FORT DRUM, NEW YORK

# HI-ILS or LOC RWY 21

| LOC/DME I-GTB | APCH CRS | Rwy ldg 10,000 |
|---|---|---|
| 108.5 | 209° | TDZE 677 |
| Chan 22 | | 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 1¼ miles.

ALSF-1

† MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct ART VORTAC and hold. Continue climb in hold to 5000.

| ATIS | APP CON | TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 119.525 | 124.875 307.125 | 118.75 290.25 | 123.65 229.8 | 123.65 | |

*** 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).

ART 50
R-053
053°
233°
(IAF)
SURME
ART 40
RADAR
15,000
1210
029°
5000
233°
843
WITED
I-GTB 17
RADAR
878
Use I-GTB DME when on loc course.
R-053
209°
2400
SHRAK
I-GTB 7
RADAR
R5201
765
892
CANADA
UNITED STATES
045°
225°
R-045
1080
901
1332
1194
LOCALIZER 108.5
I-GTB
Chan 22
WATERTOWN
109.8 ART
Chan 35

(c) (a) (b) (c) 193 053 343

MSA ART 25 NM
2500
260°
3600
010°
2467

EMERG SAFE ALT 100 NM 7600

1200 5000 ART

VGSI and ILS glidepath not coincident

SHRAK
I-GTB 7
RADAR
2400
WITED
I-GTB 17
RADAR
5000
209°
I-GTB 1.8
I-GTB 2.7
2400
GS 3.00°
TCH 63
5.2 NM

ELEV 690 TDZE 677
Rwy 3 ldg 8637′
209°
21
5
TWR
10,000 x 150
0.5% UP
5000 x 144
33
4501 x 150
3
HIRL Rwy 3-21, 15-33
MIRL Rwy 8-26
RAIL Rwy 15

| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 21* | 877-½ | 200 | (200-½) |
| S-LOC 21** | 1040-¾ | 363 | (400-¾) |
| CIRCLING*** | 1220-1½<br>530 (600-1½) | 1380-2¼<br>690 (700-2¼) | 1640-3<br>950 (1000-3) |

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 120 | 140 | 160 | 180 | 200 |
| Min:Sec | 2:36 | 2:14 | 1:57 | 1:44 | 1:34 |




NE-2, 19 MAR 2026 to 16 APR 2026