

|                                  |                        |                             |                                           |
|----------------------------------|------------------------|-----------------------------|-------------------------------------------|
| LOC I-GRK<br><b><u>111.1</u></b> | APP CRS<br><b>153°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>9997</b><br><b>1015</b><br><b>1015</b> |
|----------------------------------|------------------------|-----------------------------|-------------------------------------------|

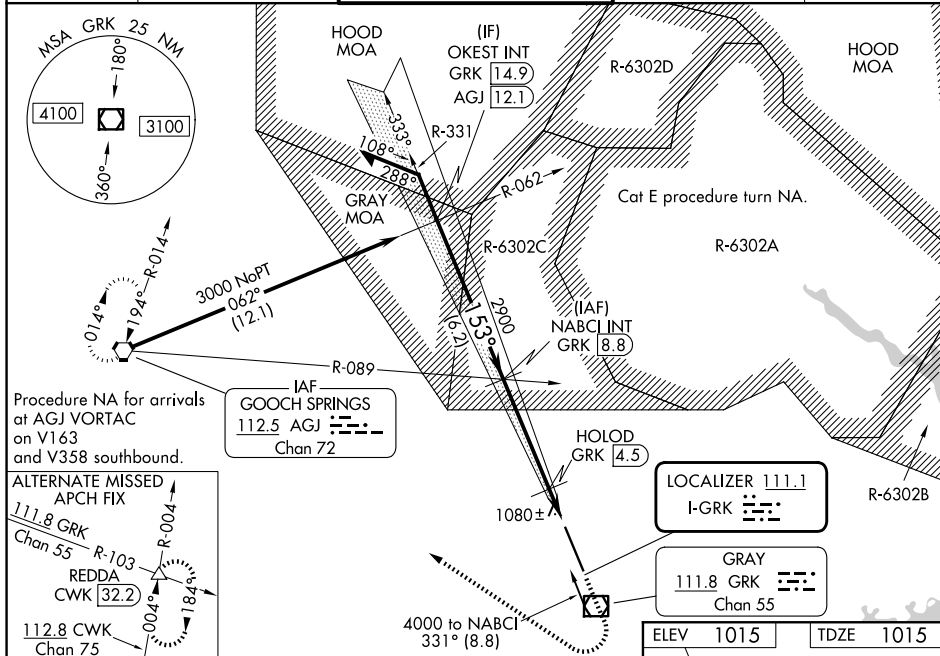
# ILS or LOC RWY 15

 Circling NA west of Rwy 15-33. For inop ALS, increase S-ILS 15 Cat E  
 to RVR 4000, S-LOC 15 Cats C/D/E visibility to 1 $\frac{1}{2}$  SM, and  
 HOLOD FIX minimums S-LOC 15 Cats C/D/E visibility to RVR 5500.  
 DME from GRK VOR/DME. Simultaneous reception of I-GRK and  
 ASR/PAR GRK VOR/DME required.  
 # RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AGJ VORTAC and hold.

|                      |                                       |                                         |                               |                                |
|----------------------|---------------------------------------|-----------------------------------------|-------------------------------|--------------------------------|
| ATIS<br><b>124.9</b> | GRAY APP CON<br><b>120.075 323.15</b> | GRAY TOWER<br><b>120.75(CTAF) 285.5</b> | GND CON<br><b>121.8 279.5</b> | CLNC DEL<br><b>126.2 251.1</b> |
|----------------------|---------------------------------------|-----------------------------------------|-------------------------------|--------------------------------|

[illegible]

| CATEGORY                          | A                     | B           | C                             | D                     | E                             |
|-----------------------------------|-----------------------|-------------|-------------------------------|-----------------------|-------------------------------|
| S-ILS 15 #                        | 1215/24 200 (200-1/2) |             |                               |                       |                               |
| S-LOC 15                          | 1520/24 505 (600-1/2) |             | 1520/55 505 (600-1)           |                       |                               |
| CIRCLING                          | 1540-1                | 525 (600-1) | 1560-1 1/2<br>545 (600-1 1/2) | 1620-2<br>605 (700-2) | 1740-2 1/2<br>725 (800-2 1/2) |
| HOLOD FIX MINIMUMS (DME REQUIRED) |                       |             |                               |                       |                               |
| S-LOC 15                          | 1380/24 365 (400-1/2) |             | 1380/35 365 (400-3/4)         |                       |                               |
| CIRCLING                          | 1540-1                | 525 (600-1) | 1560-1 1/2<br>545 (600-1 1/2) | 1620-2<br>605 (700-2) | 1740-2 1/2<br>725 (800-2 1/2) |

Diagram illustrating the HIRL Rwy 15-33 approach. The diagram shows a runway oriented 153°. Key features include:

- TWR (Tower) at the top left.
- Star symbol representing a navigational aid.
- Distance of 0.45 NM to the runway.
- Altitude markers: 9, 1665, 200.
- Runway identifier: 33.
- FAF to MAP 5.8 NM.

| ELEV              |      | TDZE |      |  |  |
|-------------------|------|------|------|--|--|
| 1015              |      | 1015 |      |  |  |
| HIRL Rwy 15-33    |      |      |      |  |  |
| FAF to MAP 5.8 NM |      |      |      |  |  |
| Knots             | 60   | 90   | 120  |  |  |
| Min:Sec           | 5:48 | 3:52 | 2:54 |  |  |

|      |      |
|------|------|
| 150  | 180  |
| 2:19 | 1:56 |