

UNITED STATES ARMY  
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>AIRPORT</u> GRAY AAF (JOINT BASE LEWIS- MCCHORD)	<u>AIRPORT ID</u> KGRF	<u>PROCEDURE NAME</u> ILS OR LOC RWY 15	<u>ORIGINAL/AMENDMENT</u> 8	<u>CITY</u> FORT LEWIS/TACOMA	<u>STATE</u> WA
<u>AIRPORT ELEVATION</u> 301	<u>TDZE</u> 300	<u>SUPERSEDED</u> ILS OR LOC RWY 15	<u>ORIGINAL/AMENDMENT</u> 7	<u>DATED</u> 05/02/2013	<u>MAG VAR</u> 16E
<u>FACILITY</u> I-GRF	<u>COORDINATES OF FACILITIES</u> 470406.90N / 1223437.94W	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>	<u>EPOCH YEAR</u> 2015

**TERMINAL ROUTES**

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
OLM VORTAC		CIKRI/I-GRF 11.12 DME					013.89	19.85	2000
SEA VORTAC	IAF	CIKRI/I-GRF 11.12 DME	NOPT				211.28	17.46	2000
CIKRI/I-GRF 11.12 DME	IF/IAF	EMOFO/I-GRF 5.10 DME	PFAF				151.06	6.01 (I-GRF)	1600

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: 3.95 NM AFTER EMOFO/I-GRF 5.10 DME OR AT I-GRF 1.16 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 270 AND OLM VORTAC R-014 THEN CONTINUE CLIMB TO 4000 ON OLM VORTAC R-014 TO OLM VORTAC AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

- PT      **SIDE OF COURSE**      **OUTBOUND**      **FT WITHIN**      **MILES OF (IAF)**
- HOLD NW CIKRI, RT, 151.06 INBOUND, 2000 FT. IN LIEU OF PT (IF/IAF), MAX 4000.
- FAC:** 151.06      **PFAF:** EMOFO/I-GRF 5.10 DME      **DIST PFAF TO MAP:** 3.95      **DIST PFAF TO THLD:** 3.95
- MIN ALT:** CIKRI/I-GRF 11.12 DME 2000, EMOFO/I-GRF 5.10 DME 1600, ZAPEB/I-GRF 3.30 DME 1020\*
- DIST TO THLD FROM OM:**      **MM:**      **IM:**      **150 HAT:**      **GS ANT:** 948
- MIN GS INCPT:** 1600      **GS ALT AT PFAF :** EMOFO/I-GRF 5.10 DME 1600      **OM:**      **MM:**      **IM:**
- GP ANGLE:** 3.00      **34:1:**      **20:1:**      **TCH:** 54.5
- MSA FROM:** OLM VORTAC 020-200 5400, 200-020 4500



EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED FOR PROCEDURE ENTRY.  
DME REQUIRED.  
RNAV 1-GPS OR RADAR REQUIRED FOR PROCEDURE ENTRY AT SEA VORTAC.

NOTES:

CHART NOTE: CIRCLING NA W OF RWY 15-33.  
CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON OLM VORTAC AIRWAY RADIALS 346 CW 012 AND ARRIVAL ON SEA VORTAC AIRWAY RADIALS 168 CW 230.  
CHART PLANVIEW NOTE: PROCEDURE NA WHEN R-6703 A,B OR D ACTIVE.  
CHART NOTE:FOR INOPERATIVE ALS WHEN USING MCCHORD AFB ALTIMETER SETTING, INCREASE LOC CAT C/D VISIBILITY TO RVR 5500.  
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MCCHORD AFB ALTIMETER SETTING AND INCREASE DA TO 516; INCREASE ALL MDA 20 FEET AND VISIBILITY CATS C AND D TO RVR 3500.

