

**FEDERAL AVIATION ADMINISTRATION**  
**FLIGHT STANDARDS SERVICE**  
**RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE**  
**TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.  
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u><b>AIRPORT</b></u> CENTRALIA MUNI	<u><b>AIRPORT ID</b></u> KENL	<u><b>PROCEDURE NAME</b></u> RNAV (GPS) RWY 18	<u><b>ORIGINAL/AMENDMENT</b></u> 1B	<u><b>CITY</b></u> CENTRALIA	<u><b>STATE</b></u> IL
<u><b>AIRPORT ELEVATION</b></u> 534	<u><b>TDZE</b></u> 525	<u><b>SUPERSEDED</b></u> RNAV (GPS) RWY 18	<u><b>ORIGINAL/AMENDMENT</b></u> 1A	<u><b>DATED</b></u> 12/11/2014	<u><b>MAG VAR</b></u> 2W
<u><b>FACILITY</b></u> RNAV	<u><b>COORDINATES OF FACILITIES</b></u>	<u><b>ACTUAL EFFECTIVE DATE</b></u>	<u><b>REQUIRED EFFECTIVE DATE</b></u> ROUTINE	<u><b>CANCEL/SUSPEND</b></u>	<u><b>EPOCH YEAR</b></u> 2010

**TAA**

<u><b>FROM</b></u>	<u><b>FIX TYPE</b></u>	<u><b>TO</b></u>	<u><b>FIX TYPE</b></u>	<u><b>ALTITUDE</b></u>
1. 093/30 CW 273/30	NOPT	HUTWI	IF/IAF	2600
2. 273/30 CW 093/30		HUTWI	IAF	2600

**TERMINAL ROUTES**

<u><b>FROM</b></u>	<u><b>FIX TYPE</b></u>	<u><b>TO</b></u>	<u><b>FIX TYPE</b></u>	<u><b>LEG TYPE</b></u>	<u><b>FO/FB</b></u>	<u><b>RNP</b></u>	<u><b>COURSE</b></u>	<u><b>DISTANCE</b></u>	<u><b>ALTITUDE</b></u>
HUTWI	IF/IAF	QIMLA		TF	FB	1.00	182.66	7.02	2100
QIMLA	FAF	YIRBU/1.50 NM TO RW18		TF	FB	0.30	182.66	3.32	
YIRBU/1.50 NM TO RW18		RW18	MAP	TF	FO	0.30	182.66	1.50	
RW18	MAP	880 MSL		CA			182.66		
880 MSL		WOKSO		DF	FO	1.00			2600

**MISSED APPROACH**

**MAP:**

LP: RW18  
LNAV: RW18

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 2600 DIRECT WOKSO AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF (IAF)

2. HOLD N HUTWI, RT, 182.66 INBOUND, 2600 FT. IN LIEU OF PT (IAF), MAX 10000.

3. FAC: 182.66FAF: QIMLADIST FAF TO MAP: 4.82DIST FAF TO THLD: 4.82

4. MIN ALT: HUTWI 2600, QIMLA 2100, YIRBU/1.50 NM TO RW18 1040

5. DIST TO THLD FROM OM:MM:IM:150 HAT:GS ANT:MM:IM:

6. MIN GP INCPT:GP ALT AT FAF :OM:MM:IM:

7. GP ANGLE:34:1: IS NOT CLEAR20:1: IS CLEARTCH:

8. MSA FROM:

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: RWY 18 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.

ADDITIONAL FLIGHT DATA:

QIMLA TO RW18:3.00/45  
CHART CIRCLING ICON.  
CHART VDP AT 0.99 NM TO RW18  
WAAS CHANNEL #77728  
REFERENCE PATH ID: W18A  
CHART FAS OBST: 614 TREE 383218N/0890535W, 619 TREE 383121N/0890609W.  
715 AAO 383625N/0890419W.  
HOLD S, RT, 002.66 INBOUND  
LTP HAE: 127.7 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA☐ STANDARD

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LP MDA	880	1	355	880	1	355	880	1	355	880	1	355			
LNAV MDA	900	1	375	900	1	375	900	1	375	900	1	375			
CIRCLING	980	1	446	1000	1	466	1180	1 3/4	646	1180	2	646			



