

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
VOR STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.23

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 ID</u> KGRK | <u>PROCEDURE NAME</u> VOR RWY 15 | <u>ORIGINAL/AMENDMENT</u> 3C | <u>CITY</u> FORT HOOD/KILLEEN | <u>STATE</u> TX | | |
| <u>AIRPORT ELEVATION</u> 1015 | <u>TDZE</u> 1015 | <u>SUPERSEDED</u> VOR/DME RWY 15 | <u>ORIGINAL/AMENDMENT</u> 3B | <u>DATED</u> 05/21/2020 | <u>MAG VAR</u> 7E | <u>EPOCH YEAR</u> 1990 |
| <u>FACILITY</u> GRK | <u>COORDINATES OF FACILITIES</u> | <u>ACTUAL EFFECTIVE DATE</u> | <u>REQUIRED EFFECTIVE DATE</u> ROUTINE | <u>CANCEL/SUSPEND</u> | | |

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> |
|-----------------|-----------------|-----------------|-----------------|-----------------|--------------|------------|---------------|--------------------|-----------------|
| GRK VOR/DME | | CURTZ/8.70 DME | | | | | 331.71 | 8.70 | 4000 |
| AGJ VORTAC | IAF | SCULL/14.70 DME | NOPT | | | | 063.39 | 12.41 (GRK LR-323) | 3000 |
| SCULL/14.70 DME | IF | CURTZ/8.70 DME | | | | | 151.71 | 6.00 (GRK R-332) | 3000 |

MISSED APPROACH

MAP:

5.68 NM AFTER CURTZ/8.70 DME OR AT GRK 3.02 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 3000 DIRECT AGJ VORTAC AND HOLD

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT L SIDE OF COURSE 331.71 OUTBOUND 4000 FT WITHIN 10 MILES OF CURTZ/8.70 DME (IAF)

2.

3. FAC: 151.71 FAF: CURTZ/8.70 DME DIST FAF TO MAP: 5.68 DIST FAF TO THLD: 5.68

4. MIN ALT: CURTZ/8.70 DME 3000, HEKNU/5.12 DME 1780

8. MSA FROM: GRK VOR/DME 360-180 3100, 180-360 4200

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: CIRCLING NA WEST OF RWYS 15 AND 33.
CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PLANVIEW NOTE: CAT E PROCEDURE TURN NOT AUTHORIZED
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-15 CAT E VISIBILITY TO 1 5/8 SM



ADDITIONAL FLIGHT DATA:

CHART HOOD MOA
CHART GRAY MOA
HOLD N, RT, 194.00 INBOUND.
CHART FAS OBST: 1244 TOWER (48-033261) 310502N/0975101W.
CHART 1260 TRANSMISSION_LINE 310641N/0975230W.
CHART R-6302 A,B,C,D.
CHART VDP AT 4.56 DME
DISTANCE VDP TO THLD 1.54 NM.
FAC CROSSES RWY C/L EXTENDED 59 FT FROM THLD.
CHART CIRCLING ICON.
CURTZ TO RW15: 3.17/71.

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

ALTERNATE: NA ☒

| 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-15 | 1560 | 2400 | 545 | 1560 | 2400 | 545 | 1560 | 6000 | 545 | 1560 | 6000 | 545 | 1560 | 6000 | 545 |
| CIRCLING | 1560 | 1 | 545 | 1560 | 1 | 545 | 1560 | 1 5/8 | 545 | 1620 | 2 | 605 | 1740 | 2 1/2 | 725 |

