

**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
ILS STANDARD INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.  
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u><b>AIRPORT ID</b></u> KSEM	<u><b>PROCEDURE NAME</b></u> ILS Z OR LOC Z RWY 33	<u><b>ORIGINAL/AMENDMENT</b></u> 3	<u><b>CITY</b></u> SELMA	<u><b>STATE</b></u> AL		
<u><b>AIRPORT ELEVATION</b></u> 166	<u><b>TDZE</b></u> 165	<u><b>SUPERSEDED</b></u> ILS Z OR LOC Z RWY 33	<u><b>ORIGINAL/AMENDMENT</b></u> 2	<u><b>DATED</b></u> 11/13/2014	<u><b>MAG VAR</b></u> 3W	<u><b>EPOCH YEAR</b></u> 2015
<u><b>FACILITY</b></u> I-SEM	<u><b>COORDINATES OF FACILITIES</b></u>	<u><b>ACTUAL EFFECTIVE DATE</b></u>	<u><b>REQUIRED EFFECTIVE DATE</b></u> ROUTINE	<u><b>CANCEL/SUSPEND</b></u>		

**TERMINAL ROUTES**

<u><b>FROM</b></u>	<u><b>FIX TYPE</b></u>	<u><b>TO</b></u>	<u><b>FIX TYPE</b></u>	<u><b>LEG TYPE</b></u>	<u><b>FO/FB</b></u>	<u><b>RNP</b></u>	<u><b>COURSE</b></u>	<u><b>DISTANCE</b></u>	<u><b>ALTITUDE</b></u>
MGM VORTAC	IAF	CADIP INT/I-SEM 13.49 DME/RADAR	NOPT				260.39	27.09	3100
CADIP INT/I-SEM 13.49 DME/RADAR	IF/IAF	POLLK LOM/6.23 DME/RADAR					328.81	7.26 (I-SEM)	1800

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: 4.73 NM AFTER POLLK LOM/6.23 DME/RADAR OR AT I-SEM 1.50 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 3100 DIRECT POLLK LOM/6.23 DME/RADAR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3100.

**ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):**

CLIMB TO 700 THEN CLIMBING LEFT TURN TO 5500 ON HEADING 180 AND ON MGM VORTAC R-272 TO BENTO INT/MGM 28.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5500.

**PROFILE:**

1. PT      **SIDE OF COURSE**      **OUTBOUND**      **FT WITHIN**      **MILES OF**      (IAF)
2. HOLD SE CADIP, LT, 328.81 INBOUND, 3100 FT. IN LIEU OF PT (IF/IAF), MAX 4600.
3. **FAC:** 328.81      **FAF:** POLLK LOM/6.23 DME/RADAR      **DIST FAF TO MAP:** 4.73      **DIST FAF TO THLD:** 4.73
4. **MIN ALT:** CADIP INT/I-SEM 13.49 DME/RADAR 3100, POLLK LOM/6.23 DME/RADAR 1800, ZEMUM/3.40 DME 720
5. **DIST TO THLD FROM OM:** 4.73      **MM:**      **IM:**      **150 HAT:**      **GS ANT:** 1058
6. **MIN GS INCPT:** 1800      **GS ALT AT PFAF:** POLLK LOM/6.23 DME/RADAR      **OM:** 1750      **MM:**      **IM:**
7. **GS ANGLE:** 3.00      **34:1:**      **20:1:**      **TCH:** 54.6
8. **MSA FROM:** SE LOM 3100



**EQUIPMENT REQUIREMENTS NOTES:**

ADF REQUIRED.

**NOTES:**

CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS RWY 33.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON MGM VORTAC AIRWAY RADIALS 201 CW 320.

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 33 CAT E VISIBILITY TO 1 5/8 SM AND ZEMUM FIX MINIMUMS S-LOC 33 CATS C-E VISIBILITY TO 1 1/8 SM.

**ADDITIONAL FLIGHT DATA:**

CHART: MGM 27.09 DME AT CADIP INT.

HOLD SE, LT, 328.81 INBOUND.

CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD W BENTO INT/MGM 28.00 DME, RT, 092.12 INBOUND.

CHART FAS OBST: 329 TREE 321842N/0865720W.

CHART VDP AT 2.63 DME

DISTANCE VDP TO THLD 1.12 NM.

