

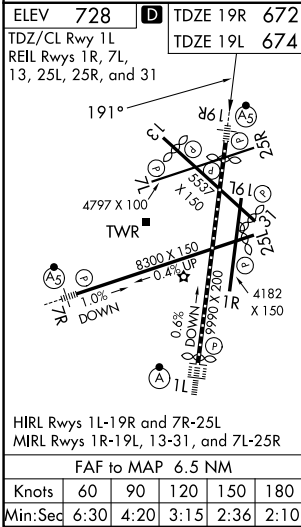
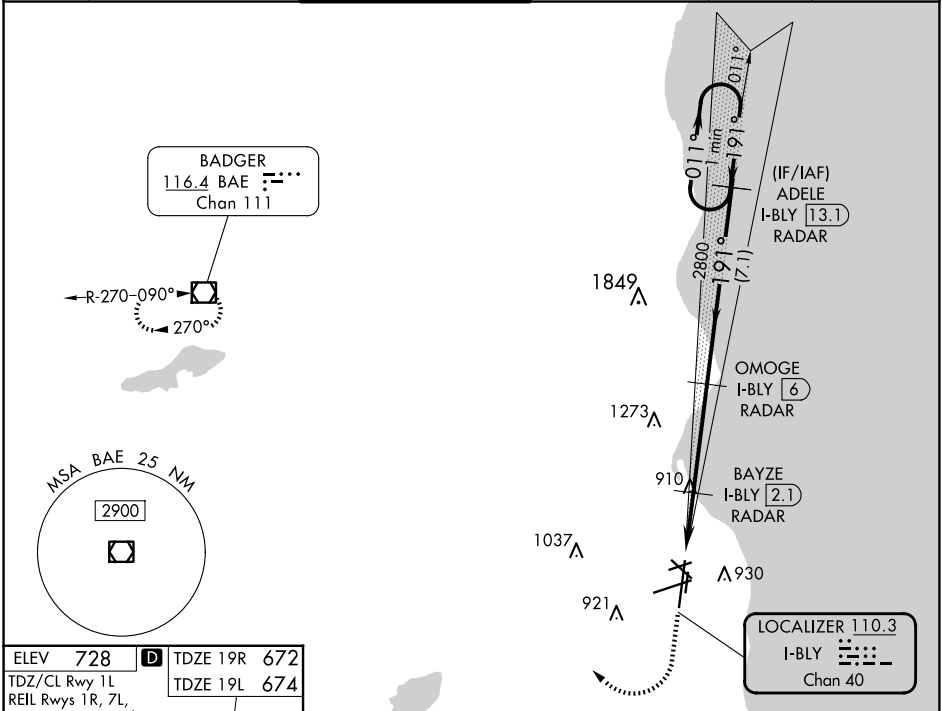
LOC/DME I-BLY 110.3 Chan 40	APP CRS 191°	Rwy 19R Ldg 9205 TDZE 672 Apt Elev 728	Rwy 19L Ldg 4182 TDZE 674 Apt Elev 728
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ILS or LOC RWY 19R

GENERAL MITCHELL INTL(MKE)

RADAR required for procedure entry, RADAR or DME required for LOC only.		MALSR Rwy 19R 	MISSED APPROACH: Climb to 2800 then right turn direct BAE VOR/DME and hold.	
For inop ALS, increase S-LOC 19R Cats C and D visibility to 1½ SM. *RVR 1800 authorized with use of FD or AP or HUD to DA.				

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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ELEV 728 TDZE 19R 672 TDZE 19L 674		BAE VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).		ADELE I-BLY 13.1 RADAR	
TDZ/CL Rwy 1L REIL Rwy 1R, 7L, 13, 25L, 25R, and 31		OMOG I-BLY 6 RADAR		011° 2900	
191° 861 25163 13 533 761 25163 13 533 761 25163		BAYZE I-BLY 2.1 RADAR		191° 2800	
4797 X 100 8300 X 150 4182 X 150 25163		ANTENNA I-BLY 0.8		GS 3.00° TCH 54	
1.0% DOWN 0.6% UP 1.3 NM 1.3 NM 3.9 NM 7.1 NM		I-BLY 0.5			
HIRL Rwy 1L-19R and 7R-25L MIRL Rwy 1R-19L, 13-31, and 7L-25R		CATEGORY A B C D			
FAF to MAP 6.5 NM		S-ILS 19R* 872/24 200 (200-½)			
Knots 60 90 120 150 180		S-LOC 19R 1160/24 488 (500-½) 1160/50 488 (500-1)			
Min:Sec 6:30 4:20 3:15 2:36 2:10		SIDESTEP 19L 1160-1 486 (500-1) 1160-1½ 486 (500-1½) 1160-2 486 (500-2)			
CIRCLING 1240-1 512 (600-1) 1240-1½ 512 (600-1½) 1360-2 632 (700-2)					