CHANGES - REASONS

- INCORPORATED CHANGES FROM FDC NOTAMS 5/9355, 0/8355, AND 1/8416 ONTO FORMS
- AMENDED PROCEDURE NAME FROM "VOR/DME RWY 15" TO "VOR RWY 15" - REMOVED 'DME' IAW 8260.3D 1-6-2 A
- AMENDED MAP FROM "GRK 3.02 DME" TO "5.68 NM AFTER CURTZ/8.70 DME OR AT GRK 3.02 DME" - MAP POINT FORMAT UPDATED TO CURRENT CRITERIA IAW 8260.19 8-6-6 C(2) AND COURSE/DME FROM SAME FACILITY IAW 8260.19I 8-6-6 C(1)
- ADDED EQUIPMENT REQUIREMENTS NOTE "DME REQUIRED" - IAW 8260.19I 8-6-8 A(2)(A)
- AMENDED PROFILE LINE 3 TO ADD "DIST FAF TO MAP: 5.68" - 8260.19I 8-6-7 C(3)
- AMENDED NOTE FROM "CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-15 CAT E VISIBILITY 1/2 MILE" TO "CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-15 CAT E VISIBILITY TO 1 5/8 SM" - UPDATED TO CURRENT CRITERIA IAW 8260.19I 8-6-11 O(3)(D)
- AMENDED NOTES TO ADD "CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})" - VGSI AND VDA TCHS DIFFER BY MORE THAN 3 FT IAW 8260.19I 8-6-9 M(2)
- AMENDED ADDITIONAL FLIGHT DATA TO DELETE "CHART ASR/PAR" - NOTE NO LONGER NEEDED IAW 8260.19I 1-1-5 G(16)
- AMENDED ADDITIONAL FLIGHT DATA FROM "CHART FAS OBST: 1259 TREE 310448N/0975127W" TO "CHART FAS OBST: 1244 TOWER (48-033261) 310502N/0975101W" - NEW FINAL SD CONTROLLING OBSTACLE IDENTIFIED AND IAW 8260.19I 8-6-10 C
- AMENDED ADDITIONAL FLIGHT DATA TO ADD "CHART 1260 TRANSMISSION_LINE 310641N/0975230W" - OBSTACLE CLOSE TO THE FAC IAW 8260.19I 8-6-10 E(2)
- AMENDED ADDITIONAL FLIGHT DATA TO DELETE "CHART TDZE" - NOTE NOT NEEDED
- AMENDED ADDITIONAL FLIGHT DATA FROM "CHART VDP AT 4.38 DME" AND "DISTANCE VDP TO THLD 1.36 NM" TO "CHART VDP AT 4.56 DME" AND "DISTANCE VDP TO THLD 1.54 NM" - INCREASE IN MDA RELOCATED VDP FURTHER FROM THLD
- AMENDED ADDITIONAL FLIGHT DATA TO ADD "FAC CROSSES RWY C/L EXTENDED 59 FEET FROM THLD" - FAC (TARGETS) AND RWY C/L (AIRNAV) TRUE BRGS DIFFER BY MORE THAN +/-0.03 DEGREES (-1.366 DEGREES) IAW 8260.19I 8-6-10 G(2)
- AMENDED S-15 MINIMUMS FROM "MDA 1520/HAT 505" TO "MDA 1560/545" - NEW FINAL CONTROLLING OBSTACLE IDENTIFIED
- AMENDED S-15 CATS C/D VISIBILITY FROM "RVR 5000" TO "RVR 6000" - HAT OF 545 WITH FALS IAW 8260.3E TABLE 3-3-1
- AMENDED CIRCLING CATS A/B MINIMUMS FROM "MDA 1540/525" TO "MDA 1560/HAA 545" - ALIGNED WITH STRAIGHT-IN MINIMUMS
- AMENDED CIRCLING CAT C VISIBILITY FROM "1 1/2" TO "1 5/8" - INCREASED TO MATCH THE "WITHOUT APPROACH LIGHTS" VISIBILITY OF THE HIGHEST STRAIGHT IN LINE OF MINIMA (HAT 545) FROM TABLE 3-3-1 IAW 8260.3E 3-3-3 D



| | | | | |
|---|-------------------------------------|---|----------------------------------|--|
| <u>AIRPORT ID</u> KGRK | <u>PROCEDURE NAME</u> VOR RWY 15 | <u>ORIGINAL/AMENDMENT</u> 3C | <u>CITY</u> FORT HOOD/KILLEEN | <u>STATE</u> TX |
| <u>COORDINATED WITH:</u> A4A <input checked="" type="checkbox"/> ALPA <input checked="" type="checkbox"/> AOPA <input checked="" type="checkbox"/> APA <input type="checkbox"/> HAI <input type="checkbox"/> NBAA <input checked="" type="checkbox"/> <u>OTHER:</u> ZHU, GRK APP CON, GRK ATCT, AMGR | | | | |
| <u>FLIGHT CHECKED BY</u> JEFFREY A FINDLEY | | <i>Digitally signed by</i> MARK D ADAMS Mar 29, 2023 | <u>OFFICE</u> FPO | <u>DATE</u> 03/23/2023 |
| <u>DEVELOPED BY</u> KELLY CARLSON | | <i>Digitally signed by</i> MARK D ADAMS Mar 29, 2023 | <u>OFFICE</u> AJV-A412 | <u>DATE</u> 03/22/2022 |
| <u>APPROVED BY</u> MARK ADAMS <i>Digitally signed by</i> MARK D ADAMS Mar 29, 2023 | | | <u>OFFICE</u> AJV-A412 | <u>DATE</u> <u>TITLE</u> MANAGER |



