

<b>ILS - STANDARD</b> <b>INSTRUMENT APPROACH PROCEDURE</b> <b>TITLE 14 CFR PART 97.29</b>				Bearings, headings, courses, 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 in feet RVR.													
TERMINAL ROUTES										MISSED APPROACH							
FROM		TO			COURSE AND DISTANCE			ALTITUDE		<b>ILS: DA</b> <b>LOC: 5.75 NM AFTER NABCI INT/GRK 8.77 DME OR AT GRK VOR/DME 3.02 DME</b>  <b>CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 3000 DIRECT AGJ VORTAC AND HOLD.</b>  <b>ALTERNATE MA (DO NOT CHART): CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3500 ON GRK VOR/DME R-103 TO REDDA INT/CWK VORTAC 32.15 DME AND HOLD.</b>  <b>ADDITIONAL FLIGHT DATA:</b> <b>HOLD N, RT, 194.00 INBOUND.</b> <b>CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S REDDA INT/CWK VORTAC 32.15 DME, RT, 003.86 INBOUND.</b> <b>CHART FAS OBST: 1080 TREE 310517N/0975032W.</b> <b>CHART: ASR/PAR.</b> <b>CHART GRAY MOA.</b> <b>CHART HOOD MOA.</b> <b>CHART R-6302 A/B/C/D.</b> <b>CHART IN PLANVIEW: REDDA INT/CWK VORTAC 32.15 DME.</b> <b>CHART CIRCLING ICON.</b> <b>CHART IN PLANVIEW: AGJ 12.13 DME AT OKEST.</b>							
GRK VOR/DME		NABCI INT/GRK VOR/DME 8.77 DME			330.82 / 8.77			4000									
AGJ VORTAC (IAF)		OKEST INT/GRK VOR/DME 14.92 DME (NOPT)			062.35 / 12.13			3000									
OKEST INT/GRK VOR/DME 14.92 DME (IF)		NABCI INT/GRK VOR/DME 8.77 DME			153.34 / 6.15 (I-GRK)			2900									
1. PT <u>L</u> SIDE OF COURSE <u>333.34</u> OUTBOUND <u>3000</u> FT WITHIN <u>10</u> MILES OF <u>NABCI</u> (IAF) 2. _____ 3. FAC: <u>153.34</u> FAF: <u>NABCI INT/GRK VOR/DME 8.77 DME</u> DIST FAF TO MAP: <u>5.75</u> THLD: <u>5.75</u> 4. MIN. ALT: <u>OKEST 3000, NABCI 2900, HOLOD/GRK VOR/DME 4.52 DME 1520*</u> 5. DIST TO THLD FROM OM: <u>-</u> MM: <u>-</u> IM: <u>-</u> 150 HAT: <u>-</u> 100 HAT: <u>-</u> GS ANT: <u>1053</u> 6. MIN GS INCPT: <u>2900</u> GS ALT AT: <u>NABCI 2900</u> OM: <u>-</u> MM: <u>-</u> IM: <u>-</u> 7. GS ANGLE: <u>3.00</u> TCH: <u>53.3</u> 8. MSA FROM: <u>GRK VOR/DME 360-180 3100, 180-360 4100</u>										MAG VAR: 4E		EPOCH YEAR: 2020					
MINIMUMS																	
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT								ALTERNATE: N A		ILS: STANDARD				LOC: STANDARD @			
CATEGORY =====>		A			B			C			D			E			
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA		
S-ILS 15**	1215	2400	200	1215	2400	200	1215	2400	200	1215	2400	200	1215	2400	200		
S-LOC 15	1520	2400	505	1520	2400	505	1520	5500	505	1520	5500	505	1520	5500	505		
CIRCLING	1540	1	525	1540	1	525	1560	1 1/2	545	1620	2	605	1740	2 1/2	725		
HOLOD FIX MINIMUMS (DME REQUIRED)																	
S-LOC 15	1380	2400	365	1380	2400	365	1380	3500	365	1380	3500	365	1380	3500	365		
CIRCLING	1540	1	525	1540	1	525	1560	1 1/2	545	1620	2	605	1740	2 1/2	725		
NOTES: CHART NOTE: **RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA. @ CAT E 800-2 1/2 CHART NOTE: CIRCLING NA W OF RWY 15-33. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT AGJ VORTAC ON V163 AND V358 SOUTHBOUND. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). (CONTINUED ON PAGE 2)																	
CITY AND STATE		ELEVATION: 1015 TDZE: 1015				FACILITY IDENTIFIER: I-GRK		PROCEDURE NO./AMDT NO./EFFECTIVE DATE:						SUP:			
FORT HOOD/KILLEEN, TX		AIRPORT NAME:				ROBERT GRAY AAF		ILS OR LOC RWY 15, AMDT 7						AMDT: 6A			
														DATED 09/17/2015			



ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
ROUTINE					
COORDINATED WITH:					
ATA <div><input checked="" type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>		ALPA <div><input checked="" type="checkbox"/></div>	
APA <div><input checked="" type="checkbox"/></div>		AOPA <div><input checked="" type="checkbox"/></div>		NBAA <div><input checked="" type="checkbox"/></div>	
OTHER (specify) <div><input checked="" type="checkbox"/></div>		ZHU, GRK APP CON, GRK ATCT, AMGR			
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME: <div>PETER R. GUIMOND</div>				FIFO AJV-5422	DATE: 10/20/2017
APPROVED BY					
NAME: <div>JULIE A. MORGAN</div>				FIFO AJV-5420	DATE:
MANAGER					
CHANGES:					
<div>1. AMENDED PROCEDURE MAGVAR FROM 7E 1990 TO 4E 2020.</div> <div>2. AMENDED PROCEDURE TCH FROM 53.4 TO 53.3.</div> <div>3. DELETED ALL INSTANCES OF STARN (GR) LOM.</div> <div>4. ADDED NABCI TO PROCEDURE TO SERVE AS ILS PFAF, LOC FAF, AND PROCEDURE TURN IAF.</div> <div>5. AMENDED MINIMUM GLIDESLOPE INTERCEPT ALTITUDE AND MINIMUM ALTITUDE AT FAF FROM 3000 TO 2900.</div> <div>6. MOVED OKEST 486.70 FEET SOUTHEAST.</div> <div>7. AMENDED GRK VOR/DME FEEDER SEGMENT COURSE/DISTANCE FROM 330.68/8.73 TO 330.82/8.77.</div> <div>8. AMENDED AGJ VORTAC INITIAL SEGMENT COURSE FROM 061.97 TO 062.35.</div> <div>9. AMENDED OKEST INTERMEDIATE SEGMENT COURSE/DISTANCE FROM 150.35/6.27 TO 153.34/6.15.</div> <div>10. MOVED HOLOD STEPDOWN FIX 0.50 NM SOUTHEAST.</div> <div>11. DELETED FAS OBST: 1229 TREE 310658N/0975138W IN ADDITIONAL FLIGHT DATA.</div> <div>12. ADDED FAS OBST: 1080 TREE 310517N/0975032W IN ADDITIONAL FLIGHT DATA.</div> <div>13. ADDED CHART CIRCLING ICON TO ADDITIONAL FLIGHT DATA.</div> <div>14. AMENDED FINAL APPROACH COURSE FROM 150.35 TO 153.34.</div> <div>(SEE FORM 8260-10)</div>					
REASONS:					
<div>1. MATCH PENDING MAGVAR ASSIGNMENT FOR KGRK IN AIRNAV.</div> <div>2. MATCH PENDING I-GRK TCH DATA IN AIRNAV.</div> <div>3. STARN LOM SCHEDULED TO BE DECOMMISSIONED.</div> <div>4. CENTRAL FPT CHECKLIST REQUEST.</div> <div>5. RETAIN PUBLISHED DESIGN TO THE EXTENT POSSIBLE WHEN APPLYING CURRENT FIX PLACEMENT AND TURN LIMITATION CRITERIA.</div> <div>6. MIRROR RNAV INITIAL SEGMENT (PROVIDES A LESS THAN 90 DEGREE TURN TO INTERMEDIATE FROM AGJ).</div> <div>7. COMPUTED USING UPDATED MAGVAR VALUE AND NEW PROCEDURE TURN IAF NABCI.</div> <div>8. COMPUTED USING UPDATED MAGVAR VALUE AND UPDATED POSITION OF OKEST.</div> <div>9. COMPUTED USING UPDATED MAGVAR VALUE AND NEW PFAF NABCI.</div> <div>10. PROVIDE STABILIZED DESCENT IN LOCALIZER FINAL.</div> <div>11. REPLACED BY UPDATED FAS OBSTACLE.</div> <div>12. NEW CONTROLLING OBSTACLE IDENTIFIED IN LOCALIZER STEPDOWN SEGMENT.</div> <div>13. DOCUMENTED IN ACCORDANCE WITH FAAO 8260.19H, PARA 8-6-10T.</div> <div>14. COMPUTED USING UPDATED MAGVAR VALUE AND NEW PFAF NABCI.</div> <div>(SEE FORM 8260-10)</div>					



