

**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
LOC STANDARD INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.25**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.  
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
MWC	LOC RWY 15L	6G	MILWAUKEE	WI		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
745	745	LOC RWY 15L	6F	06/15/2023	2W	1990
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-MWC			ROUTINE			

**TERMINAL ROUTES**

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
BAE VOR/DME		KINIC INT/LJT 5.39 DME/RADAR					060.54	8.93	2800

**MISSED APPROACH**

**MAP:**

LOC: 5.06 NM AFTER KINIC INT/LJT 5.39 DME/RADAR

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 3000 THEN RIGHT TURN DIRECT BAE VOR/DME AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

- PT L SIDE OF COURSE 327.57 OUTBOUND 2800 FT WITHIN 10 MILES OF KINIC INT/LJT 5.39 DME/RADAR (IAF)
- 
- FAC: 147.57 FAF: KINIC INT/LJT 5.39 DME/RADAR DIST FAF TO MAP: 5.06 DIST FAF TO THLD: 5.06
- MIN ALT: KINIC INT/LJT 5.39 DME/RADAR 2400, RUDIE INT/LJT 1.94 DME 1280
- MSA FROM: BAE VOR/DME 2900

**NOTES:**

CHART NOTE: RWY 15L HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.  
CHART NOTE: CIRCLING NA TO RWYS 4R, 15R, 22L AND 33L.  
CHART NOTE: CIRCLING RWY 4L, 33R NA AT NIGHT.  
CHART NOTE: # SIMULTANEOUS RECEPTION OF I-MWC AND LJT DME REQUIRED.

**ADDITIONAL FLIGHT DATA:**

HOLD W, RT, 090.00 INBOUND.  
CHART FAS OBST: 879 TREE (55-111687) 430807N/0880308W.  
CHART 897 TREE (55-111594) 430849N/0880359W.  
KINIC TO RW15L: 3.01/40.6.



**MINIMUMS:**

**TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT**

**ALTERNATE:** NA  STANDARD - CAT D 900-2 3/4, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.

<b>CATEGORY:</b>	<b>A</b>			<b>B</b>			<b>C</b>			<b>D</b>			<b>E</b>		
<b>FINAL TYPE</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>
S-LOC 15L	1280	1	535	1280	1	535	1280	1 1/2	535	1280	1 1/2	535			
CIRCLING	1280	1	535	1340	1	595	1360	1 3/4	615	1560	2 3/4	815			
RUDIE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED #)															
S-LOC 15L	1180	1	435	1180	1	435	1180	1 1/4	435	1180	1 1/4	435			
CIRCLING	1220	1	475	1340	1	595	1360	1 3/4	615	1560	2 3/4	815			

**CHANGES - REASONS**

1. PROFILE: LINE 1 OUTBOUND UPDATED FROM 327.58 TO 327.57 - ALIGN WITH FINAL APPROACH COURSE.
2. PROFILE: LINE 3: FAC UPDATED FROM 147.58 TO 147.57 - NEW TARGETS DERIVED CALCULATION.
3. PROFILE: LINE 4: REMOVED WITSU INT/LJT 7.90 DME 2700 - NOT REQUIRED PER CRITERIA.
4. PROFILE LINE 4: UPDATED FROM RUDIE INT/LJT 1.94 DME 1280\* TO RUDIE INT/LJT 1.94 DME 1280 - ASTERISK NO LONGER REQUIRED IN CRITERIA.
5. NOTES: ADDED CHART NOTE: CIRCLING RWY 4L, 33R NA AT NIGHT - NEW 20:1 OBSTRUCTIONS FOUND IN CIRCLING AREAS.
6. NOTES: REMOVED CHART PROFILE NOTE: \*1320 WHEN USING GENERAL MITCHELL INTL ALTIMETER SETTING - BACKUP ALTIMETER NOTE NOT CHARTED. UPDATED AND MOVED TO BACK OF FORMS.
7. ADDITIONAL FLIGHT DATA: DELETED CHART FAS OBST: 919 TREE 430814N/0880314W ADDED CHART FAS OBST: 879 TREE (55-111687) 430807N/0880308W - NEW FINAL CONTROLLING OBST.
8. ADDITIONAL FLIGHT DATA: ADDED CHART 897 TREE (55-111594) 430849N/0880359W - 7:1 OBSTACLE IDENTIFIED.
9. MINIMUMS: FINAL TYPE UPDATED FROM S-LOC 15L\* TO S-LOC 15L - ASTERISK NO LONGER REQUIRED IN CRITERIA.
9. MINIMUMS: RUDIE FIX MINIMUMS UPDATED FROM RUDIE FIX MINIMUMS (DUAL VOR RECIEVERS REQUIRED OR DME REQUIRED #) TO RUDIE FIX MINIMUMS (DUAL VOR RECIEVERS OR DME REQUIRED #) - IAW 8260.19K N(3)(2)(F).