CHART IN PLANVIEW: BENTO INT/MGM 28.00 DME.

CHART CIRCLING ICON.

**MINIMUMS:**

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

**ALTERNATE:** NA ☒

<b>CATEGORY:</b>	<b>A</b>			<b>B</b>			<b>C</b>			<b>D</b>			<b>E</b>		
<b>FINAL TYPE</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>
S-ILS 33	365	3/4	200	365	3/4	200	365	3/4	200	365	3/4	200	415	3/4	250
S-LOC 33	720	3/4	555	720	3/4	555	720	1 3/8	555	720	1 3/8	555	720	1 3/8	555
CIRCLING	720	1	554	760	1	594	760	1 5/8	594	1040	2 3/4	874	1040	3	874
ZEMUM FIX MINIMUMS															
S-LOC 33	580	3/4	415	580	3/4	415	580	1	415	580	1	415	580	1	415
CIRCLING	660	1	494	760	1	594	760	1 1/2	594	1040	2 3/4	874	1040	3	874

QUALITY  
10  
CHECKED

**CHANGES - REASONS**

1. CHANGED POLLK LOM/I-SEM 6.23 DME/RADAR TO SE NDB/6.23 DME/RADAR - ID NOT REQUIRED FOR FIXES WITH COURSE AND DME FROM SAME FACILITY PER FAAO 8260.19I, PARA 8-2-6C(1) CRITERIA.
2. CHANGED BENTO INT/MGM 26.00 DME TO BENTO INT/MGM 28.00 DME - ENSURES ALT MISSED APPROACH ILS CAT E OEA END SEGMENT IS FULLY CONTAINED WITHIN C-I-H PATTERN PRIMARY AREA PER FAAO 8260.3E PARA 16-2-1(C) CRITERIA.
3. ADDED 4600 MAX ALTITUDE TO HIL PATTERN DESCRIPTION ON LINE 2 - REQUIRED DOCUMENTATION BY FAAO 8260.19I, PARA 8-6-7B(2) CRITERIA.
4. CHANGED ZEMUM/I-SEM 3.40 DME TO ZEMUM/3.40 DME - ID NOT REQUIRED FOR FIXES WITH COURSE AND DME FROM SAME FACILITY PER FAAO 8260.19I, PARA 8-2-6C(1) CRITERIA.
5. MOVED ADF REQUIRED CHART NOTE TO EQUIPMENT REQUIREMENTS NOTES SECTION - REQUIRED DOCUMENTATION PER FAAO 8260.19I, PARA 8-6-8A(2)(B) CRITERIA.
6. REMOVED S-LOC 33 CAT D VISIBILITY INCREASE, ADDED S-LOC 33 CAT E VISIBILITY INCREASE, AND ADDED ZEMUM FIX MINIMUMS S-LOC 33 CAT E VISIBILITY INCREASE TO INOPERATIVE MALS CHART NOTE - CAT E MINIMUMS ADDED TO PROCEDURE PER ATC REQUEST.
7. REMOVED VGSI AND ILS GLIDEPATH NOT COINCIDENT CHART PROFILE NOTE - TCH VALUES WITHIN 3 FEET PER 8260.19I CRITERIA.
8. MOVED VDP NA CHART NOTE FROM NOTES SECTION TO 8260-9 GENERAL REMARKS SECTION FOR CONTINGENCY PURPOSES - BACKUP ALTIMETER SOURCE NOT REQUIRED FOR PUBLICATION PER FAAO 8260.19I, PARA 8-6-9F(3) CRITERIA.
9. MOVED \*800 WHEN USING MONTGOMERY ALTIMETER SETTING FROM NOTES SECTION TO 8260-9 GENERAL REMARKS SECTION FOR CONTINGENCY PURPOSES - BACKUP ALTIMETER SOURCE NOT REQUIRED FOR PUBLICATION PER FAAO 8260.19I, PARA 8-6-9F(3) CRITERIA.
10. UPDATED BACKUP ALTIMETER SOURCE ADJUSTMENTS AND MOVED FROM NOTES SECTION TO 8260-9 GENERAL REMARKS SECTION FOR CONTINGENCY PURPOSES - BACKUP ALTIMETER SOURCE NOT REQUIRED FOR PUBLICATION PER FAAO 8260.19I, PARA 8-6-9F(3) CRITERIA.
11. UPDATED INOPERATIVE MALS USING BACKUP ALTIMETER SOURCE VISIBILITY ADJUSTMENTS AND MOVED FROM NOTES SECTION TO 8260-9 GENERAL REMARKS SECTION FOR CONTINGENCY PURPOSES - BACKUP ALTIMETER SOURCE NOT REQUIRED FOR PUBLICATION PER FAAO 8260.19I, PARA 8-6-9F(3) CRITERIA.
12. CHANGED VDP FROM 2.58 TO 2.63 AND DISTANCE FROM VDP TO THLD FROM 1.08 TO 1.12 - 55.6 FOOT VGSI TCH USED FOR VDP CALCULATION INSTEAD OF FAAO 8260.3E TABLE 10-1-1 RECOMMENDED TCH VALUE.
13. REMOVED ALTERNATE MINIMUMS - FAC FACILITY IS CATEGORY 3/ALTERNATE MINIMUMS NOT AUTHORIZED PER FAAO 8260.19I, PARA 2-4-6C(1) CRITERIA.
14. ADDED CAT E MINIMUMS - ATC REQUEST TO ACCOMMODATE MILITARY AIRCRAFT OPERATIONS.
15. CHANGED CIRCLING CAT C VISIBILITY FROM 1 1/2 TO 1 5/8 - HIGHEST CAT E STRAIGHT IN WITHOUT APPROACH LIGHTS VISIBILITY/REQUIRED DOCUMENTATION PER FAAO 8260.3E, PARA 3-3-3 CRITERIA.
16. ADDED INOPERATIVE TABLE DOES NOT APPLY CHART NOTE - REQUIRED DOCUMENTATION PER FAAO 8260.19I, PARA 8-6-11O(3)(B) CRITERIA.
17. ADDED PROCEDURE NA @ MGM VORTAC AIRWAY RADIALS 201-320 PLANVIEW NOTE - REQUIRED DOCUMENTATION PER FAAO 8260.19I, PARA 8-2-5E(2) CRITERIA.