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

| | | | | | | |
|---------------------------|-------------------------------------|-----------------------|----------------------------------|--------------------|----------------------------------|------------------------|
| <u>AIRPORT ID</u> KGRK | <u>PROCEDURE NAME</u> VOR RWY 15 | <u>AMDT NO.</u> 3C | <u>CITY</u> FORT HOOD/KILLEEN | <u>STATE</u> TX | <u>AIRPORT ELEVATION</u> 1015 | <u>FACILITY</u> GRK |
|---------------------------|-------------------------------------|-----------------------|----------------------------------|--------------------|----------------------------------|------------------------|

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM
GRK VOR/DME

TO
CURTZ/8.70 DME

| <u>RNP</u> | <u>DISTANCE</u> 8.70 | <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> |
|------------|-------------------------|------------|------------|------------|-------------|--|--|--|--|--|--|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| | | | | | | | | | | | | TOWER (48-002016) | 310800.20N/0975418.70W | 1614 | 100 | 20 | 3C | 1000 | | | | AT1384 | 4000 |
| | | | | | | | | | | | | TERRAIN | 310657.00N/0975600.00W | 1277 (1300) | | | | | | | | AS1500 | 2800 |

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM
AGJ VORTAC

TO
SCULL/14.70 DME

| <u>RNP</u> | <u>DISTANCE</u> 12.41 | <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> |
|------------|--------------------------|------------|------------|------------|-------------|--|--|--|--|--|--|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| | | | | | | | | | | | | AAO | 311609.00N/0980415.00W | 1608 | 164 | 98 | 4E | 1000 | | | | AT392 | 3000 |
| | | | | | | | | | | | | TERRAIN | 311609.00N/0980415.00W | 1408 (1400) | | | | | | | | AS1500 | 2900 |

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM
SCULL/14.70 DME

TO
CURTZ/8.70 DME

| RNP | DISTANCE 6.00 | PAT | MAP | HAT | | | HMAS | | | | | |
|-------------------|------------------------|-----|-------------|------|------|----|------|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| TOWER (48-008272) | 311543.75N/0975510.38W | | 1315 | 20 | 3 | 1A | 500 | | | | AT1185 | 3000 |
| TERRAIN | 311406.00N/0975912.00W | | 1100 (1100) | | | | | | | | AS1500 | 2600 |

| COMPUTATIONS | ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|--------------|-----|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|
|--------------|-----|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|

SEGMENT REMARKS:

INTERMEDIATE: PT

FROM
10 NM

TO
CURTZ/8.70 DME

| <u>RNP</u> | <u>DISTANCE</u> 10.00 | <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> |
| TOWER (48-011759) | 311951.00N/0975154.00W | | 1473 | 500 | 125 | 5E | 500 | | | | SA-85 AC125 AT987 | 3000 |
| TERRAIN | 311742.00N/0980051.00W | | 1146 (1100) | | | | | | | | AS1500 | 2600 |

| COMPUTATIONS | ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|--------------|-----|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|
|--------------|-----|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|

SEGMENT REMARKS:



FINAL

FROM
CURTZ/8.70 DME

TO
HEKNU/5.12 DME

| <u>RNP</u> | <u>DISTANCE</u> 3.58 | <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> |
| AAO | 310814.47N/0975321.54W | | 1399 | 50 | 20 | 2C | 250 | | | | DG131 | 1780 |

| COMPUTATIONS | ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|--------------|-----|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|
|--------------|-----|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|

SEGMENT REMARKS:

FINAL: STEPDOWN

FROM
HEKNU/5.12 DME

TO
5.68 NM AFTER CURTZ/8.70 DME OR AT GRK 3.02 DME

| <u>RNP</u> | <u>DISTANCE</u> 2.10 | <u>PAT</u> | <u>MAP</u> 5.68 NM AFTER CURTZ/8.70 DME OR AT GRK 3.02 DME | <u>HAT</u> 545 | | | <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> |
| TOWER (48-033261) | 310501.83N/0975100.92W | | 1244 | 250 | 50 | 4D | 250 | | | | AC50 | 1560 |

| COMPUTATIONS | ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|--------------|-----|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|
|--------------|-----|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|

SEGMENT REMARKS:



PROCEDURE TURN

FROM
CURTZ/8.70 DME

TO
10 NM

| RNP | DISTANCE | PAT | MAP | HAT | | | HMAS | | | | | |
|-------------|------------------------|-----|-------------|------|------|----|------|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| AAO | 312151.00N/0980727.00W | | 1664 | 164 | 98 | 4E | 1000 | | | | AT1336 | 4000 |
| TERRAIN | 312151.00N/0980727.00W | | 1464 (1500) | | | | | | | | AS1500 | 3000 |

| COMPUTATIONS | | | | | | | | | | | | |
|--------------|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|--|
| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE | |

SEGMENT REMARKS:

MISSED APPROACH

FROM
5.68 NM AFTER CURTZ/8.70 DME OR AT GRK 3.02 DME

TO
AGJ VORTAC

| <u>RNP</u> | <u>DISTANCE</u> | <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> |
| | | | | | | | | ASC | | | | 3000 |
| TOWER (48-002016) | 310800.20N/0975418.70W | | 1614 | 100 | 20 | 3C | 1000 | | | | | 2700 |
| TERRAIN | 311600.00N/0980415.00W | | 1407 (1400) | | | | | | | | AS1500 | 2900 |

| COMPUTATIONS | | | | | | | | | | | | |
|--------------|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|--|
| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE | |

SEGMENT REMARKS:



| OBSTRUCTION | COORDINATES | RADIUS | HAA | ELEV MSL | HORZ | VERT | AC | ROC | OCS | ADJUSTMENTS | MIN ALT |
|------------------|------------------------|--------|-----|----------|------|------|----|-----|-----|-------------|---------|
| CATEGORY A | | | | | | | | | | | |
| TANK (48-134994) | 310432.01N/0974923.07W | 1.30 | 545 | 1232 | 20 | 3 | 1A | 300 | | SI | 1560 |
| CATEGORY B | | | | | | | | | | | |
| TANK (48-134994) | 310432.01N/0974923.07W | 1.84 | 545 | 1232 | 20 | 3 | 1A | 300 | | SI | 1560 |
| CATEGORY C | | | | | | | | | | | |
| TANK (48-134994) | 310432.01N/0974923.07W | 2.90 | 545 | 1232 | 20 | 3 | 1A | 300 | | SI | 1560 |
| CATEGORY D | | | | | | | | | | | |
| AAO | 310233.20N/0974508.00W | 3.78 | 605 | 1260 | 50 | 20 | 2C | 300 | | XP60 | 1620 |
| CATEGORY E | | | | | | | | | | | |
| AAO | 310233.20N/0974508.00W | 4.73 | 725 | 1260 | 50 | 20 | 2C | 300 | | XP180 | 1740 |

CAT D XP60 - RETAIN PUBLISHED MINIMUMS, CAT E XP180 - RETAIN PUBLISHED MINIMUMS

| <u>CENTER</u> | <u>RADIUS</u> |
|---------------|---------------|
| GRK VOR/DME | 25 |

| SECTOR | OBSTRUCTION | COORDINATES | BEARING | DISTANCE | ELEV MSL | HORZ | VERT | AC | ROC | OCS | ADJUSTMENTS | MIN ALT |
|---------|-------------------|------------------------|---------|----------|----------|------|------|----|------|-----|-------------|---------|
| 360-180 | TOWER (48-001922) | 305909.00N/0973753.00W | 100 | 09.8 | 2049 | 250 | 50 | 4D | 1000 | | | 3100 |
| 180-360 | TOWER (48-005422) | 304334.30N/0975925.40W | 199 | 20.5 | 3097 | 250 | 50 | 4D | 1000 | | XP103 | 4200 |

