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General Information

Location: Appleton WI USA
IATA Code: ATW
Lat/Long: N44° 15.5' W088° 31.1'
Elevation: 918 ft

Airport Use: Public
Magnetic Variation: 3.3°W
Sectional Chart: Green Bay

Fuel Types: 100 Octane (LL), Mogas, Jet A, Jet A-1
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1235 Z
Sunset: 2339 Z,

Runway Information

Runway: 03
Length x Width: 8002 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 888 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 12
Length x Width: 6501 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 918 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 21
Length x Width: 8002 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 879 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 30
Length x Width: 6501 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 875 ft
Lighting: Edge, ALS, Pilot controlled

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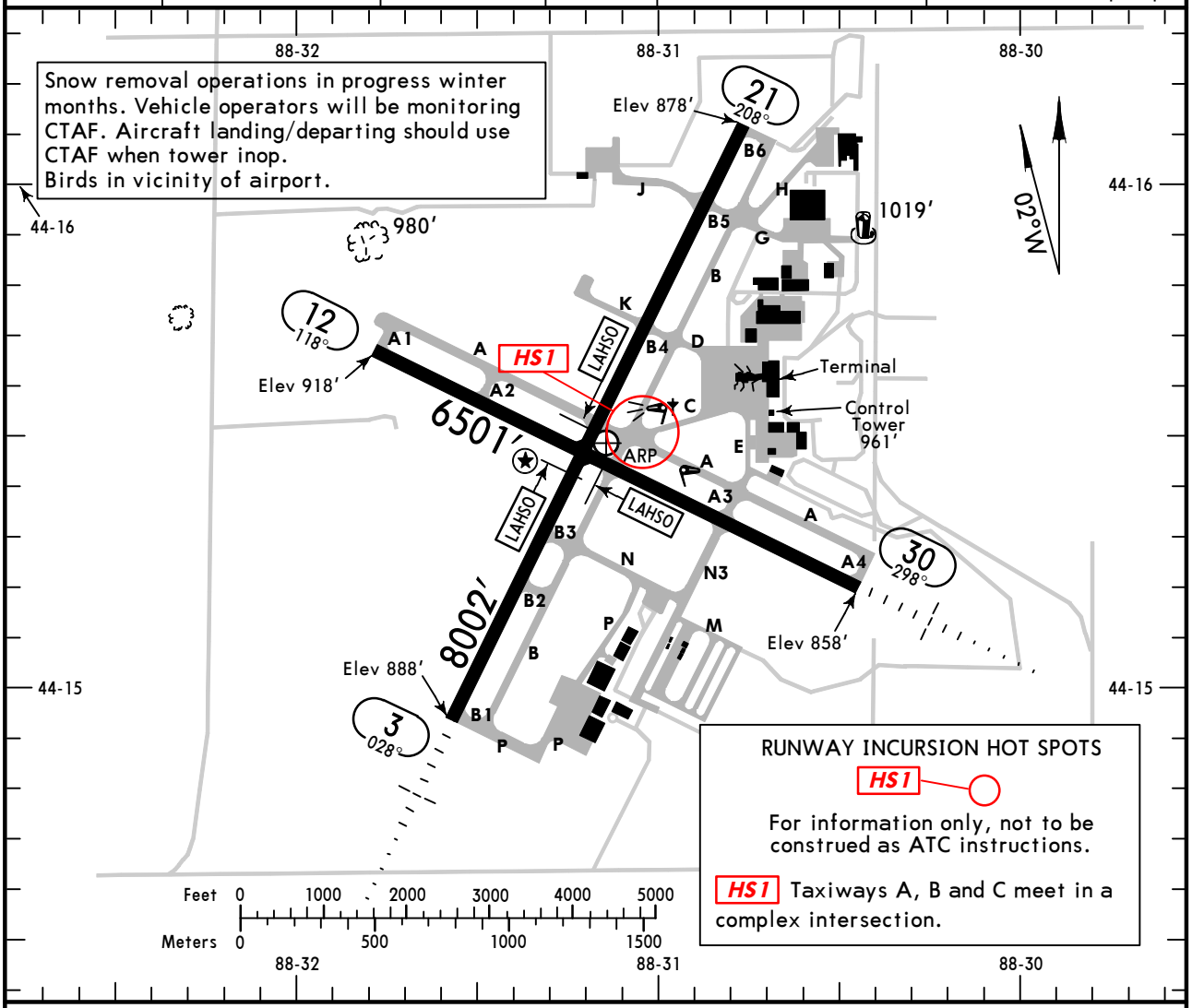
Communication Information

ATIS 127.15
Appleton Tower 119.6 CTAF PCL
Appleton Ground Control 121.7
Green Bay Approach Control 126.3
Green Bay Departure Control 126.3
Outagamie Co Regl Unicom 122.95
Minneapolis Center 126.3 RCO

ATIS	*APPLETON Ground	*Tower	UNICOM	*GREEN BAY Departure (R)	MINNEAPOLIS Center (R)
127.15	121.7	CTAF 119.6	122.95	126.3	126.3 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	LAHSO Distance		TAKE-OFF	WIDTH
3	❶HIRL ❷MALSR PAPI-L (angle 3.0°)	grooved RVR		7001′	12/30	3300′		150′
21	❶HIRL ❷REIL PAPI-L (angle 3.0°)	grooved			12/30	4100′		
12	❷HIRL ❷REIL VASI-L	grooved						150′
30	❷HIRL MALSR PAPI-L (angle 3.0°)	grooved		5508′	3/21	3400′		

❶ Increase intensity on 119.6 when Twr inop.
❷ Activate on 119.6 when Twr inop.

TAKE-OFF

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

FOR FILING AS ALTERNATE

	Authorized Only When Tower Operating and Local Weather Available			Authorized Only When Local Weather Available		
	ILS Rwy 3	LOC Rwy 3	VOR DME Rwy 3	RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 12	RNAV (GPS) Rwy 21 RNAV (GPS) Rwy 30 VOR DME Rwy 21	Other
A B C D	600-2	800-2	800-2	800-2		NA

AMEND 0

CHANGES: Hot spot added, taxiway designators.

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KATW/ATW
OUTAGAMIE CO REGL

JEPPESEN

20 JAN 12 (11-1)

APPLETON, WISC
ILS or LOC Rwy 3

BRIEFING STRIP ™

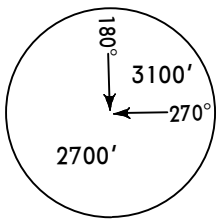
ATIS	*GREEN BAY Approach (R)	MINNEAPOLIS Center (R)	*APPLETON Tower	*Ground
127.15	126.3	126.3 when App inop.	CTAF 119.6	121.7

LOC IATW	Final Apch Crs	GS GAMIE	ILS DA(H) (CONDITIONAL)	Apt Elev 918′
109.1	028°	2805′ (1917′)	1088′ (200′)	TDZE 888′

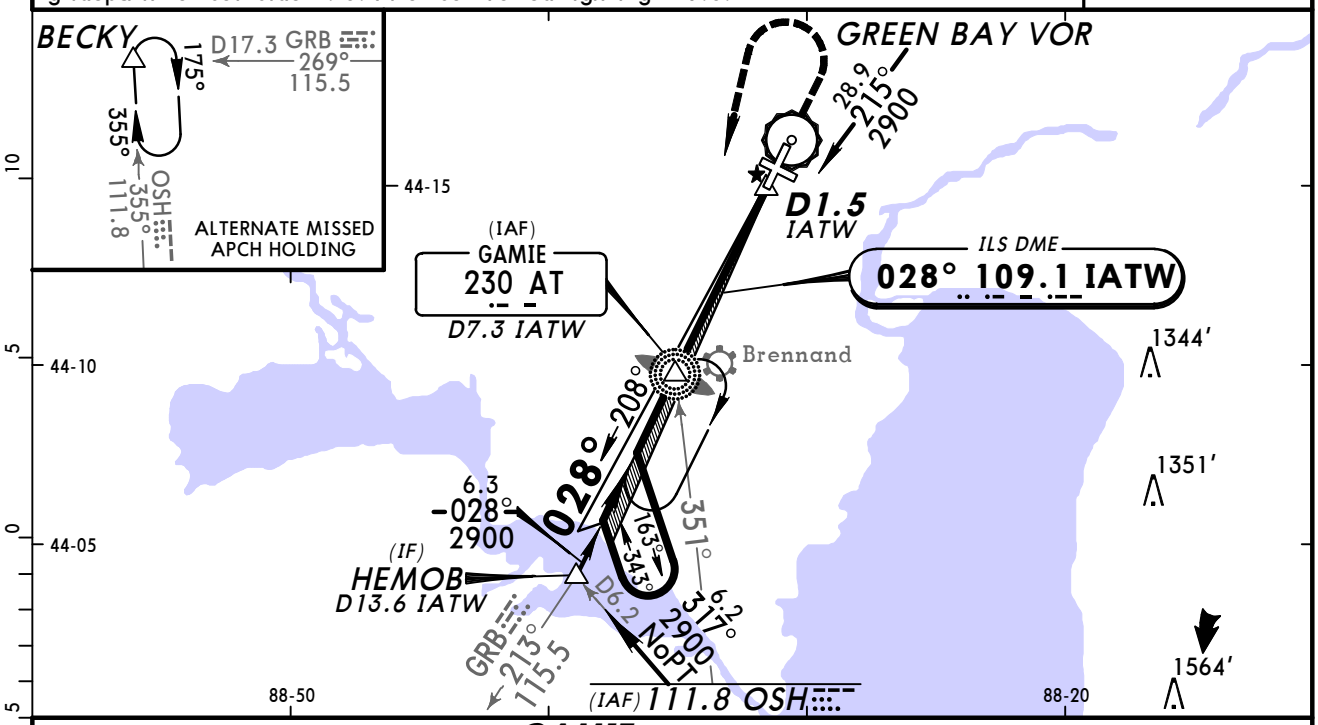
MISSED APCH: Climb to 2900′ then LEFT turn direct GAMIE LOM/INT/D7.3 IATW and hold.

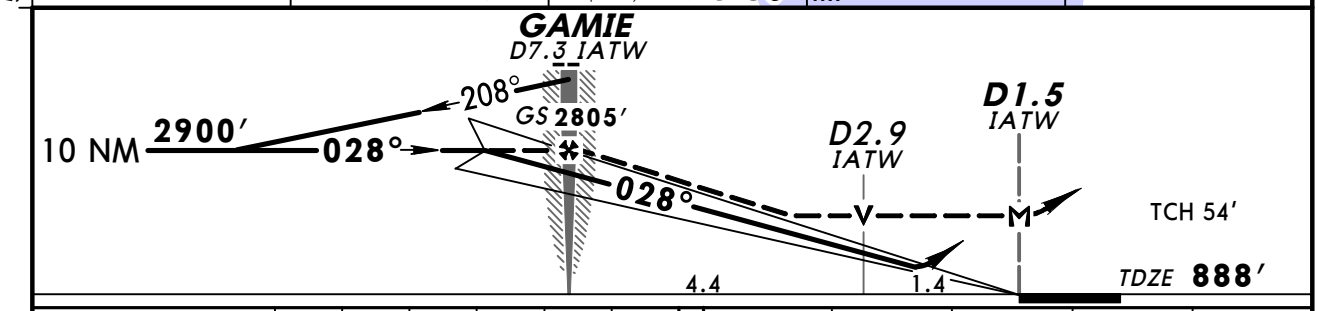
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF required. 2. Use local altimeter setting; if not received, use Austin Straubel Intl altimeter setting. 3. Visibility reduction by helicopters not authorized. 4. VDP not authorized when using Austin Straubel Intl altimeter setting. 5. VGSI and ILS glidepath not coincident. 6. Pilot controlled lighting 119.6.



MSA AT LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.5 IATW or GAMIE to MAP	5.8	4:58	3:52	3:29	2:54	2:29	2:10

MALSR / PAPI | 2900′ | LT | D | AT 230

STRAIGHT-IN LANDING RWY 3
With Local Altimeter Setting

	ILS DA(H) 1088′ (200′) FULL	ILS DA(H) 1088′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1380′ (492′)		
			RAIL out	ALS out	
A	1 RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 40 or ¾	RVR 60 or 1¼	
D			RVR 50 or 1	1½	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1380′ (462′)-1
120	
140	1380′ (462′)-1½
165	1480′ (562′)-2

With Austin Straubel Intl Altimeter Setting

	ILS DA(H) 1169′ (281′) FULL	ILS DA(H) 1169′ (281′) RAIL or ALS out	LOC (GS out) MDA(H) 1480′ (592′)		
			RAIL out	ALS out	
A	RVR 24 or ½	RVR 60 or 1¼	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 50 or 1	1½	
D			RVR 60 or 1¼	1¾	

CIRCLE-TO-LAND
With Austin Straubel Intl Altimeter Setting

Max Kts	MDA(H)
90	1480′ (562′)-1
120	
140	1480′ (562′)-1½
165	1580′ (662′)-2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 17B 10 FEB 2011

CHANGES: None.

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KATW/ATW
OUTAGAMIE CO REGL

JEPPESEN
28 MAY 10 (11-2) Eff 3 Jun

APPLETON, WISC
ILS or LOC Rwy 30

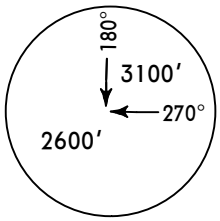
ATIS	*GREEN BAY Approach (R)	MINNEAPOLIS Center (R)	*APPLETON Tower	*Ground
127.15	126.3	126.3 when App inop.	CTAF 119.6	121.7

LOC IAQZ	Final Apch Crs	GS KOOKY	ILS DA(H) (CONDITIONAL)	Apt Elev 918′
109.7	298°	2601′ (1726′)	1075′ (200′)	TDZE 875′

MISSED APCH: Climb to 2900′, then RIGHT turn direct AQ LOM/ D6.5 IAQZ and hold.

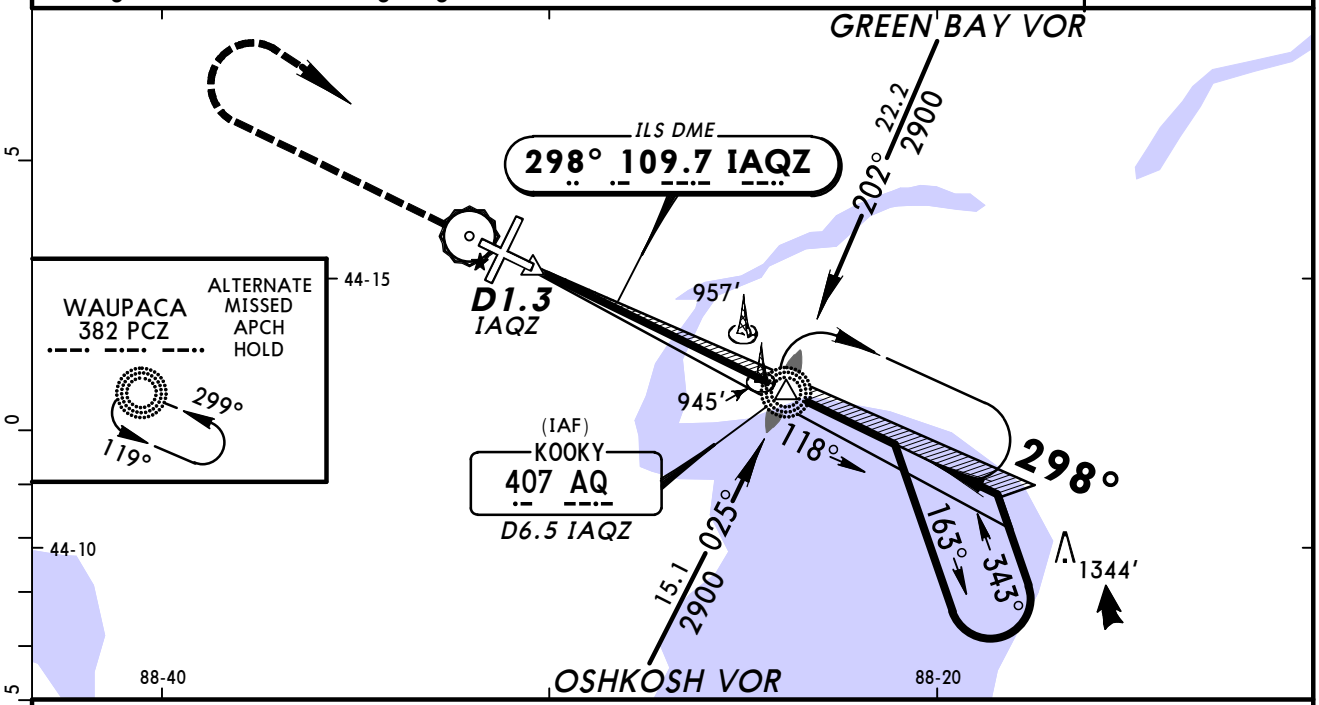
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

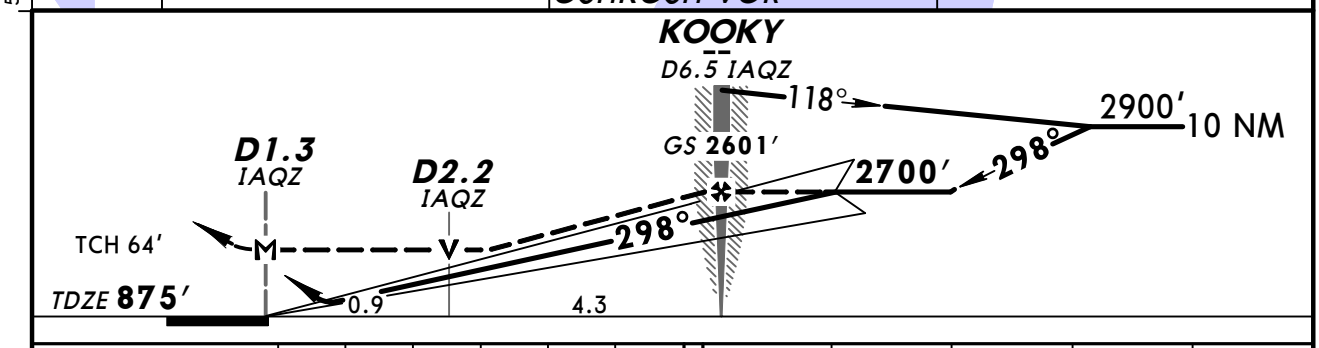
1. ADF required. 2. Use local altimeter setting; if not received, use Austin Straubel Intl altimeter setting. 3. VDP not authorized when using Austin Straubel Intl altimeter setting. 4. Pilot controlled lighting 119.6.



MSA AQ LOM

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.3 IAQZ or KOOKY to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR PAPI | 2900′ | RT | D | AQ 407

STRAIGHT-IN LANDING RWY 30
With Local Altimeter Setting

	ILS DA(H) 1075′ (200′) FULL	ILS DA(H) 1075′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1220′ (345′)	LOC (GS out) MDA(H) 1220′ (345′) RAIL out	LOC (GS out) MDA(H) 1220′ (345′) ALS out
A	½	¾	½	¾	1
B					
C					
D			¾	1¼	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1340′ (422′)-1
120	1380′ (462′)-1
140	1380′ (462′)-1½
160	1480′ (562′)-2

With Austin Straubel Intl Altimeter Setting

	DA(H) 1156′ (281′) FULL	DA(H) 1156′ (281′) RAIL or ALS out	MDA(H) 1320′ (445′)	MDA(H) 1320′ (445′) RAIL out	MDA(H) 1320′ (445′) ALS out
A	½	1	½	¾	1
B					
C			¾	1¼	
D			1	1½	

With Austin Straubel Intl Altimeter Setting

Max Kts	MDA(H)
90	1440′ (522′)-1
120	1480′ (562′)-1
140	1480′ (562′)-1½
160	1580′ (662′)-2

TERPS AMEND 3 3 JUN 2010

CHANGES: Procedure.

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KATW/ATW
OUTAGAMIE CO REGL

JEPPESEN
11 JUN 10 (12-1)

APPLETON, WISC
RNAV (GPS) Rwy 3

BRIEFING STRIP™

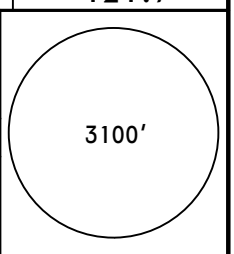
ATIS	*GREEN BAY Approach (R)	MINNEAPOLIS Center (R)	*APPLETON Tower	*Ground
127.15	126.3	126.3 when App inop.	CTAF 119.6	121.7

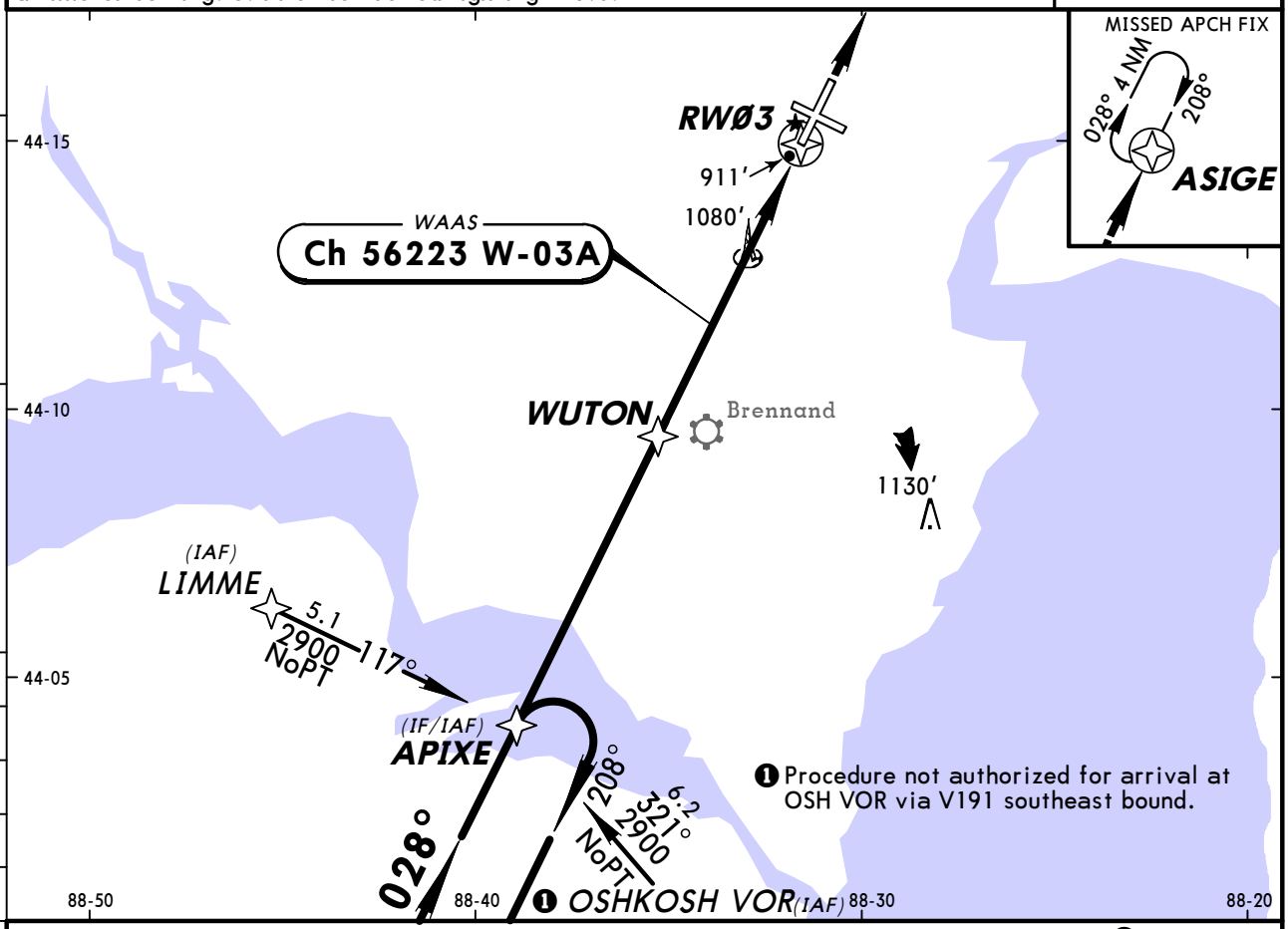
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 918′
Ch 56223 W-03A	028°	WUTON 2900′ (2012′)	1138′ (250′)	TDZE 888′

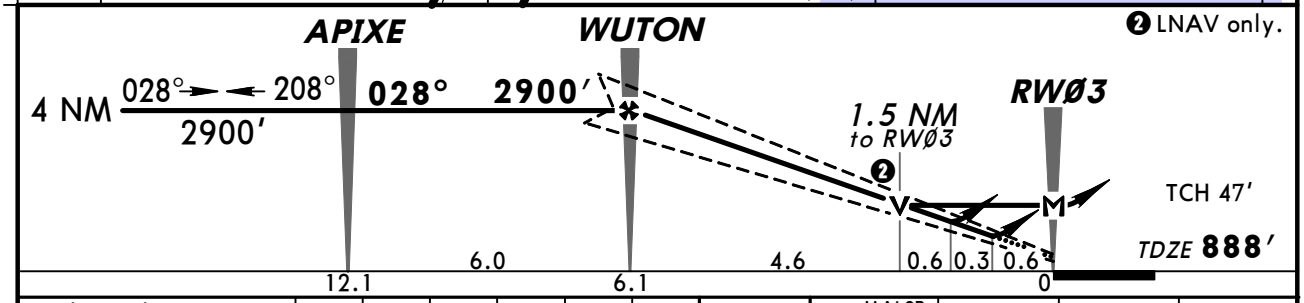
MISSED APCH: Climb to 2700′ direct ASIGE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Austin Straubel Intl altimeter setting. 2. Baro-VNAV not authorized below -16°C (4°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized when using Austin Straubel Intl altimeter setting. 5. Pilot controlled lighting 119.6.







Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ3							

MALSR
PAPI
2700′
ASIGE

STRAIGHT-IN LANDING RWY 3

	❶ LPV DA(H) 1138′ (250′)		❷ LNAV/VNAV DA(H) 1232′ (344′)		❸ LNAV MDA(H) 1400′ (512′)			CIRCLE-TO-LAND
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out	Max Kts / MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90 / ❹ 1400′ (482′) - 1¼
B								120
C					RVR 50 or 1	1½		140 / ❹ 1400′ (482′) - 1½
D					RVR 60 or 1¼	1¾		165 / ❺ 1480′ (562′) - 2

AMEND 1

TERPS

❶ DA(H) 1238′ (350′) with Austin Straubel Intl altimeter setting.
❷ DA(H) 1332′ (444′) with Austin Straubel Intl altimeter setting.
❸ MDA(H) 1500′ (612′) with Austin Straubel Intl altimeter setting.
❹ MDA(H) 1500′ (582′) with Austin Straubel Intl altimeter setting.
❺ MDA(H) 1580′ (662′) with Austin Straubel Intl altimeter setting.

CHANGES: ASIGE hold distance.

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KATW/ATW
OUTAGAMIE CO REGL

JEPPESEN
11 JUN 10 (12-2)

APPLETON, WISC
RNAV (GPS) Rwy 12

ATIS	*GREEN BAY Approach (R)	MINNEAPOLIS Center (R)	*APPLETON Tower	*Ground
127.15	126.3	126.3 when App inop.	CTAF 119.6	121.7

BRIEFING STRIP™

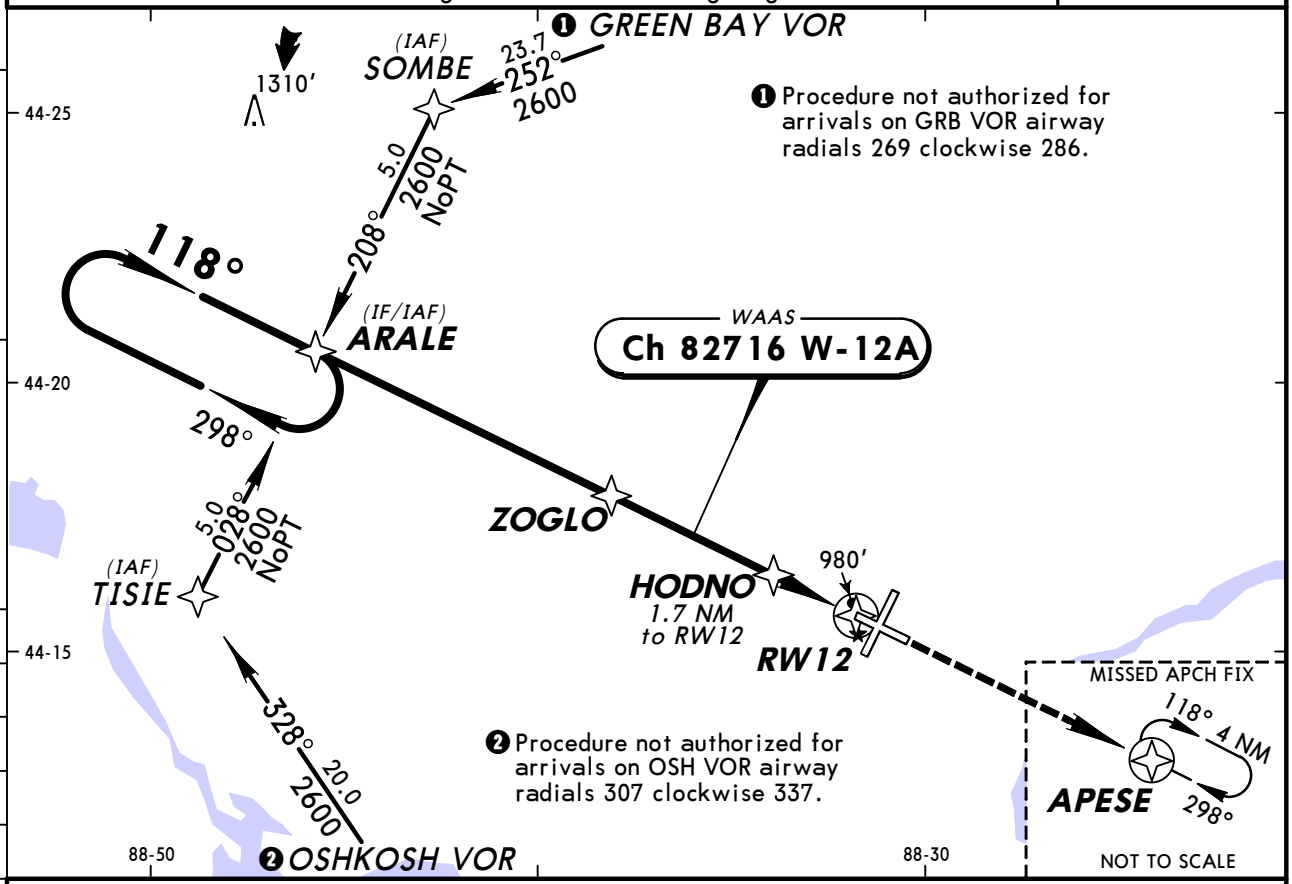
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 918′
Ch 82716 W-12A	118°	ZOGLO 2600′ (1682′)	1118′ (200′)	TDZE 918′

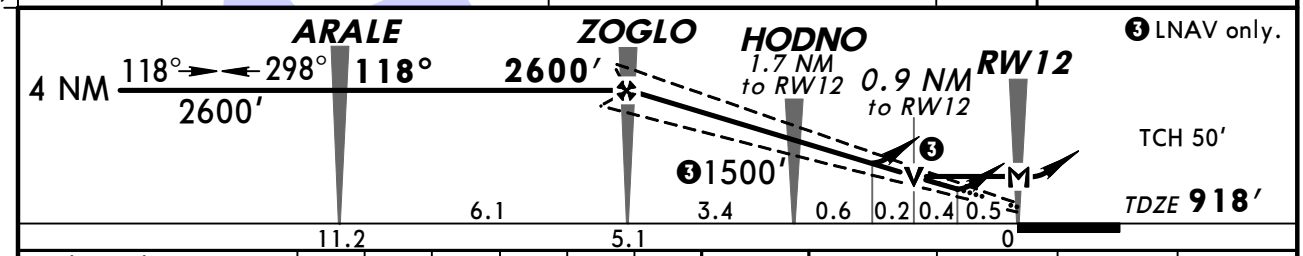
MISSED APCH: Climb to 2700′ direct APESE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Austin Straubel Intl altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. VGSI and RNAV glidepath not coincident. 5. Baro-VNAV and VDP not authorized when using Austin Straubel Intl altimeter setting. 6. Pilot controlled lighting 119.6.

3100′
MSA RW12





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW12						

REIL
VASI-L

2700′

APESE

STRAIGHT-IN LANDING RWY 12

With Local Altimeter Setting

	LPV DA(H) 1118′ (200′)	LNAV/VNAV DA(H) 1329′ (411′)	LNAV MDA(H) 1240′ (322′)
A	3/4	1½	1
B			
C			
D			

With Austin Straubel Intl Altimeter Setting

	LPV DA(H) 1199′ (281′)	LNAV/VNAV DA(H) 1410′ (492′)	LNAV MDA(H) 1340′ (422′)
A	1	1¾	1
B			
C			1¼
D			

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1340′ (422′)-1
120	1380′ (462′)-1
140	1380′ (462′)-1½
165	1480′ (562′)-2

With Austin Straubel Intl Altimeter Setting

Max Kts	MDA(H)
90	1440′ (522′)-1
120	1480′ (562′)-1
140	1480′ (562′)-1½
165	1580′ (662′)-2

TERPS AMEND 1 3 JUN 2010

CHANGES: None.

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KATW/ATW
OUTAGAMIE CO REGL

JEPPESEN
11 JUN 10 (12-3)

APPLETON, WISC
RNAV (GPS) Rwy 21

BRIEFING STRIP ™

ATIS	*GREEN BAY Approach (R)	MINNEAPOLIS Center (R)	*APPLETON Tower	*Ground
127.15	126.3	126.3 when App inop.	CTAF 119.6	121.7

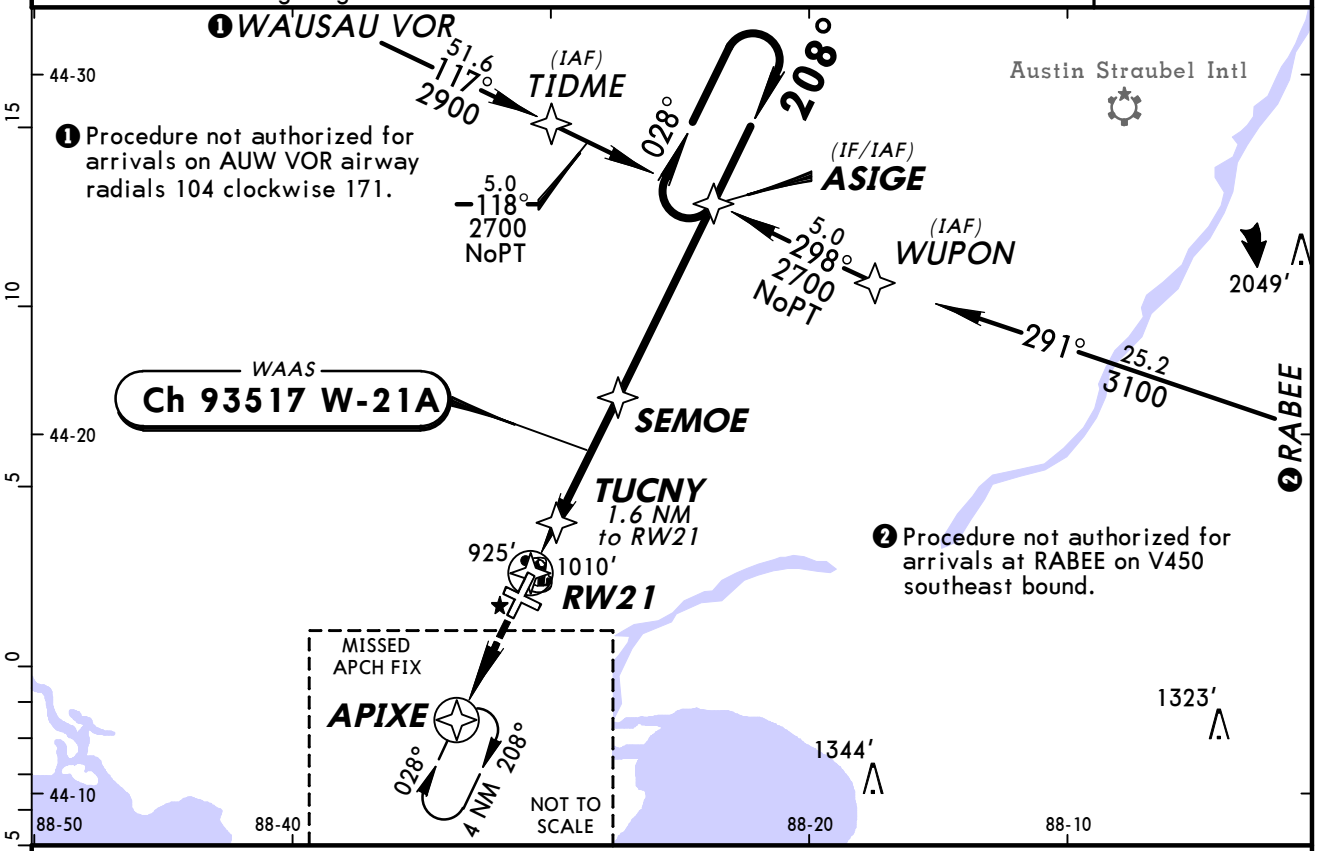
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 918'
Ch 93517 W-21A	208°	SEMOE 2700' (1821')	1129' (250')	TDZE 879'

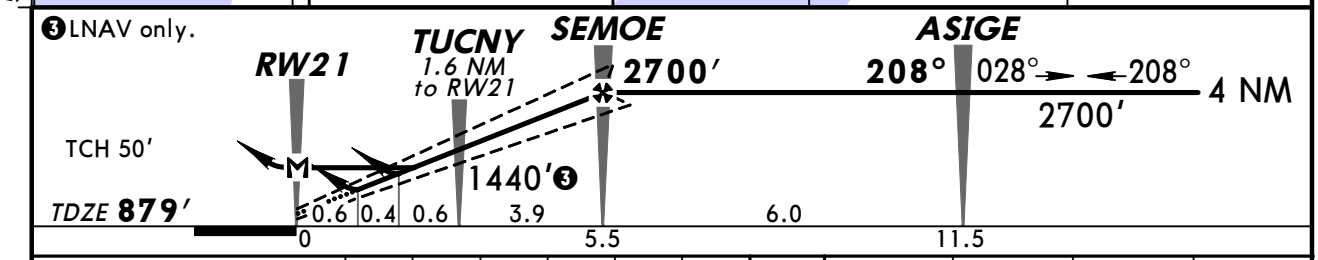
MISSED APCH: Climb to 2900' direct APIXE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Austin Straubel Intl altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV not authorized when using Austin Straubel Intl altimeter setting. 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 119.6.

3100'
MSA RW21





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW21							

REIL
PAPI-L
2900'
APIXE

STRAIGHT-IN LANDING RWY 21
With Local Altimeter Setting

	LPV DA(H) 1129' (250')	LNAV/VNAV DA(H) 1246' (367')	LNAV MDA(H) 1280' (401')
A	1	1¼	1
B			
C			1¼
D			

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1340' (422')-1
120	1380' (462')-1
140	1380' (462')-1½
165	1480' (562')-2

With Austin Straubel Intl Altimeter Setting

	DA(H) 1210' (331')	DA(H) 1327' (448')	MDA(H) 1380' (501')
A	1¼	1½	1
B			
C			1½
D			

With Austin Straubel Intl Altimeter Setting

Max Kts	MDA(H)
90	1440' (522')-1
120	1480' (562')-1
140	1480' (562')-1½
165	1580' (662')-2

TERPS AMEND 2 3 JUN 2010

CHANGES: ASIGE hold distance.

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BRIEFING STRIP TM

ATIS	*GREEN BAY Approach (R)	MINNEAPOLIS Center (R)	*APPLETON Tower	*Ground
127.15	126.3	126.3 when App inop.	CTAF 119.6	121.7

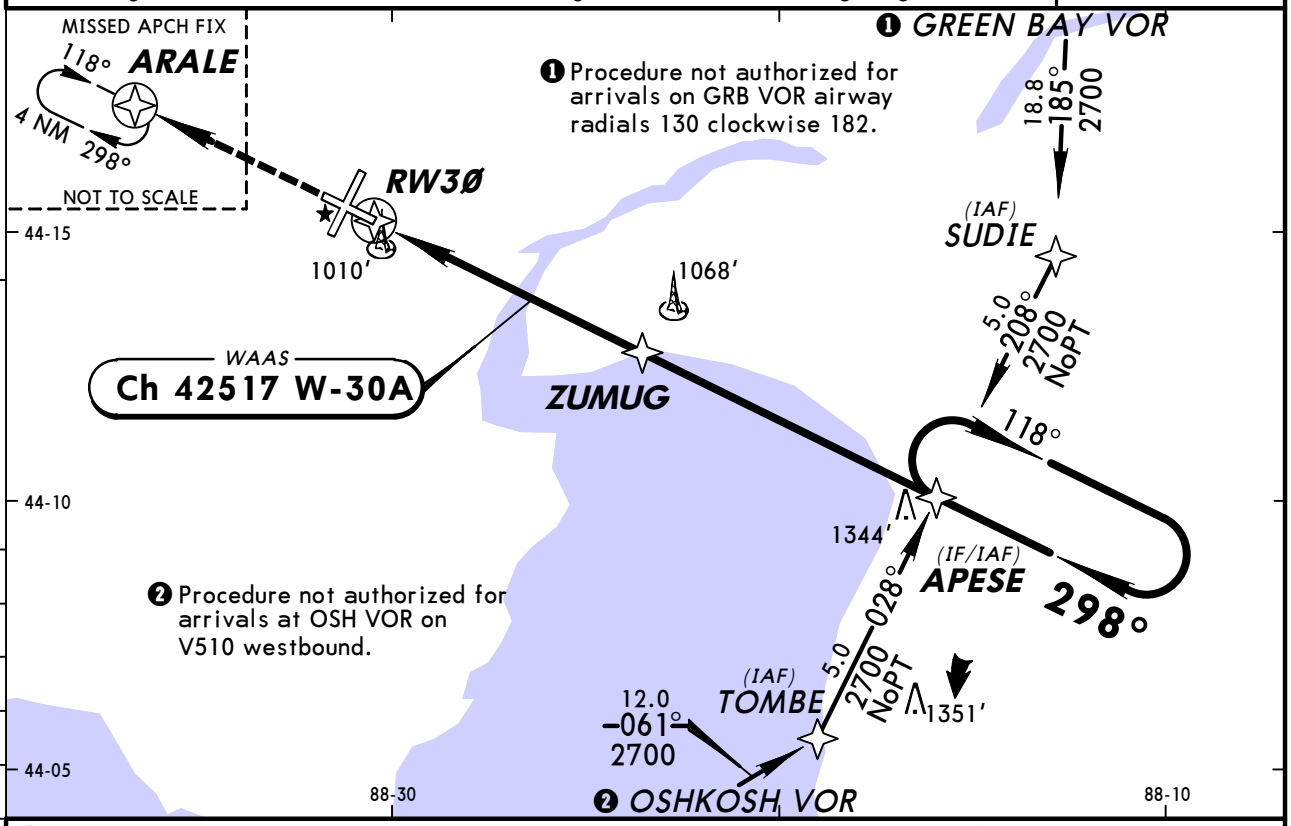
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 918′
Ch 42517 W-30A	298°	ZUMUG 2700′ (1825′)	1075′ (200′)	TDZE 875′

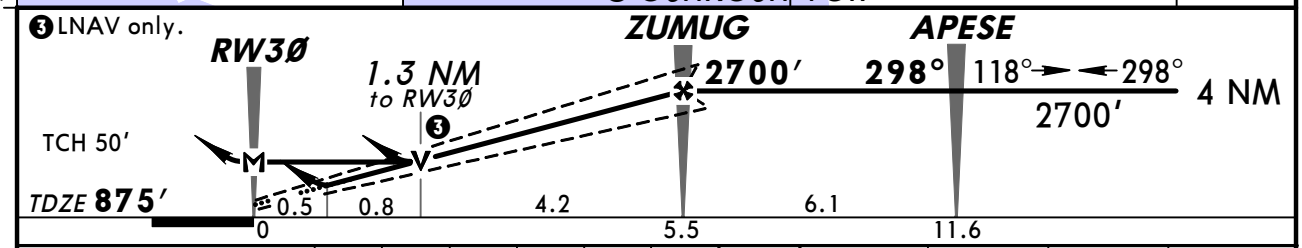
MISSED APCH: Climb to 2600′ direct ARALE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Austin Straubel Intl altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. VGSI and RNAV glidepath not coincident. 5. Baro-VNAV and VDP not authorized when using Austin Straubel Intl altimeter setting. 6. Pilot controlled lighting 119.6.

3100′
MSA RW3Ø





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW3Ø						

MALSR
PAPI
2600′
ARALE

STRAIGHT-IN LANDING RWY 30
With Local Altimeter Setting

	LPV DA(H) 1075′ (200′) RAIL or ALS out		LNAV/VNAV DA(H) 1310′ (435′) RAIL or ALS out		LNAV MDA(H) 1320′ (445′) RAIL out	ALS out
A	½	¾	1	1½	½	¾	1
B						
C					¾	1¼
D					1	1½

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1340′ (422′)-1
120	1380′ (462′)-1
140	1380′ (462′)-1½
165	1480′ (562′)-2

With Austin Straubel Intl Altimeter Setting

	DA(H) 1156′ (281′) RAIL or ALS out		DA(H) 1391′ (516′) RAIL or ALS out		MDA(H) 1420′ (545′) RAIL out	ALS out
A	½	1	1¼	1¾	½	¾	1
B						
C					1	1½
D					1¼	1¾

With Austin Straubel Intl Altimeter Setting

Max Kts	MDA(H)
90	1440′ (522′)-1
120	1480′ (562′)-1
140	1480′ (562′)-1½
165	1580′ (662′)-2

TERPS AMEND 1 3 JUN 2010

CHANGES: None.

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KATW/ATW
OUTAGAMIE CO REGL

JEPPESEN
7 JAN 11 (13-1)

APPLETON, WISC
VOR DME Rwy 3

BRIEFING STRIP ™

ATIS	*GREEN BAY Approach (R)	MINNEAPOLIS Center (R)	*APPLETON Tower	*Ground
127.15	126.3	126.3 when App inop.	CTAF 119.6	121.7

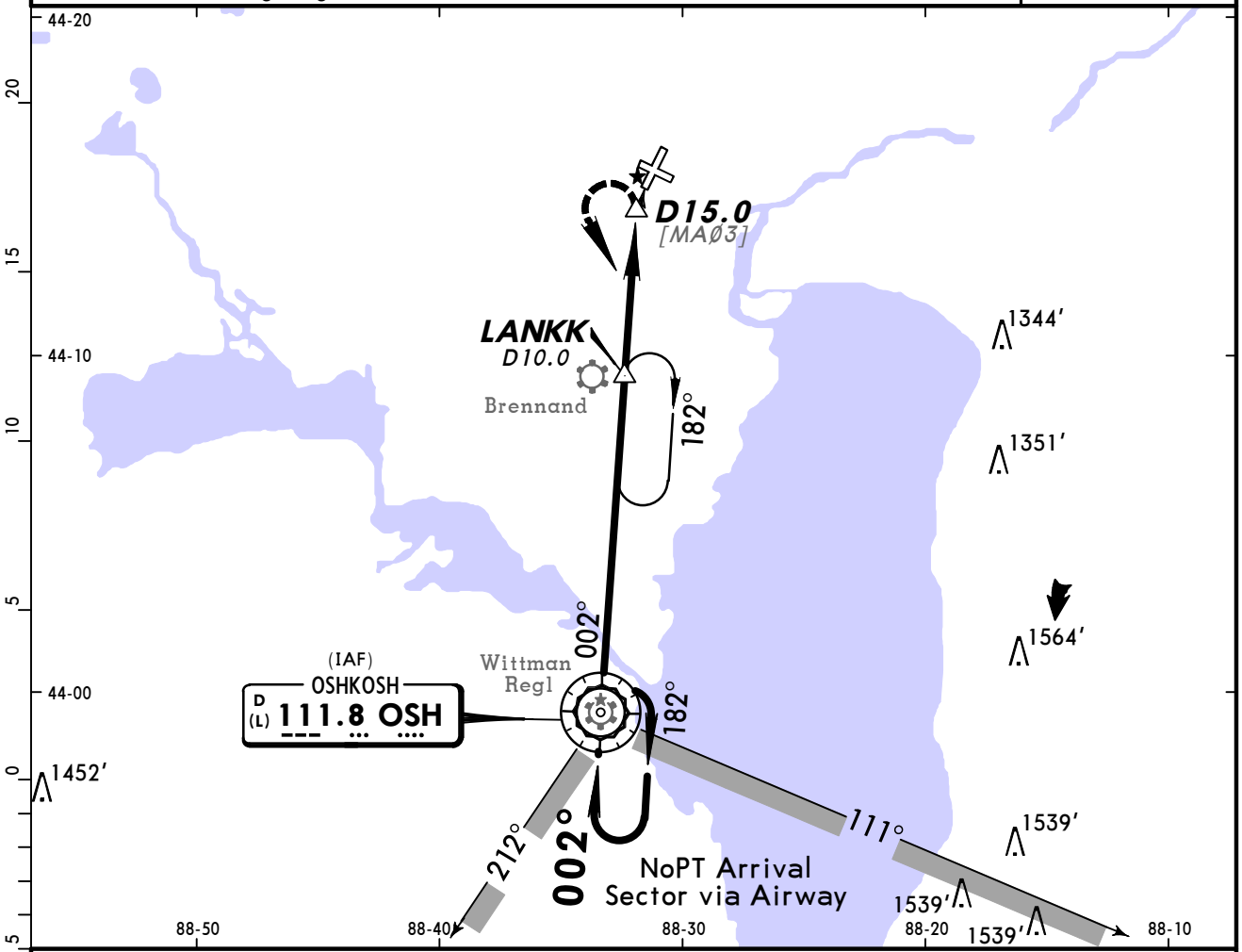
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 918′
OSH 111.8	002°	LANKK 2700′ (1812′)	1380′ (492′)	TDZE 888′

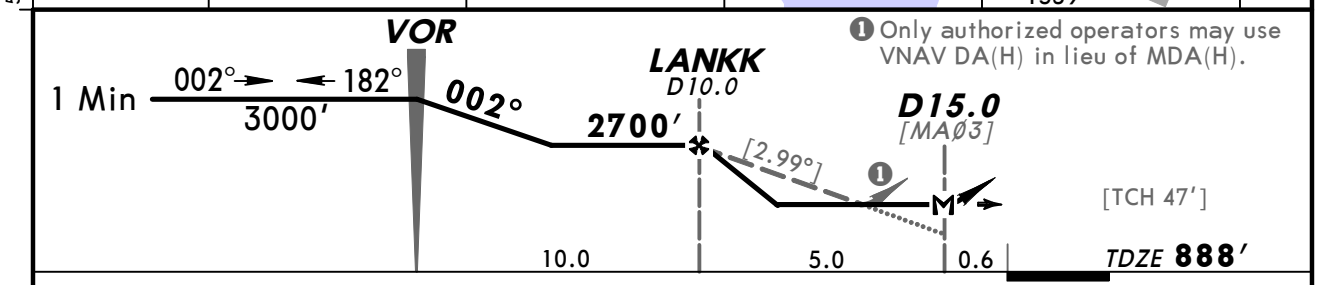
MISSED APCH: Climbing LEFT turn to 2700′ inbound via OSH VOR R-002 to LANKK/D10.0 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 119.6.

2700′
MSA OSH VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.99°]	370	476	529	635	741	846
MAP at D15.0						

MALSR
PAPI

2700′ OSH
LT via 111.8 R-002

LANKK

STRAIGHT-IN LANDING RWY 3

MDA(H) 1380′ (492′)

	RAIL out	ALS out
A	RVR 40 or ¾	RVR 50 or 1
B		
C	RVR 60 or 1¼	
D	1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1380′ (462′)-1
120	
140	1380′ (462′)-1½
165	1480′ (562′)-2

TERPS AMEND 8F 13 JAN 2011

CHANGES: MSA revised.

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KATW/ATW
OUTAGAMIE CO REGL

JEPPESEN

7 JAN 11 (13-2)

APPLETON, WISC
VOR DME Rwy 21

BRIEFING STRIP ™

ATIS	*GREEN BAY Approach (R)	MINNEAPOLIS Center (R)	*APPLETON Tower	*Ground
127.15	126.3	126.3 when App inop.	CTAF 119.6	121.7

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 918′
OSH 111.8	184°	JAXON 2600′ (1721′)	(CONDITIONAL) 1400′ (521′)	TDZE 879′

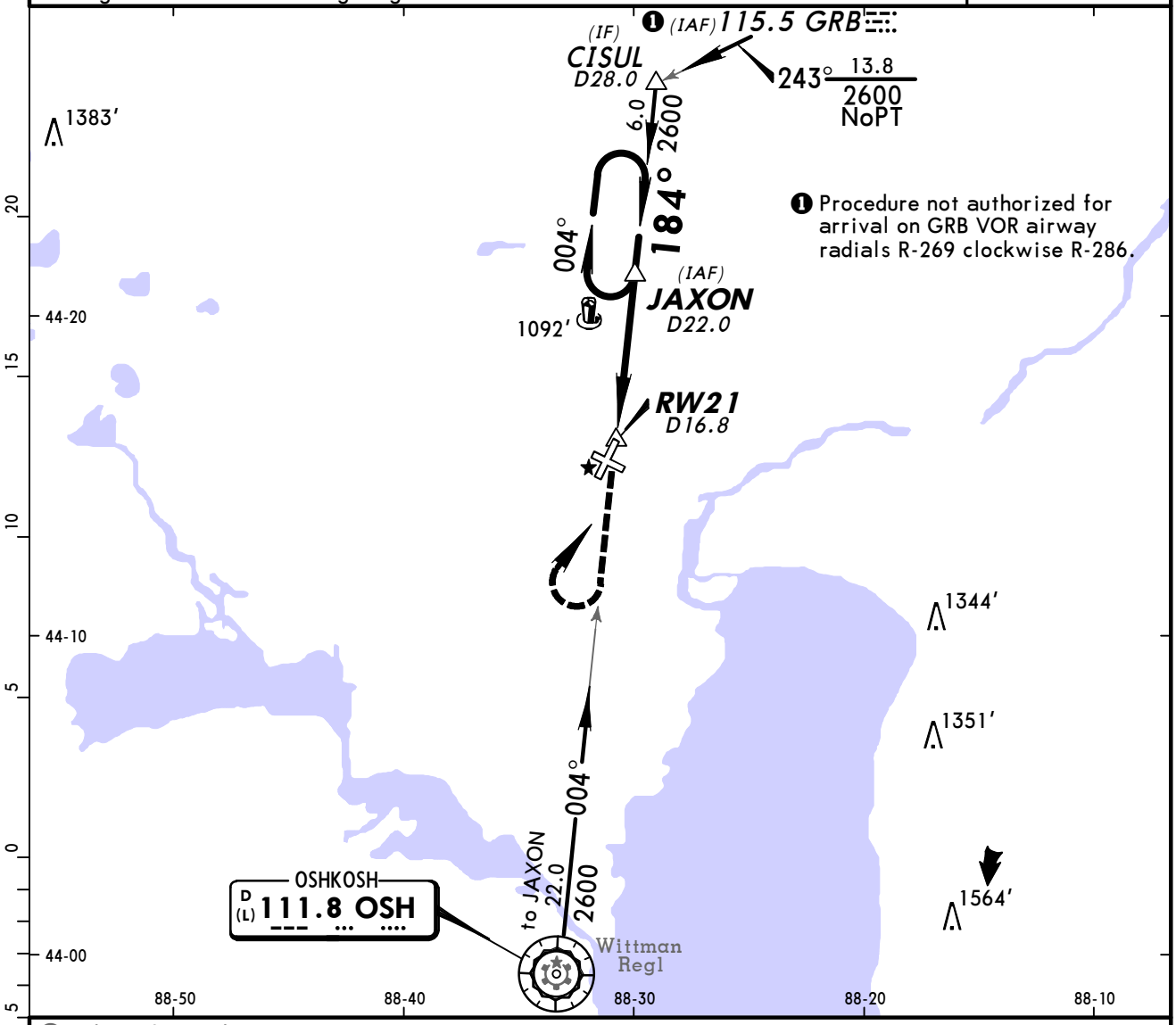
MISSED APCH: Climb to 2600′ then RIGHT turn outbound via OSH VOR R-004 to JAXON and hold.

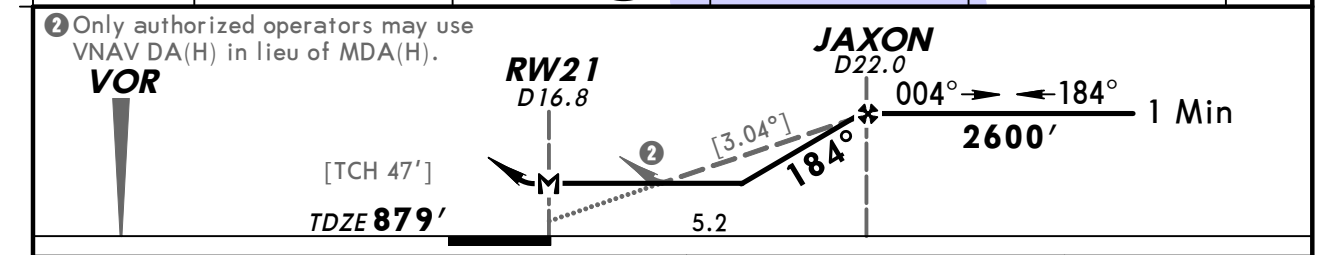
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Austin Straubel Intl altimeter setting. 2. Pilot controlled lighting 119.6.

