

LOC I-CEC	APP CRS	Rwy Idg	5002
108.7	119°	TDZE	60
		Apt Elev	61

ILS or LOC RWY 12

JACK MC NAMARA FLD (CEC)

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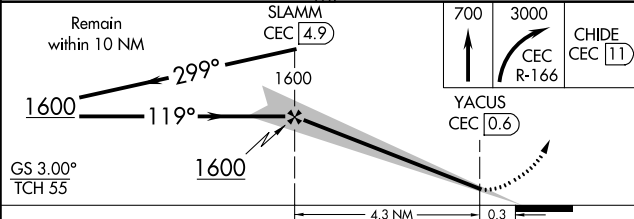
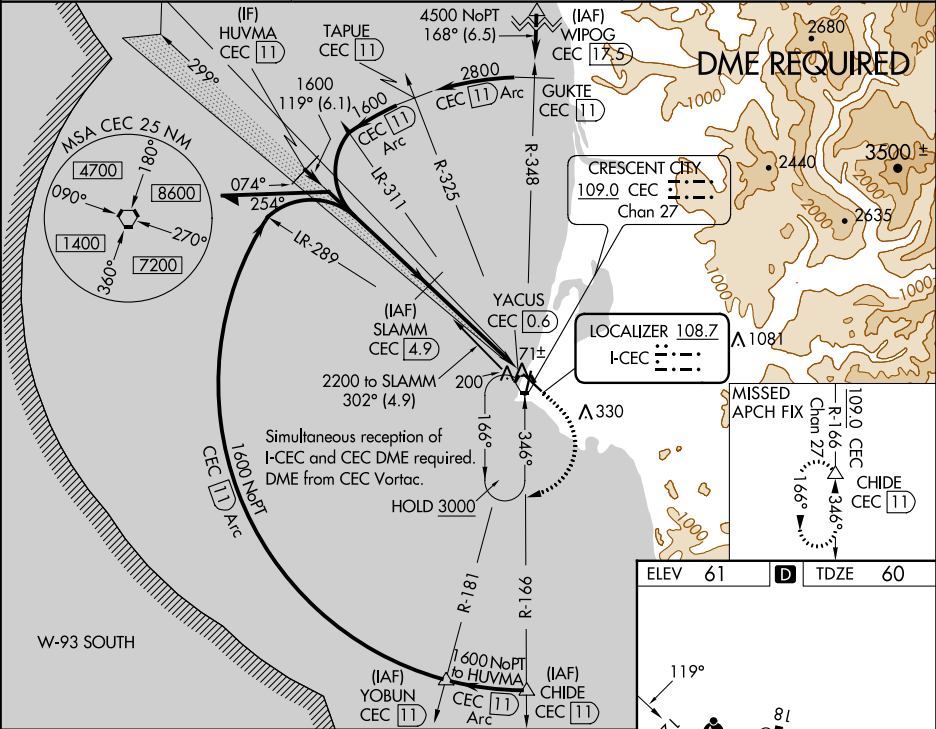
NA

DME required. S-ILS 12: ½ mile visibility authorized with use of FD or AP or HUD to DA. Inop table does not apply to S-ILS 12, except with use of FD or AP or HUD to DA. For inop MALSR, increase S-LOC 12 all Cats visibility ¼ mile. When local altimeter setting not received, use Brookings altimeter setting and increase DA to 407 feet and all MDA 100 feet; increase S-LOC 12 Cat C/D, and Circling Cat D visibilities ¼ mile. For inop MALSR, when using Brookings altimeter setting, increase S-ILS 12 all Cats visibility to 1 mile. Night Landing: Rwy 36 operational VGSi required, remain on or above VGSi glidepath until threshold. Circling to Rwy 18, 30 NA at night.

MALSR

MISSED APPROACH:
Climb to 700 then climbing right turn to 3000 on CEC VORTAC R-166 to CHIDE/CEC 11 DME and hold, continue climb-in-hold to 3000.

ASOS 119.925	SEATTLE CENTER 124.85 306.3	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 12		310-¾	250 (300-¾)	
S-LOC 12		380-¾	320 (400-¾)	
CIRCLING	540-1	479 (500-1)	640-1½ 579 (600-1½)	640-2 579 (600-2)

ELEV 61 D TDZE 60

HIRL Rwy 12-30
REIL Rws 18, 30 and 36
MIRL Rwy 18-36

WAAS CH 90310 W12A	APP CRS 119°	Rwy Idg TDZE Apt Elev	5002 60 61
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RNAV (GPS) RWY 12

