

WAAS CH 93816 W31A	APP CRS 308°	Rwy Idg 4494 TDZE 879 Apt Elev 887
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RNAV (GPS) RWY 31
WEST BEND MUNI (E7B)

RNP APCH - GPS.

▼ Baro-VNAV NA when using Milwaukee/Lawrence J. Timmerman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Milwaukee/Lawrence J. Timmerman altimeter setting and increase all DA 64 feet and all MDA 80 feet. Increase LPV all Cats and LNAV and Circling Cats C/D visibility ¼ mile. Circling Rwy 6 NA at night.

⚠ MISSED APPROACH: Climb to 3000 direct JESIB and hold.

AWOS-3 120.0	MILWAUKEE APP CON 125.35 307.0	CLNC DEL 124.75	UNICOM 123.05 (CTAF) ①
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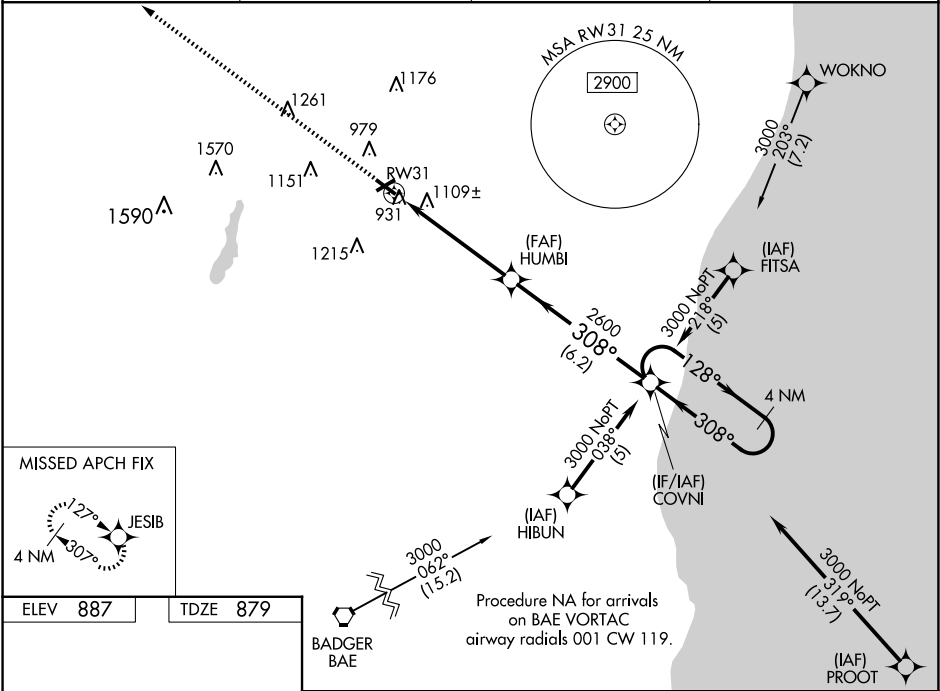


Diagram showing the intersection of Runway 31 (heading 308°) and Runway 6 (heading 128°). Runway 31 has a width of 3898 x 75 and a 0.3% UP slope. Runway 6 has a width of 4494 x 75 and a 0.3% UP slope. The intersection is marked with a star and a circle. The diagram also shows the holding pattern for RWY 31, which is a 4 NM Holding Pattern with a 128° heading and a 308° heading. The holding pattern is located 5.2 NM from the RWY 31 threshold and 6.2 NM from the RWY 6 threshold. The holding pattern is a standard 4 NM Holding Pattern with a 128° heading and a 308° heading. The holding pattern is located 5.2 NM from the RWY 31 threshold and 6.2 NM from the RWY 6 threshold. The holding pattern is a standard 4 NM Holding Pattern with a 128° heading and a 308° heading.

REIL Rwy 13 and 31
MIRL Rwy 6-24 and 13-31

					
3000		4 NM Holding Pattern		3000	
RW31		HUMBI		2600	
5.2 NM		6.2 NM		GP 3.00° TCH 45°	
CATEGORY	A	B	C	D	
LPV DA	1175-1 296 (300-1)				
LNAV/VNAV DA	1482-2 603 (600-2)				
LNAV MDA	1420-1 541 (600-1)	1420-1½ 541 (600-1½)	1420-1¾ 541 (600-1¾)		
CIRCLING	1420-1 533 (600-1)	1520-1 633 (700-1)	1560-2 673 (700-2)	1560-2¼ 673 (700-2¼)	

EC-3, 27 NOV 2025 to 25 DEC 2025

EC-3, 27 NOV 2025 to 25 DEC 2025