

MILWAUKEE, WISCONSIN

AL-262 (FAA)

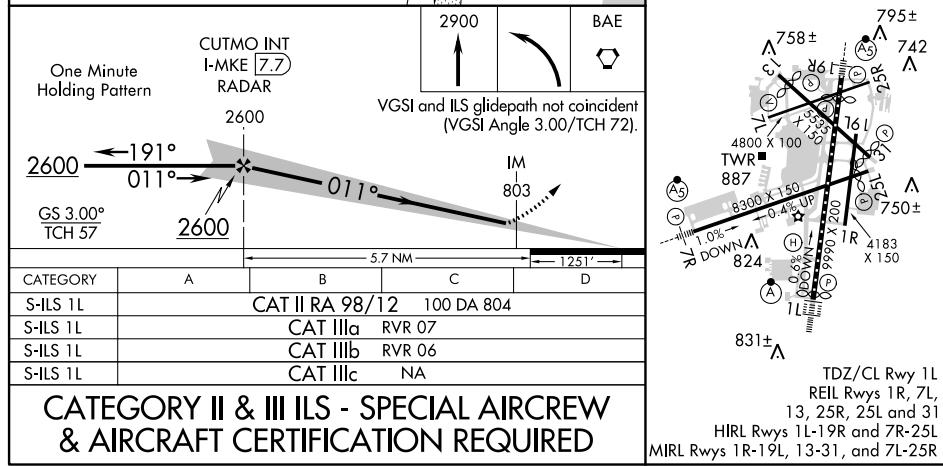
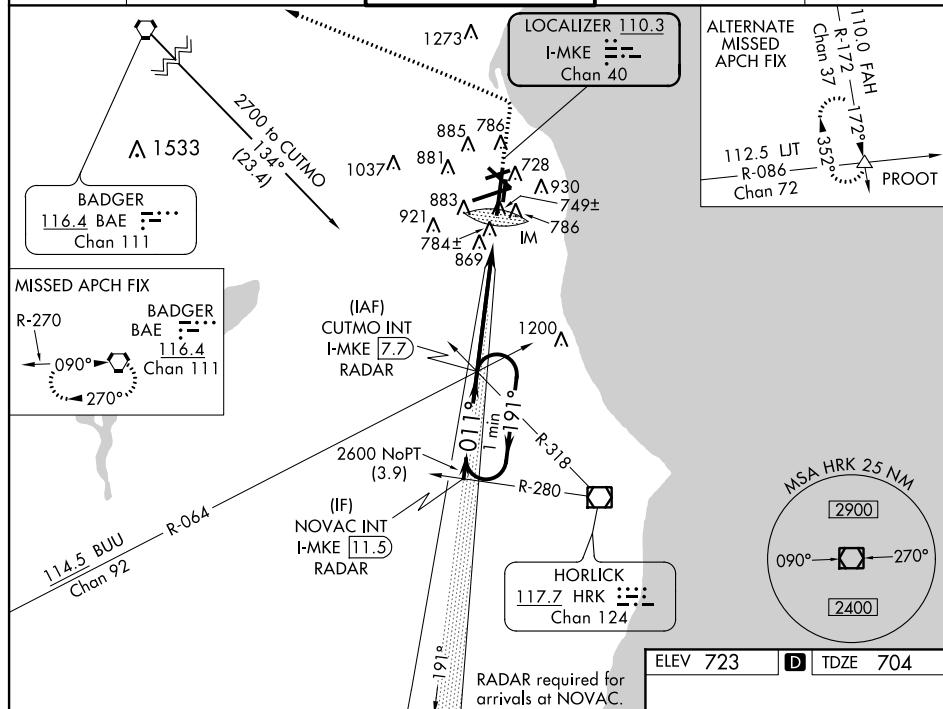
15288

LOC/DME I-MKE 110.3 Chan 40	APP CRS 011°	Rwy 1L Idg 9080 TDZE 704 Apt Elev 723
--	------------------------	---

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

MISSSED APPROACH: Climb to 2900 then left turn direct BAE VORTAC and hold.

ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 124.575 269.05	GND CON 121.8 263.125	CNLC DEL 120.8
----------------------	---	--	---------------------------------	--------------------------

MILWAUKEE, WISCONSIN
Amdt 9C 25JUL13

42°57'N-87°54'W

GENERAL MITCHELL INTL (MKE)
ILS RWY 1L (CAT II & III)TDZ/CL Rwy 1L
REIL Rwy 1R, 7L,
13, 25R, 25L and 31
HIRL Rwy 1L-19L and 7R-25L
MIRL Rwy 1R-19L, 13-31, and 7L-25L

MILWAUKEE, WISCONSIN

AL-262 (FAA)

15288

LOC/DME	I-BLY	APP CRS	Rwy 19R Idg	9205	Rwy 19L Idg	4183
110.3		189°	TDZE	672	TDZE	674
Chan 40			Apt Elev	729	Apt Elev	729

ILS or LOC RWY 19R
GENERAL MITCHELL INTL(MKE)

T ** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR
Rwy 19R

MISSED APPROACH: Climb to 2800 then right turn direct BAE VORTAC and hold.

