

LOC/DME I-MKE 110.3 Chan 40	APP CRS 011°	Rwy Idg TDZE Apt Elev	1L 9080 704 728	1R 4182 678 728
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ILS or LOC RWY 1L

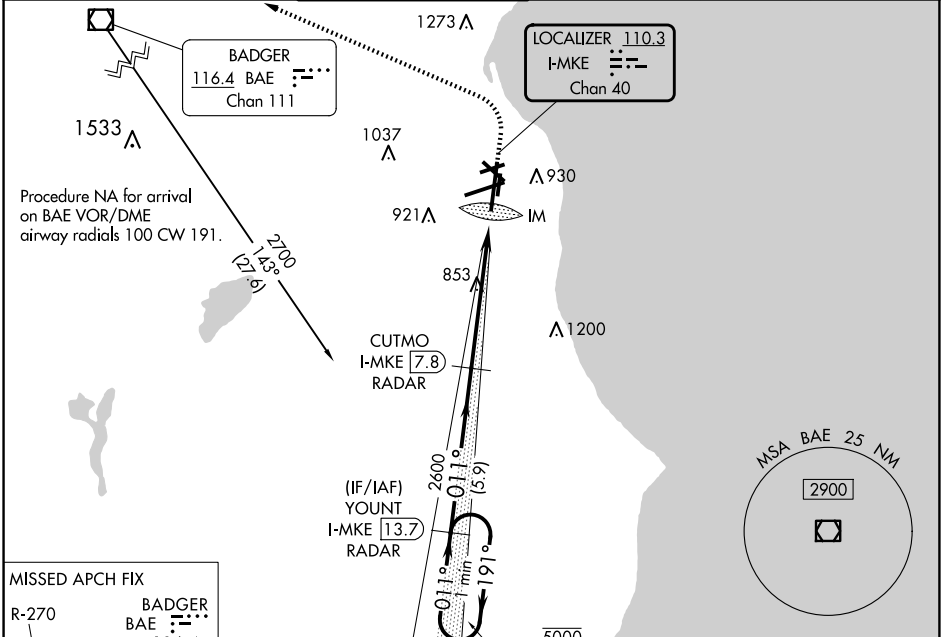
GENERAL MITCHELL INTL (MKE)

DME or RADAR required.

ALSF-2
Rwy 1L

MISSED APPROACH: Climb to 1200 then climbing left turn to 2900 direct BAE VOR/DME and hold.

D-ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 124.575 269.05	GND CON 121.8 263.125	CLNC DEL 120.8	CPDLC
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MISSED APCH FIX

R-270
090°
270°

BADGER
BAE 116.4
Chan 111

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

One Minute Holding Pattern

YOUNT I-MKE RADAR 13.7

CUTMO I-MKE RADAR 7.8

5000 2700 191° 011° 011° 2600 2600 3.1 2 1M IM

GS 3.00° TCH 56

5.9 NM 4.6 NM 1.1 NM 0.1

CATEGORY	A	B	C	D
S-ILS 1L	904/18 200 (200-½)			
S-LOC 1L	1140/24 436 (500-½)		1140/40 436 (500-¾)	
SIDESTEP 1R	1140-1 462 (500-1)		1140-1½ 462 (500-1½)	1140-2 462 (500-2)
CIRCLING	1240-1 512 (600-1)		1240-1½ 512 (600-1½)	1360-2 632 (700-2)

ELEV 728

TDZ/CL Rwy 1L

REIL Rwys 1R, 7L, 13, 25L, 25R and 31

TDZE 1L 704

TDZE 1R 678

HIRL Rwys 1L-19R and 7R-25L

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

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56