2700′

MSA OSH VOR





Gnd speed-Kts	70	90	100	120	140	160	REIL	2600′	RT	OSH via 111.8 R-004	JAXON
Descent angle [3.04°]	376	484	538	645	753	861	PAPI-L				
MAP at RW21											

TERPS AMEND 1A 13 JAN 2011

STRAIGHT-IN LANDING RWY 21			CIRCLE-TO-LAND		
	MDA(H) 1400′ (521′) With Local Altimeter Setting	MDA(H) 1500′ (621′) With Austin Straubel Intl Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Austin Straubel Intl Altimeter Setting MDA(H)
A	1	1	90	1400′ (482′)-1	1500′ (582′)-1
B			120		
C	1½	1½	140	1400′ (482′)-1½	1500′ (582′)-1½
D	1¾	1¾	165	1480′ (562′)-2	1580′ (662′)-2

CHANGES: MSA revised.

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General Information

Location: Mosinee WI USA
IATA Code: CWA
Lat/Long: N44° 46.7' W089° 40.0'
Elevation: 1277 ft

Airport Use: Public
Magnetic Variation: 2.5°W
Sectional Chart: Green Bay

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1240 Z
Sunset: 2343 Z,

Runway Information

Runway: 08
Length x Width: 7648 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1274 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 17
Length x Width: 6501 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1277 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 26
Length x Width: 7648 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1260 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 35
Length x Width: 6501 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1251 ft
Lighting: Edge, ALS, Pilot controlled

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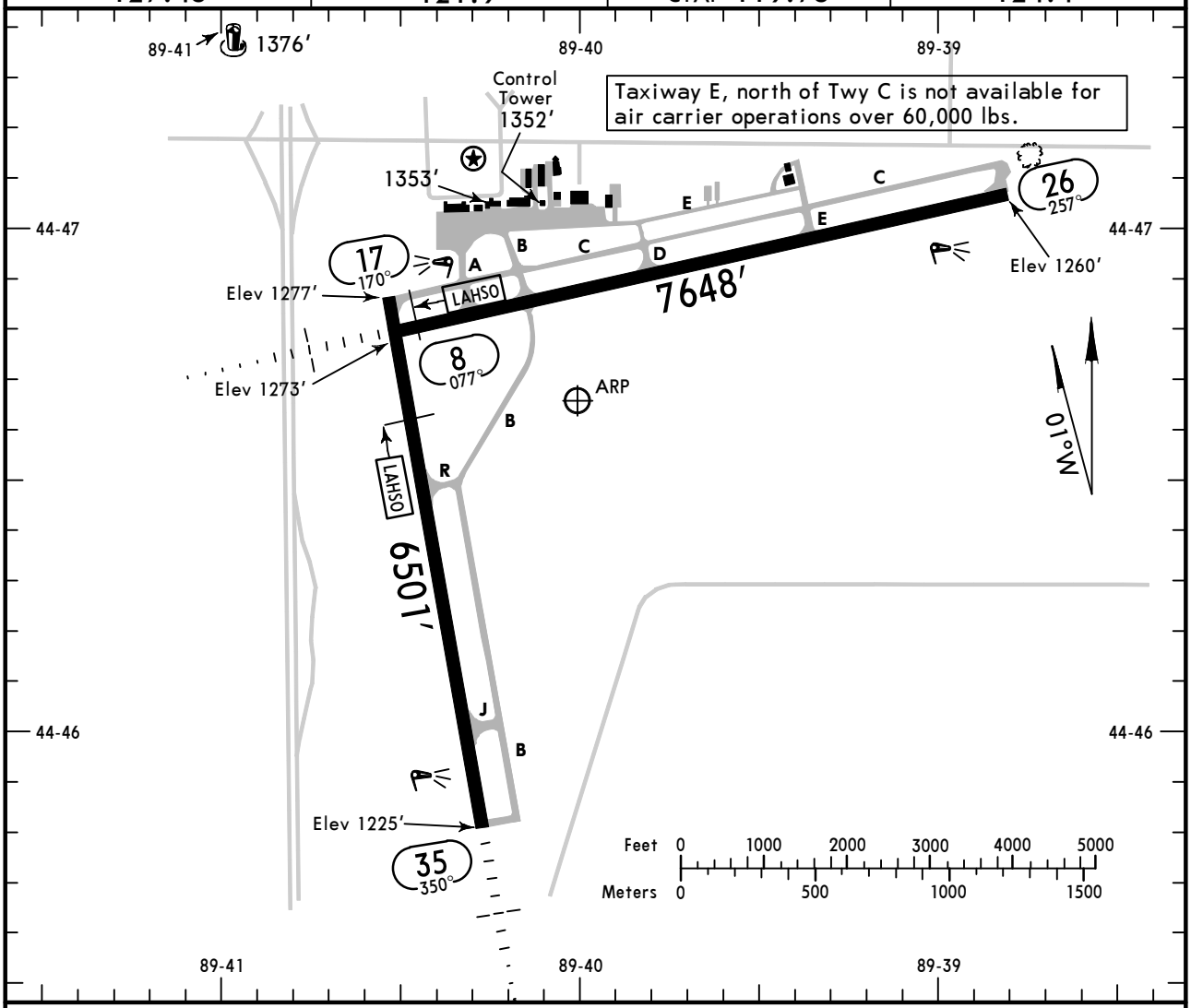
Communication Information

ATIS 127.45
AWOS 127.45
Central Wisconsin Tower 119.75 CTAF PCL
Central Wisconsin Ground Control 121.9
Central Wisconsin Unicom 122.95
Green Bay Flight Service Station 122.525 RCO
Minneapolis Center 124.4 Remote Communications Air-Ground

ATIS (AWOS-3 when Twr inop)	*CENTRAL WISCONSIN Ground	*Tower	MINNEAPOLIS Center (R)
127.45	121.9	CTAF 119.75	124.4



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
8	❶ HIRL ❶ MALSR	grooved		6584′			150′
26	❶ HIRL ❶ REIL ❶ PAPI-L (angle 3.0°)	grooved			17/35 7300′		
17	❶ HIRL ❶ REIL VASI-L	grooved					150′
35	❶ HIRL ❶ MALSR	grooved		5675′	8/26 5000′		

❶ Activate on 119.75 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 8, 17, 26		Rwy 35
	Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	300-1
3 & 4 Eng		1/2	

OBSTACLE DP: Rwy 35 (northbound departures 350° clockwise 045°) climbing left turn to 3500′ via AUW VOR R-270 before turning on course.

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating and Local Weather Available		Authorized Only When Local Weather Available			
	ILS Rwy 35	LOC Rwy 35	ILS Rwy 8	LOC Rwy 8 RNAV (GPS) Rwy 8 RNAV (GPS) Rwy 26 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35	VOR DME Rwy 35	VOR-A
A B C D	700-2	800-2	600-2	800-2	800-2	NA

AMEND 0

CHANGES: Alternate minimums.

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BRIEFING STRIP ™

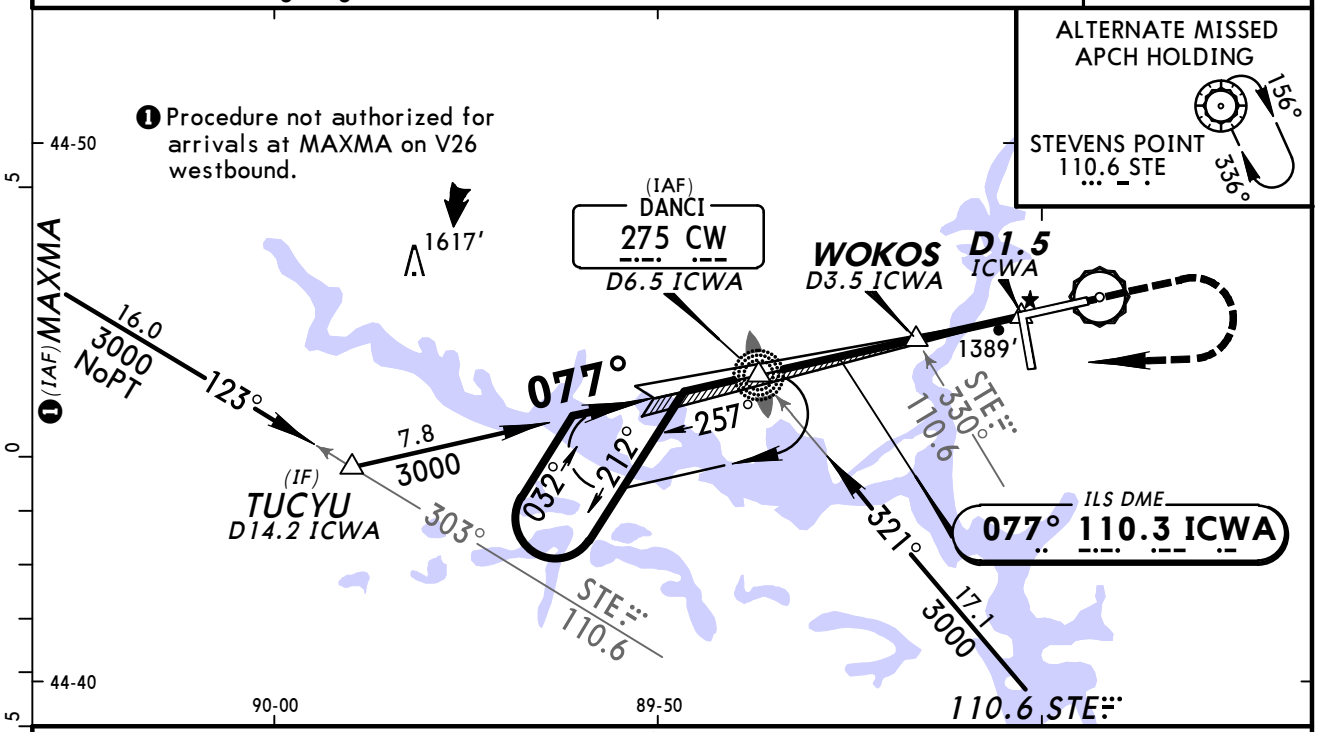
ATIS (AWOS-3 when Twr inop)	MINNEAPOLIS Center (R)	*CENTRAL WISCONSIN Tower	*Ground
127.45	124.4	CTAF 119.75	121.9

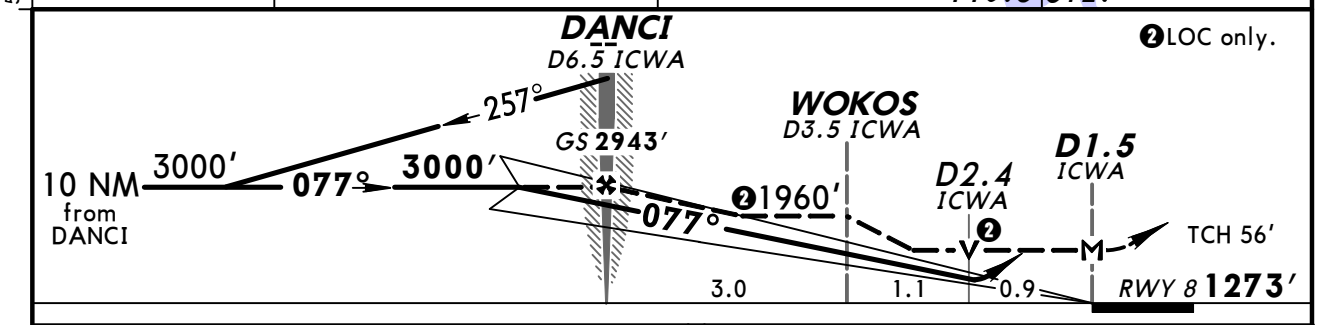
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1277'
ICWA 110.3	077°	DANCI 2943' (1670')	(CONDITIONAL) 1473' (200')	Rwy 8 1273'

MISSED APCH: Climb to 2000' then climbing RIGHT turn to 3000' direct DANCI LOM/INT D6.5 ICWA and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. ADF required. 2. Use local altimeter setting; if not received, use Wausau altimeter setting. 3. VDP not authorized with Wausau altimeter setting.
4. Pilot controlled lighting 119.75.

3600'
MSA CW LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.5 ICWA or DANCI to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR | 2000' | 3000' RT | D | CW 275

STRAIGHT-IN LANDING RWY 8

With Local Altimeter Setting

	ILS DA(H) 1473' (200') FULL	RAIL out	ALS out	LOC (GS out) MDA(H) 1640' (367')	RAIL out	ALS out
A	1/2		3/4	1/2	3/4	1
B						
C				5/8		
D						

With Wausau Altimeter Setting

	ILS DA(H) 1505' (232') FULL	RAIL out	ALS out	LOC (GS out) MDA(H) 1680' (407')	RAIL out	ALS out
A	1/2		3/4	1/2	3/4	1
B						
C				3/4	1	1 1/8
D						

CIRCLE-TO-LAND

Not Authorized at Night to Rwy 26, when VGSI Inop.

With Local Altimeter Setting

Max Kts	MDA(H)
90	1740' (463')-1
120	
140	1740' (463')-1 1/2
165	1840' (563')-2

With Wausau Altimeter Setting

Max Kts	MDA(H)
90	1780' (503')-1
120	
140	1780' (503')-1 1/2
165	1880' (603')-2

TERPS AMEND 13 5 MAY 2011

CHANGES: Procedure.

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ATIS (AWOS-3 when Twr inop)	MINNEAPOLIS Center (R)	*CENTRAL WISCONSIN Tower	*Ground
127.45	124.4	CTAF 119.75	121.9

LOC IPHS	Final Apch Crs	GS LOM	ILS DA(H) (CONDITIONAL)	Apt Elev / Rwy 35
110.9	350°	2992′ (1767′)	1425′ (200′)	Apt Elev 1277′ / Rwy 35 1225′

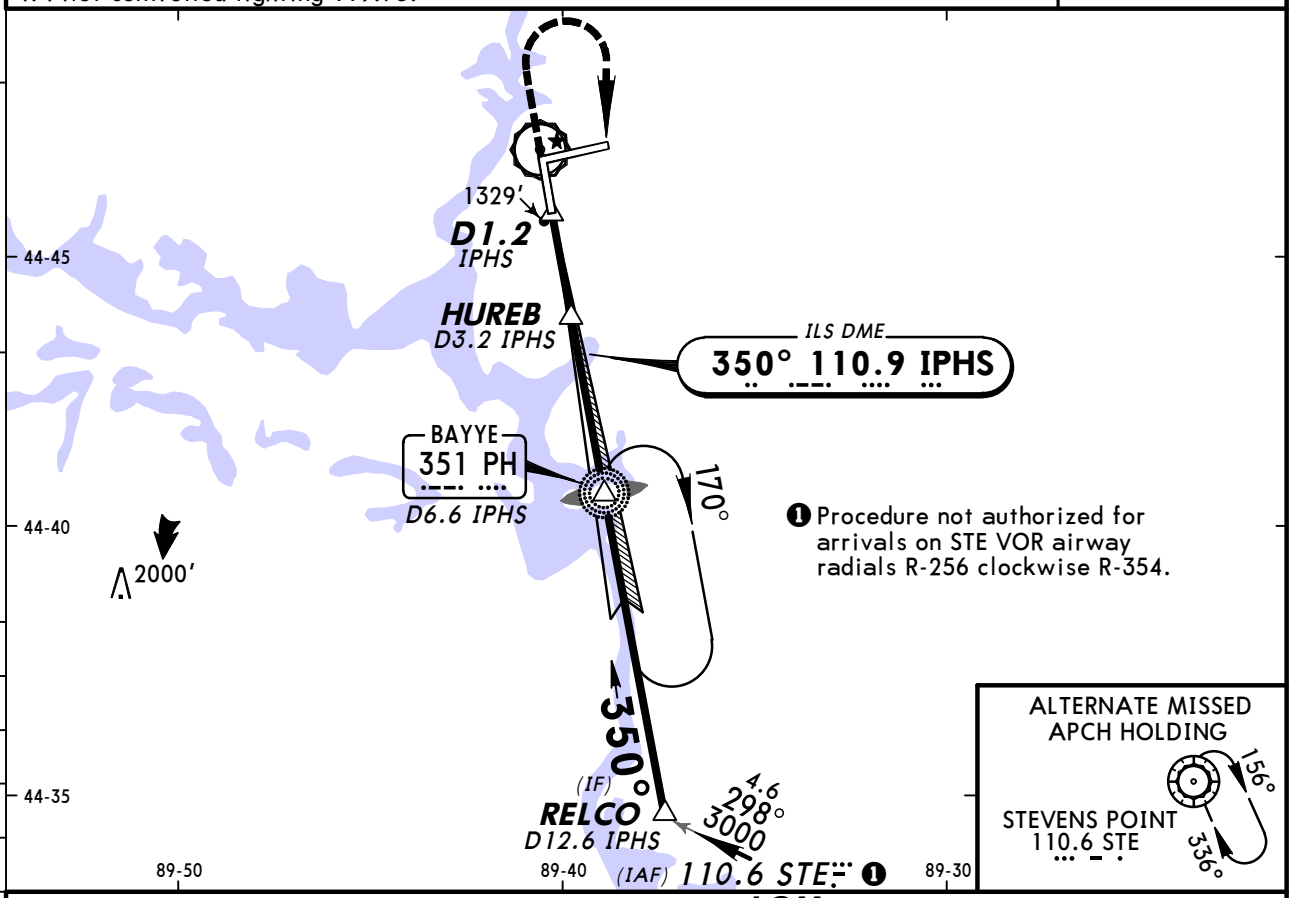
MISSED APCH: Climb to 2000′, then climbing RIGHT turn to 3000′ direct BAYYE LOM and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

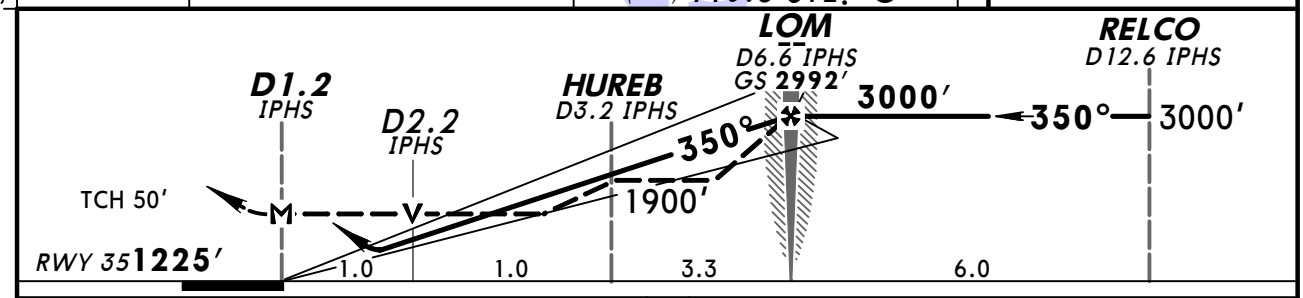
1. ADF or DME required. 2. Use local altimeter setting; if not received, use Wausau altimeter setting. 3. VDP not authorized with Wausau altimeter setting. 4. Pilot controlled lighting 119.75.

3600′
MSA PH LOM

BRIEFING STRIP ™



❶ Procedure not authorized for arrivals on STE VOR airway radials R-256 clockwise R-354.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.2 IPHS or LOM to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59

MALSR | 2000′ | 3000′ RT | D | PH 351

STRAIGHT-IN LANDING RWY 35

With Local Altimeter Setting

	ILS DA(H) 1425′ (200′) FULL	ILS RAIL out	ILS ALS out	LOC (GS out) MDA(H) 1580′ (355′) With HUREB RAIL out	With HUREB ALS out	MDA(H) 1900′ (675′) Without HUREB RAIL out	Without HUREB ALS out
A	1/2	1/2	3/4	1/2	3/4	1/2	3/4	1
B								
C		5/8		3/4	1	1 1/2	1 3/4	1 7/8
D								

With Wausau Altimeter Setting

	ILS DA(H) 1457′ (232′) FULL	ILS RAIL out	ILS ALS out	LOC (GS out) MDA(H) 1620′ (395′) With HUREB RAIL out	With HUREB ALS out	MDA(H) 1940′ (715′) Without HUREB RAIL out	Without HUREB ALS out
A	1/2	1/2	3/4	1/2	3/4	1/2	3/4	1
B								
C		5/8		3/4	1	1 5/8	1 3/4	2
D								

CIRCLE-TO-LAND

Not authorized at Night to Rwy 26 when VGSI inop

With Local Altimeter Setting

Max Kts	With HUREB MDA(H)	Without HUREB MDA(H)
90	1740′ (463′)-1	1900′ (623′)-1
120		
140	1740′ (463′)-1 1/2	1900′ (623′)-1 7/8
165	1840′ (563′)-2	1900′ (623′)-2

With Wausau Altimeter Setting

Max Kts	With HUREB MDA(H)	Without HUREB MDA(H)
90	1780′ (503′)-1	1940′ (663′)-1
120		
140	1780′ (503′)-1 5/8	1940′ (663′)-2
165	1880′ (603′)-2	1940′ (663′)-2

TERPS AMEND 2 5 MAY 2011

CHANGES: Procedure.

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ATIS (AWOS-3 when Twr inop)	MINNEAPOLIS Center (R)	*CENTRAL WISCONSIN Tower	*Ground
127.45	124.4	CTAF 119.75	121.9

BRIEFING STRIP ™

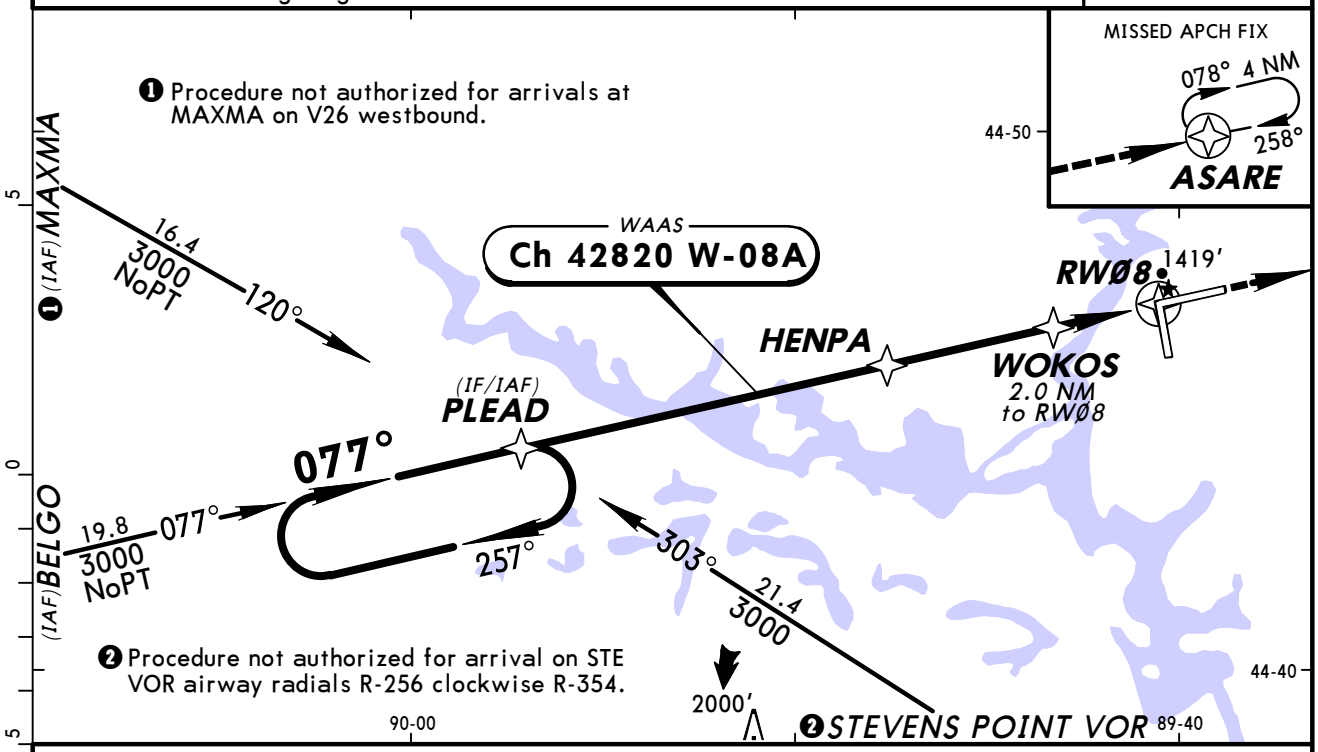
WAAS	Final Apch Crs	Minimum Alt HENPA	LPV DA(H) (CONDITIONAL)	Apt Elev 1277′
Ch 42820 W-08A	077°	3000′ (1727′)	1473′ (200′)	Rwy 8 1273′

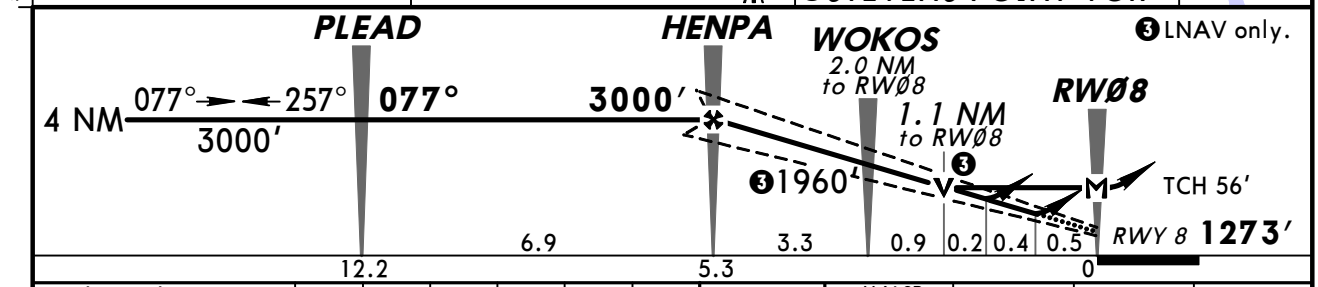
MISSED APCH: Climb to 3000′ direct ASARE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Wausau altimeter setting.
2. Baro-VNAV and VDP not authorized when using Wausau altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 35°C (95°F). 4. DME/DME RNP-0.30 not authorized.
5. Pilot controlled lighting 119.75.

3600′
MSA RWØ8





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8						

MALSR 3000′ ASARE

STRAIGHT-IN LANDING RWY 8
With Local Altimeter Setting

	LPV DA(H) 1473′ (200′) RAIL out	LPV DA(H) 1473′ (200′) ALS out	LNAV/VNAV DA(H) 1600′ (327′) RAIL out	LNAV/VNAV DA(H) 1600′ (327′) ALS out	LNAV MDA(H) 1680′ (407′) RAIL out	LNAV MDA(H) 1680′ (407′) ALS out
A	1/2	3/4	5/8	1	1/2	3/4	1
B						
C					3/4	1	1 1/8
D						

With Wausau Altimeter Setting

	LPV DA(H) 1505′ (232′) RAIL out	LPV DA(H) 1505′ (232′) ALS out	LNAV/VNAV DA(H) 1632′ (359′) RAIL out	LNAV/VNAV DA(H) 1632′ (359′) ALS out	LNAV MDA(H) 1720′ (447′) RAIL out	LNAV MDA(H) 1720′ (447′) ALS out
A	1/2	3/4	3/4	1	1/2	3/4	1
B						
C					7/8	1	1 3/8
D						

❶ CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Wausau Altimeter Setting MDA(H)
90	1740′ (463′)-1	1780′ (503′)-1
120		
140	1740′ (463′)-1 1/2	1780′ (503′)-1 1/2
165	1840′ (563′)-2	1880′ (603′)-2

❶ Not authorized at night to Rwy 26 when VGSI inop.

TERPS AMEND 1 5 MAY 2011

CHANGES: Procedure.

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BRIEFING STRIP ™

ATIS (AWOS-3 when Twr inop)	MINNEAPOLIS Center (R)	*CENTRAL WISCONSIN Tower	*Ground
127.45	124.4	CTAF 119.75	121.9

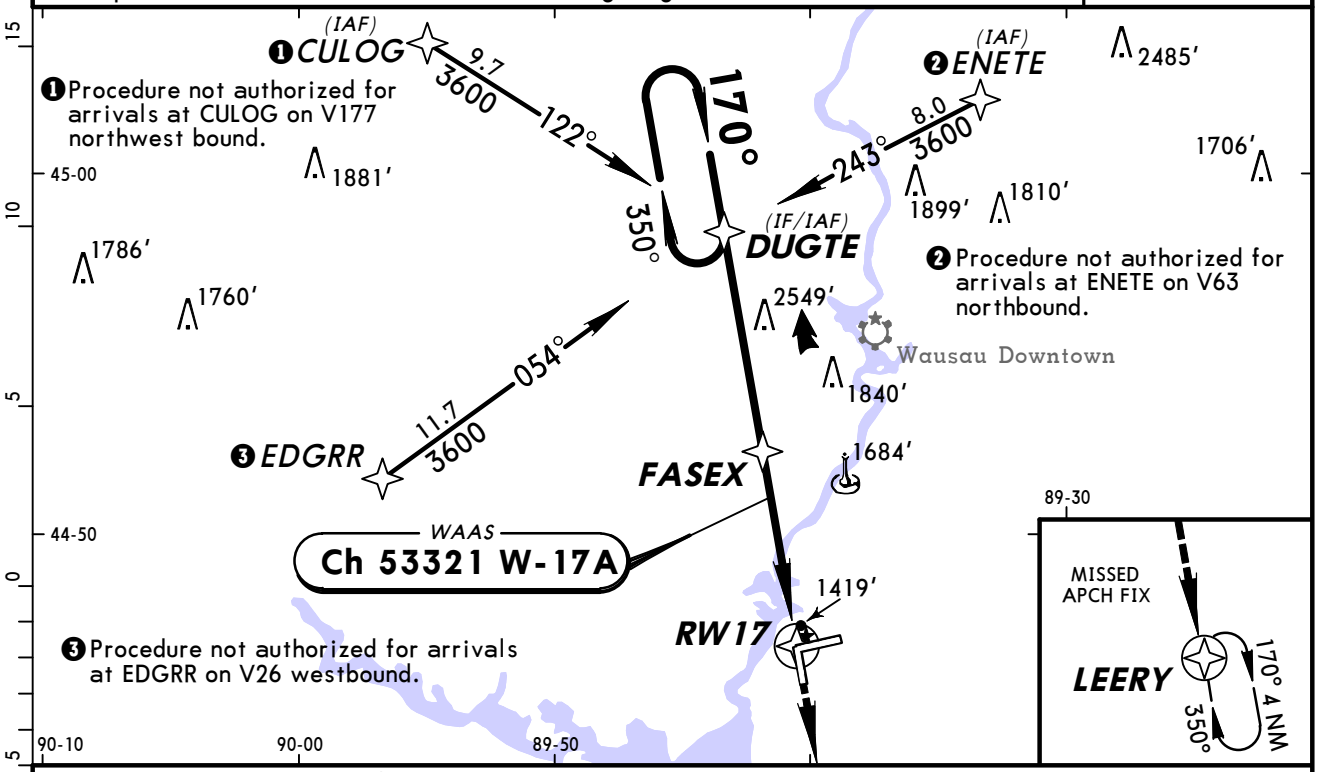
WAAS	Final Apch Crs	Minimum Alt FASEX	LPV DA(H) (CONDITIONAL)	Apt Elev 1277′
Ch 53321 W-17A	170°	3100′ (1823′)	1534′ (257′)	Rwy 17 1277′

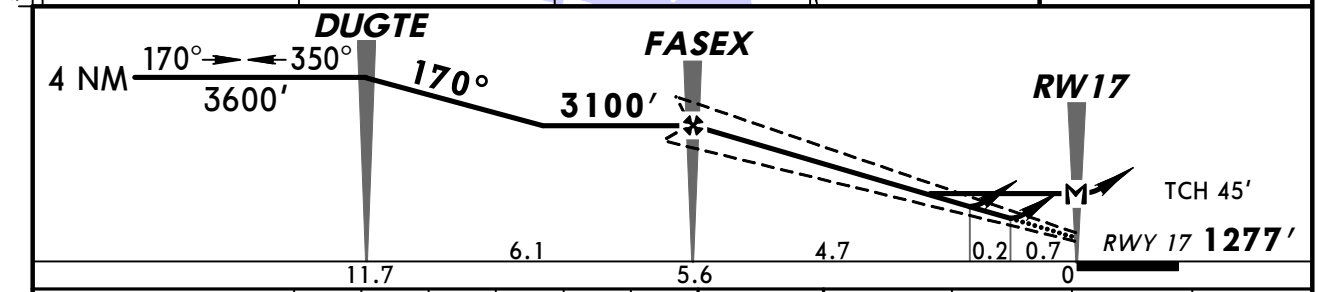
MISSED APCH: Climb to 2900′ direct LEERY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Wausau altimeter setting.
2. Baro-VNAV not authorized when using Wausau altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 35°C (95°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 119.75.

3600′
MSA RW17





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW17						

REIL
VASI-L
2900′
D
LEERY

STRAIGHT-IN LANDING RWY 17

With Local Altimeter Setting

	LPV DA(H) 1534′ (257′)	LNAV/VNAV DA(H) 1600′ (323′)	LNAV MDA(H) 1680′ (403′)
A	1	1⅛	1
B			
C			1⅛
D			

With Wausau Altimeter Setting

	LPV DA(H) 1566′ (289′)	LNAV/VNAV DA(H) 1632′ (355′)	LNAV MDA(H) 1720′ (443′)
A	1	1⅛	1
B			
C			1⅜
D			

1 CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1740′ (463′)-1
120	
140	1740′ (463′)-1½
165	1840′ (563′)-2

With Wausau Altimeter Setting

Max Kts	MDA(H)
90	1780′ (503′)-1
120	
140	1780′ (503′)-1½
165	1880′ (603′)-2

1 Not authorized at night to Rwy 26 when VGSI inop.

TERPS AMEND 1 5 MAY 2011

CHANGES: Procedure.

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MOSINEE, WISC
RNAV (GPS) Rwy 26

ATIS (AWOS-3 when Twr inop)	MINNEAPOLIS Center (R)	*CENTRAL WISCONSIN Tower	*Ground
127.45	124.4	CTAF 119.75	121.9

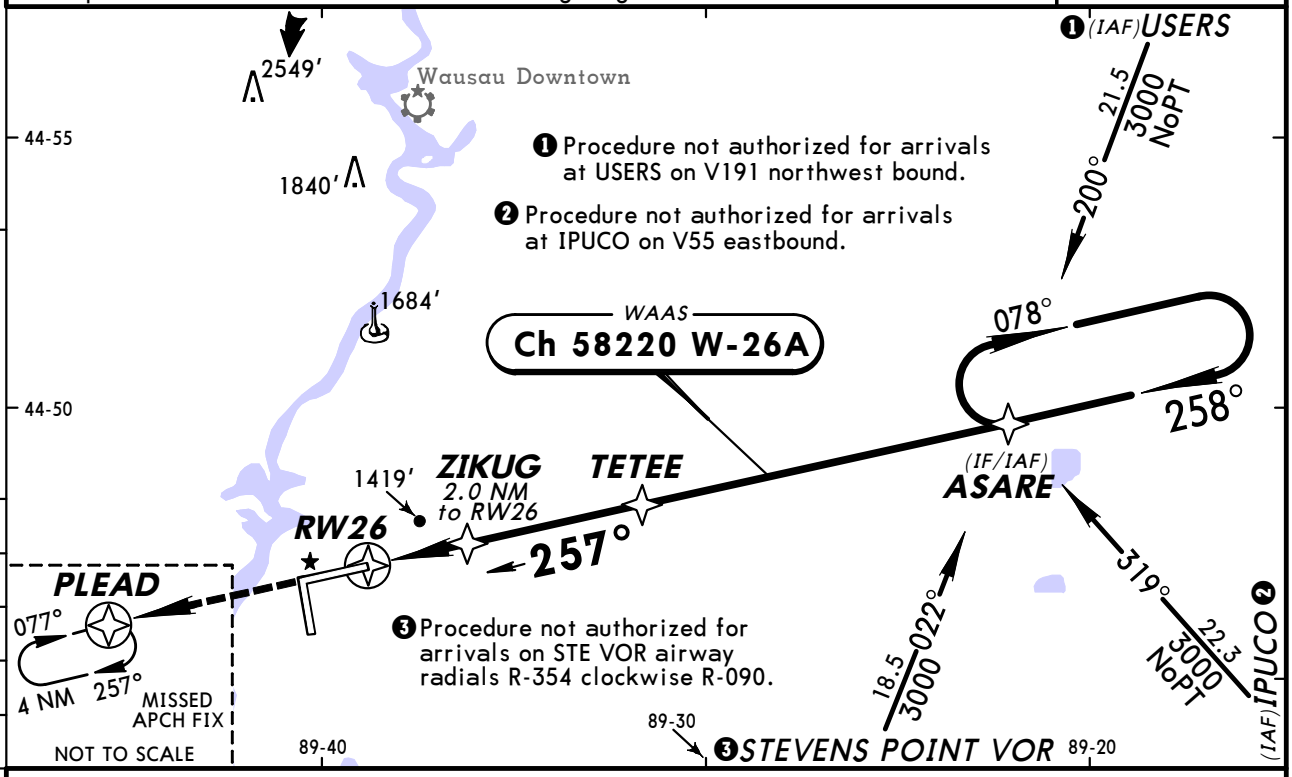
WAAS	Final Apch Crs	Minimum Alt TETEE	LPV DA(H) (CONDITIONAL)	Apt Elev 1277′
Ch 58220 W-26A	257°	3000′ (1740′)	1510′ (250′)	Rwy 26 1260′

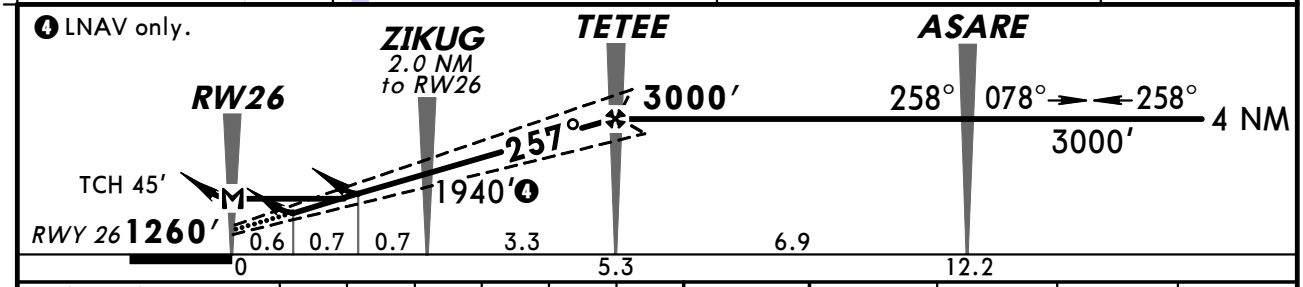
MISSED APCH: Climb to 3000′ direct PLEAD and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Wausau altimeter setting.
2. Baro-VNAV not authorized when using Wausau altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 35°C (95°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 119.75.

3600′
MSA RW26





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW26						

REIL
PAPI-L
3000′
PLEAD

❶ STRAIGHT-IN LANDING RWY 26

With Local Altimeter Setting

	LPV DA(H) 1510′ (250′)	LNAV/VNAV DA(H) 1730′ (470′)	LNAV MDA(H) 1680′ (420′)
A	1	1⅝	1
B			
C			1⅛
D			

❶ CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1740′ (463′)-1
120	
140	1740′ (463′)-1½
165	1840′ (563′)-2

With Wausau Altimeter Setting

	LPV DA(H) 1542′ (282′)	LNAV/VNAV DA(H) 1762′ (502′)	LNAV MDA(H) 1720′ (460′)
A	1	1¾	1
B			
C			1⅜
D			

With Wausau Altimeter Setting

Max Kts	MDA(H)
90	1780′ (503′)-1
120	
140	1780′ (503′)-1½
165	1880′ (603′)-2

❶ Not authorized at night to Rwy 26 when VGSI inop.

BRIEFING STRIP ™

TERPS AMEND 1 5 MAY 2011

CHANGES: Procedure.

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MOSINEE, WISC
RNAV (GPS) Rwy 35

ATIS (AWOS-3 when Twr inop)	MINNEAPOLIS Center (R)	*CENTRAL WISCONSIN Tower	*Ground
127.45	124.4	CTAF 119.75	121.9

BRIEFING STRIP™

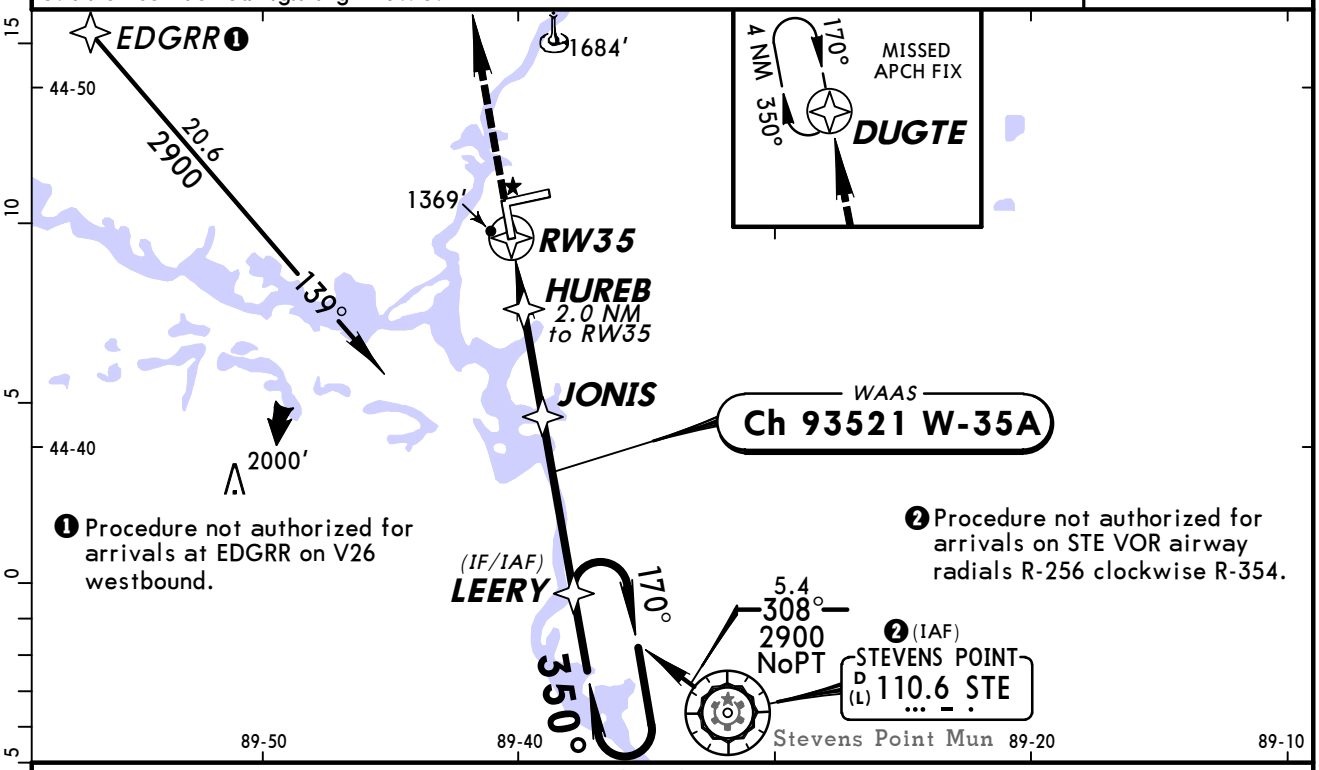
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1277′
Ch 93521 W-35A	350°	JONIS 2900′ (1675′)	1425′ (200′)	Rwy 35 1225′

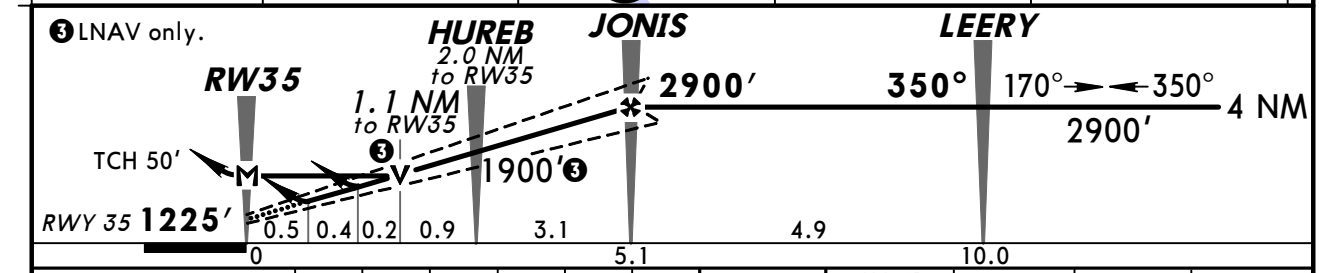
MISSED APCH: Climb to 3600′ direct DUGTE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Wausau altimeter setting.
2. Baro-VNAV and VDP not authorized when using Wausau altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 36°C (96°F). 4. DME/DME RNP-0.30 not authorized.
5. Pilot controlled lighting 119.75.

3600′
MSA RW35





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW35						

MALSR 3600′ DUGTE

STRAIGHT-IN LANDING RWY 35

With Local Altimeter Setting

	LPV DA(H) 1425′ (200′) RAIL out	LPV DA(H) 1425′ (200′) ALS out	LNAV/VNAV DA(H) 1550′ (325′) RAIL out	LNAV/VNAV DA(H) 1550′ (325′) ALS out	LNAV MDA(H) 1620′ (395′) RAIL out	LNAV MDA(H) 1620′ (395′) ALS out
A	1/2	3/4	5/8	1	1/2	3/4	1
B						
C					5/8	7/8	1 1/8
D						

With Wausau Altimeter Setting

	LPV DA(H) 1457′ (232′) RAIL out	LPV DA(H) 1457′ (232′) ALS out	LNAV/VNAV DA(H) 1582′ (357′) RAIL out	LNAV/VNAV DA(H) 1582′ (357′) ALS out	LNAV MDA(H) 1660′ (435′) RAIL out	LNAV MDA(H) 1660′ (435′) ALS out
A	1/2	3/4	3/4	1	1/2	3/4	1
B						
C					3/4	1	1 1/4
D						

❶ CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1740′ (463′)-1
120	
140	1740′ (463′)-1 1/2
165	1840′ (563′)-2

With Wausau Altimeter Setting

Max Kts	MDA(H)
90	1780′ (503′)-1
120	
140	1780′ (503′)-1 1/2
165	1880′ (603′)-2

❶ Not authorized at night to Rwy 26 when VGSI inop.

TERPS AMEND 1 5 MAY 2011

CHANGES: Procedure.

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BRIEFING STRIP ™

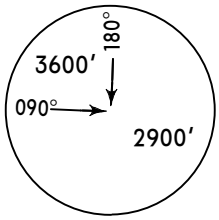
ATIS (AWOS-3 when Twr inop)	MINNEAPOLIS Center (R)	*CENTRAL WISCONSIN Tower	*Ground
127.45	124.4	CTAF 119.75	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1277′
STE 110.6	336°	FELTS 2800′ (1575′)	(CONDITIONAL) 1620′ (395′)	Rwy 35 1225′

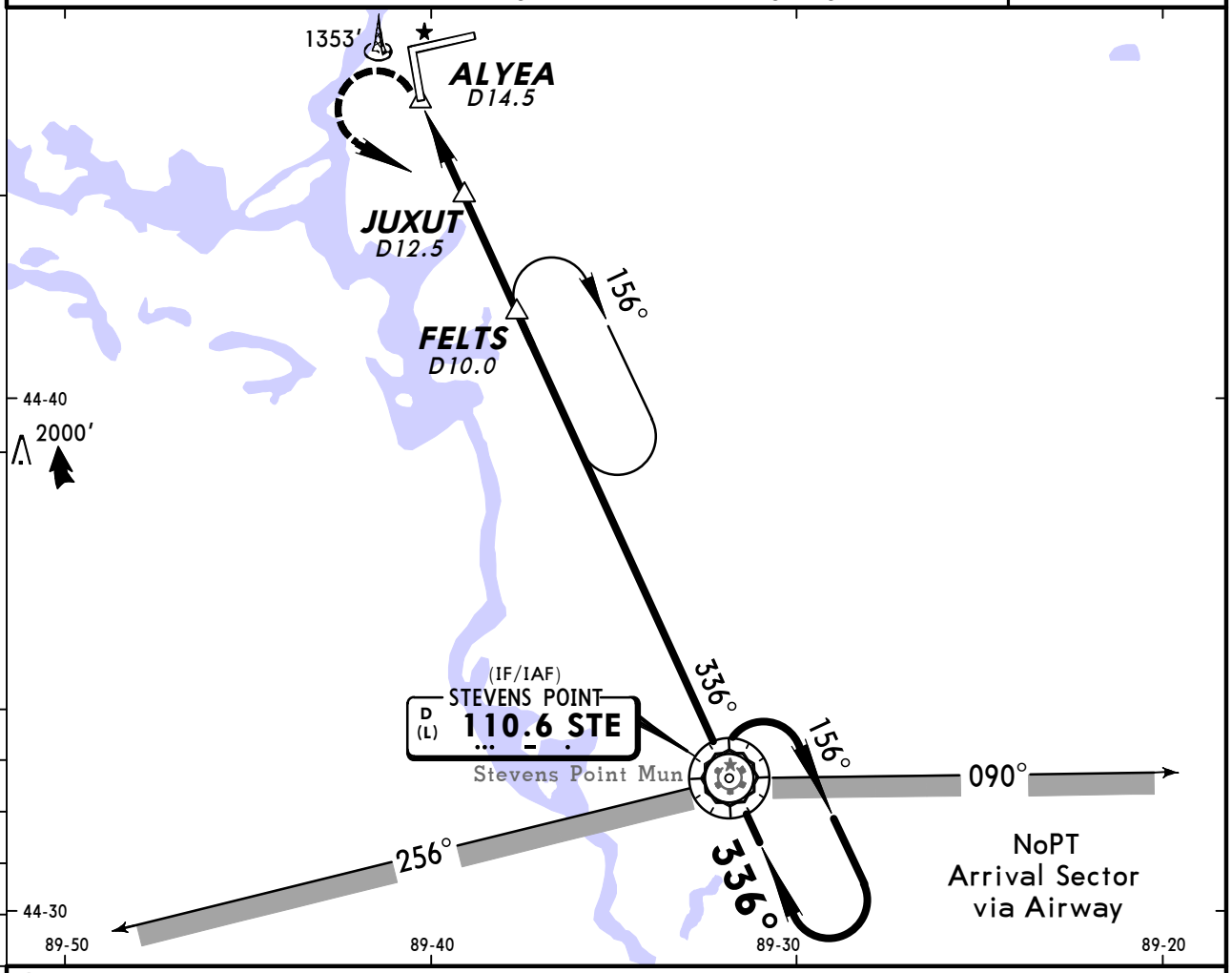
MISSED APCH: Climb to 1700′ then climbing LEFT turn to 2800′ inbound via STE VOR R-336 to FELTS/D10.0 and hold.

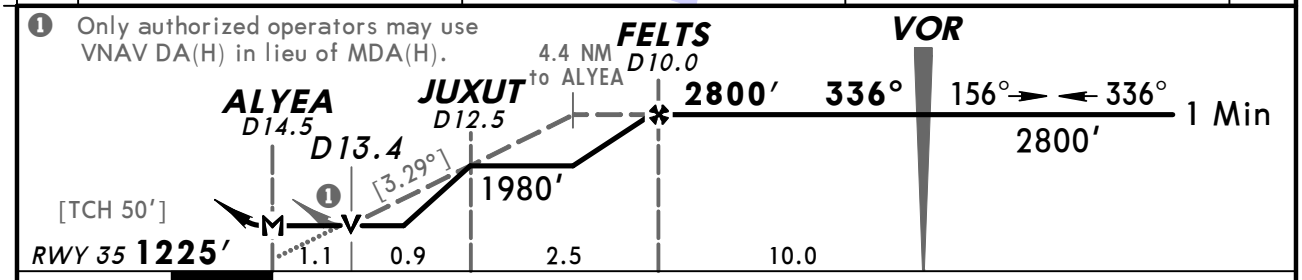
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Wausau altimeter setting. 2. VDP not authorized with Wausau altimeter setting. 3. Pilot controlled lighting 119.75.



MSA STE VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.29°]	407	524	582	699	815	931
MAP at ALYEA						

MALSR

1700′

2800′ LT via STE 110.6 R-336

FELTS

STRAIGHT-IN LANDING RWY 35 LNAV						CIRCLE-TO-LAND Not Authorized at Night to Rwy 26 When VGSI Inop		
	MDA(H) 1620′ (395′) With Local Altimeter Setting		MDA(H) 1660′ (435′) With Wausau Altimeter Setting				With Local Altimeter Setting MDA(H)	With Wausau Altimeter Setting MDA(H)
	RAIL out	ALS out	RAIL out	ALS out	Max Kts			
A	1		1		90		1740′ (463′)-1	1780′ (503′)-1
B					120			
C	1⅛		1¼		140		1740′ (463′)-1½	1780′ (503′)-1½
D					165		1840′ (563′)-2	1880′ (603′)-2

TERPS AMEND 9 5 MAY 2011

CHANGES: Procedure.

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BRIEFING STRIP TM

ATIS (AWOS-3 when Twr inop)	MINNEAPOLIS Center (R)	*CENTRAL WISCONSIN Tower	*Ground
127.45	124.4	CTAF 119.75	121.9

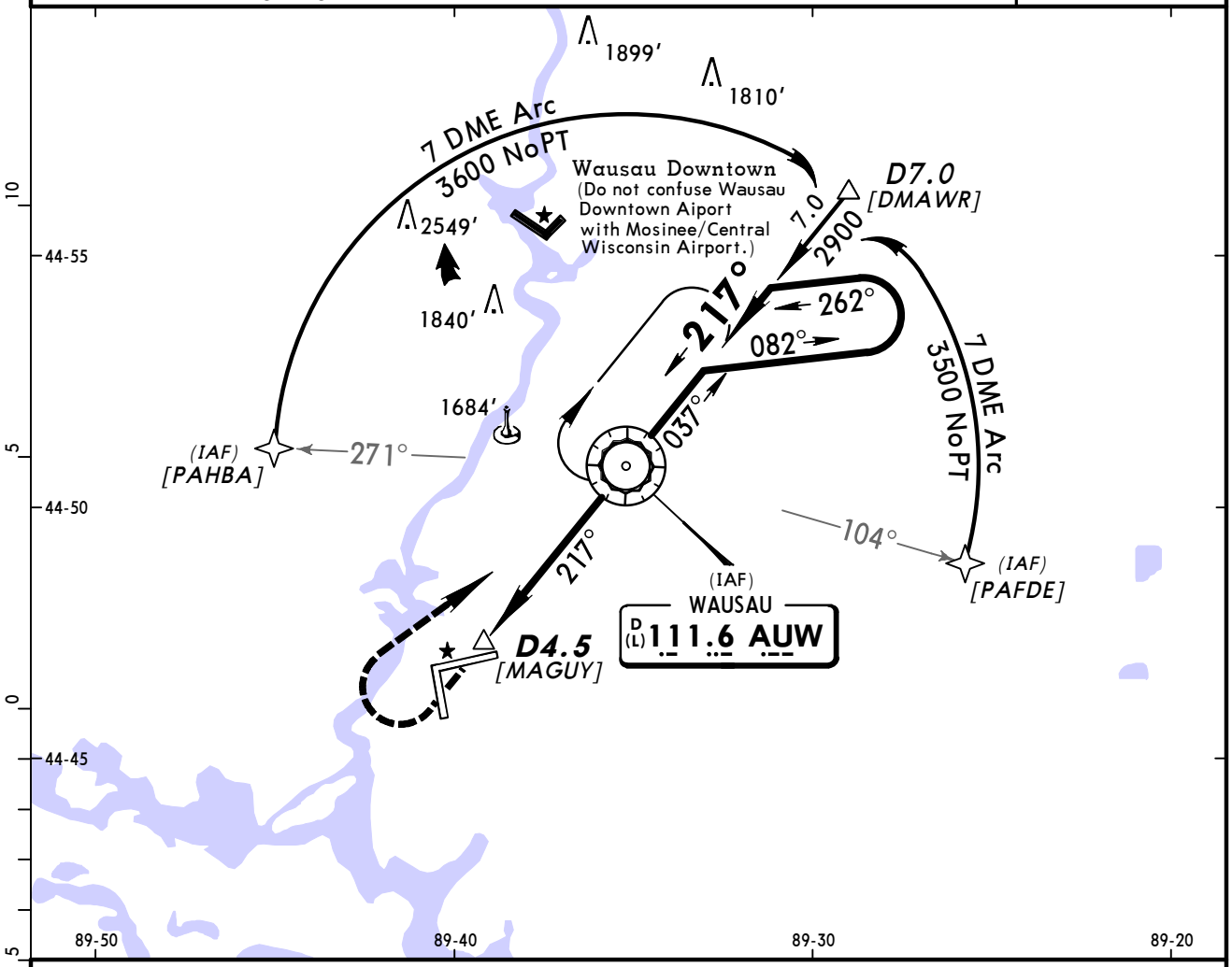
VOR AUW 111.6	Final Apch Crs 217°	Minimum Alt VOR 2900′(1623′)	MDA(H) Refer to Minimums	Apt Elev 1277′

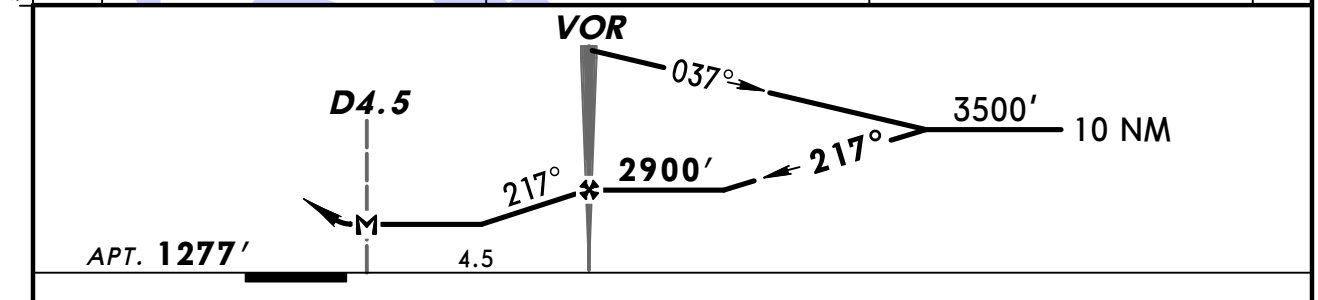
MISSED APCH: Climb to 3500′ then RIGHT turn direct AUW VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 119.75.

