

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 02/20/2025	APWS Task ID: B73E043E59CC405E97013079B3DED6C3	APWS Project ID: DD32F74F85D14A5EB4A521A59A9418D2
Procedure: RNAV (GPS) RWY 28 AMDT 1		Enroute: NO	Specialist: Mendenhall, Christopher		Agreement Number:
Airport ID: KUES			Airport City: WAUKESHA		State: WI
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
ACTIVE DATA USED FOR KUES

APPROVAL REQUEST ATTACHED FOR GLIDEPATH ANGLE (GPA) AND VERTICAL DESCENT ANGLE (VDA) NEW FEEDER FOR KUES, FIX HOANN

CONTACT: DAVE DANNER 405-954-5077

01/03/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 08/21/2024

1. CHANGED REQUIRED EFFECTIVE DATE FROM ROUTINE TO 02/20/2025

QUALITY
5
CHECKED
Digitally signed by
DAVID DANNER
Jan 03, 2025

QUALITY
41
CHECKED

QUALITY
10
CHECKED



Federal Aviation Administration

Memorandum

Date: November 20th, 2024

To: Manager, Flight Procedure Implementation and Oversight Branch

From: Lonnie Everhart, Manager, Instrument Flight Procedures (IFP) Coordination Team, AJV-A42

Subject: **ACTION:** Approval Request

RNAV (GPS) RWY 28, WAUKESHA COUNTY (KUES) WAUKESHA, WI

FAAO 8260.3E, Sec 2-6, PARA 2-6-2. Glidepath Angle (GPA) and Vertical Descent Angle (VDA).

a. Approval is required to establish a GPA or a VDA (of a procedure where the FAC is straight-in aligned) that is more than 0.20 degrees greater than the glidepath angle of a visual glide slope indicator (VGSI) installed on the same runway (see paragraph 1-4-2).

The RNAV (GPS) RWY 28 procedure is a Cat A-D non-precision straight-in aligned approach with GPA of 3.49° and TCH of 45. TCH for procedure meets the minimum glidepath-to-wheel height for height group 1. The VGSI for Rwy 28 is aimed at 3.75 degrees and TCH of 37. Increasing the procedure GPA to match the VGSI angle of 3.75 degrees would be well above the optimum GPA of 3.50 degrees as defined in paragraph 2-6-4 and the loss of Category D aircraft minimums would occur. The procedure will publish the following chart note: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE} TCH {FEET}). VDA will not be published due to 20:1 penetrations and the procedure will be NA at night.

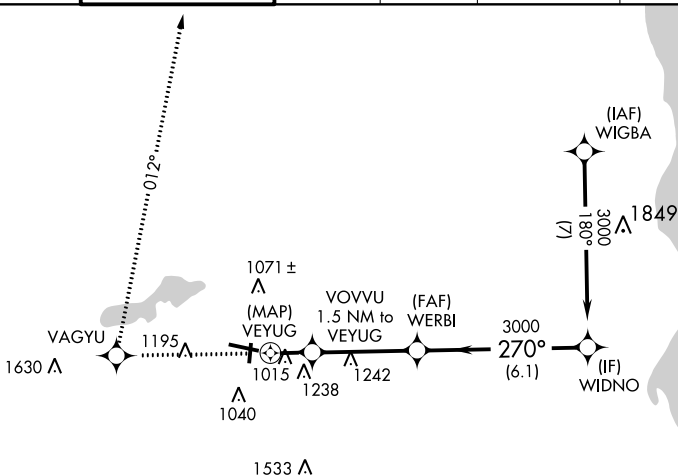
At this time the airport does not have the funding to support the alteration of the VGSI equipment. Request approval to use the 3.49° GPA and TCH of 45 for the RNAV (GPS) Rwy 28 procedure until a time when the VGSI system can be upgraded.

24081

RNAV (GPS) RWY 28

WAUKESHA COUNTY (UES)

MISSED APPROACH: Climb to 3000
direct VAGYU and right turn via
012° track to HAWKN and hold.

UNICOM
122.95

TDZE 906



3000
↑



tr
012°

VGSI and descent angles not coincident (VGSI Angle 3.75/TCH 37).

