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

LOC/DME I-MKE	APP CRS		1L	1R
110.3	011°	Rwy Ldg	9080	4182
Chan 40		TDZE	704	678
		Apt Elev	728	728

DME or RADAR required.

ALSF-2 Rwy 1L

MISSED APPROACH: Climb to 1200 then climbing left turn to 2900 direct BAE VOR/DME and hold.

D-ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON
126.4	126.5 307.0	124.575 269.05	121.8 263.125

BADGER 116.4 BAE Chan 111

LOCALIZER 110.3 I-MKE Chan 40

Procedure NA for arrival on BAE VOR/DME airway radials 100 CW 191.

2700 143° (27.6)

853

IM

CUTMO I-MKE 7.8 RADAR

(IF/IAF) YOUNT I-MKE 13.7 RADAR

2600 011° (5.9)

1 min 011° 191°

191°

HOLD 5000 2700

MSA BAE 25 NM 2900

MISSED APCH FIX R-270 090° 270° BADGER BAE 116.4 Chan 111

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

1200	2900	BAE

One Minute Holding Pattern

5000 2700 191° 011°

YOUNT I-MKE 13.7 RADAR

CUTMO I-MKE 7.8 RADAR

011° 2600

I-MKE 3.1

I-MKE 2

IM

GS 3.00° TCH 56

2600

5.9 NM 4.6 NM 1.1 NM 0.1

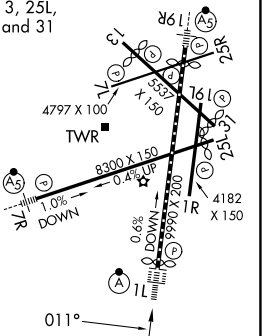
CATEGORY	A	B	C	D
S-ILS 1L	904/18 200 (200-½)			
S-LOC 1L	1140/24 436 (500-½)		1140/40 436 (500-¾)	
SIDESTEP 1R	1140-1 462 (500-1)		1140-1½ 462 (500-1½)	1140-2 462 (500-2)
CIRCLING	1240-1 512 (600-1)		1240-1½ 512 (600-1½)	1360-2 632 (700-2)

ELEV 728 D

TDZE 1L 704

TDZE 1R 678

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



HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 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, 29 OCT 2026 to 26 NOV 2026
EC-3, 29 OCT 2026 to 26 NOV 2026