3600′
MSA AUW VOR





Gnd speed-Kts	70	90	100	120	140	160
MAP at D4.5 or VOR to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41

Lighting - Refer to Airport Chart | 3500′ | RT | D | AUW 111.6

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	1740′(463′)-1
B	120	
C	140	1740′(463′)-1½
D	165	1840′(563′)-2

AMEND 8A
TERPS

CHANGES: None.

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General Information

Location: Eau Claire WI USA
IATA Code: EAU
Lat/Long: N44° 51.9' W091° 29.1'
Elevation: 913 ft

Airport Use: Public
Magnetic Variation: 0.9°W
Sectional Chart: Green Bay

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1248 Z
Sunset: 2350 Z,

Runway Information

Runway: 04
Length x Width: 8101 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 889 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 801 ft

Runway: 14
Length x Width: 5000 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 887 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 22
Length x Width: 8101 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 913 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 32
Length x Width: 5000 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 888 ft
Lighting: Edge, Pilot controlled

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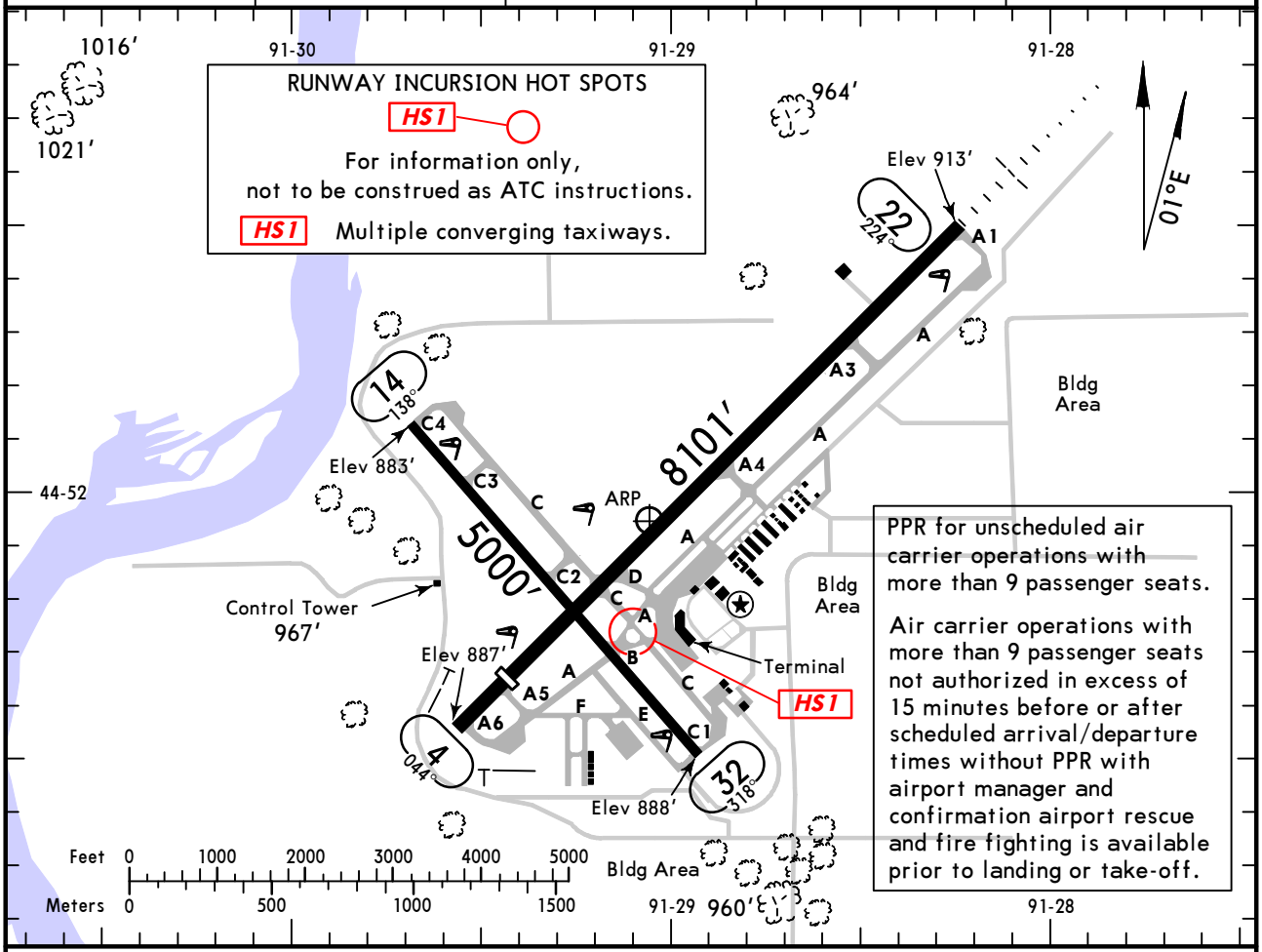
Communication Information

ASOS 126.025
Chippewa Valley Regl Tower 118.575 CTAF PCL
Chippewa Valley Regl Ground Control 120.925
Chippewa Valley Regl Unicom 122.95
Green Bay Flight Service Station 123.6 RCO
Green Bay Flight Service Station 122.65 RCO
Minneapolis Center 125.3 Remote Communications Air-Ground

ASOS	*EAU CLAIRE Ground	*Tower	UNICOM 122.95	MINNEAPOLIS Center (R)
126.02	120.92	CTAF 118.57		125.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
4	❶ HIRL ❷ REIL ❷ PAPI-L (angle 3.0°)	7300′			150′
22	❶ HIRL ❷ MALSR ❷ PAPI-L (angle 3.0°)	❸ 7300′	❸ 6184′	7300′	
14 ❹	❷ MIRL ❷ REIL ❷ PAPI-L (angle 3.0°)				100′
32	❷ MIRL ❷ PAPI-L (angle 4.0°)				

❶ Increase intensity on 118.57.
❷ Activate on 118.57.
❸ Last 801′ is unavailable for landing distance computations.
❹ Maximum GWT 60,000 lbs.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 4, 22		Rwy 32			Rwy 14		
	Adequate Vis Ref	STD	With Mim climb of 270′/NM to 1200′		Other	With Mim climb of 295′/NM to 1500′		Other
			Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	200-1½	1/4	1	500-2¾
3 & 4 Eng		1/2		1/2			1/2	

OBSTACLE DP: Rwy 14, climb heading 138° to 2000′ before proceeding on course. Rwy 22, climb heading 224° to 1700′ before proceeding on course.

Rwy 32, climb heading 304° to 1700′ before proceeding on course.

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	ILS Rwy 22	LOC Rwy 22 RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22	VOR-A	LOC DME (BC) Rwy 4 NDB Rwy 22
A	600-2	800-2	900-2	NA
B				
C			900-2½	
D	800-2½	800-2½	1000-3	

AMEND 2

CHANGES: ASOS frequency.

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BRIEFING STRIP TM

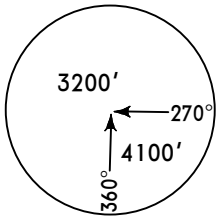
ASOS	MINNEAPOLIS Center (R)	*EAU CLAIRE Tower	*Ground
126.02	125.3	CTAF 118.57	120.92

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 913′
IEAU 109.5	224°	MAGGS 2866′ (1953′)	1113′ (200′)	TDZE 913′

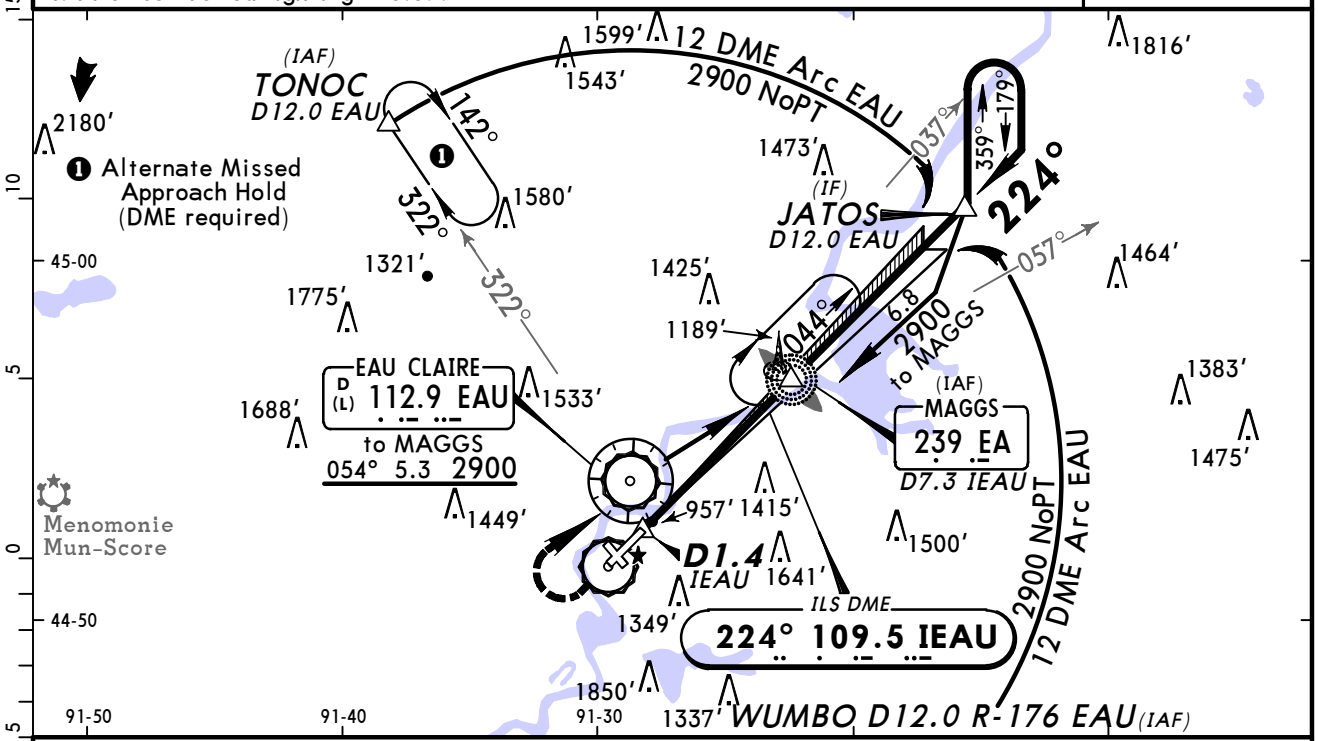
MISSED APCH: Climb to 1600′ then climbing RIGHT turn to 2900′ direct EA LOM and hold.

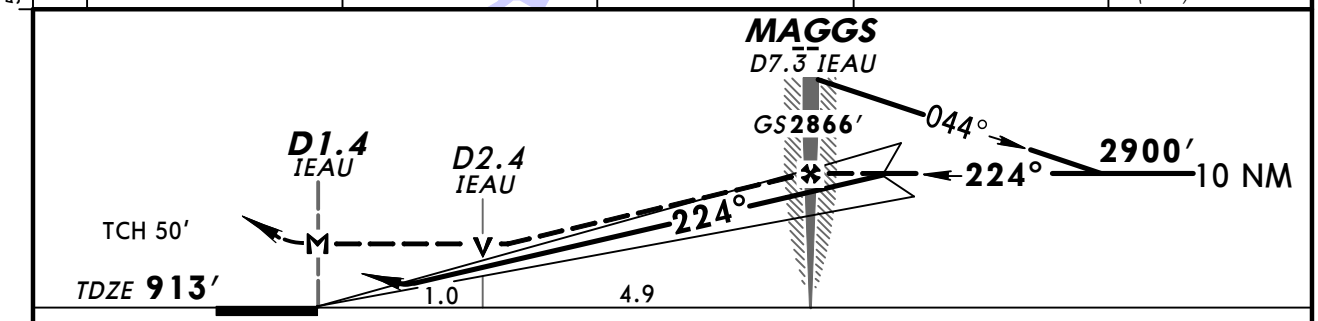
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or DME required. 2. Use local altimeter setting; if not received, use Rice Lake altimeter setting. 3. Use IEAU DME when on the localizer course. 4. Pilot controlled lighting 118.57.



MSA EA LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.4 IEAU or MAGGS to MAP	5.9	5:03	3:56	3:32	2:57	2:32	2:13

MALSR / PAPI | 1600′ | 2900′ RT | D | EA 239

STRAIGHT-IN LANDING RWY 22
With Local Altimeter Setting

	ILS DA(H) 1113′ (200′) FULL	ILS DA(H) 1113′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1280′ (367′)	LOC (GS out) MDA(H) 1280′ (367′) RAIL out	LOC (GS out) MDA(H) 1280′ (367′) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1 1/4	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1480′ (567′)-1
120	1500′ (587′)-1
140	1500′ (587′)-1 1/2
165	1660′ (747′)-2 1/2

With Rice Lake Altimeter Setting

	ILS DA(H) 1222′ (309′) FULL	ILS DA(H) 1222′ (309′) RAIL or ALS out	LOC (GS out) MDA(H) 1400′ (487′)	LOC (GS out) MDA(H) 1400′ (487′) RAIL out	LOC (GS out) MDA(H) 1400′ (487′) ALS out
A	1/2	1	1/2	3/4	1
B					
C			3/4	1 1/4	
D			1	1 1/2	

With Rice Lake Altimeter Setting

Max Kts	MDA(H)
90	1600′ (687′)-1
120	1620′ (707′)-1
140	1620′ (707′)-2
165	1780′ (867′)-2 3/4

AMEND 8A TERPS

CHANGES: ASOS frequency.

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KEAU/EAU
CHIPPEWA VALLEY REGL

JEPPESEN

23 DEC 11 (11-2)

EAU CLAIRE, WISC
LOC DME (BACK CRS) Rwy 4

BRIEFING STRIP ™

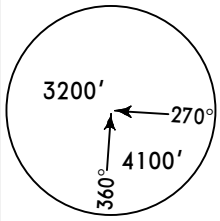
ASOS	MINNEAPOLIS Center (R)	*EAU CLAIRE Tower	*Ground
126.02	125.3	CTAF 118.57	120.92

LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 913′
IEAU	044°	UKLUW	(CONDITIONAL)	TDZE 889′
109.5	(Front Crs 224°)	2700′ (1811′)	1380′ (491′)	

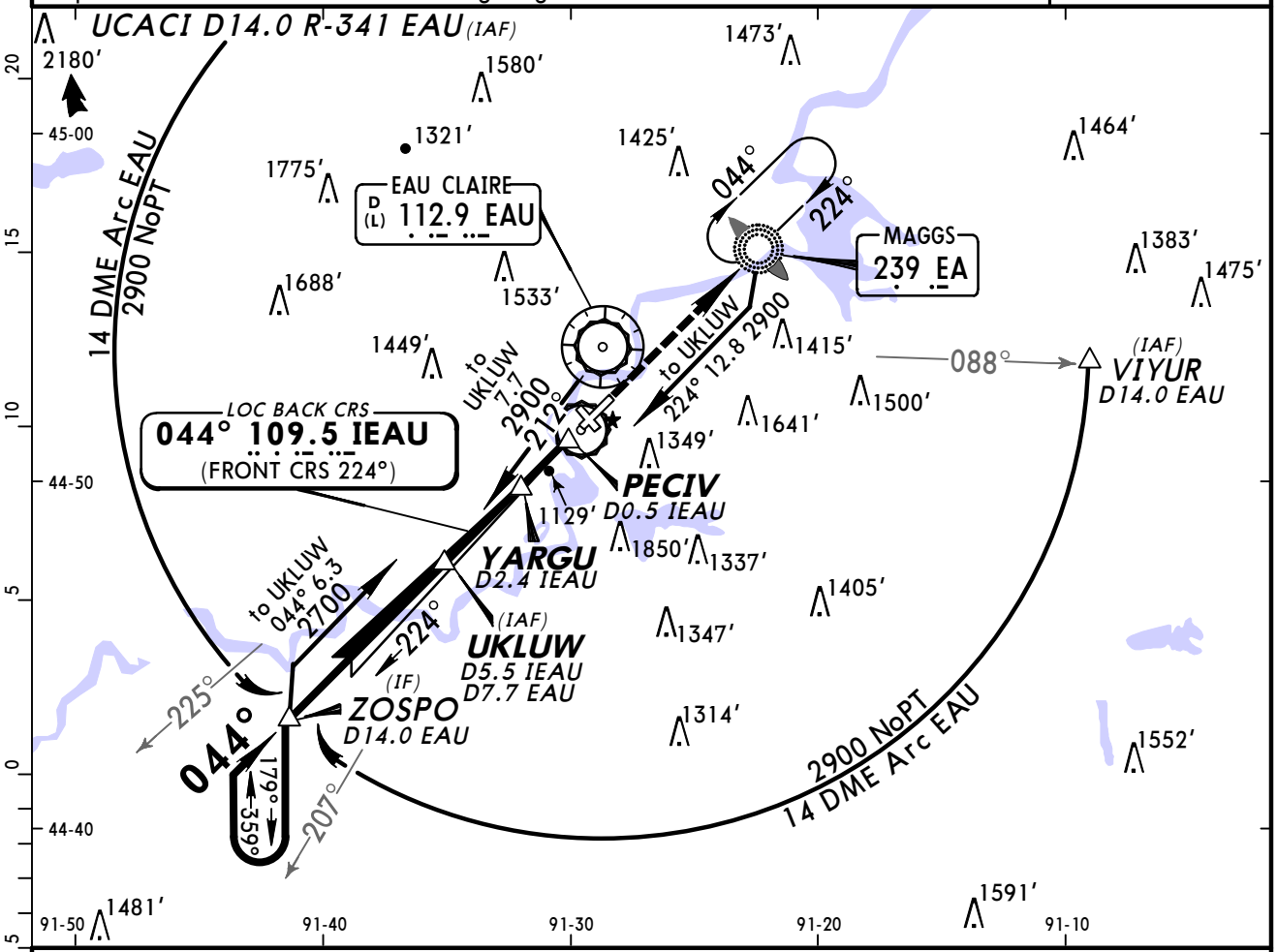
MISSED APCH: Climb to 2900′ direct EA LOM and hold.

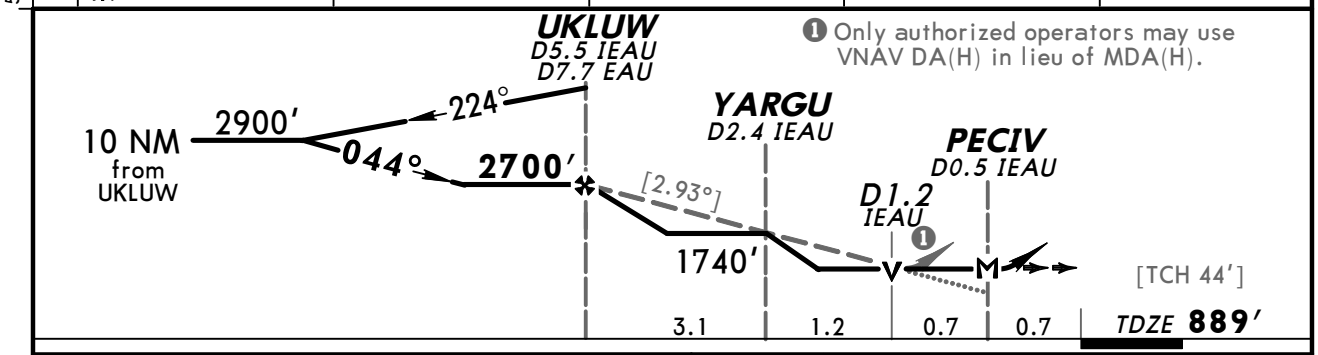
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF required. 2. Use local altimeter setting; if not received, use Rice Lake altimeter setting. 3. Use IEAU DME when on the localizer course. 4. Disregard glide slope indications. 5. Pilot controlled lighting 118.57.



MSA EAU VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.93°]	363	466	518	622	726	829
MAP at PECIV						

REIL
PAPI-L

2900′

EA 239

STRAIGHT-IN LANDING RWY 4			CIRCLE-TO-LAND		
	MDA(H) 1380′ (491′) With Local Altimeter Setting	MDA(H) 1500′ (611′) With Rice Lake Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Rice Lake Altimeter Setting MDA(H)
A	1	1	90	1460′ (547′) - 1	1580′ (667′) - 1
B			120	1500′ (587′) - 1	1620′ (707′) - 1
C	1¼	1¾	140	1500′ (587′) - 1½	1620′ (707′) - 2
D	1½	2	165	1660′ (747′) - 2½	1780′ (867′) - 2¾

AMEND 9 TERPS

CHANGES: ASOS frequency.

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KEAU/EAU
CHIPPEWA VALLEY REGL

JEPPESEN

23 DEC 11 (12-1)

EAU CLAIRE, WISC
RNAV (GPS) Rwy 4

ASOS	MINNEAPOLIS Center (R)	*EAU CLAIRE Tower	*Ground
126.02	125.3	CTAF 118.57	120.92

BRIEFING STRIP ™

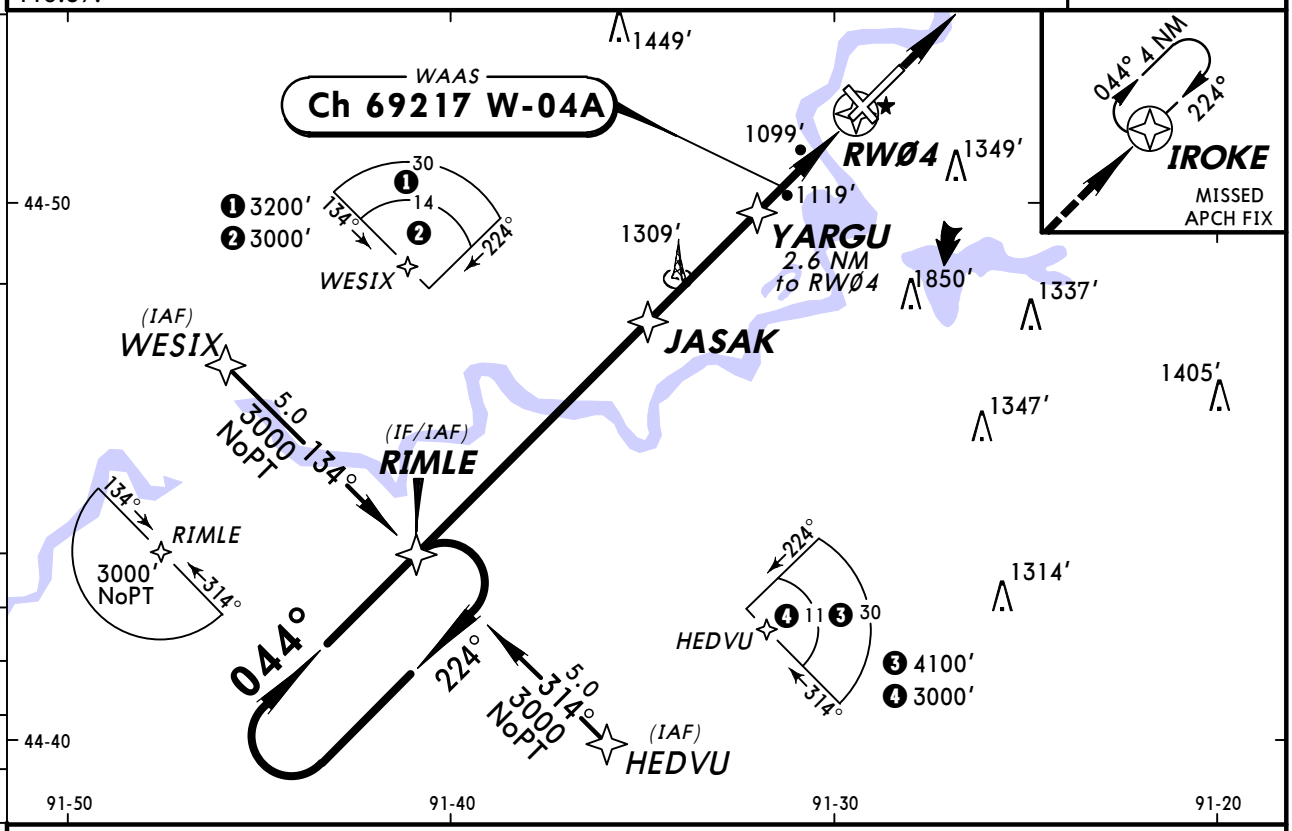
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 913′
Ch 69217 W-04A	044°	JASAK 2700′ (1811′)	1089′ (200′)	TDZE 889′

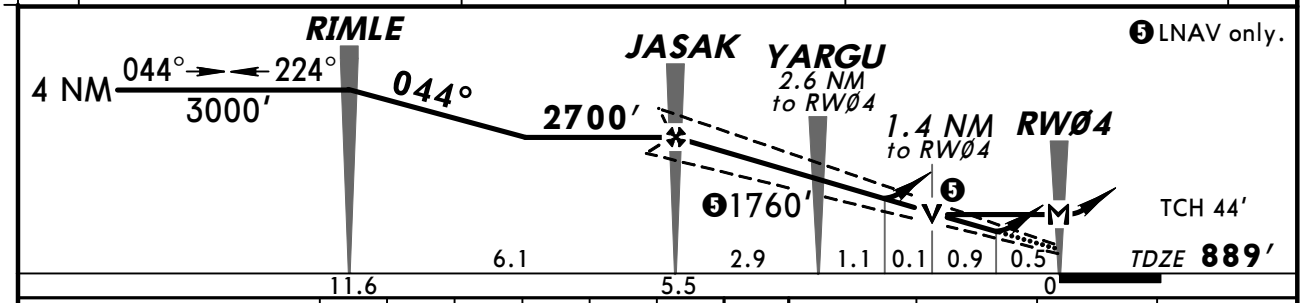
MISSED APCH: Climb to 3000′ direct IROKE and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Rice Lake altimeter setting. 2. Baro-VNAV and VDP not authorized when using Rice Lake altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 5. Pilot controlled lighting 118.57.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ4						

REIL
PAPI-L
3000′
IROKE

STRAIGHT-IN LANDING RWY 4

With Local Altimeter Setting

	LPV DA(H) 1089′ (200′)	LNAV/VNAV DA(H) 1422′ (533′)	LNAV MDA(H) 1380′ (491′)
A	3/4	2	1
B			
C			1 1/4
D			1 1/2

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1460′ (547′) - 1
120	1500′ (587′) - 1
140	1500′ (587′) - 1 1/2
165	1660′ (747′) - 2 1/2

With Rice Lake Altimeter Setting

	LPV DA(H) 1198′ (309′)	LNAV/VNAV DA(H) 1531′ (642′)	LNAV MDA(H) 1500′ (611′)
A	1	2 1/4	1
B			
C			1 3/4
D			2

With Rice Lake Altimeter Setting

Max Kts	MDA(H)
90	1580′ (667′) - 1
120	1620′ (707′) - 1
140	1620′ (707′) - 2
165	1780′ (867′) - 2 3/4

TERPS AMEND 0 8 APR 2010

CHANGES: ASOS frequency.

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KEAU/EAU
CHIPPEWA VALLEY REGL

JEPPESEN

23 DEC 11 (12-2)

EAU CLAIRE, WISC
RNAV (GPS) Rwy 22

ASOS	MINNEAPOLIS Center (R)	*EAU CLAIRE Tower	*Ground
126.02	125.3	CTAF 118.57	120.92

BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt HILPO	LPV DA(H) (CONDITIONAL)	Apt Elev 913′
Ch 87006 W-22A	224°	2900′ (1987′)	1183′ (270′)	TDZE 913′

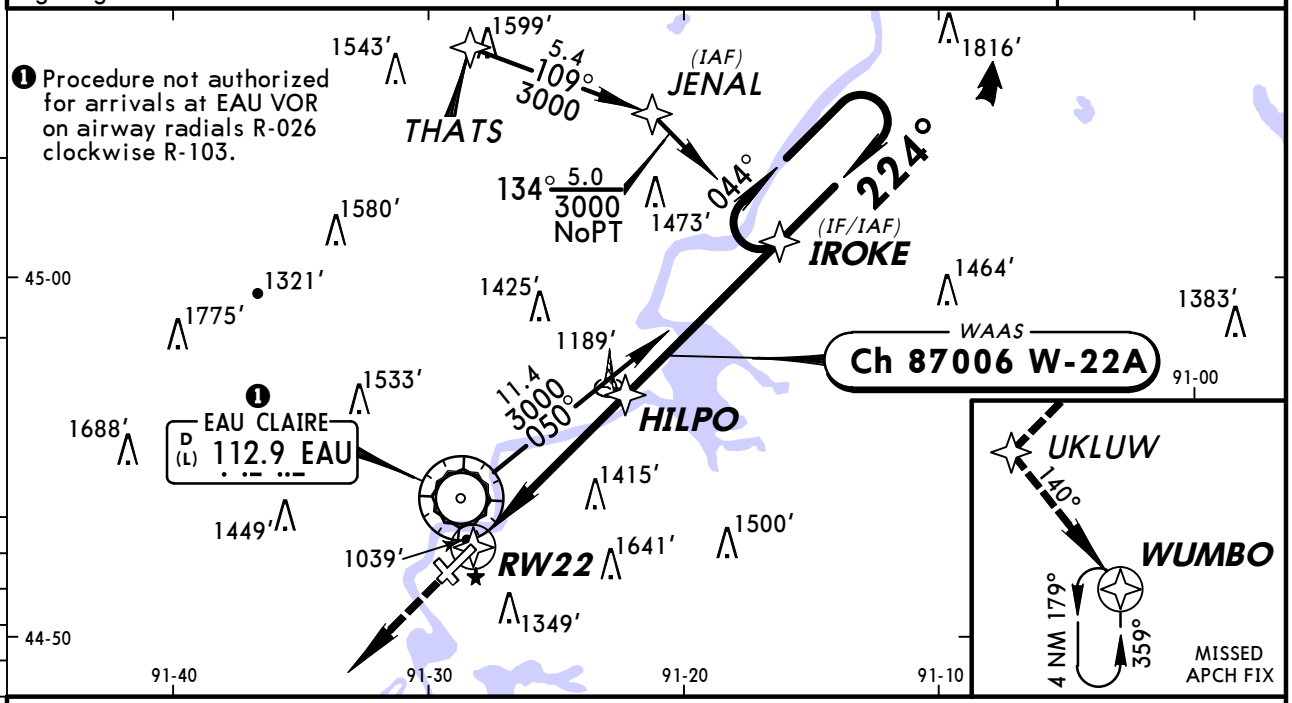
MISSED APCH: Climb to 3000′ direct UKLUW and via 140° track to WUMBO and hold.

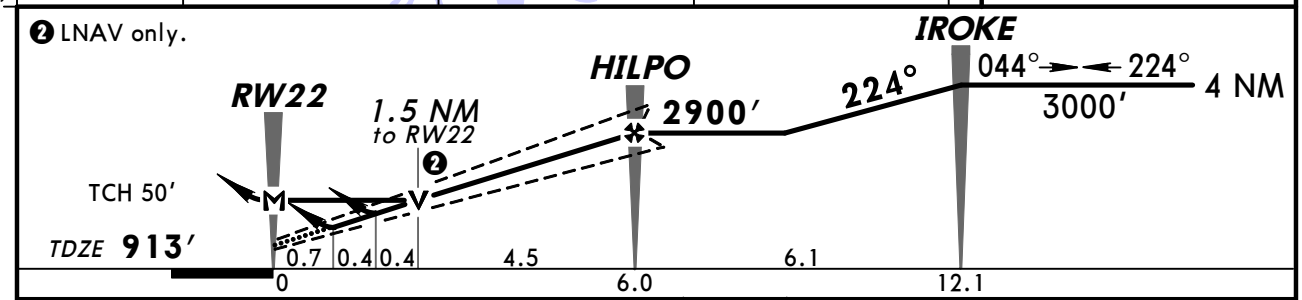
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Rice Lake altimeter setting.
2. Baro-VNAV and VDP not authorized when using Rice Lake altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 118.57.

4100′

MSA RW22





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW22						

MALSR
PAPI

3000′

UKLUW

STRAIGHT-IN LANDING RWY 22
With Local Altimeter Setting

	LPV DA(H) 1183′ (270′)		LNAV/VNAV DA(H) 1309′ (396′)		LNAV MDA(H) 1440′ (527′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	½	¾	¾	1¼	½	¾	1
B							
C					1	1½	
D					1¼	1¾	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1460′ (547′) - 1
120	1500′ (587′) - 1
140	1500′ (587′) - 1½
165	1660′ (747′) - 2½

With Rice Lake Altimeter Setting

	LPV DA(H) 1183′ (270′)		LNAV/VNAV DA(H) 1309′ (396′)		LNAV MDA(H) 1560′ (647′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	¾		1¼		½	¾	1
B							
C					1¼	1¾	
D					1½	2	

With Rice Lake Altimeter Setting

Max Kts	MDA(H)
90	1580′ (667′) - 1
120	1620′ (707′) - 1
140	1620′ (707′) - 2
165	1780′ (867′) - 2¾

TERPS AMEND 0A 18 NOV 2010

CHANGES: ASOS frequency.

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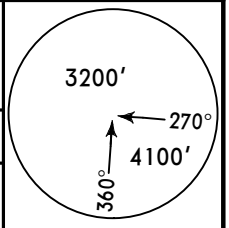
BRIEFING STRIP TM

ASOS	MINNEAPOLIS Center (R)	*EAU CLAIRE Tower	*Ground
126.02	125.3	CTAF 118.57	120.92

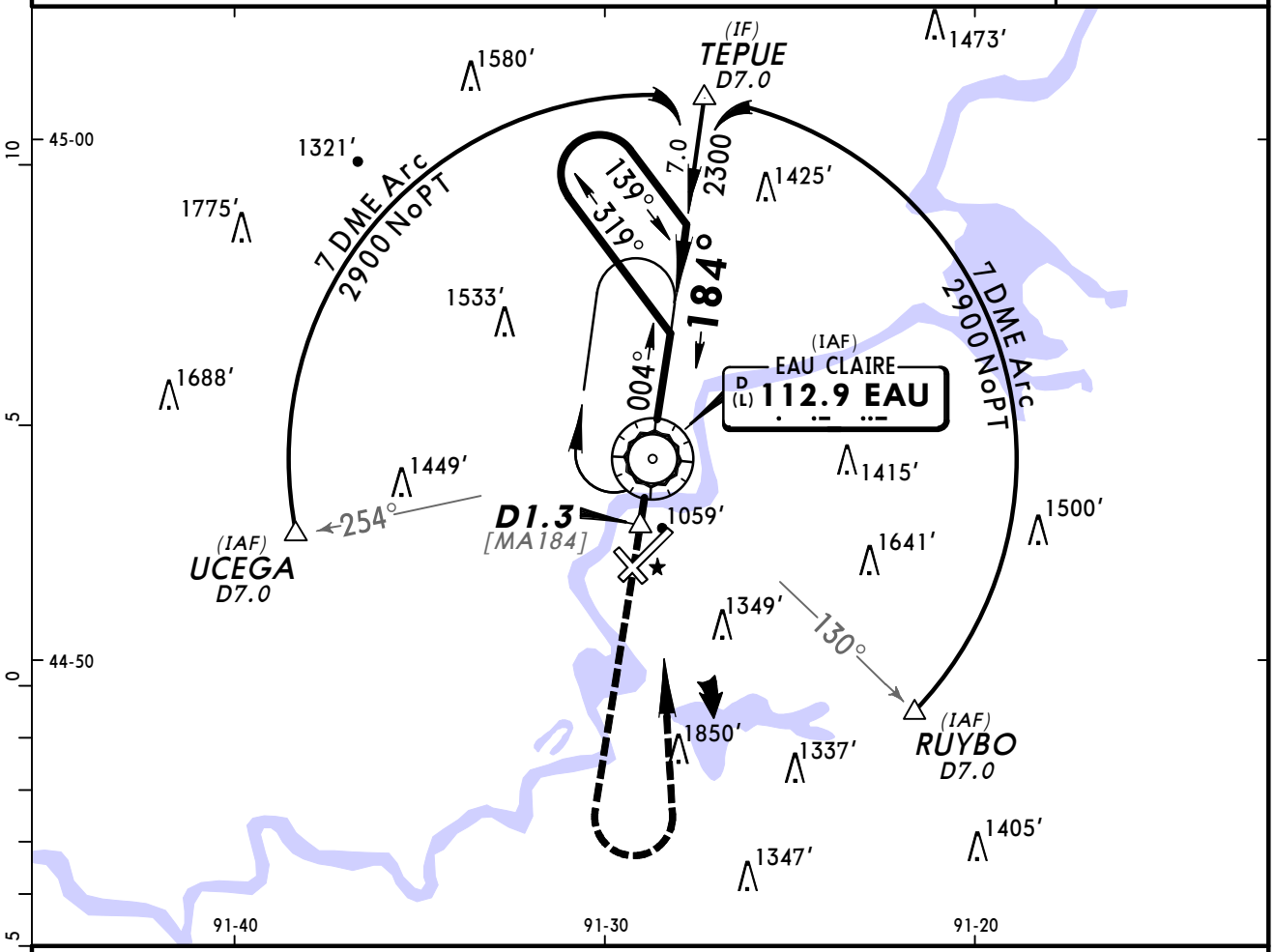
VOR EAU	Final Apch Crs	Minimum Alt VOR	MDA(H) Refer to Minimums	Apt Elev
112.9	184°	2300′ (1387′)		913′

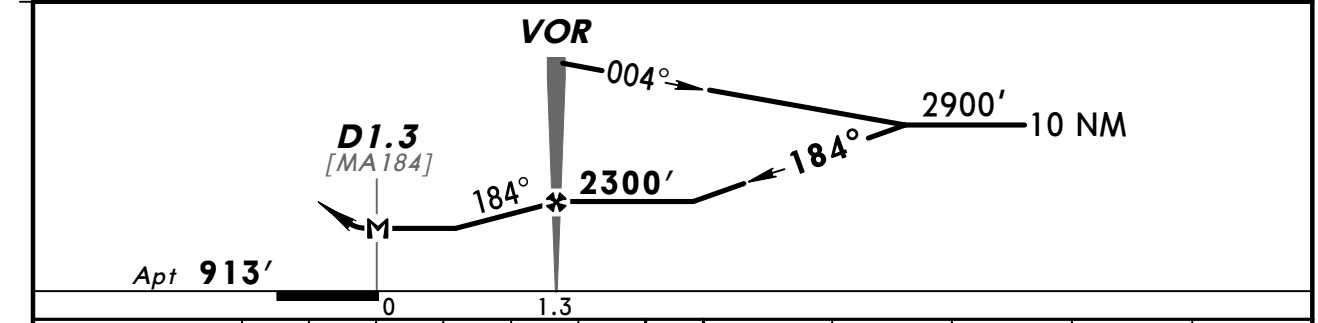
MISSED APCH: Climb to 2900′ then LEFT turn direct EAU VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Rice Lake altimeter setting.
2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 118.57.



MSA EAU VOR





Gnd speed-Kts	70	90	100	120	140	160
MAP at D1.3 or VOR to MAP 1.3	1:07	0:52	0:47	0:39	0:33	0:29

Lighting - Refer to Airport Chart	2900′	LT	D	EAU 112.9

CIRCLE-TO-LAND

	Max Kts	With Local Altimeter Setting MDA(H)	With Rice Lake Altimeter Setting MDA(H)
A	90	1780′ (867′) - 1	1900′ (987′) - 1¼
B	120	1780′ (867′) - 1¼	1900′ (987′) - 1½
C	140	1780′ (867′) - 2½	1900′ (987′) - 3
D	165	1820′ (907′) - 3	1940′ (1027′) - 3

AMEND 22
TERPS

CHANGES: ASOS frequency.

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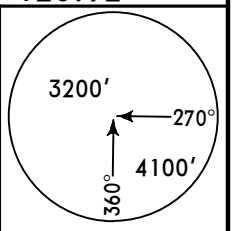
ASOS	MINNEAPOLIS Center (R)	*EAU CLAIRE Tower	*Ground
126.02	125.3	CTAF 118.57	120.92

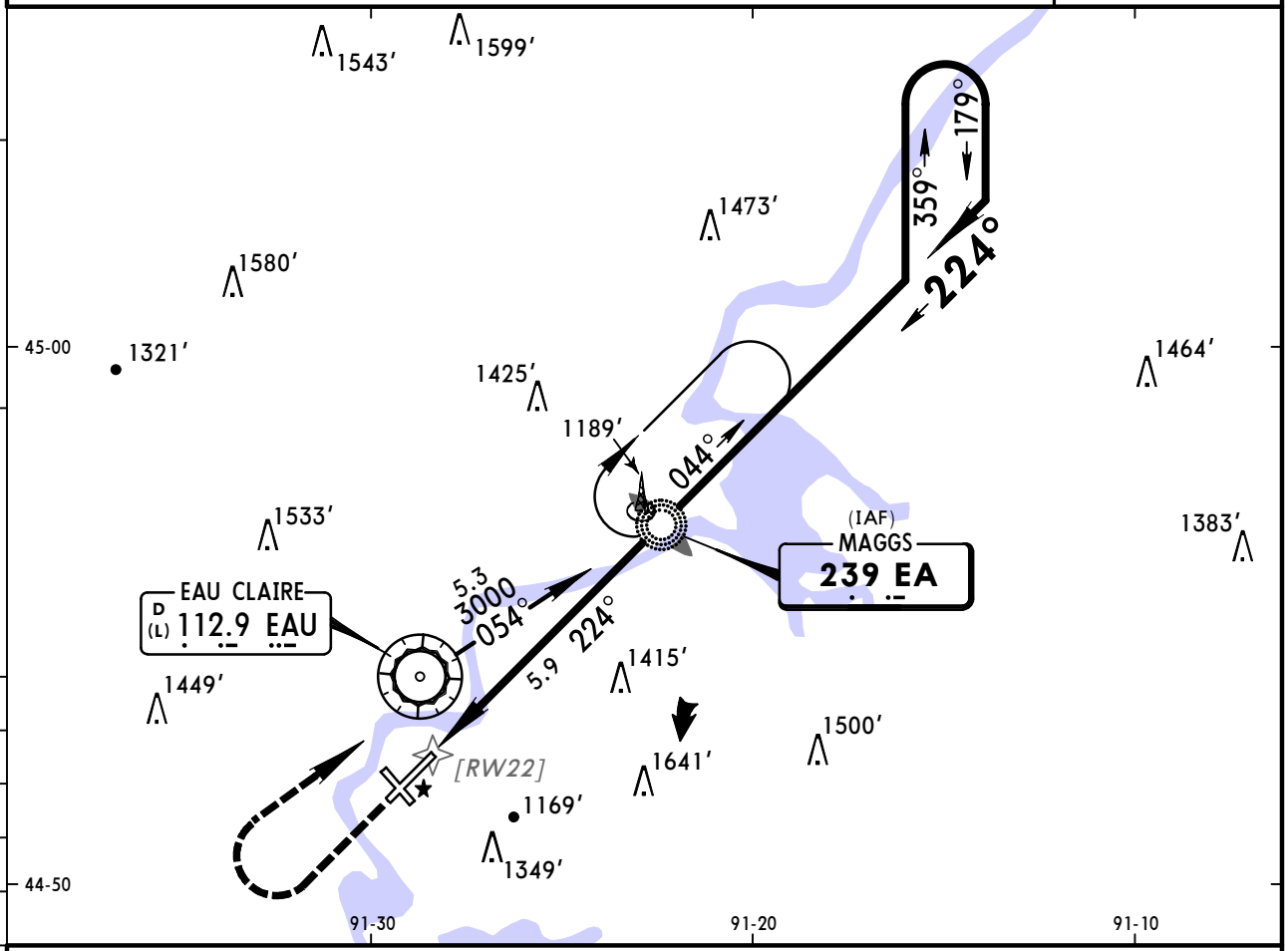
LOM EA	Final Apch Crs	Minimum Alt LOM	MDA(H) (CONDITIONAL)	Apt Elev 913′
239	224°	3000′ (2087′)	1480′ (567′)	TDZE 913′

MISSED APCH: Climb to 3000′ then RIGHT turn direct EA LOM and hold.

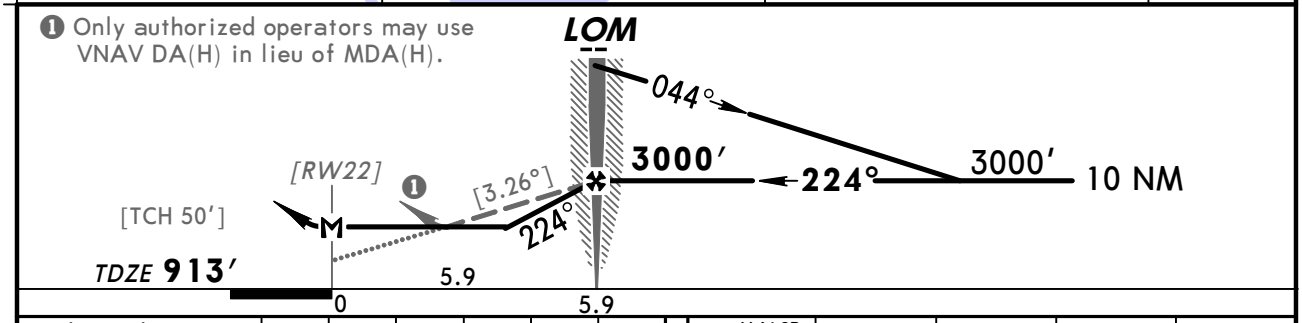
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Rice Lake altimeter setting.
2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 118.57.



MSA EA LOM



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.26°]	404	519	577	692	808	923
LOM to MAP 5.9	5:03	3:56	3:32	2:57	2:32	2:13

MALSR PAPI | 3000′ | RT | D | EA 239

STRAIGHT-IN LANDING RWY 22					CIRCLE-TO-LAND		
MDA(H) 1480′(567′) With Local Altimeter Setting			MDA(H) 1600′(687′) With Rice Lake Altimeter Setting			With Local Altimeter Setting	With Rice Lake Altimeter Setting
	RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	3/4	1	3/4	1	90	1480′(567′)-1	1600′(687′)-1
B					120	1500′(587′)-1	1620′(707′)-1
C	1	1½	1½	2	140	1500′(587′)-1½	1620′(707′)-2
D	1½	1¾	2	2¼	165	1660′(747′)-2½	1780′(867′)-2¾

AMEND 7 TERPS

CHANGES: ASOS frequency.

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General Information

Location: Green Bay WI USA
IATA Code: GRB
Lat/Long: N44° 29.1' W088° 07.8'
Elevation: 695 ft

Airport Use: Public
Magnetic Variation: 3.7°W
Sectional Chart: Green Bay

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1234 Z
Sunset: 2337 Z,

Runway Information

Runway: 06
Length x Width: 7700 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 692 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 18
Length x Width: 8701 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 695 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 499 ft

Runway: 24
Length x Width: 7700 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 681 ft
Lighting: Edge, Pilot controlled

Runway: 36
Length x Width: 8701 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 684 ft
Lighting: Edge, ALS, Pilot controlled

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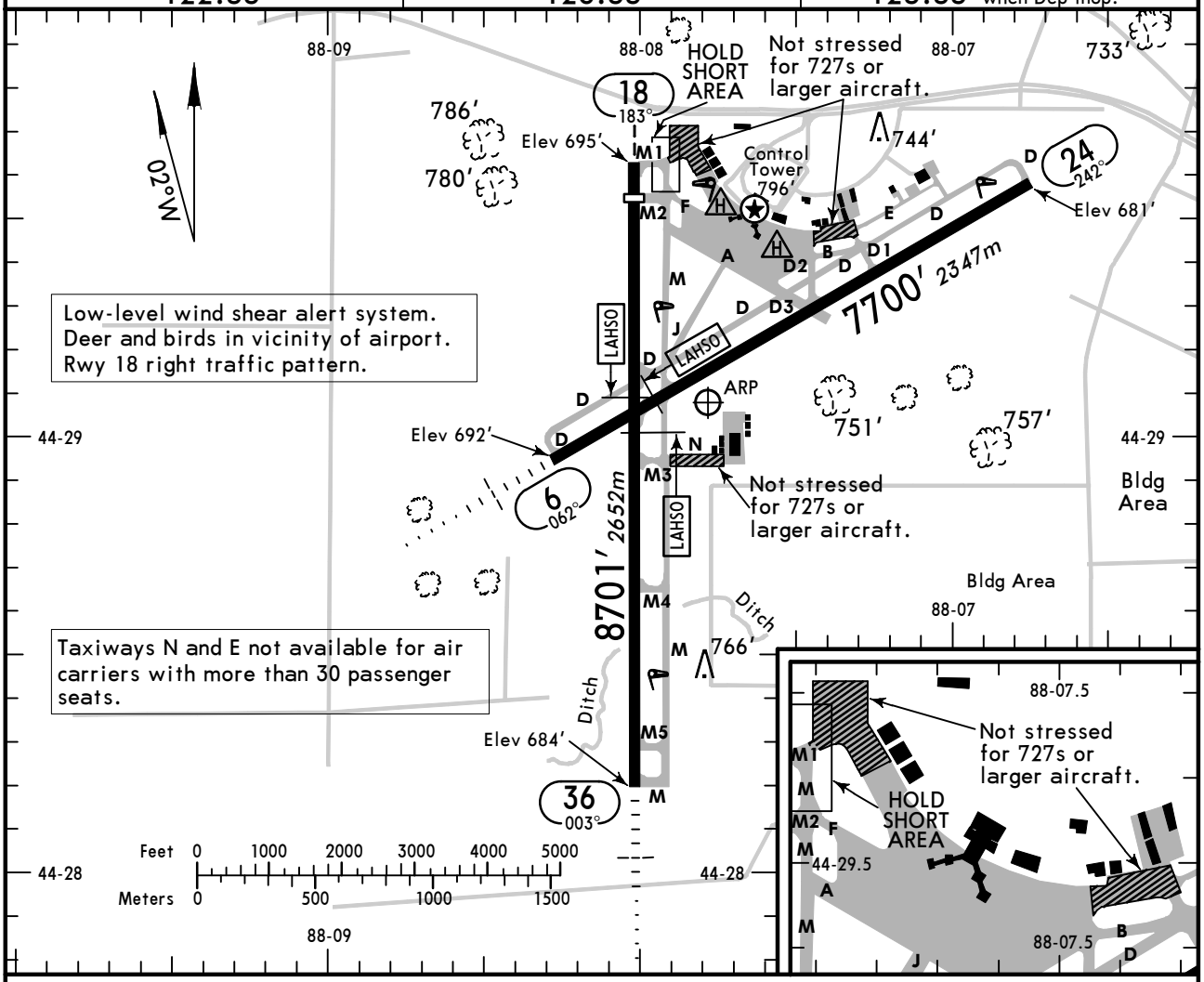
Communication Information

ATIS 124.1
Green Bay Tower 118.7 CTAF PCL
Green Bay Ground Control 121.9
Green Bay Clearance Delivery 121.75
Green Bay Approach Control 119.4
Green Bay App ARSA 119.4
Green Bay Departure Control 126.55
Green Bay Flight Service Station 122.55 RCO
Green Bay Flight Service Station 122.2 RCO
Minneapolis Center 125.55 Remote Communications Air-Ground

ATIS	*GREEN BAY Clearance	*Ground	*Tower
124.1	121.75	121.9	CTAF 118.7

GREEN BAY Radio (LAA)	*GREEN BAY Departure (R)	MINNEAPOLIS Center (R)
122.55	126.55	125.55 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
6	❶ HIRL ❷ MALSR ❷ PAPI-L (angle 3.0°) grooved RVR		6950′ *2118m*			150′ *46m*
24	❶ HIRL ❷ PAPI-L (angle 3.0°) grooved			18/36 6050′ *1844m*		
18	❶ HIRL ❷ REIL ❷ PAPI-R (angle 3.0°) grooved	8202′ *2500m*		6/24 2692′ *821m*		150′ *46m*
36	❶ HIRL ❷ MALSR ❷ PAPI-L (angle 3.0°) grooved RVR		7653′ *2333m*	6/24 4932′ *1503m*	8201′ *2500m*	

❶ When Twr inop the preferred rwy is preset on low or medium intensity; increase intensity on 118.7.
❷ Activate on 118.7 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys: Adequate Vis Ref	All Rwys: STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

FOR FILING AS ALTERNATE

	ILS Rwy 6	RADAR-1 LOC BC Rwy 24 LOC Rwy 6	RNAV (GPS) Rwy 6 RNAV (GPS) Rwy 24 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36 VOR-A VOR DME Rwy 36	Other
A, B, C, D	600-2	800-2	800-2	NA

Authorized Only When Twr Operating

OBSTACLE DP: Rwy 6, climb heading 062° to 1300′ before turning right. Rwy 18, climb heading 182° to 1600′ before turning left.

AMEND 2

CHANGES: Runway 24 end elevation, usable lengths, alternate minimums.

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KGRB/GRB
AUSTIN STRAUBEL INTL

JEPPESEN
18 SEP 09 (11-1) Eff 24 Sep

GREEN BAY, WISC
ILS or LOC Rwy 6

ATIS	*GREEN BAY Approach (R)	MINNEAPOLIS Center (R)	*GREEN BAY Tower	*Ground	GREEN BAY Radio (LAA)
124.1	119.4	125.55 when App inop.	CTAF 118.7	121.9	122.55

BRIEFING STRIP ™

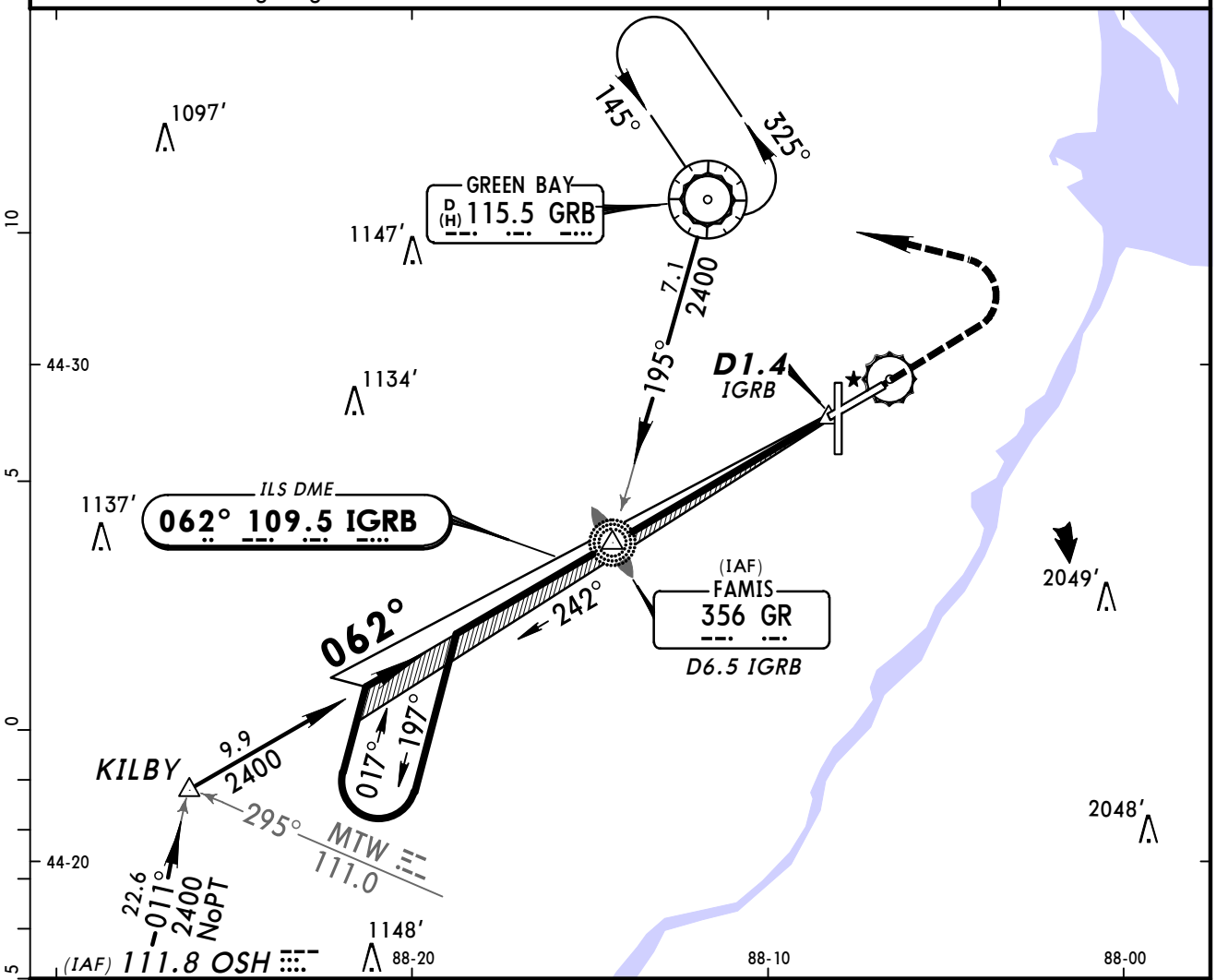
LOC IGRB	Final Apch Crs	GS FAMIS	ILS DA(H)	Apt Elev 695′
109.5	062°	2357′ (1665′)	892′ (200′)	TDZE 692′

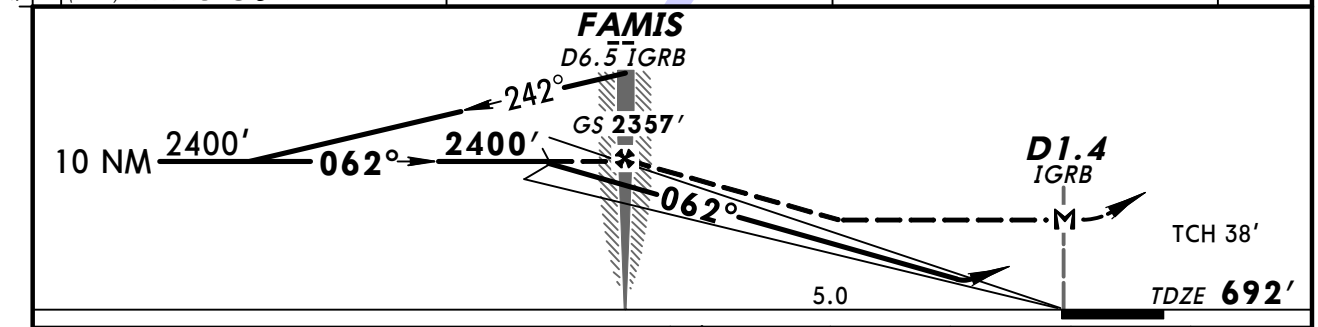
MISSED APCH: Climb to 1400′ then climbing LEFT turn to 2500′ direct GRB VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 118.7.