ADDITIONAL FLIGHT DATA:

\* LOC ONLY  
CHART: PAR.  
CHART CIRCLING ICON.  
CHART RANIER 1-3 MOA  
CHART R-6703 A-D  
CHART FAS OBST: 312 POLE 470533N/1223455W.  
HOLD SE, LT, 331.00 INBOUND

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 15	500	2400	200	500	2400	200	500	2400	200	500	2400	200			
S-LOC 15	640	2400	340	640	2400	340	640	2600	340	640	2600	340			
CIRCLING	840	1	539	840	1	539	840	1 1/2	539	920	2	619			



**CHANGES - REASONS**

1. FEEDER OLM VORTAC TO FIX CHANGED FROM GRF NDB TO CIKRI, COURSE AND DISTANCE CHANGED FROM 029.55/16.24 TO 013.89/19.85 - GRF NDB DECOMMISSIONED.
2. CARRO INT DELETED - GRF NDB DECOMMISSIONED, NO COURSE GUIDANCE TO IF/IAF CIKRI.
3. INITIAL SEA VORTAC TO FIX CHANGED FROM GRF NDB TO CIKRI, COURSE AND DISTANCE CHANGED FROM 196.26/20.93 TO 211.28/17.46 - GRF NDB DECOMMISSIONED.
4. HIL CHANGED FROM GRF NDB TO CIKRI - GRF NDB DECOMMISSIONED.
5. FAC CHANGED FROM 151.07 TO 151.06 - NEW RUNWAY AND FACILITY SURVEY DATA.
6. TCH CHANGED FROM 55.2 TO 54.5 - NEW FACILITY DATA.
7. MSA CHANGED FROM GRF NDB TO OLM VORTAC - GRF NDB DECOMMISSIONED.
8. UPDATED "CHART NOTE: FOR INOPERATIVE ALS WHEN USING MCCHORD AFB ALTIMETER SETTING" ADDED "INCREASE LOC CAT C/D VISIBILITY TO RVR 5500." - CURRENT VIVSBILITY TABLES.
9. DELETED CHART NOT: ADF REQUIRED - GRF NDB DECOMMISSIONED.
10. ADDED EQUIPMENT REQUIREMENTS NOTE: DME REQUIRED - INTERMEDIATE AND DME REQUIRED FOR PROCEDURE ENTRY.
11. S-ILS 15 MINS CHANGED FROM ALL CATS 489-2400 200 TO 500-2400 200 - MINIMUMS NOW BASED ON TDZE 300 INSTEAD OF THRE 289.
12. S-LOC 15 ALL CATS HAA CHANGED FROM 351 TO 340 AND CAT C/D VISIBILITY CHANGED FROM 3000 TO 2600 - MINIMUMS NOW BASED ON TDZE 300 INSTEAD OF THRE 289 AND CURRENT VISIBILITY CHARTS.
13. ADDED CHART CIRCLING ICON - NEW CIRCLING AREAS.
14. DELETED VDP - WITHIN 0.5 NM OF LOC STEPDOWN FIX.
15. ADDED LOC STEPDOWN ZAPEB/I-GRF 3.30 DME - RETAIN MINIMUMS.
16. ADDED: CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
17. LOC MAP CHANGED FROM 3.87 MILES AFTER GRF NDB OR AT I-GRF 0.66 DME FIX TO 3.95 NM AFTER EMOFO/I-GRF 5.10 DME OR AT I-GRF 1.16 DME - GRF NDB DECOMMISSIONED.
18. MISSED APPROACH CHANGED FROM "CLIMB TO 1000, THEN CLIMBING LEFT TURN TO 2000 DIRECT GRAYE NDB AND HOLD" TO "CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 270 AND OLM VORTAC R-014 THEN CONTINUE CLIMB TO 4000 ON OLM VORTAC R-014 TO OLM VORTAC AND HOLD." - GRF NDB DECOMMISSIONED.
19. ADDED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON OLM VORTAC AIRWAY RADIALS 346 CW 012 AND ARRIVAL ON SEA VORTAC AIRWAY RADIALS 168 CW 230. - ANGLES EXCEED 120 DEGREES.

04/25/2019: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/27/2018.

