

**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>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
GRK	ILS OR LOC RWY 33	1F	FORT HOOD (KILLEEN)	TX		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
1015	995	ILS OR LOC RWY 33	1E	11/30/2023	4E	2020
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-BTJ			ROUTINE			

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>
CWK VORTAC		GIPGE/I-BTJ 17.80 DME/RADAR					334.75	27.26	3000
GIPGE/I-BTJ 17.80 DME/RADAR	IAF	TIXFO/I-BTJ 12.80 DME/RADAR					333.35 (I-BTJ)	5.00	3000
TIXFO/I-BTJ 12.80 DME/RADAR	IF	RUBUF/I-BTJ 6.69 DME/RADAR					333.35 (I-BTJ)	6.11	2600

MISSED APPROACH

MAP:

ILS: DA
LOC: 4.88 NM AFTER RUBUF/I-BTJ 6.69 DME/RADAR OR AT I-BTJ 1.80 DME

MISSED APPROACH INSTRUCTIONS:

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

ALTERNATE MISSED APPROACH INSTRUCTIONS (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.

PROFILE:

- PT** SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT GIPGE/I-BTJ 17.80 DME/RADAR
- FAC:** 333.35 **FAF:** RUBUF/I-BTJ 6.69 DME/RADAR **DIST FAF TO MAP:** 4.88 **DIST FAF TO THLD:** 4.88
- MIN ALT:** GIPGE/I-BTJ 17.80 DME/RADAR 3000, TIXFO/I-BTJ 12.80 DME/RADAR 3000, RUBUF/I-BTJ 6.69 DME/RADAR 2600
- DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **GS ANT:** 906
- MIN GS INCPT:** 2600 **GS ALT AT PFAF:** RUBUF/I-BTJ 6.69 DME/RADAR 2600 **OM:** **MM:** **IM:**
- GS ANGLE:** 3.00 **34:1:** IS CLEAR **20:1:** IS CLEAR **TCH:** 51.7
- MSA FROM:** GRK VOR/DME 180-360 4100, 360-180 3100



EQUIPMENT REQUIREMENTS NOTES:

DME OR RADAR REQUIRED.

NOTES:

CHART NOTE: CIRCLING NA W OF RWY 15-33.
CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 1200 MSL.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 33 CAT E VISIBILITY TO 3/4 SM AND S-LOC 33 CAT C/D/E VISIBILITY TO 1 SM.

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 (KGRK0030) 310202N/0974850W.
CHART GRAY MOA.
CHART R-6302 A/B/C.
CHART VDP AT 2.85 DME.
DISTANCE VDP TO THLD 1.05 NM.
CHART IN PLANVIEW: REDDA INT/CWK 32.15 DME.

MINIMUMS:

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

ALTERNATE: NA ILS: STANDARD; LOC: STANDARD - CAT E 800-2 1/2

<u>CATEGORY:</u>	A			B			C			D			E		
	<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>
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

CHANGES - REASONS

1. TERMINAL ROUTES: MOVED ALL INSTANCES OF "(I-BTJ)" FROM DISTANCE COLUMN TO COURSE COLUMN - PER CURRENT CRITERIA STANDARDS DOCUMENTATION.
2. PROFILE LINE 2: CHANGED FROM "PROFILE STARTS AT GIPGE" TO "PROFILE STARTS AT GIPGE/I-BTJ 17.80 DME/RADAR" - GIPGE DEFINED AS DME AND RADAR.
3. ADDED "CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 1200 MSL" - INCORPORATED T-NOTAM 3/8575.
4. ADDITIONAL FLIGHT DATA: REMOVED "LOC ONLY" AND "" FROM "CHART VDP AT 2.85 DME" - NO LONGER REQUIRED.
5. ADDITIONAL FLIGHT DATA: REMOVED "CHART CIRCLING ICON" - NO LONGER REQUIRED.
6. ADDITIONAL FLIGHT DATA: ADDED ID "(KGRK0030)" TO CHART FAS OBST INFO - PER 8260.19K, PARA 8-6-11C.
7. ADDITIONAL FLIGHT DATA: REMOVED "CHART: ASR/PAR" - NO LONGER REQUIRED.
8. CHANGED CITY NAME FROM "FORT CAVAZOS (KILLEEN)" TO "FORT HOOD/KILLEEN" - PER UPDATED AIRNAV DATA.
9. INCORPORATED P-NOTAM 3/4153 AND T-NOTAM 3/8575 - REQUIRED IAW 8260.19K, 8-3-4C(3).