07/21/22: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 10/26/21.

1. CHANGED "POLLK NDB" TO "POLLK LOM".
2. REMOVED "CHART 6 NM ON OUTBOUND LEG OF HOLDING PATTERN AT CADIP" FROM ADDITIONAL FLIGHT DATA.
3. ADDED "HOLD SE, LT, 328.81 INBOUND" TO ADDITIONAL FLIGHT DATA.

**COORDINATED WITH:**

**A4A** ☐ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZTL, MGM APP CON, AIRPORT MANAGER

**FLIGHT CHECKED BY**  
JEFFREY ALAN ECKMAN

*Digitally signed by*  
**ALLAN WILL**  
Aug 02, 2022

**OFFICE**  
FIOG  
**DATE**  
05/24/2022

**DEVELOPED BY**  
MICHAEL R. GARRITY JR. *Digitally signed by*  
**MICHAEL GARRITY**  
Jul 21, 2022

**OFFICE**  
AJV-A423  
**DATE**  
10/26/2021

**APPROVED BY**  
MARLON ROBINSON

*Digitally signed by*  
**ALLAN WILL**  
Aug 02, 2022

**OFFICE**  
AJV-A420

**DATE**

**TITLE**  
MANAGER

QUALITY  
10  
CHECKED

FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT ID</u> KSEM	<u>PROCEDURE NAME</u> ILS Z OR LOC Z RWY 33	<u>AMDT NO.</u> 3	<u>CITY</u> SELMA	<u>STATE</u> AL	<u>AIRPORT ELEVATION</u> 166	<u>FACILITY</u> I-SEM
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM

MGM VORTAC

TO

CADIP INT/I-SEM 13.49 DME/RADAR

RNP

DISTANCE

27.09

PAT

MAP

HAT

HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
1.TOWER (01-001213)	320830.00N/0864442.00W	2049	500	50	5D	1000					3100
2.TERRAIN	321039.00N/0864924.00W	541 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

CADIP INT/I-SEM 13.49 DME/RADAR (IF/IAF)

