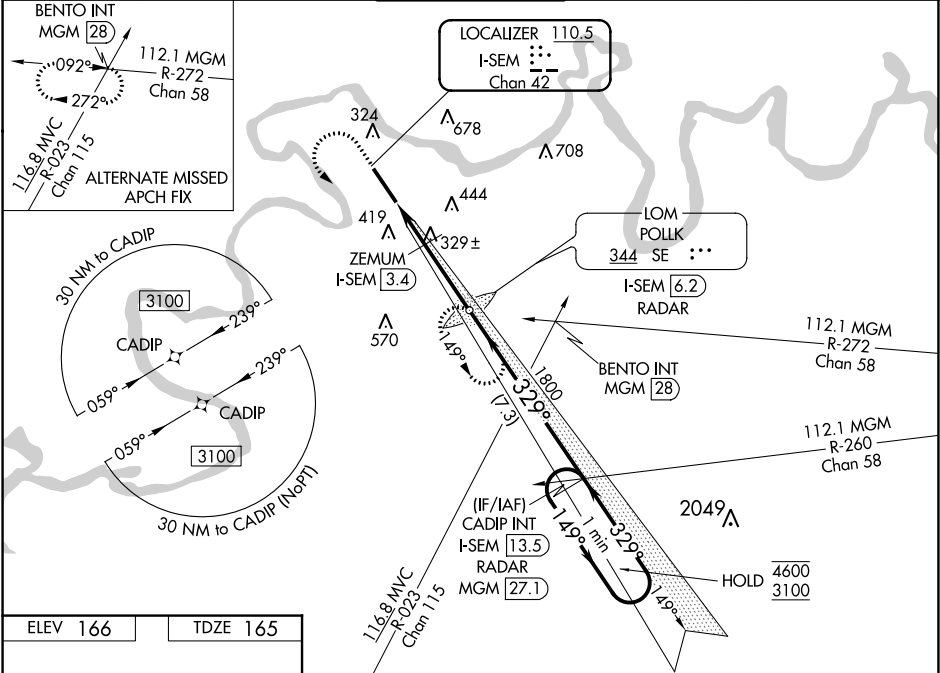


LOC/DME I-SEM 110.5 Chan 42	APP CRS 329°	Rwy Idg 8014 TDZE 165 Apt Elev 166
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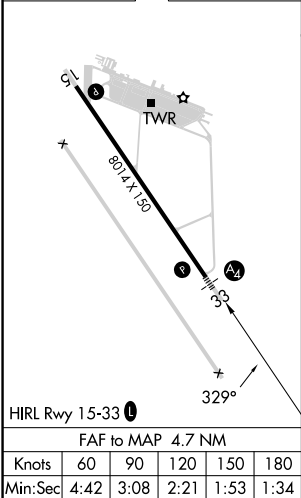
ILS Y or LOC Y RWY 33
CRAIG FLD (SEM)

ADF required. RNP APCH - GPS.	MALS 	MISSED APPROACH: Climb to 1000 then climbing left turn to 3100 direct POLK LOM/6.2 DME/RADAR and hold, continue climb-in-hold to 3100.
Inop table does not apply to S-ILS 33. For inoperative ALS, increase S-LOC 33 Cat E visibility to 1 1/2 SM and ZEMUM fix minimums S-LOC 33 Cats C-E visibility to 1 1/2 SM.		