US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION  
ILS - STANDARD  
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.29

Bearings, headings, courses, 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 in feet RVR.

NOTES, (CONT.):

\*LOC ONLY

CHART PLANVIEW NOTE: CAT E PROCEDURE TURN NOT AUTHORIZED.

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 15 CAT E VISIBILITY TO RVR 4000, S-LOC 15 CATS C/D/E VISIBILITY TO 1 3/8 SM, AND HOLOD FIX MINIMUMS S-LOC 15 CATS C/D/E VISIBILITY TO RVR 5500.

CHART NOTE: DME FROM GRK VOR/DME. SIMULTANEOUS RECEPTION OF I-GRK AND GRK VOR/DME REQUIRED.

QUALITY  
20  
CHECKED

CITY AND STATE

FORT HOOD/KILLEEN, TX

ELEVATION: 1015

TDZE: 1015

AIRPORT NAME:

ROBERT GRAY AAF

FACILITY  
IDENTIFIER:

I-GRK

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:

ILS OR LOC RWY 15, AMDT 7

SUP:

AMDT: 6A

DATED: 09/17/2015

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH: <div>ATA<div><input type="checkbox"/></div></div> <div>AAT<div><input type="checkbox"/></div></div> <div>ALPA<div><input type="checkbox"/></div></div> <div>APA<div><input type="checkbox"/></div></div> <div>AOPA<div><input type="checkbox"/></div></div> <div>NBAA<div><input type="checkbox"/></div></div> <div>OTHER (specify)<div><input type="checkbox"/></div><div></div></div>					
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
<div>CHANGES:</div> <div>CHANGES CONT.</div> <div>15. AMENDED DIST FAF TO MAP AND DIST FAF TO THLD FROM 5.71 TO 5.75.</div> <div>16. AMENDED S-ILS 15 DA/HAT FROM 1217/202 TO 1215/200.</div> <div>17. AMENDED HOLOD FIX S-LOC 15 MDA/HAT FROM 1480/465 TO 1380/365.</div> <div>18. AMENDED S-LOC 15 CATS C/D VISIBILITY FROM RVR 5000 TO RVR 5500 AND CAT E FROM RVR 6000 TO RVR 5500.</div> <div>19. AMENDED HOLOD FIX MINIMUMS S-LOC 15 CATS C VISIBILITY FROM RVR 4000 TO RVR 3500, CAT D FROM RVR 5000 TO RVR 3500, AND CAT E FROM RVR 6000 TO RVR 3500.</div> <div>20. AMENDED CAT D CIRCLING MDA/HAA FROM 1580/565 TO 1620/605.