

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

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

1273 A

1533 A

Procedure NA for arrival on BAE VOR/DME  
airway radials 085 CW 191.

BADGER  
116.4 BAE  
Chan 111

LOCALIZER 110.3  
I-MKE  
Chan 40

1037 A

887 A

921 A

853

CUTMO  
I-MKE 7.8  
RADAR

2600

(IF/IAF)  
JUTAX  
I-MKE 13.7  
RADAR

5000  
2700

HOLD

191°

011°

011°

011°

1 min

5.9

IM

930 A

1200 A

MSA BAE 25 NM

2900

MISSED APCH FIX

R-270

BADGER  
BAE  
116.4  
Chan 111

090°

270°

ELEV 729

TDZ/CL Rwy 1L

RFIL Rws 1R

TDZE 1L 704

TDZE 1R 678

ELEV 729 **D** TDZE 1L 704  
 TDZE 1R 678

Diagram of runway 1L/1R showing elevation, TDZE, and various navigation aids. The diagram includes a TWR at 887, a 4797 X 100 tower, and a 8300 X 150 tower. It also shows a 0.4% UP slope, a 0.6% DOWN slope, and a 0.1% DOWN slope. The diagram includes a 011° 5.8 NM from FAF and a 161° 15' bearing. The diagram also shows a 1R 4182 X 150 and a 1L 1111 X 150. The diagram includes a 161° 15' bearing and a 161° 15' bearing. The diagram also shows a 161° 15' bearing and a 161° 15' bearing.

HIRL Rwy 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

EC-3, 27 JAN 2022 to 24 FEB 2022