CHANGES - REASONS

1. T-NOTAM ISSUED PER PERIODIC REVIEW. NOTAM 8/4259 RESOLUTION TO CHANGE CHART NOTE FROM VISIBILITY REDUCTION BY HELICOPTERS NA TO RWY 18 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED - WORDING UPDATED IAW 8260.19H PARA 8-6-5I(3). 20:1 IS CLEAR, 34:1 NOT CLEAR.
2. CHANGED LINE 7 NOTE FROM "34:1 IS NOT CLEAR" TO "20:1 IS CLEAR, 34:1 IS NOT CLEAR"- IAW 8260.19H PARA 8-5-7G(3).
3. REMOVED "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SALEM ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET, INCREASE LP CAT C/D VISIBILITY 1/8 MILE, LNAV CAT C/D VISIBILITY 1/4 MILE AND CIRCLING CAT D VISIBILTY 1/4 MILE" AND "ALTERNATE MINIMUMS NA WHEN LOCAL WEATHER NOT AVAILABLE" - PRIMARY ALTIMETER SOURCE LOCAL, ON-AIRPORT AND ON WMSCR.
4. REMOVED "CHART NOTE: WHEN VGSI INOP, PROCEDURE NA AT NIGHT" - 20:1 IS CLEAR.
5. NOTE DELETED: DME/DME RNP-0.3 NA - PER MEMO 266.
6. ADDED PBN REQUIREMENTS NOTE: RNP APCH - PER MEMO 266.
7. TERMINAL ROUTE: CHANGED MA LEG FROM "RW18 TO 880 MSL" TO "RW18 TO 880 MSL (CA)"- IAW 8260.19H PARA 4-6-5D.
8. TERMINAL ROUTE: CHANGED MA LEG FROM "880 MSL TO WOKSO (FO)" TO "880 MSL TO WOKSO (DF) (FO) (RNP 1.00)" - IAW 8260.19H PARA 4-6-5E.
9. ADDITIONAL FLIGHT DATA: ADDED "CHART VDP AT 0.99 NM TO RW18" - NEW EVALUATION UPDATE, IAW 8260.19H PARA 8-6-9E(9).
10. ADDED MAX 10000 TO LINE 2 - IAW 8260.19H PARA 8-6-7B(2)A.
11. ADDITIONAL FLIGHT DATA: ADDED "715 AAO 383625N/0890419W" - 7:1 OBSTACLE, IAW 8260.19H PARA 8-6-10E(1).
12. ADDED CHART CIRCLING ICON TO ADDITIONAL FLIGHT DATA - IAW 8260.19H PARA 8-6-10T AND UPDATE TO NEW CIRCLING CRITERIA.
13. CIRCLING MDA/HAA/VIS CAT C CHANGED FROM 1000/466/1 1/2 TO 1180/646/1 3/4 - NEW CONTROLLING OBSTACLE.
14. LP HAT CHANGED FROM 361 TO 355 ALL CATS, LNAV HAT CHANGED FROM 381 TO 375 ALL CATS, CHARTED TDZE 525 DELETED THRE 519 - PREVIOUSLY CHARTED CHANGE FROM P-NOTAM AMENDMENT 1A.

COORDINATED WITH:

A4A ☐

ALPA ☒

AOPA ☒

APA ☐

HAI ☐

NBAA ☒

OTHER: ZKC, AMGR

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

OFFICE

DATE

KWEKU DONKOR

Digitally signed by  
KWEKU DONKOR

AJV-5433

09/10/2018

APPROVED BY

OFFICE

DATE

TITLE

PATRICK MULQUEEN

AJV-5430

MANAGER



**FAS DATA BLOCK INFORMATION**

<b><u>DATA FIELD</u></b>	<b><u>DATA</u></b>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KENL
RUNWAY	RW18
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W18A
LTP/FTP LATITUDE	383118.2355N
LTP/FTP LONGITUDE	0890529.7525W
LTP/FTP ELLIPSOIDAL HEIGHT	+01277
FPAP LATITUDE	382949.0500N
FPAP LONGITUDE	0890531.0600W
THRESHOLD CROSSING HEIGHT (TCH)	00045.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1224
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	0.0
CRC REMAINDER	626D7539

**ADDITIONAL PATH POINT RECORD INFORMATION**

ICAO CODE	K5
LTP ORTHOMETRIC HEIGHT	+01583
FPAP ORTHOMETRIC HEIGHT	+01583



FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT</u> CENTRALIA MUNI	<u>AIRPORT ID</u> KENL	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 18	<u>AMDT NO.</u> 1B	<u>CITY</u> CENTRALIA	<u>STATE</u> IL	<u>AIRPORT ELEVATION</u> 534	<u>FACILITY</u> RNAV
----------------------------------	---------------------------	--	-----------------------	--------------------------	--------------------	---------------------------------	-------------------------

PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

<u>FROM</u> 093/30 CW 273/30	<u>TO</u> HUTWI
---------------------------------	--------------------

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
------------	-----------------	------------	------------	------------	-------------

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
1.TOWER (17-002246)	385354.96N/0885950.91W	1241	50	20	2C	1000				AT359	2600
2.TERRAIN	391033.00N/0891554.00W	745 (700)								AS1500	2200

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
------------	-------------	-------------	------------	-------------	-----------	-----------	------------	----------------------	-------------	----------------	-------------------------------

SEGMENT  
REMARKS:

STRAIGHT-IN AREA

<u>FROM</u> 273/30 CW 093/30	<u>TO</u> HUTWI
---------------------------------	--------------------

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
------------	-----------------	------------	------------	------------	-------------

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
3.TOWER (17-001372)	383239.00N/0885526.00W	1550	500	50	2C	1000					2600
4.TERRAIN	384533.00N/0885045.00W	650 (700)								AS1500	2200