</div> <div>21. AMENDED PROCEDURE TURN OUTBOUND COURSE FROM 330.35 TO 333.34.</div> <div>22. AMENDED MSA NAVAID FROM GR LOM TO GRK VOR/DME.</div> <div>23. AMENDED S-ILS 15 ALTERNATE MINIMUMS FROM CAT A/B/C/D STANDARD, CAT E 800-2 1/2 TO ALL CATS STANDARD.</div> <div>24. DELETED NOTE: FOR INOPERATIVE MALSR, INCREASE S-ILS 15 CAT E VISIBILITY TO RVR 4000, INCREASE S-LOC 15 CAT E VISIBILITY 1/2 MILE.</div> <div>25. ADDED NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 15 CAT E VISIBILITY TO RVR 4000, S-LOC 15 CATS C/D/E VISIBILITY TO 1 3/8 SM, AND HOLOD FIX MINIMUMS S-LOC 15 CATS C/D/E VISIBILITY TO RVR 5500.</div> <div>26. ADDED NOTE: **RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.</div> <div>27. ADDED NOTE: DME FROM GRK VOR/DME. SIMULTANEOUS RECEPTION OF I-GRK AND GRK VOR/DME REQUIRED.</div> <div>28. ADDED AGJ 12.13 DME AT OKEST IN PLANVIEW.</div>					
<div>REASONS:</div> <div>REASONS CONT.</div> <div>15. COMPUTED USING NEW FAF NABCI.</div> <div>16. NEW OBSTACLE STUDY, MISSED SURFACES CLEAR OF PENETRATIONS.</div> <div>17. NEW OBSTACLE STUDY USING UPDATED LOCATION OF HOLOD. FPT NOTIFIED AND CONCURS WITH LOWER MINIMUMS.</div> <div>18. COMPUTED IN ACCORDANCE WITH FAAO 8260.3C, TABLE 3-3-1.</div> <div>19. COMPUTED USING AMENDED HAT AND IN ACCORDANCE WITH FAAO 8260.3C, TABLE 3-3-1.</div> <div>20. NEW CONTROLLING OBSTACLE IDENTIFIED IN LARGER CIRCLING OBSTACLE IDENTIFICATION SURFACE.</div> <div>21. COMPUTED USING UPDATED MAGVAR VALUE AND NEW PROCEDURE TURN IAF NABCI.</div> <div>22. GR LOM BEING DECOMMISSIONED.</div> <div>23. IN ACCORDANCE WITH FAAO 8260.3C, PARA 3-4-1A(2).</div> <div>24. REPLACED BY UPDATED NOTE.</div> <div>25. FORMATTED IN ACCORDANCE WITH FAAO 8260.19H, PARA 8-6-11O(3)(D).</div> <div>26. IN ACCORDANCE WITH FAAO 8400.13D, CHAPTER 2, PARA 2.</div> <div>27. IN ACCORDANCE WITH FAAO 8260.19H, PARA 8-6-11O(7)(A).</div> <div>28. SIMPLIFY LOCATING OKEST FOR DME EQUIPPED AIRCRAFT.</div>					



## STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

## PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.	
FEEDER	GRK VOR/DME	NABCI INT/GRK	1. TOWER (48-002016)	310800.20N/0975418.70W	1614 (3C)	1000	AT1386	4000	
		VOR/DME 8.77	2. TERRAIN	310657.00N/0975600.00W	1277 (1300)		AS1500	2800	
		DME							
INITIAL	AGJ VORTAC	OKEST INT/GRK	3. AAO	311609.00N/0980415.00W	1608 (4E)	1000	AT392	3000	
		VOR/DME 14.92	4. TERRAIN	311609.00N/0980415.00W	1408 (1400)		AS1500	2900	
		DME							
INTERMEDIATE	OKEST INT/GRK	NABCI INT/GRK	5. AAO	311400.00N/0975924.00W	1332 (4E)	500	AC98 AT970	2900	
	VOR/DME 14.92	VOR/DME 8.77	6. TERRAIN	311400.00N/0975924.00W	1132 (1100)		AS1500	2600	
	DME	DME							
INTERMEDIATE: PT	10 NM	NABCI INT/GRK	7. AAO	311742.00N/0980118.00W	1359 (4E)	500	AC98 AT943	2900	
		VOR/DME 8.77	8. TERRAIN	311742.00N/0980118.00W	1159 (1200)		AS1500	2700	
		DME							
FINAL: ILS	NABCI INT/GRK	RW15				ASC		1215/200	
	VOR/DME 8.77 DME								
2. PROCEDURE TURN	NABCI	10 NM	11. AAO	312200.00N/0980727.00W	1664 (4E)	1000		2700	
			12. TERRAIN	312200.00N/0980727.00W	1464 (1500)		AS1500	3000	
3. MISSED APPROACH	MAP: DA / 5.75 NM	AGJ VORTAC	13. ATCT (48-014298)	310423.45N/0975014.43W	1176 (2C)	ASC		3000	
	AFTER NABCI		1. TOWER (48-002016)	310800.20N/0975418.70W	1614 (3C)	1000		2700	
	ELEV: 1048/1130		14. TERRAIN	311448.00N/0980309.00W	1401 (1400)		AS1500	2900	
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.							
CATEGORY A	1.3 NM	REQUIRED 350	ACTUAL 525 / 525	17. TOWER (48-014301)	310431.79N/0974923.06W	1215 (2C)	300	XP25 / XP25	1540 / 1540
CATEGORY B	1.5 NM	450	525 / 525	17. TOWER (48-014301)	310431.79N/0974923.06W	1215 (2C)	300	XP25 / XP25	1540 / 1540
CATEGORY C	1.7 NM	450	545 / 545	17. TOWER (48-014301)	310431.79N/0974923.06W	1215 (2C)	300	XP45 / XP45	1560 / 1560
CATEGORY D	2.3 NM	550	605 / 605	18. AAO	310233.20N/0974508.00W	1319 (2C)	300		1620 / 1620
CATEGORY E	4.5 NM	550	725 / 725	18. AAO	310233.20N/0974508.00W	1319 (2C)	300	XP121 / XP121	1740 / 1740
5. MINIMUM SAFE ALTITUDES	PRIMARY NAVAID: GRK VOR/DME								
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A
360-180	TWR (48-001922)	100/09.8	2049 (4D)	3100					
180-360	TWR (48-005422)	199/20.5	3097 (4D)	4100					
CITY AND STATE	ELEVATION: 1015			FACILITY	PROCEDURE AND AMENDMENT NO:			REGION	
FORT HOOD/KILLEEN, TX	AIRPORT NAME: ROBERT GRAY AAF			I-GRK	ILS OR LOC RWY 15, AMDT 7			ASW	