3100′
MSA GR LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.4 IGRB or FAMIS to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR
PAPI
1400′
2500′ LT
GRB 115.5

STRAIGHT-IN LANDING RWY 6

	ILS DA(H) 892′ (200′) FULL	ILS DA(H) 892′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1100′ (408′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	1 RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 40 or ¾	RVR 60 or 1¼	
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1200′(505′)-1
120	
140	1200′(505′)-1½
165	1260′(565′)-2

AMEND 21B TERPS

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: None.

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KGRB/GRB
AUSTIN STRAUBEL INTL

JEPPESEN

4 MAR 11
Eff 10 Mar

(11-2)

GREEN BAY, WISC
LOC (BACK CRS) Rwy 24

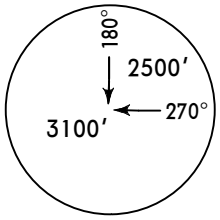
BRIEFING STRIP ™

ATIS	*GREEN BAY Approach (R)	MINNEAPOLIS Center (R)	*GREEN BAY Tower	*Ground	GREEN BAY Radio (LAA)
124.1	119.4	125.55 when App inop.	CTAF 118.7	121.9	122.55

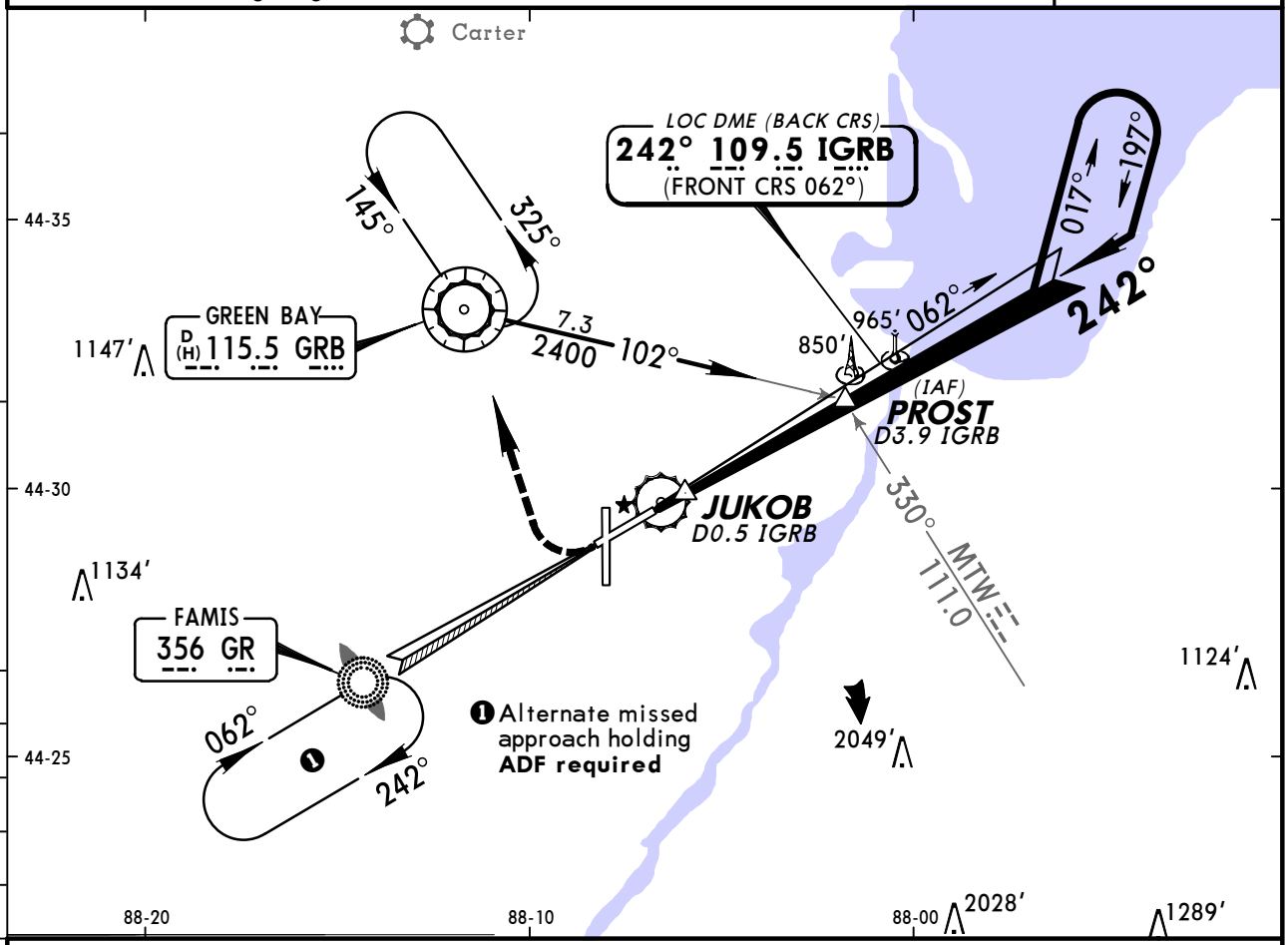
LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 695′
IGRB 109.5	242° (Front Crs 062°)	PROST 2100′ (1419′)	1100′ (419′)	Rwy 24 681′

MISSED APCH: Climb to 1500′ then climbing RIGHT turn to 2500′ direct GRB VOR and hold, or as directed by ATC.

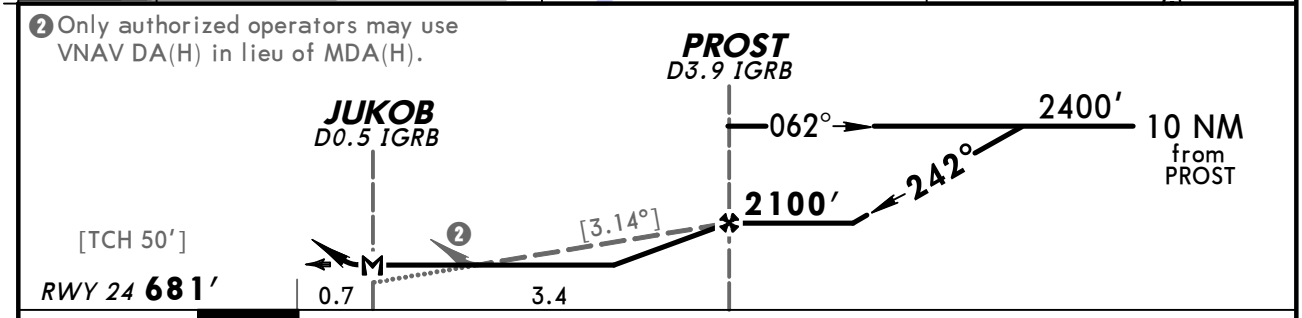
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Disregard glide slope indications. 2. Use IGRB DME when on localizer course.
3. Pilot controlled lighting 118.7.



MSA GRB VOR



Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.14°]	389	500	556	667	778	889
MAP at JUKOB or PROST to MAP	3.4	2:55	2:16	2:02	1:42	1:27	1:16

PAPI-L	1500′	2500′ RT	D	GRB 115.5

STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND	
MDA(H) 1100′ (419′)		Max Kts	MDA(H)
A	1	90	1200′(505′)-1
B		120	
C	1⅛	140	1200′(505′)-1½
D		165	1260′(565′)-2

TERPS AMEND 19 10 MAR 2011

CHANGES: Procedure.

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KGRB/GRB
AUSTIN STRAUBEL INTL

JEPPESEN

4 MAR 11 (11-3) Eff 10 Mar

GREEN BAY, WISC
ILS or LOC Rwy 36

ATIS	*GREEN BAY Approach (R)	MINNEAPOLIS Center (R)	*GREEN BAY Tower	*Ground	GREEN BAY Radio (LAA)
124.1	119.4	125.55 when App inop.	CTAF 118.7	121.9	122.55

BRIEFING STRIP™

LOC	Final	GS	ILS	Apt Elev 695′
ISGZ	Apch Crs	LOM	DA(H)	TDZE 684′
109.9	002°	2116′ (1432′)	884′ (200′)	

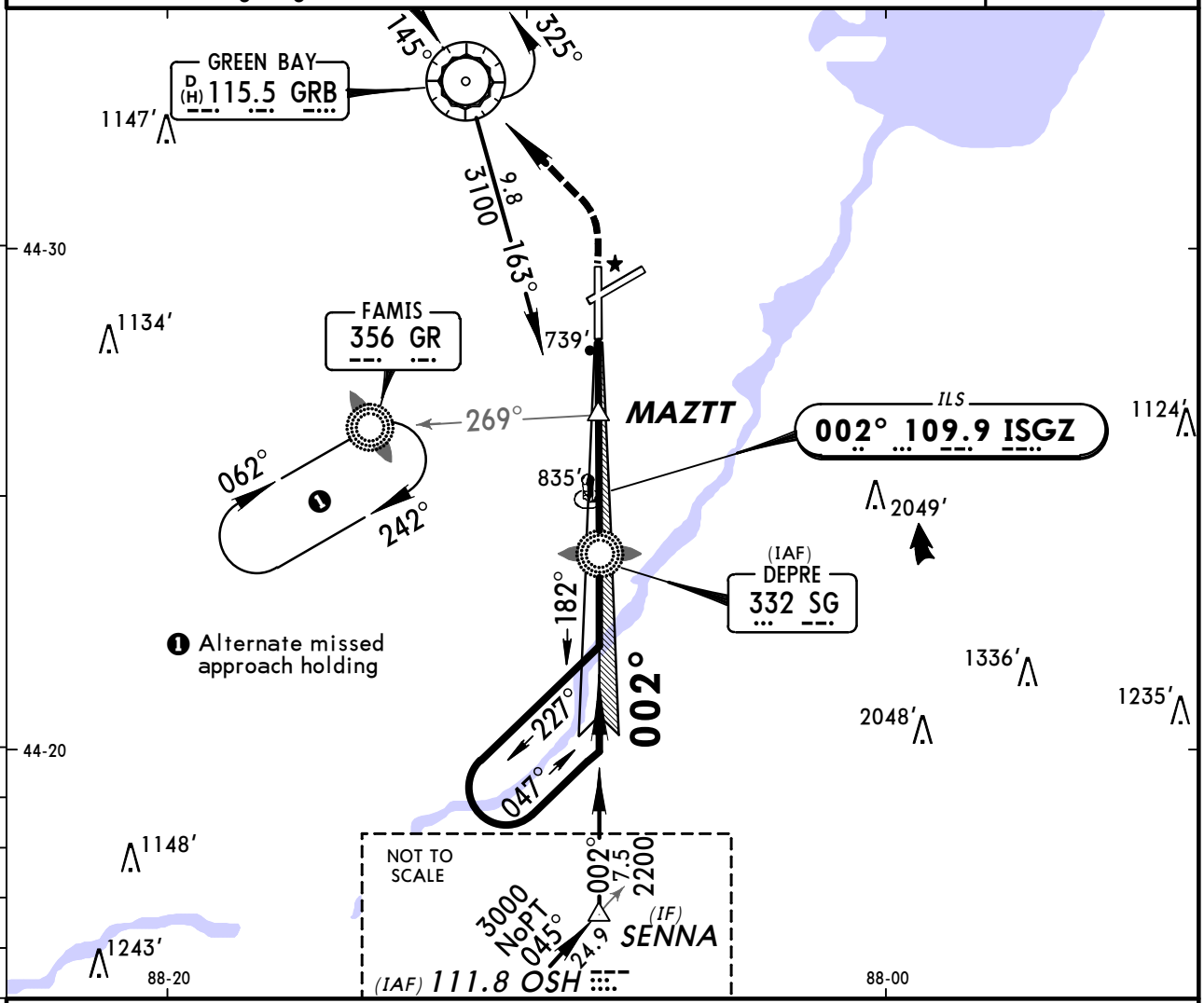
MISSED APCH: Climb to 1400′ then climbing LEFT turn to 2500′ direct GRB VOR and hold.

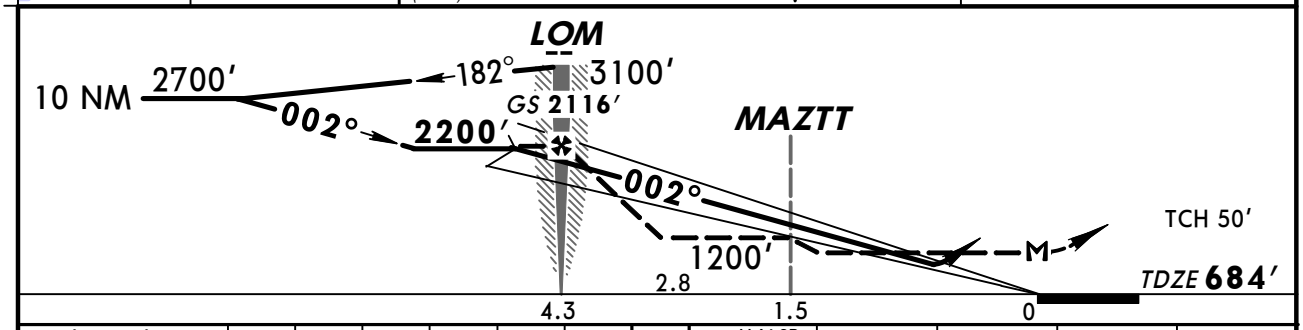
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 118.7.

3100′

MSA SG LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
LOM to MAP	4.3	3:41	2:52	2:35	2:09	1:51	1:37

MALSR PAPI 1400′ 2500′ LT GRB 115.5

STRAIGHT-IN LANDING RWY36

	ILS DA(H) 884′ (200′) FULL	ILS DA(H) 884′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 980′ (296′) With MAZTT			LOC (GS out) MDA(H) 1200′ (516′) Without MAZTT			CIRCLE-TO-LAND Max Kts	MDA(H)
				RAIL out	ALS out		RAIL out	ALS out		
A	[1] RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	1200′(505′)-1
B									120	
C						RVR 50 or 1	1½		140	1200′(505′)-1½
D			RVR 40 or ¾	RVR 50 or 1		RVR 60 or 1¼	1¾		165	1260′(565′)-2

AMEND 9

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS

CHANGES: None.

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KGRB/GRB
AUSTIN STRAUBEL INTL

JEPPESEN

9 DEC 11 (12-1)

GREEN BAY, WISC
RNAV (GPS) Rwy 6

ATIS	*GREEN BAY Approach (R)	MINNEAPOLIS Center (R)	*GREEN BAY Tower	*Ground	GREEN BAY Radio (LAA)
124.1	119.4	125.55 when App inop.	CTAF 118.7	121.9	122.55

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 695′
Ch 63015 W-06A	062°	TNDRA 2400′ (1708′)	892′ (200′)	TDZE 692′

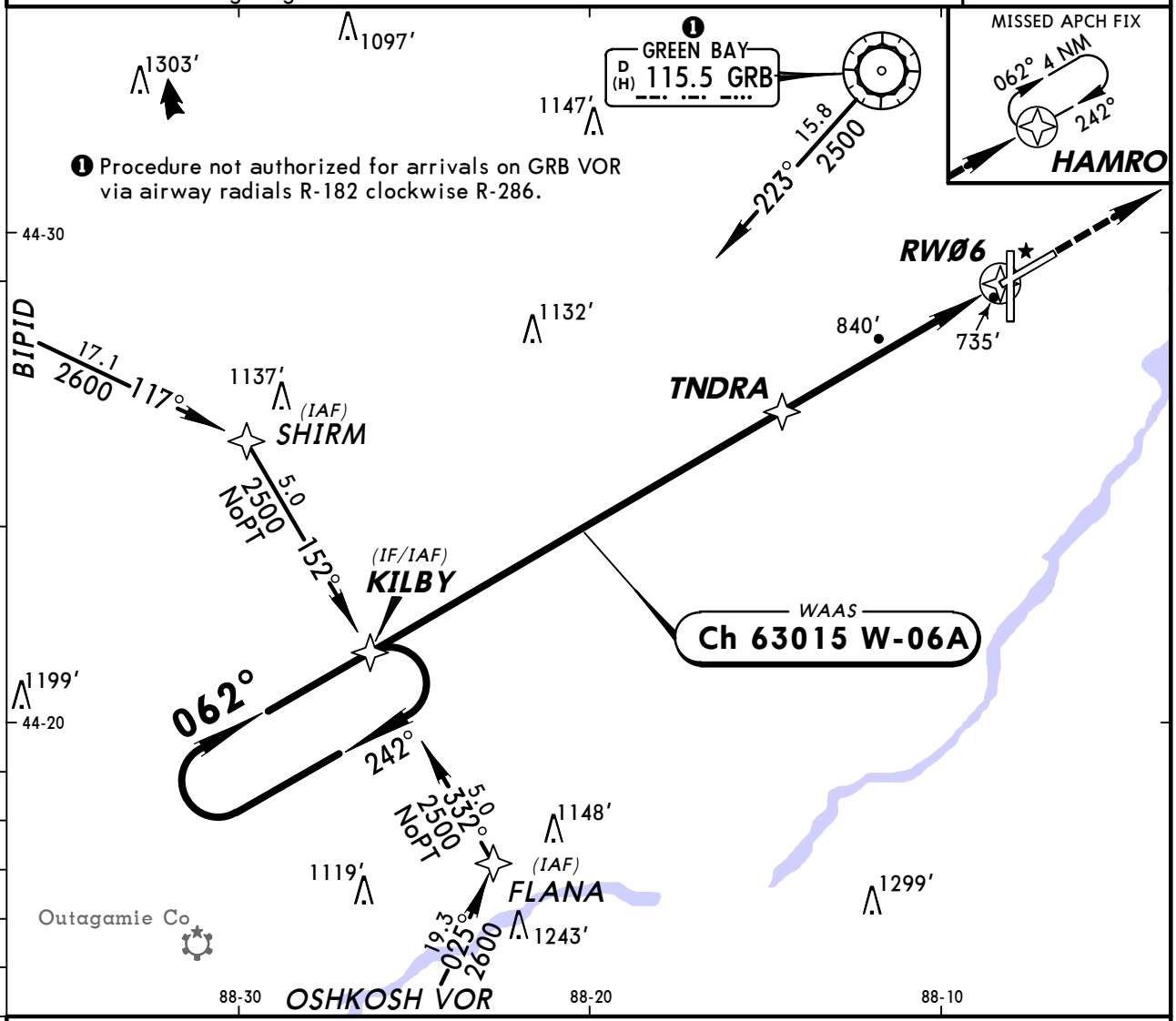
MISSED APCH: Climb to 2500′ direct HAMRO and hold.

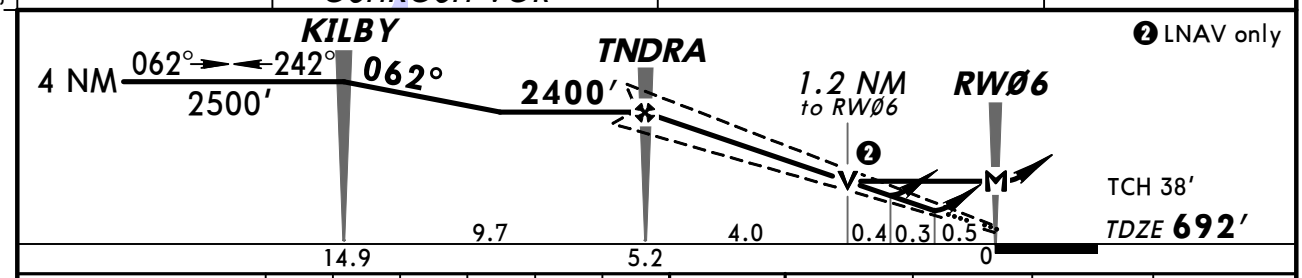
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.30 not authorized.
3. Pilot controlled lighting 118.7.

3100′

MSA RWØ6





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ6						

MALSR PAPI 2500′ D HAMRO

TERPS AMEND 2

STRAIGHT-IN LANDING RWY 6

	LPV DA(H) 892′(200′)		LNAV/VNAV DA(H) 1000′(308′)			LNAV MDA(H) 1100′(408′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B								
C							RVR 60 or 1 1/4	
D			RVR 40 or 3/4	RVR 50 or 1		RVR 50 or 1		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1200′(505′)-1
120	
140	1200′(505′)-1 1/2
165	1260′(565′)-2

CHANGES: None.

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KGRB/GRB
AUSTIN STRAUBEL INTL

JEPPESEN

9 DEC 11 (12-2)

GREEN BAY, WISC
RNAV (GPS) Rwy 18

ATIS	*GREEN BAY Approach (R)	MINNEAPOLIS Center (R)	*GREEN BAY Tower	*Ground	GREEN BAY Radio (LAA)
124.1	119.4	125.55 when App inop.	CTAF 118.7	121.9	122.55

WAAS	Final Apch Crs	Minimum Alt FAVRE	LPV DA(H)	Apt Elev 695′
Ch 42802 W-18A	182°	2400′ (1705′)	979′ (284′)	TDZE 695′

MISSED APCH: Climb to 2500′ direct SENNA and hold.

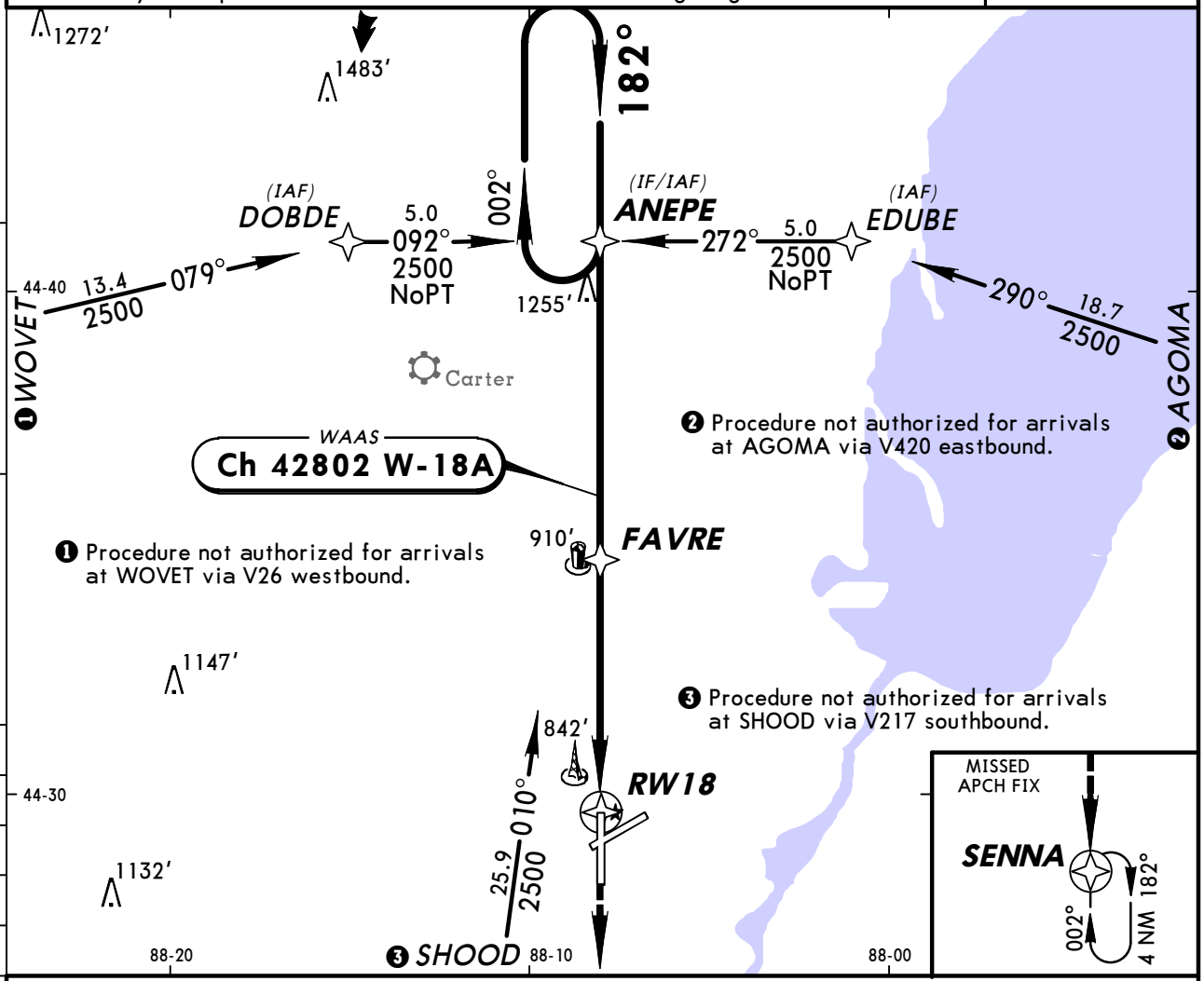
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

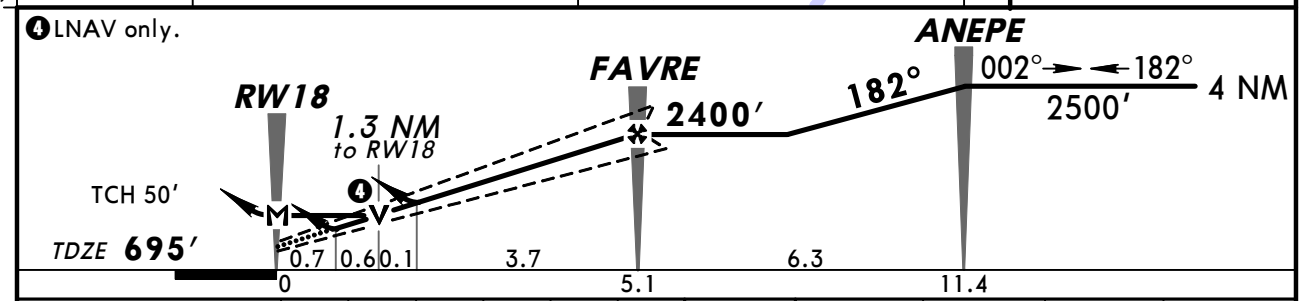
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (117°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 118.7.

3100′

MSA RW18

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18						

REIL
PAPI-R

2500′

D

SENNA

TERPS AMEND 1A 15 DEC 2011

STRAIGHT-IN LANDING RWY 18

	LPV DA(H) 979′ (284′)	LNAV/VNAV DA(H) 1187′ (492′)	LNAV MDA(H) 1160′ (465′)
A	1	1¾	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1200′ (505′)-1
120	
140	1200′ (505′)-1½
165	1260′ (565′)-2

CHANGES: Notes, ANEPE and SENNA hold length, profile, lighting, minimums.

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KGRB/GRB
AUSTIN STRAUBEL INTL

JEPPESEN

18 SEP 09 (12-3) **Eff 24 Sep**

GREEN BAY, WISC
RNAV (GPS) Rwy 24

ATIS	*GREEN BAY Approach (R)	MINNEAPOLIS Center (R)	*GREEN BAY Tower	*Ground	GREEN BAY Radio (LAA)
124.1	119.4	125.55 when App inop.	CTAF 118.7	121.9	122.55

WAAS	Final Apch Crs	Minimum Alt LMMBO	LPV DA(H)	Apt Elev 695′
Ch 99515 W-24A	242°	2400′ (1719′)	970′ (289′)	TDZE 681′

MISSED APCH: Climb to 2500′ direct KILBY and hold.

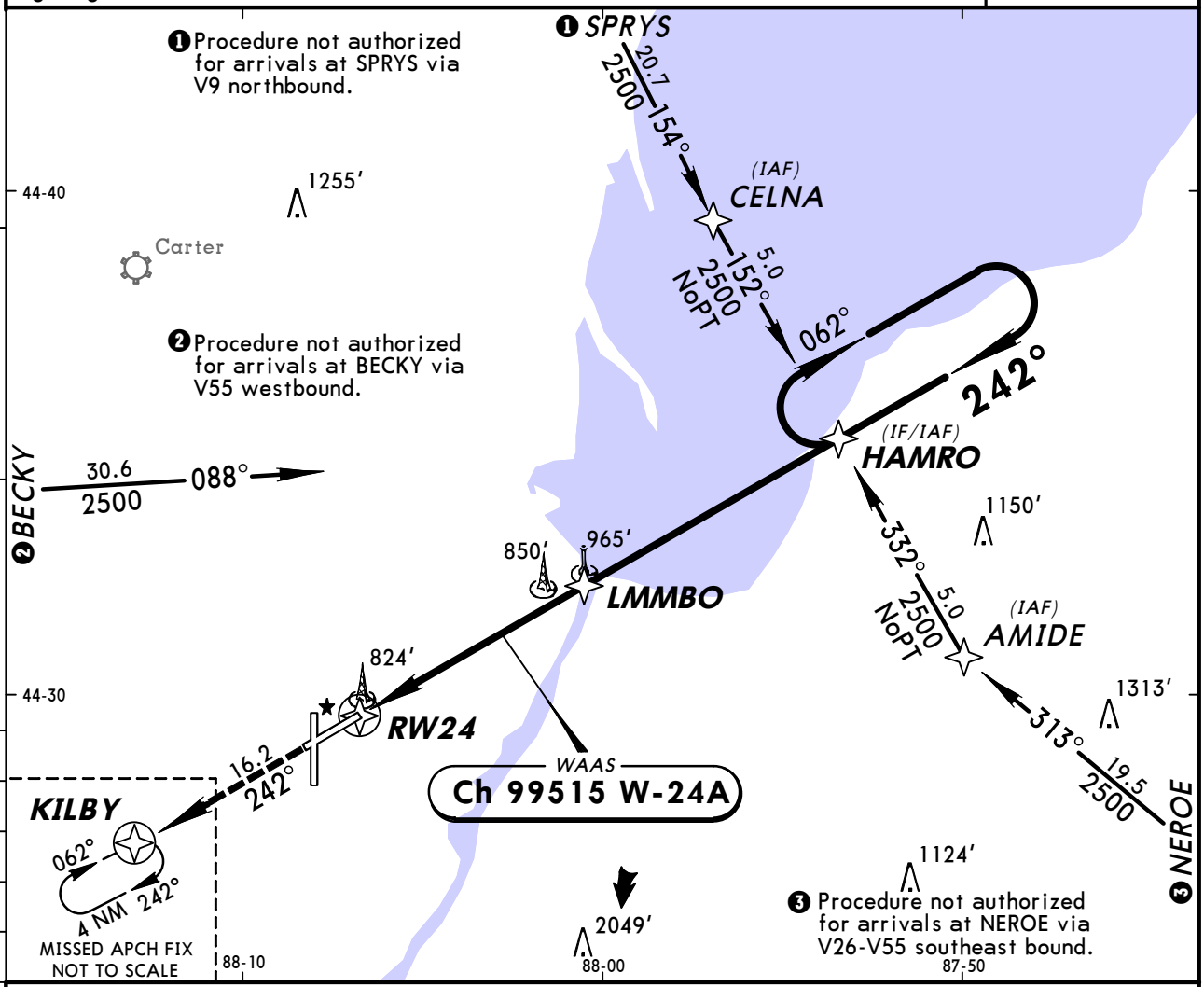
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

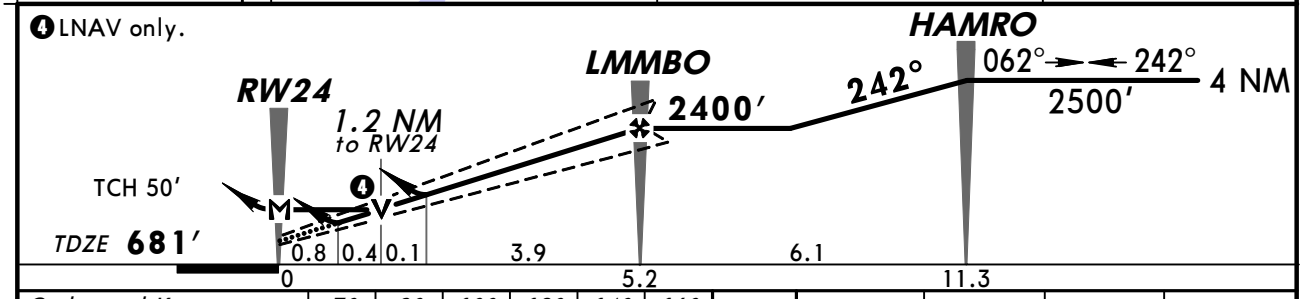
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 118.7.

3100′

MSA RW24

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW24							

PAPI-L 2500′ D KILBY

STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND	
	LPV DA(H) 970′ (289′)	LNAV/VNAV DA(H) 1143′ (462′)	LNAV MDA(H) 1100′ (419′)	Max Kts	MDA(H)
A	1	1½	1	90	1200′ (505′)-1
B				120	
C			1¼	140	1200′ (505′)-1½
D				165	1260′ (565′)-2

AMEND 1

TERPS

CHANGES: Procedure.

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KGRB/GRB
AUSTIN STRAUBEL INTL

JEPPESEN
18 SEP 09 (12-4) Eff 24 Sep

GREEN BAY, WISC
RNAV (GPS) Rwy 36

ATIS	*GREEN BAY Approach (R)	MINNEAPOLIS Center (R)	*GREEN BAY Tower	*Ground	GREEN BAY Radio (LAA)
124.1	119.4	125.55 when App inop.	CTAF 118.7	121.9	122.55

BRIEFING STRIP™

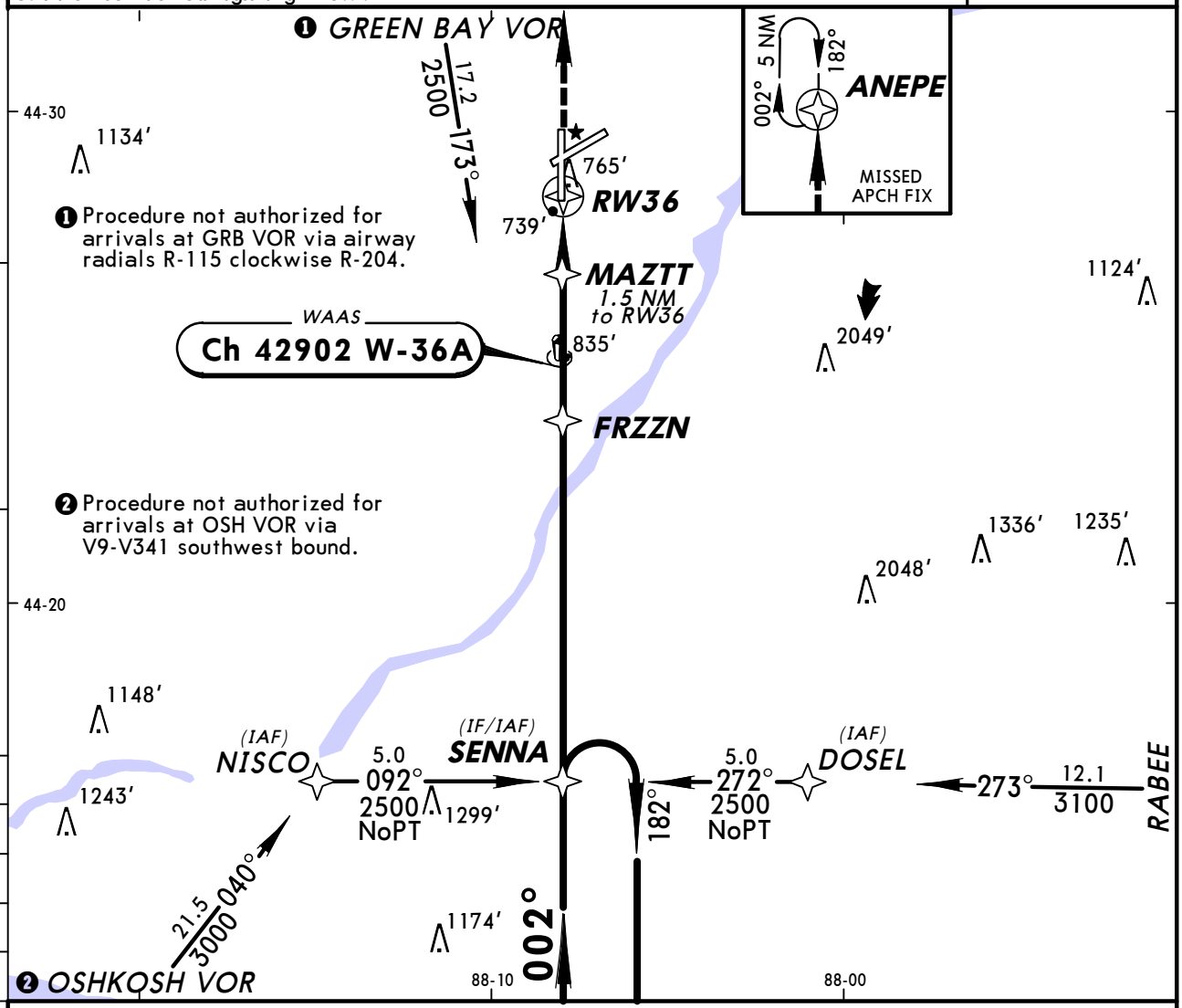
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 695′
Ch 42902 W-36A	002°	FRZZN 2200′ (1516′)	884′ (200′)	TDZE 684′

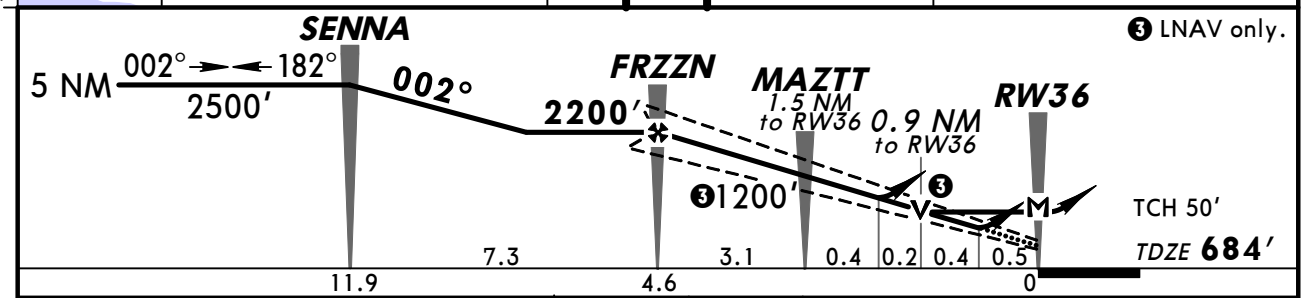
MISSED APCH: Climb to 2500′ direct ANEPE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.30 not authorized.
3. Pilot controlled lighting 118.7.

3100′
MSA RW36





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36						

MALSR
PAPI
2500′
ANEPE

STRAIGHT-IN LANDING RWY 36

	LPV DA(H) 884′ (200′)		LNAV/VNAV DA(H) 1097′ (413′)		LNAV MDA(H) 1020′ (336′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C							
D					RVR 50 or 1		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1200′ (505′)-1
120	
140	1200′ (505′)-1½
165	1260′ (565′)-2

TERPS AMEND 3

CHANGES: Procedure.

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KGRB/GRB
AUSTIN STRAUBEL INTL

JEPPESEN

18 SEP 09 (13-1) **Eff 24 Sep**

GREEN BAY, WISC
VOR DME Rwy 36

BRIEFING STRIP™

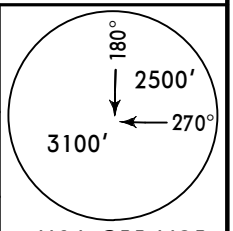
ATIS	*GREEN BAY Approach (R)	MINNEAPOLIS Center (R)	*GREEN BAY Tower	*Ground	GREEN BAY Radio (LAA)
124.1	119.4	125.55 when App inop.	CTAF 118.7	121.9	122.55

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 695′
GRB 115.5	333°	RUMLY 2600′ (1916′)	1100′ (416′)	TDZE 684′

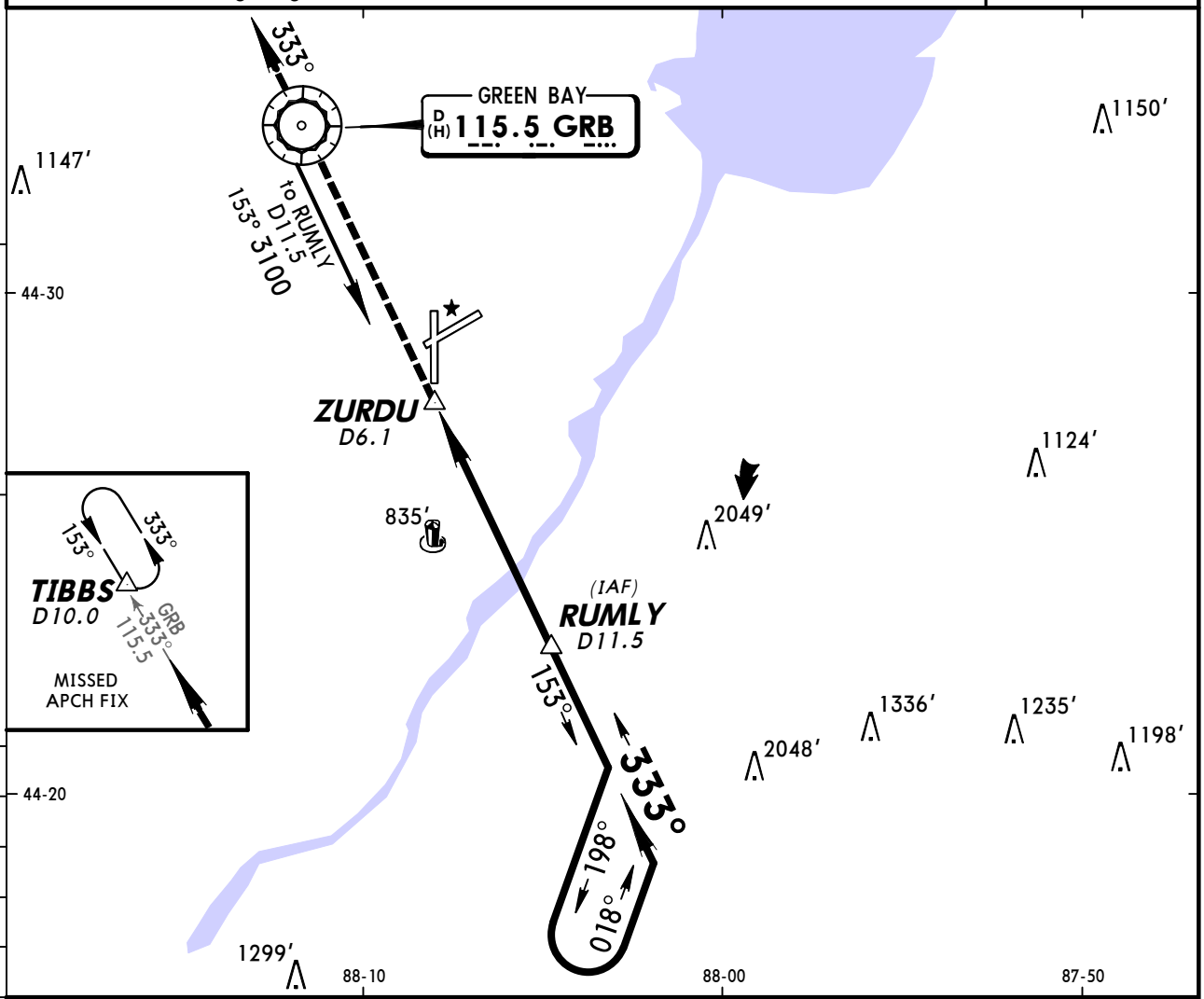
MISSED APCH: Climb to 3000′ direct GRB VOR then outbound via GRB VOR R-333 to TIBBS/D10.0 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

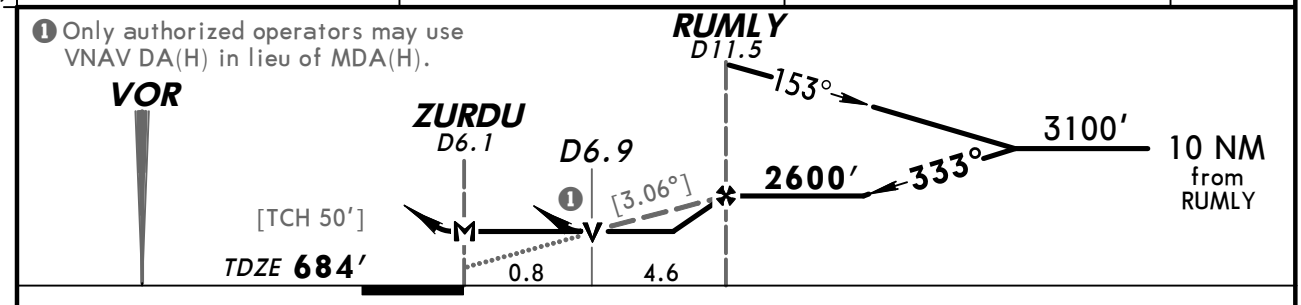
1. Pilot controlled lighting 118.7.



MSA GRB VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.06°]	379	487	541	650	758	866
MAP at ZURDU						

MALSR
PAPI

3000′

D

GRB 115.5

STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND	
MDA(H) 1100′ (416′)					
	RAIL out	ALS out		Max Kts	MDA(H)
A	RVR 50 or 1			90	1200′ (505′) - 1
B				120	
C				140	1200′ (505′) - 1½
D				165	1260′ (565′) - 2

TERPS AMEND 10

CHANGES: ZURDU, minimums.

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BRIEFING STRIP

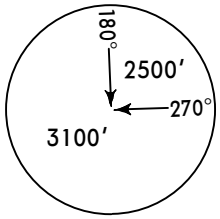
ATIS	*GREEN BAY Approach (R)	MINNEAPOLIS Center (R)	*GREEN BAY Tower	*Ground	GREEN BAY Radio (LAA)
124.1	119.4	125.55 when App inop.	CTAF 118.7	121.9	122.55

VOR GRB	Final Apch Crs	Minimum Alt VOR	MDA(H) Refer to Minimums	Apt Elev
115.5	145°	2500′ (1805′)		695′

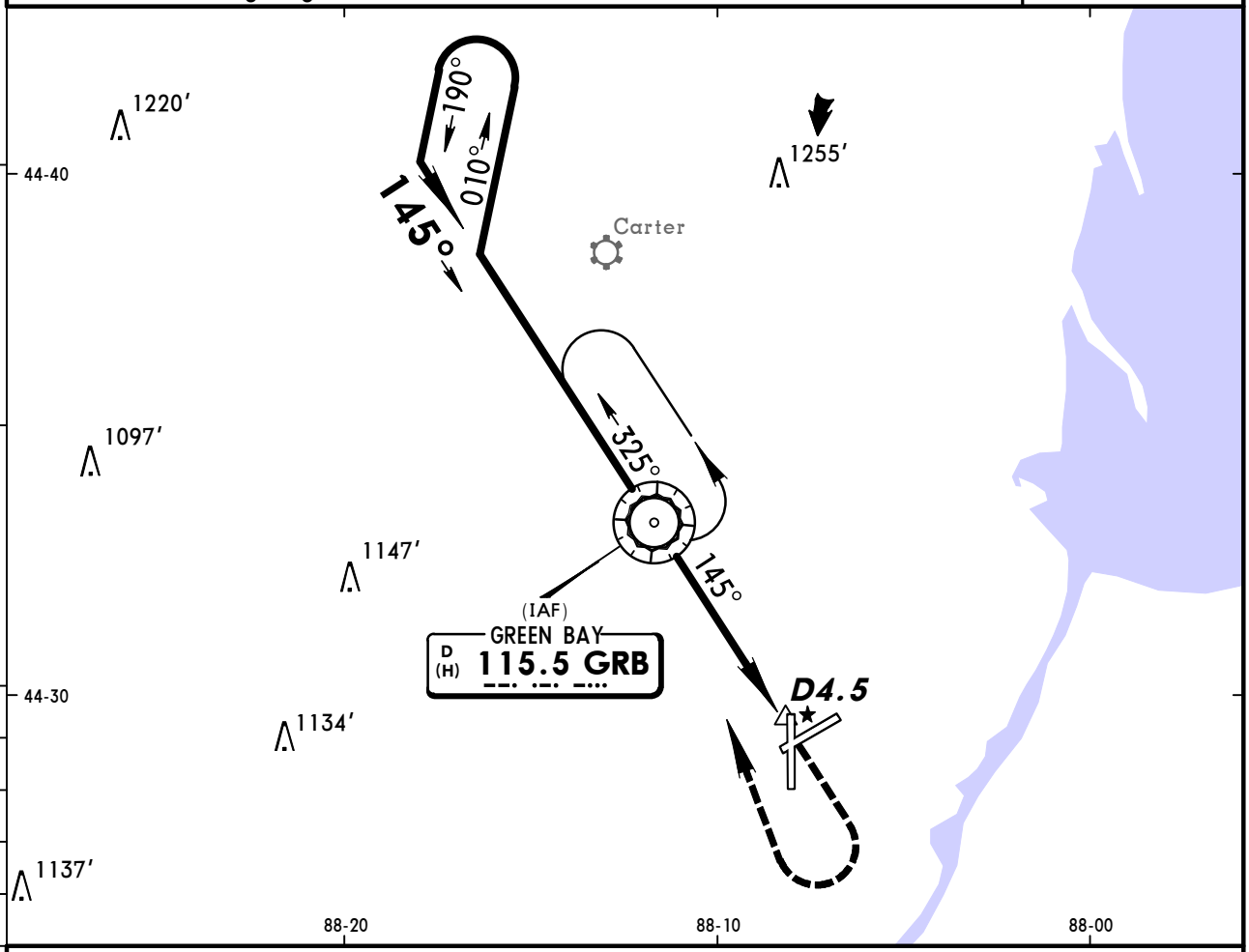
MISSED APCH: Climb to 1500′ then climbing RIGHT turn to 2500′ direct GRB VOR and hold.

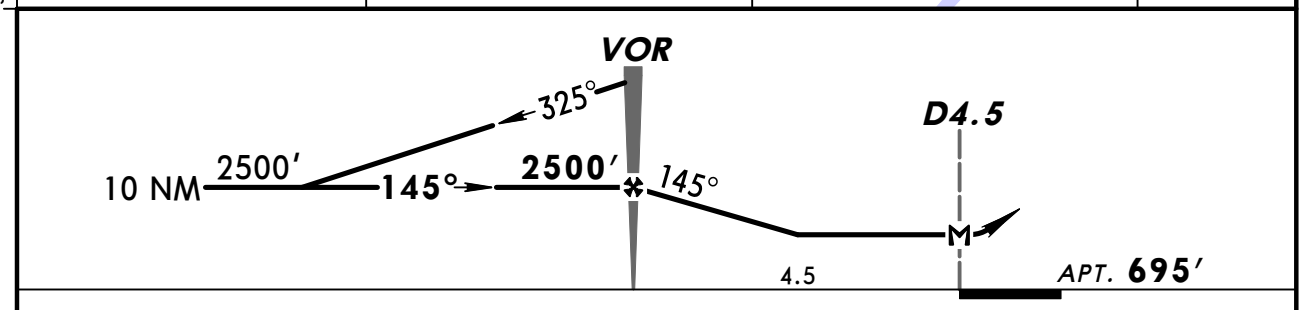
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 118.7.



MSA GRB VOR





Gnd speed-Kts	70	90	100	120	140	160
MAP at D4.5 or VOR to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41

Lighting - Refer to Airport Chart	1500′	2500′ RT	D	GRB 115.5

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	1200′(505′)-1
B	120	
C	140	1200′(505′)-1½
D	165	1260′(565′)-2

TERPS AMEND OA

CHANGES: None.

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BRIEFING STRIP ™

ATIS	*GREEN BAY Approach (R)	MINNEAPOLIS Center (R)	*GREEN BAY Tower	GREEN BAY Radio (LAA)	*Ground
124.1	119.4	125.55 when App inop.	CTAF 118.7	122.55	121.9

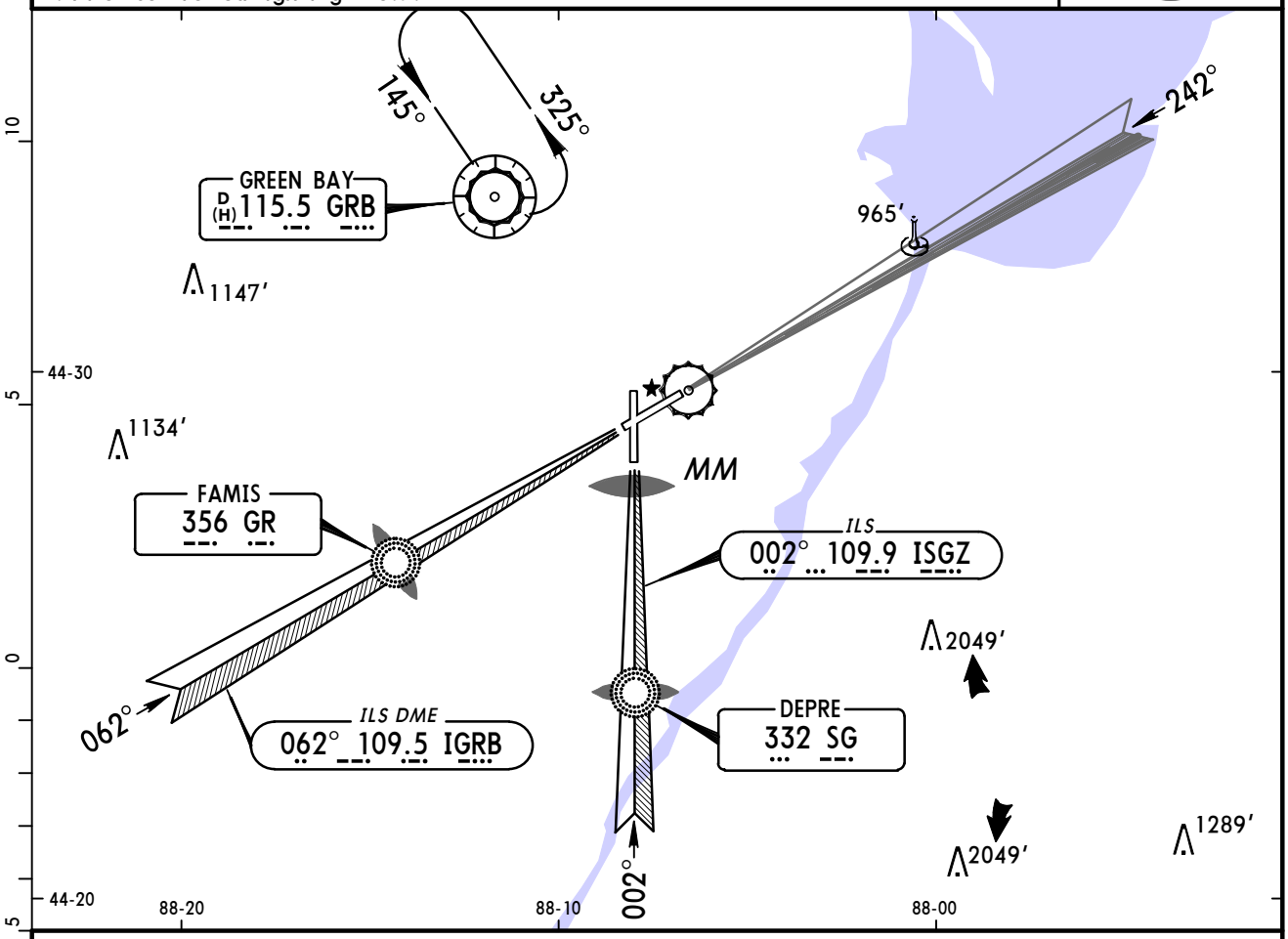
RADAR	*Final Apch Crs* By ATC	*Minimum Alt* No FAF	*MDA(H)* Refer to Minimums	*Apt Elev* **695′** *TDZE-See below*

No MSA published

Missed Approach-See below

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 118.7.



MISSED APCH:

Runways 6 & 36: Climbing LEFT turn to 2500′ direct GRB VOR and hold.

Runways 18 & 24: Climbing RIGHT turn to 2500′ direct GRB VOR and hold.

RWY 6	RWY 18	RWYS 24, 36
TDZE **692′**	TDZE **695′**	TDZE **682′**

ASR All Rwys : MAP at Rwy Thr

Lighting - Refer to Airport Chart

STRAIGHT-IN LANDING

	ASR 6 MDA(H) **1220′** *(528′)*			ASR 18 MDA(H) **1220′** *(525′)*
		RAIL out	ALS out	
A B	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1
C	RVR 50 or 1	1½		1½
D	RVR 60 or 1¼	1¾		1¾

STRAIGHT-IN LANDING / CIRCLE-TO-LAND

	ASR 24 MDA(H) **1120′** *(438′)*	ASR 36 MDA(H) **1100′** *(418′)*			Max Kts	MDA(H)
			RAIL out	ALS out		
A B	1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90 / 120	1220′ *(525′)* -1
C	1¼	RVR 40 or ¾	RVR 60 or 1¼		140	1220′ *(525′)* -1½
D	1½	RVR 50 or 1			165	1260′ *(565′)* -2

AMEND 9C TERPS

CHANGES: Minimums.

