

**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 <i>(Sectors and distances measured from radar antenna)</i>											MISSED APPROACH		
FROM	T O	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	MAP:	
												RWY 15: 1.0 NM RWY 33: 1.0 NM	
AS ESTABLISHED BY THE CURRENT ROGER GRAY AAF ASR MINIMUM VECTORING ALTITUDE CHART											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.		

**MINIMUMS**

TAKEOFF:	<input type="checkbox"/>	STANDARD	<input checked="" type="checkbox"/>	SEE FAA FORM 8260-15A FOR THIS AIRPORT	ALTERNATE:	N A	<input checked="" type="checkbox"/>									
CATEGORY =====>	<b>A</b>			<b>B</b>			<b>C</b>			<b>D</b>			<b>E</b>			
	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	
ASR S-15	1520	4000	505	1520	4000	505	1520	5500	505	1520	5500	505	1520	5500	505	
ASR S-33	1460	3/4	465	1460	465	3/4	1460	1	465	1460	1	465	1460	1	465	
CIRCLING	1540	1 1/4	525	1540	1 1/4	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: FOR INOPERATIVE ALS, INCREASE ASR S-15 AND ASR S-33 CATS C/D/E VISIBILITY TO 1 3/8 SM. CHART CIRCLING ICON.  
 ASR RWY 15: FAF 6.0 NM FROM THRESHOLD, MINIMUM ALTITUDE 3000, MINIMUM ALTITUDE 2 MILE FIX 1700; FINAL APPROACH COURSE 153.34.  
 RECOMMENDED ALTITUDE: 5 MILES 2680, 4 MILES 2360, 3 MILES 2040, 2 MILES 1700.  
 ASR RWY 33: FAF 6.0 NM FROM THRESHOLD, MINIMUM ALTITUDE 3000, FINAL APPROACH COURSE 333.35.  
 RECOMMENDED ALTITUDE: 5 MILES 2680, 4 MILES 2340, 3 MILES 2020, 2 MILES 1680.  
 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:  
 FAS OBST:  
 RWY 15: 1259 TREE 310448N/0975127W  
 RWY 33: 1194 ANTENNA 310154N/0974922W  
 MAG VAR: 4E EPOCH YEAR: 2020



CITY AND STATE	ELEVATION: 1015	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP RADAR-1
FORT HOOD/KILLEEN, TX	AIRPORT NAME: ROBERT GRAY AAF	GRK ASR	RADAR-1, ORIG-A 24 MAY 2018	AMDT: ORIG
				DATED: 01/12/12