 QUALITY  
20  
CHECKED

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:  VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.  PRECIPITOUS TERRAIN EVALUATION COMPLETED.  2. FULLY AUTOMATED MILITARY SYSTEM WITH 24-HOUR MANUAL AUGMENTATION AVAILABLE (ON WMSCR). 3. 24-HOUR REDUNDANT WEATHER SOURCES AVAILABLE, BACK-UP ALTIMETER SOURCE NOT REQUIRED. 5. VGSI DATA: 3.00/71.2.  ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.84NM CAT C: 2.90NM CAT D: 3.78NM CAT E: 4.73NM  SEE ATTACHED AIRSPACE LETTER.  50 FOOT WORST CASE VEGETATION USED PER CENTRAL FPT PROCEDURE CHECKLIST.  CAT E PROCEDURE TURN NOT AUTHORIZED CARRIED OVER FROM PREVIOUS AMENDMENT.  ILS AND LOC INTERMEDIATE SEGMENTS HAVE THE SAME CONTROLLING OBSTACLES.  CIRCLING NA W OF RWY 15-33 TO AVOID TOWN OF COPPERAS COVE.  FLIGHT OPERATIONS DURING PERIODS OF SPECIAL USE AIRSPACE ACTIVITY COVERED BY LETTER OF AGREEMENT BETWEEN GRK APP CON AND R-6302 RANGE OFFICER.  XP121 - RETAIN PUBLISHED CAT E CMDA.  XP25 - RETAIN PUBLISHED CAT B CMDA.  XP45 - RETAIN PUBLISHED CAT C CMDA.  XP25 - RETAIN PUBLISHED CAT A CMDA.  MISSED APPROACH OBSTACLES CONT. ALTERNATE: ASC 3500 15. TOWER (48-001922) 305909.00N/0973753.00W 2049 (4D) 1000 3100 16. TERRAIN 310354.00N/0974927.00W 1142 (1100) AS1500 2600																													
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE				3. ALTIMETER SETTING																															
GRK TOWER GRK APP CON						N W S		OTHER:  U.S. AIR FORCE 3RD WEATHER SQUADRON												SOURCE: KGRK																			
						F A A														DISTANCE:																			
						A / C														HOURS REMOTE OPERATION:  24 / YES																			
SATISFACTORY ON:																				LOCATION: KGRK										ADJUSTMENT: 0									
4. MONITOR STATUS		PRIMARY NAVAID: I-GRK																																					
		MONITOR POINT: GRK ATCT																																					
		HRS OPTN:		CAT 1		24																																	
				CAT 3																																			
5. APPROACH & RUNWAY LIGHTING				ALS																																			
				(S) SALS																																			
		X		MALSR 15, 33																																			
		X		HIRL 15, 33																																			
				MIRL																																			
				REIL																																			
				TDZ																																			
				C/LINE																																			
		X		OTHER (SPECIFY) PAPI-4L 15, 33																																			
6. RUNWAY MARKINGS		BASIC																																					
		ALL WEATHER PIR-G 15, 33																																					
		INSTRUMENT																																					
7. RUNWAY VISUAL RANGE		APPROACH 15																																					
		MIDFIELD																																					
		ROLL OUT																																					
8. GLIDE PATH		GP ANGLE: 3.00								ELEV RWY THRESHOLD: 1015.2																													
		DISTANCE FROM RWY: 1053								ELEV GP ANTENNA: 1005.8																													
										THRESHOLD CROSSING HEIGHT: 53.3																													
9. FINAL APPROACH COURSE AIMING				X		RUNWAY THRESHOLD FT. FROM THRESHOLD																																	
				X		ON CENTERLINE FT. FROM CENTERLINE																																	
10. WAIVERS: NONE																																							
PART D - PREPARED BY:  PETER R. GUIMOND										DATE:  10/20/2017																													
TITLE:  AERONAUTICAL INFORMATION SPECIALIST										OFFICE:  AJV-5422																													



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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PART - A OBSTRUCTION DATA

[illegible]

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:	
1. COMMUNICATIONS WITH:			2. WEATHER SERVICE			3. ALTIMETER SETTING					
SATISFACTORY ON:				N W S	OTHER:		SOURCE:				
				F A A			DISTANCE:				
				A / C			HOURS REMOTE OPERATION:				
	V H F		U H F		H F	LOCATION:			ADJUSTMENT:		
4. MONITOR STATUS		PRIMARY NAVAID:									
		MONITOR POINT:									
		HRS	CAT 1								
	OPTN:	CAT 3									
5. APPROACH & RUNWAY LIGHTING										ALS	
										(S) SALS	
										MALS	
										HIRL	
										MIRL	
										REIL	
										TDZ	
										C/LINE	
6. RUNWAY MARKINGS										OTHER (SPECIFY)	
		BASIC									
		ALL WEATHER									
7. RUNWAY VISUAL RANGE		INSTRUMENT									
		APPROACH									
		MIDFIELD									
8. GLIDE PATH		ROLL OUT									
		GP ANGLE:				ELEV RWY THRESHOLD:					
		DISTANCE FROM RWY:				ELEV GP ANTENNA:					
9. FINAL APPROACH COURSE AIMING						THRESHOLD CROSSING HEIGHT:					
		RUNWAY THRESHOLD				FT. FROM THRESHOLD					
		ON CENTERLINE				FT. FROM CENTERLINE					
10. WAIVERS:											
PART D - PREPARED BY:										DATE:	
TITLE:										OFFICE:	

