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

ILS or LOC RWY 1L

MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

ALSF-2 Rwy 1L

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

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	124.575 325.8	121.8 263.125	120.8

BADGER 116.4 BAE Chan 111

LOCALIZER 110.3 I-MKE Chan 40

ALTERNATE MISSED APCH FIX

112.5 LJT R-086 Chan 72

172° 352° PROOT

110.0 FAH R-172 Chan 37

2700 to CUTMO 134° (23.4)

1273 1533 1037 885 881 814 921 784± 926 749± 786 IM

MISSED APCH FIX

BADGER 116.4 BAE Chan 111

R-270 090° 270°

(IAF) CUTMO INT I-MKE 7.7 RADAR

R-318 1200

2600 NoPT (3.9)

011° 191° min

R-280

(IF) NOVAC INT I-MKE 11.5 RADAR

114.5 BUU Chan 92 R-064

HORLICK 117.7 HRK Chan 124

MSA HRK 25 NM

2900 090° 270° 2400

RADAR required for arrivals at NOVAC.

191°

One Minute Holding Pattern

CUTMO INT I-MKE 7.7 RADAR

2600 191° 011°

GS 3.00° TCH 57

2600

2900 BAE

VGSI and ILS glidepath not coincident (VGSI Angle 3.00\TCH 65).

*I-MKE 3 011° 4.7 NM

I-MKE 2 IM 0.9 0.1

* LOC only

CATEGORY	A	B	C	D
S-ILS 1L	904/18 200 (200-½)			
S-LOC 1L	1080/24 376 (400-½)		1080/35 376 (400-¾)	
SIDESTEP 1R	1080-1 403 (400-1)		1080-1½ 403 (400-1½)	1080-2 403 (400-2)
CIRCLING	1240-1 517 (600-1)		1240-1½ 517 (600-1½)	1280-2 557 (600-2)

ELEV 723 D TDZE 704 - 1L TDZE 677 - 1R

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

758± 795± 742 750± 831± 824

4800 X 100 TWR 887 8300 X 150 0.4% UP 1.0% DOWN 7R 9966 X 200 1R 4183 X 150 NWOOD 1L

011° 5.7 NM from FAF

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

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

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

EC-3, 07 FEB 2013 to 07 MAR 2013
EC-3, 07 FEB 2013 to 07 MAR 2013