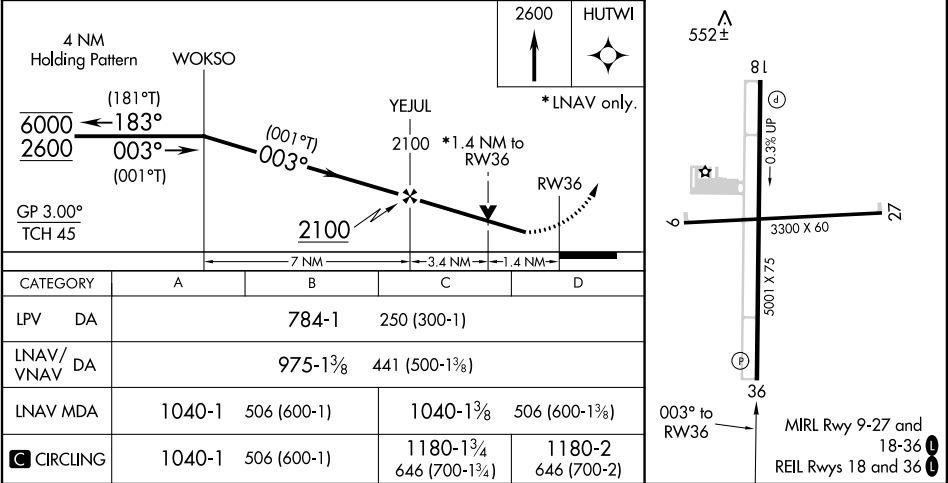
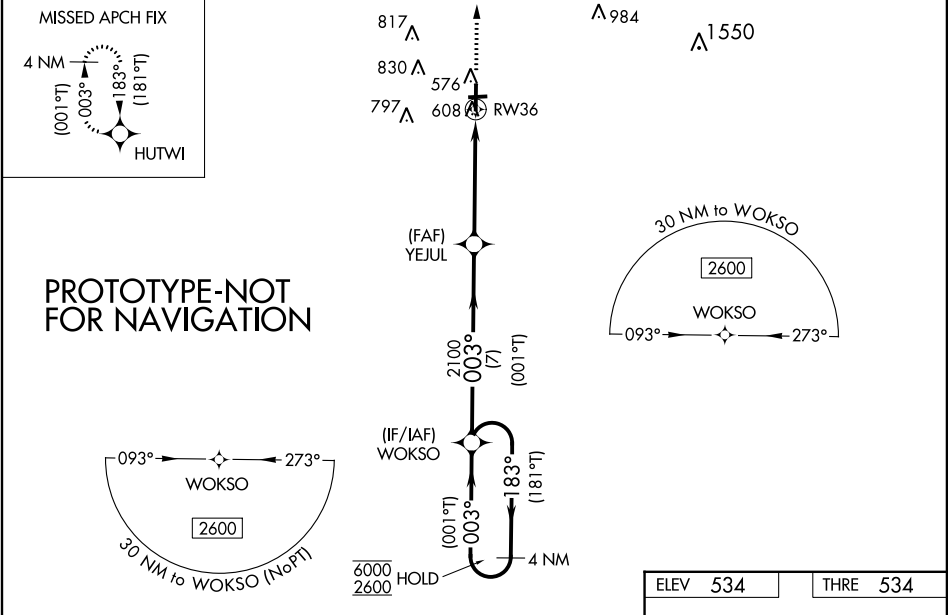


<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 02/17/2018	<b>Task #:</b> 201802172761810F002	<b>Request #:</b> 20180217276181
<b>Procedure:</b> RNAV (GPS) RWY 36 AMDT 1B			<b>Airport ID:</b> KENL	<b>Airport:</b> CENTRALIA MUNI		<b>Reimbursable #:</b> NO
<b>City:</b> CENTRALIA	<b>ST:</b> IL	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 04/25/2019		<b>FICO #:</b> 1220120	
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>		<b>Specialist:</b> KWEKU DONKOR		
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	02/20/2018	10/22/2018	BRIAN BICKETT	<div>QUALITY</div> <i>Digitally signed by</i>		
<b>QA:</b>	10/22/2018	10/23/2018	KISSY MAXFIELD	<div>50</div> <b>DAVID TEFFETELLER</b>		
<b>Liaison:</b>	10/23/2018	10/24/2018	MARY MCDONALD	<div>CHECKED</div> Jan 09, 2019		
<b>Procedure Comments:</b>			<b>Remark Type:</b> INFORMATION			
<p>ACTIVE DATA USED.</p> <p>T-NOTAM ISSUED PER PERIODIC REVIEW. NOTAM 8/4259 RESOLUTION TO CHANGE CHART NOTE FROM "VISIBILITY REDUCTION BY HELICOPTERS NA" TO "RWY 36 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" AND REMOVED CHART NOTE: WHEN VGSI INOP, PROCEDURE NA AT NIGHT.</p> <p>LNAV/VNAV CONTROLLING OBSTACLE CHANGED FROM "534 MSL THRESHOLD 383028.81N/0890530.47W" TO "669 MSL TREE 382923.58N/0890449.60W".</p> <p>LNAV/VNAV DA/HAT/VIS ALL CATS CHANGED FROM 784/250/1 TO 975/441/1 3/8.</p> <p>CIRCLING MDA/HAA/VIS CAT C CHANGED FROM 1040/506/1 1/2 TO 1180/646/1 3/4.</p> <p>CONTACT: PATRICK MULQUEEN 405-954-4073/DAVID TEFFETELLER 202-267-5177.</p>						
<p>THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 10/18/2018:</p> <p>8260-3 PAGE 1 - CHANGED THRE/534 TO TDZE/534</p>						