1. ADDED EQUIPMENT REQUIREMENT NOTE: RNAV 1-GPS OR RADAR REQUIRED FOR PROCEDURE ENTRY AT SEA VORTAC.

**COORDINATED WITH:**

**A4A** ☐ **ALPA** ☐ **AOPA** ☐ **APA** ☐ **HAI** ☐ **NBAA** ☐ **OTHER:**

**FLIGHT CHECKED BY**  
JOEL FEWENS HAWKLEY

*Digitally signed by*  
**DONALD H LANIER**  
Apr 29, 2019

**OFFICE**  
FIOG

**DATE**  
04/16/2019

**DEVELOPED BY**  
RAKE MCGRAW

*Digitally signed by*  
**DONALD H LANIER**  
Apr 29, 2019

**OFFICE**  
AJV-5411

**DATE**  
11/27/2018

**RECOMMENDED BY**  
GEORGE DAVIS

*Digitally signed by*  
**DONALD H LANIER**  
Apr 29, 2019

**OFFICE**  
AJV-5410

**DATE**

**TITLE**  
MANAGER

**APPROVED BY**

**OFFICE**  
USAASA

**DATE**

**TITLE**

**PDF EDITS:**

1. CHANGED CIRCLING MDA/HAT CAT A-C FROM 1020/719 TO 840/539, CAT D FROM 1020/719 TO 920/619.



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

<u>AIRPORT</u> GRAY AAF (JOINT BASE LEWIS-MCCHORD)	<u>AIRPORT ID</u> KGRF	<u>PROCEDURE NAME</u> ILS OR LOC RWY 15	<u>AMDT NO.</u> 8	<u>CITY</u> FORT LEWIS/TACOMA	<u>STATE</u> WA	<u>AIRPORT ELEVATION</u> 301	<u>FACILITY</u> I-GRF
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM  
OLM VORTAC

TO  
CIKRI/I-GRF 11.12 DME

<u>RNP</u>	<u>DISTANCE</u> 19.85	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>						
<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.AAO	470124.00N/1225806.00W	699	164	98	4E	1000					1700
2.TERRAIN	470020.00N/1225641.00W	503 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM  
SEA VORTAC

TO  
CIKRI/I-GRF 11.12 DME

<u>RNP</u>	<u>DISTANCE</u> 17.46	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>						
<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.TOWER (53-000029)	471643.50N/1223046.42W	919	20	3	1A	1000					2000
4.TERRAIN	471815.00N/1222442.00W	539 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:





FINAL: LOC

FROM

EMOFO/I-GRF 5.10 DME

TO

ZAPEB/I-GRF 3.30 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	1.80											
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
7.AAO	470829.65N/1223645.31W	620	50	20	2C	250				DG130 RA20	1020	

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

FROM

ZAPEB/I-GRF 3.30 DME

TO

3.95 NM AFTER EMOFO/I-GRF 5.10 DME OR AT I-GRF 1.16 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	2.14		3.95 NM AFTER EMOFO/I-GRF 5.10 DME OR AT I-GRF 1.16 DME	340								
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
8.POLE (53-066179)	470532.60N/1223454.81W	312	250	50	4D	250				AC50 XP28	640	

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

MATCH PREVIOUS MINS



HOLD-IN-LIEU OF PT

FROM

CIKRI

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
<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>
9.AAO	472406.00N/1224512.00W		649	164	98	4E	1000				DG351	2000
10.TERRAIN	472406.00N/1224512.00W		449 (400)								AS1500	1900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH : ILS

FROM

DA

TO

OLM VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 321					
<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>
								ASC				4000
1.AAO	470124.00N/1225806.00W		699	250	50	4D	1000					1700
11.TERRAIN	470124.00N/1225806.00W		499 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



<u>AIRPORT</u> GRAY AAF (JOINT BASE LEWIS-MCCHORD)	<u>AIRPORT ID</u> KGRF	<u>PROCEDURE NAME</u> ILS OR LOC RWY 15	<u>AMDT NO.</u> 8	<u>CITY</u> FORT LEWIS/TACOMA	<u>STATE</u> WA	<u>AIRPORT ELEVATION</u> 301	<u>FACILITY</u> I-GRF
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MISSED APPROACH : LOC

FROM

3.95 NM AFTER EMOFO/I-GRF 5.10 DME OR AT I-GRF 1.16 DME

TO

OLM VORTAC

RNP

DISTANCE

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				4000
1.AAO	470124.00N/1225806.00W	699	250	50	4D	1000					1700
11.TERRAIN	470124.00N/1225806.00W	499 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

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	470558.22N/1223436.83W	1.30	539	539	100	20	3C	300			840
CATEGORY B											
12.TREE	470558.22N/1223436.83W	1.82	539	539	50	20	2C	300			840
CATEGORY C											
12.TREE	470558.22N/1223436.83W	2.85	539	539	50	20	2C	300			840
CATEGORY D											
7.AAO	470829.65N/1223645.31W	3.72	619	620	50	20	2C	300			920

CIRCLING REMARKS:

CHART NOTE: CIRCLING NA WEST OF RWY 15-33.