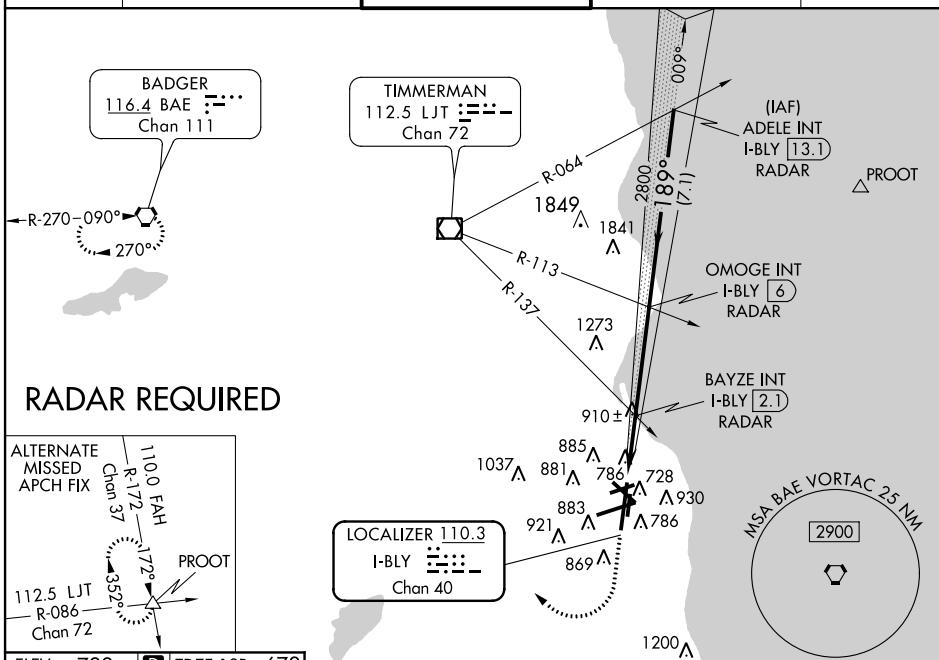
ATIS
126.4

MILWAUKEE APP CON
126.5 307.0

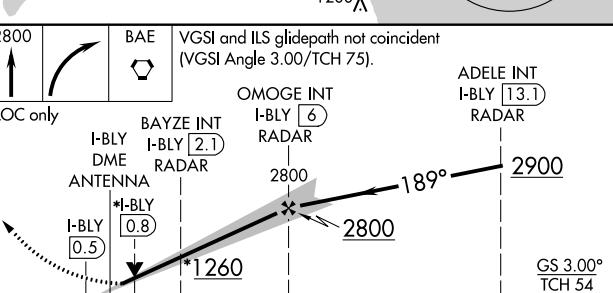
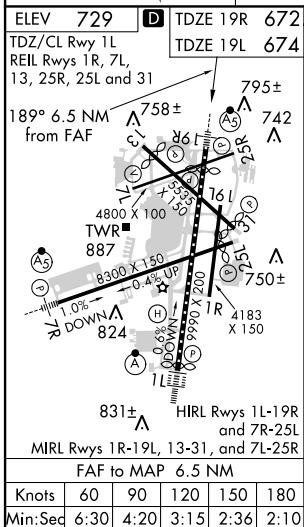
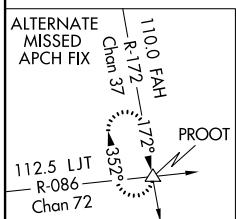
MILWAUKEE TOWER
124 575 269 05

GND CON
121.8 263.125

CLNC DEL
120 8



RADAR REQUIRED



CATEGORY	A	B	C	D
ILS 19R**		872/24	200 (200-½)	
-LOC 19R	1160/24	488 (500-½)	1160/50	488 (500-1)
SIDESTEP 19L	1160-1	486 (500-1)	1160-1½ 486 (500-1½)	1160-2 486 (500-2)
CIRCLING	1240-1	511 (600-1)	1240-1½ 511 (600-1½)	1280-2 551 (600-2)

MILWAUKEE, WISCONSIN

Amdt 12A 11DEC14

42°57'N-87°54'W LS or LOC RWY 19R

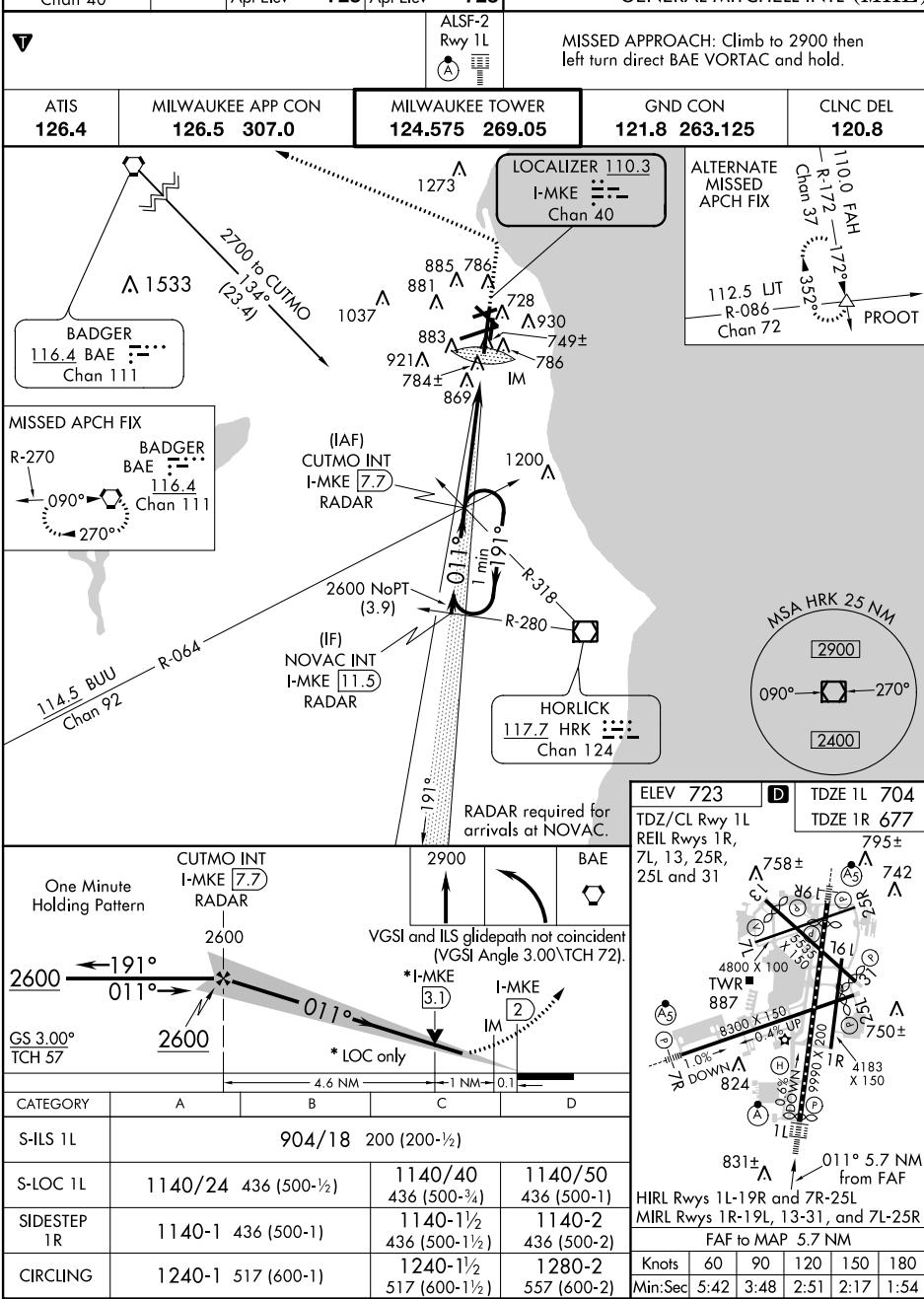
GENERAL MITCHELL INTL (MKE)
ILS or LOC RWY 19R

MILWAUKEE, WISCONSIN

AL-262 (FAA)

15288

LOC/DME I-MKE 110.3 Chan 40	APP CRS 011°	Rwy 1L Idg 9080 TDZE Apt Elev 704 723	Rwy 1R Idg 4183 TDZE Apt Elev 677 723
--	------------------------	---	---

ILS or LOC RWY 1L
GENERAL MITCHELL INTL (MKE)MILWAUKEE, WISCONSIN
Amdt 9C 25JUL13

42°57'N-87°54'W

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

MILWAUKEE, WISCONSIN

AL-262 (FAA)

