

| | | | |
|------------|---------|----------|------|
| VORTAC CEC | APP CRS | Rwy Idg | 5002 |
| 109.0 | 131° | TDZE | 60 |
| Chan 27 | | Apt Elev | 61 |

VOR RWY 12

JACK MC NAMARA FLD (CEC)

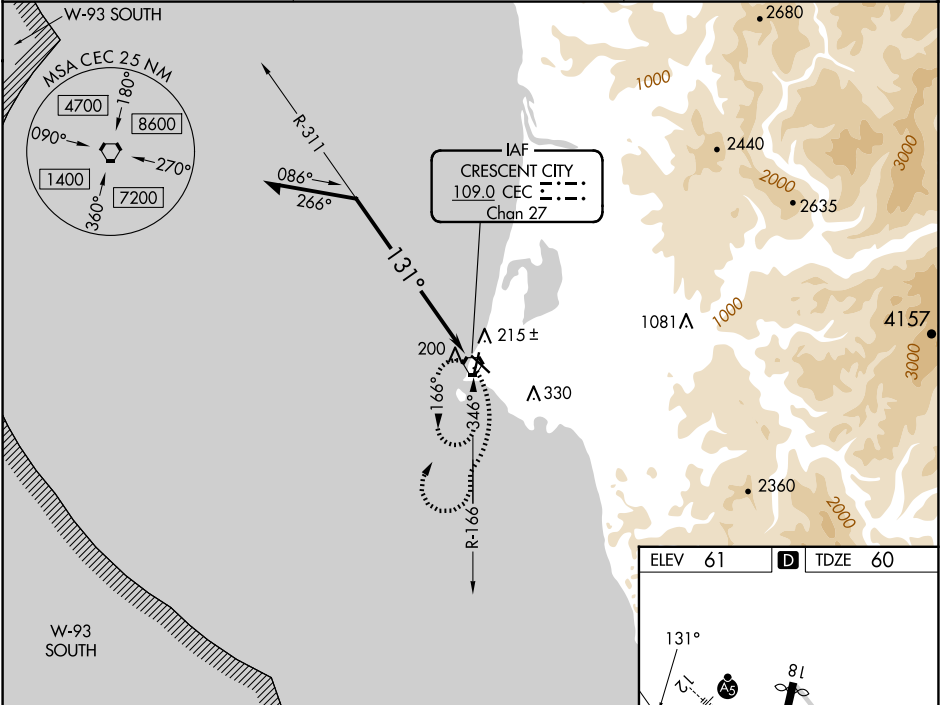
⚠

When local altimeter setting not received, use Brookings altimeter setting and increase all MDA 100 feet; increase S-12 Cat C/D visibility $\frac{3}{8}$ mile, Circling Cat D visibility $\frac{1}{4}$ mile and Circling Cat C visibility $\frac{1}{2}$ mile. For inop MALSR increase S-12 Cat A/B visibility to 1 mile, and Cat C/D visibility to $1\frac{1}{2}$ mile. For inop MALSR when using Brookings altimeter setting, increase S-12 Cat A/B visibility to 1 mile, and Cat C/D visibility to $1\frac{1}{2}$ mile. Night Landing: Rwy 36 operational VGSI required, remain on or above VGSI glidepath until threshold. Night Landing: Rwy 18, 30 NA.

MALSR

MISSED APPROACH: Climbing right turn to 3000 on CEC VORTAC R-166 then right turn direct CEC VORTAC and hold.

| | | |
|-----------------|--------------------------------|--------------------------|
| ASOS 119.925 | SEATTLE CENTER 124.85 306.3 | UNICOM 122.8 (CTAF) 0 |
|-----------------|--------------------------------|--------------------------|



Remain within 10 NM

CEC VORTAC 2700

311°

131°

1900

3000

CEC R-166

CEC

| CATEGORY | A | B | C | D |
|----------|--------------------|---------------------------|---|----------------------|
| S-12 | 520- $\frac{3}{4}$ | 460 (500- $\frac{3}{4}$) | 520-1 | 460 (500-1) |
| CIRCLING | 540-1 | 479 (500-1) | 640-1 $\frac{1}{2}$ 579 (600-1 $\frac{1}{2}$) | 640-2 579 (600-2) |

ELEV 61

TDZE 60

HIRL Rwy 12-30 0

MIRL Rwy 18-36 0

REIL Rws 18, 30 and 36 0