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General Information

Location: Janesville WI USA
IATA Code: JVL
Lat/Long: N42° 37.2' W089° 02.5'
Elevation: 808 ft

Airport Use: Public
Magnetic Variation: 2.6°W
Sectional Chart: Chicago

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1235 Z
Sunset: 2343 Z,

Runway Information

Runway: 04
Length x Width: 6700 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 806 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 14
Length x Width: 7301 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 803 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 18
Length x Width: 5003 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 808 ft
Lighting: Edge, Pilot controlled

Runway: 22
Length x Width: 6700 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 805 ft
Lighting: Edge, REIL, Pilot controlled

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Runway: 32
Length x Width: 7301 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 806 ft
Lighting: Edge, ALS, Pilot controlled

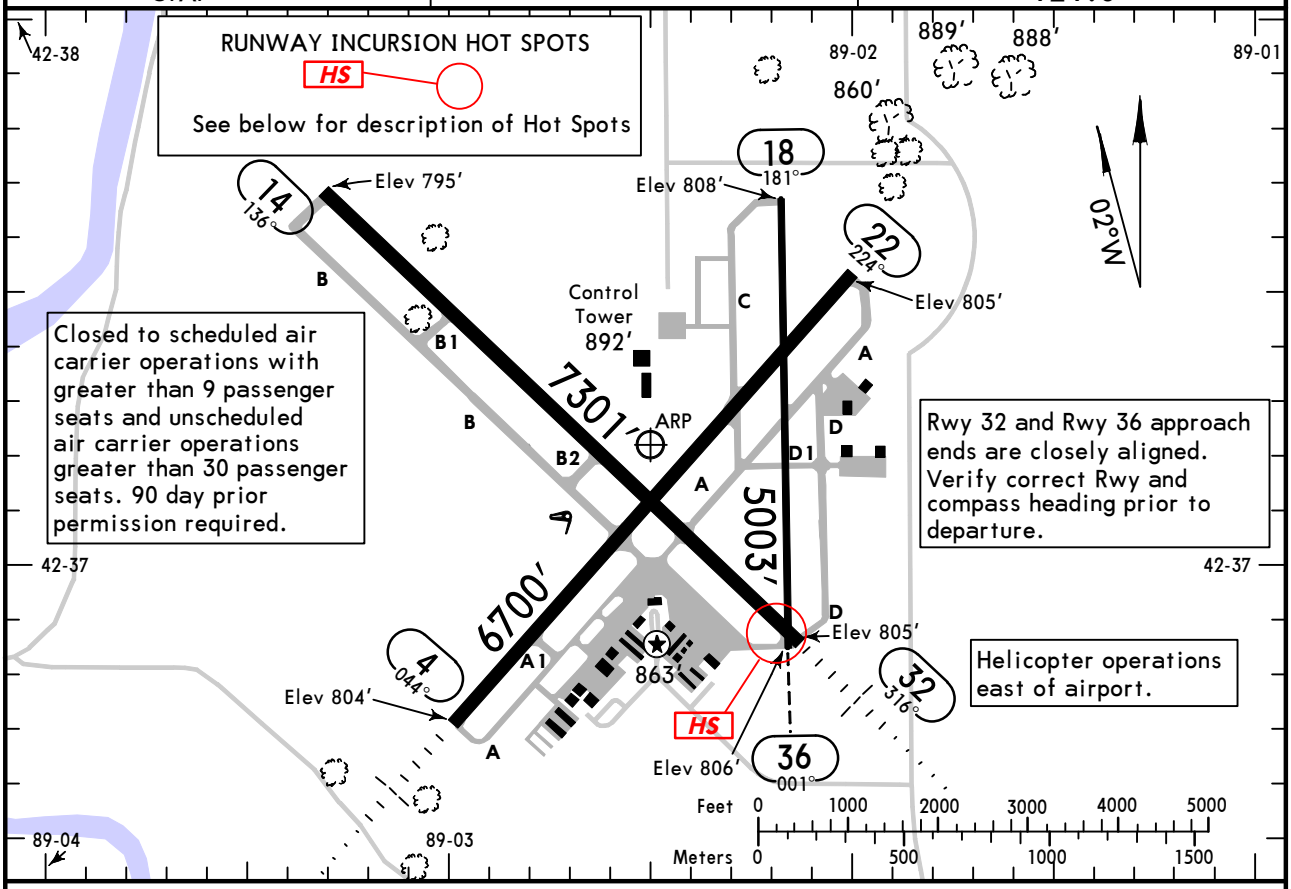
Runway: 36
Length x Width: 5003 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 806 ft
Lighting: Edge, Pilot controlled

Communication Information

ATIS 128.25
Janesville Tower 118.8 CTAF PCL
Janesville Ground Control 121.65
Rockford Clearance Delivery 121.65
Chicago/Rockford Approach Control 121.0
Chicago/Rockford Departure Control 121.0
Southern Wisconsin Regl Unicom 122.95
Green Bay Flight Service Station 122.1 RCO
Green Bay Flight Service Station 114.3 RCO

ATIS	*JANESVILLE Clearance	ROCKFORD Clearance	*JANESVILLE Ground
128.25	121.65	121.65 when JANESVILLE Clearance inop.	121.65

*Tower	UNICOM	ROCKFORD Departure (R)
CTAF 118.8	122.95	121.0



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
4	❶ HIRL ❷ MALSR ❷ PAPI-L (angle 3.0°)		5720′		150′
22	❶ HIRL REIL VASI-L (angle 4.0°)				
14	❷ HIRL ❷ REIL PAPI-L (angle 3.0°)				150′
32	❷ HIRL ❷ MALSR VASI-L		6300′		
18 / 36	❷ MIRL				75′

❶ Increase intensity on 118.8 when Twr inop.
❷ Activate on 118.8 when Twr inop.

RUNWAY INCURSION "HOT SPOTS"

For information only, not to be construed as ATC instructions.

HS Hold Line for Runway 32 and Runway 36.

TAKE-OFF

	Rwys 4, 14, 18, 22, 32		Rwy 36		
	Adequate Vis Ref	STD	❶ With Mim climb of 203′/NM to 1200′ Adequate Vis Ref	STD	Other
1 & 2 Eng	1/4	1	1/4	1	300-2¼
3 & 4 Eng		1/2		1/2	

❶ Alternatively: With Standard Take-off minimums and a normal 200′/NM climb gradient, take-off must occur no later than 1200′ prior to departure end of runway.

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating And When Local Weather Available: ILS Rwy 4	LOC Rwy 4	Authorized Only When Local Weather Available: RNAV (GPS) Rwy 4, RNAV (GPS) Rwy 14, RNAV (GPS) Rwy 22	ILS Rwy 32, LOC Rwy 32	RNAV (GPS) Rwy 32
A	600-2	800-2	800-2	1100-2	NA
B					
C				1100-3	
D	700-2				

AMEND 0

CHANGES: Lighting, alternate minimums.

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ATIS	ROCKFORD Approach (R)	*JANESVILLE Tower	*Ground
128.25	121.0	CTAF 118.8	121.65

LOC IJVL	Final Apch Crs	GS WEAVE	ILS DA(H) (CONDITIONAL)	Apt Elev 808′
109.1	044°	2686′ (1880′)	1006′ (200′)	TDZE 806′

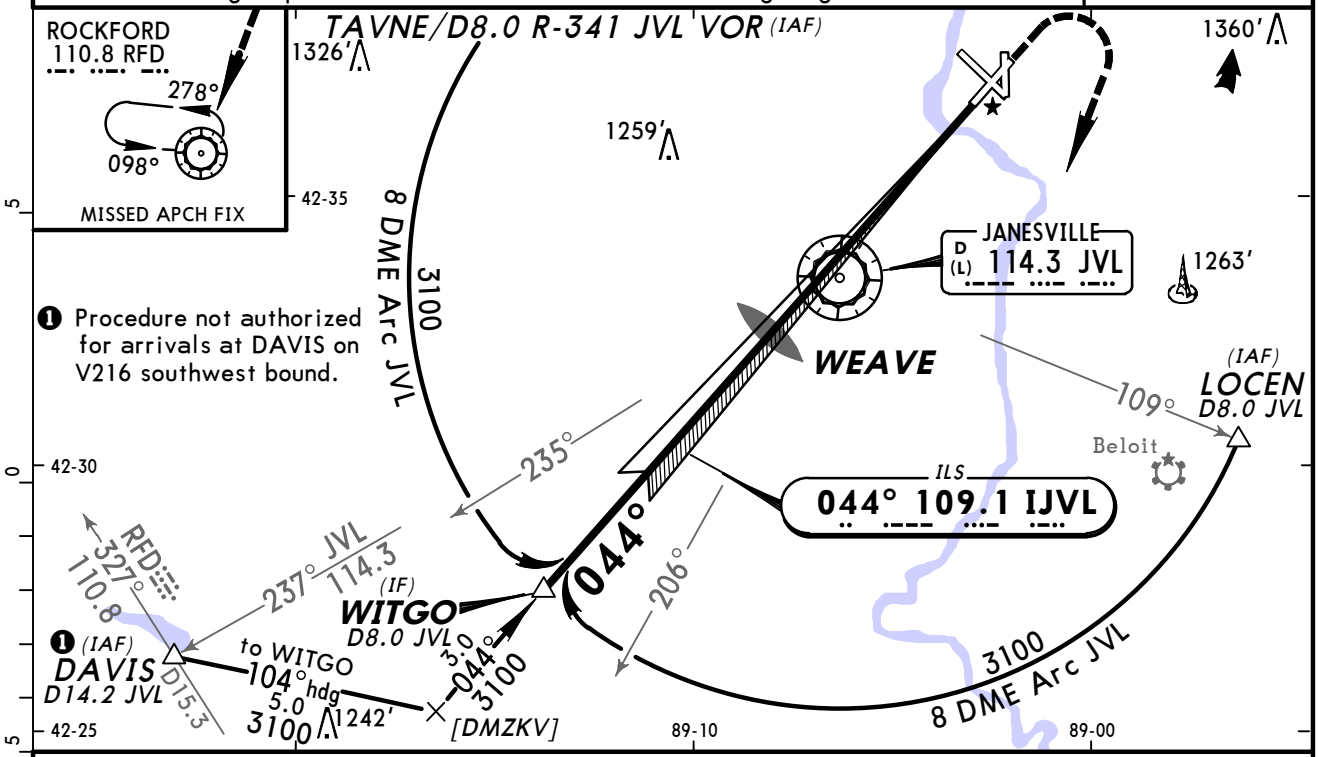
MISSED APCH: Climb to 1700′ then climbing RIGHT turn to 3100′ direct RFD VOR and hold.

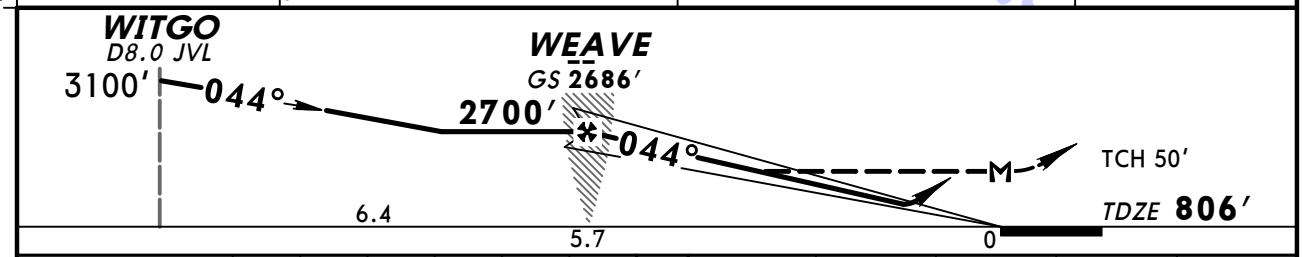
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received use Rockford Intl, Ill altimeter setting.
2. VGSI and ILS glidepath not coincident. 3. Pilot controlled lighting 118.8.

3100′
MSA JVL VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
WEAVE to MAP 5.7	4:53	3:48	3:25	2:51	2:27	2:08

MALSR
PAPI
1700′
3100′ RT
D
RFD 110.8

STRAIGHT-IN LANDING RWY 4 With Local Altimeter Setting	ILS DA(H) 1006′ (200′) FULL	ILS DA(H) 1006′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1400′ (594′) RAIL out	LOC (GS out) MDA(H) 1400′ (594′) ALS out	CIRCLE-TO-LAND Not Authorized at Night to Rwy 18 Max Kts	With Local Altimeter Setting MDA(H)
A	1/2	3/4	1/2	3/4	90	1400′ (592′)-1
B				1	120	
C			1	1 1/2	140	1400′ (592′)-1 1/2
D			1 1/4	1 3/4	165	1420′ (612′)-2

With Rockford Intl, Ill Altimeter Setting	ILS DA(H) 1075′ (269′) FULL	ILS DA(H) 1075′ (269′) RAIL or ALS out	LOC (GS out) MDA(H) 1480′ (674′) RAIL out	LOC (GS out) MDA(H) 1480′ (674′) ALS out	Max Kts	With Rockford Intl, Ill Altimeter Setting MDA(H)
A	1/2	1	1/2	3/4	90	1480′ (672′)-1
B				1	120	
C			1 1/2	2	140	1480′ (672′)-2
D			1 3/4	2 1/4	165	1500′ (692′)-2 1/4

TERPS AMEND 12A 21 OCT 2010

CHANGES: None.

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ATIS	ROCKFORD Approach (R)	*JANESVILLE Tower	*Ground
128.25	121.0	CTAF 118.8	121.65

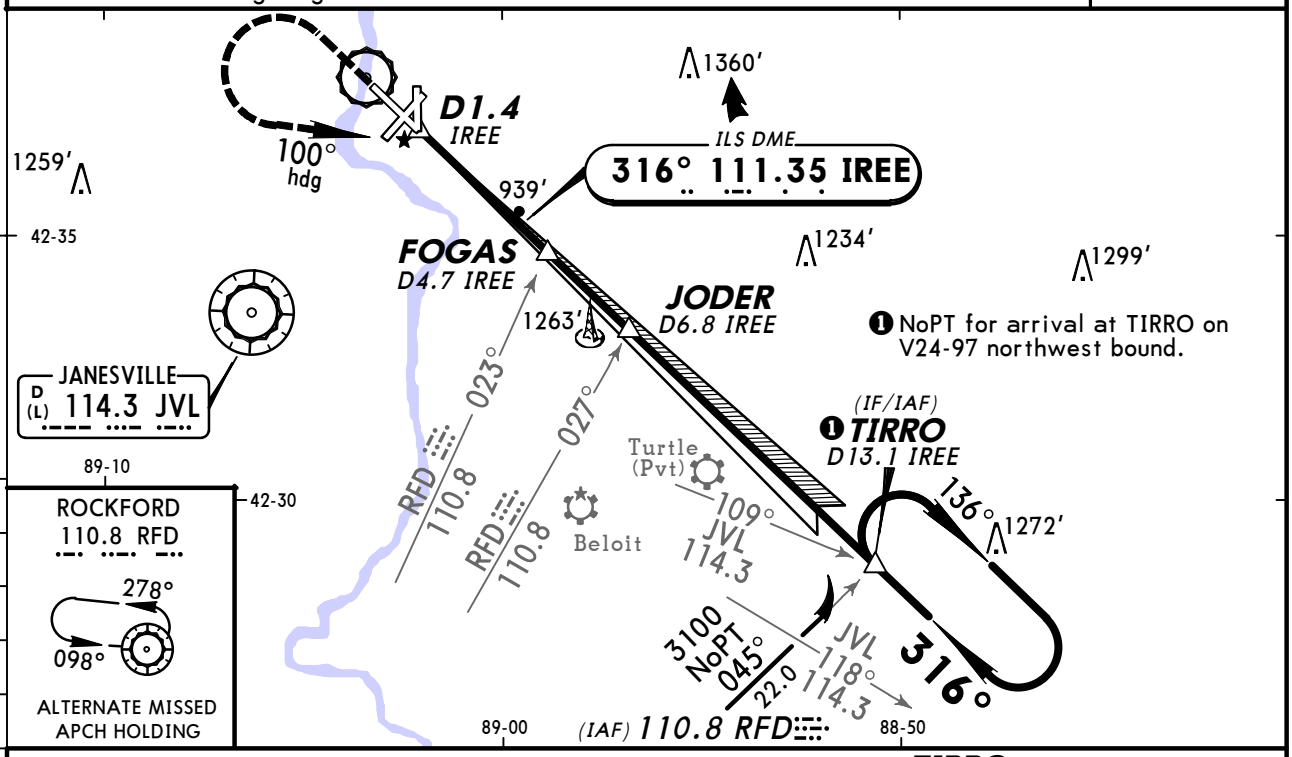
LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 808′
IREE 111.35	316°	JODER 2600′ (1794′)	1006′ (200′)	TDZE 806′

MISSED APCH: Climb to 1700′ then climbing LEFT turn to 3100′ via 100° hdg and IREE LOC SOUTHEAST course to TIRRO INT/D13.1 IREE and hold; or as directed by ATC.

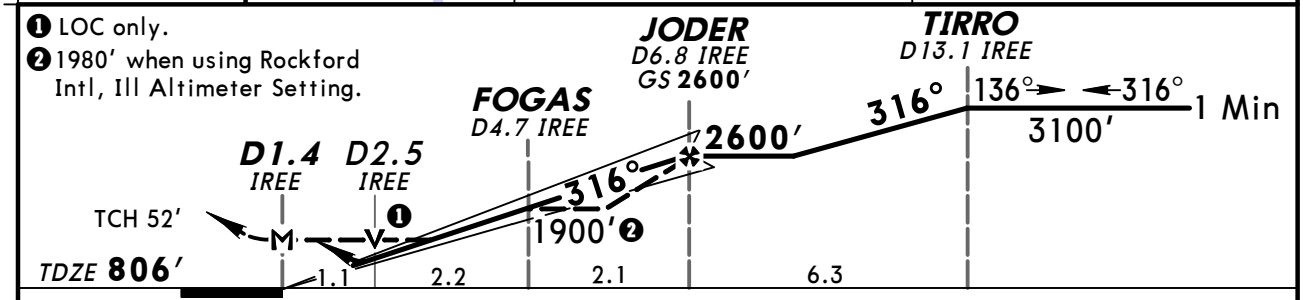
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Rockford Intl, Ill altimeter setting.
2. VDP not authorized when using Rockford Intl, Ill altimeter setting.
3. Pilot controlled lighting 118.8.

3100′
MSA JVL VOR



❶ LOC only.
❷ 1980′ when using Rockford Intl, Ill Altimeter Setting.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.4 IREE or JODER to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02

MALSR
VASI

1700′ | 3100′ LT via 100° hdg and IREE 111.35 Southeast Course

STRAIGHT-IN LANDING RWY 32

ILS	LOC (GS out) ❶ With FOGAS	LOC (GS out) Without FOGAS
DA(H)	With Local Altimeter Setting	
1006′ (200′)	MDA(H) 1200′ (394′)	MDA(H) 1900′ (1094′)
DA(H)	With Rockford Intl, Ill Altimeter Setting	
❸ 1075′ (269′)	❹ ❺ MDA(H) 1280′ (474′)	MDA(H) 1980′ (1174′)

	ILS FULL	ILS RAIL or ALS out	LOC (GS out) ❶ With FOGAS			LOC (GS out) Without FOGAS	
				RAIL out	ALS out	RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1	3/4	1 1/4
B						1	1 1/2
C			3/4	1 1/4		2 1/2	3
D							

❷ CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting ❶ With FOGAS MDA(H)	Without FOGAS MDA(H)
90	1260′ (452′)-1	1900′ (1092′)-1 1/4
120		1900′ (1092′)-1 1/2
140	1280′ (472′)-1 1/2	1900′ (1092′)-3
165	1420′ (612′)-2	

Max Kts	With Rockford Intl, Ill Altimeter Setting ❶ With FOGAS MDA(H)	Without FOGAS MDA(H)
90	1340′ (532′)-1	1980′ (1172′)-1 1/4
120		1980′ (1172′)-1 1/2
140	1360′ (552′)-1 1/2	1980′ (1172′)-3
165	1500′ (692′)-2	

❶ **Dual VOR Receivers or DME required.** ❷ Circling not authorized at night to Rwy 18.
❸ RAIL or ALS out Vis 1 with Rockford Intl, Ill Altimeter setting.
❹ CAT C:Vis 3/4, RAIL or ALS out Vis 1 1/4 with Rockford Intl, Ill Altimeter setting.
❺ CAT D:Vis 1, RAIL or ALS out Vis 1 1/2 with Rockford Intl, Ill Altimeter setting.

CHANGES: Profile notes, minimums.

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ATIS	ROCKFORD Approach (R)	*JANESVILLE Tower	*Ground
128.25	121.0	CTAF 118.8	121.65

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt TAVOC	LPV DA(H) (CONDITIONAL)	Apt Elev 808′
Ch 82617 W-04A	043°	2700′ (1894′)	1006′ (200′)	TDZE 806′

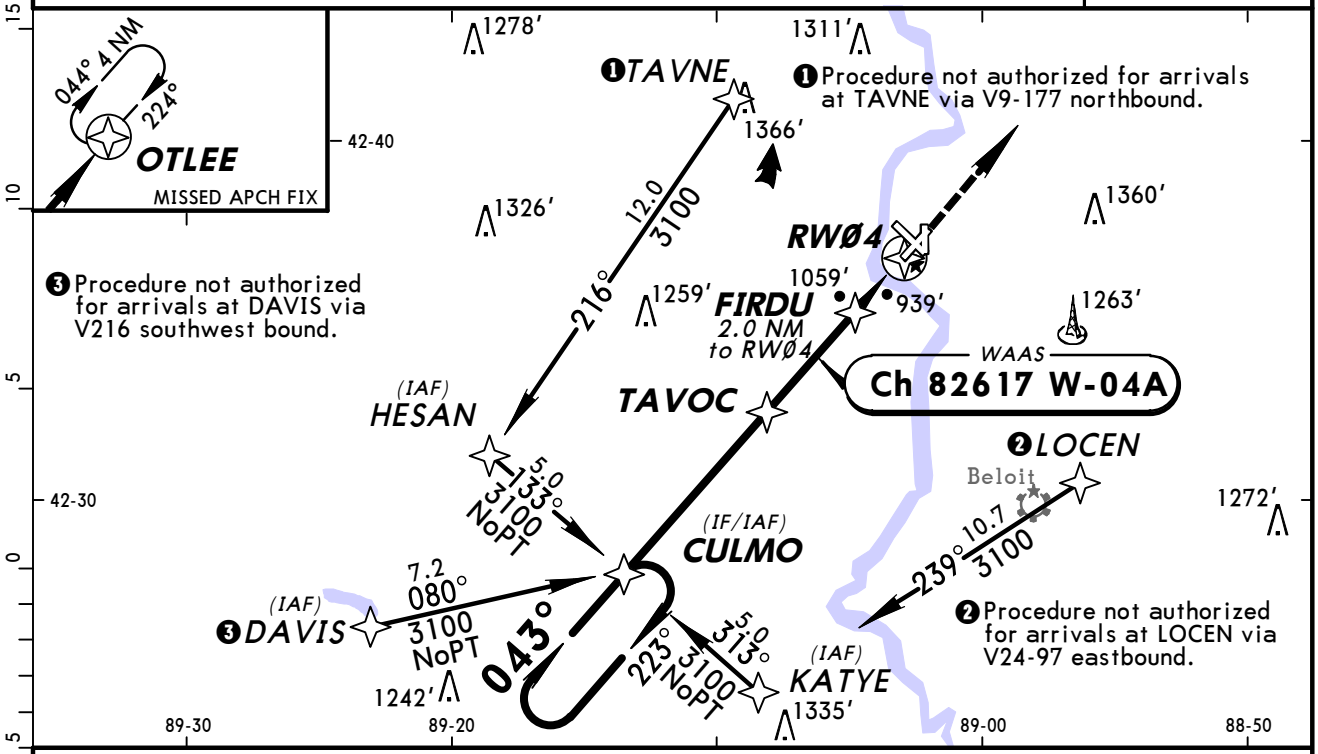
MISSED APCH: Climb to 3100′ direct OTLEE and hold.

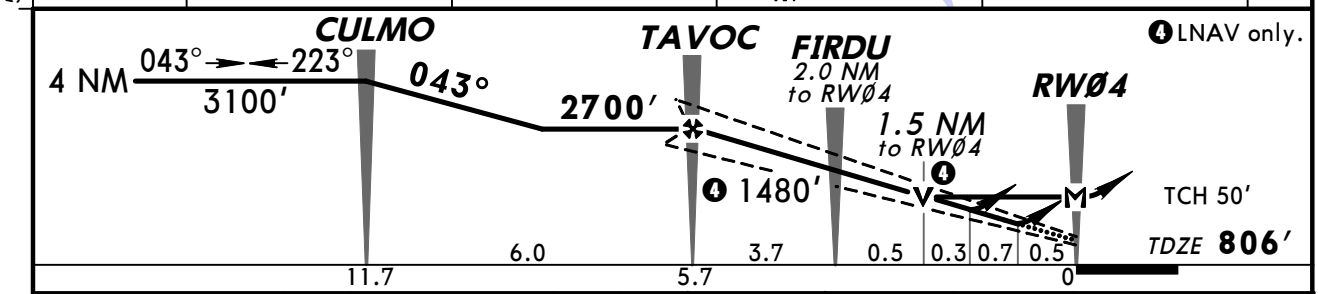
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Rockford, Ill altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized with Rockford, Ill altimeter setting. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 118.8.

3100′

MSA RWØ4





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ4						

MALSR PAPI 3100′ OTLEE

STRAIGHT-IN LANDING RWY 4
With Local Altimeter Setting

	LPV DA(H) 1006′ (200′)		LNAV/VNAV DA(H) 1245′ (439′)		LNAV MDA(H) 1320′ (514′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	½	¾	1	1½	½	¾	1
B							
C					1	1½	
D					1¼	1¾	

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 18

Max Kts	With Local Altimeter Setting MDA(H)
90	1320′ (512′)-1
120	
140	1320′ (512′)-1½
165	1420′ (612′)-2

With Rockford, Ill Altimeter Setting

	LPV DA(H) 1075′ (269′)		LNAV/VNAV DA(H) 1314′ (508′)		LNAV MDA(H) 1400′ (594′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	½	1	1¼	1¾	½	¾	1
B							
C					1	1½	
D					1¼	1¾	

With Rockford, Ill Altimeter Setting

Max Kts	MDA(H)
90	1400′ (592′)-1
120	
140	1400′ (592′)-1½
165	1500′ (692′)-2¼

TERPS AMEND 1 3 JUN 2010

CHANGES: Procedure.

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ATIS	ROCKFORD Approach (R)	*JANESVILLE Tower	*Ground
128.25	121.0	CTAF 118.8	121.65

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 808′
Ch 86617 W-14A	135°	JESKO 2600′ (1797′)	1003′ (200′)	TDZE 803′

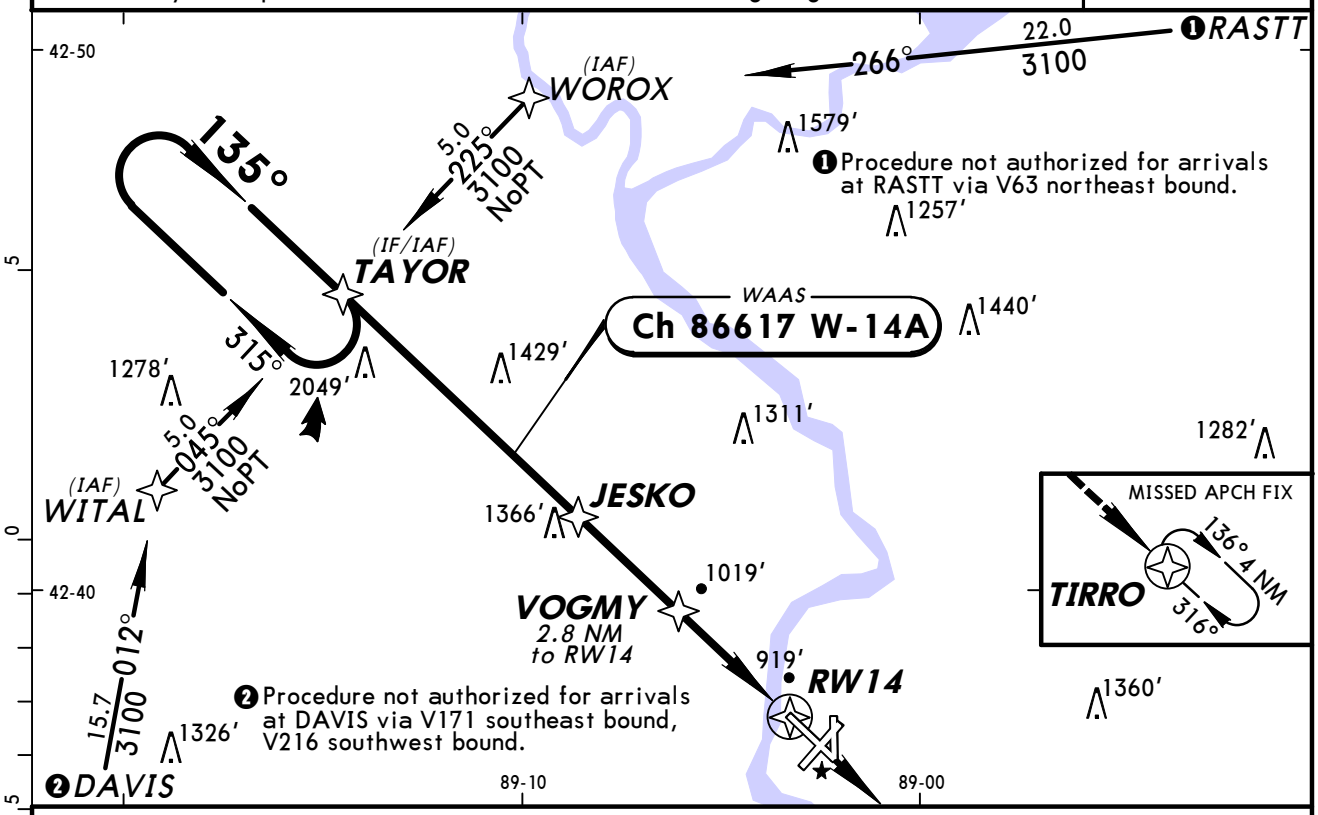
MISSED APCH: Climb to 3100′ direct TIRRO and hold.

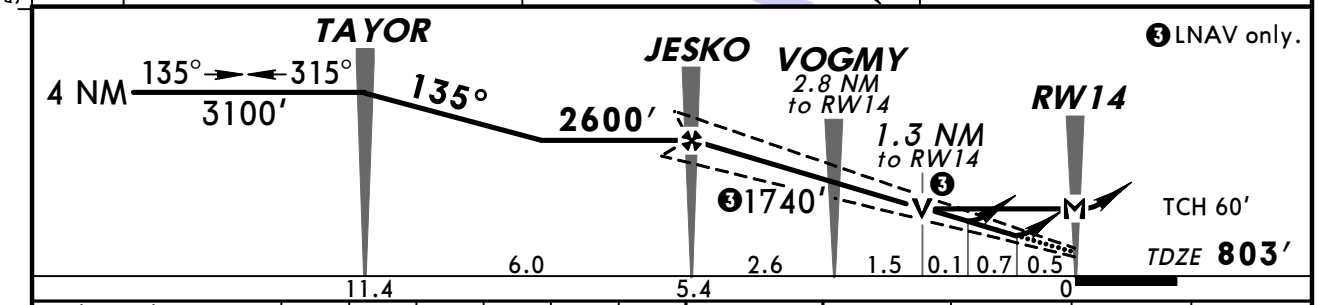
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Rockford, Ill altimeter setting.
2. Baro-VNAV and VDP not authorized with Rockford, Ill altimeter setting.
3. DME/DME RNP-0.30 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/ VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 118.8.

3100′
MSA RW14

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW14						

REIL
PAPI-L
3100′
TIRRO

STRAIGHT-IN LANDING RWY 14
With Local Altimeter Setting

	LPV DA(H) 1003′ (200′)	LNAV/VNAV DA(H) 1222′ (419′)	LNAV MDA(H) 1280′ (477′)
A	¾	1½	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 18

Max Kts	With Local Altimeter Setting MDA(H)
90	1280′ (472′)-1
120	
140	1280′ (472′)-1½
165	1420′ (612′)-2

With Rockford, Ill Altimeter Setting

	LPV DA(H) 1072′ (269′)	LNAV/VNAV DA(H) 1291′ (488′)	LNAV MDA(H) 1360′ (557′)
A	1	1¾	1
B			
C			1½
D			1¾

Max Kts	With Rockford, Ill Altimeter Setting MDA(H)
90	1360′ (552′)-1
120	
140	1360′ (552′)-1½
165	1500′ (692′)-2¼

TERPS AMEND 1 3 JUN 2010

CHANGES: Procedure.

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KJVL/JVL
SOUTHERN WISCONSIN REGL

JEPPESEN 25 JUN 10 (12-3)

JANESVILLE, WISC
RNAV (GPS) Rwy 22

ATIS	ROCKFORD Approach (R)	*JANESVILLE Tower	*Ground
128.25	121.0	CTAF 118.8	121.65

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 808′
Ch 40417 W-22A	224°	TEGGU 2500′ (1695′)	1120′ (315′)	TDZE 805′

MISSED APCH: Climb to 3100′ direct CULMO and hold.

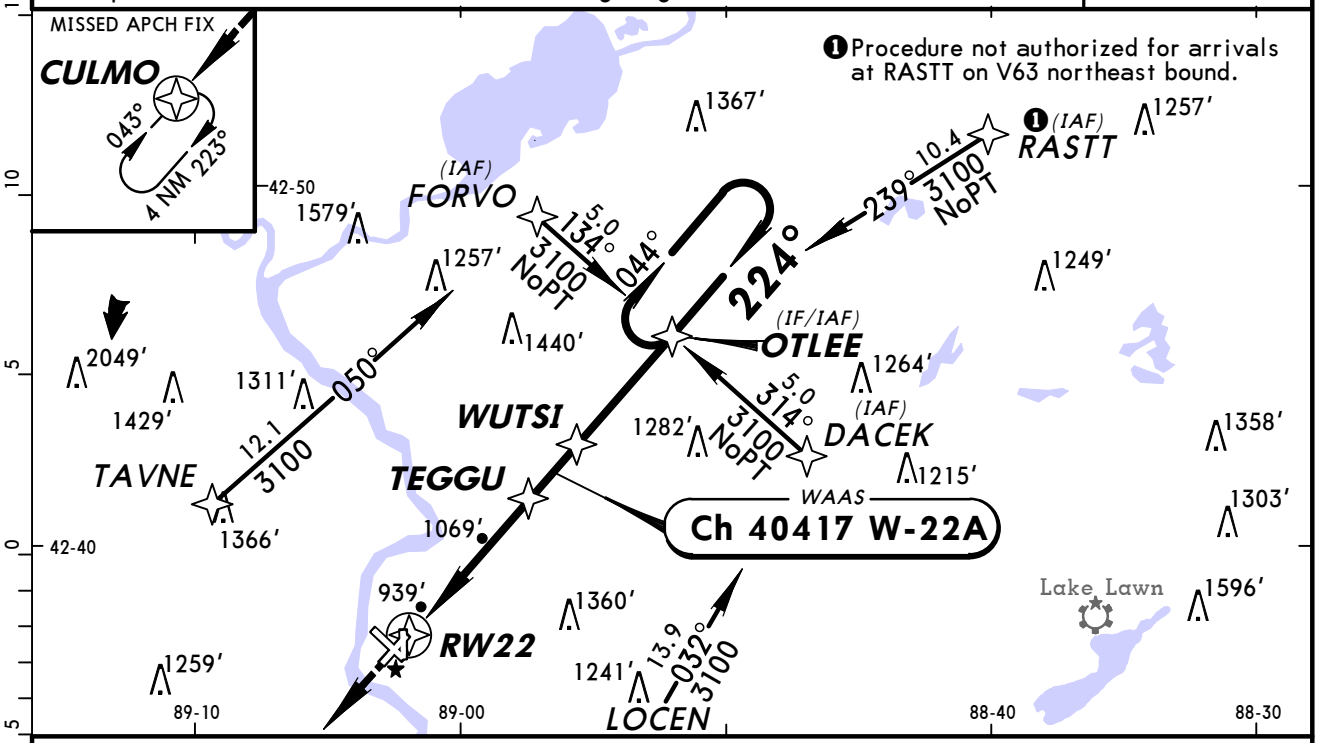
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

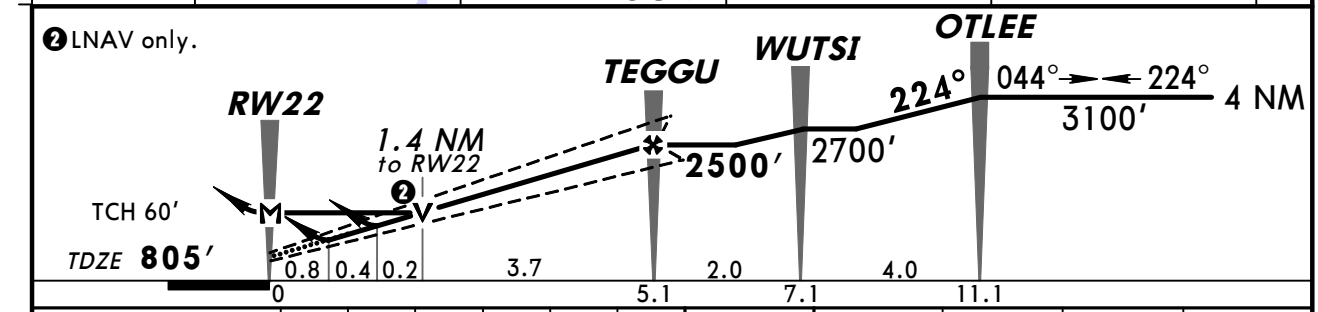
1. Use local altimeter setting; if not received, use Rockford, Ill altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. Baro-VNAV and VDP not authorized with Rockford, Ill altimeter setting. 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 118.8.

3100′

MSA RW22

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW22						

REIL VASI-L 3100′ CULMO

STRAIGHT-IN LANDING RWY 22
With Local Altimeter Setting

	LPV DA(H) 1120′ (315′)	LNAV/VNAV DA(H) 1244′ (439′)	LNAV MDA(H) 1320′ (515′)
A	1	1½	1
B			
C			1½
D			1¾

With Rockford, Ill Altimeter Setting

	LPV DA(H) 1189′ (384′)	LNAV/VNAV DA(H) 1313′ (508′)	LNAV MDA(H) 1400′ (595′)
A	1¼	1¾	1
B			
C			1½
D			1¾

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 18

Max Kts	With Local Altimeter Setting MDA(H)	With Rockford, Ill Altimeter Setting MDA(H)
90	1320′ (512′)-1	1400′ (592′)-1
120		
140	1320′ (512′)-1½	1400′ (592′)-1½
165	1420′ (612′)-2	1500′ (692′)-2¼

TERPS AMEND 1 3 JUN 2010

CHANGES: None.

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KJVL/JVL
SOUTHERN WISCONSIN REGL

JEPPESEN

25 JUN 10 (12-4)

JANESVILLE, WISC
RNAV (GPS) Rwy 32

BRIEFING STRIP ™

ATIS	ROCKFORD Approach (R)	*JANESVILLE Tower	*Ground
128.25	121.0	CTAF 118.8	121.65

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 808′
	316°	JODER 2600′ (1794′)	(CONDITIONAL) 1200′ (394′)	TDZE 806′

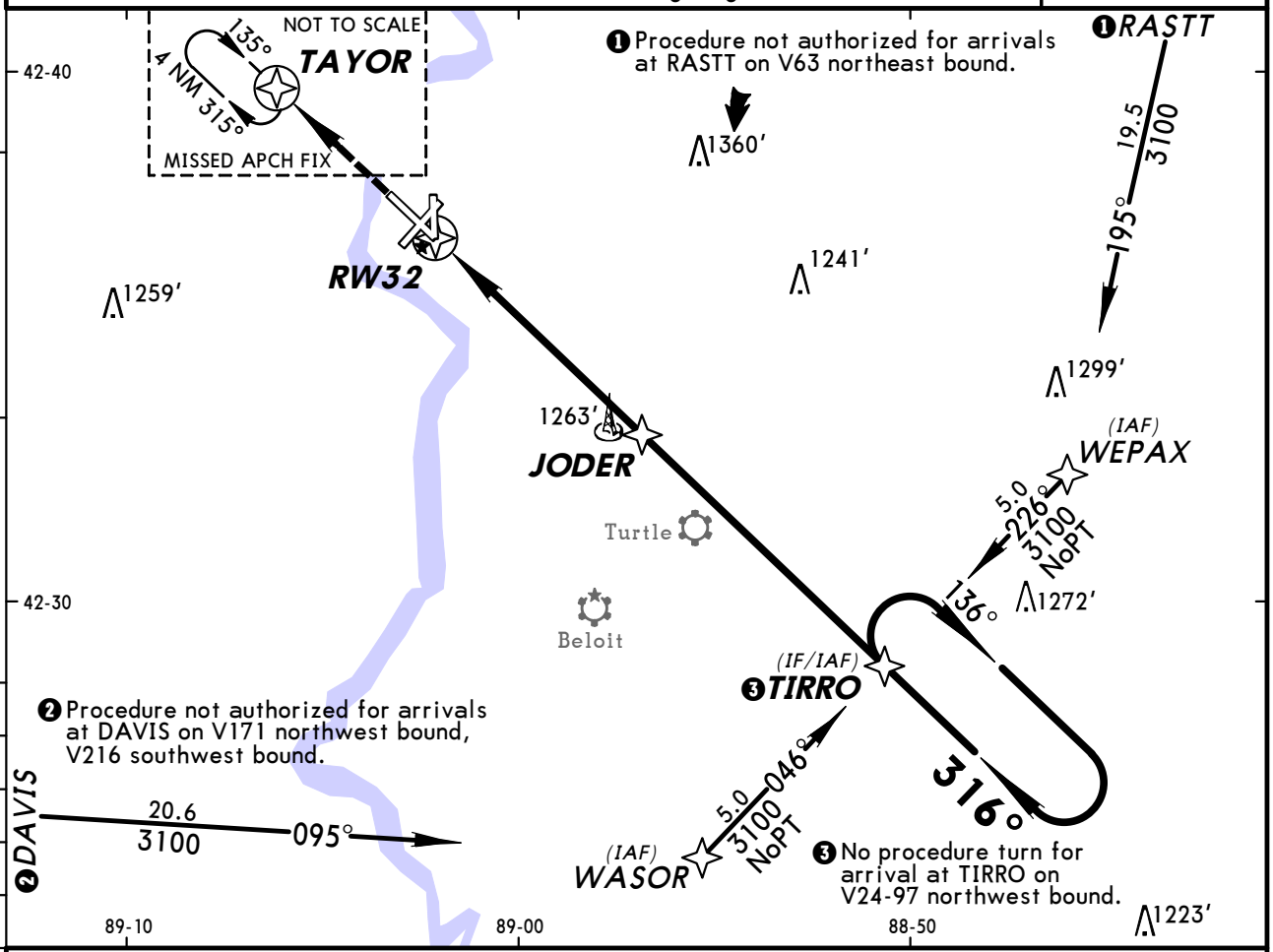
MISSED APCH: Climb to 3100′ direct TAYOR and hold.

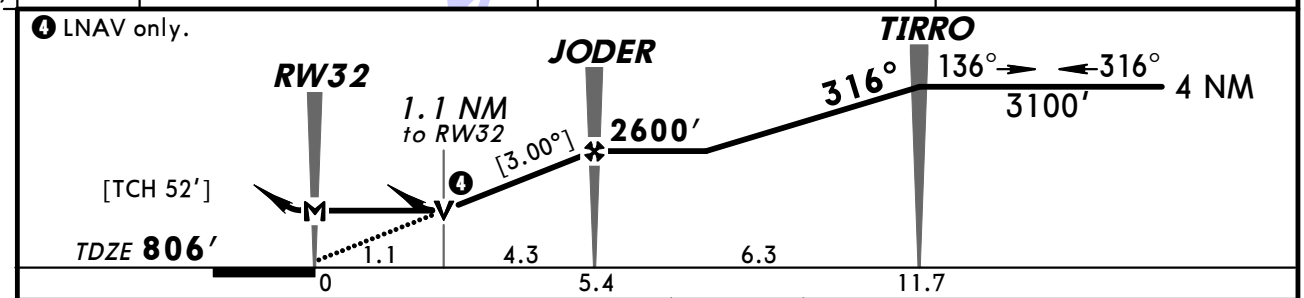
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. When Twr inop, obtain local altimeter setting on UNICOM 122.95; if not received, use Rockford, Ill altimeter setting. 2. Baro-VNAV and VDP not authorized with Rockford, Ill altimeter setting. 3. Baro-VNAV not authorized below -17°C (3°C). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 118.8.

3100′

MSA RW32





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW32						

MALSR VASI 3100′ TAYOR

STRAIGHT-IN LANDING RWY 32

	LNAV/VNAV DA(H) 1220′ (414′) When Twr Operating or With Local Altimeter Setting		LNAV/VNAV DA(H) 1300′ (494′) With Rockford, Ill Altimeter Setting		LNAV MDA(H) 1200′ (394′) When Twr Operating or With Local Altimeter Setting		LNAV MDA(H) 1280′ (474′) With Rockford, Ill Altimeter Setting		
		RAIL or ALS out		RAIL or ALS out	RAIL out	ALS out		RAIL out	ALS out
A	1	1½	1	1½	¾	1	¾	¾	1
B									
C								1¼	
D					1	1¼	1	1½	

CIRCLE-TO-LAND

Not Authorized at Night to Rwy 18

Max Kts	When Twr Operating or With Local Altimeter Setting MDA(H)	With Rockford, Ill Altimeter Setting MDA(H)
90	1260′-1 (452′)	1340′-1 (532′)
120		
140	1280′-1½ (472′)	1360′-1½ (552′)
165	1420′-2 (612′)	1500′-2 (692′)

TERPS AMEND 0A 1 JUL 2010

CHANGES: Notes, minimums.

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General Information

Location: Rice Lake WI USA
IATA Code:
Lat/Long: N45° 25.2' W091° 46.4'
Elevation: 1109 ft

Airport Use: Public
Magnetic Variation: 0.7°W
Sectional Chart: Green Bay

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1249 Z
Sunset: 2351 Z,

Runway Information

Runway: 01
Length x Width: 6700 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1101 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 200 ft

Runway: 13
Length x Width: 3500 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1098 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 19
Length x Width: 6700 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1109 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 31
Length x Width: 3500 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1100 ft
Lighting: Edge, REIL, Pilot controlled

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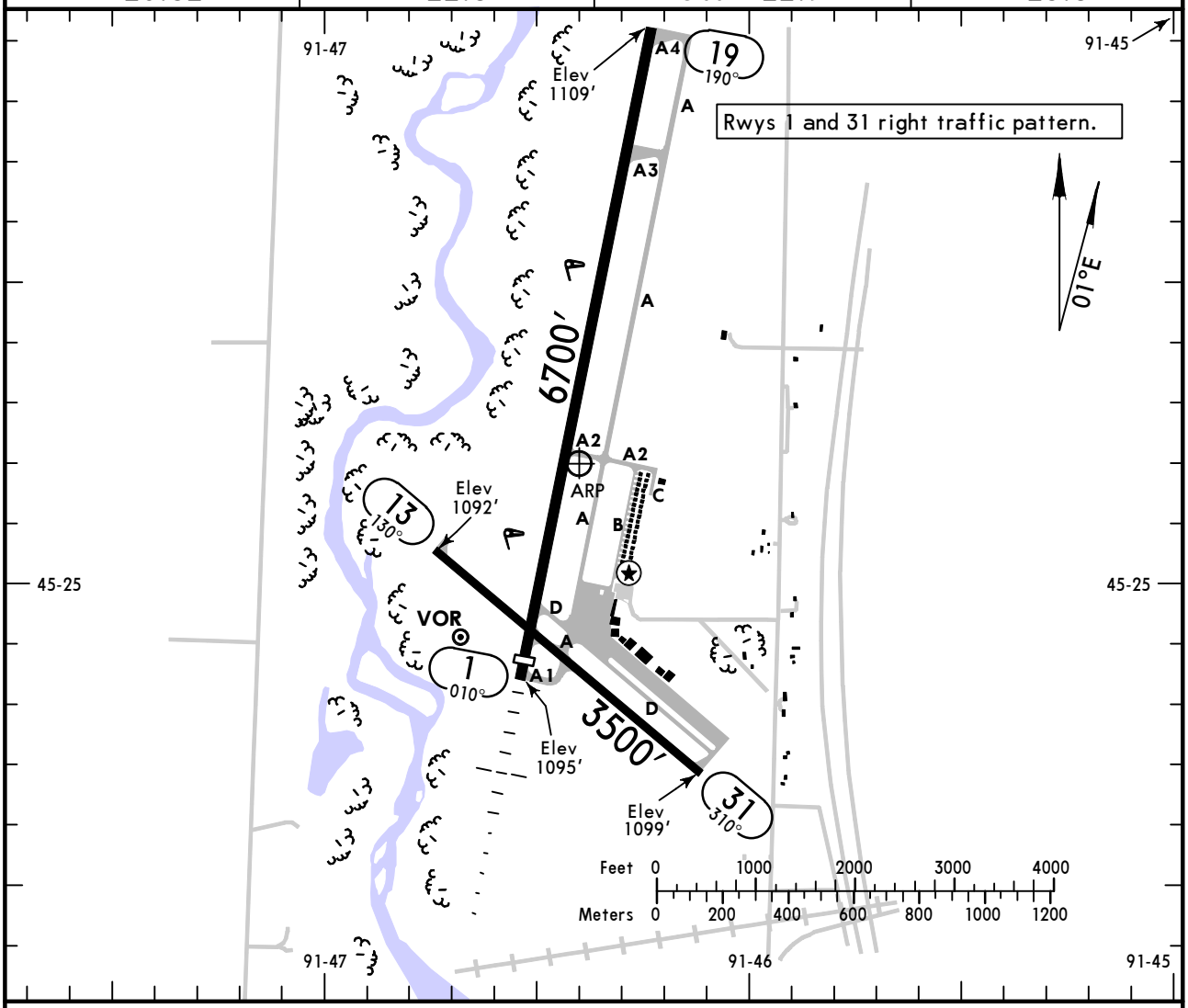
Communication Information

AWOS 120.525
Rice Lake Regl-Carl's Unicom 122.7 CTAF PCL
Green Bay Flight Service Station 122.3 RCO
Minneapolis Center 125.3 Remote Communications Air-Ground

AWOS-3	GREEN BAY Radio	RICE LAKE REGL-CARL'S UNICOM	MINNEAPOLIS Center (R)
120.52	122.3	CTAF 122.7	125.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
1	❶ MIRL ❷ MALSR ❷ PAPI-L (angle 3.0°)	6500′	5683′		100′
19	❶ MIRL ❷ REIL ❷ PAPI-L (angle 3.0°)				
13	❷ MIRL ❷ REIL ❷ PAPI-L (angle 3.75°)				75′
31	❷ MIRL ❷ REIL ❷ PAPI-L (angle 3.0°)				

❶ Increase intensity on 122.7 dusk-dawn.
❷ Activate on 122.7.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 13, 19, 31		Rwy 1		
	Adequate Vis Ref	STD	With Mim Climb of 231′/NM to 2200′ Adequate Vis Ref	STD	For Climb in Visual Conditions
1 & 2 Eng	¼	1	¼	1	1200-3
3 & 4 Eng		½		½	

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	ILS Rwy 1	VOR Rwy 1 VOR DME Rwy 19 RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 19	Other
A	600-2	800-2	NA
B			
C			
D	700-2		

OBSTACLE DP: Rwy 1, for climb in visual conditions, cross Rice Lake Regl-Carl's at or above 2300′. Rwy 31, climb via 310° heading to 1900′ before turning left.

AMEND 0

CHANGES: Lighting.

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AWOS-3	MINNEAPOLIS Center (R)	GREEN BAY Radio	RICE LAKE REGL-CARL'S UNICOM
120.52	125.3	122.3	CTAF 122.7

BRIEFING STRIP™

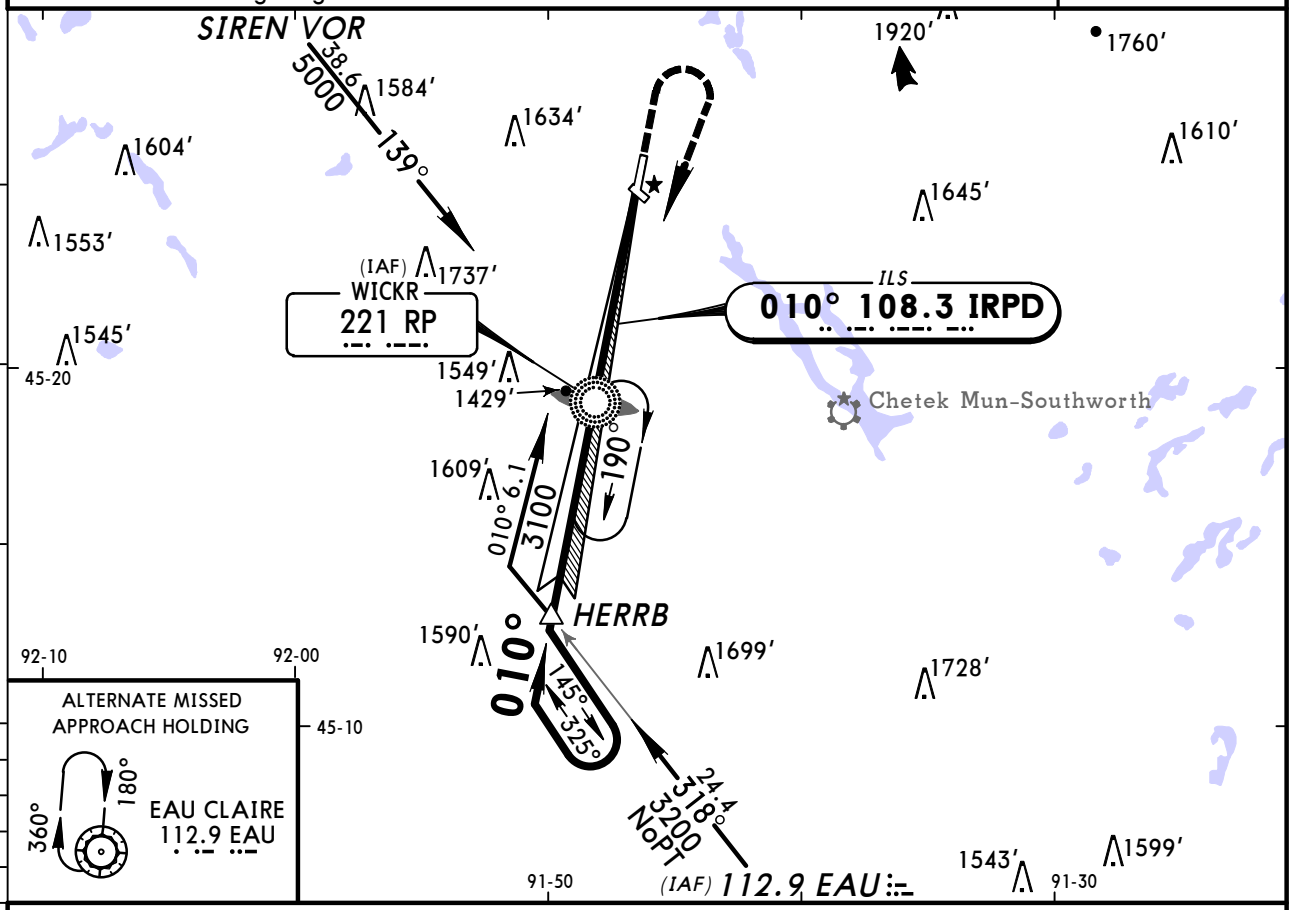
LOC IRPD	Final Apch Crs	GS LOM	ILS DA(H) (CONDITIONAL)	Apt Elev 1109'
108.3	010°	3065' (1964')	1301' (200')	TDZE 1101'

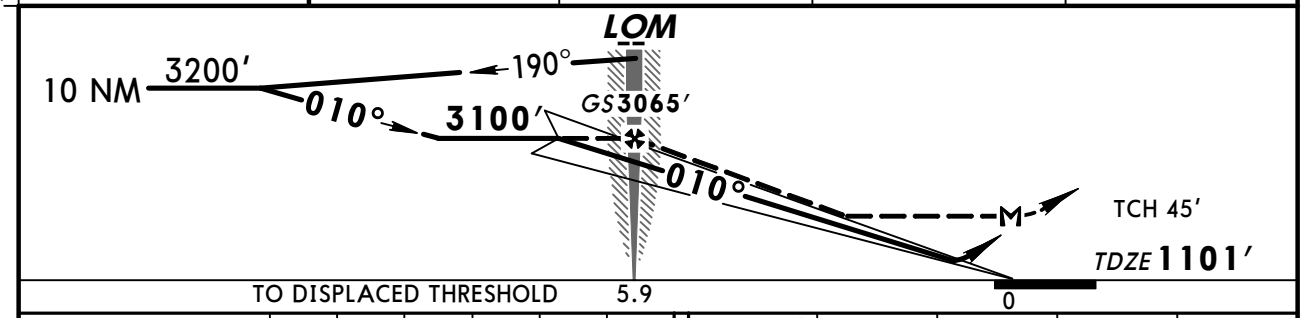
MISSED APCH: Climb to 2200' then climbing RIGHT turn to 3200' direct RP LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. ADF required. 2. Use local altimeter setting; if not received, use Chippewa Valley Regl altimeter setting. 3. VGSI and ILS glidepath not coincident. 4. Pilot controlled lighting 122.7.