15288

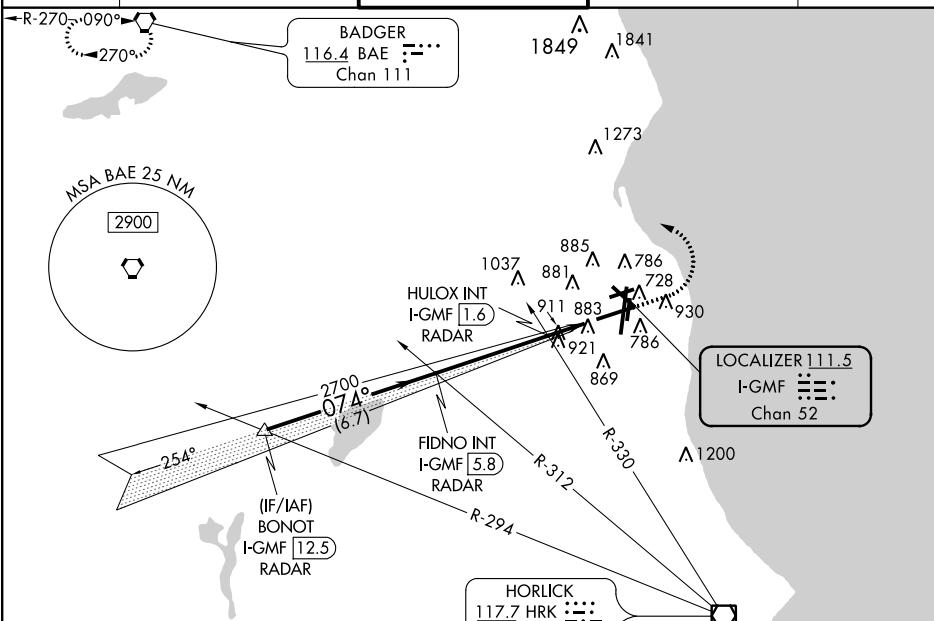
LOC/DME I-GMF 111.5 Chan 52	APP CRS 074°	Rwy Idg 8012 TDZE 729 Apt Elev 729
--	------------------------	---

ILS or LOC RWY 7R
GENERAL MITCHELL INTL (MKE)

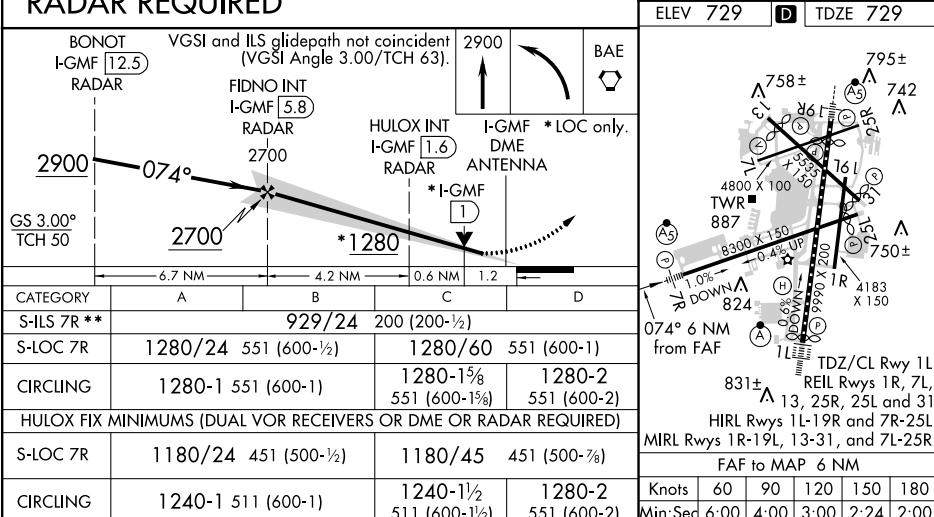
V ** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR (A5) MISSED APPROACH: Climb to 2900 then left turn direct BAE VORTAC and hold.

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
-------------------	--------------------------------------	---------------------------------------	------------------------------	-----------------------



RADAR REQUIRED



MILWAUKEE, WISCONSIN

Amdt 16A 11DEC14

42°57'N-87°54'W

GENERAL MITCHELL INTL (MKE)
ILS or LOC RWY 7R

EC-3, 13 OCT 2016 to 10 NOV 2016

MILWAUKEE, WISCONSIN

AL-262 (FAA)

15288

LOC/DME I-PXY 111.5 Chan 52	APP CRS 254°	Rwy Idg TDZE Apt Elev	7868 683 729
--	------------------------	-----------------------------	---

T Visibility reduction by helicopters NA.

LOC RWY 25L
GENERAL MITCHELL INTL (MKE)

MISSED APPROACH: Climb to 2800 then right turn direct BAE VORTAC and hold.

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
-----------------------	--	---	----------------------------------	---------------------------

A
A
1841

112.5 LUT
R-086
Chan 72

352°
PROT

1273

-2500 074°
-25.1°

BAE 25 1037 881 885 728 786 891 234 (6.9) (IF/IAF)
FAHEY CITKI I-PXY [14] BAE 25

This image shows a radar screen with several flight paths and radar returns. The flight paths are represented by dotted lines with labels: 'MSA BAE 25 NM' at the top left, '2900' in a box, '883' at the top center, '930' at the top right, '921' below '883', '869' below '921', '786' below '930', and '2900' at the bottom left. The radar returns are represented by black dots with labels: 'PANEL I-PXY [7.1]' at the top right, 'RADAR' below it, and 'RADAR' at the far right.

LOCALIZER 111.5
I-PXY []
GL 00

Chan 52

ELEV 729 D TDZE 683

RADAR REQUIRED

5.6 NM from FAF
2800 BAE CITKI

I-PXY [7.1] RADAR

R DOWN A 824 I-PXY 1.5 I-PXY 2.9 2500 254° 2900

TDZ/CL Rwy 1L
 REIL Rwy 1R, 7L,
 $831 \pm$
 A 13, 25R, 25L and 31
 HIRI Rwy 11-19P and ZB-25P

1.4 NM 4.2 NM 6.9 NM

3.00°
 TCH 47
 2500

THREE RWYS 1L, 1R, and 7L-25R MIRL RWYS 1R-19L, 13-31, and 7L-25R						CATEGORY	A	B	C	D
FAF to MAP 5.6 NM						S-25L	1160-1 477 (500-1)	1160-1 ^{3/8} 477 (500-1 ^{3/8})		
Knots	60	90	120	150	180			1240 1 ^{1/4}	1280 2	

MILWAUKEE, WISCONSIN GENERAL MITCHELL INT'L (MKE)

Amdt 5A 02APR15 42°57'N-87°54'W CENRAL AIRPORT (X) LOC RWY 25L

MILWAUKEE, WISCONSIN

AL-262 (FAA)

16119

APP CRS 134°	Rwy	Idg	4797
	TDZE		671
	Apt Elev		729

RNAV (GPS) RWY 13

GENERAL MITCHELL INTL (MKE)

T Helicopter visibility reduction below $\frac{3}{4}$ SM NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct DUSAY WP and hold.

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**

Procedure NA for arrival
on BAE VORTAC
airway radials 085 CW 191.

Procedure NA for arrival
at IRITE
on V31 eastbound.

