

WAAS CH <b>42808</b> <b>W01B</b>	APP CRS <b>011°</b>	Rwy Idg <b>10801</b> TDZE <b>1014</b> Apt Elev <b>1027</b>
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## RNAV (GPS) Y RWY 1L

KANSAS CITY INTL (MCI)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV Cat C/D visibility to RVR 5500.

MALSR



**MISSED APPROACH:**  
Climb to 2000 then  
climbing left turn to  
4000 direct BOWLR  
and hold.

D-ATIS <b>128.375</b>	KANSAS CITY APP CON <b>120.95 318.1</b>	INTERNATIONAL TOWER <b>128.2 254.25</b>	GND CON <b>121.8</b>	CLNC DEL <b>135.7</b>	CPDLC
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MISSED APCH FIX



MSA RVT 23 NM

3100



Procedure NA for arrival on 1  
airway radials 264 CW 012.

The diagram shows two parallel glidepaths descending from left to right. The upper glidepath is labeled "RNAV glidepath" and has waypoints at 6000, 5000, 4000, 3000, 2600, and 1700 feet. The lower glidepath is labeled "VGSJ glidepath" and also has waypoints at 6000, 5000, 4000, 3000, 2600, and 1700 feet. A vertical dashed line at the 2600-foot altitude marks the point where the two paths diverge. To the right of this point, the RNAV path continues straight down to 1700 feet, while the VGSJ path curves downwards more steeply. A note indicates "VGSJ and RNAV glidepath not coincident (VGSJ Angle 3.00/TCH 78)".

Altitude (ft)	Distance between waypoints (NM)	Waypoint Name / Feature
6000	-	CYPRE
5000	3.1 NM	DASHI
4000	3.1 NM	WMPOW
3000	3.1 NM	MISSR
2600	1.3 NM	JERZE
1700	2.8 NM	ZUGOR (RNAV), *LNNAV only (VGSJ)
	1.1 NM	RW01L (RNAV), RW01L (VGSJ)
	0.9 NM	BOWLRL (VGSJ)

**GP 3.00° TCH 57**

CATEGORY		A		B		C		D	
LPV	DA			1214/18		200 (200-½)			
LNAV/ VNAV	DA			1331/24		317 (400-½)			
LNAV	MDA	1380/24		366 (400-½)		1380/35		366 (400-¾)	
CIRCLING		1540-1		513 (600-1)		1540-1½ 513 (600-1½)		1580-2 553 (600-2)	

