

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.												
TERMINAL ROUTES										MISSED APPROACH						
FROM		TO		COURSE AND DISTANCE		ALTITUDE		ILS: DA LOC: 4.88 NM AFTER RUBUF/I-BTJ 6.69 DME/RADAR OR AT I-BTJ 1.80 DME								
CWK VORTAC		GIPGE/I-BTJ 17.80 DME/RADAR		334.75 / 27.26		3000		CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3000 DIRECT AGJ VORTAC AND HOLD. ALTERNATE MA (DO NOT CHART): CLIMB TO 1700 THEN CLIMBING RIGHT TURN TO 3500 ON HEADING 150 AND GRK VOR/DME R-103 TO REDDA INT/CWK 32.15 DME AND HOLD. ADDITIONAL FLIGHT DATA: HOLD N, RT, 194.00 INBOUND. CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S REDDA INT/CWK 32.15 DME, RT, 003.86 INBOUND. CHART FAS OBST: 1043 ROD ON TWR 310202N/0974850W. CHART: ASR/PAR. CHART GRAY MOA. CHART R-6302 A/B/C. CHART VDP AT 2.94 DME* DISTANCE VDP TO THLD 1.14 NM. *LOC ONLY. CHART IN PLANVIEW: REDDA INT/CWK 32.15 DME. CHART CIRCLING ICON. CHART PLANVIEW NOTE: DME OR RADAR REQUIRED.								
GIPGE/I-BTJ 17.80 DME/RADAR (IAF)		TIXFO/I-BTJ 12.80 DME/RADAR		333.35 / 5.00 (I-BTJ)		3000										
TIXFO/I-BTJ 12.80 DME/RADAR (IF)		RUBUF/I-BTJ 6.69 DME/RADAR		333.35 / 6.11 (I-BTJ)		2600										
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. PROFILE STARTS AT GIPGE 3. FAC: 333.35 FAF: RUBUF/I-BTJ 6.69 DME/RADAR DIST FAF TO MAP: 4.88 THLD: 4.88 4. MIN. ALT: GIPGE 3000, TIXFO 3000, RUBUF 2600 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: 901 6. MIN GS INCPT: 2600 GS ALT AT: RUBUF 2600 OM: _____ MM: _____ IM: _____ 7. GS ANGLE: 3.00 TCH: 50.0 8. MSA FROM: GRK VOR/DME 360-180 3100, 180-360 4100										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 33		1195	1/2	200	1195	1/2	200	1195	1/2	200	1195	1/2	200	1195	1/2	200
S-LOC 33		1360	1/2	365	1360	1/2	365	1360	3/4	365	1360	3/4	365	1360	3/4	365
CIRCLING		1540	1	525	1540	1	525	1560	1 1/2	545	1620	2	605	1740	2 1/2	725
NOTES: CHART NOTE: CIRCLING NA W OF RWY 15-33. CHART NOTE: DME OR RADAR REQUIRED. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 33 CAT E VISIBILITY TO 3/4 SM AND S-LOC 33 CAT E VISIBILITY TO 1 1/4 SM.																
CITY AND STATE FORT HOOD/KILLEEN, TX		ELEVATION: 1015 TDZE: 995 AIRPORT NAME: ROBERT GRAY AAF		FACILITY IDENTIFIER: I-BTJ		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: ILS OR LOC RWY 33, AMDT 1C						SUP: AMDT: 1B 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 <i>Digitally signed by</i>					
NAME: JOHN E PHILLABAUM		DEZ SILAGYI Apr 13, 2018		FIFO FICO	DATE: 02/05/2018
DEVELOPED BY <i>Digitally signed by</i>					
NAME: PETER R. GUIMOND		PETER R GUIMOND Oct 24, 2017		FIFO AJV-5422	DATE: 10/24/2017
APPROVED BY					
NAME: JULIE A. MORGAN		DEZ SILAGYI MANAGER Apr 13, 2018		FIFO AJV-5420	DATE:
CHANGES:					
<div>1. AMENDED PROCEDURE MAGVAR FROM 7E 1990 TO 4E 2020.</div> <div>2. AMENDED PROCEDURE TCH FROM 50.1 TO 50.0.</div> <div>3. AMENDED GIPGE TO TIXFO SEGMENT COURSE FROM 330.34 TO 333.35.</div> <div>4. AMENDED TIXFO TO RUBUF SEGMENT COURSE FROM 330.35 TO 333.35.</div> <div>5. AMENDED FINAL APPROACH COURSE FROM 330.35 TO 333.35.</div> <div>6. AMENDED GRK MSA SECTOR 180-360 MINIMUM ALTITUDE FROM 4200 TO 4100.</div> <div>7. ADDED CHART CIRCLING ICON TO ADDITIONAL FLIGHT DATA.</div> <div>8. AMENDED CAT D CIRCLING MDA/HAA FROM 1580/565 TO 1620/605.</div> <div>9. DELETED NOTE: FOR INOPERATIVE MALSR, INCREASE S-ILS 33 CAT E VISIBILITY 1/4 MILE AND S-LOC 33 CAT E VISIBILITY 1/2 MILE.</div> <div>10. ADDED NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 33 CAT E VISIBILITY TO 3/4 SM AND S-LOC 33 CAT E VISIBILITY TO 1 1/4 SM.</div> <div>11. AMENDED S-ILS 33 ALTERNATE MINIMUMS FROM CAT A/B/C/D STANDARD, CAT E 800-2 1/2 TO ALL CATS STANDARD.</div> <div>12. INCORPORATED CHANGES FROM 1A (P-NOTAM 5/2282) AND 1B (P-NOTAM 5/9367).</div>					
REASONS:					
<div>1. MATCH PENDING MAGVAR ASSIGNMENT FOR KGRK IN AIRNAV.</div> <div>2. MATCH PENDING I-BTJ TCH DATA IN AIRNAV.</div> <div>3. COMPUTED USING UPDATED MAGVAR VALUE.</div> <div>4. COMPUTED USING UPDATED MAGVAR VALUE.</div> <div>5. COMPUTED USING UPDATED MAGVAR VALUE.</div> <div>6. NEW OBSTACLE STUDY.</div> <div>7. DOCUMENTED IN ACCORDANCE WITH FAAO 8260.19H, PARA 8-6-10T.</div> <div>8. NEW CONTROLLING OBSTACLE IDENTIFIED IN LARGER CIRCLING OBSTACLE IDENTIFICATION SURFACE.</div> <div>9. REPLACED BY UPDATED NOTE.</div> <div>10. FORMATTED IN ACCORDANCE WITH FAAO 8260.19H, PARA 8-6-11O(3)(D).</div> <div>11. IN ACCORDANCE WITH FAAO 8260.3C, PARA 3-4-1A(2).</div> <div>12. IN ACCORDANCE WITH FAAO 8260.19H, PARA 8-3-4C(2).</div>					