<b>FIPC BASIC FORM</b>							
<b>PROCEDURE:</b> RNAV (GPS) RWY 36 1B			<b>AIRPORT NAME:</b> CENTRALIA MUNI		<b>AIRPORT ID:</b> KENL	<b>SPECIAL CONTROL NO:</b> BG-10-208-18	
<b>FAC ID:</b> KENL36.01		<b>CITY:</b> CENTRALIA			<b>ST:</b> IL	<b>ORIG CHART DATE:</b> 04/25/2019	
<b>DFL TYPE:</b> PROC/S	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.4	<b>REIMB. NUMBER:</b>		<b>PTS TASK ID:</b> 201802172761810F002		
<b>PREFLIGHT NOTES</b>							
<b>REVIEWER:</b>					<b>DATE:</b>		
<b>COMMENTS:</b>					<b>CHECK ONE:</b>		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							<b>YES</b>
					<b>CPV COMPLETE?</b>		
<b>PROCEDURE RESULTS</b>							
<b>INSPECTION DATE:</b> 12/18/2018		<b>CREW #:</b> VN015	<b>N #:</b> N90	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> kim m brown @ 12/18/2018 19:58			<b>PRINTED NAME:</b> BROWN, KIM MARK			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
<b>FLIGHT INSPECTOR REMARKS:</b>							
<b>IN-FLIGHT OBSTACLE REPORT</b>							
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>		<b>GNSS ALTITUDE (MSL):</b>		<b>BAROMETRIC ALTITUDE (MSL):</b>		<b>HEIGHT ABOVE GROUND LEVEL:</b>

RNP APCH.		MISSED APPROACH: Climb to 2600 direct HUTWI and hold.
▼ Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.		
AWOS-3 121.125	KANSAS CITY CENTER 127.7 351.825	UNICOM 122.8 (CTAF) 0

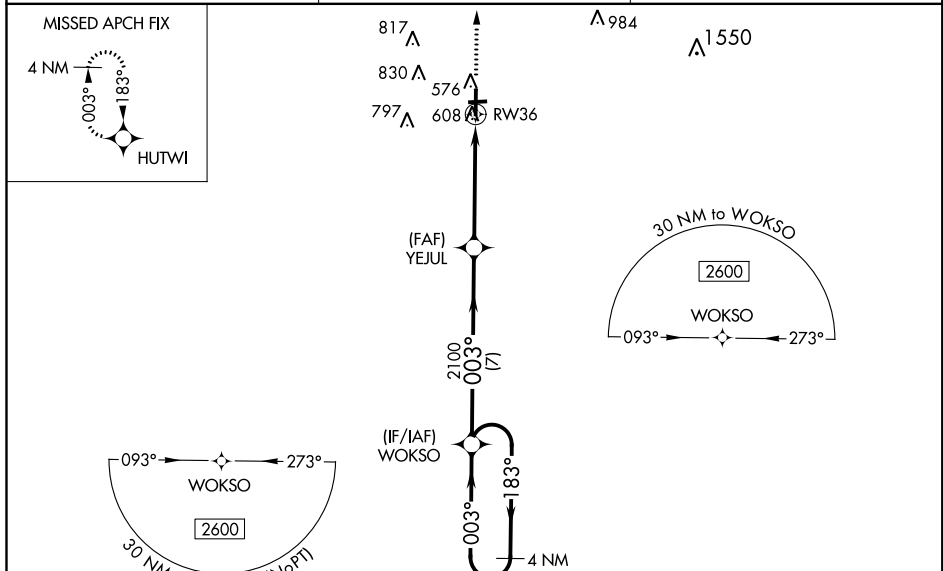


WAAS CH <b>61028</b> <b>W36A</b>	APP CRS <b>003°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>534</b> <b>534</b>
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# RNAV (GPS) RWY 36 CENTRALIA MUNI (ENL)

<p><b>⚠</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inop, procedure NA at night. When local altimeter setting not received, use Salem altimeter setting and increase all DA 28 feet and all MDA 40 feet, increase LNAV and Circling Cat C/D visibility ¼ mile. Baro-VNAV NA when using Salem altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2600 direct HUTWI and hold.</p>
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AWOS-3 <b>121.125</b>	KANSAS CITY CENTER <b>127.7 351.825</b>	UNICOM <b>122.8 (CTAF) 0</b>
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to WOKSO (N)

ELEV 534

TDZE 534

VGSI and RNAV glidepath not coincident.

