

ILS or LOC Y RWY 26

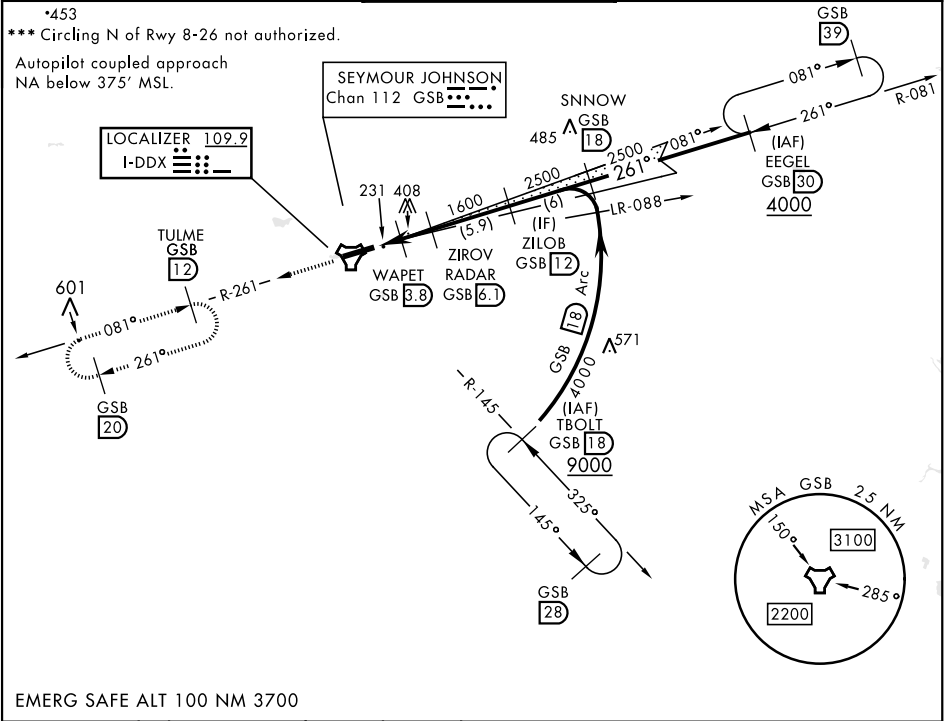
LOC I-DDX 109.9	APCH CRS 261°	Rwy Ldg 11,760 TDZE 109 Arprt Elev 109
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[USAF]

SEYMOUR JOHNSON AFB (KGSB)

RADAR or DME required		ALSF-1 	MISSED APPROACH: Climb to 2200 via GSB TACAN R-261 to TULME and hold.
* When ALS inop, increase RVR to 40 and vis to 3/4 mile. ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1 1/2 miles.			

ATIS ★ 317.625	APP CON 123.7 290.9 (258°- 110°) 119.7 273.6 (111°- 257°)	TOWER ★ 126.25 370.875	GND CON 132.45 275.8	CLNC DEL 128.025 270.8
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ELEV 109		TDZE 109													
Diagram details: The diagram shows the approach path from the localizer (LOC I-DDX 109.9) to the runway. The path is R-261, starting from the localizer and passing through WAPET GSB (8.8), ZIROV RADAR GSB (6.1), and ZILOB GSB (12). The path curves to the right, passing through TBOLT GSB (18) and ending at the runway. Altitudes along the path include 4000, 3250, 1600, and 2500. A missed approach path is shown as R-081, starting at 2500 and climbing to 4000. A circling path is shown as R-145, starting at 3250 and climbing to 2200. A diagram of the airport shows the runway (R-261) and taxiway (T-261). A diagram of the localizer shows the path from the localizer to the runway. A diagram of the missed approach shows the path from the runway to the missed approach point. A diagram of the circling path shows the path from the runway to the circling path. A diagram of the GSB frequencies shows the frequencies for each GSB: WAPET (8.8), ZIROV (6.1), ZILOB (12), TBOLT (18), and TULME (12). A diagram of the MSA shows the MSA for the approach: 2200 MSL, 25 NM, 285°.		<table><tr><td>2200</td><td>TULME R-261</td></tr><tr><td>GSB R-261</td><td>(12)</td></tr></table>		2200	TULME R-261	GSB R-261	(12)								
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