TO

POLLK LOM/6.23 DME/RADAR

RNP

DISTANCE

7.26

PAT

MAP

HAT

HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
3.AAO	321006.00N/0865058.00W	749	50	20	2C	500				AT551	1800
4.TERRAIN	321039.00N/0865021.00W	534 (500)								AS1000	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

QUALITY  
10  
CHECKED

FINAL: ILS

FROM  
POLLK LOM/6.23 DME/RADAR

TO  
RW33

RNP	DISTANCE 4.73	PAT	MAP DA	HAT 200(ABCD), 250(E)				HMAS				
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
CAT A:								ASC				365
CAT B:								ASC				365
CAT C:								ASC				365
CAT D:								ASC				365
CAT E:								ASC				415

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:  
CAT E HAT 250 FEET TO ENSURE MISSED APPROACH OEA(S) END SEGMENT(S) FULLY CONTAINED WITHIN C-I-H PATTERN PRIMARY AREA(S) PER FAAO 8260.3E, PARA 16-2-1(C) CRITERIA.

FINAL: LOC

FROM  
POLLK LOM/6.23 DME/RADAR

TO  
ZEMUM/3.40 DME

RNP	DISTANCE 2.83	PAT	MAP	HAT 555				HMAS				
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5.AAO	321639.00N/0865514.00W		469	50	20	2C	250					720

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



FINAL: LOC STEPDOWN

FROM  
ZEMUM/3.40 DME

TO  
4.73 NM AFTER POLLK LOM/6.23 DME/RADAR OR AT I-SEM 1.50 DME

RNP	DISTANCE 1.90	PAT	MAP 4.73 NM AFTER POLLK LOM/6.23 DME/RADAR OR AT I-SEM 1.50 DME	HAT 415	HMAS
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
6.TREE	321842.00N/0865720.00W	329	50	20	2C	250					580

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM  
CADIP

TO  
P-7

RNP	DISTANCE	PAT P-7	MAP	HAT	HMAS
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
1.TOWER (01-001213)	320830.00N/0864442.00W	2049	500	50	5D	1000					3100
7.TERRAIN	315751.00N/0864815.00W	554 (600)								AS1500	2100

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



MISSED APPROACH : ILS

FROM

TO

DA

RNP	DISTANCE	PAT	MAP	HAT			HMAS 225				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3100
8.TOWER (01-001170)	322140.00N/0865228.00W	708	100	20	3C	1000					1800
9.TERRAIN	321121.00N/0865733.00W	396 (400)								AS1500	1900

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

MISSED APPROACH : LOC

FROM

TO

4.73 NM AFTER POLLK LOM/6.23 DME/RADAR OR AT I-SEM 1.50 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 330				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3100
8.TOWER (01-001170)	322140.00N/0865228.00W	708	100	20	3C	1000					1800
9.TERRAIN	321121.00N/0865733.00W	396 (400)								AS1500	1900

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



MISSED APPROACH ALTERNATE : ILS

FROM  
DA

TO  
BENTO INT/MGM 26.00 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 225					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				5500
10.AAO	321021.00N/0865227.00W		709	164	98	4E	1000					1800
11.TERRAIN	321021.00N/0865227.00W		508 (500)								AS1500	2000

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

MISSED APPROACH ALTERNATE : LOC

FROM  
4.73 NM AFTER POLLK LOM/6.23 DME/RADAR OR AT I-SEM 1.50 DME

TO  
BENTO INT/MGM 26.00 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 330					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				5500
10.AAO	321021.00N/0865227.00W		709	164	98	4E	1000					1800
11.TERRAIN	321021.00N/0865227.00W		508 (500)								AS1500	2000

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:





<b>AIRPORT ID</b> KSEM	<b>PROCEDURE NAME</b> ILS Z OR LOC Z RWY 33	<b>AMDT NO.</b> 3	<b>CITY</b> SELMA	<b>STATE</b> AL	<b>AIRPORT ELEVATION</b> 166	<b>FACILITY</b> I-SEM
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CIRCLING

☒ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☒ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
12.TREE (01-029491)	321956.05N/0865722.46W	1.30	554/494	350	20	10	1B	300		SI	720/660
CATEGORY B											
13.TANK (01-021767)	321957.30N/0865705.99W	1.81	594/594	442	20	10	1B	300			760/760
CATEGORY C											
13.TANK (01-021767)	321957.30N/0865705.99W	2.84	594/594	442	20	10	1B	300			760/760
CATEGORY D											
14.TOWER (01-020525)	322254.50N/0865636.80W	3.71	874/874	678	500	50	5D	300		AC50	1040/1040
CATEGORY E											
14.TOWER (01-020525)	322254.50N/0865636.80W	4.64	874/874	678	500	50	5D	300		AC50	1040/1040

