

**U.S. DEPARTMENT OF TRANSPORTATION -- FEDERAL AVIATION ADMINISTRATION
RADAR -- STANDARD INSTRUMENT APPROACH PROCEDURE -- FLIGHT STANDARDS SERVICE -- FAR PART 97.31**

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.

Initial approach minimum altitude(s) shall correspond with those established for enroute operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when: (A) Visual contact is established on final approach at or before descent to the authorized landing minimums; or (B) at pilot's discretion if it appears desirable to discontinue the approach.

Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when: (A) communications on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controllers; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES (Sectors and distances measured from radar antenna)												MISSED APPROACH	
FROM	T O	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	MISSED APPROACH	
												MAP: RWY 15: DA RWY 33: DA RWY 15: CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 3000 DIRECT AGJ VORTAC AND HOLD N, RT, 194.00 INBOUND. RWY 33: CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3000 DIRECT AGJ VORTAC AND HOLD N, RT, 194.00 INBOUND.	
AS ESTABLISHED BY THE CURRENT ROGER GRAY AAF ASR MINIMUM VECTORING ALTITUDE CHART													

MINIMUMS

TAKEOFF:		STANDARD	<input checked="" type="checkbox"/>	SEE FAA FORM 8260-15A FOR THIS AIRPORT	ALTERNATE:	N A	<input checked="" type="checkbox"/>									
CATEGORY =====>	A			B			C			D			E			
	DH/MDA	VIS	HAT/HAA	DH/MDA	V I S	HAT/HAA	DH/MDA	V I S	HAT/HAA	DH/MDA	V I S	HAT/HAA	DH/MDA	V I S	HAT/HAA	
PAR S-15	1215	2400	200	1215	2400	200	1215	2400	200	1215	2400	200	1215	2400	200	
PAR S-33	1208	1/2	213	1208	1/2	213	1208	1/2	213	1208	1/2	213	1208	1/2	213	

NOTES:
 CHART NOTE: FOR INOPERATIVE ALS, INCREASE PAR S-15 CAT E VISIBILITY TO RVR 4000 AND PAR S-33 CAT E VISIBILITY TO 3/4 SM.
 CHART NOTE: RWY 15 VGSI AND PAR GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
 CHART NOTE: RWY 33 VGSI AND PAR GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

 PAR RWY 15: PFAF 5.97 NM FROM THLD. GLIDE SLOPE INTERCEPT ALTITUDE 3000, FINAL APPROACH COURSE 153.34.
 PAR RWY 33: PFAF 6.09 NM FROM THLD. GLIDE SLOPE INTERCEPT ALTITUDE 3000, FINAL APPROACH COURSE 333.35.

 LOST COMMUNICATIONS (ALL RWYS): AS DIRECTED BY ATC ON INITIAL CONTACT

ADDITIONAL FLIGHT DATA			
TDZE: 1015	RWY: 15	TDZE:	RWY:
TDZE: 995	RWY: 33	TDZE:	RWY:
PAR RWY 15: GS 3.00 / TCH 51.0 / RPI 1062			
PAR RWY 33: GS 3.00 / TCH 52.8 / RPI 973			
MAG VAR: 4E		EPOCH YEAR: 2020	

CITY AND STATE	ELEVATION: 1015	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP RADAR-2
FORT HOOD/KILLEEN, TX	AIRPORT NAME: ROBERT GRAY AAF	GRK PAR	RADAR-2, ORIG-A 24 MAY 2018	AMDT: ORIG
				DATED: 01/12/12