(IAF)
BADGER
BAE

ELEV 729 TDZE 671

EEBV 727 D IDEE 8/1

This figure is a flight plan diagram for runway 13. It includes several waypoints labeled A5, TWR, 887, 824, 831, R6T, 1R, 1L, and 758. The diagram shows a series of segments with associated headings and altitude changes. Key labels include:

- Headings:** 134° to RW13, 4800 X 100, 4800 X 150, 8300 X 150, 0.4% UP, 1.0% DOWN.
- Altitudes:** 758±, 742, 750±, 4183 X 150.
- Waypoints:** A5, TWR, 887, 824, 831, R6T, 1R, 1L, 758.

TDZ/CL Rwy 1L
REIL Rwy 1R, 7L,
13, 25R, 25L and 31
HIRL Rwy 1L-19R and 7R-25L
MIRL Rwy 1R-19L, 13-31, and 7L-25R

CEXIS

Visual Segment-Obstacles.

2900 ↑ DUSAY

2700

134°

GUGGE

2300

FIKUP
1.7 NM
to RW13

1260

RW13

Procedure Turn NA

5 NM 3.3 NM 1.7

CATEGORY	A	B	C	D
NAV MDA	1140-1	469 (500-1)	1140-1/4 469 (500-1/4)	1140-1/2 469 (500-1/2)
CIRCLING	1240-1	511 (600-1)	1240-1/2 511 (600-1/2)	1280-2 551 (600-2)

MILWAUKEE, WISCONSIN
Orig-A 28APR16

Orig-A 28APR16

42°57'N 87°54'W

GENERAL MITCHELL INTL (MKE)
RNAV (GPS) RWY 13

APP CRS 189°	Rwy Idg 4183
TDZE 675	
Apt Elev 729	

RNAV (GPS) RWY 19L

GENERAL MITCHELL INTL (MKE)

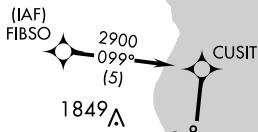
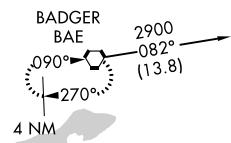
 DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.	MISSED APPROACH: Climb to 2800 direct DUYEY WP then right turn via 309° track to GAPYE WP then via 324° track to BAE VORTAC and hold.
ATIS 126.4	MILWAUKEE APP CON 126.5 307.0

MILWAUKEE TOWER
124.575 269.05

GND CON
121.8 263.125

CLNC DEL
120.8

Procedure NA for arrival
on BAE VORTAC
airway radials 001 CW 163.