3200'
MSA RP LOM





TO DISPLACED THRESHOLD 5.9

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
LOM to MAP	5.9	5:03	3:56	3:32	2:57	2:32	2:13

MALSR
PAPI

2200'	3200'		RP
↑	RT	D	221

STRAIGHT-IN LANDING RWY 1

	1 ILS DA(H) 1301' (200')		2 LOC (GS out) MDA(H) 1620' (519')		
	FULL	RAIL or ALS out		RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1
B					
C			1	1 1/2	
D			1 1/4	1 3/4	

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 13-31

Max Kts	With Local Altimeter Setting MDA(H)	With Chippewa Valley Regl Altimeter Setting MDA(H)
90	1620' (511') -1	1740' (631') -1
120		
140	1640' (531') -1 1/2	1760' (651') -1 1/2
165	1740' (631') -2	1860' (751') -2

AMENDO

TERPS

1 DA(H) 1410' (309') with Chippewa Valley Regl altimeter setting.
2 MDA(H) 1740' (639') with Chippewa Valley Regl altimeter setting.

CHANGES: None.

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AWOS-3	MINNEAPOLIS Center (R)	GREEN BAY Radio	RICE LAKE REGL-CARL'S UNICOM
120.52	125.3	122.3	CTAF 122.7

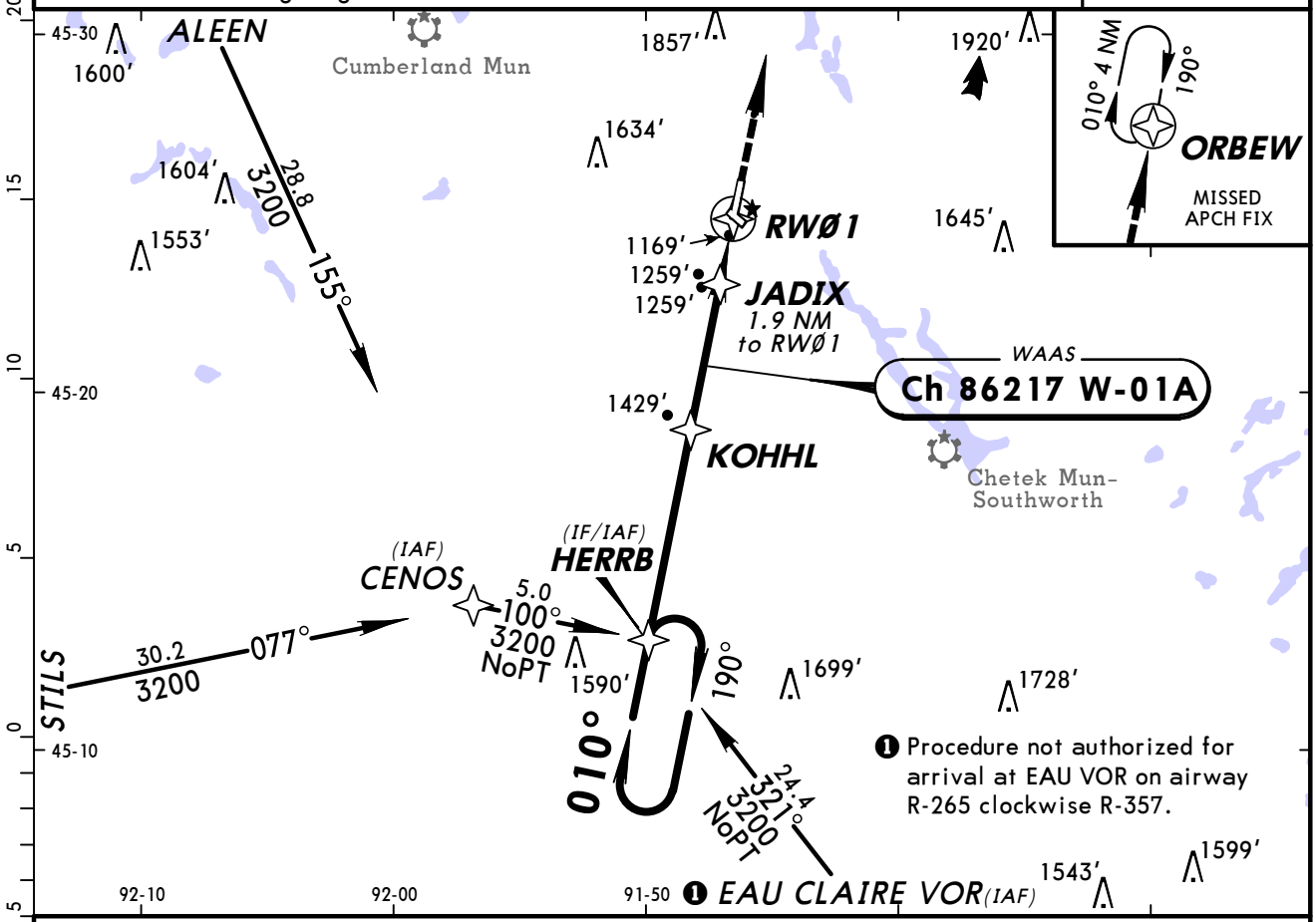
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1109'
Ch 86217 W-01A	010°	KOHHL 3100' (1999')	1390' (289')	TDZE 1101'

MISSED APCH: Climb to 3200' direct ORBEW and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

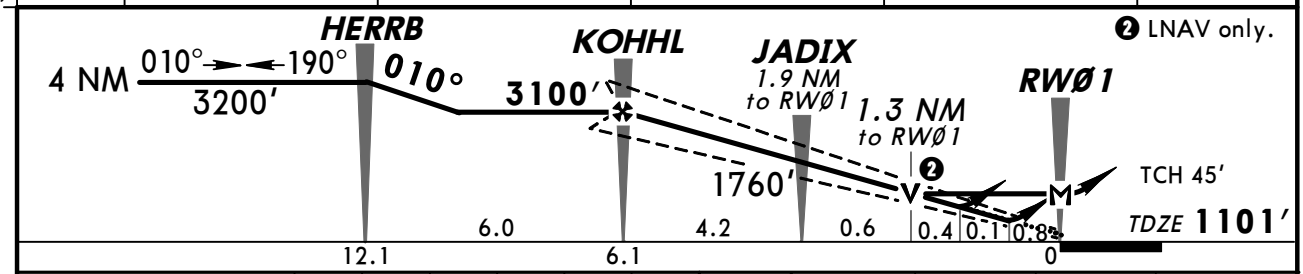
1. Use local altimeter setting; if not received, use Chippewa Valley Regl altimeter setting. 2. Baro-VNAV and VDP not authorized when using Chippewa Valley Regl altimeter setting. 3. Baro-VNAV not authorized below -17°C (3°F). 4. DME/DME RNP-0.3 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 122.7.

3200'
MSA RWØ1



❶ Procedure not authorized for arrival at EAU VOR on airway R-265 clockwise R-357.

❷ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ1						

MALSR
PAPI
3200'
D
ORBEW

STRAIGHT-IN LANDING RWY 1

	1 LPV DA(H) 1390' (289')		2 LNAV/VNAV DA(H) 1440' (339')		3 LNAV MDA(H) 1520' (419')		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	1	3/4	1 1/4	1/2	3/4	1
B							
C					3/4	1 1/4	
D					1		

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Chippewa Valley Regl Altimeter Setting MDA(H)
90	1600' (491') - 1 1/4	1720' (611') - 1 1/4
120		
140	1640' (531') - 1 1/2	1760' (651') - 1 1/2
165	1740' (631') - 2	1860' (751') - 2

1 DA(H) 1510' (409') with Chippewa Valley Regl altimeter setting.
2 DA(H) 1560' (459') with Chippewa Valley Regl altimeter setting.
3 MDA(H) 1640' (539') with Chippewa Valley Regl altimeter setting.

CHANGES: REIL removed.

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BRIEFING STRIP

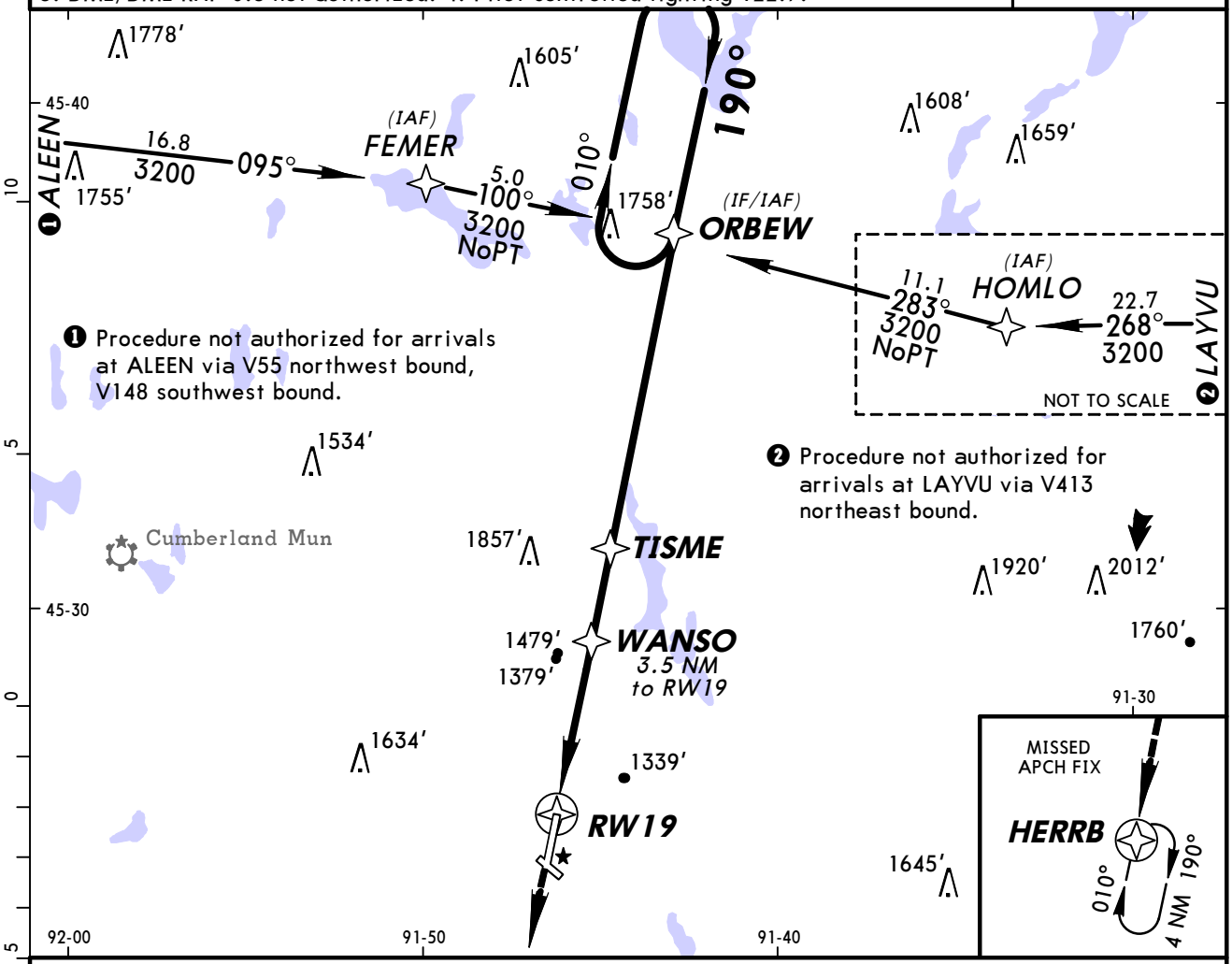
AWOS-3	MINNEAPOLIS Center (R)	GREEN BAY Radio	RICE LAKE REGL-CARL'S UNICOM
120.52	125.3	122.3	CTAF 122.7

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 1109'
	190°	TISME 2900' (1791')	1640' (531')	TDZE 1109'

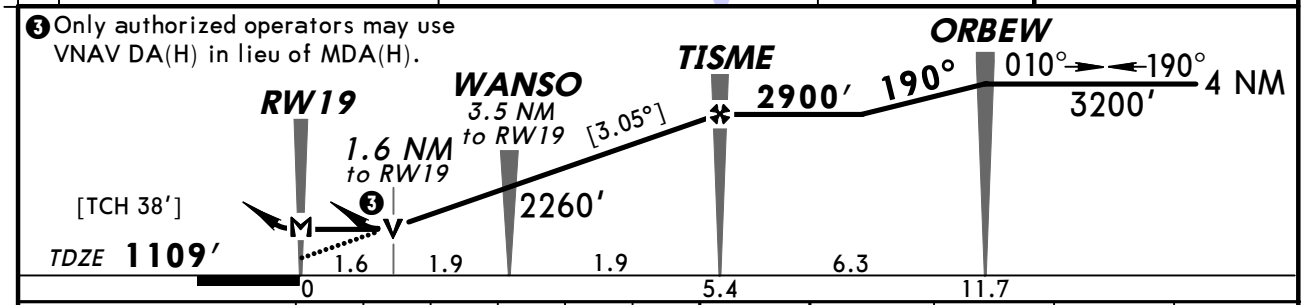
MISSED APCH: Climb to 3200' direct HERRB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use local altimeter setting; if not received, use Chippewa Valley Regl altimeter setting. 2. VDP not authorized when using Chippewa Valley Regl altimeter setting. 3. DME/DME RNP-0.3 not authorized. 4. Pilot controlled lighting 122.7.

3200'
MSA RW19



❸ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW19						

REIL
PAPI-L
3200'
HERRB

STRAIGHT-IN LANDING RWY 19 LNAV	MDA(H) 1640' (531') With Local Altimeter Setting	MDA(H) 1760' (651') With Chippewa Valley Regl Altimeter Setting
A	1	1
B		
C	1½	1¾
D	1¾	2

CIRCLE-TO-LAND Max Kts	With Local Altimeter Setting MDA(H)	With Chippewa Valley Regl Altimeter Setting MDA(H)
90	1640' (531')-1	1760' (651')-1
120		
140	1700' (591')-1½	1820' (711')-2
165	1740' (631')-2	1860' (751')-2½

TERPS AMEND 2

CHANGES: None.

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BRIEFING STRIP

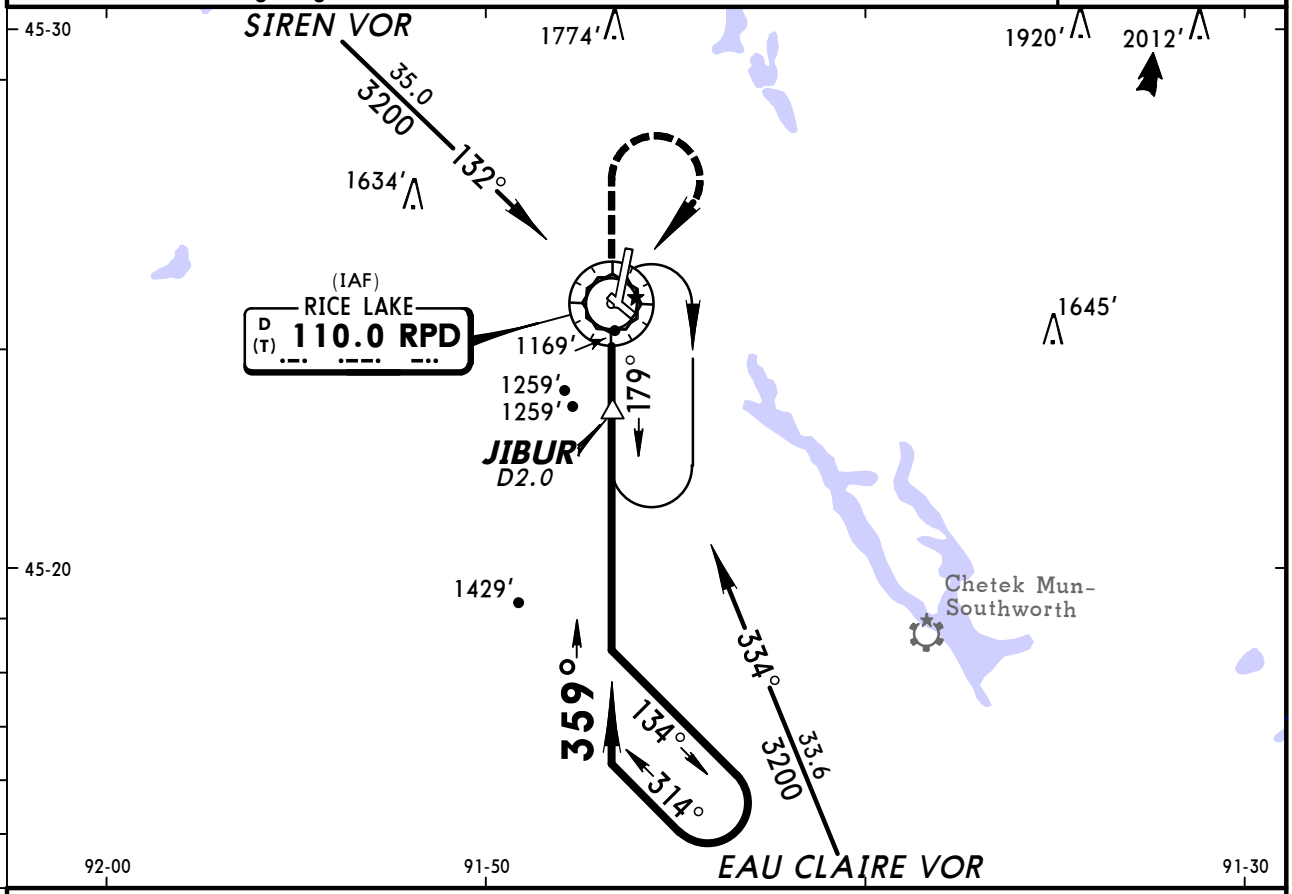
AWOS-3	MINNEAPOLIS Center (R)	GREEN BAY Radio	RICE LAKE REGL-CARL'S UNICOM
120.52	125.3	122.3	CTAF 122.7

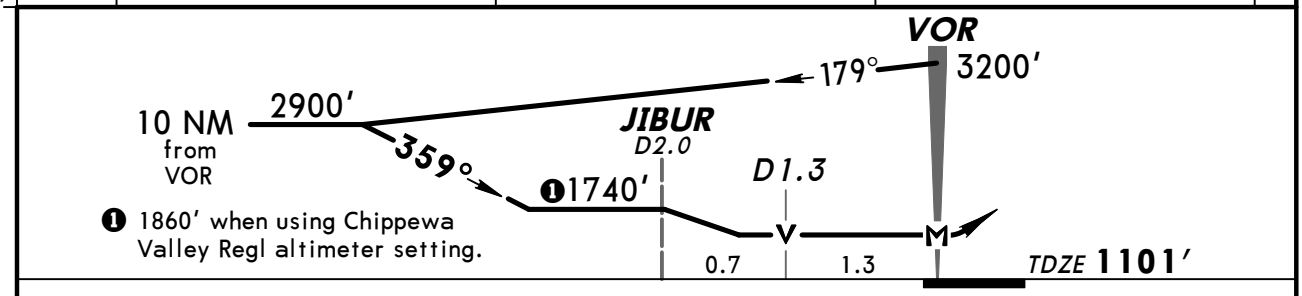
VOR	Final Apch Crs		MDA(H) (CONDITIONAL)	Apt Elev 1109'
RPD 110.0	359°	No FAF	1520' (419')	TDZE 1101'

MISSED APCH: Climb to 2200' then climbing RIGHT turn to 3200' direct RPD VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use local altimeter setting; if not received, use Chippewa Valley Regl altimeter setting. 2. VDP not authorized when using Chippewa Valley Regl altimeter setting.
3. Pilot controlled lighting 122.7.

3200'
MSA RPD VOR





MAP at VOR							MALSR PAPI	2200'	3200' RT	D	RPD 110.0

STRAIGHT-IN LANDING RWY 1

With JIBUR	Without JIBUR
With Local Altimeter Setting	
MDA(H) 1520' (419')	MDA(H) 1740' (639')
With Chippewa Valley Regl Altimeter Setting	
MDA(H) 1640' (539')	MDA(H) 1860' (759')

		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1	1/2	3/4	1
B						
C	3/4	1 1/4		1 1/4	1 3/4	
D	1			1 1/2	2	

CIRCLE-TO-LAND

Max Kts	With JIBUR	Without JIBUR
	With Local Altimeter Setting	
	MDA(H)	MDA(H)
90	1600' (491')-1	1740' (631')-1
120		
140	1700' (591')-1 1/2	1740' (631')-1 3/4
165	1740' (631')-2	1740' (631')-2
	With Chippewa Valley Regl Altimeter Setting	
	MDA(H)	MDA(H)
90	1720' (611')-1	1860' (751')-1
120		
140	1820' (711')-1 1/2	1860' (751')-1 3/4
165	1860' (751')-2	1860' (751')-2

AMEND 1 TERPS

CHANGES: REIL removed.

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BRIEFING STRIP ™

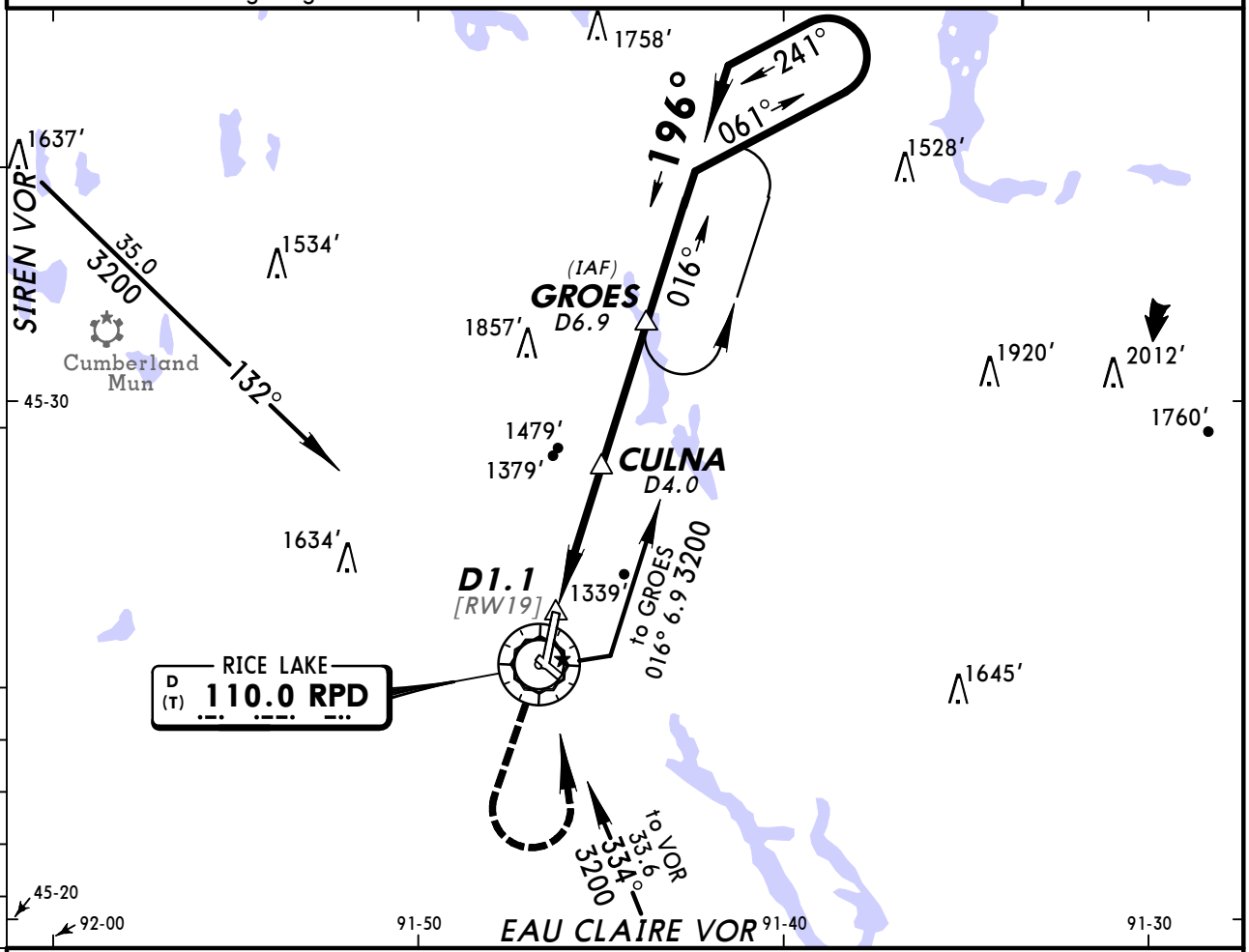
AWOS-3	MINNEAPOLIS Center (R)	GREEN BAY Radio	RICE LAKE REGL-CARL'S UNICOM
120.52	125.3	122.3	CTAF 122.7

VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 1109'
RPD 110.0	196°	GROES 3000' (1891')	1700' (591')	TDZE 1109'

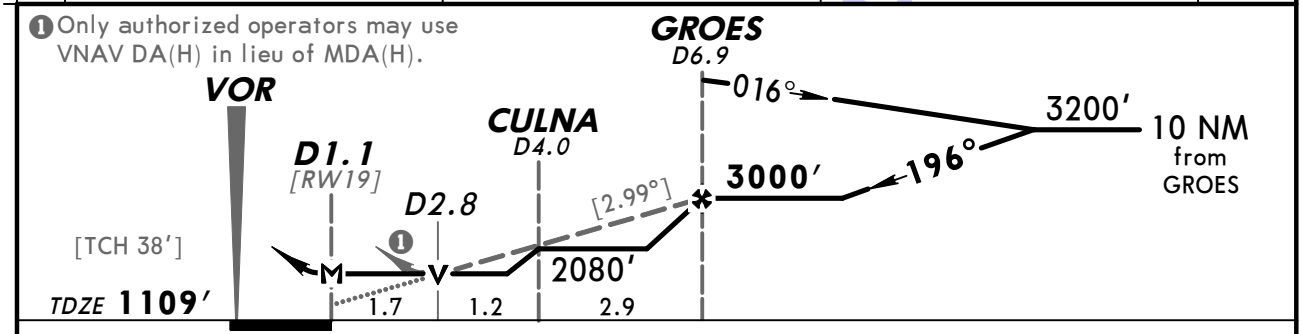
MISSED APCH: Climb to 2200' then climbing LEFT turn to 3200' outbound via RPD VOR R-016 to GROES/D6.9 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use local altimeter setting; if not received, use Chippewa Valley Regl altimeter setting. 2. VDP not authorized when using Chippewa Valley Regl altimeter setting.
3. Pilot controlled lighting 122.7.

3200'
MSA RPD VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.99°]	370	476	529	635	741	846
MAP at D1.1						

REIL PAPI-L	2200'	3200' LT	RPD via 110.0 R-016	GROES

STRAIGHT-IN LANDING RWY 19			CIRCLE-TO-LAND		
	MDA(H) 1700' (591') With Local Altimeter Setting	MDA(H) 1820' (711') With Chippewa Valley Regl Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Chippewa Valley Regl Altimeter Setting MDA(H)
A	1	1	90	1700' (591') -1	1820' (711') -1
B			120		
C	1½	1½	140	1700' (591') -1½	1820' (711') -1½
D	1¾	1¾	165	1740' (631') -2	1860' (751') -2

AMEND 1 TERPS

CHANGES: None.

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General Information

Location: LA Crosse WI USA
IATA Code: LSE
Lat/Long: N43° 52.8' W091° 15.4'
Elevation: 655 ft

Airport Use: Public
Magnetic Variation: 0.9°W
Sectional Chart: Chicago

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1246 Z
Sunset: 2350 Z,

Runway Information

Runway: 03
Length x Width: 5199 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 653 ft
Lighting: Edge, Pilot controlled

Runway: 13
Length x Width: 6050 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 655 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 18
Length x Width: 8742 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 653 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 21
Length x Width: 5199 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 654 ft
Lighting: Edge, Pilot controlled

Runway: 31

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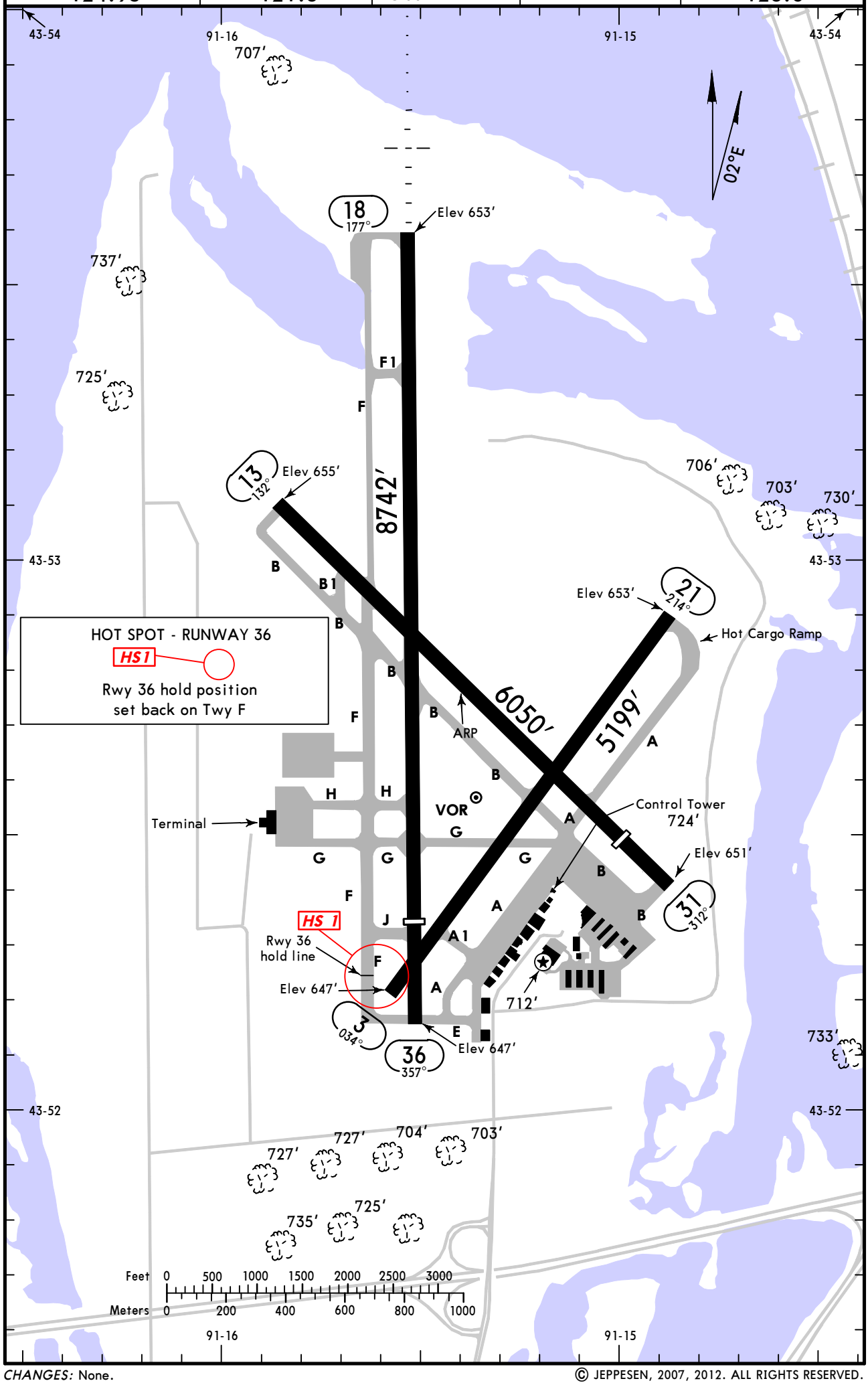
Length x Width: 6050 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 654 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 739 ft

Runway: 36
Length x Width: 8742 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 653 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 1131 ft

Communication Information

ATIS 124.95
LA Crosse Tower 118.45 CTAF PCL
LA Crosse Ground Control 121.8
LA Crosse Mun Unicom 122.95
Green Bay Flight Service Station 122.35 RCO
Green Bay Flight Service Station 122.2 RCO
Minneapolis Center 128.6 Remote Communications Air-Ground

ATIS (ASOS when Twr inop)	*LA CROSSE Ground	*Tower	UNICOM	MINNEAPOLIS Center (R)
124.95	121.8	CTAF 118.45	122.95	128.6



CHANGES: None.

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GENERAL

Deer and birds in vicinity of airport.
Numerous towers up to 1490′ 4.0 NM southeast of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
3 21	❶ HIRL PAPI-L					150′
❶ Activate on 118.45 when Twr inop.						
13	❷ HIRL ❸ REIL VASI-L (angle 3.0°) grooved	❹ 5310′			5300′	150′
31	❷ HIRL VASI-L (angle 3.6°) grooved	❺ 5300′				
❷ Increase intensity on 118.45 when Twr inop. ❸ Activate on 118.45 when Twr inop. ❹ Last 740′ is unavailable for landing distance computations. ❺ Last 11′ is unavailable for landing distance computations.						
18	❻ HIRL ❻ MALSR PAPI-L grooved	❼ 8536′	7486′			150′
36	❻ HIRL ❻ REIL VASI-L grooved	7426′				
❻ Activate on 118.45 when Twr inop. ❼ Last 206′ is unavailable for landing distance computations.						

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 3			Rwy 13			Rwy 18		
	With Mim climb of 460′/NM to 1700′		For Climb In Visual Conditions	With Mim climb of 420′/NM to 2000′		For Climb In Visual Conditions	With Mim climb of 400′/NM to 2200′		For Climb In Visual Conditions
	Adequate Vis Ref	STD		Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1400-2½	1/4	1	1400-2½	1/4	1	1400-2½
3 & 4 Eng		1/2			1/2			1/2	

	Rwy 21			Rwy 31			Rwy 36		
	With Mim climb of 430′/NM to 2100′		For Climb In Visual Conditions	With Mim climb of 340′/NM to 2500′		For Climb In Visual Conditions	With Mim climb of 400′/NM to 2200′		For Climb In Visual Conditions
	Adequate Vis Ref	STD		Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1400-2½	1/4	1	1400-2½	1/4	1	1400-2½
3 & 4 Eng		1/2			1/2			1/2	

OBSTACLE DP

Rwys 3, 13, 18, 21, 31, 36, for climb in visual conditions cross LA CROSSE MUN airport at or above 1900′ before proceeding on course.

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating VOR Rwy 36	Authorized Only When Local Weather Available: VOR Rwy 13 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36	Authorized Only When Twr Operating ILS Rwy 18 LOC Rwy 18	RNAV (GPS) Rwy 31	RNAV (GPS) Rwy 3	NDB Rwy 18 RNAV (GPS) Rwy 21
A B	800-2	800-2	900-2	1000-2	1000-2	1200-2
C	800-2 ¼	800-2 ¼	900-2 ½	1000-3	1000-3	1200-3
D	1200-3	1200-3	1200-3	1200-3	1100-3	

AMEND 6

CHANGES: Alternate minimums.

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ATIS (ASOS when Twr inop)	MINNEAPOLIS Center (R)	*LA CROSSE Tower	*Ground
124.95	128.6	CTAF 118.45	121.8

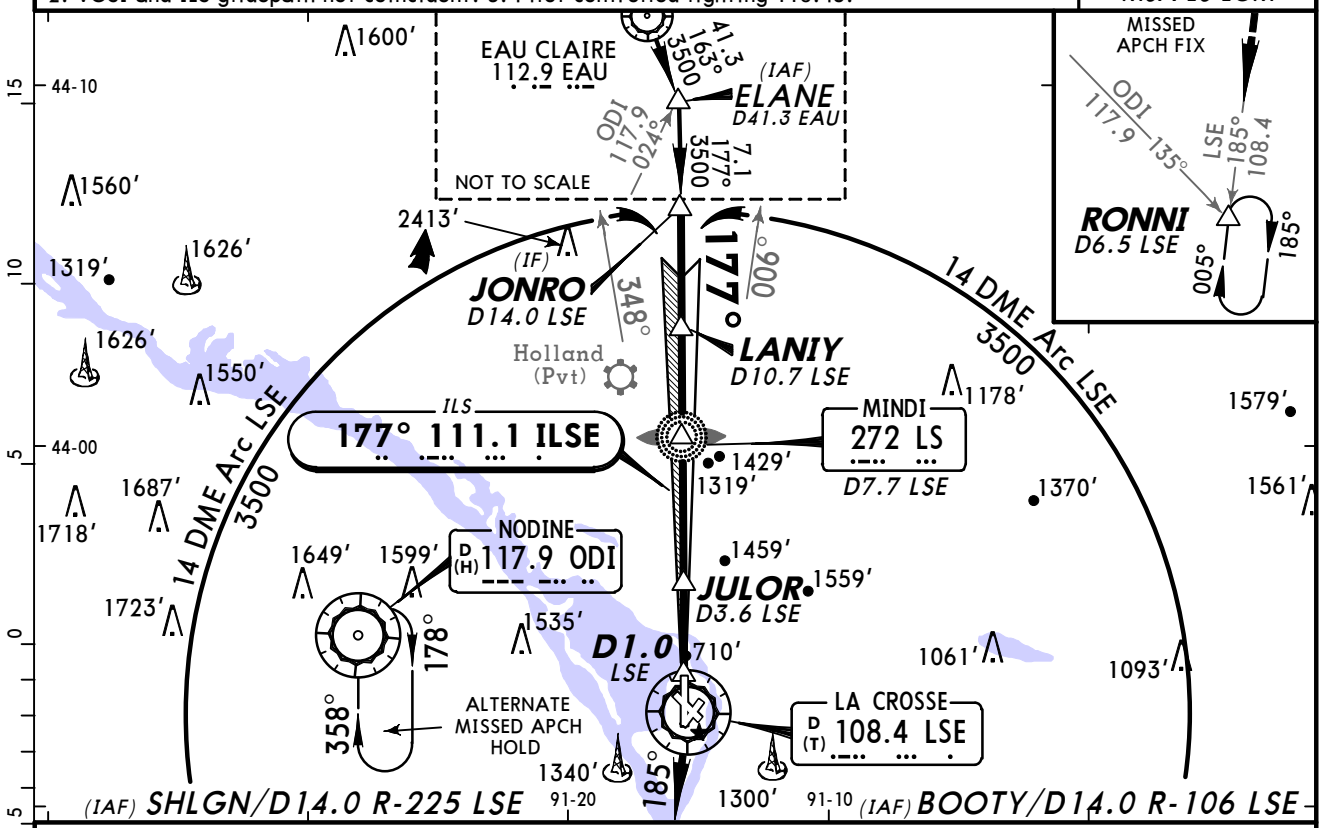
BRIEFING STRIP ™

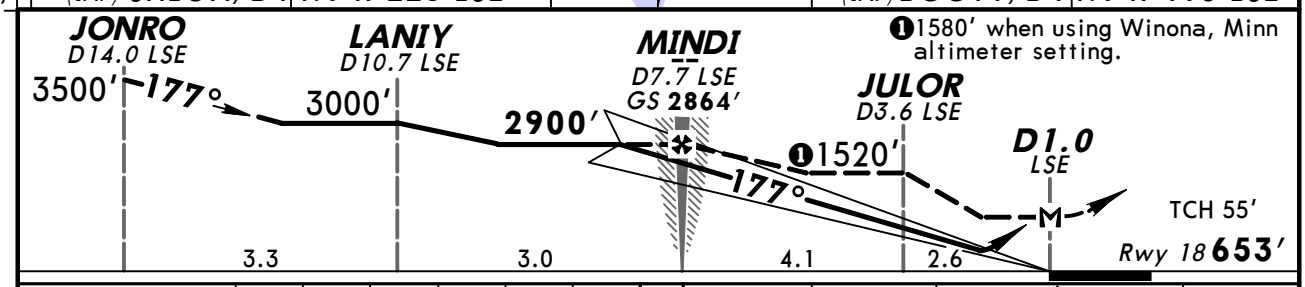
LOC ILSE	Final Apch Crs	GS MINDI	ILS DA(H) (CONDITIONAL)	Apt Elev 655' / Rwy 18 653'
111.1	177°	2864' (2211')	853' (200')	

MISSED APCH: Climb to 1400' then climbing RIGHT turn to 3400' outbound on LSE VOR R-185 to RONNI INT/D6.5 LSE VOR and hold, continue climb-in-hold to 3400', or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use local altimeter setting; if not received, use Winona, Minn altimeter setting.
2. VGSI and ILS glidepath not coincident. 3. Pilot controlled lighting 118.45.

3500'
090° 270°
3100'
MSA LS LOM





1580' when using Winona, Minn altimeter setting.

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.0 LSE or MINDI to MAP 6.6	5:39	4:24	3:58	3:18	2:50	2:28

MALSR
PAPI

1400'	3400'	LSE	RONNI
	RT	on 108.4 R-185	

TERPS

STRAIGHT-IN LANDING RWY 18
With Local Altimeter Setting

	ILS DA(H) 853' (200') FULL	ILS RAIL or ALS out	LOC (GS out) With JULOR MDA(H) 960' (307')			LOC (GS out) Without JULOR MDA(H) 1520' (867')		
				RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1	1/2	3/4	1
B						3/4	1	1 1/4
C					7/8	2	2 1/2	
D								

CIRCLE-TO-LAND
When VGSI Inop, Circling to Rwys 3 and 21 Not Authorized at Night
With Local Altimeter Setting

Max Kts	With JULOR MDA(H)	Without JULOR MDA(H)
90 / 120	1180' (525')-1	1520' (865')-1 1/4
140	1440' (785')-2 1/4	1520' (865')-2 1/2
165	1780' (1125')-3	1780' (1125')-3

With Winona, Minn Altimeter Setting

	ILS DA(H) 913' (260') FULL	ILS RAIL or ALS out	LOC (GS out) With JULOR MDA(H) 1020' (367')			LOC (GS out) Without JULOR MDA(H) 1580' (927')		
				RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1	3/4	1	1 1/4
B								
C			5/8			2	2 5/8	
D								

With Winona, Minn Altimeter Setting

Max Kts	With JULOR MDA(H)	Without JULOR MDA(H)
90 / 120	1240' (585')-1	1580' (925')-1 1/4
140	1500' (845')-2 1/2	1580' (925')-2 3/4
165	1840' (1185')-3	1840' (1185')-3

TERPS AMEND 20 9 FEB 2012

CHANGES: Procedure.

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BRIEFING STRIP ™

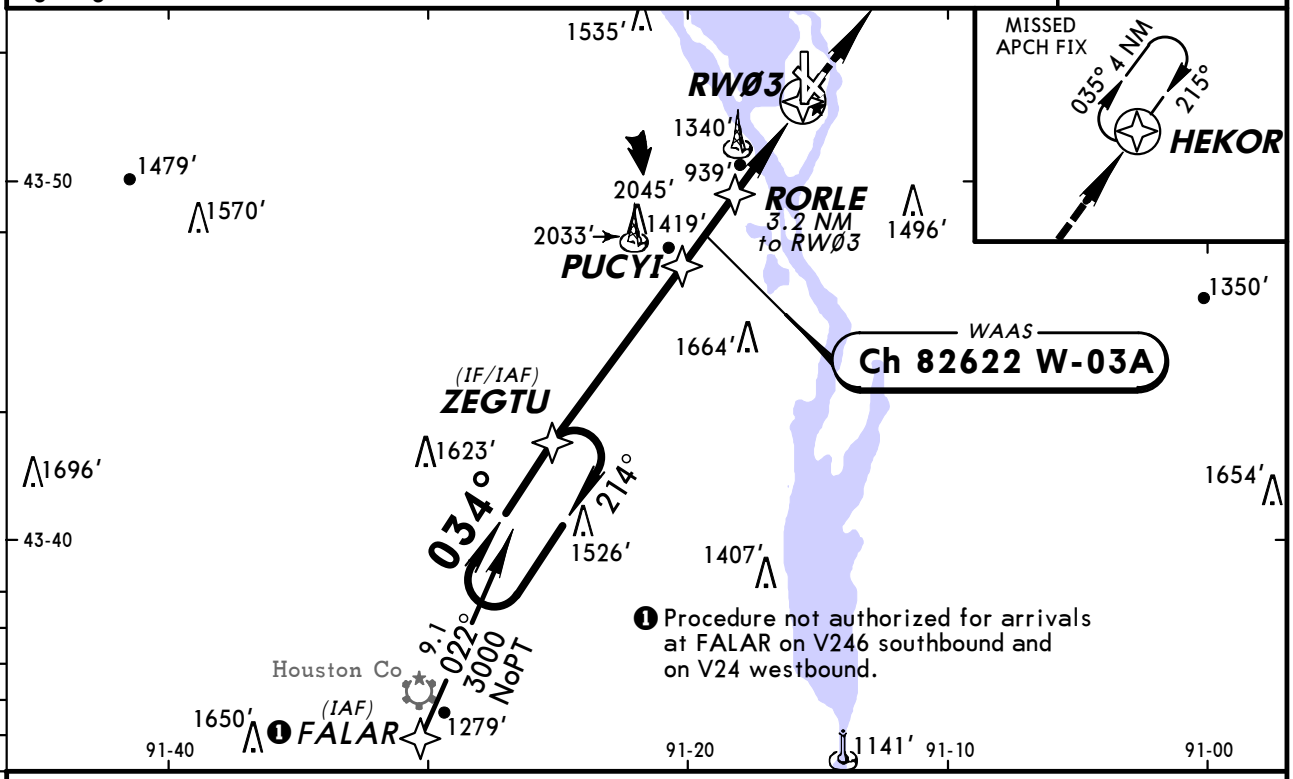
ATIS (ASOS when Twr inop)	MINNEAPOLIS Center (R)	*LA CROSSE Tower	*Ground
124.95	128.6	CTAF 118.45	121.8

WAAS	Final Apch Crs	Minimum Alt	LP MDA(H) (CONDITIONAL)	Apt Elev 655′
Ch 82622 W-03A	034°	PUCYI 2500′ (1853′)	1200′ (553′)	Rwy 3 647′

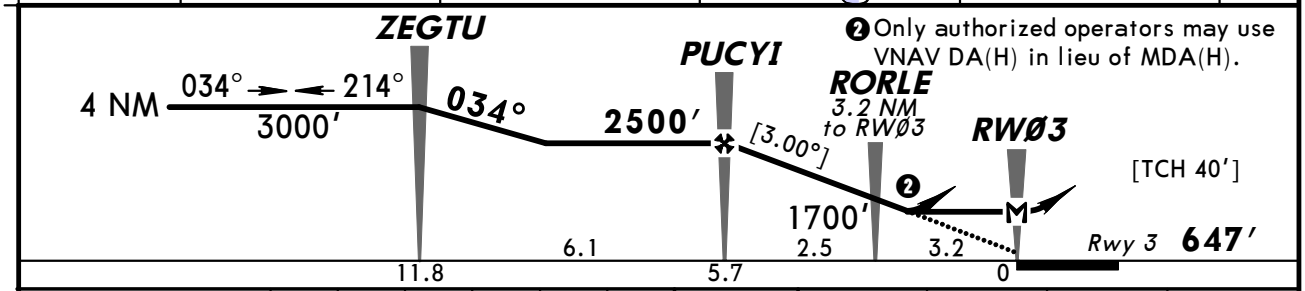
MISSED APCH: Climb to 3000′ direct HEKOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Winona, Minn altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. VGSI and descent angles not coincident. 5. Pilot controlled lighting 118.45

3500′
MSA RWØ3



❶ Procedure not authorized for arrivals at FALAR on V246 southbound and on V24 westbound.



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RWØ3						

PAPI-L | 3000′ ↑ | D | HEKOR

1 STRAIGHT-IN LANDING RWY 3
With Local Altimeter Setting

	LP MDA(H) 1200′ (553′)	LNAV MDA(H) 1620′ (973′)
A	1	1¼
B		1½
C	1⅝	3
D		

1 2 CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1620′ (965′)-1¼
120	1620′ (965′)-1½
140	1620′ (965′) -3
165	1700′ (1045′)-3

With Winona, Minn Altimeter Setting

	LP MDA(H) 1260′ (613′)	LNAV MDA(H) 1680′ (1033′)
A	1	1¼
B		1½
C	1¾	3
D		

With Winona, Minn Altimeter Setting

Max Kts	MDA(H)
90	1680′ (1025′)-1¼
120	1680′ (1025′)-1½
140	1680′ (1025′)-3
165	1760′ (1105′)-3

1 When VGSI inop, straight-in/circling Rwy 3 procedure not authorized at night.
2 When VGSI inop, not authorized to Rwy 21 at night.

TERPS AMEND 1 25 AUG 2011

CHANGES: Procedure.

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ATIS (ASOS when Twr inop)	MINNEAPOLIS Center (R)	*LA CROSSE Tower	*Ground
124.95	128.6	CTAF 118.45	121.8

BRIEFING STRIP™

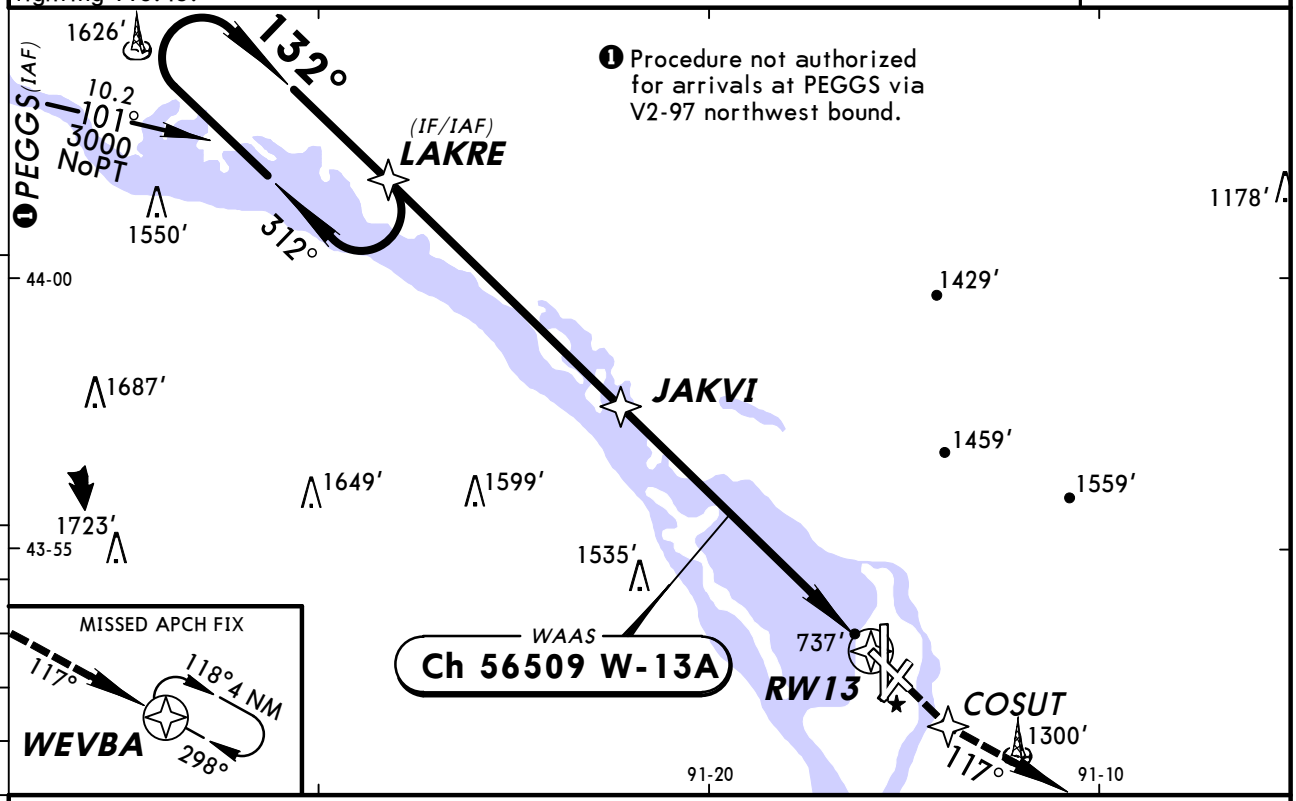
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 655′
Ch 56509 W-13A	132°	JAKVI 2800′ (2145′)	957′ (302′)	TDZE 655′

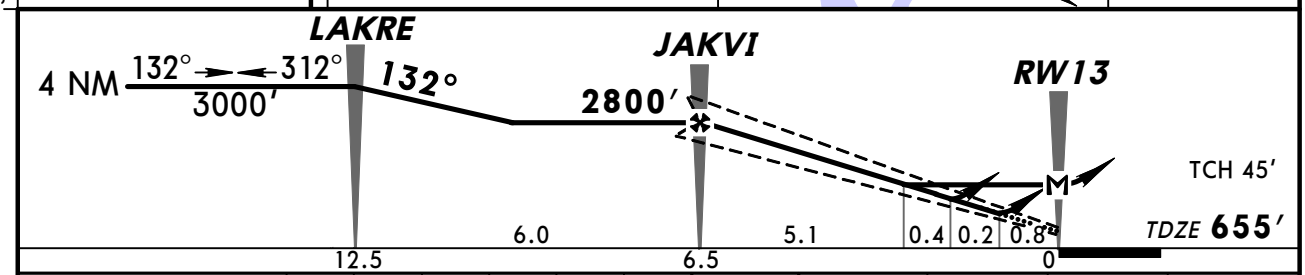
MISSED APCH: Climb to 3000′ direct COSUT and via 117° track to WEVBA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Winona, Minn altimeter setting. 2. Baro-VNAV not authorized when using Winona, Minn altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 48°C (118°F). 4. VGSI and RNAV glidepath not coincident. 5. DME/DME RNP-0.30 not authorized. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 118.45.

3500′
MSA RW13





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW13						

REIL
VASI-L

3000′

COSUT

STRAIGHT-IN LANDING RWY 13

With Local Altimeter Setting

	LPV DA(H) 957′ (302′)	LNAV/VNAV DA(H) 1019′ (364′)	LNAV MDA(H) 1140′ (485′)
A	1	1¼	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1140′ (485′)-1
120	
140	1440′ (785′)-2¼
165	1780′ (1125′)-3

With Winona, Minn Altimeter Setting

	LPV DA(H) 1010′ (355′)	LNAV/VNAV DA(H) 1103′ (448′)	LNAV MDA(H) 1200′ (545′)
A	1¼	1½	1
B			
C			1½
D			1¾

With Winona, Minn Altimeter Setting

Max Kts	MDA(H)
90	1200′ (545′)-1
120	
140	1500′ (845′)-2½
165	1840′ (1185′)-3

TERPS AMEND 0

CHANGES: Charted obstructions.

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KLSE/LSE
LA CROSSE MUN

JEPPESEN

19 SEP 08
Eff 25 Sep

(12-3)

LA CROSSE, WISC
RNAV (GPS) Rwy 18

ATIS (ASOS when Twr inop)	MINNEAPOLIS Center (R)	*LA CROSSE Tower	*Ground
124.95	128.6	CTAF 118.45	121.8

BRIEFING STRIP™

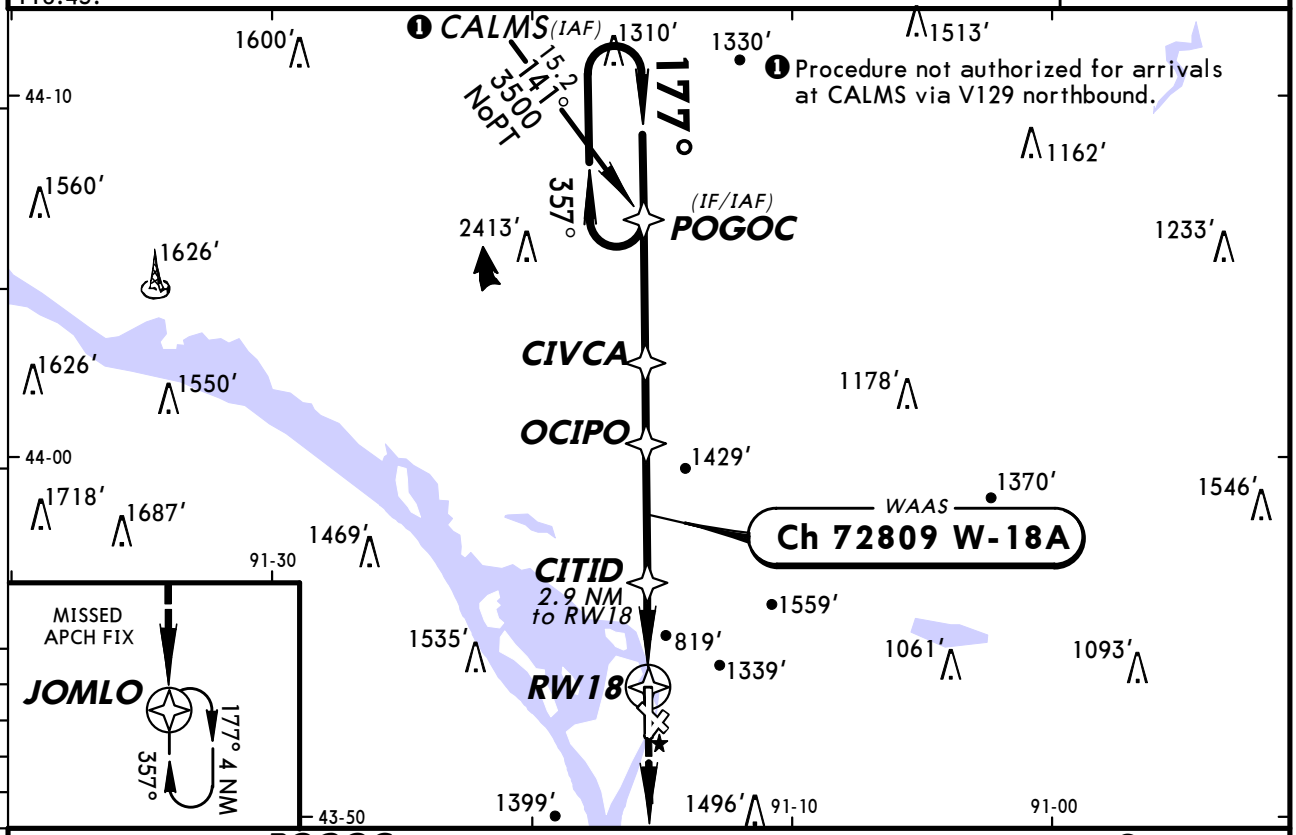
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 655′
Ch 72809 W-18A	177°	OCIPO 2900′ (2247′)	925′ (272′)	TDZE 653′

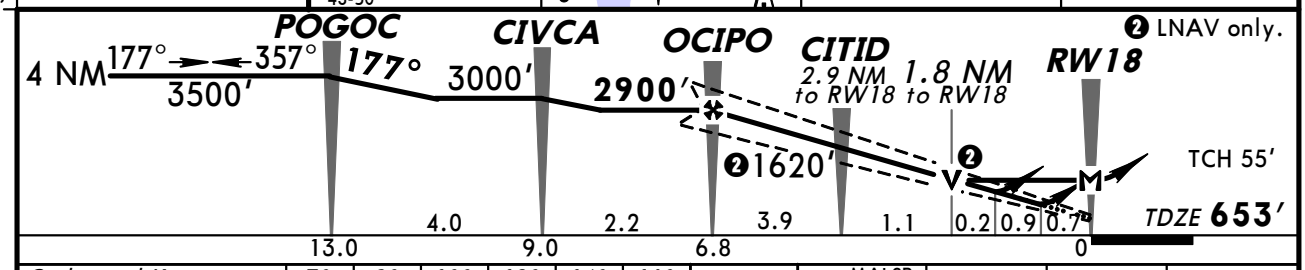
MISSED APCH: Climb to 3000′ direct JOMLO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Winona, Minn altimeter setting. 2. Baro-VNAV not authorized when using Winona, Minn altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 48°C (118°F). 4. DME/DME RNP-0.3 not authorized. 5. Pilot controlled lighting 118.45.