COORDINATED WITH:

A4A **ALPA** **AOPA** **APA** **HAI** **NBAA**

OTHER: ZHU, GRK APP CON, GRK ATCT, AMGR

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

OFFICE

DATE

Digitally signed by

CASIMIR L TABAKA

Mar 27, 2026

OFFICE

AJV-A432

DATE

10/17/2025

DEVELOPED BY

CASIMIR L. TABAKA (SILVIA YOUNG)

Digitally signed by

CASIMIR L TABAKA

Mar 27, 2026

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by

CASIMIR L TABAKA

Mar 27, 2026

OFFICE

AJV-A432

DATE

TITLE
MANAGER



AIRPORT ID
GRK

PROCEDURE NAME
ILS OR LOC RWY 33

AMDT NO.
1F

CITY
FORT HOOD (KILLEEN)

STATE
TX

AIRPORT ELEVATION
1015

FACILITY
I-BTJ

MISSED APPROACH ALTERNATE: LOC

FROM
4.88 NM AFTER RUBUF/I-BTJ 6.69 DME/RADAR OR AT I-BTJ 1.80 DME

TO
REDDA INT/CWK 32.15 DME

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
1110

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3500
11. TOWER (48-001922)	305909.00N/0973753.00W	2049	250	50	4D	1000					3100
TERRAIN	310430.00N/0975054.00W	1172 (1200)								AS1500	2700

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											
TOWER (48-014301)	310431.79N/0974923.06W	1.30	525	1215	50	20	2C	300		XP25	1540
CATEGORY B											
TOWER (48-014301)	310431.79N/0974923.06W	1.84	525	1215	50	20	2C	300		XP25	1540
CATEGORY C											
TOWER (48-014301)	310431.79N/0974923.06W	2.90	545	1215	50	20	2C	300		XP45	1560
CATEGORY D											
AAO	310233.20N/0974508.00W	3.78	605	1319	50	20	2C	300			1620
CATEGORY E											
AAO	310233.20N/0974508.00W	4.73	725	1319	50	20	2C	300		XP121	1740

CIRCLING REMARKS:

XP25 - RETAIN PUBLISHED CAT A CMDA. XP25 - RETAIN PUBLISHED CAT B CMDA. XP45 - RETAIN PUBLISHED CAT C CMDA. XP121 - RETAIN PUBLISHED CAT E CMDA.



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MSA

CENTER **RADIUS**
GRK VOR/DME 25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
180-360	TWR (48-005422)	304334.30N/0975925.40W	199	20.5	3097	250	50	4D	1000			4100
360-180	TWR (48-001922)	305909.00N/0973753.00W	100	9.8	2049	250	50	4D	1000			3100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

GRK TOWER, GRK APP CON

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
FSS	GRK	24	GRK		Y	0

BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
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WX REMARKS:

BACKUP ALTIMETER SOURCE NOT UTILIZED. KGRK HAS REDUNDANT WEATHER SOURCING.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
I-BTJ	GRK ATCT	24	1

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
01H	BSC-F	
02H	BSC-F	
03H	BSC-F	
RW15 - MALSR, HIRL, PAPI-4L	PIR-G	APPROACH
RW33 - MALSR, HIRL, PAPI-4L	PIR-G	ROLL OUT

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	973.5	51.7	977.7	906	3.00	50.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	194
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE		



CRITICAL TEMPERATURES

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FACILITY
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CRITICAL LOW

CRITICAL HIGH

ACT

APT ISA

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.

50FT VEGETATION USED PER FPT.

ILS AND LOC INTERMEDIATE SEGMENTS HAVE THE SAME CONTROLLING OBSTACLES.

CIRCLING NA W OF RWY 15-33 TO AVOID TOWN OF COPPERAS COVE.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

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	3.06
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.88
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	337.35
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1000
DISTANCE FROM	THLD	TO 1500FT POINT	4.67
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.23
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	337.35
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1000

THRESHOLD COORDINATES (IF STR-IN) 310318.17N/0974922.86W
ARP COORDINATES 310402.10N/0974944.10W
RUNWAY APCH END AND DIST FURTHEST FROM ARP RUNWAY 33 DISTANCE 4.70 NM
FAF COORDINATES 305847.11N/0974711.60W
FIX NAME COORDINATES

REMARKS

THLD DISPLACED 194FT, ACTUAL COORDINATES: 310316.40N/0974922.00W



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FACILITY
I-BTJ

PART E: PREPARED BY

NAME
CASIMIR L. TABAKA (SILVIA YOUNG)

OFFICE
AJV-A432

DATE
10/17/2025

TITLE
AERONAUTICAL INFORMATION SPECIALIST