1849 A
1841 A

1225 A
1273 A

(FAF)
DELEY

HERUL

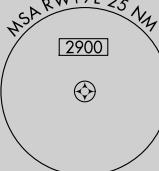
2.9 NM to
RW19L

885 A
881 A
786 A
1037 A
728 A
910 A

930 A

869 A
883 A
786 A

1200 A



ELEV 729 D TDZE 675

189° to
RW19L

795± A

758± A

742 A

189° to
RW19L

750± A

189° to
RW19L

831± A

189° to
RW19L

824 A

189° to
RW19L

813± A

189° to
RW19L

802 A

189° to
RW19L

791 A

189° to
RW19L

780 A

189° to
RW19L

770 A

189° to
RW19L

760 A

189° to
RW19L

750 A

189° to
RW19L

740 A

189° to
RW19L

730 A

189° to
RW19L

720 A

189° to
RW19L

710 A

189° to
RW19L

700 A

189° to
RW19L

690 A

189° to
RW19L

680 A

189° to
RW19L

670 A

189° to
RW19L

660 A

189° to
RW19L

650 A

189° to
RW19L

640 A

189° to
RW19L

630 A

189° to
RW19L

620 A

189° to
RW19L

610 A

189° to
RW19L

600 A

189° to
RW19L

590 A

189° to
RW19L

580 A

189° to
RW19L

570 A

189° to
RW19L

560 A

189° to
RW19L

550 A

189° to
RW19L

540 A

189° to
RW19L

530 A

189° to
RW19L

520 A

189° to
RW19L

510 A

189° to
RW19L

500 A

189° to
RW19L

490 A

189° to
RW19L

480 A

189° to
RW19L

470 A

189° to
RW19L

460 A

189° to
RW19L

450 A

189° to
RW19L

440 A

189° to
RW19L

430 A

189° to
RW19L

420 A

189° to
RW19L

410 A

189° to
RW19L

400 A

189° to
RW19L

390 A

189° to
RW19L

380 A

189° to
RW19L

370 A

189° to
RW19L

360 A

189° to
RW19L

350 A

189° to
RW19L

340 A

189° to
RW19L

330 A

189° to
RW19L

320 A

189° to
RW19L

310 A

189° to
RW19L

300 A

189° to
RW19L

290 A

189° to
RW19L

280 A

189° to
RW19L

270 A

189° to
RW19L

260 A

189° to
RW19L

250 A

189° to
RW19L

240 A

189° to
RW19L

230 A

189° to
RW19L

220 A

189° to
RW19L

210 A

189° to
RW19L

200 A

189° to
RW19L

190 A

189° to
RW19L

180 A

189° to
RW19L

170 A

189° to
RW19L

160 A

189° to
RW19L

150 A

189° to
RW19L

140 A

189° to
RW19L

130 A

189° to
RW19L

120 A

189° to
RW19L

110 A

189° to
RW19L

100 A

189° to
RW19L

90 A

189° to
RW19L

80 A

189° to
RW19L

70 A

189° to
RW19L

60 A

189° to
RW19L

50 A

189° to
RW19L

40 A

189° to
RW19L

30 A

189° to
RW19L

20 A

189° to
RW19L

10 A

189° to
RW19L

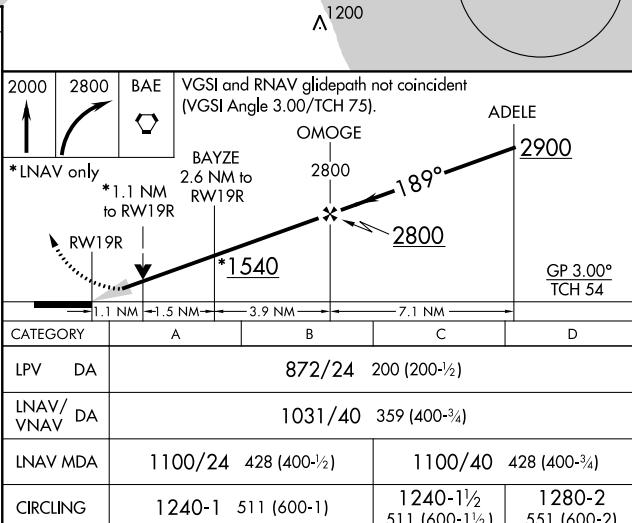
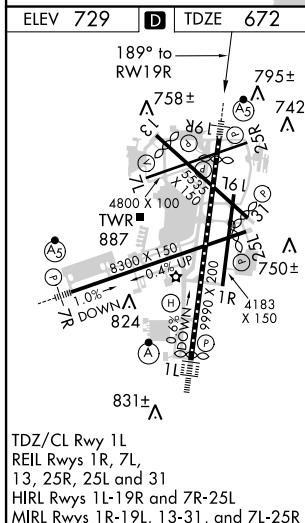
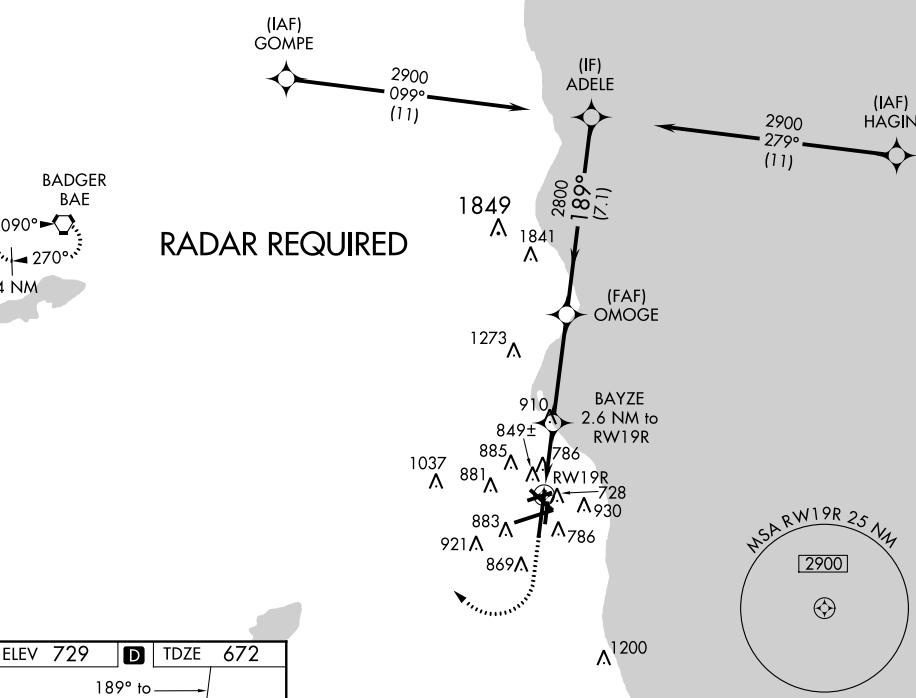
0 A

WAAS CH 99322 W19A	APP CRS 189°	Rwy Idg 672	9205 729
--------------------------	-----------------	----------------	-------------

RNAV (GPS) RWY 19R

GENERAL MITCHELL INTL (MKE)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 39°C (102°F). For inoperative MALS R, increase LNAV/VNAV all Cats visibility to 1 1/8 mile. DME/DME RNP-0.3 NA.	MALSR (A5)	MISSIED APPROACH: Climb to 2000 then climbing right turn to 2800 direct BAE VORTAC and hold.
ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 124.575 269.05



MILWAUKEE, WISCONSIN

AL-262 (FAA)

15288

WAAS CH 62816 W01A	APP CRS 009°	Rwy Idg TDZE Apt Elev	9080 704 729
--	------------------------	-----------------------------	---

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000.

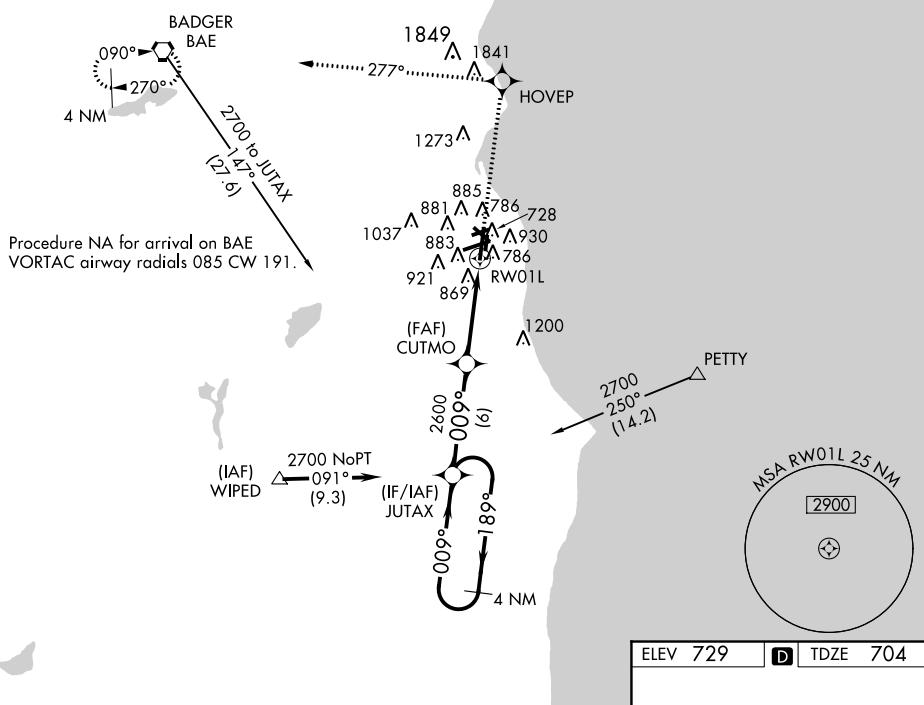
ALSF-2

RNAV (GPS) RWY 1L

GENERAL MITCHELL INTL (MKE)

GENERAL MITCHELL INTL (MKE)

ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 124.575 269.05	GND CON 121.8 263.125	CINC DEL 120.8
-----------------------	--	---	----------------------------------	---------------------------



VGSi and RNAV glidepath not coincident 4 NM Holding Pattern	JUTAX	2900	HOVEP		tr 277°	BAE
--	-------	------	-------	---	------------	-----

2700 ← 189° * 1.1 NM to RW01 * LNAV only

009 → 009° IS RW01L
RW01L

2600

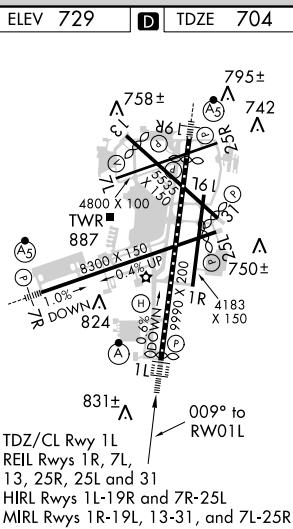
The diagram illustrates the spatial relationship between the runway and the transition zone. It features a horizontal axis with four vertical tick marks labeled A, B, C, and D from left to right. The distance between the centerline of the runway (at position A) and the centerline of the transition zone (at position B) is indicated as 6 NM. The distance between the centerline of the transition zone (at position B) and the centerline of the transition zone (at position C) is indicated as 4.6 NM. The distance between the centerline of the transition zone (at position C) and the centerline of the transition zone (at position D) is indicated as 1.1 NM.