3500′
MSA RW18





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18						

MALSR
PAPI
3000′
JOMLO

STRAIGHT-IN LANDING RWY 18
With Local Altimeter Setting

	LPV DA(H) 925′ (272′)		LNAV/VNAV DA(H) 1204′ (551′)		LNAV MDA(H) 1360′ (707′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	½	1	1½	2	½	¾	1
B							
C					1½	2	
D					1¾	2¼	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1360′ (705′)-1
120	
140	1440′ (785′)-2¼
165	1780′ (1125′)-3

With Winona, Minn Altimeter Setting

	LPV DA(H) 978′ (325′)		LNAV/VNAV DA(H) 1257′ (604′)		LNAV
		RAIL or ALS out		RAIL or ALS out	
A	½	1	1¾	2	NA
B					
C					
D					

With Winona, Minn Altimeter Setting

Max Kts	MDA(H)
90	1340′ (685′)-1
120	
140	1500′ (845′)-2½
165	1840′ (1185′)-3

AMENDO TERPS

CHANGES: New procedure.

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ATIS (ASOS when Twr inop)	MINNEAPOLIS Center (R)	*LA CROSSE Tower	*Ground
124.95	128.6	CTAF 118.45	121.8

BRIEFING STRIP™

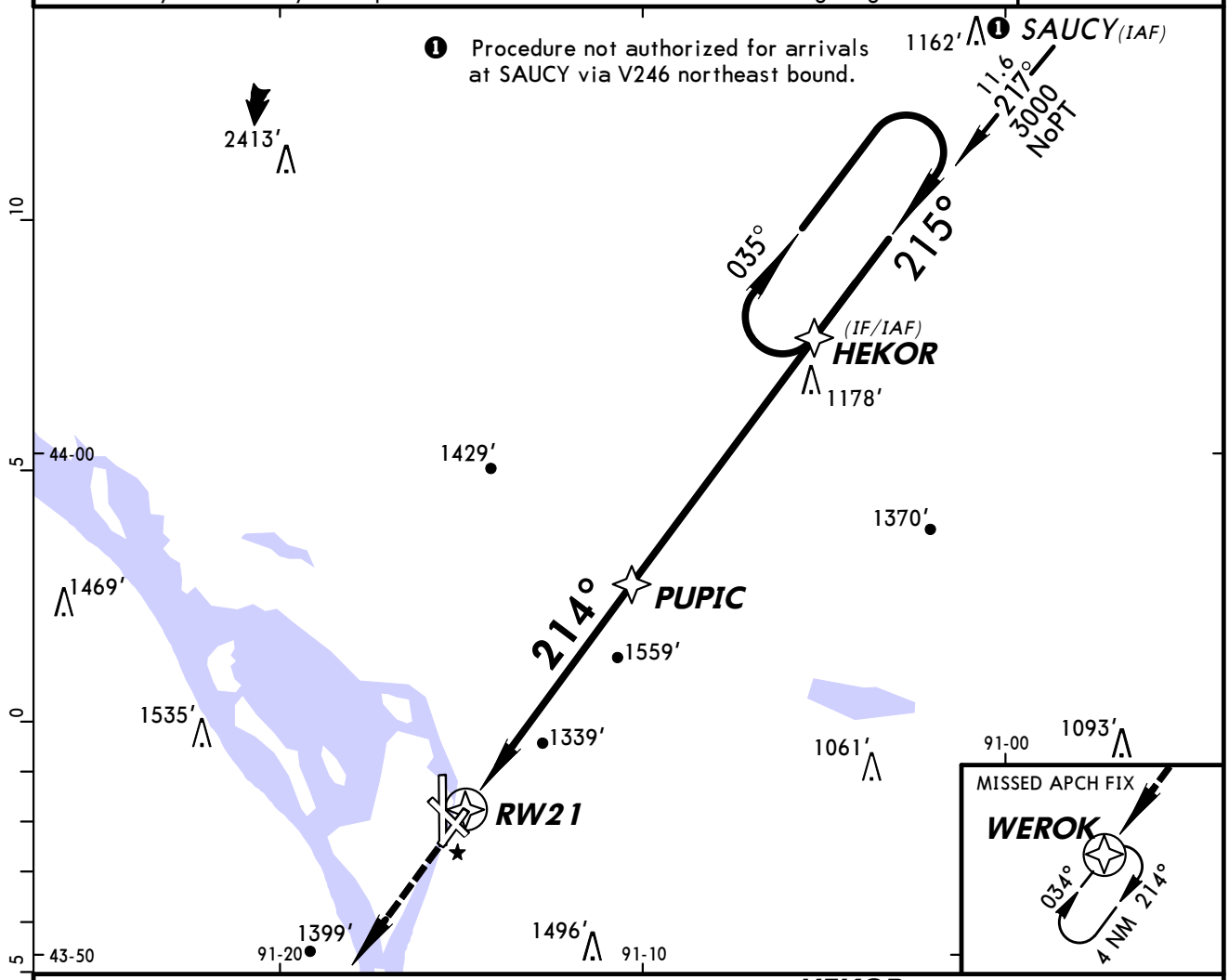
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 655′
	214°	PUPIC 2500′ (1846′)	1820′ (1166′)	TDZE 654′

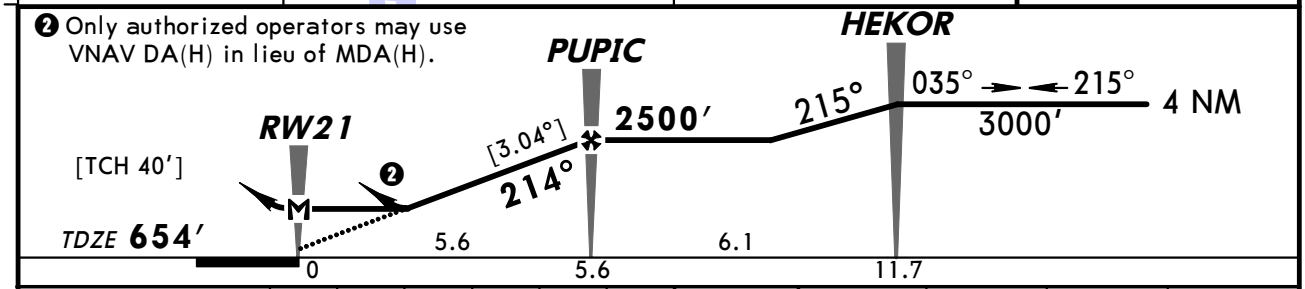
MISSED APCH: Climb to 3100′ direct WEROK and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Winona, Minn altimeter setting.
2. VGSI and descent angles not coincident. 3. DME/DME RNP-0.3 not authorized.
4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 118.45.

3500′
MSA RW21





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW21						

PAPI-L 3100′ D WEROK

TERPS AMEND 0

	STRAIGHT-IN LANDING RWY 21 LNAV: MDA(H) 1820′ (1166′) With Local Altimeter Setting	MDA(H) 1880′ (1226′) With Winona, Minn Altimeter Setting	Max Kts	CIRCLE-TO-LAND: With Local Altimeter Setting MDA(H)	With Winona, Minn Altimeter Setting MDA(H)
A	1¼	1¼	90	1820′ (1165′)-1¼	1880′ (1225′)-1¼
B	1½	1½	120	1820′ (1165′)-1½	1880′ (1225′)-1½
C	3	3	140	1820′ (1165′)-3	1880′ (1225′)-3
D			165		

CHANGES: New procedure.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	MINNEAPOLIS Center (R)	*LA CROSSE Tower	*Ground
124.95	128.6	CTAF 118.45	121.8

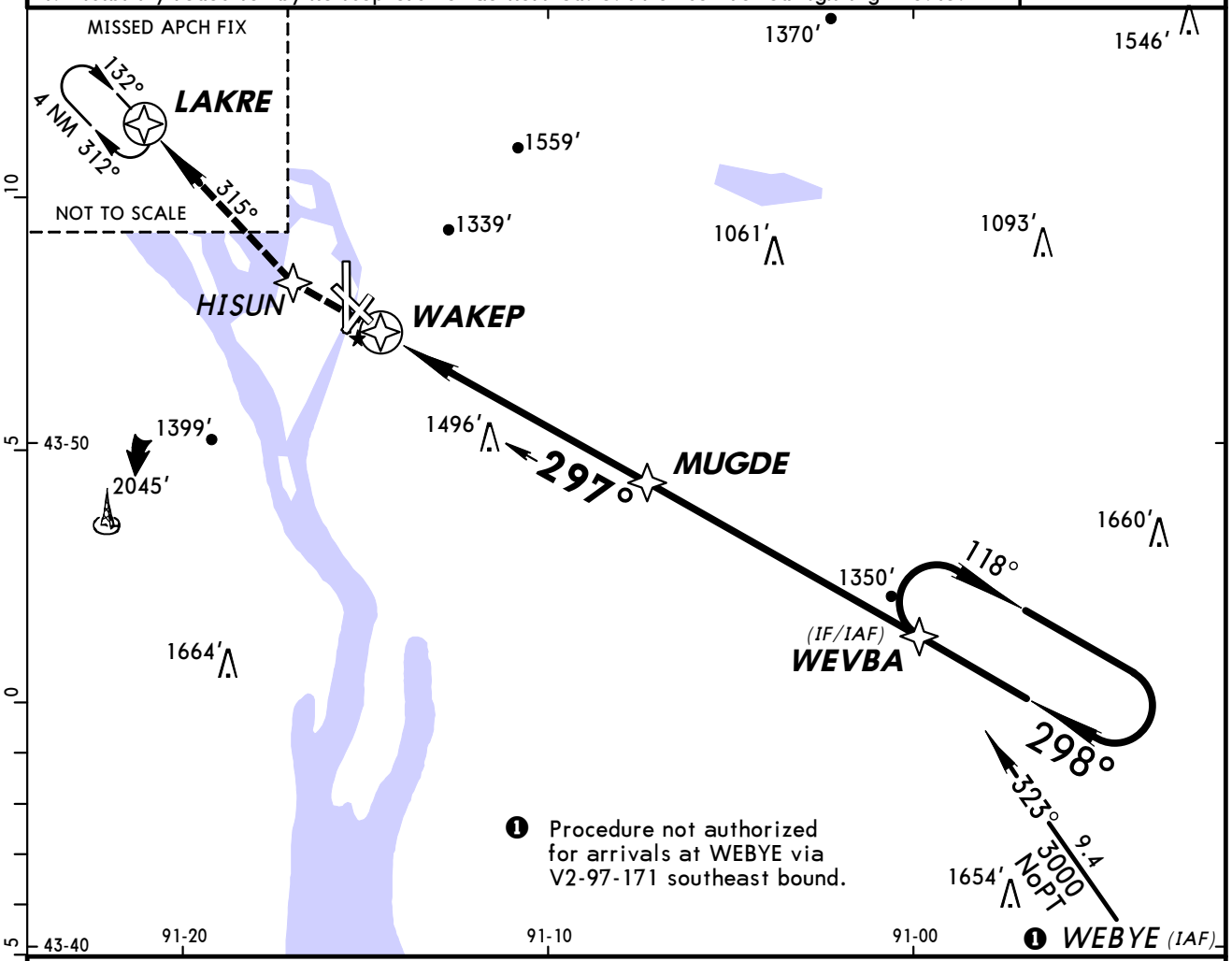
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 655′
	297°	MUGDE 2800′ (2146′)	1640′ (986′)	TDZE 654′

MISSED APCH: Climb to 3000′ direct HISUN and via 315° track to LAKRE and hold.

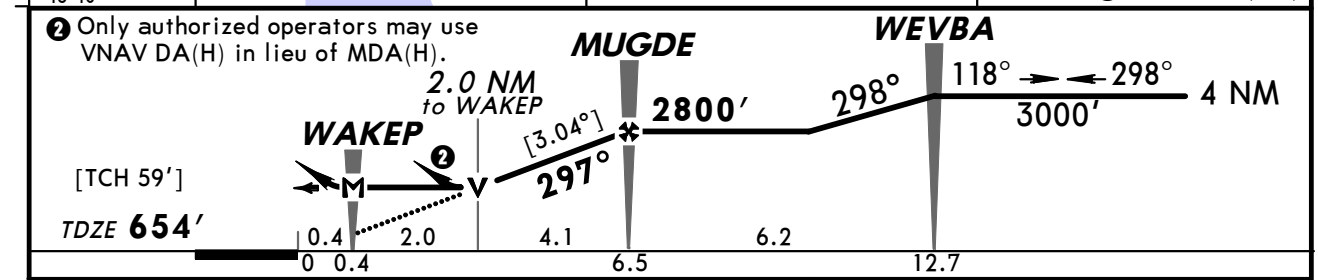
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Winona, Minn altimeter setting.
2. VGSI and descent angles not coincident. 3. DME/DME RNP-0.3 not authorized.
4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 118.45.

3500′
MSA RW31



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at WAKEP						

VASI-L 3000′ HISUN

TERPS	STRAIGHT-IN LANDING RWY 31 LNAV: MDA(H) 1640′ (986′) With Local Altimeter Setting	MDA(H) 1700′ (1046′) With Winona, Minn Altimeter Setting
A	1¼	1¼
B	1½	1½
C	3	3
D	3	3

CIRCLE-TO-LAND Max Kts	With Local Altimeter Setting MDA(H)	With Winona, Minn Altimeter Setting MDA(H)
90	1640′ (985′) -1¼	1700′ (1045′) -1¼
120	1640′ (985′) -1½	1700′ (1045′) -1½
140	1640′ (985′) -3	1700′ (1045′) -3
165	1780′ (1125′) -3	1840′ (1185′) -3

AMEND 0

CHANGES: New procedure.

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ATIS (ASOS when Twr inop)	MINNEAPOLIS Center (R)	*LA CROSSE Tower	*Ground
124.95	128.6	CTAF 118.45	121.8

BRIEFING STRIP™

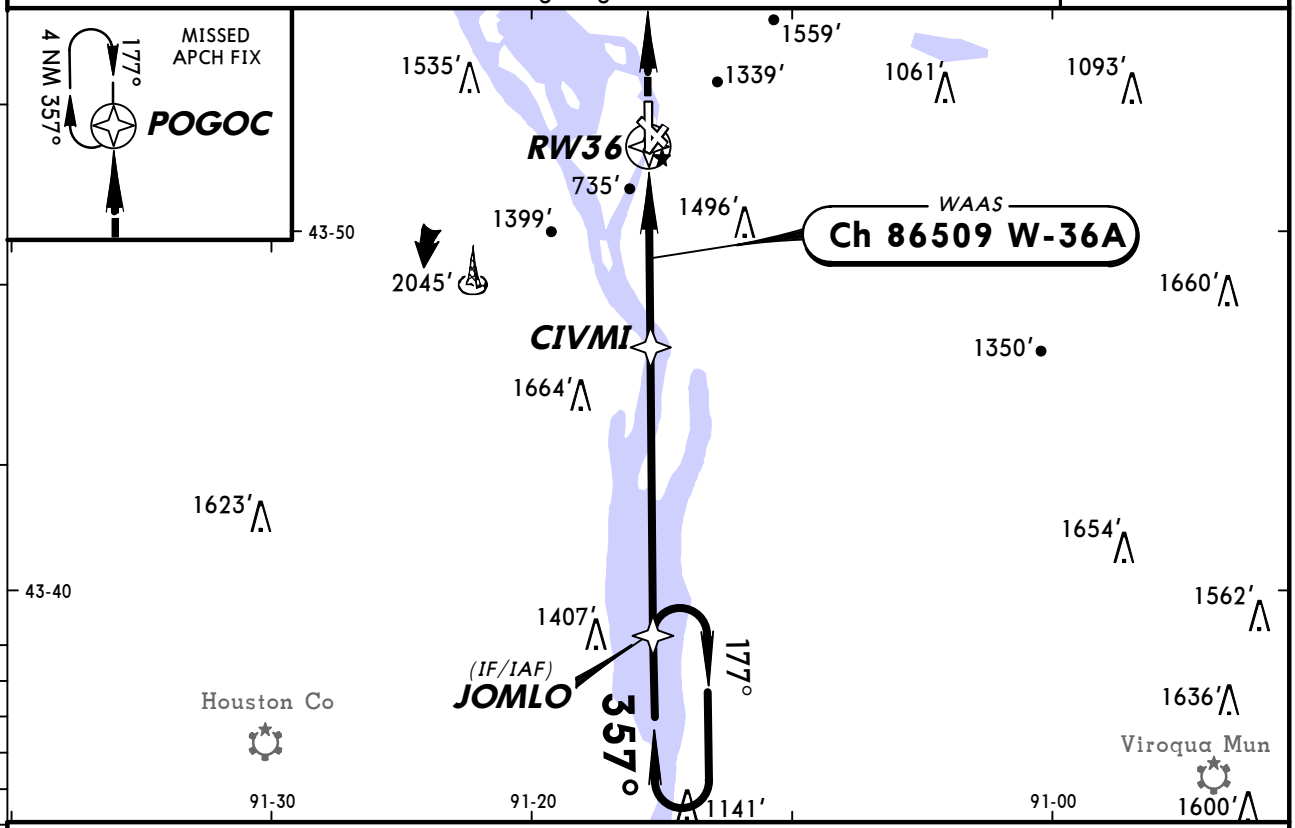
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 655′
Ch 86509 W-36A	357°	CIVMI 2500′ (1847′)	953′ (300′)	TDZE 653′

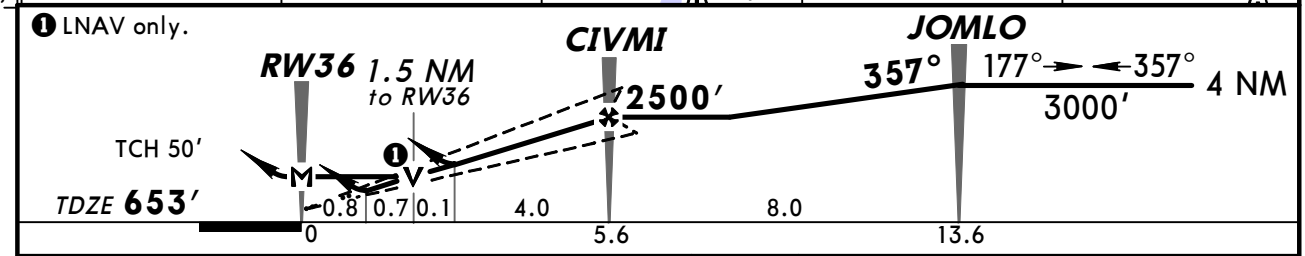
MISSED APCH: Climb to 3500′ direct POGOC and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Winona, Minn altimeter setting.
2. Baro-VNAV and VDP not authorized when using Winona, Minn altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. VGSI and RNAV glidepath not coincident. 5. DME/DME RNP-0.3 not authorized. 6. Pilot controlled lighting 118.45.

3500′
MSA RW36





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36						

REIL
VASI-L
3500′
D
POGOC

STRAIGHT-IN LANDING RWY 36
With Local Altimeter Setting

	LPV DA(H) 953′ (300′)	LNAV/VNAV DA(H) 1203′ (550′)	LNAV MDA(H) 1140′ (487′)
A	1	2	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1140′ (485′)-1
120	
140	1440′ (785′)-2¼
165	1780′ (1125′)-3

With Winona, Minn Altimeter Setting

	LPV DA(H) 1006′ (353′)	LNAV/VNAV DA(H) 1256′ (603′)	LNAV MDA(H) 1200′ (547′)
A	1¼	2¼	1
B			
C			1½
D			1¾

With Winona, Minn Altimeter Setting

Max Kts	MDA(H)
90	1200′ (545′)-1
120	
140	1500′ (845′)-2½
165	1840′ (1185′)-3

AMEND TERPS

CHANGES: New procedure.

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ATIS (ASOS when Twr inop)	MINNEAPOLIS Center (R)	*LA CROSSE Tower	*Ground
124.95	128.6	CTAF 118.45	121.8

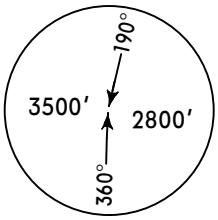
BRIEFING STRIP™

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 655′
LSE 108.4	139°	MIXES 2400′ (1745′)	(CONDITIONAL) 1120′ (465′)	TDZE 655′

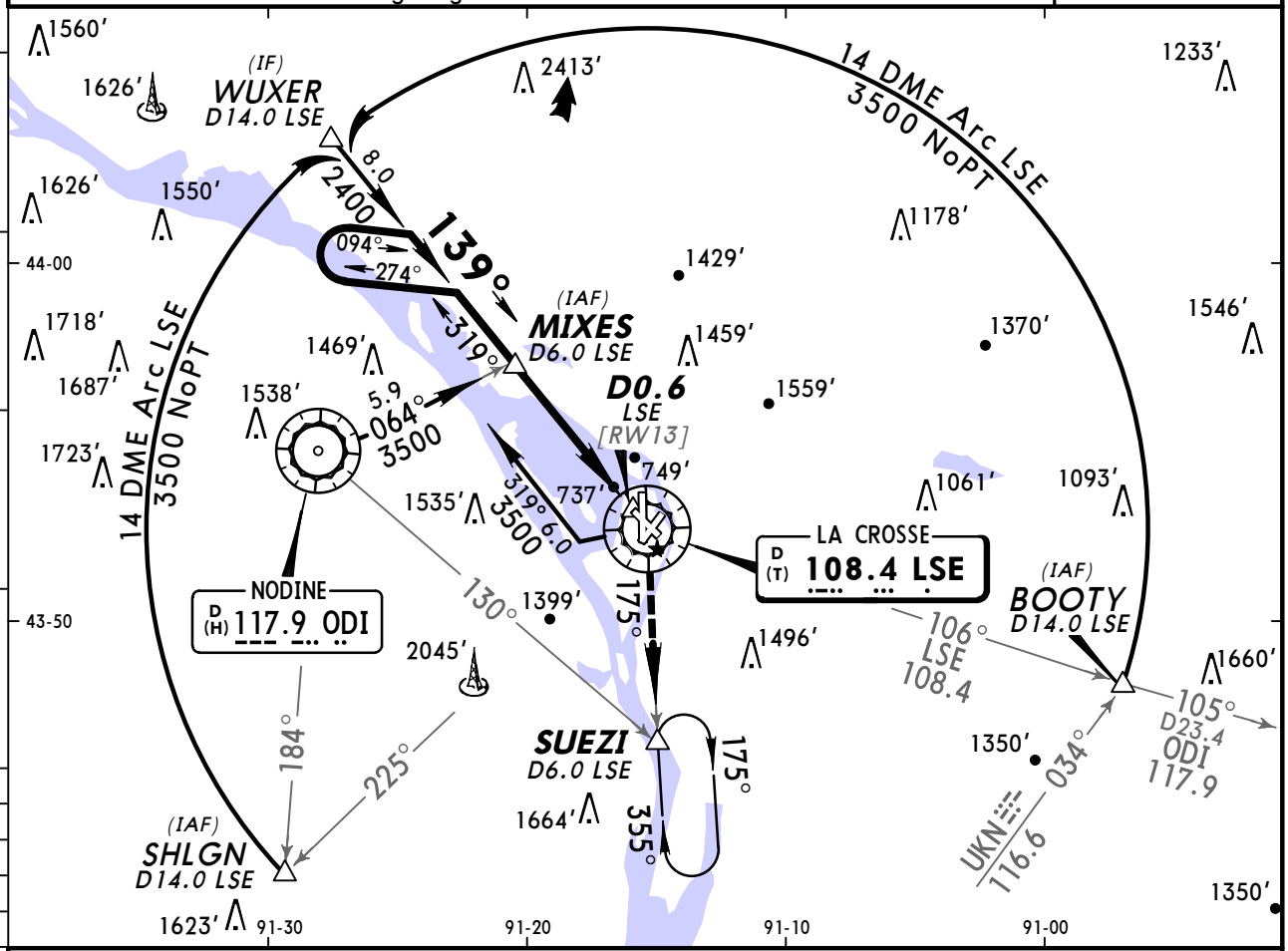
MISSED APCH: Climb to 1700′ then climbing RIGHT turn to 3100′ outbound via LSE VOR R-175 to SUEZI INT/D6.0 LSE and hold, continue climb-in-hold to 3100′.

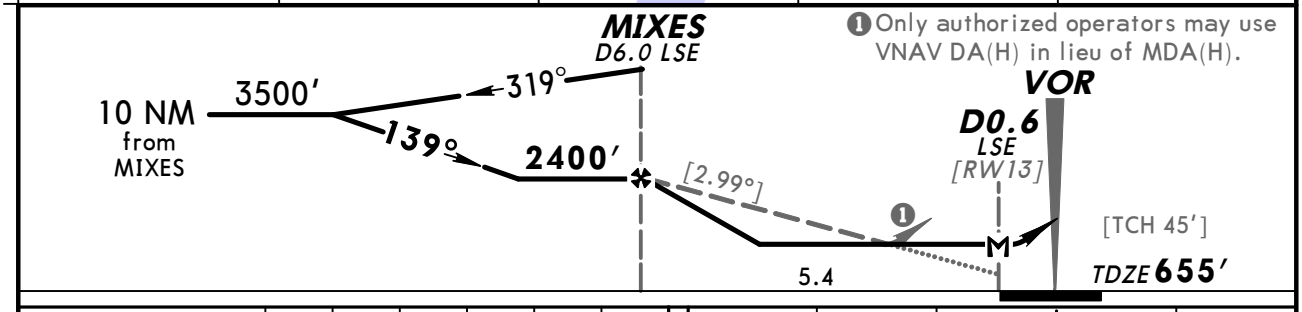
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Winona, Minn altimeter setting.
2. VGSI and descent angle not coincident. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 118.45.



MSA LSE VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.99°]	370	476	529	635	741	846
MAP at D0.6 LSE or MIXES to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02

REIL VASI-L	1700′	3100′ RT	LSE via 108.4 R-175	SUEZI

TERPS AMEND 30

	STRAIGHT-IN LANDING RWY13		CIRCLE-TO-LAND		
	MDA(H) 1120′ (465′) With Local Altimeter Setting	MDA(H) 1180′ (525′) With Winona, Minn Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Winona, Minn Altimeter Setting MDA(H)
A	1	1	90	1180′ (525′) -1	1240′ (585′) -1
B			120		
C	1¼	1½	140	1440′ (785′) -2¼	1500′ (845′) -2½
D	1½	1¾	165	1780′ (1125′) -3	1840′ (1185′) -3

CHANGES: Procedure.

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BRIEFING STRIP™

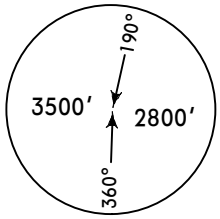
ATIS (ASOS when Twr inop)	MINNEAPOLIS Center (R)	*LA CROSSE Tower	*Ground
124.95	128.6	CTAF 118.45	121.8

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 655′
LSE 108.4	005°	RONNI 2700′ (2047′)	(CONDITIONAL) 1160′ (507′)	TDZE 653′

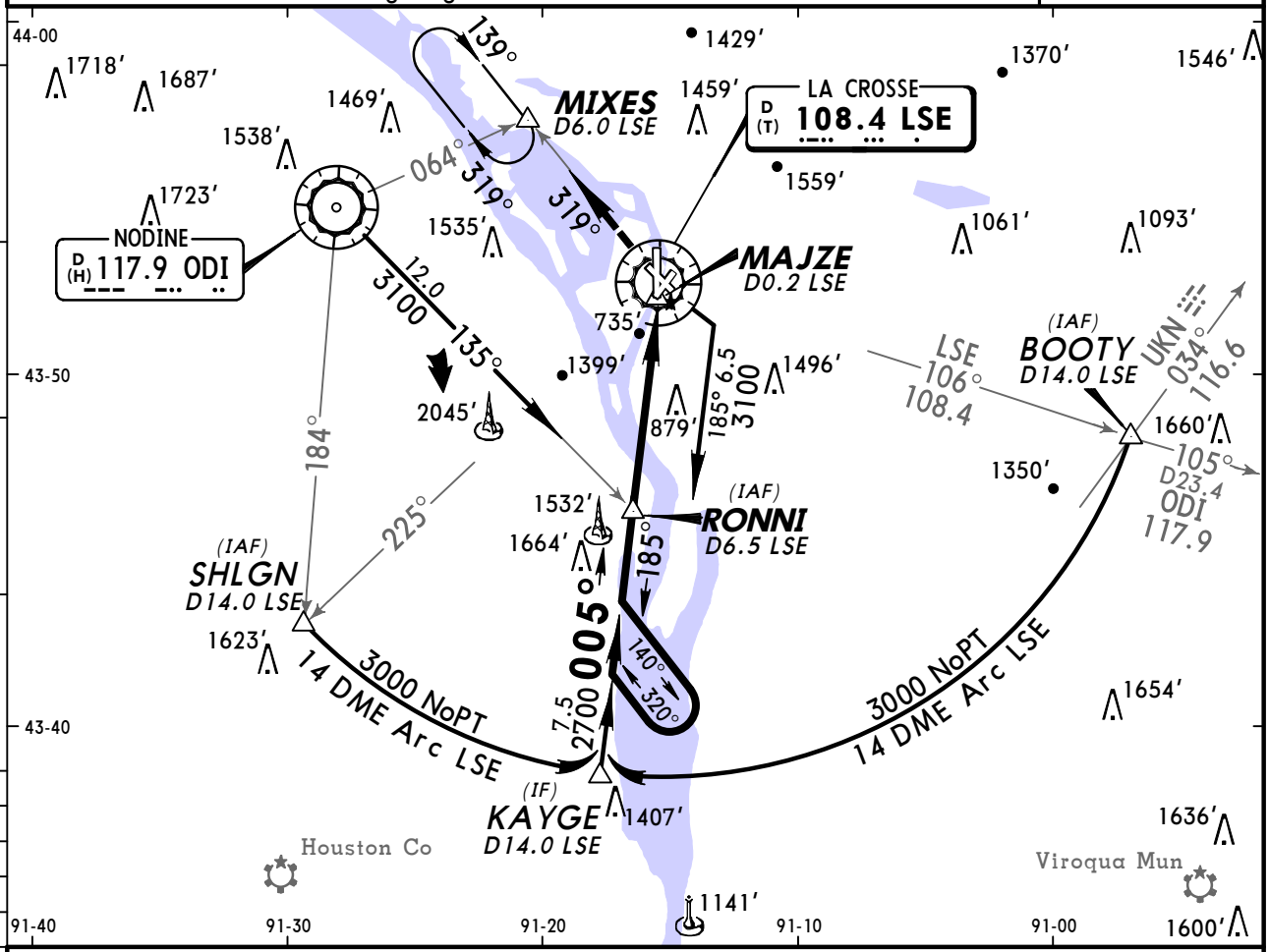
MISSED APCH: Climb to 1500′ then climbing LEFT turn to 3500′ outbound via LSE VOR R-319 to MIXES INT/D6.0 LSE and hold, continue climb-in-hold to 3500′.

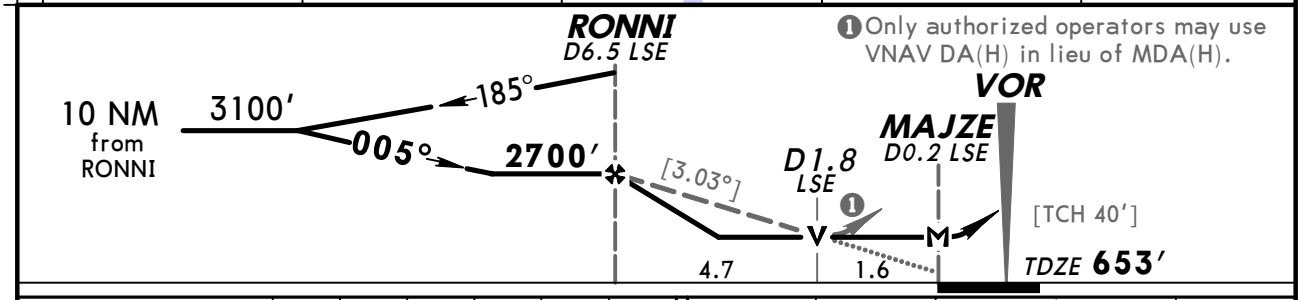
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Winona, Minn altimeter setting.
2. VGSI and descent angles not coincident. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 118.45.



MSA LSE VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.03°]	375	482	536	643	750	858
MAP at MAJZE or RONNI to MAP 6.3	5:24	4:12	3:47	3:09	2:42	2:22

REIL VASI-L	1500′	3500′ LT	LSE via 108.4 R-319	MIXES

STRAIGHT-IN LANDING RWY 36			CIRCLE-TO-LAND		
	MDA(H) 1160′ (507′) With Local Altimeter Setting	MDA(H) 1220′ (567′) With Winona, Minn Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Winona, Minn Altimeter Setting MDA(H)
A	1	1	90	1160′ (505′)-1	1220′ (565′)-1
B			120		
C	1½	1½	140	1440′ (785′)-2¼	1500′ (845′)-2½
D		1¾	165	1780′ (1125′)-3	1840′ (1185′)-3

AMEND 31 TERPS

CHANGES: Procedure.

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BRIEFING STRIP™

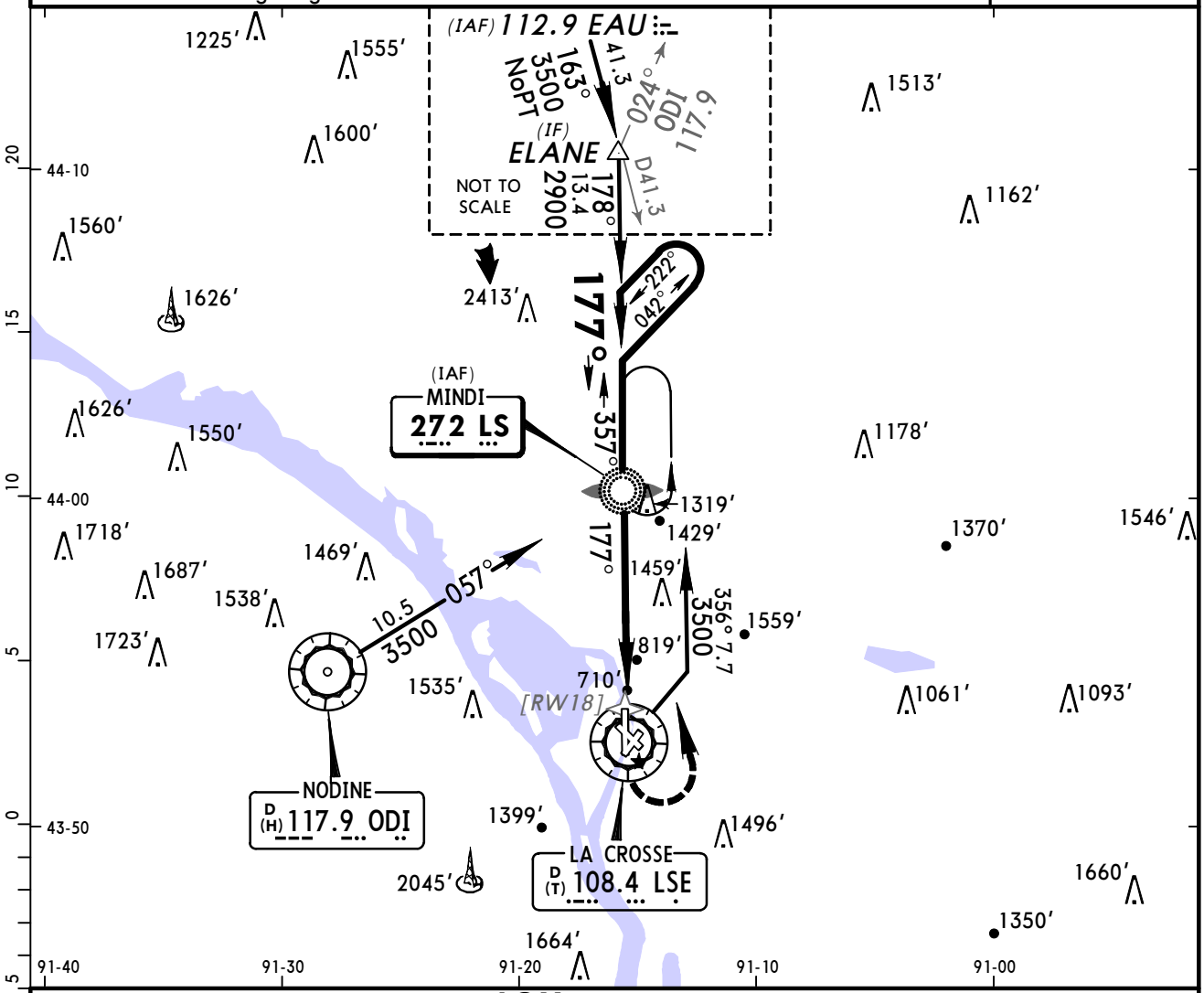
ATIS (ASOS when Twr inop)	MINNEAPOLIS Center (R)	*LA CROSSE Tower	*Ground
124.95	128.6	CTAF 118.45	121.8

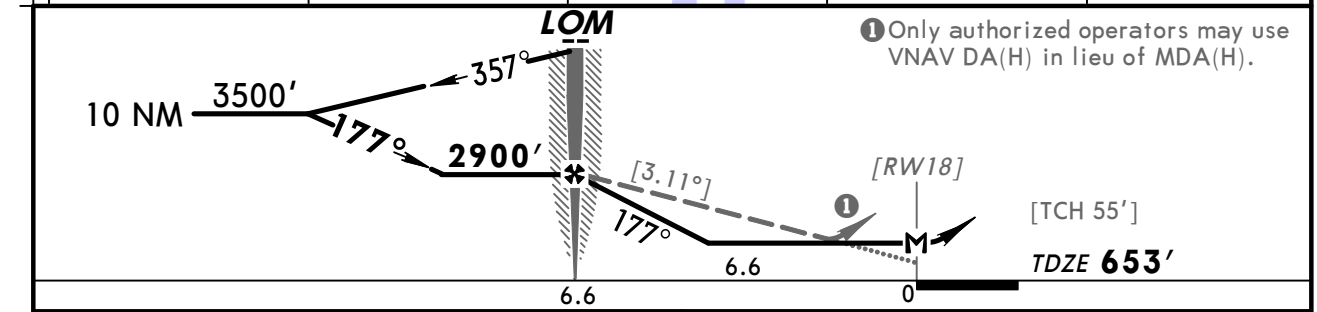
LOM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 655′
LS 272	177°	LOM 2900′ (2247′)	(CONDITIONAL) 1800′ (1147′)	TDZE 653′

3500′
090° 270°
3100′
MSA LS LOM

MISSED APCH: Climbing LEFT turn to 3500′ direct LS LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Winona, Minn altimeter setting.
2. Pilot controlled lighting 118.45.





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.11°]	385	495	550	660	770	880
LOM to MAP 6.6	5:39	4:24	3:58	3:18	2:50	2:28

MALSR
PAPI
3500′ LT
D
LS 272

STRAIGHT-IN LANDING RWY18					CIRCLE-TO-LAND		
	MDA(H) 1800′ (1147′) With Local Altimeter Setting		MDA(H) 1860′ (1207′) With Winona, Minn Altimeter Setting			With Local Altimeter Setting	With Winona, Minn Altimeter Setting
		RAIL out / ALS out		RAIL out / ALS out	Max Kts	MDA(H)	MDA(H)
A	1¼		1¼		90	1800′(1145′)-1¼	1860′(1205′)-1¼
B	1¼	1½	1¼	1½	120	1800′(1145′)-1½	1860′(1205′)-1½
C	2½	3	2½	3	140	1800′(1145′)-3	1860′(1205′) -3
D	2¾		2¾		165		

AMEND 19 TERPS

CHANGES: Procedure.

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General Information

Location: Medford WI USA
IATA Code: MDF
Lat/Long: N45° 06.1' W090° 18.0'
Elevation: 1478 ft

Airport Use: Public
Magnetic Variation: 2.0°W
Sectional Chart: Green Bay

Fuel Types: 100 Octane (LL), Jet A
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1243 Z
Sunset: 2345 Z,

Runway Information

Runway: 09
Length x Width: 6902 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1466 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 16
Length x Width: 4435 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1459 ft
Lighting: Edge, Pilot controlled

Runway: 27
Length x Width: 6902 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1478 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 34
Length x Width: 4435 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1459 ft
Lighting: Edge, REIL, Pilot controlled

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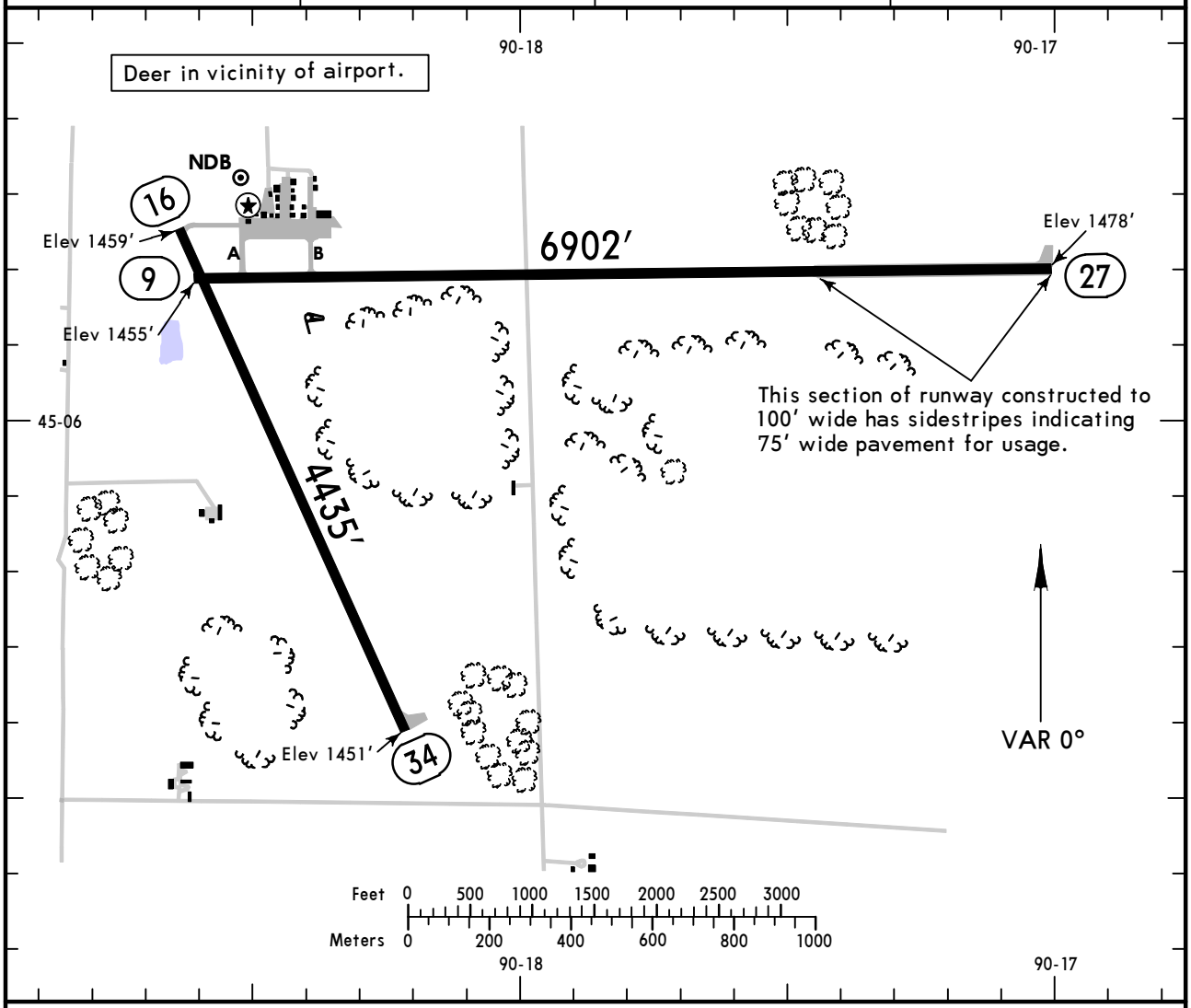
Communication Information

AWOS 119.025
Taylor Co Unicom 122.8 CTAF PCL
Flight Services GCO 121.725
Minneapolis Center 124.4 Remote Communications Air-Ground

AWOS-3	Flight Services (GCO)	TAYLOR CO UNICOM	MINNEAPOLIS Center (R)
119.02	121.72	CTAF 122.8	124.4



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
9	❶ MIRL PAPI-L (angle 3.0°)				75′
27	❶ MIRL ❷ REIL PAPI-L (angle 3.0°)				
16	❷ MIRL ❷ PAPI-L				75′
34	❷ MIRL ❷ REIL ❷ PAPI-L				

❶ Increase intensity on 122.8.
❷ Activate on 122.8.

	TAKE-OFF All Rwys: Adequate Vis Ref	TAKE-OFF All Rwys: STD	FOR FILING AS ALTERNATE (Authorized Only When Local Weather Available RNAV (GPS) Rwy 27)	Other
1 & 2 Eng	1/4	1	A B C D: 800-2	NA
3 & 4 Eng		1/2		

AMEND 2

CHANGES: Chart reindexed, minimums.

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RNAV (GPS) Rwy 27

AWOS-3	MINNEAPOLIS Center (R)	TAYLOR CO UNICOM
119.02	124.4	CTAF 122.8

BRIEFING STRIP™

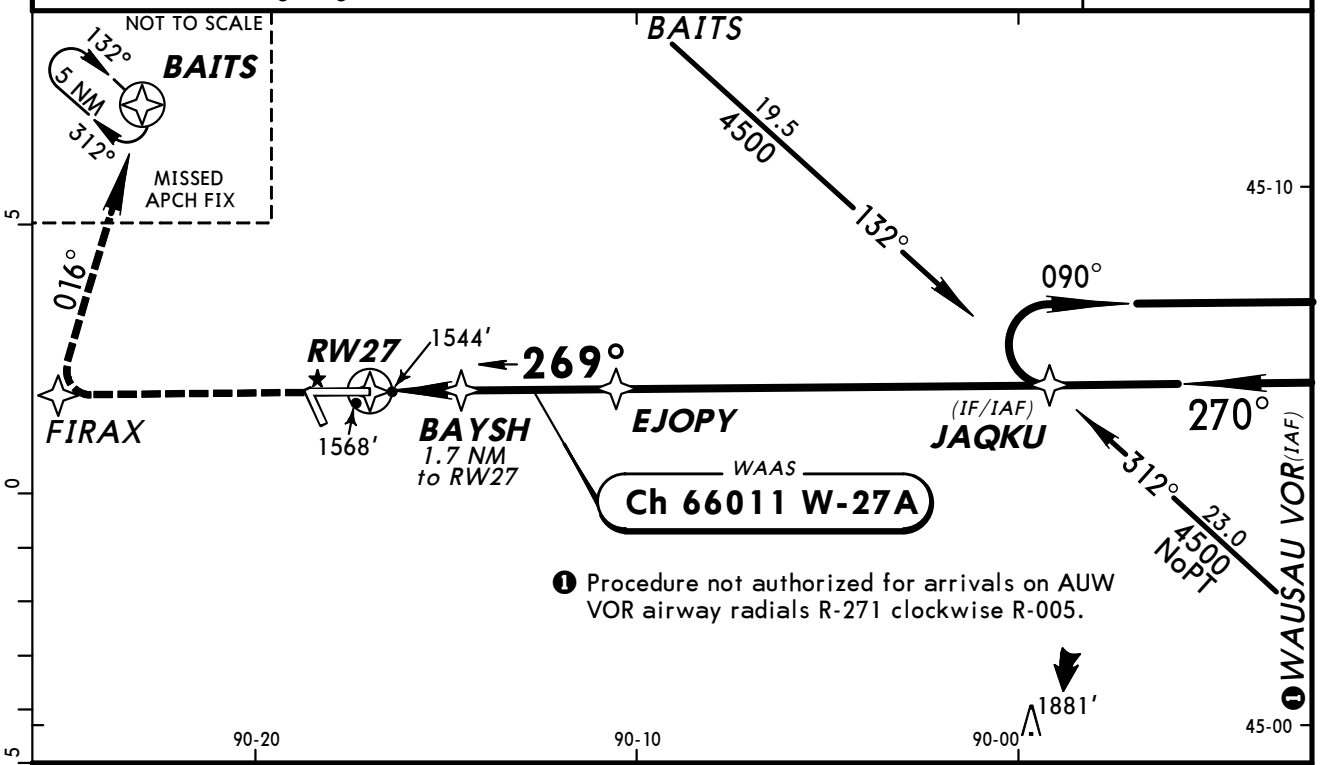
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1478′
Ch 66011 W-27A	269°	EJOPY 3000′ (1522′)	1778′ (300′)	TDZE 1478′

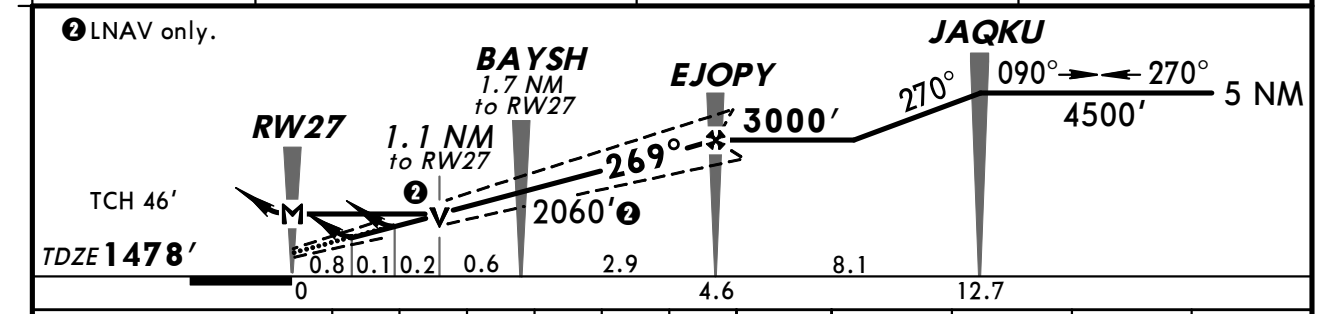
MISSED APCH: Climb to 4500′ direct FIRAX and RIGHT turn via 016° track to BAITS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Merrill altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 45°C (113°F). 3. DME/DME RNP-0.3 not authorized.
4. VDP and Baro-VNAV not authorized when using Merrill altimeter setting.
5. Pilot controlled lighting 122.8.

3600′
MSA RW27





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW27							

REIL
PAPI-L
4500′
FIRAX

STRAIGHT-IN LANDING RWY 27

	LPV DA(H) 1778′ (300′)	LNAV/VNAV With Local Altimeter Setting DA(H) 1814′ (336′)	LNAV MDA(H) 1880′ (402′)
A	1	1¼	1
B			
C			1¼
D			

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)
90	1940′ (462′)-1
120	
140	1940′ (462′)-1½
165	2080′ (602′)-2

	With Merrill Altimeter Setting DA(H) 1860′ (382′)	DA(H) 1896′ (418′)	MDA(H) 1980′ (502′)
A	1¼	1½	1
B			
C			1½
D			

CIRCLE-TO-LAND

Max Kts	With Merrill Altimeter Setting MDA(H)
90	2040′ (562′)-1
120	
140	2040′ (562′)-1½
165	2180′ (702′)-2¼

AMEND 0 TERPS

CHANGES: New procedure.

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BRIEFING STRIP ™

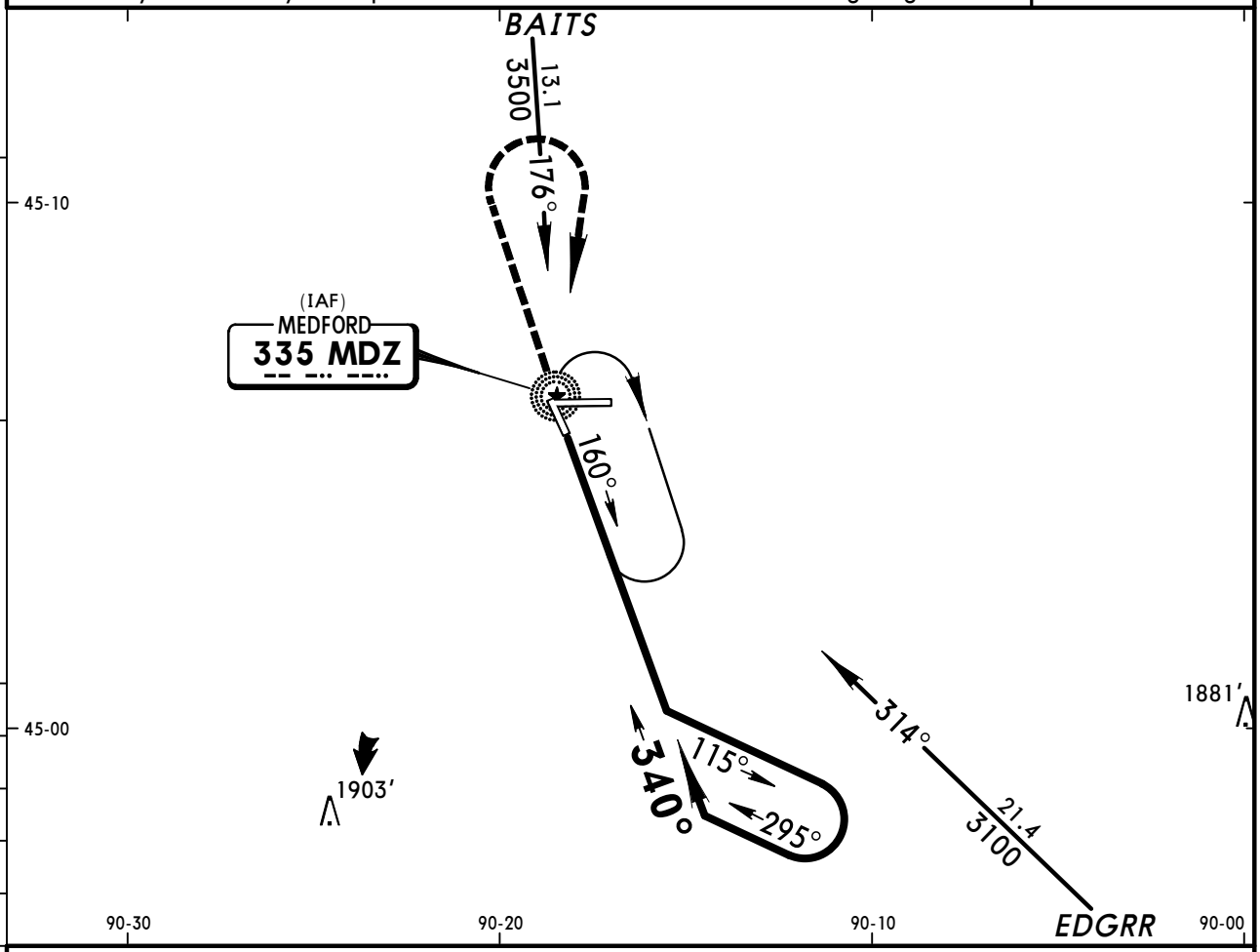
AWOS-3	MINNEAPOLIS Center (R)	TAYLOR CO UNICOM
119.02	124.4	CTAF 122.8

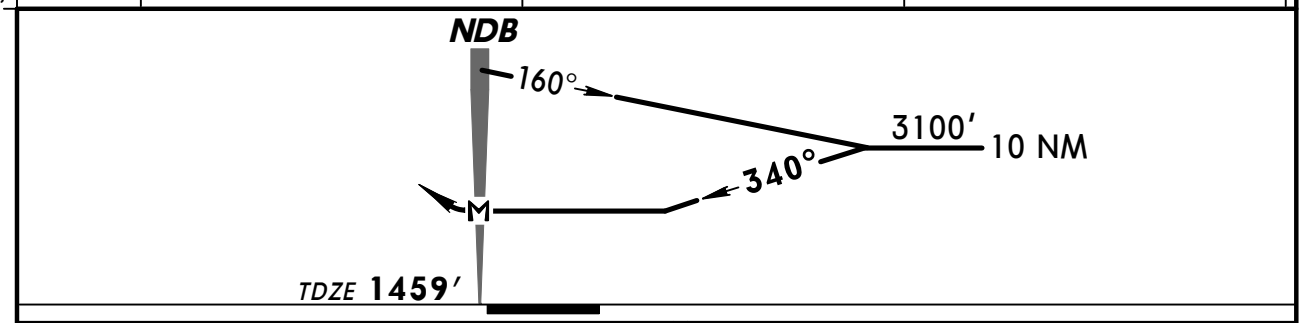
NDB MDZ 335	Final Apch Crs 340°	No FAF	MDA(H) (CONDITIONAL) 2060′(601′)	Apt Elev 1478′ TDZE 1459′

MISSED APCH: Climb to 3100′ then RIGHT turn direct MDZ NDB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Merrill altimeter setting.
2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 122.8.