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
------------	-------------	-------------	------------	-------------	-----------	-----------	------------	----------------------	-------------	----------------	-------------------------------

SEGMENT  
REMARKS:







REMARKS:



MISSED APPROACH : LP

FROM

RW18

TO

WOKSO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
							780				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2600
12.TOWER (17-002823)	382407.00N/0890808.00W	1035	50	20	2C	1000					2100
13.TERRAIN	382824.00N/0890427.00W	634 (600)								AS1500	2100

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
14.TREE	382923.58N/0890449.60W	1.30	446	669	50	20	2C	300			980
CATEGORY B											
15.TREE	382847.54N/0890518.75W	1.82	466	699	50	20	2C	300			1000
CATEGORY C											
16.TOWER (17-000615)	383146.81N/0890805.62W	2.87	646	830	250	50	5D	300		AC50	1180
CATEGORY D											
16.TOWER (17-000615)	383146.81N/0890805.62W	3.74	646	830	250	50	5D	300		AC50	1180

CIRCLING REMARKS:

CENTER

RADIUS

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

CONTINGENCY NOTES  
CHART NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, USE SALEM ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET, INCREASE LP CAT C/D VISIBILITY 1/8 SM, LNAV CAT C/D VISIBILITY 1/8 SM AND CIRCLING CAT C/D VISIBILITY 1/4 SM.  
CHART NOTE: VDP NA WHEN USING SALEM ALTIMETER SETTING



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZKC ARTCC, STL FSS

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS	KENL	24	KENL	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS	KSLO	24	KSLO	9.71	Y	28

WX REMARKS:  
RASS PRESSURE PATTERNS THE SAME  
KENL 534.1, KSLO 573.2  
RA = 27.81.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW09 - MIRL (PCL)		BSC-F	
RW27 - MIRL (PCL)		BSC-F	
RW18 - MIRL (PCL), REIL (PCL), PAPI-2L		NPI-F	
RW36 - MIRL (PCL), REIL (PCL), PAPI-2L		NPI-F	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
					3.00	43.8

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
---------------------	----------------------	------------	----------------

CRITICAL TEMPERATURE REMARKS:



"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	LP, LNAV	
34:1		
595 TREE (17-033080) 383135.99N/0890529.28W (28.75).	604 TREE (17-033082) 383139.32N/0890527.15W (27.78).	
603 TREE (17-033101) 383139.48N/0890524.94W (26.25).	584 TREE (17-033180) 383133.16N/0890525.45W (26.06).	
598 TREE (17-033102) 383138.48N/0890525.48W (24.24).	584 TREE (17-032913) 383134.37N/0890529.45W (22.57).	
577 TREE (17-033079) 383132.07N/0890526.72W (22.34).	600 TREE (17-033091) 383139.96N/0890523.54W (21.78).	
594 TREE (17-033948) 383138.66N/0890529.18W (19.80).	600 TREE (17-033089) 383140.80N/0890524.71W (19.31).	
592 TREE (17-055663) 383138.72N/0890523.71W (17.48).	575 TREE (17-033078) 383134.24N/0890525.35W (13.85).	
569 TREE (17-055824) 383132.40N/0890529.22W (13.43).	593 TREE (17-033083) 383140.68N/0890527.69W (12.75).	
581 TREE (17-033104) 383136.84N/0890525.47W (12.12).	599 TREE (17-055664) 383142.99N/0890524.63W (11.80).	
600 TREE (17-033068) 383143.81N/0890535.08W (10.63).	580 TREE (17-033081) 383137.18N/0890529.18W (10.20).	
597 TREE (17-033086) 383143.08N/0890529.96W (9.56).	564 TREE (17-033297) 383132.15N/0890534.12W (9.30).	
569 TREE (17-033949) 383135.01N/0890528.33W (5.64).	587 TREE (17-033084) 383141.26N/0890529.14W (5.06).	
585 TREE (17-033090) 383143.97N/0890525.35W (0.84).	590 TREE (17-055667) 383143.82N/0890527.75W (0.41).	
587 TREE (17-033085) 383142.88N/0890529.17W (0.24).		

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or  
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.  
LPV AND LNAV/VNAV MINIMA NOT ESTABLISHED; GQS PENETRATIONS EXIST.  
VEGETATION HEIGHT OF 100 FEET USED.  
ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	2.82
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	180.66
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	518
DISTANCE FROM	THLD	TO 1500FT POINT	4.62
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	180.66
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	518

THRESHOLD  
COORDINATES  
(IF STR-IN)                      383118.24N/0890529.75W

ARP COORDINATES                      383054.30N/0890528.10W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP                      RUNWAY 36 DISTANCE 0.43 NM

FAF  
COORDINATES                      383607.85N/0890525.50W

FIX NAME  
COORDINATES                      IF/IAF HUTWI: 384309.31N/0890519.29W

REMARKS  
NO ADDITIONAL AIRSPACE REQUIRED.



