYD I-RNI 14.1 RADAR
WOOKE I-RNI 10.9 RADAR
JOEOE I-RNI 7.8 RADAR
JAYBA I-RNI 6.5 RADAR

4000

LYMES

MC1 R-089

I-RNI 2.8

LOC only

S-ILS 9
1265/40 250 (300-¾)

S-LOC 9
1420/40 405 (400-¾)

CIRCLING
1540-1 514 (600-1)
1540-1½ 514 (600-1½)
1580-2 554 (600-2)

39°18'N-94°43'W
KANSAS CITY, MISSOURI
Amdt 14A 21AUG14
NC-3, 12 NOV 2015 to 10 DEC 2015
ARRIVAL ROUTE DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):
RUNWAYS 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence. . . .
RUNWAYS 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence. . . .
RUNWAYS 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence. . . .

LANDING CHARLES B WHEELER DOWNTOWN (MKC):
RUNWAYS 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence. . . .
RUNWAYS 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence. . . .

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):
From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence. . . .

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence. . . .

. . . .Expect RADAR vectors to final approach course.
NOTE: RADAR required.

TAKEOFF MINIMUMS

TAKEOFF OBSTACLE NOTES
Rwy 1R: Tree 1653' from DER, 661' left of centerline, 60' AGL/1019' MSL.
Rwy 9: Tree 4544' from DER, 638' right of centerline, 100' AGL/1159' MSL.
Rwy 27: Trees beginning 1066' from DER, across centerline, up to 86' AGL/1095' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES8.COU): From over MCI VORTAC on MCI R-107 to ANX VORTAC, then on ANX R-088 to FRANC INT, then on COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES8.SPI): From over MCI VORTAC on MCI R-075 and SPI R-265 to TWAIN INT, then on SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES8.TWAIN): From over MCI VORTAC on MCI R-075 and SPI R-265 to TWAIN INT.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER5.BUM): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER5.DOSOA): From over MCI VORTAC on MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER5.SGF): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC, then on BUM R-128 and SGF R-311 to SGF VORTAC.

NOTE: RADAR required.

TAKEOFF MINIMUMS

TAKEOFF OBSTACLE NOTES
Rwy 1R: Tree 1653' from DER, 661' left of centerline, 60' AGL/1019' MSL.
Rwy 9: Tree 4544' from DER, 638' right of centerline, 100' AGL/1159' MSL.
Rwy 27: Trees beginning 1066' from DER, across centerline, up to 86' AGL/1095' MSL.
ARRIVAL ROUTE DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . .

LANDING KANSAS CITY INTL:
RUNWAYS 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
RUNWAYS 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
RUNWAYS 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B WHEELER DOWNTOWN (MKC):
RUNWAYS 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
RUNWAYS 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect RADAR vector to final approach course.
For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F). For inop MALS, increase RNP 0.20 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to RVR 6000. GPS required. Simultaneous approach authorized with Rwy 19R, except for arrivals at NOAHS, FARMS, BUKKS, and SLABB.

Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 4000 direct ANX VORTAC and hold.
For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F). For inop. ALSF, increase RNP 0.15 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to 1/3. GPS required. Simultaneous approach authorized with Rwy 19L except for arrivals at NOAHS, FARMS, BUKKS, and SLABB. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**Missed Approach:** Climb to 2000 then climbing right turn to 4000 direct RUGBB and hold.

**EVER-child-1:** See Planview for multiple IF locations.

**EVER-child-2:** RNAV track guidance required during simultaneous operations.

**EVER-child-3:** Except for arrivals at NOAHS, FARMS, BUKKS, and SLABB. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**EVER-child-4:** For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F). For inop. ALSF, increase RNP 0.15 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to 1/3. GPS required. Simultaneous approach authorized with Rwy 19L except for arrivals at NOAHS, FARMS, BUKKS, and SLABB. Use of FD or AP providing RNAV track guidance required during simultaneous operations.
For uncompensated Baro-VNAV systems, procedure NA below 20°C (68°F) or above 54°C (129°F). For inap MALSR, increase RNP 0.15 visibility to RVR 4500, and RNP 0.30 visibility to 1.5 miles. Simultaneous approach authorized with Rwy 1R, except for arrivals at BYGEC, COOKD, BAUNR and ELTNN. Use of FD or AP providing RNAV track guidance required during simultaneous operations. GPS Required.