LPV DA 904/24 200 (200-½)

LNAV/VNAV DA 1175/50 471 (500-1)

LNAV MDA	1120/24 416 (400-½)	1120/40 416 (400-¾)	1120/50 416 (400-1)
----------	---------------------	------------------------	------------------------

CIRCLING	1240-1 511 (600-1)	1240-1½ 511 (600-1½)	1280-2 551 (600-2)
----------	--------------------	-------------------------	-----------------------



MILWAUKEE, WISCONSIN

MILWAUKEE, WISC
Amdt 1C 11DEC14

Annual TC TIBBLE14 42°57'N-87°54'W

GENERAL MITCHELL INT'L (MKE)

RNAV (GPS) RWY 1L

APP CRS 009°	Rwy Idg 4183
TDZE 677	
Apt Elev 723	

RNAV (GPS) RWY 1R

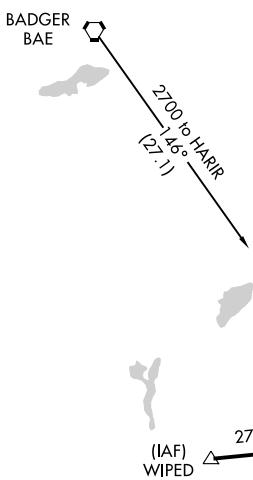
GENERAL MITCHELL INTL (MKE)

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSSED APPROACH: Climb to 2900
direct CUSIT WP and hold.

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
---------------	----------------------------------	-----------------------------------	--------------------------	-------------------

Procedure NA for arrival
on BAE VORTAC
airway radials 082 CW 202.



Procedure NA for arrival
at WIPED
on V216 westbound.

4 NM

1849 A 1841

1273 A

881 A 885 A 786

1037 A 921 A 930 A 728

883 A 921 A 786 A

869 A 921 A 786 A

009 A 921 A 786 A

1200 A

(FAF) FEKAR

2300 011° (6.5)

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

011° 009°

01

MILWAUKEE, WISCONSIN

AL-262 (FAA)

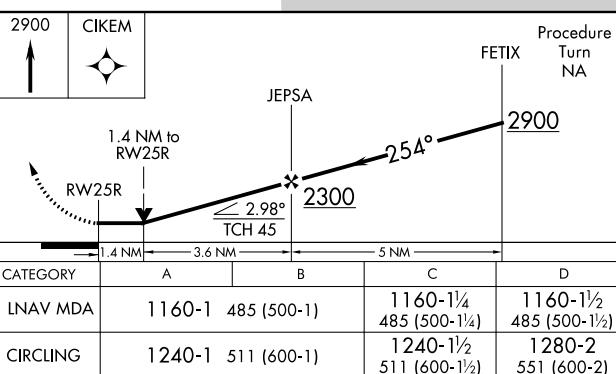
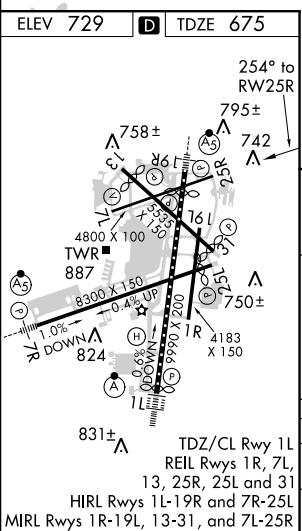
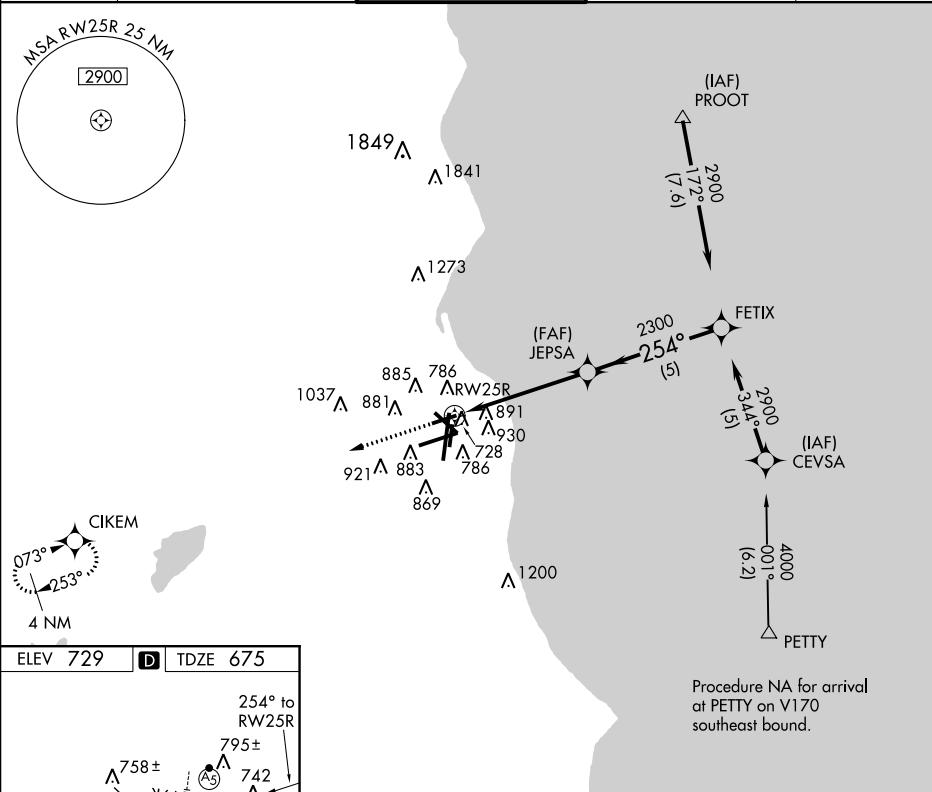
16091

APP CRS 254°	Rwy Idg TDZE Apt Elev	4800 675 729
-----------------	-----------------------------	--------------------

RNAV (GPS) RWY 25R

GENERAL MITCHELL INTL (MKE)

T A	DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.	MISSED APPROACH: Climb to 2900 direct CIKEM WP and hold.
ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 124.575 269.05



MILWAUKEE, WISCONSIN

Orig-B 31MAR16

42°57'N-87°54'W

GENERAL MITCHELL INTL (MKE)
RNAV (GPS) RWY 25R

MILWAUKEE, WISCONSIN

AL-262 (FAA)

16091

APP CRS 314°	Rwy Idg 5334
TDZE 670	
Apt Elev 729	

RNAV (GPS) RWY 31

GENERAL MITCHELL INTL (MKE)



DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSSED APPROACH: Climb to 2900 direct CEXIS WP and hold.

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
---------------	----------------------------------	-----------------------------------	--------------------------	-------------------



1841

1273

Procedure NA for arrival at HOGMI on V7 northbound.