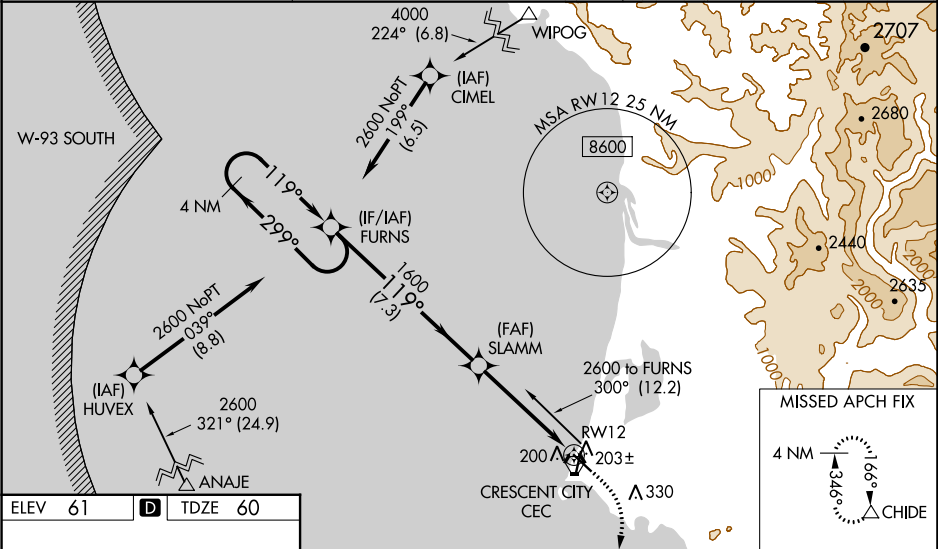
JACK MC NAMARA FLD (CEC)

⚠ Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Brookings altimeter setting and increase LPV DA to 407 feet, LNAV/VNAV DA to 484 feet and all MDA 100 feet; increase LPV all Cats visibility to ¾ mile, LNAV/VNAV all Cats visibility to 1½ mile, LNAV Cat C/D to 1½ mile, and Circling Cat C to 2 miles, Cat D to 2½ miles. For inop MALS, increase LNAV/VNAV all Cats visibility to 1 mile and LNAV Cat A/B visibility to 1 mile, Cat C/D to 1½ mile. For inop MALS, when using Brookings altimeter setting, increase LPV all Cats visibility to 1½ mile, LNAV/VNAV all Cats visibility to 1¾ mile, and LNAV Cat A/B to 1 mile, Cat C/D to 1¾ mile. VDP and Baro-VNAV NA when using Brookings altimeter setting. Night landing: Rwy 18, 30 NA. Night landing: Rwy 36, operational VGSI required, remain on or above VGSI glidepath until threshold.

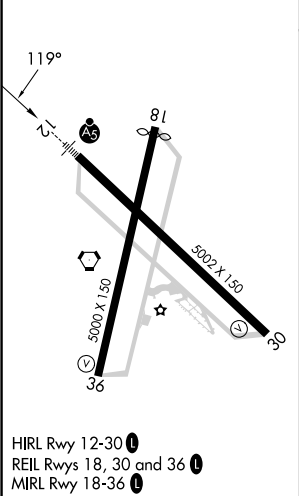
MALS

MISSED APPROACH:
Climb to 600 then
climbing right turn to
3000 direct CHIDE
and hold, continue
climb-in-hold to
3000.

ASOS 119.925	SEATTLE CENTER 124.85 306.3	UNICOM 122.8 (CTAF) 0
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ELEV 61	D	TDZE 60
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4 NM Holding Pattern		FURNS	SLAMM	RW12
2600		299°	119°	1600
GP 3.00° TCH 55				
		7.3 NM	3.6 NM	1.1 NM
CATEGORY	A	B	C	D
LPV DA		310-¾	250 (300-¾)	
LNAV/VNAV DA		387-¾	327 (400-¾)	
LNAV MDA	460-¾	400 (400-¾)	460-⅞	400 (400-⅞)
CIRCLING	540-1	479 (500-1)	640-1½ 579 (600-1½)	640-2 579 (600-2)

WAAS CH 72927 W36A	APP CRS 359°	Rwy Idg TDZE 59 Apt Elev 61
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RNAV (GPS) RWY 36