AWOS-3PT 119.15	MONTGOMERY APP CON ★ 124.0 363.025	CRAIG TOWER★ 120.85	GND CON 121.675	UNICOM 122.7 (CTAF) 0
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ELEV 166	TDZE 165
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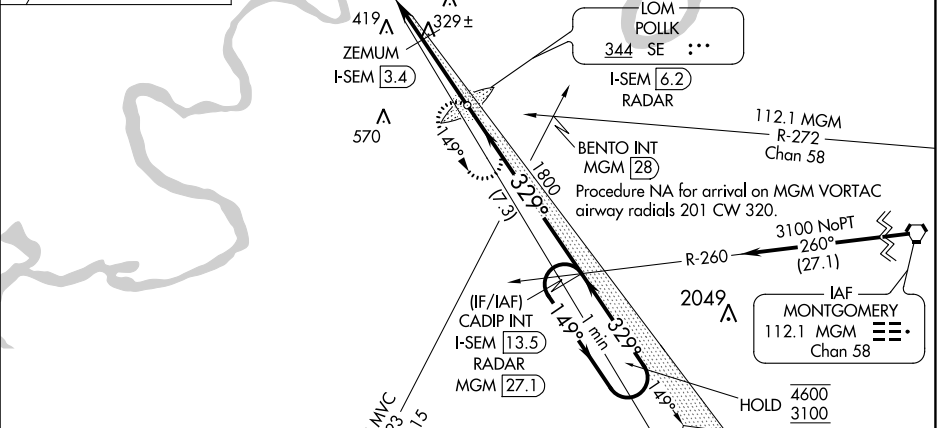
1000	3100	SE	SE LOM POLK I-SEM [6.2] RADAR	CADIP INT I-SEM [13.5] RADAR	One Minute Holding Pattern
			ZEMUM I-SEM [3.4]		
			I-SEM [2.6]		
			I-SEM [1.5]		
			1.1 NM	0.8	2.8 NM
			720	1750	329°
			329°	1800	4600
			329°	3100	GS 3.00° TCH 55
CATEGORY	A	B	C	D	E
S-ILS 33		365-3/4	200 (200-3/4)		415-3/4 250 (300-3/4)
S-LOC 33	720-3/4	555 (600-3/4)	720-1 3/8	555 (600-1 3/8)	
CIRCLING	720-1 554 (600-1)	760-1 594 (600-1)	760-1 1/2 594 (600-1 1/2)	1040-2 3/4 874 (900-2 3/4)	1040-3 874 (900-3)
	ZEMUM FIX MINIMUMS				
S-LOC 33	580-3/4	415 (500-3/4)	580-1	415 (500-1)	
CIRCLING	660-1 494 (500-1)	760-1 594 (600-1)	760-1 1/2 594 (600-1 1/2)	1040-2 3/4 874 (900-2 3/4)	1040-3 874 (900-3)

SE-4, 22 FEB 2024 to 21 MAR 2024

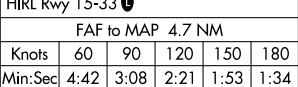
SE-4, 22 FEB 2024 to 21 MAR 2024

ILS Z or LOC Z RWY 33
CRAIG FLD (SEM)

MISSED APPROACH: Climb to 1000 then climbing left turn to 3100 direct POLLK LOM/6.2 DME/RADAR and hold continue climb-in-hold to 3100.



The diagram shows the hull of the ship with the TWR (Tide Water Radar) located near the bow. A bearing line is drawn from the TWR to the target, labeled 329°. The distance between the TWR and the target is marked as 8014 X 150. The target is labeled A₄ and is located near the stern. The bearing line is labeled 33° at the target. The diagram also shows the ship's bow and stern, and the location of the TWR.



CATEGORY	A	B	C	D	E
S-ILS 33	365- ³ / ₄ 200 (200- ³ / ₄)				415- ³ / ₄ 250 (300- ³ / ₄)
S-LOC 33	720- ³ / ₄	555 (600- ³ / ₄)	720-1 ³ / ₈ 555 (600-1 ³ / ₈)		
CIRCLING	720-1 554 (600-1)	760-1 594 (600-1)	760-1 ¹ / ₈ 594 (600-1 ¹ / ₈)	1040-2 ³ / ₄ 874 (900-2 ³ / ₄)	1040-3 874 (900-3)
ZEMUM FIX MINIMUMS					
S-LOC 33	580- ³ / ₄	415 (500- ³ / ₄)	580-1 415 (500-1)		
CIRCLING	660-1 494 (500-1)	760-1 594 (600-1)	760-1 ¹ / ₂ 594 (600-1 ¹ / ₂)	1040-2 ³ / ₄ 874 (900-2 ³ / ₄)	1040-3 874 (900-3)