MALSR

MISSING APCH FIX

MISSING APCH FIX

7 NM

122° BOWLR

RADAR REQUIRED

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 78).

2600

GP 3.00°

TCH 57

See Planview for multiple IF locations.

4.8 NM

CATEGORY

A

B

C

D

RNP 0.15 DA

1299/24

288 (300-½)

RNP 0.30 DA

1359/32

348 (400-½)

AUTHORIZATION REQUIRED

KANSAS CITY, MISSOURI

Amdt 1B 21AUG14

39°18'N-94°43'W
RNAV (RNP) Z RWY 1R
KANSAS CITY INTL (MCI)

For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F). For inoperative ALSF, increase RNP 0.30 visibility to RVR 5000. GPS Required. Simultaneous approach authorized with RWy 1L, except for arrivals at BYGEC, COOKD, BAUNR, and ELTNN. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

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

MISSED APCH FIX
093° 7 NM

NAPOLEON ANX
273°

RADAR REQUIRED

Authorization Required

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

 CATEGORY  A  B  C  D
 RNP 0.30 DA  1283/24  266 (300-1/2)

Amdt 1B  21AUG14

KANSAS CITY, MISSOURI

AL-780 (FAA)

15288

NC-3, 12 NOV 2015 to 10 DEC 2015
For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F). For inoperative MALSR, increase RNP 0.15 all Cats visibility to 1/4 and RNP 0.30 all Cats visibility to 1%. GPS required.

RNP 0.15 DA 1410/45 384 (400-¾)
RNP 0.30 DA 1511/60 485 (500-½)

For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F). For inoperative MALSR, increase RNP 0.15 all Cats visibility to 1/4 and RNP 0.30 all Cats visibility to 1%. GPS required.

For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F). For inoperative MALSR, increase RNP 0.15 all Cats visibility to 1/4 and RNP 0.30 all Cats visibility to 1%. GPS required.

MALSR  MISSED APPROACH: Climb to 4000 ft on track 274° to WOOKE and on track 325° to BOWL and hold.

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

Radar Required

**Autorization Required**
RNAV (RNP) Z RWY 9
KANSAS CITY INTL (MCI)

For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F). For inop MALSR, increase RNP 0.30 visibility to RVR 6000. GPS required.

MISSED APPROACH: Climb to 4000 on track 094° to DUSTN and on track 092° to LYMES and hold.

MISS APCH FIX: Climb to 2000 on track 092° to GARMA and LADYD.

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

ELEV 1026
TDZE 1015

JOEE

See Planview for multiple IF locations.
NOTE: RADAR required.

TAKEOFF MINIMUMS

TAKEOFF OBSTACLE NOTES
Rwy 1R: Tree 1653’ from DER, 661’ left of centerline, 60’ AGL/1019’ MSL.
Rwy 9: Tree 4544’ from DER, 638’ right of centerline, 100’ AGL/1159’ MSL.
Rwy 27: Trees beginning 1066’ from DER, across centerline, up to 86’ AGL/1095’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO4.TIFTO): From over MCI VORTAC on MCI R-285 to TIFTO INT.
TYGER SIX ARRIVAL
KANSAS CITY, MISSOURI

NOTE: RADAR required
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):
RUNWAYS 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .
RUNWAYS 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .
RUNWAYS 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B WHEELER DOWNTOWN (MKC):
RUNWAYS 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .
RUNWAYS 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):
From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

. . . .Expect RADAR vectors to final approach course.
TAKEOFF OBSTACLE NOTES
Rwy 1R: Tree 1653' from DER, 661' left of centerline, 60' AGL/1019' MSL.
Rwy 9: Tree 4544' from DER, 638' right of centerline, 100' AGL/1159' MSL.
Rwy 27: Trees beginning 1066' from DER, across centerline, up to 86' AGL/1095' MSL.

TAKEOFF MINIMUMS

NOTE: RADAR required.

NOTE: Chart not to scale.