

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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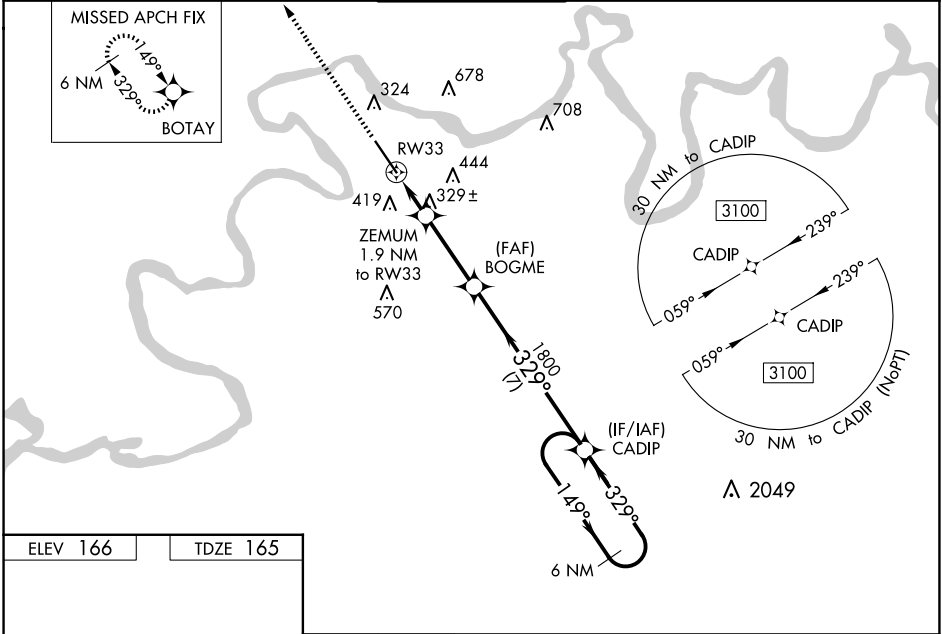


Diagram of HIRL Rwy 15-33 showing a 329° glide path, 8014 x 150 ft dimensions, and various navigation aids like TWR, BOTAY, and ZEMUM.

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	
RW33		*1.3 NM to RW22		1800		149° → 3100 ← 329°	
		820*		1800		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)