SE-4, 22 FEB 2024 to 21 MAR 2024

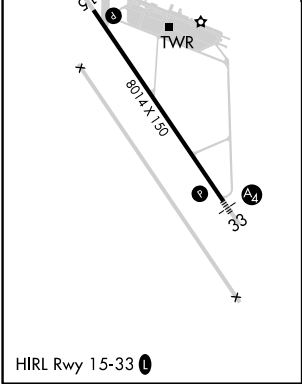
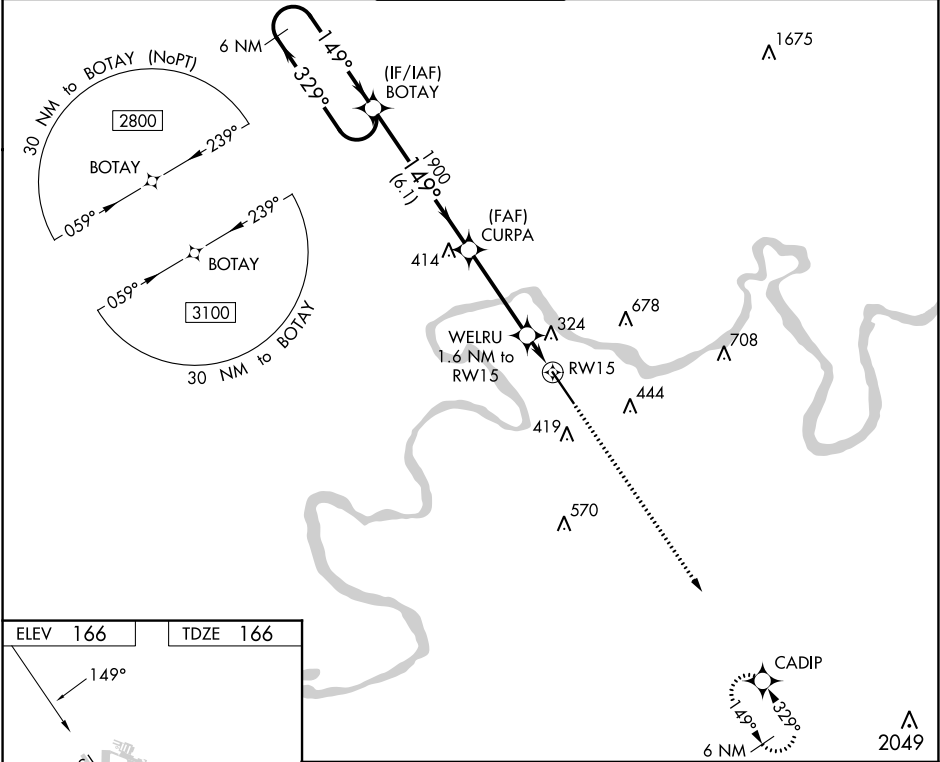
WAAS CH 69435 W15A	APP CRS 149°	Rwy Idg TDZE 166 Apt Elev 166	8014
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RNAV (GPS) RWY 15
CRAIG FLD (SEM)

⚠ Baro-VNAV NA when using Montgomery altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Montgomery altimeter setting. When local altimeter setting not received, use Montgomery altimeter setting and increase all DA 78 feet, all MDA 80 feet, LPV all Cats visibility ¾ mile, LNAV/VNAV all Cats visibility and LNAV Cats C and D visibility ¼ mile, Circling Cat C visibility ½ mile and Cat D visibility ¼ mile.

MISSED APPROACH:
Climb to 3100 direct CADIP and hold.

AWOS-3PT 119.15	MONTGOMERY APP CON ★ 124.0 363.025	CRAIG TOWER★ 120.85	GND CON 121.675	UNICOM 122.7 (CTAF) 0
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6 NM Holding Pattern BOTAY				VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 50).				3100 CADIP	
2800 ← 329°				149° →		1900		*1.1 NM to RW15	
GP 3.00° TCH 45				149°		*720		RW15	
				6.1 NM		3.7 NM		0.5 NM	
								1.1 NM	
CATEGORY				A		B		C	
LPV DA						416-¾		250 (300-¾)	
LNAV/VNAV DA						569-1⅓		403 (500-1⅓)	
LNAV MDA				560-1		394 (400-1)		560-1⅓	
CIRCLING				660-1		760-1		760-1½	
				494 (500-1)		594 (600-1)		594 (600-1½)	
								1040-2¾	
								874 (900-2¾)	