XP103 - RETAIN PUBLISHED MINIMUM

CIRCLING NA W OF RWY 15-33 TO AVOID TOWN OF COPPERAS COVE



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZHU ARTCC, GRAY APP CON, GRK TOWER

| | | | | | | |
|--------------------|------------------|---------------------|--------------------------|---------------|----------------|------------------|
| WX SERVICE FSS | LOCATION KGRK | HRS OPERATION 24 | ALTIMETER SOURCE KGRK | DISTANCE 0 | SERVICE-A Y | ADJUSTMENTS 0 |
| BACK-UP WX SERVICE | LOCATION | HRS OPERATION | ALTIMETER SOURCE | DISTANCE | SERVICE-A | ADJUSTMENTS |

WX REMARKS:
NO BACK-UP ALTIMETER SOURCE REQUIRED; REDUNDANT SOURCES ON AIRPORT

| | | | |
|-------------------------------------|----------------------|---------------------|---------------------|
| PRIMARY NAVAID GRK VOR/DME | MONITOR POINT ZFW | HRS OPERATION 24 | CAT 3 |
| APPROACH AND RUNWAY LIGHTING SYSTEM | | RUNWAY MARKINGS | RUNWAY VISUAL RANGE |
| RW15 - MALSR, HIRL, PAPI-4L | | PIR-G | APPROACH |
| RW33 - MALSR, HIRL, PAPI-4L | | PIR-G | |

| | | | | | | |
|------------------|--------------------|-----|-----------------|-------------------|--------------------|-------------|
| GLIDESLOPE ANGLE | ELEV RWY THRESHOLD | TCH | ELEV GS ANTENNA | DISTANCE FROM RWY | VGSI ANGLE 3.00 | TCH 53.4 |
|------------------|--------------------|-----|-----------------|-------------------|--------------------|-------------|

FINAL APPROACH COURSE AIMING

| | | | |
|------------------|-------------------------------------|----------------------|------------------------------|
| RUNWAY THRESHOLD | <input type="checkbox"/> | 59 FT FROM THRESHOLD | DISPLACED THRESHOLD DISTANCE |
| ON CENTERLINE | <input checked="" type="checkbox"/> | FT FROM CENTERLINE | |

| <u>CRITICAL TEMPERATURES</u> | | | |
|------------------------------|----------------------|------------|----------------|
| <u>CRITICAL LOW</u> | <u>CRITICAL HIGH</u> | <u>ACT</u> | <u>APT ISA</u> |

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.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1260 TRANSMISSION_LINE (48-032021) 310641.23N/0975230.41W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



| | | | | | | |
|---------------------------|-------------------------------------|-----------------------|----------------------------------|--------------------|----------------------------------|------------------------|
| <u>AIRPORT ID</u> KGRK | <u>PROCEDURE NAME</u> VOR RWY 15 | <u>AMDT NO.</u> 3C | <u>CITY</u> FORT HOOD/KILLEEN | <u>STATE</u> TX | <u>AIRPORT ELEVATION</u> 1015 | <u>FACILITY</u> GRK |
|---------------------------|-------------------------------------|-----------------------|----------------------------------|--------------------|----------------------------------|------------------------|

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 | 3.01 |
| WIDTH OF | FINAL | SEGMENT AT 1000FT POINT | 2.30 |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1000FT POINT | 158.71 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1000FT POINT | 1200 |
| DISTANCE FROM | THLD | TO 1500FT POINT | 5.08 |
| WIDTH OF | FINAL | SEGMENT AT 1500FT POINT | 2.51 |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1500FT POINT | 158.71 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1500FT POINT | 1200 |

THRESHOLD
COORDINATES
(IF STR-IN)

310447.70N/0975006.27W

ARP COORDINATES

310402.10N/0974944.10W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 33 DISTANCE 0.82 NM

FAF
COORDINATES

311005.75N/0975230.48W

FIX NAME
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

QUALITY
20
CHECKED

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

Electronic Version

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PART E: PREPARED BY

| | | | |
|------------------------------|---------------------------|---------------------------|---|
| NAME KELLY CARLSON | OFFICE AJV-A412 | DATE 03/22/2022 | TITLE AERONAUTICAL INFORMATION SPECIALIST |
|------------------------------|---------------------------|---------------------------|---|