- PDF EDITS:
1. DELETED SI FROM CIRCLING ADJUSTMENTS.

2. CHANGED CIRCLING MIN ALT CAT A/C FROM 1020 TO 840, CAT D FROM 1020 TO 920.

3. CHANGED HAA CAT A-C FROM 719 TO 619, CAT D 719 TO 619. SIAP STEPDOWN ISSUE.





<u>AIRPORT</u> GRAY AAF (JOINT BASE LEWIS-MCCHORD)	<u>AIRPORT ID</u> KGRF	<u>PROCEDURE NAME</u> ILS OR LOC RWY 15	<u>AMDT NO.</u> 8	<u>CITY</u> FORT LEWIS/TACOMA	<u>STATE</u> WA	<u>AIRPORT ELEVATION</u> 301	<u>FACILITY</u> I-GRF
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MSA

CENTER  
OLM VORTAC

RADIUS  
25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
020-200	AAO	463921.00N/1222209.00W	112	29.0	4364	164	98	4E	1000			5400
200-020	TWR (53-001035)	471845.60N/1232219.50W	298	28.1	3423	500	125	5E	1000			4500

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

VGSI DATA: 3.00/58

MISSED APPROACH PER FPT AND SEA - MULTIPLE CLIMB TO ALTITUDES.

ALT MISSED NOT ADDED PER USAASA, CONGESTED AIRSPACE.

QUALITY  
9  
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
GRF TOWER, SEA APP CON

<u>WX SERVICE</u> AWOS	<u>LOCATION</u> KGRF	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KGRF	<u>DISTANCE</u> 0	<u>SERVICE-A</u> N	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> FSS	<u>LOCATION</u> KTCM	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KTCM	<u>DISTANCE</u> 5.52	<u>SERVICE-A</u> N	<u>ADJUSTMENTS</u> 16

WX REMARKS:  
RASS PRESSURE PATTERNS THE SAME  
KGRF 300.4, KTCM 321.30  
RA = 15.65.

<u>PRIMARY NAVAID</u> I-GRF	<u>MONITOR POINT</u> KGRF ATC	<u>HRS OPERATION</u> TWR OPEN TWR CLOSED	<u>CAT</u> 1 3
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW15 - HIRL, PAPI-4L, SSALR	PIR-G	APPROACH
RW33 - HIRL, SSALR	PIR-G	ROLL OUT

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 289.2	<u>TCH</u> 54.5	<u>ELEV GS ANTENNA</u> 295.3	<u>DISTANCE FROM RWY</u> 948	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 58.0
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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





<u>AIRPORT</u> GRAY AAF (JOINT BASE LEWIS-MCCHORD)	<u>AIRPORT ID</u> KGRF	<u>PROCEDURE NAME</u> ILS OR LOC RWY 15	<u>AMDT NO.</u> 8	<u>CITY</u> FORT LEWIS/TACOMA	<u>STATE</u> WA	<u>AIRPORT ELEVATION</u> 301	<u>FACILITY</u> I-GRF
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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	3.32
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.94
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	167.06
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	420
DISTANCE FROM	THLD	TO 1500FT POINT	9.56
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	8.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	167.06
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	348

THRESHOLD  
COORDINATES  
(IF STR-IN)

470514.64N/1223500.73W

ARP COORDINATES

470445.17N/1223450.76W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 33 DISTANCE 0.50 NM

FAF  
COORDINATES

470905.21N/1223618.40W

FIX NAME  
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.  
CIKRI: 471456.73N/1223817.16W

QUALITY  
9  
CHECKED

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Electronic Version

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**FACILITY**  
I-GRF

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
RAKE MCGRAW	AJV-5411	11/27/2018	AERONAUTICAL INFORMATION SPECIALIST