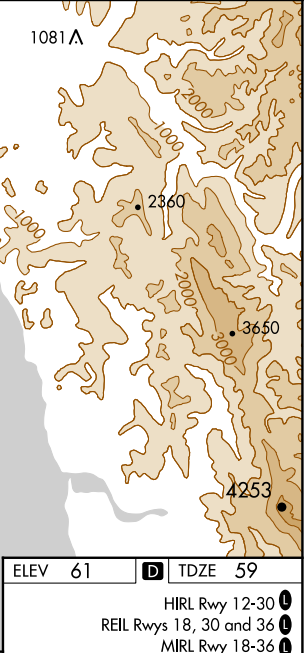
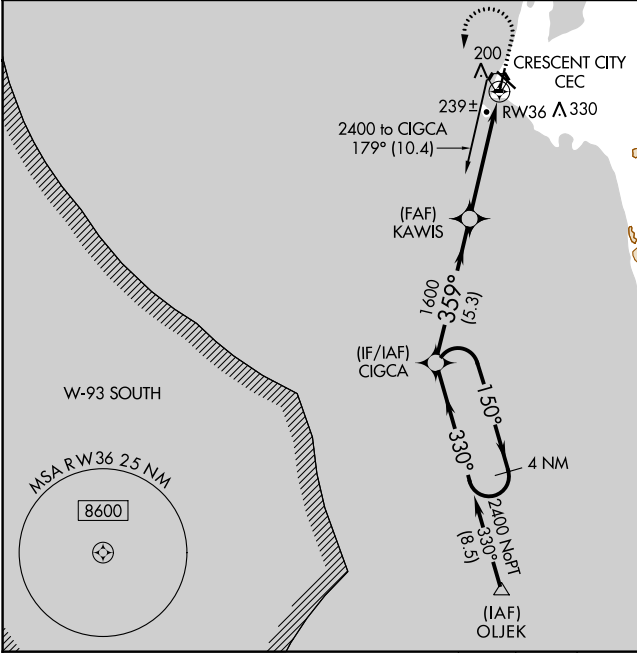
JACK MC NAMARA FLD (CEC)

RNP APCH.

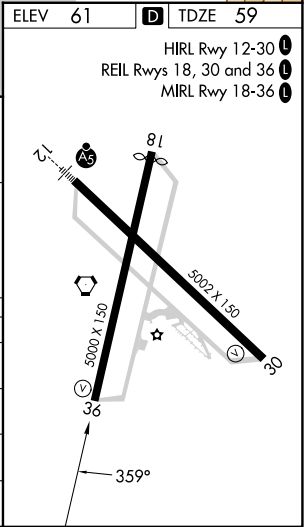
Baro-VNAV NA when using Brookings altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Brookings altimeter setting and increase LPV DA to 406 and LNAV/VNAV DA to 505 and all MDA 100 feet; increase LPV all Cats and LNAV Cat C/D and Circling Cat D visibilities ¼ SM, increase LNAV/VNAV all Cats visibility ⅓ SM, and Circling Cat C visibility ½ SM. Rwy 36 helicopter visibility reduction below 1 SM NA. Straight-In Rwy 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Circling Rwy 18, 30 NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 2400 direct CIGCA and hold.

ASOS 119.925	SEATTLE CENTER 124.85 306.3	UNICOM 122.8 (CTAF) 1
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4 NM Holding Pattern		CIGCA		1300	2400	CIGCA
2400		150°	330°	359°	1600	RW36
GP 3.00° TCH 58		KAWIS		1600		
		1600		5.3 NM	4.7 NM	
CATEGORY	A	B	C	D		
LPV DA	309-1		250 (300-1)			
LNAV/VNAV DA	408-1½		349 (400-1½)			
LNAV MDA	500-1	441 (500-1)	500-1¾	441 (500-1¾)		
CIRCLING	540-1	479 (500-1)	640-1½ 579 (600-1½)	640-2 579 (600-2)		



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)

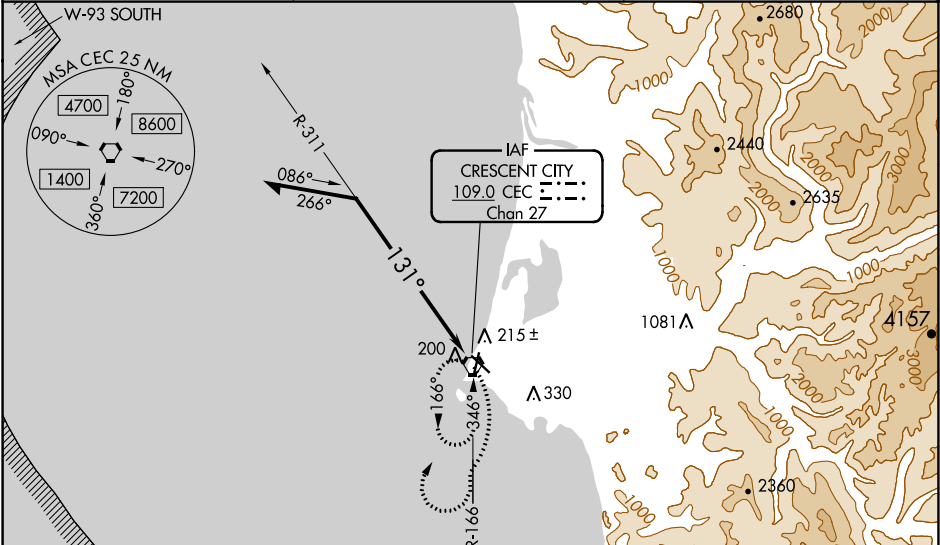
⚠

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
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Remain within 10 NM

