

ILS RWY 1L (CAT II & III)
GENERAL MITCHELL INTL (MKE)

ALSF-2

MISSED APPROACH: Climb to 1 200 then climbing left turn to 2900 direct BAE VOR/DME and hold.

Procedure NA for arrival on BAE VOR/DME airway radials 100 CW 191.

BADGER
116.4 BAE Chan 111

LOCALIZER 110.3
I-MKE Chan 40

1533 A

1037 A

921 A

853

2600

011° (5.9)

191°

HOLD 5000/2700

CUTMO I-MKE 7.8 RADAR

(IF/IAF) YOUNT I-MKE 13.7 RADAR

IM

1200 A

1273 A

930 A

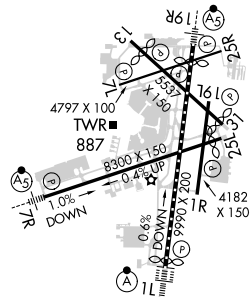
MSA BAE 25 NM
2900

MISSED APCH FIX
R-270
090°
270°
BADGER BAE 116.4 Chan 111

ELEV 728	D	TDZ 704
TDZ/CL Rwy 1L REIL Rwys 1R, 7L, 13, 25L, 25R and 31		

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).
One Minute Holding Pattern
YOUNT I-MKE 13.7 CUTMO I-MKE 7.8
RADAR RADAR
5000 ←191° 011°→ 2600 2600
GS 3.00° TCH 56
5.9 NM 5.8 NM 1.251 NM
CATEGORY A B C D
S-ILS 1L CAT II RA 98/12 100 DA 804
S-ILS 1L CAT III RVR 06

ELEV 728	D	TDZE 704
TDZ/CL Rwy 1L REIL Rwys 1R, 7L, 13, 25L, 25R and 31		



HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R

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