WAAS CH 90205 W33A	APP CRS 329°	Rwy Idg 8014 TDZE 165 Apt Elev 166
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RNAV (GPS) RWY 33

CRAIG FLD (SEM)

⚠ Baro-VNAV NA when using Montgomery altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). For inoperative MALS, increase LNAV/VNAV all Cats visibility to ¾ mile and LNAV Cats C and D visibility to 1 ½ mile. DME/DME RNP-0.3 NA. VDP NA with Montgomery altimeter setting. When local altimeter setting not received, use Montgomery altimeter setting and increase all DA 78 feet, all MDA 80 feet, LNAV Cats C and D visibility ½ mile and increase Circling Cat C visibility ½ mile and Cat D visibility ¼ mile. For inoperative MALS, when using Montgomery altimeter setting, increase LPV all Cats visibility to ¾ mile, LNAV/VNAV all Cats visibility to 1 mile, LNAV Cat C and D visibility to 1 ½ mile.

MALS

MISSED APPROACH:
Climb to 2800 direct BOTAY and hold.

AWOS-3PT 119.15	MONTGOMERY APP CON ★ 124.0 363.025	CRAIG TOWER★ 120.85	GND CON 121.675	UNICOM 122.7 (CTAF) ①
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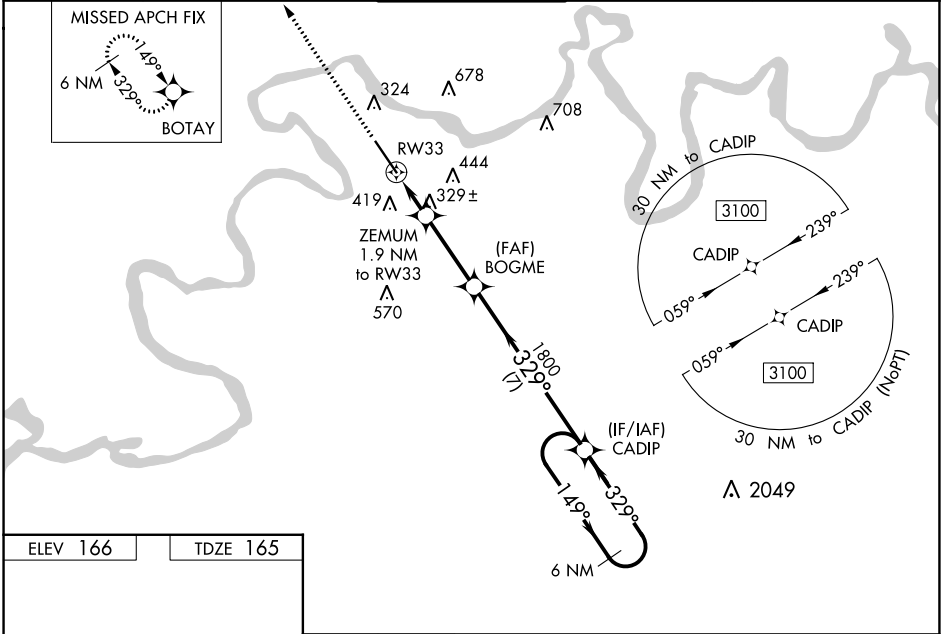


Diagram of HIRL Rwy 15-33 showing a 329° glide path, 8014 x 150 dimensions, and various navigation aids like TWR, A4, and 33.

2800	BOTAY	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 56).		6 NM Holding Pattern	
*LNAV only.		ZEMUM 1.9 NM to RW33	BOGME	CADIP	
		*1.3 NM to RW22	1800	149° →	3100
			820*	← 329°	
				GP 3.00° TCH 55	
		1.3 NM	0.6 NM	3.1 NM	7 NM
CATEGORY	A		B	C	D
LPV DA			365-¾	200 (200-¾)	
LNAV/ DA VNAV			462-¾	297 (300-¾)	
LNAV MDA	580-¾ 415 (500-¾)		580-1 415 (500-1)		
CIRCLING	660-1 494 (500-1)	760-1 594 (600-1)	760-1½ 594 (600-1½)	1040-2¾ 874 (900-2¾)	