**COORDINATED WITH:**

**A4A**  **ALPA**  **AOPA**  **APA**  **HAI**  **NBAA**

**OTHER:** ZAU ARTCC, MWC ATCT, MKE APP CON, AMGR

**FLIGHT CHECKED BY**

WILLIAM M YINGLING

*Digitally signed by*

**RAKE MCGRAW**  
Mar 27, 2026

**OFFICE**  
AJF

**DATE**  
03/19/2026

**DEVELOPED BY**

RALPH P. MILLER

*Digitally signed by*

**RAKE MCGRAW**  
Mar 27, 2026

**OFFICE**  
AJV-A422

**DATE**  
11/07/2025

**APPROVED BY**

RAKE MCGRAW

*Digitally signed by*

**RAKE MCGRAW**  
Mar 27, 2026

**OFFICE**  
AJV-A422

**DATE**

**TITLE**  
MANAGER



**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u> MWC	<u>PROCEDURE NAME</u> LOC RWY 15L	<u>AMDT NO.</u> 6G	<u>CITY</u> MILWAUKEE	<u>STATE</u> WI	<u>AIRPORT ELEVATION</u> 745	<u>FACILITY</u> I-MWC
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**PART A: OBSTRUCTION DATA SEGMENTS**

**FEEDER**

<b>FROM</b> BAE VOR/DME	<b>TO</b> KINIC INT/LJT 5.39 DME/RADAR
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<u>RNP</u>	<u>DISTANCE</u> 8.93	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (55-000551)	430922.10N/0880906.59W	1349	250	50	4D	1000				AT451	2800
TERRAIN	430757.00N/0881603.00W	1148 (1100)								AS1500	2600

**COMPUTATIONS**

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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**SEGMENT REMARKS:**

**INTERMEDIATE: PT**

<b>FROM</b> 10 NM	<b>TO</b> WITSU INT/LJT 7.90 DME
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<u>RNP</u>	<u>DISTANCE</u> 7.50	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	431457.00N/0881424.00W	1368	215	8	4B	500					1900
TERRAIN	431457.00N/0881424.00W	1167 (1200)								AS1500	2700

**COMPUTATIONS**

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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**SEGMENT REMARKS:**





**AIRPORT ID**  
MWC

**PROCEDURE NAME**  
LOC RWY 15L

**AMDT NO.**  
6G

**CITY**  
MILWAUKEE

**STATE**  
WI

**AIRPORT ELEVATION**  
745

**FACILITY**  
I-MWC

**FINAL: LOC STEPDOWN**

**FROM**  
RUDIE INT/LJT 1.94 DME

**TO**  
5.06 NM AFTER KINIC INT/LJT 5.39 DME/RADAR

<b>RNP</b>	<b>DISTANCE</b>	<b>PAT</b>	<b>MAP</b>	<b>HAT</b>	<b>HMAS</b>
	1.93		5.06 NM AFTER KINIC INT/LJT 5.39 DME/RADAR	435	

<b>OBSTRUCTION</b>	<b>COORDINATES</b>	<b>ELEV MSL</b>	<b>HORZ</b>	<b>VERT</b>	<b>AC</b>	<b>ROC</b>	<b>OCS</b>	<b>CG</b>	<b>CGTA</b>	<b>ADJUSTMENTS</b>	<b>MIN ALT</b>
TREE (55-111687)	430807.18N/0880307.66W	879	20	3	1A	250				XP51	1180

**COMPUTATIONS**

<b>ALT</b>	<b>KIAS</b>	<b>KTAS</b>	<b>HAA</b>	<b>VKTW</b>	<b>TR</b>	<b>BA</b>	<b>DTA</b>	<b>COURSE CHANGE</b>	<b>DVEB</b>	<b>VEB OCS</b>	<b>RF CENTER FIX/DISTANCE</b>
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**SEGMENT REMARKS:**

XP=MATCH CURRENT MINS

**PROCEDURE TURN**

**FROM**  
KINIC INT/LJT 5.39 DME/RADAR

**TO**  
10 NM

<b>RNP</b>	<b>DISTANCE</b>	<b>PAT</b>	<b>MAP</b>	<b>HAT</b>	<b>HMAS</b>
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<b>OBSTRUCTION</b>	<b>COORDINATES</b>	<b>ELEV MSL</b>	<b>HORZ</b>	<b>VERT</b>	<b>AC</b>	<b>ROC</b>	<b>OCS</b>	<b>CG</b>	<b>CGTA</b>	<b>ADJUSTMENTS</b>	<b>MIN ALT</b>
TOWER (55-000858)	432424.68N/0881834.04W	1595	250	50	4D	1000					2600
TERRAIN	431442.00N/0881939.00W	1351 (1400)								AS1500 XP-100	2800

