

VORTAC CEC <b>109.0</b> Chan 27	APP CRS <b>131°</b>	Rwy ldg TDZE Apt Elev	<b>5002</b> <b>60</b> <b>61</b>
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# VOR RWY 12

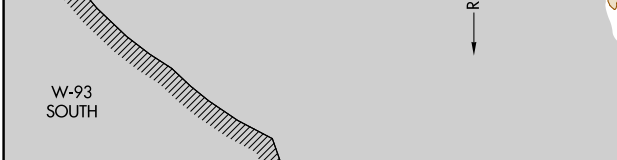
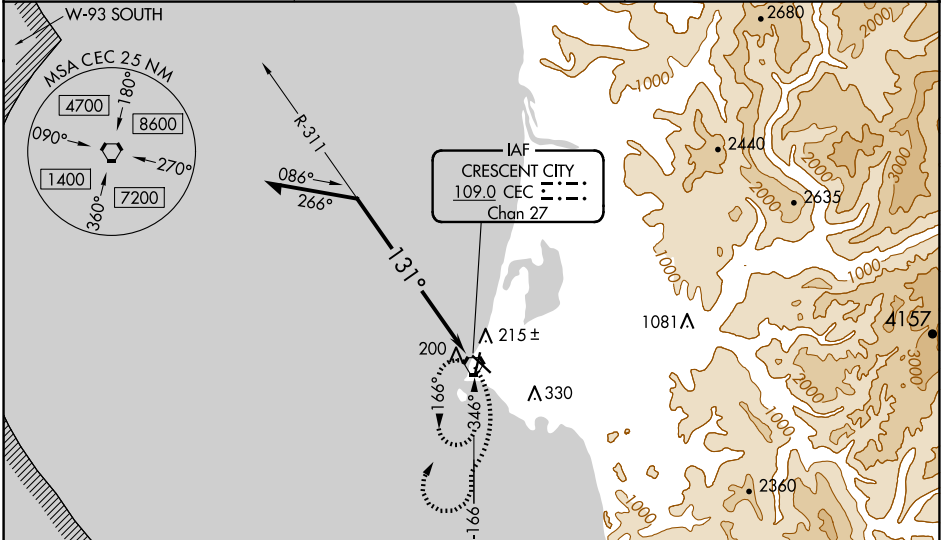
JACK MC NAMARA FLD (CEC)

**⚠** 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.

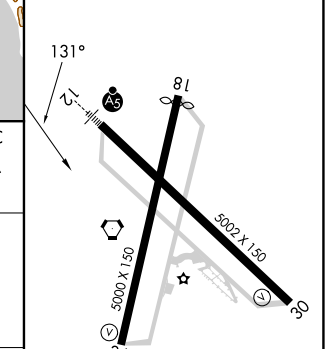
MALSR

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

ASOS <b>119.925</b>	SEATTLE CENTER <b>124.85 306.3</b>	UNICOM <b>122.8 (CTAF)</b> <b>📻</b>
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ELEV 61	<b>D</b> TDZE 60
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Remain within 10 NM	CEC VORTAC <b>2700</b>	3000	CEC
<b>1900</b>	<b>311°</b>	<b>131°</b>	<b>CEC R-166</b>

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

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

SW-2, 20 FEB 2025 to 20 MAR 2025

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