4 NM Holding Pattern WOKSO

2600 ← 183°  
003° →

GP 3.00°  
TCH 45

YEJUL 2100

003°

2100

RW36

7 NM

4.8 NM

2600 HUTWI

552±

81

0.3% UP

3300 X 60

27

5001 X 75

36

003° to RW36

CATEGORY	A	B	C	D
LPV DA	784-1	250 (300-1)		
LNAV/VNAV DA	784-1	250 (300-1)		
LNAV MDA	1040-1	506 (600-1)	1040-1½	506 (600-1½)
CIRCLING	1040-1	506 (600-1)	1040-1½ 506 (600-1½)	1180-2 646 (700-2)

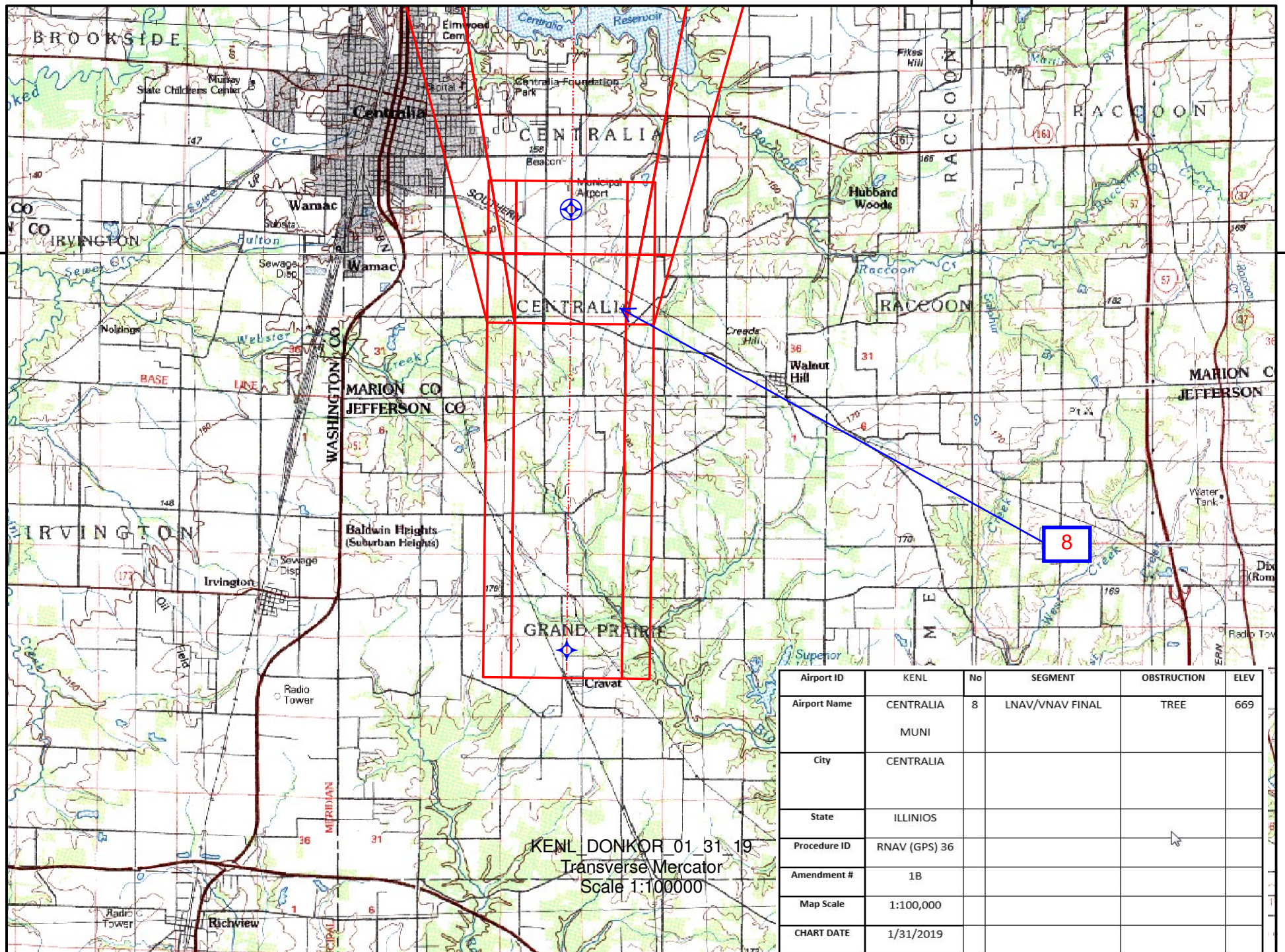
MIRL Rwy 9-27 and  
18-36

REIL Rws 18 and 36



89°0'0"W

38°30'0"N



Airport ID	KENL	No	SEGMENT	OBSTRUCTION	ELEV
Airport Name	CENTRALIA MUNI	8	LNAV/VNAV FINAL	TREE	669
City	CENTRALIA				
State	ILLINIOS				
Procedure ID	RNAV (GPS) 36				
Amendment #	1B				
Map Scale	1:100,000				
CHART DATE	1/31/2019				



89°0'0"W

38°30'0"N