**COMPUTATIONS**

<b>ALT</b>	<b>KIAS</b>	<b>KTAS</b>	<b>HAA</b>	<b>VKTW</b>	<b>TR</b>	<b>BA</b>	<b>DTA</b>	<b>COURSE CHANGE</b>	<b>DVEB</b>	<b>VEB OCS</b>	<b>RF CENTER FIX/DISTANCE</b>
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**SEGMENT REMARKS:**

XP= TERRAIN DIFFERENCE LESS THAN 51'. ABBREVIATED AMENDMENT; REDUCED TO MATCH CURRENT MINS.





**AIRPORT ID**  
MWC

**PROCEDURE NAME**  
LOC RWY 15L

**AMDT NO.**  
6G

**CITY**  
MILWAUKEE

**STATE**  
WI

**AIRPORT ELEVATION**  
745

**FACILITY**  
I-MWC

**NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:**

**PART B: SUPPLEMENTAL DATA**

**COMMUNICATIONS WITH**

MWC TOWER, MKE APP CON, ZAU ARTCC

**WX SERVICE**  
AWOS-3

**LOCATION**  
MWC

**HRS OPERATION**  
24

**ALTIMETER SOURCE**  
MWC

**DISTANCE**

**WMSCR**  
Y

**ADJUSTMENTS**  
0

**BACK-UP WX SERVICE**  
ASOS

**LOCATION**  
MKE

**HRS OPERATION**  
24

**ALTIMETER SOURCE**  
MKE

**DISTANCE**  
11.51

**WMSCR**  
Y

**ADJUSTMENTS**  
29

**WX REMARKS:**

RASS PRESSURE PATTERNS THE SAME  
KMWC 745, KMKE 728  
RA = 28.8.

**PRIMARY NAVAID**  
I-MWC

**MONITOR POINT**  
MOCC

**HRS OPERATION**  
24

**CAT**  
1

<b>APPROACH AND RUNWAY LIGHTING SYSTEM</b>	<b>RUNWAY MARKINGS</b>	<b>RUNWAY VISUAL RANGE</b>
RW15R		
RW04R		
RW33L		
RW22L		
RW04L - MIRL (PCL), REIL (PCL), VASI-4L (PCL)	NPI-G	
RW15L - MIRL (PCL), REIL (PCL), PAPI-4R (PCL)	NPI-G	
RW22R - REIL (PCL), MIRL (PCL), VASI-4L (PCL)	NPI-G	
RW33R - REIL (PCL), MIRL (PCL), PAPI-4L (PCL)	NPI-G	

**GLIDESLOPE ANGLE**

**ELEV RWY THRESHOLD**

**TCH**

**ELEV GS ANTENNA**

**DISTANCE FROM RWY**

**VGSI ANGLE**  
3.00

**TCH**  
40.6

**FINAL APPROACH COURSE AIMING**

RUNWAY THRESHOLD  
ON CENTERLINE

FT FROM THRESHOLD  
FT FROM CENTERLINE

DISPLACED THRESHOLD DISTANCE

**CRITICAL TEMPERATURES**

**CRITICAL LOW**

**CRITICAL HIGH**

**ACT**

**APT ISA**

**CRITICAL TEMPERATURE REMARKS:**

**"VISUAL PORTION OF FINAL" PENETRATIONS**

FINAL TYPE	CIRCLING RWY 04L
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20:1

808 TREE (55-111116) 430612.3400N/0880224.6300W (10.58)	803 TREE (55-111450) 430613.6600N/0880228.7600W (1.94)
791 TREE (55-111772) 430615.3500N/0880227.1800W (0.3)	

