

VORTAC CEC	APP CRS	Rwy Ldg	5002
<u>109.0</u>	131°	TDZE	60
Chan 27		Apt Elev	61

APP CRS	Rwy Ldg	5002
131°	TDZE	60
	Apt Elev	61

Rwy Ldg	5002
TDZE	60
Apt Elev	61

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

JACK MC NAMARA FID (CEC)

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

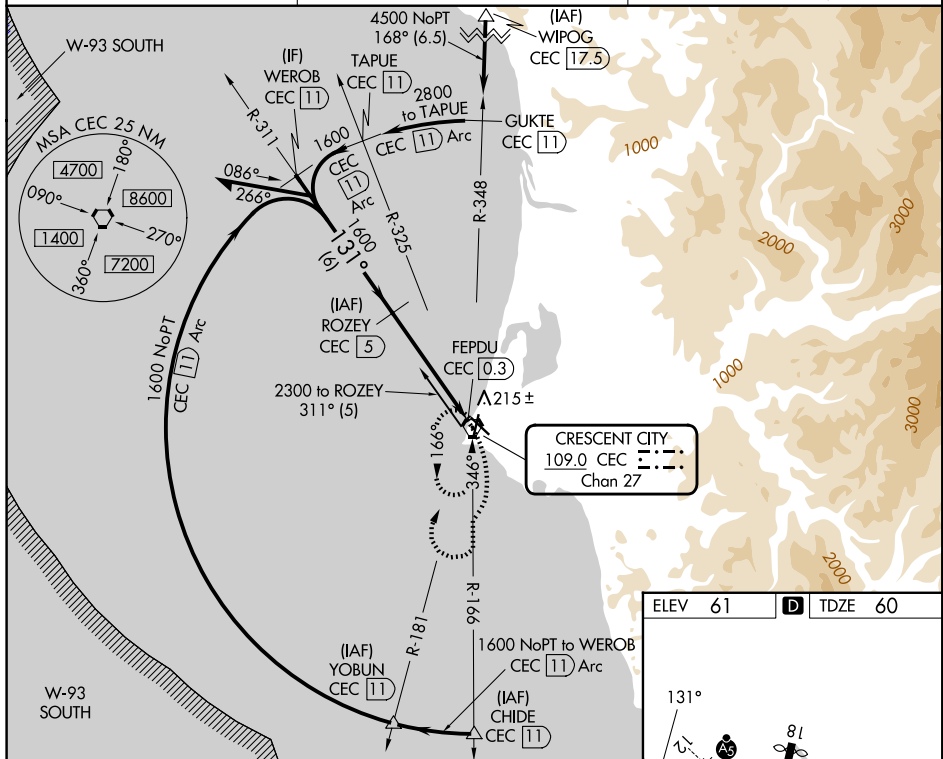
MALSR



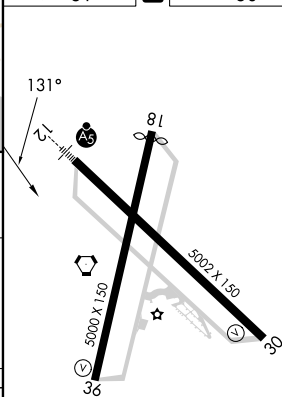
MISSED APPROACH:
Climbing right turn to
3000 on CEC VORTAC
R-166 then right turn
direct CEC VORTAC
and hold.

ASOS
119.925

SEATTLE CENTER
124.85 306.3

UNICOM
122.8 (CTAF) **L**

ELEV 61	D	TDZE 60
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The diagram illustrates a signal path starting from a 1600 MHz source. A signal at 311° is directed towards a 'ROZEY CEC' component, with a note 'Remain within 10 NM'. Another signal at 131° is directed towards a 'CEC' component labeled '1.4'. A distance of 3.6 NM is indicated between the 1600 MHz source and the 'CEC 1.4' component. A signal at 2.98° is directed towards a 'TCH 50' component. A distance of 1.2 NM is indicated between the 'CEC 1.4' component and the 'FEPDU CEC' component, which is labeled '0.3'. A note 'CEC R-166' is present. A chemical structure of a five-membered ring is shown in the top right corner.

CATEGORY	A	B	C	D
S-12	480- $\frac{3}{4}$	420 (500- $\frac{3}{4}$)	480-1	420 (500-1)
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 **L**
REIL Rwy 18, 30 and 36 **L**
MIRL Rwy 18-36 **L**