1037 881 885 728 921 883 869 786 886 930

(FAF) GERLE

(IAF)

HOGMI

1200

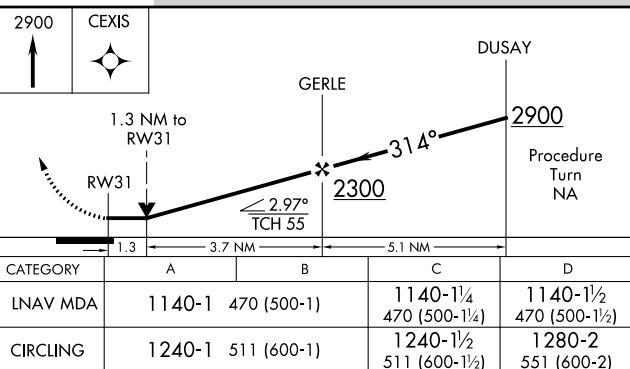
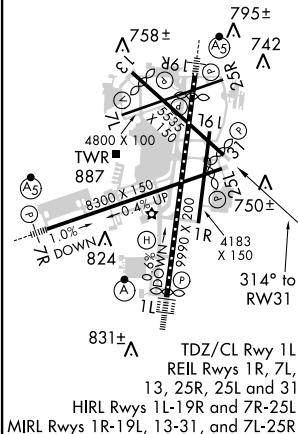
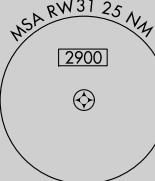
(IAF) DEYAP

DUSAY

Procedure NA for arrivals at WIPED on V191 northbound.

WIPED 3000 083° (15.5)

ELEV 729	D	TDZE 670
----------	---	----------



MILWAUKEE, WISCONSIN

Orig-A 31MAR16

42°57'N-87°54'W

GENERAL MITCHELL INTL (MKE)
RNAV (GPS) RWY 31

APP CRS 074°	Rwy Idg 8012
	TDZE 729
	Apt Elev 729

For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F). For inop MALS, increase RNP 0.10 all Cats visibility to 1 1/4. For inop MALS, increase RNP 0.15 all Cats visibility to 1 1/8. For inop MALS, increase RNP 0.30 all Cats visibility 1 1/4. GPS required. RF required.

NAV (RNP) Y RWY 7R
GENERAL MITCHELL INTL (MKE)

MISSED APPROACH: Climb to 3700 on the RNAV missed approach route to PROOT and hold

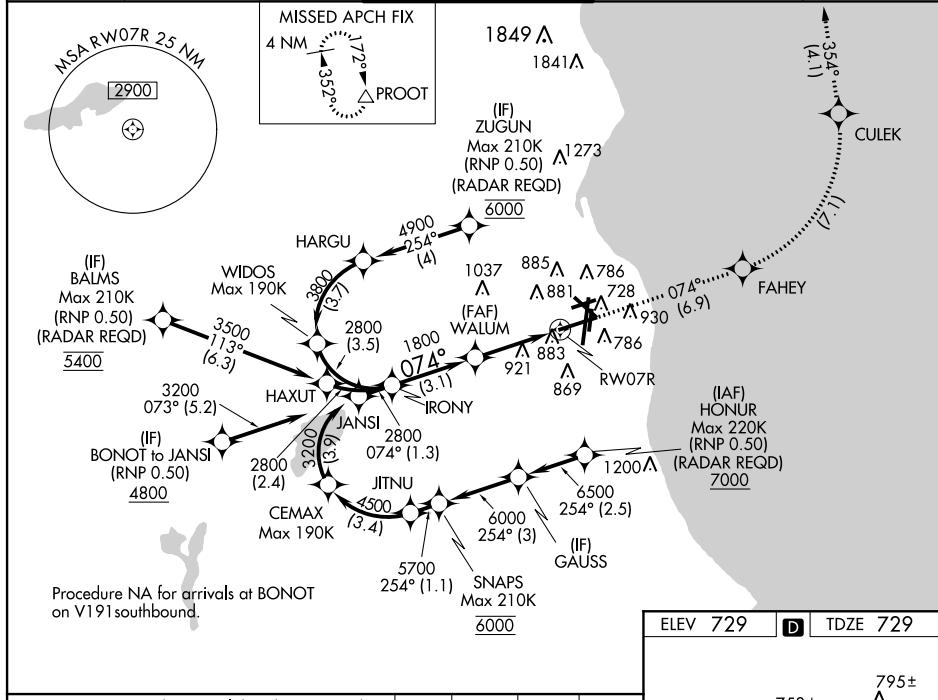
ATIS
126.4

MILWAUKEE APP CON
126.5 307.0

MILWAUKEE TOWER
124.575 269.05

GND CON
121.8 263.125

CLNC DEL
120.8



Procedure NA for arrivals at BONOT on V191 southbound

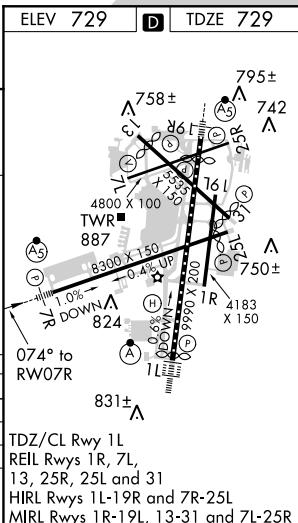
VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 63).

3700	FAHEY	CULEK	PROOT
			

See planview for multiple IF locations.

CATEGORY	3.1 NM		3.2 NM	
	A	B	C	D
RNP 0.10 DA	1119/45	390 (400-7½)		
RNP 0.15 DA	1203/60	474 (500-1¼)		
RNP 0.30 DA	1255-13½	526 (600-1¾)		

AUTHORIZATION REQUIRED



MILWAUKEE, WISCONSIN

AL-262 (FAA)

15288

WAAS CH 6226 W25A	APP CRS 254°	Rwy Idg 7868 TDZE 683 Apt Elev 729
-------------------------	-----------------	---

RNAV (GPS) Z RWY 25L

GENERAL MITCHELL INTL (MKE)