CIRCLING REMARKS:

MSA

<u>CENTER</u> SE LOM	<u>RADIUS</u> 25
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SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (01-001213)	320830.00N/0864442.00W	133	12.1	2049	500	50	5D	1000			3100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

100 FT VEGETATION USED IN VICINITY OF AIRPORT PER FPT CHECKLIST.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
ZTL ARTCC, MGM APP CON

<u>WX SERVICE</u> AWOS-3PT	<u>LOCATION</u> KSEM	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KSEM	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KMGM	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KMGM	<u>DISTANCE</u> 30.24	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 78

WX REMARKS:  
RASS PRESSURE PATTERNS THE SAME  
KSEM 166 KMGM 221  
RA = 77.4

<u>PRIMARY NAVAID</u> I-SEM	<u>MONITOR POINT</u> INTERNAL ONLY	<u>HRS OPERATION</u> 24	<u>CAT</u> 3
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW15 - HIRL (PCL), PAPI-4L (PCL)		PIR-F	
RW33 - MALS (PCL), HIRL (PCL), PAPI-4L (PCL)		PIR-F	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 165.1	<u>TCH</u> 54.6	<u>ELEV GS ANTENNA</u> 160.3	<u>DISTANCE FROM RWY</u> 1058	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 55.6
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS



and/or  
**5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS**

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FOR CONTINGENCY PURPOSES:

- CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MONTGOMERY ALTIMETER SETTING; INCREASE S-ILS CATS A-D DA TO 443 AND S-ILS CAT E DA TO 493; INCREASE ALL MDA 80 FEET, S-LOC 33 CATS C-E VISIBILITY 1/8 SM, CIRCLING CAT C VISIBILITY 3/8 SM, AND CIRCLING CAT D VISIBILITY 1/4 SM; INCREASE ZEMUM FIX MINIMUMS S-LOC 33 CATS C-E VISIBILITY 1/8 SM, CIRCLING CAT C VISIBILITY 1/2 SM, AND CIRCLING CAT D VISIBILITY 1/4 SM.
- CHART NOTE: FOR INOPERATIVE ALS USING MONTGOMERY ALTIMETER SETTING, INCREASE S-ILS 33 CATS A-D VISIBILITY TO 7/8 SM, ILS-33 CAT E VISIBILITY TO 1 SM, S-LOC 33 CAT E VISIBILITY TO 1 3/4 SM, AND ZEMUM FIX MINIMUMS S-LOC 33 CAT E VISIBILITY TO 1 3/8 SM.
- WHEN USING MONTGOMERY ALTIMETER SETTING, INCREASE SE NDB/6.23 DME/RADAR TO ZEMUM/3.40 DME TO 800.
- CHART NOTE: VDP NA WHEN USING MONTGOMERY ALTIMETER SETTING.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<div>AIRPORT ID KSEM</div>	<div>PROCEDURE NAME ILS Z OR LOC Z RWY 33</div>	<div>AMDT NO. 3</div>	<div>CITY SELMA</div>	<div>STATE AL</div>	<div>AIRPORT ELEVATION 166</div>	<div>FACILITY I-SEM</div>
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.39
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	325.81
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	300
DISTANCE FROM	THLD	TO 1500FT POINT	9.97
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	6.13
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	325.81
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	500

THRESHOLD  
COORDINATES  
(IF STR-IN)

322005.40N/0865849.83W

ARP COORDINATES

322038.21N/0865916.10W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 33 DISTANCE 0.66 NM

FAF  
COORDINATES

321609.96N/0865541.62W

FIX NAME  
COORDINATES

IF/IAF CADIP: 321008.72N/0865053.50W

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

QUALITY  
10  
CHECKED

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Electronic Version

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PART E: PREPARED BY

<u>NAME</u> MICHAEL R. GARRITY JR.	<u>OFFICE</u> AJV-A423	<u>DATE</u> 10/26/2021	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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