WERBI

WIDNO

3000

Procedure
Turn
NA

CATEGORY

A	B
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C	
---	--

D

UNAV ME

1420-1 514 (400-1)

1420-1½

1420-1^{3/4}

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140	1500
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514 (600-1½)	5
1.542.136	

514 (600-1 1/4)

WAIKESHA COUNTY (UES)

RNAV (GPS) RWY 28

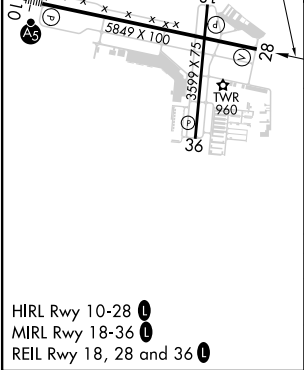
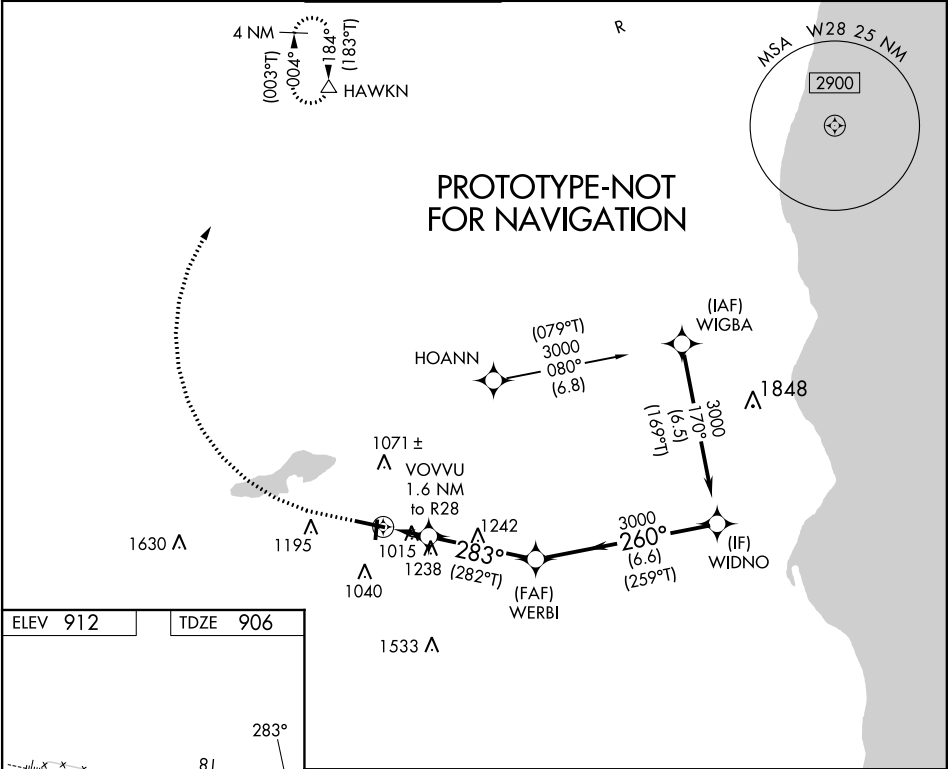
APP CRS	Rwy Idg	5849
283°	TDZE	906
	Apt Elev	912

RNAV (GPS) RWY 28

WAUKESHA COUNTY (UES)

RNP APCH - GPS.				MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 direct HAWKN and hold.		
Procedure NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use MWC altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.						

ATIS 118.875	MILWAUKEE APP CON 125.35 307.0	WAUKESHA TOWER ★ 123.7 (CTAF) 0	GND CON 121.6	CLNC DEL 121.6	CLNC DEL 128.7 (When twr closed)	UNICOM 122.95
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1400	3000	HAWKN	VGSI and descent angles not coincident (VGSI Angle 3.75/TCH 37).
↑	↘	△	
WERBI			
VOVVU 1.6 NM to R28 ≤3.49° TCH 45			
RW28 1560			
1.6 NM 3.9 NM 6.6 NM			
CATEGORY	A	B	C D
LNAV MDA	1500-1 594 (600-1)	1500-1¾ 594 (600-1¾)	
CIRCLING	1500-1 588 (600-1)	1540-1¾ 628 (700-1¾)	1640-2¾ 728 (800-2¾)

