

WAAS CH 82399 W33A	APP CRS 333°	Rwy Idg 9803 TDZE 995 Apt Elev 1015
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RNAV (GPS) RWY 33

ROBERT GRAY AAF (GRK)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Circling NA west of Rwy 15-33. DME/DME RNP-0.3 NA. For inoperative ALS, increase LPV Cat E visibility to $\frac{3}{4}$ SM, LNAV/VNAV Cat E visibility to 2 SM, and LNAV Cat E visibility to $\frac{1}{2}$ SM.

MALSR



MISSED APPROACH: Climb to 3000
direct FIXUL and on track 283° to
AGJ VORTAC and hold.

ATIS 124.9	GRAY APP CON 120.075 323.15	GRAY TOWER 120.75(CTAF) 285.5	GND CON 121.8 279.5	CLNC DEL 126.2 251.1
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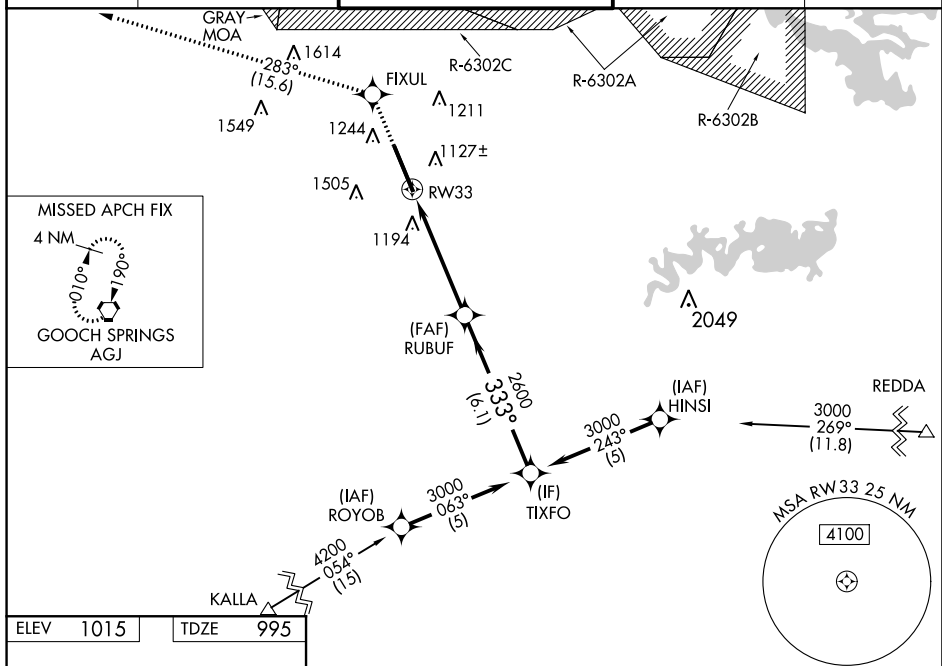


Diagram illustrating a non-parallel runway layout. The runways are labeled 3300, 2600, and 3300. The distances between the runways are 1.5 NM, 3.4 NM, and 6.1 NM. The diagram includes a table with the following data:

CATEGORY	A	B	C	D	E
LPV DA	1195-1/2	200 (200-1/2)			
LNAV/VNAV DA	1552-1/2	557 (600-1/2)			
LNAV MDA	1460-1/2	465 (500-1/2)	1460-1	465 (500-1)	
C CIRCLING	1540-1	525 (600-1)	1560-1/2 545 (600-1/2)	1620-2 605 (700-2)	1740-2 1/2 725 (800-2 1/2)

Note: VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 50).