FINAL TYPE      CIRCLING RWY 33R

20:1

801 POLE (55-025617) 430616.1600N/0880136.2900W (12.66)	819 TREE (55-111101) 430609.6200N/0880140.5000W (12.18)
810 TREE (55-111563) 430611.6600N/0880140.5000W (11.7)	807 TREE (55-111274) 430614.6400N/0880135.2400W (10.11)
816 TREE (55-111644) 430613.3800N/0880133.0600W (9.28)	784 TREE (55-111415) 430616.8500N/0880141.2100W (8.86)
780 TREE (55-111827) 430617.1100N/0880142.5100W (8.67)	799 TREE (55-111335) 430613.5900N/0880140.4300W (8.61)
805 TREE (55-112243) 430614.9900N/0880134.4000W (7.81)	781 TREE (55-111322) 430616.8200N/0880140.9300W (5.15)
780 TREE (55-111298) 430616.9900N/0880140.8300W (4.65)	799 TREE (55-111541) 430614.7400N/0880135.8200W (3.75)
802 TREE (55-111126) 430611.4900N/0880140.8300W (3.68)	801 TREE (55-111345) 430614.6300N/0880134.9000W (3.36)
802 TREE (55-111425) 430611.2000N/0880140.5400W (1.86)	825 TREE (55-028983) 430610.9900N/0880129.9600W (1.8)
772 TREE (55-112242) 430617.1300N/0880142.8200W (1.41)	793 TREE (55-112181) 430613.0300N/0880140.4700W (0.36)
795 TREE (55-111359) 430614.6200N/0880136.2900W (0.23)	797 TREE (55-111155) 430611.8600N/0880140.8300W (0.23)
782 TREE (55-111790) 430615.2200N/0880141.2800W (0.2)	

FINAL TYPE      S-LOC RWY 15L

34:1

783 TREE (55-028965) 430707.9000N/0880227.1500W (7.9)	790 TREE (55-028681) 430707.8700N/0880234.7000W (5.66)
779 TREE (55-028947) 430705.2600N/0880231.3900W (5.15)	771 TREE (55-028967) 430704.2300N/0880229.1500W (2.45)
772 POLE (55-111297) 430706.1700N/0880226.9200W (1.43)	764 TREE (55-111836) 430702.9900N/0880227.2300W (0.86)
779 TREE (55-028968) 430707.2300N/0880231.0400W (0.75)	775 TREE (55-112046) 430706.3500N/0880229.9500W (0.25)

**PENETRATIONS REMARKS:**

**HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS**

and/or

**5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS**

**PENETRATIONS REMARKS:**



**PART C: GENERAL REMARKS:**

VDP NOT ESTABLISHED - VDP IS LESS THAN 0.5NM AFTER STEPDOWN.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100FT VEGETATION HEIGHT USED PER FPO.

NO SUITABLE NAVAIDS AVAILABLE FOR AN ALTERNATE MISSED

WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MKE ALTIMETER SETTING AND INCREASE ALL MDAS 40 FEET AND RUDIE FIX MINIMUMS VISIBILITY CAT C/D 1/8 SM AND S-LOC 15L VISIBILITY CAT C/D 1/8 SM.

WHEN USING MKE ALTIMETER SETTING CROSS RUDIE AT OR ABOVE 1320.  
ORDER 8260.3 CHAPTER 2 APPLIED TO 1129 AAO 431145.00N/0880554.00W.

ORDER 8260.3 CHAPTER 2 APPLIED TO 897 TREE (55-111594) 430848.98N/0880358.57W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

**PART D: AIRSPACE**

**DOCKET #**

**ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE**

<b>DISTANCE FROM</b>	THLD	<b>TO 1000FT POINT</b>	3.39
<b>WIDTH OF</b>	FINAL	<b>SEGMENT AT 1000FT POINT</b>	0.95
<b>TRUE COURSE OF</b>	FINAL	<b>SEGMENT CONTAINING 1000FT POINT</b>	145.57
<b>HIGH TERRAIN IN</b>	FINAL	<b>SEGMENT CONTAINING 1000FT POINT</b>	900
<b>DISTANCE FROM</b>		<b>TO 1500FT POINT</b>	
<b>WIDTH OF</b>		<b>SEGMENT AT 1500FT POINT</b>	
<b>TRUE COURSE OF</b>		<b>SEGMENT CONTAINING 1500FT POINT</b>	
<b>HIGH TERRAIN IN</b>		<b>SEGMENT CONTAINING 1500FT POINT</b>	

<b>THRESHOLD COORDINATES (IF STR-IN)</b>	430656.95N/0880219.05W
<b>ARP COORDINATES</b>	430637.37N/0880203.91W
<b>RUNWAY APCH END AND DIST FURTHEST FROM ARP</b>	RUNWAY 15L DISTANCE 0.38 NM
<b>FAF COORDINATES</b>	431107.32N/0880613.64W
<b>FIX NAME COORDINATES</b>	

**REMARKS**

\*1500 FT POINT OCCURS IN PT MANEUVERING AREA  
NO ADDITIONAL AIRSPACE REQUIRED.

**PART E: PREPARED BY**

<b>NAME</b>	<b>OFFICE</b>	<b>DATE</b>	<b>TITLE</b>
RALPH P. MILLER	AJV-A422	11/07/2025	AERONAUTICAL INFORMATION SPECIALIST

