

23054

RNAV (GPS) RWY 12

SOUTHWEST WASHINGTON RGNL (KLS)

T Circling NA northeast of Rwy 12-30. Circling Rwy 30 NA at night. Rwy 12 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C .

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 direct AMAVE and hold, continue climb-in-hold to 4000.

MSA RW12 25 NM

7500

(IAF) WINLO

4000

167° (5.4)

KLCUP

4000

167° (7.7)

2680

(IAF) ONALS

4000

212° (24.5)

Procedure NA for arrivals at ONALS on V23 northbound.

1375

(IF) YAPEC

3300

094° (2.5)

COSRA

2700

(2.5)

UXALE

1200

123° (2.5)

(FAF) ANIGE

1129

SOWAL

463

3.2 NM to RW12

1193±

RW12

1562

982

316

763

954

LOATH

4000

316° (10.6)

ELEV 20

TDZE 20

123°

Diagram illustrating the REIL (Runway End Identifier Lights) and MRL (Medium Range Lights) systems. The diagram shows a runway layout with various lights and distances.

REIL Rwy 12 and 30
MRL Rwy 12-30

Diagram Details:

- Runway: 4591 x 100
- Distances: 2.5 NM, 2.5 NM, 1 NM, 1.1, 2.1 NM
- Altitudes: 4000, 3300, 2700, 1900, 1420
- Angles: 094°, 123°, GP 4.00° TCH 50
- Locations: YAPEC, COSRA, UXALE, ANIGE, SOWAL, RW12
- Notes: VGSi and RNAV glidepath not coincident (VGSi Angle 4.00/TCH 65), *LNAV only, *2.1 NM to RW12

CATEGORY	A	B	C	D
LPV DA	608-1 $\frac{3}{4}$	588 (600-1 $\frac{3}{4}$)	NA	
LNAV/VNAV DA	766-2	746 (800-2)	NA	
LNAV MDA	980-1 $\frac{1}{4}$ 960 (1000-1 $\frac{1}{4}$)	980-1 $\frac{1}{2}$ 960 (1000-1 $\frac{1}{2}$)	NA	
C CIRCLING	980-1 $\frac{1}{4}$ 960 (1000-1 $\frac{1}{4}$)	980-1 $\frac{1}{2}$ 960 (1000-1 $\frac{1}{2}$)	NA	

SOUTHWEST WASHINGTON RGNL (KLS)
RNAV (GPS) RWY 12

46°07'N-122°54'W

NW-1, 02 OCT 2025 to 30 OCT 2025