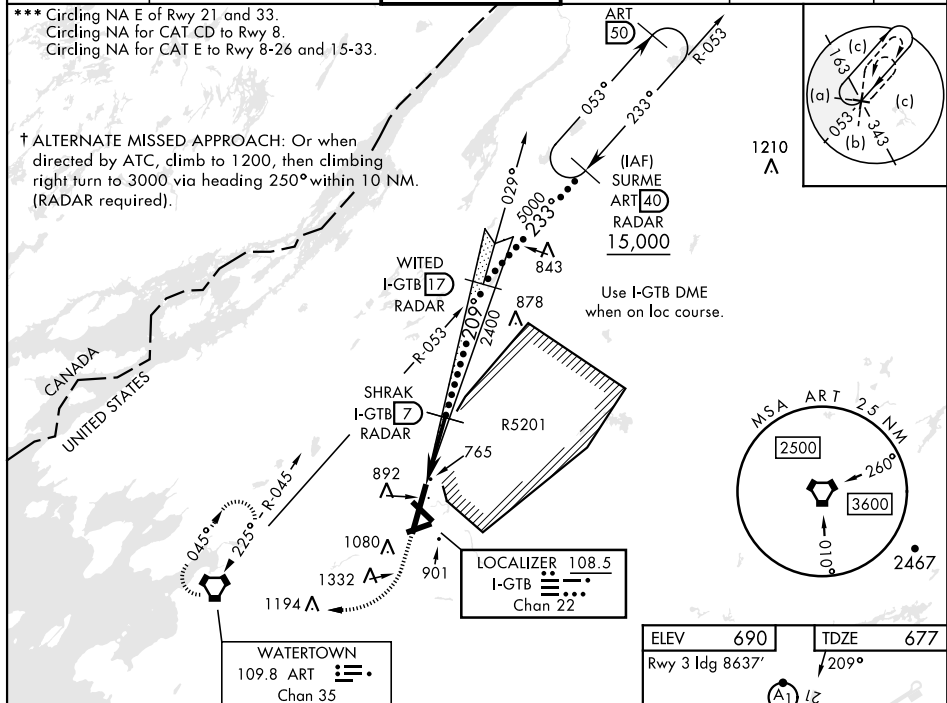


HI-ILS or LOC RWY 21

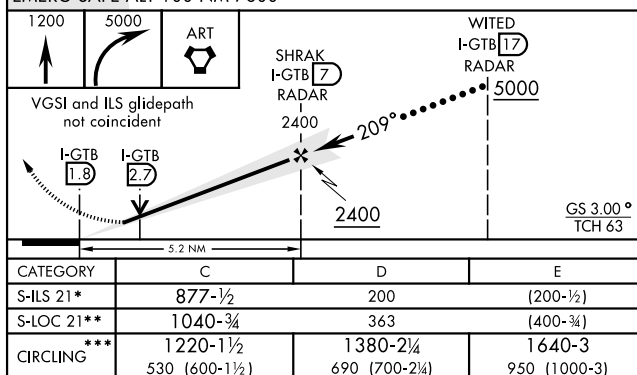
LOC/DME I-GTB 108.5 Chan 22		APCH CRS 209°	Rwy Idg 10,000 TDZE 677 Arpt Elev 690	[USA]	WHEELER-SACK AAF (KGTB)		
DME or RADAR required. ▼ * When ALS inop, increase vis to ¾ mile. ** When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1 ½ miles.				ALS-1 	† MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct ART VORTAC and hold. Continue climb in hold to 5000.		
ATIS 119.525	APP CON 124.875 307.125		TOWER 118.75 290.25		GND CON 123.65 229.8	CLNC DEL 123.65	ASR/PAR

*** Circling NA E of Rwy 21 and 33.
Circling NA for CAT CD to Rwy 8.
Circling NA for CAT E to Rwy 8-26 and 15-33.

† ALTERNATE MISSED APPROACH: Or when directed by ATC, climb to 1200, then climbing right turn to 3000 via heading 250° within 10 NM. (RADAR required).



EMERG SAFE ALT 100 NM 7600



The diagram shows a plan view of the runway system. Runway 3-21 (15-33) is a straight runway with a centerline. Taxiway A1 intersects it at the north end, and Taxiway A5 intersects it further south. Taxiway P intersects it at the south end. The runway is flanked by taxiway 5 to the west and taxiway 26 to the east. A tower (TWR) is located to the east of the runway. Navigation aids include a star symbol (VORTAC) and a circle with a dot (DME). Distances are marked: 10,000 x 150, 4501 x 150, 3002 x 144, and 0.5% UP. The diagram also shows the runway numbers 3, 15, 26, and 33.

HI-ILS or LOC RWY 21