

ILS or LOC RWY 1L
GENERAL MITCHELL INTL (MKE)

ALSF-2
Rwy 1L

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

1533 Δ

2700 Δ

1273 Δ

1037 Δ

921 Δ

853 Δ

930 Δ

1200 Δ

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

CUTMO
I-MKE 7.8
RADAR

(IF/IAF)
YOUNT
I-MKE 13.7
RADAR

2600

01.1°

01.1°

191°

5000

2900

MSA BAE 25 NM

R-270

BADGER
BAE

R-270
BADGER
BAE
116.4
Chan 111

ELEV 728

TDZ/CL Rwy 1L
REIL Rwys 1R,
7L, 13, 25L,
25R and 31

TDZE 1L 704
TDZE 1R 678

The diagram shows Runway 1L as a solid black line. It has a length of 8300 feet and a width of 150 feet. The runway is oriented at 011°. A TWR (Tower) is located near the runway. Various obstructions are shown with their MSL elevations: 4797 ft (TWR), 4182 ft (near the end of the runway), and several other points ranging from 761 to 1332 feet. Obstruction clearance gradients are indicated: 1% DOWN, 0.4% UP, and 0.6% DOWN. The diagram also shows the intersection of Runway 1L with other runways (7L, 13, 25L, 25R, 31) and the FAF (Final Approach Fix) to MAP (Missed Approach Point) distance of 5.8 NM.

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