CEC VORTAC 2700

3000

CEC R-166

CEC

1900

311°

131°

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

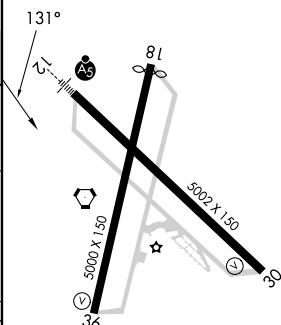
REIL Rws 18, 30 and 36 0

VOR/DME RWY 12
JACK MC NAMARA FLD (CEC)

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

UNICOM
122.8 (CTAF) **L**

ELEV 61	D	TDZE 60
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HIRL Rwy 12-30 **L**
REIL Rwy 18, 30 and 36 **L**
MIRL Rwy 18-36 **L**

SW-2, 22 FEB 2024 to 21 MAR 2024

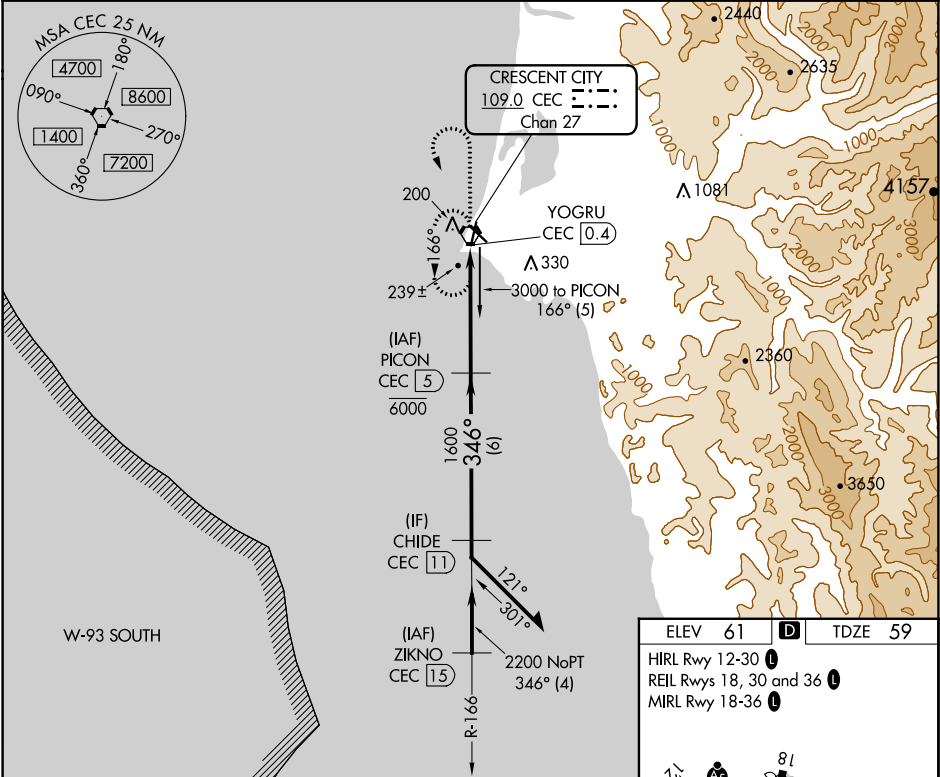
VORTAC CEC	APP CRS	Rwy Idg	4850
109.0	346°	TDZE	59
Chan 27		Apt Elev	61

VOR/DME RWY 36
JACK MC NAMARA FLD (CEC)

⚠ When local altimeter setting not received, use Brookings altimeter setting and increase all MDA 100 feet; increase S-36 Cat C/D and Circling Cat D visibilities ¼ mile and Circling Cat C visibility ½ mile. Helicopter visibility reduction below 1 SM NA.
Night landing: Rwy 36 operational VGSI required, remain on or above VGSI glidepath until threshold. Night landing: Rwy 18, 30 NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct CEC VORTAC and hold, continue climb-in-hold to 3000.

ASOS 119.925	SEATTLE CENTER 124.85 306.3	UNICOM 122.8 (CTAF) 0
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Remain within 10 NM

PICON CEC **5** 6000

2900

166°

346°

1600

3.06°

TCH 58

4.6 NM

YOGRU CEC **0.4**

1000

3000

CEC

CATEGORY	A	B	C	D
S-36	500-1	441 (500-1)	500-1 ³ / ₈	441 (500-1 ³ / ₈)
C CIRCLING	540-1	479 (500-1)	640-1 ¹ / ₂ 579 (600-1 ¹ / ₂)	640-2 579 (600-2)

ELEV **61** **D** TDZE **59**

HIRL Rwy 12-30 **0**

REIL Rws 18, 30 and 36 **0**

MIRL Rwy 18-36 **0**