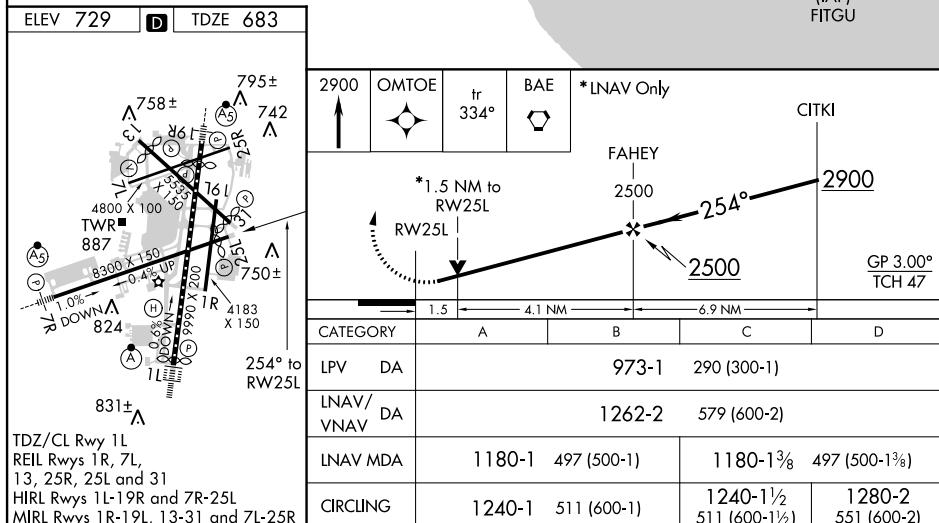
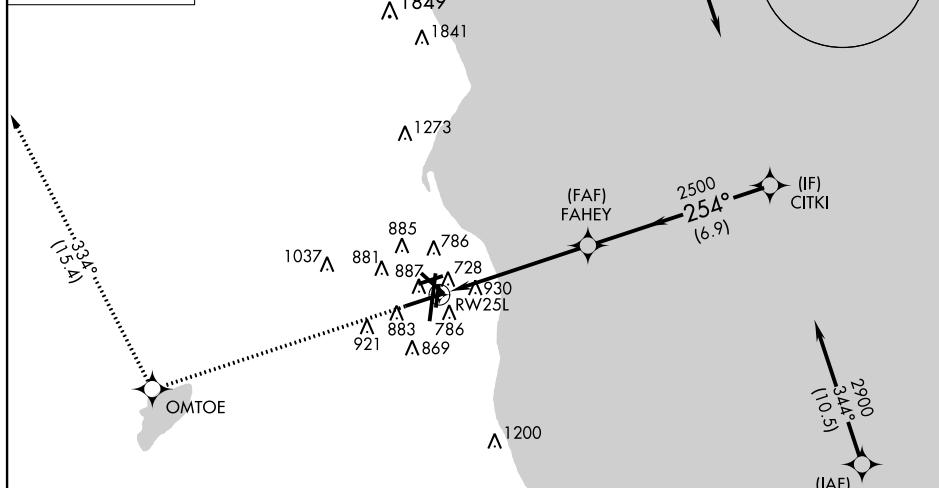
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.	MISSED APPROACH: Climb to 2900 direct OMTOE and on track 334° to BAE VORTAC and hold.
--	---

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
---------------	----------------------------------	-----------------------------------	--------------------------	-------------------



EC-3 13 OCT 2016 to 10 NOV 2016

EC-3, 13 OCT 2016 to 10 NOV 2016



MILWAUKEE, WISCONSIN

Amdt 1C 02APR15

GENERAL MITCHELL INTL (MKE)
42°57'N-87°54'W

RNAV (GPS) Z RWY 25L

WAAS CH 69226 W07A	APP CRS 074°	Rwy Idg 8012 TDZE 729 Apt Elev 729
--------------------------	-----------------	--

RNAV (GPS) Z RWY 7R

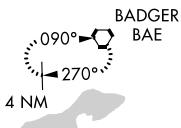
GENERAL MITCHELL INTL (MKE)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.



MISSIED APPROACH: Climb to 2900 then climbing left turn to 3000 direct BAE VORTAC and hold.

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
---------------	----------------------------------	-----------------------------------	--------------------------	-------------------



BADGER

BAE

090°

270°

4 NM

270°

090°

BAE

090°

270°

4 NM

270°

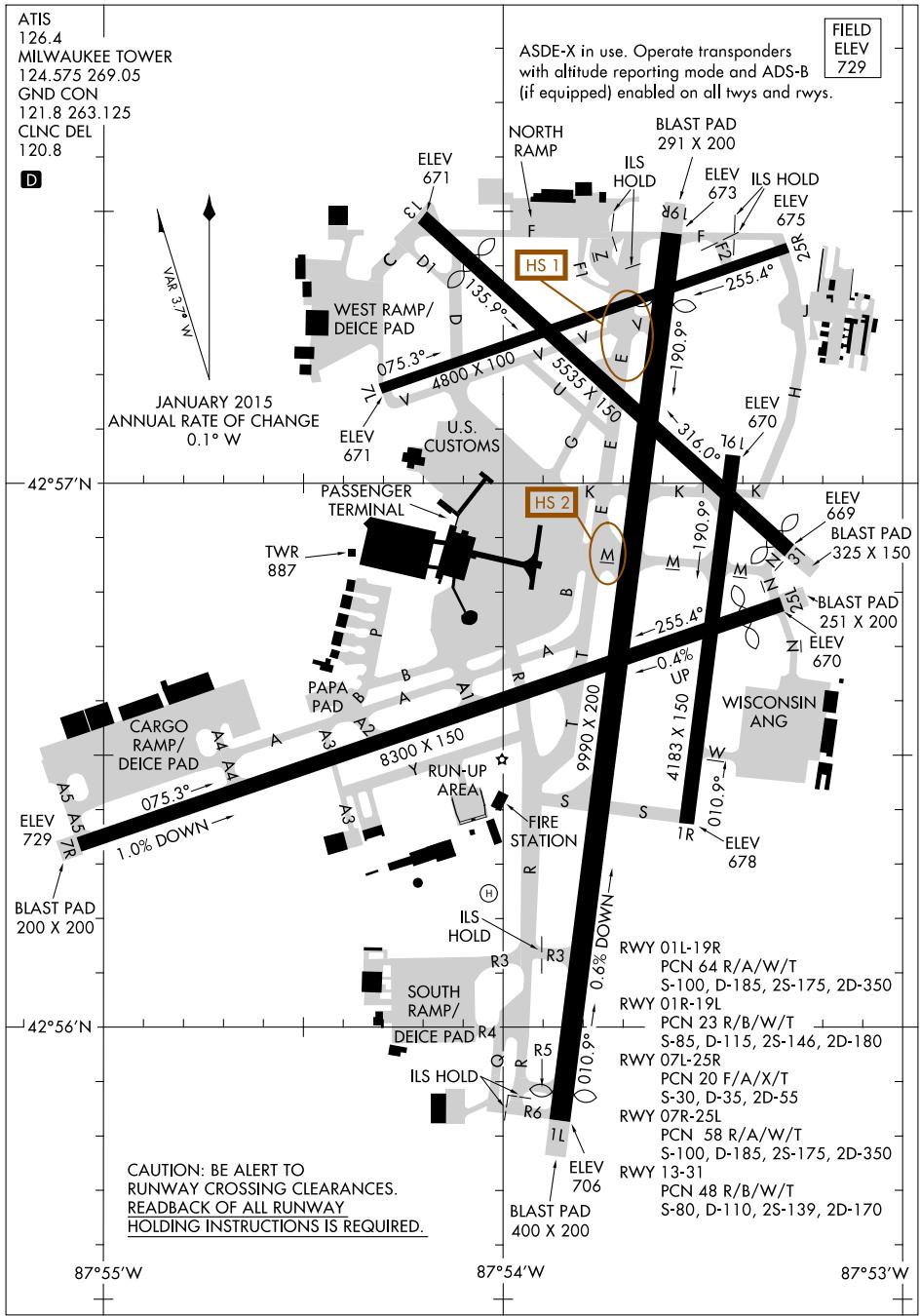
090°

BAE

090°

AIRPORT DIAGRAM

AL-262 (FAA)

GENERAL MITCHELL INTL (MKE)
MILWAUKEE, WISCONSIN

AIRPORT DIAGRAM

15288

MILWAUKEE, WISCONSIN
GENERAL MITCHELL INTL (MKE)