

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
MILWAUKEE MITCHELL AIR TRAFFIC CONTROL TOWER  
5330 SOUTH HOWELL AVENUE  
MILWAUKEE, WISCONSIN

ISSUED: April 17, 2009

EFFECTIVE: April 30, 2009 to April 30, 2011

Milwaukee Mitchell ATCT, Letter to Airmen No. 09-1

Subject: Radar Services for VFR Practice Approaches to Airports under  
Milwaukee Approach Control's Jurisdiction.

CANCELLATION: Milwaukee Mitchell Tower, Letter to Airmen No. 08-1 is cancelled.

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General Procedures: These procedures were developed considering limitations of radar and radio coverage, and controller workload within Milwaukee Approach Control airspace. At times, due to traffic conditions or other circumstances, it may be necessary for controllers to withhold or deny approval for practice approaches.

Pilots requesting radar services for a VFR practice instrument approach are expected to advise Milwaukee Approach Control how the approach will terminate (e.g. full-stop landing, touch-and-go, or low approach).

It must be clearly understood that even though controllers may be providing radar services, pilots are required to comply with all FAR's governing VFR flight. Application of air traffic control procedures or any action taken by the controller to avoid traffic conflicts does not relieve pilots of their responsibility to see-and-avoid other traffic and to maintain appropriate terrain and obstruction clearance.

Airports with Class C or D Surface Areas: Milwaukee Mitchell (MKE) and the following airports when the control towers are operational: Kenosha (ENW), Milwaukee Timmerman (MWC), Oshkosh (OSH), and Waukesha (UES). Standard IFR separation services are provided to VFR aircraft making practice instrument approaches. Except, 500 feet vertical separation may be applied between VFR aircraft and between a VFR and an IFR aircraft.

Airports that underlie Class E Airspace: Burlington (BUU), East Troy (57C), Fond Du Lac (FLD), Grand Geneva (C02), Hartford (HXF), New Holstein (8D1), Racine (RAC), Sheboygan (SBM), Wautoma (Y50), and West Bend (ETB). Radar vectors will be provided on a workload permitting basis for VFR practice approaches. Traffic advisories will be provided on known or observed traffic until the aircraft is advised to change to the appropriate unicom frequency. No separation services will be provided.

APPROACH CONTROL FREQUENCIES: 125.35 119.65 127.0



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