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD	
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PART - A OBSTRUCTION DATA

[illegible]

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: THRESHOLD DISPLACED 194. 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: 2.77/52.2 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 NO ADDITIONAL AIRSPACE REQUIRED. 50 FOOT WORST CASE VEGETATION USED PER CENTRAL FPT PROCEDURE CHECKLIST. ILS AND LOC INTERMEDIATE SEGMENTS HAVE THE SAME CONTROLLING OBSTACLES. CIRCLING NA W OF RWY 15-33 TO AVOID TOWN OF COPPERAS COVE. XP45 - RETAIN PUBLISHED CAT C CMDA. XP25 - RETAIN PUBLISHED CAT B CMDA. XP121 - RETAIN PUBLISHED CAT E CMDA. XP25 - RETAIN PUBLISHED CAT A CMDA. MISSED APPROACH OBSTACLES CONT. ALTERNATE: ASC 3500 11. TOWER (48-001922) 305909.00N/0973753.00W 2049 (4D) 1000 3100 12. TERRAIN 310430.00N/0975054.00W 1172 (1200) AS1500 2700																													
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-BTJ		MONITOR POINT: GRK ATCT		HRS		CAT 1												24																			
						OPTN:		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: 973.5																																	
		DISTANCE FROM RWY: 901				ELEV GP ANTENNA: 976.4																																	
						THRESHOLD CROSSING HEIGHT: 50.0																																	
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: 10/24/2017																													
TITLE: AERONAUTICAL INFORMATION SPECIALIST										OFFICE: AJV-5422																													