3600′
MSA MDZ NDB





MAP at NDB							REIL PAPI-L	3100′	RT	D	MDZ 335

	STRAIGHT-IN LANDING RWY 34		CIRCLE-TO-LAND		
	MDA(H) 2060′(601′) With Local Altimeter Setting	MDA(H) 2160′(701′) With Merrill Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Merrill Altimeter Setting MDA(H)
A	1	1	90	2060′(582′)-1	2160′(682′)-1
B			120		
C	1¾	2	140	2060′(582′)-1¾	2160′(682′)-2
D	2	2¼	165	2080′(602′)-2	2180′(702′)-2¼

AMEND 7 TERPS

CHANGES: Procedure.

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General Information

Location: Milwaukee WI USA
IATA Code: MKE
Lat/Long: N42° 56.8' W087° 53.8'
Elevation: 729 ft

Airport Use: Public
Magnetic Variation: 3.6°W
Sectional Chart: Chicago

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1231 Z
Sunset: 2338 Z,

Runway Information

Runway: 01L
Length x Width: 9690 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 704 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 01R
Length x Width: 4183 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 677 ft
Lighting: Edge, REIL

Runway: 07L
Length x Width: 4800 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 672 ft
Lighting: Edge, REIL

Runway: 07R
Length x Width: 8300 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 729 ft
Lighting: Edge, ALS

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Runway: 13
Length x Width: 5538 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 670 ft
Lighting: Edge, REIL
Displaced Threshold: 741 ft

Runway: 19L
Length x Width: 4183 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 674 ft
Lighting: Edge

Runway: 19R
Length x Width: 9690 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 672 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 785 ft

Runway: 25L
Length x Width: 8300 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 683 ft
Lighting: Edge, REIL
Displaced Threshold: 432 ft

Runway: 25R
Length x Width: 4800 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 674 ft
Lighting: Edge, REIL

Runway: 31
Length x Width: 5538 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 670 ft
Lighting: Edge, REIL
Displaced Threshold: 204 ft

Communication Information

ATIS 126.4
Milwaukee Tower 119.1
Milwaukee Ground Control 121.8
South Apron Deicing Ramp/Taxi Control 130.275
Milwaukee Clearance Delivery 120.8
Milwaukee Pre-Taxi Clearance 120.8
Milwaukee Approach Control 118.0 (91°-180°)
Milwaukee Approach Control 126.5 (271°-360°) Initial Contact
Milwaukee Approach Control 127.85
Milwaukee Approach Control 127.0 Arrival Service
Milwaukee App ARSA 118.0 (91°-180°)
Milwaukee App ARSA 126.5 (271°-360°)

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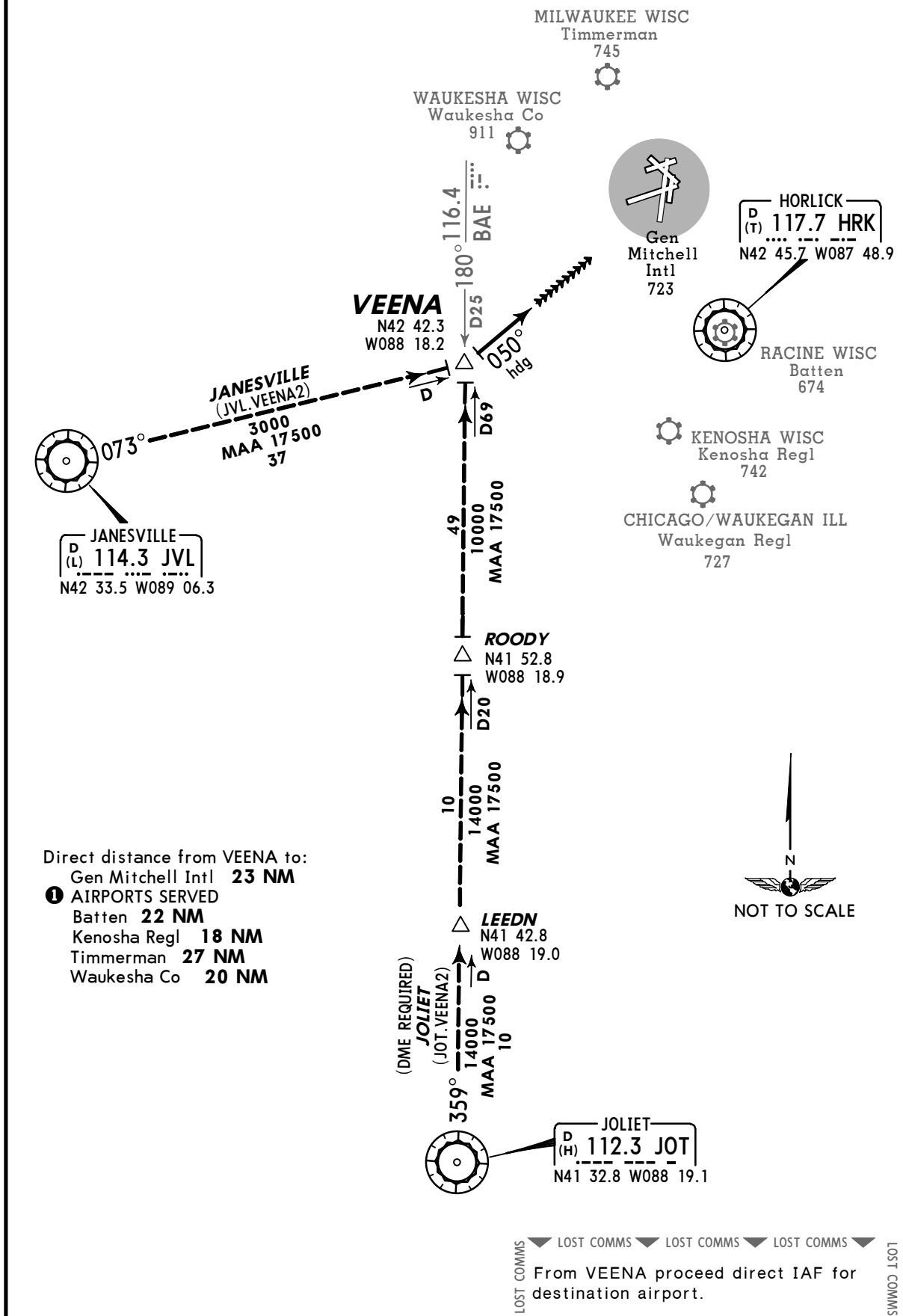
Milwaukee Departure Control 125.35
Milwaukee Departure Control 119.65
Milwaukee Departure Control 127.0 Departure Service
Gen Mitchell Intl Unicom 122.95
Upset Control Operations 139.5 Military
Green Bay Flight Service Station 122.65 RCO
Green Bay Flight Service Station 122.4 RCO

GEN MITCHELL INTL D-ATIS 126.4	Apt Elev See graphic	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′ 1. RADAR required. 2. JOLIET transition DME required. 3. Also Serves ❶

2900′
090° 270°
2400′
MSA HRK VOR

VEENA TWO ARRIVAL (VEENA.VEENA2)



Direct distance from VEENA to:
Gen Mitchell Intl **23 NM**
❶ AIRPORTS SERVED
Batten **22 NM**
Kenosha Regl **18 NM**
Timmerman **27 NM**
Waukesha Co **20 NM**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
From VEENA proceed direct IAF for destination airport.

ROUTING

Depart VEENA heading 050° for initial vector to final approach course.

CHANGES: Procedure renumbered, revised, new format.

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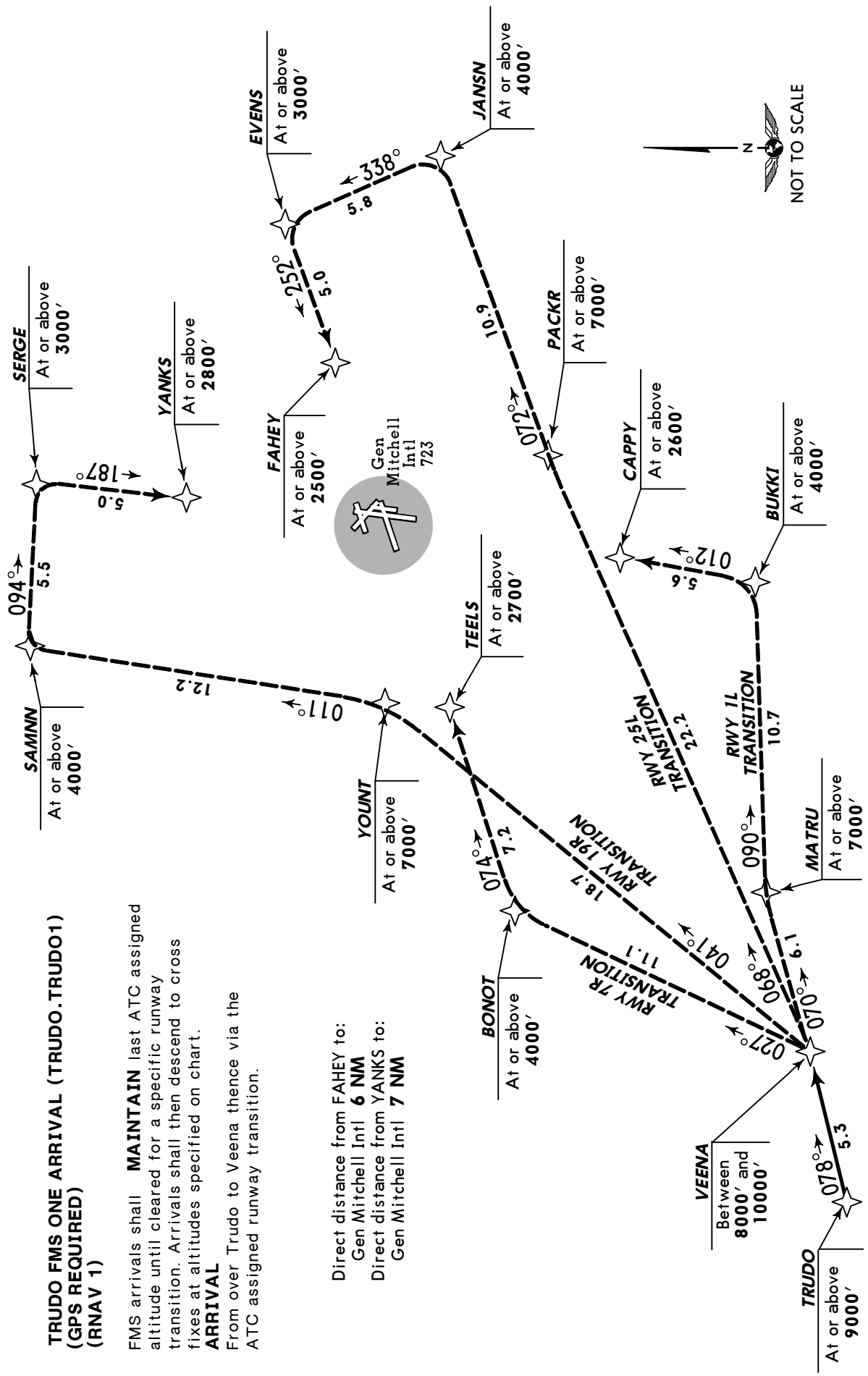
TRUDO FMS ONE ARRIVAL (TRUDO.TRUDO1)

(GPS REQUIRED)
(RNAV 1)



TRUDO FMS ONE ARRIVAL (TRUDO.TRUDO1)
(GPS REQUIRED)
(RNAV 1)

FMS arrivals shall **MAINTAIN** last ATC assigned altitude until cleared for a specific runway transition. Arrivals shall then descend to cross fixes at altitudes specified on chart.

ARRIVAL
From over Trudo to Veena thence via the ATC assigned runway transition.

Direct distance from FAHEY to:
Gen Mitchell Intl **6 NM**
Direct distance from YANKS to:
Gen Mitchell Intl **7 NM**

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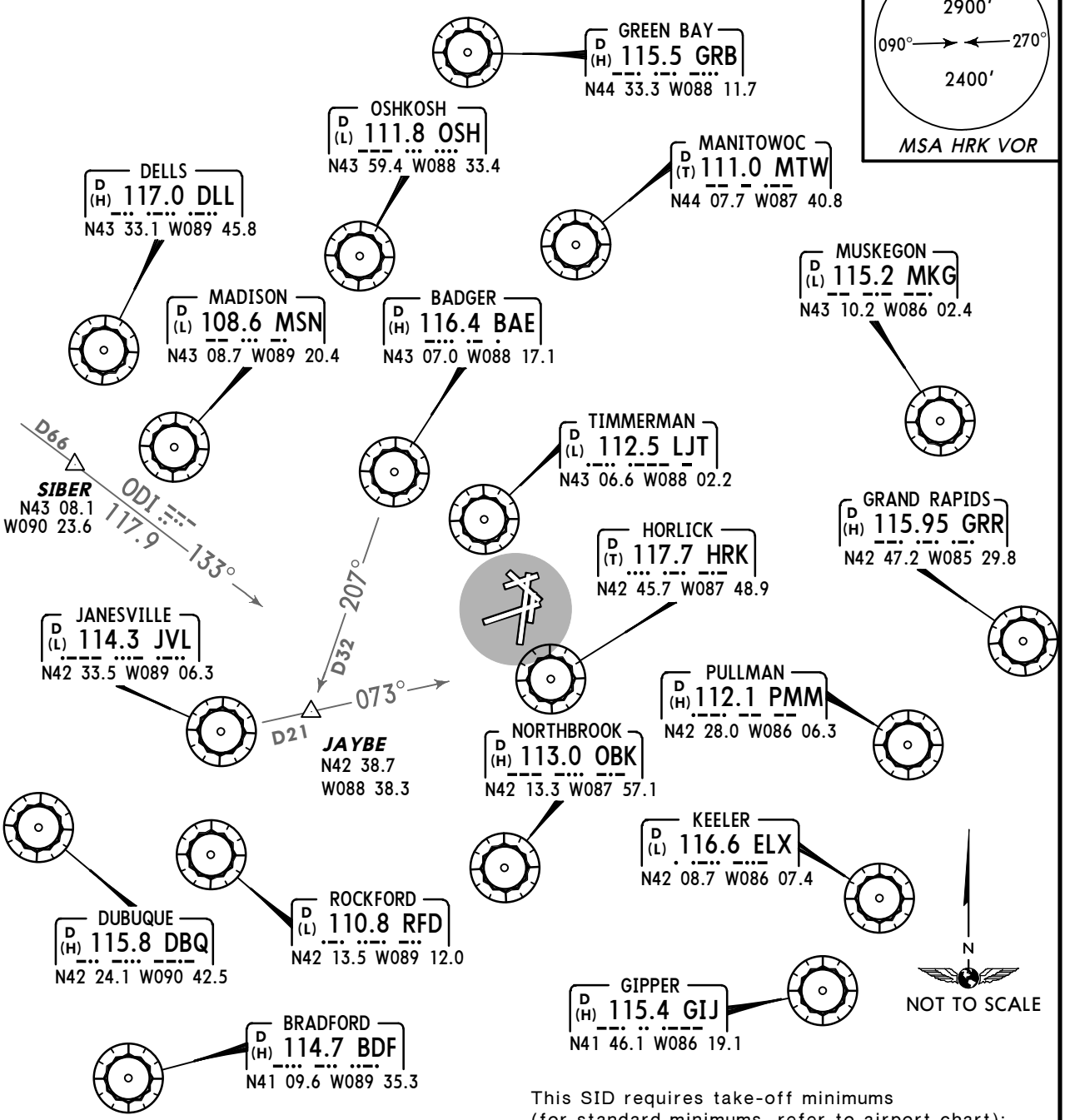
MILWAUKEE Departure (R)

RWY 1L-19R in use:	RWY 7R-25L in use:	Apt Elev	
125.35 West of LOC crs	125.35 North of LOC crs	723′	Trans level: FL 180 Trans alt: 18000′
119.65 East of LOC crs	119.65 South of LOC crs		RADAR required.

MITCHELL ONE DEPARTURE (MITCH1.MITCH)



OBSTACLE
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

Gnd speed-KT	75	100	150	200	250	300
257′ per NM	321	428	643	857	1071	1285
300′ per NM	375	500	750	1000	1250	1500

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 1L/R, 7L, 13, 19L/R, 25L/R: Standard (or lower than standard, if authorized).
Rwy 7R: 300-1 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 300′ per NM to **1100′.**
Rwy 31: 300-1 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 257′ per NM to **1000′.**

INITIAL CLIMB	ALTITUDE
EXPECT RADAR vectors to join filed/assigned route. **TURBOJETS:** **RWY 1L:** Climb heading 009° to **2000′,** then turn to assigned heading. **RWY 7R:** Climb heading 074° to **2000′,** then turn to assigned heading. **RWY 19R:** Turn to assigned heading. **RWY 25L:** Climb heading 254° to **2000′,** then turn to assigned heading.	**MAINTAIN 5000′** or assigned lower altitude.

ROUTING

EXPECT clearance to requested altitude/flight level ten minutes after departure.

CHANGES: New procedure at this airport (BREW THREE SID cancelled).

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TAKEOFF OBSTACLE NOTES

- RWY 1L:

  FENCE BEGINNING 148′ FROM DER, 391′ LEFT OF CENTERLINE, UP TO 4′ AGL/679′ MSL. VEHICLE ON ROAD 459′ FROM DER, 577′ LEFT OF CENTERLINE, 17′ AGL/696′ MSL. POLE 575′ FROM DER, 593′ LEFT OF CENTERLINE, 6′ AGL/689′ MSL. POLE 1859′ FROM DER, 912′ RIGHT OF CENTERLINE, 18′ AGL/734′ MSL. ANTENNA 1928′ FROM DER, 1′ RIGHT OF CENTERLINE, 15′ AGL/727′ MSL. POLE 2291′ FROM DER, 937′ RIGHT OF CENTERLINE, 28′ AGL/750′ MSL. TOWER 2284′ FROM DER, 463′ RIGHT OF CENTERLINE, 17′ AGL/739′ MSL. POLE 2393′ FROM DER, 683′ RIGHT OF CENTERLINE, 14′ AGL/736′ MSL. TREES BEGINNING 2492′ FROM DER, 971′ LEFT OF CENTERLINE, UP TO 54′ AGL/780′ MSL. TREES BEGINNING 2816′ FROM DER, 154′ RIGHT OF CENTERLINE, UP TO 100′ AGL/799′ MSL.

- RWY 1R:

  ANTENNA 581′ FROM DER, 600′ LEFT OF CENTERLINE, 46′ AGL/719′ MSL. TREES BEGINNING 3210′ FROM DER, 462′ RIGHT OF CENTERLINE, UP TO 100′ AGL/795′ MSL.

- RWY 7L:

  HANGER 319′ FROM DER, 456′ RIGHT OF CENTERLINE, 13′ AGL/696′ MSL. TREE 730′ FROM DER, 675′ LEFT OF CENTERLINE, 100′ AGL/779′ MSL. POLE 1727′ FROM DER, 194′ LEFT OF CENTERLINE, 55′ AGL/751′ MSL. TOWER 1864′ FROM DER, 48′ LEFT OF CENTERLINE, 30′ AGL/742′ MSL.

- RWY 7R:

  MULTIPLE POLES BEGINNING 457′ FROM DER, 456′ RIGHT OF CENTERLINE, UP TO 36′ AGL/709′ MSL. TRAIN ON TRACK 566′ FROM DER, 12′ RIGHT OF CENTERLINE, TO 23′ AGL/734′ MSL. MULTIPLE POLES BEGINNING 801′ FROM DER, 199′ LEFT OF CENTERLINE, UP TO 38′ AGL/711′ MSL. TREES BEGINNING 1211′ FROM DER, 186′ RIGHT OF CENTERLINE, UP TO 100′ AGL/779′ MSL. TREE 2192′ FROM DER, 456′ LEFT OF CENTERLINE, 66′ AGL/742′ MSL. STACK 1.12 NM FROM DER, 2171′ RIGHT OF CENTERLINE, 210′ AGL/926′ MSL. STACK 1.21 NM FROM DER, 1164′ LEFT OF CENTERLINE, 180′ AGL/891′ MSL.

- RWY 13:

  MULTIPLE LIGHT POLES BEGINNING 379′ FROM DER, 156′ LEFT OF CENTERLINE, UP TO 36′ AGL/709′ MSL. MULTIPLE LIGHT POLES BEGINNING 858′ FROM DER, 144′ RIGHT OF CENTERLINE, UP TO 36′ AGL/709′ MSL. TRAIN ON TRACK 556′ FROM DER, 405′ LEFT OF CENTERLINE, 23′ AGL/734′ MSL. MULTIPLE TREES BEGINNING 1222′ FROM DER, 206′ LEFT OF CENTERLINE, UP TO 100′ AGL/779′ MSL. MULTIPLE TREES BEGINNING 1067′ FROM DER, 406′ RIGHT OF CENTERLINE, UP TO 100′ AGL/770′ MSL.

- RWY 19L:

  TREE 1785′ FROM DER, 863′ LEFT OF CENTERLINE, 100′ AGL/779′ MSL. ROD ON GLIDE SLOPE ANTENNA 1837′ FROM DER, 559′ RIGHT OF CENTERLINE, 63′ AGL/749′ MSL.

- RWY 19R:

  TREE 778′ FROM DER, 647′ RIGHT OF CENTERLINE, 100′ AGL/809′ MSL. VEHICLE ON ROAD 398′ FROM DER, 588′ LEFT OF CENTERLINE, 17′ AGL/726′ MSL.

- RWY 25L:

  TREE 1072′ FROM DER, 757′ LEFT OF CENTERLINE, 100′ AGL/829′ MSL. TOWER 3330′ FROM DER, 1222′ RIGHT OF CENTERLINE, 57′ AGL/812′ MSL.

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TAKEOFF OBSTACLE NOTES (CONTD)

- RWY 25R:

  FLAG POLE 603′ FROM DER, 336′ LEFT OF CENTERLINE, 36′ AGL/709′ MSL. HANGAR 625′ FROM DER, 363′ RIGHT OF CENTERLINE, 26′ AGL/702′ MSL. TREE 855′ FROM DER, 401′ RIGHT OF CENTERLINE, 100′ AGL/779′ MSL. TREE 1297′ FROM DER, 187′ LEFT OF CENTERLINE, 30′ AGL/716′ MSL. POLE 1605′ FROM DER, 301′ RIGHT OF CENTERLINE, 47′ AGL/720′ MSL.

- RWY 31:

  FENCE 197′ FROM DER, 244′ RIGHT OF CENTERLINE, 7′ AGL/681′ MSL. SIGN 219′ FROM DER, 449′ RIGHT OF CENTERLINE, 50′ AGL/730′ MSL. MULTIPLE LIGHT POLES BEGINNING 265′ FROM DER, 69′ RIGHT OF CENTERLINE, UP TO 30′ AGL/706′ MSL. MULTIPLE LIGHT POLES BEGINNING 687′ FROM DER, 112′ LEFT OF CENTERLINE, UP TO 30′ AGL/703′ MSL. HANGAR 438′ FROM DER, 564′ LEFT OF CENTERLINE, 50′ AGL/722′ MSL. POLE 1351′ FROM DER, 340′ RIGHT OF CENTERLINE, 46′ AGL/735′ MSL. MULTIPLE TREES BEGINNING 1504′ FROM DER, 258′ RIGHT OF CENTERLINE, UP TO 100′ AGL/775′ MSL. MULTIPLE TREES BEGINNING 1122′ FROM DER, 391′ LEFT OF CENTERLINE, UP TO 100′ AGL/768′ MSL. TANK 1.10 NM FROM DER, 742′ RIGHT OF CENTERLINE, 165′ AGL/885′ MSL. POLE 2629′ FROM DER, 344′ RIGHT OF CENTERLINE, 165′ AGL/758′ MSL.

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D-ATIS	ACARS: D-ATIS TWIP PDC	MILWAUKEE Clearance (Cpt)	Ground	Tower
126.4 VOT 109.0		120.8	121.8	119.1

MILWAUKEE Departure (R)

RWY 1L-19R in use:			RWY 7R-25L in use:		
125.35	West of LOC crs	119.65 East of LOC crs	125.35	North of LOC crs	119.65 South of LOC crs

Twys D1, F2, H, J, F1, P and F (East of Rwy 19R) closed to aircraft with wingspan greater than 78' (24m).

Rwy 7L/25R: no aircraft 65,000 lbs (29,484 kg) or greater allowed to taxi between Twy C and Twy E, and East of Rwy 1L/19R.

Twy A closed from Twy R to Twy E and Twy E closed from Twy T to Twy M and Twy T North Rwy 7R/25L to aircraft with tail height greater than 54.5' (17m) during CAT II & CAT III operations.

1. Twy F, West of Twy Z, closed to aircraft with wingspan greater than 117' (36m) without permission from Airport Director.
2. Aircraft with wingspan greater than 175' (53m) cannot pass simultaneously on Twy E and Twy Z.
3. Twy V between Twy D and Rwy 7L/25R closed to aircraft with wingspan greater than 170' (52m) when Rwy 7L/25R in use.
4. Twy B between Twy V and Twy R closed to aircraft with wingspan greater than 170' (52m).
5. Twy B closed between Twy R and Twy A1 to aircraft with wingspan greater than 117' (36m) without permission from Airport Director.

Runway 7R holding bay, restricted to aircraft with wingspan up to and including 130' (40m).

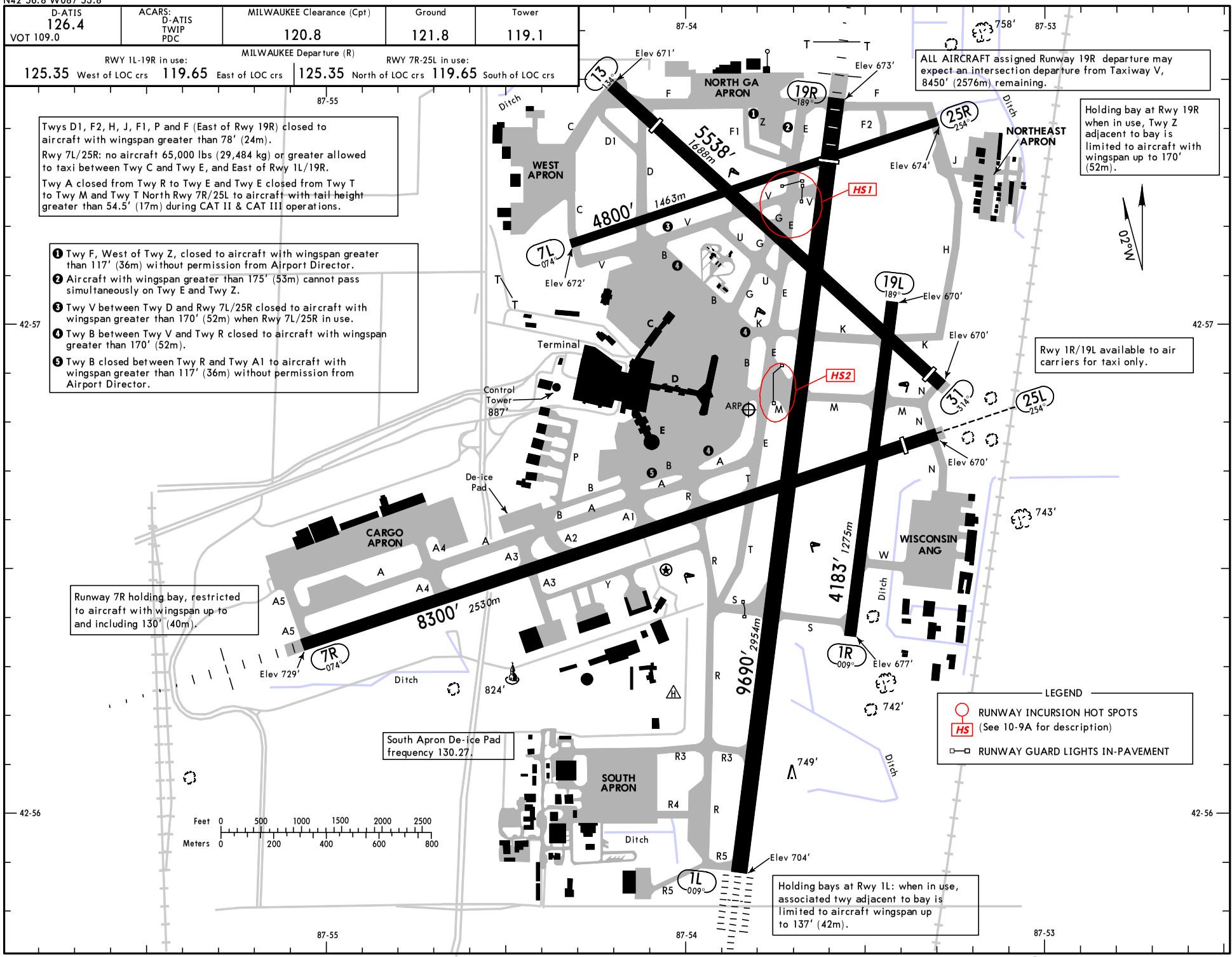
South Apron De-ice Pad frequency 130.27.

ALL AIRCRAFT assigned Runway 19R departure may expect an intersection departure from Taxiway V, 8450' (2576m) remaining.

Holding bay at Rwy 19R when in use, Twy Z adjacent to bay is limited to aircraft with wingspan up to 170' (52m).

Rwy 1R/19L available to air carriers for taxi only.

Holding bays at Rwy 1L: when in use, associated twy adjacent to bay is limited to aircraft wingspan up to 137' (42m).



CHANGES: Runway 7R holding bay note.

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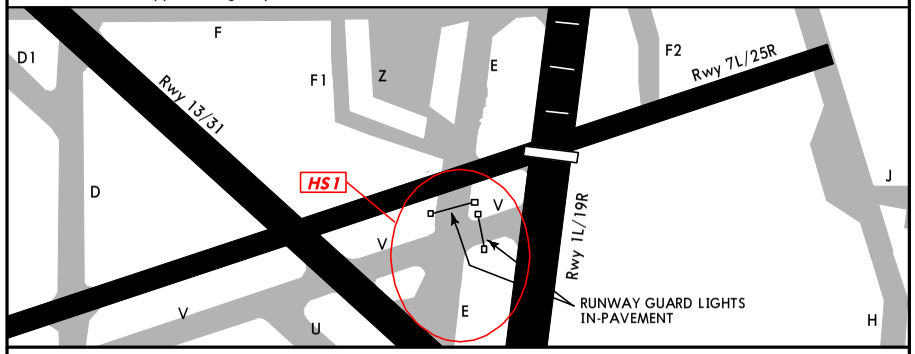
RUNWAY INCURSION "HOT SPOTS"

(For information only, not to be construed as ATC instructions.)

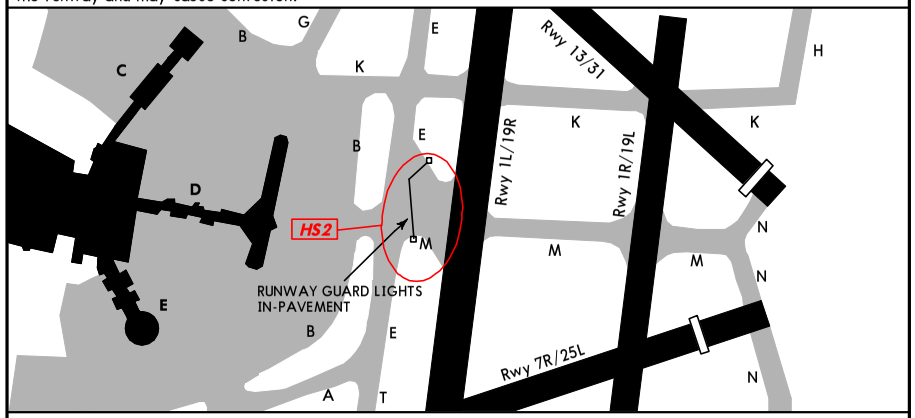
HOT SPOT 1

Pilots taxiing northbound on Twy E for an intersection departure on Rwy 19R at Twy V can end up entering Rwy 7L/25R if they miss the right turn for Twy V. To avoid a runway incursion, pilots on Twy E should use extreme caution approaching Rwy 7L/25R.



HOT SPOT 2

Use caution in the area of Twy M and Rwy 1L/19R. Pavement widens out as the taxiway approaches the runway and may cause confusion.



GENERAL

Preferred usage by aircraft between 2200-0600 is Take-off Rwy 19R and Landing Rwy 1L.

All approaches are over noise sensitive areas; all turbojet aircraft refrain from conducting multiple VFR traffic patterns without prior approval of airport manager.

Training flights involving sucessive use of any runway is prohibited from 2200-0600.

ASDE-X surveillance system in use: Pilots should operate transponders with Mode "C" on all taxiways and runways.

Birds in vicinity of airport.

Low-level wind shear alert system.

Terminal Doppler Weather Radar.

Airport light schedule: dusk-dawn.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE OFF	WIDTH
1R ❶ 19L	MIRL REIL			Turbojet NA	150′ 46m
	MIRL				
❶ Closed 2200-0600 LT except to lightweight single engine aircraft.					
1L ❷ 19R	HIRL CL ALSF-II TDZ PAPI-R (angle 3.0°) RVR		8439′ 2572m		200′ 61m
	HIRL CL MALSR PAPI-R (angle 3.0°) RVR	8905′ 2714m	7896′ 2407m		
❷ Runway grooved.					
7R ❸ 25L	HIRL MALSR PAPI-L (angle 3.0°) RVR	❹ 8012′ 2442m	7120′ 2170m		150′ 46m
	HIRL REIL PAPI-L (angle 3.0°)	7868′ 2398m			
❸ Runway grooved. ❹ Last 288′ (88m) not available for landing distance computations.					
7L ❺ 25R	MIRL REIL VASI-L				100′ 30m
	MIRL REIL PAPI-R (angle 3.0°)				
❺ Closed to all jet aircraft. Closed 2200-0600 LT except to lightweight single engine aircraft.					
13 ❻ 31	MIRL REIL PAPI-L (angle 3.0°)	4797′ 1462m			150′ 46m
	MIRL REIL PAPI-R (angle 3.0°)	5334′ 1626m			
❻ Closed to jet aircraft without prior permission from airport manager. Closed 2200-0600 LT except to lightweight single engine aircraft.					

TAKE-OFF

Rwys 1L, 19R

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

TAKE-OFF

Rwys 1R, 7L, 13, 19L, 25L/R

Adequate Vis Ref	STD	
	3 & 4 Eng	1 & 2 Eng
1/4	1/2	1

TAKE-OFF

Rwy 7R				Rwy 31			
With Mim climb of 290′/NM to 1100′			Other	With Mim climb of 255′/NM to 1000′			Other
Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng		Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng	
RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-1½	1/4	1/2	1	300-1½

FOR FILING AS ALTERNATE

	ILS Rwy 1L ILS Rwy 7R ILS Rwy 19R	LOC Rwy 1L LOC Rwy 7R LOC Rwy 19R LOC Rwy 25L	RNAV (GPS) Rwy 1L RNAV (GPS) Rwy 7R RNAV (GPS) Rwy 19R RNAV (GPS) Rwy 25L	Other
A B C D	600-2	800-2		NA

AMEND 7

CHANGES: None.

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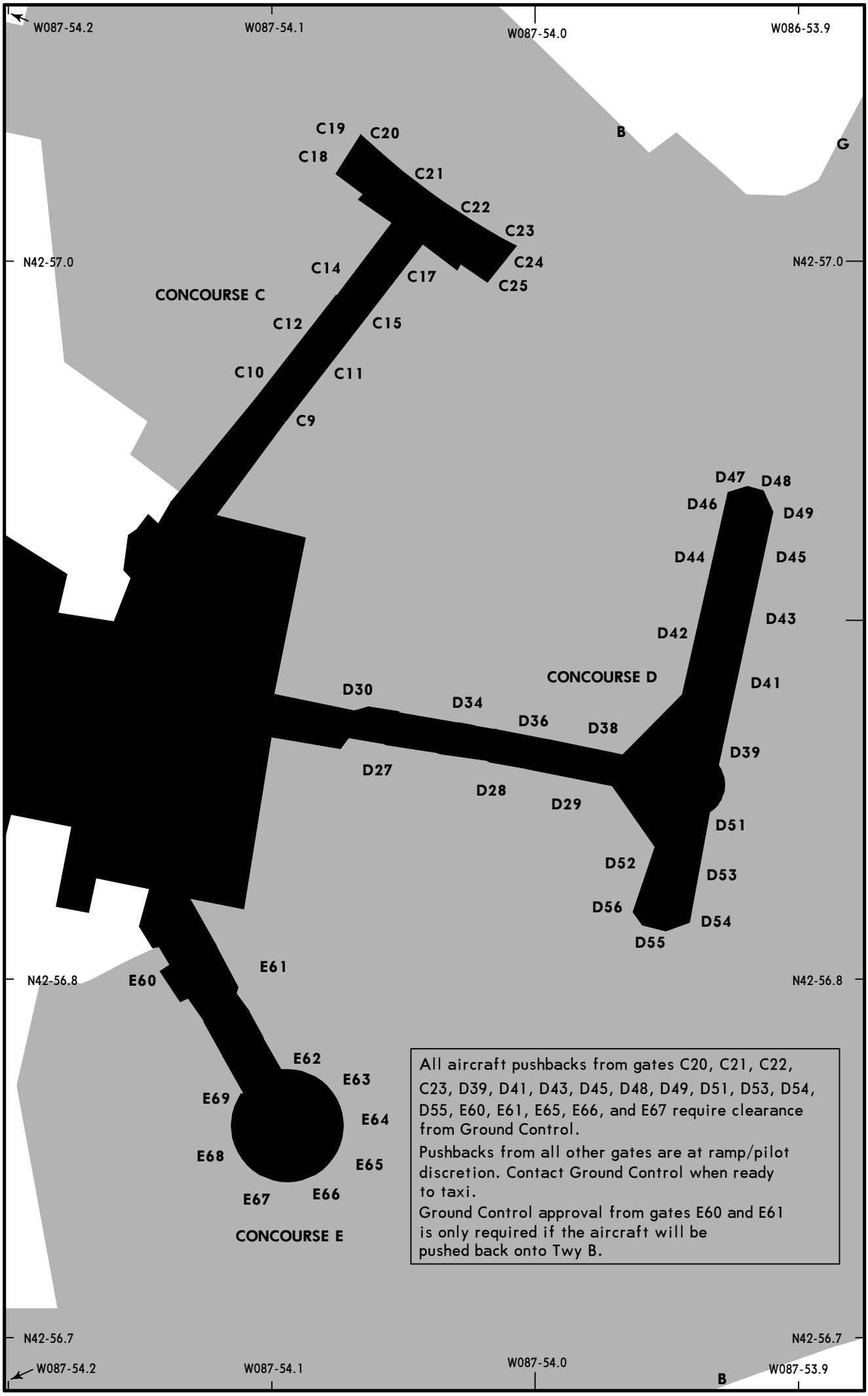

All aircraft pushbacks from gates C20, C21, C22, C23, D39, D41, D43, D45, D48, D49, D51, D53, D54, D55, E60, E61, E65, E66, and E67 require clearance from Ground Control.

Pushbacks from all other gates are at ramp/pilot discretion. Contact Ground Control when ready to taxi.

Ground Control approval from gates E60 and E61 is only required if the aircraft will be pushed back onto Twy B.

CHANGES: Notes.

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PARKING SPOT COORDINATES

SPOT No.	COORDINATES	SPOT No.	COORDINATES
Concourse C			
C9 thru C12	N42 57.0 W087 54.1		
C14, C15	N42 57.0 W087 54.1		
C17	N42 57.0 W087 54.0		
C18 thru C20	N42 57.0 W087 54.1		
C21 thru C25	N42 57.0 W087 54.0		
Concourse D			
D27	N42 56.9 W087 54.1		
D28	N42 56.9 W087 54.0		
D29	N42 56.8 W087 54.0		
D30	N42 56.9 W087 54.1		
D34, D36, D38	N42 56.9 W087 54.0		
D39	N42 56.9 W087 53.9		
D41 thru D49	N42 56.9 W087 53.9		
D51	N42 56.8 W087 53.9		
D52	N42 56.8 W087 54.0		
D53 thru D55	N42 56.8 W087 53.9		
D56	N42 56.8 W087 54.0		
Concourse E			
E68, E69	N42 56.8 W087 54.1		
E65 thru E67	N42 56.7 W087 54.1		
E68, E69	N42 56.8 W087 54.1		

CHANGES: None.

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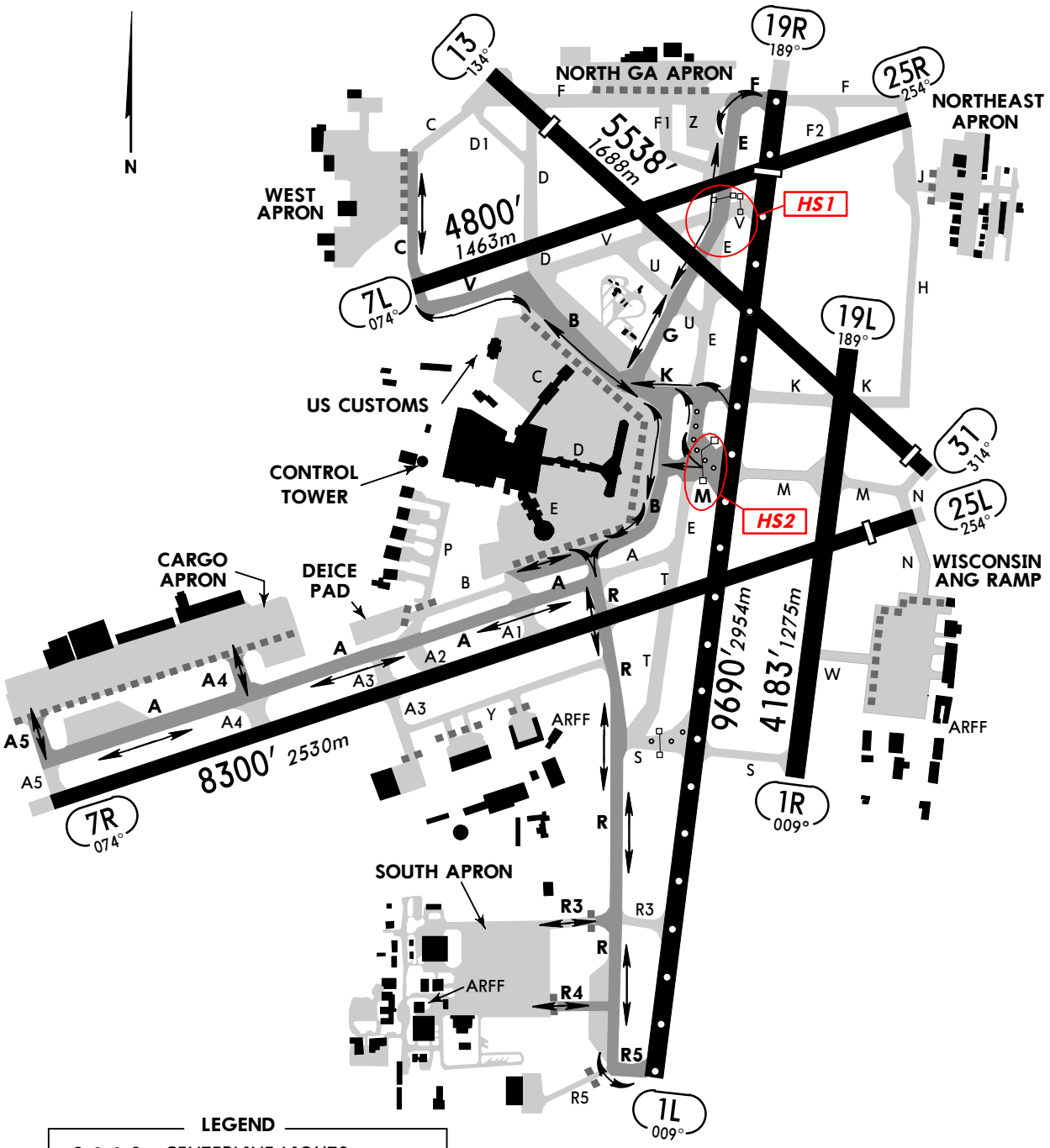
MILWAUKEE, WISC
GEN MITCHELL INTL
LOW VISIBILITY TAXI ROUTES

LESS THAN RVR 1200 to 600

D-ATIS	ACARS:	MILWAUKEE Clearance (Cpt)	Ramp hold	Ground	Tower
126.4 VOT 109.0	D-ATIS TWIP PDC	120.8	127.85	121.8	119.1

MILWAUKEE Departure (R)

RWY 1L-19R in use:		RWY 7R-25L in use:	
125.35 West of LOC crs	119.65 East of LOC crs	125.35 North of LOC crs	119.65 South of LOC crs



LEGEND

- CENTERLINE LIGHTS
- LOW VISIBILITY TAXI ROUTE
- TAXIWAY AND APRON
- MOVEMENT/NON-MOVEMENT AREA BOUNDARY
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- RUNWAY GUARD LIGHTS IN-PAVEMENT
- HS1 — RUNWAY INCURSION HOT SPOTS (See 10-9A for description)

CHANGES: A5 ramp area, taxiway depiction, taxi routes modified.

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BRIEFING STRIP ™

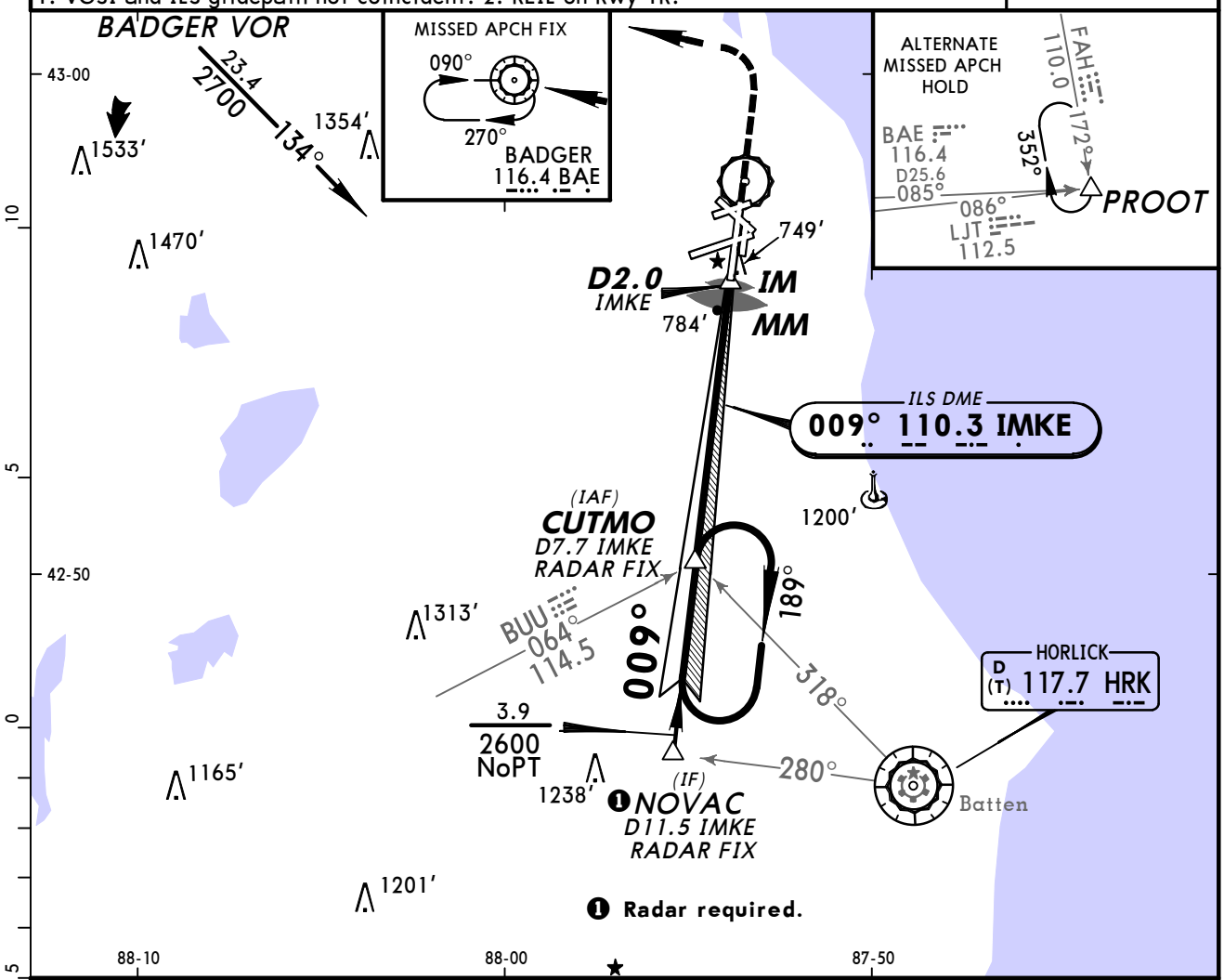
D-ATIS	MILWAUKEE Approach (R)	MILWAUKEE Tower	Ground
126.4	126.5	119.1	121.8

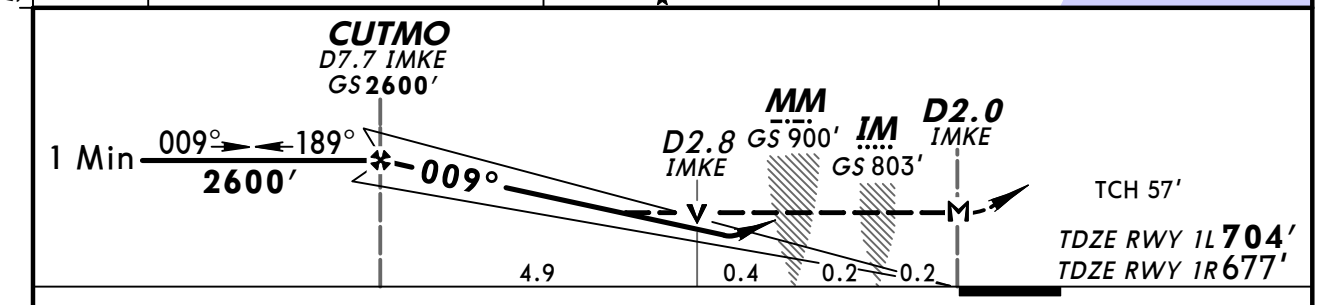
LOC IMKE	Final Apch Crs	GS CUTMO	ILS DA(H)	Apt Elev 723′
110.3	009°	2600′ (1896′)	904′ (200′)	TDZE 1L 704′

MISSED APCH: Climb to 2900′ then LEFT turn direct to BAE VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. VGSI and ILS glidepath not coincident. 2. REIL on Rwy 1R.

2900′
090° 270°
2400′
MSA HRK VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D2.0 IMKE or CUTMO to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08

ALSF-II PAPI | 2900′ | LT | BAE 116.4

STRAIGHT-IN LANDING RWY 1L ILS DA(H) 904′ (200′)				LOC (GS out) MDA(H) 1040′ (336′)		SIDESTEP LANDING RWY 1R MDA(H) 1040′ (363′)	CIRCLE-TO-LAND	
	FULL	TDZ or CL out	ALS out		ALS out		Max Kts	MDA(H)
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	1	90	1240′ (517′)-1
B							120	
C						1½	140	1240′ (517′)-1½
D				RVR 40 or ¾		2	165	1280′ (557′)-2

TERPS AMEND 9 17 DEC 2009

CHANGES: Lighting.

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KMKE/MKE
GEN MITCHELL INTL

JEPPESEN

1 APR 11 (11-1A)

MILWAUKEE, WISC
ILS Rwy 1L CAT II & III

D-ATIS	MILWAUKEE Approach (R)	MILWAUKEE Tower	Ground
126.4	126.5	119.1	121.8

BRIEFING STRIP ™

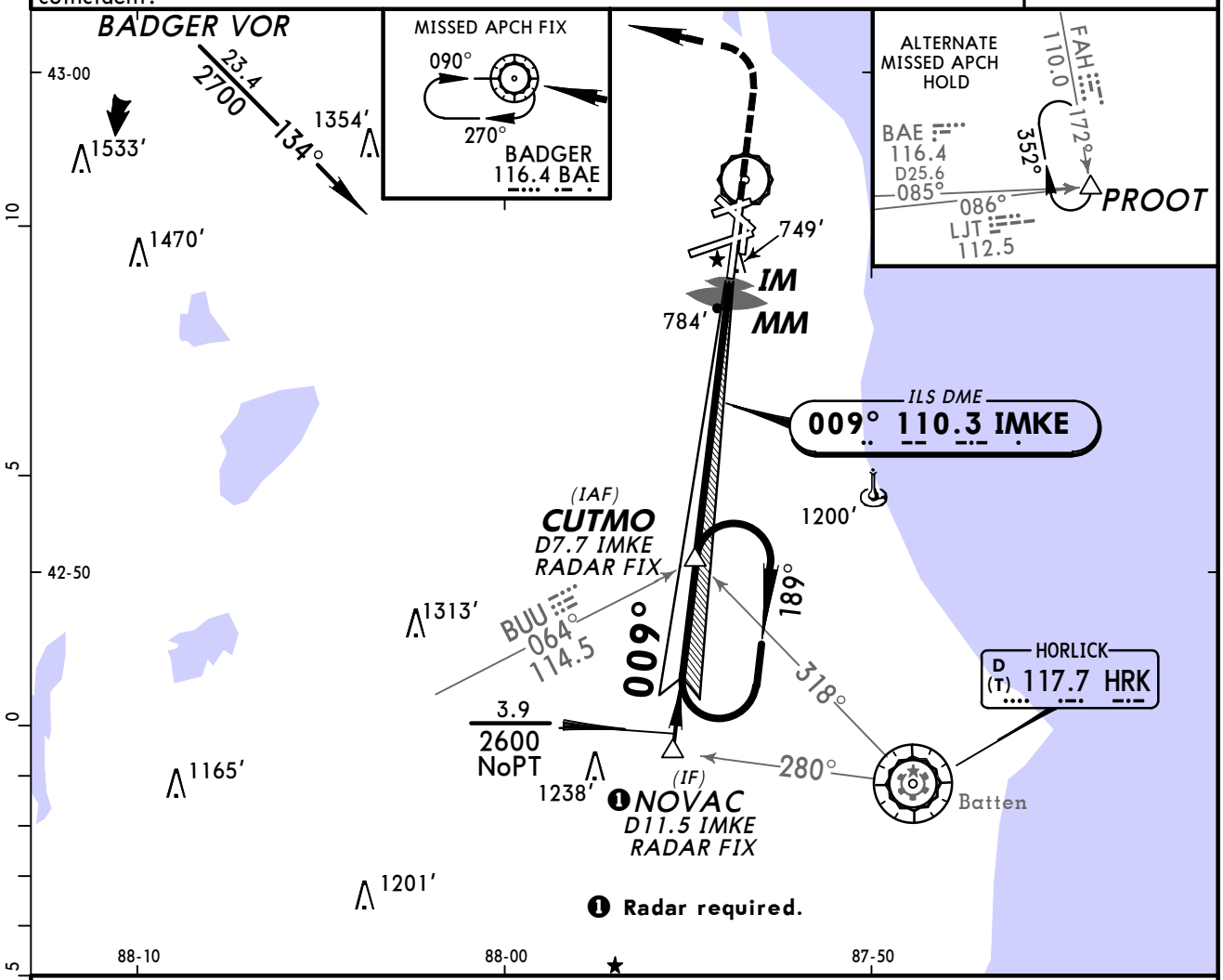
LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IMKE 110.3	009°	CUTMO 2600′ (1896′)	NA	Refer to Minimums		RA 98′ DA(H) 804′ (100′)	723′ TDZE 704′

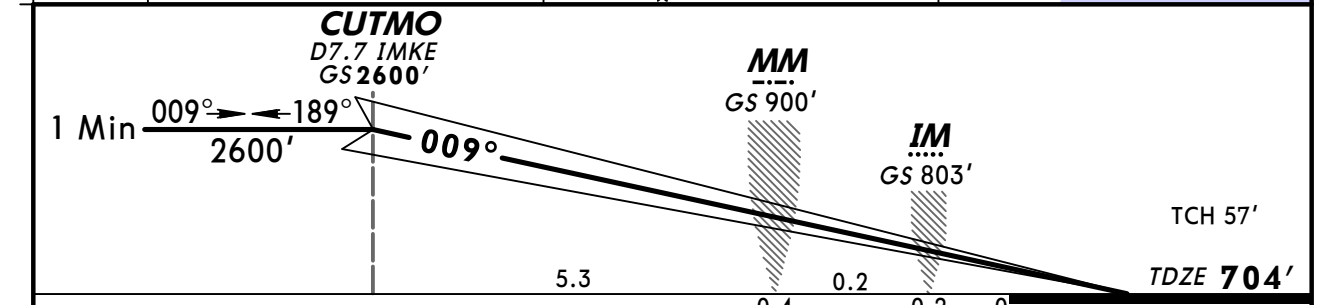
MISSED APCH: Climb to 2900′ then LEFT turn direct to BAE VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. VGSI and ILS glidepath not coincident.

MSA HRK VOR: 2900′ (090°–270°), 2400′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

ALSF-II PAPI | 2900′ | LT | D | BAE 116.4

STRAIGHT-IN LANDING RWY 1L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 98′ DA(H) 804′ (100′)
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 9 17 DEC 2009

CHANGES: Lighitng.

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BRIEFING STRIP ™

D-ATIS	MILWAUKEE Approach (R)	MILWAUKEE Tower	Ground
126.4	126.5	119.1	121.8

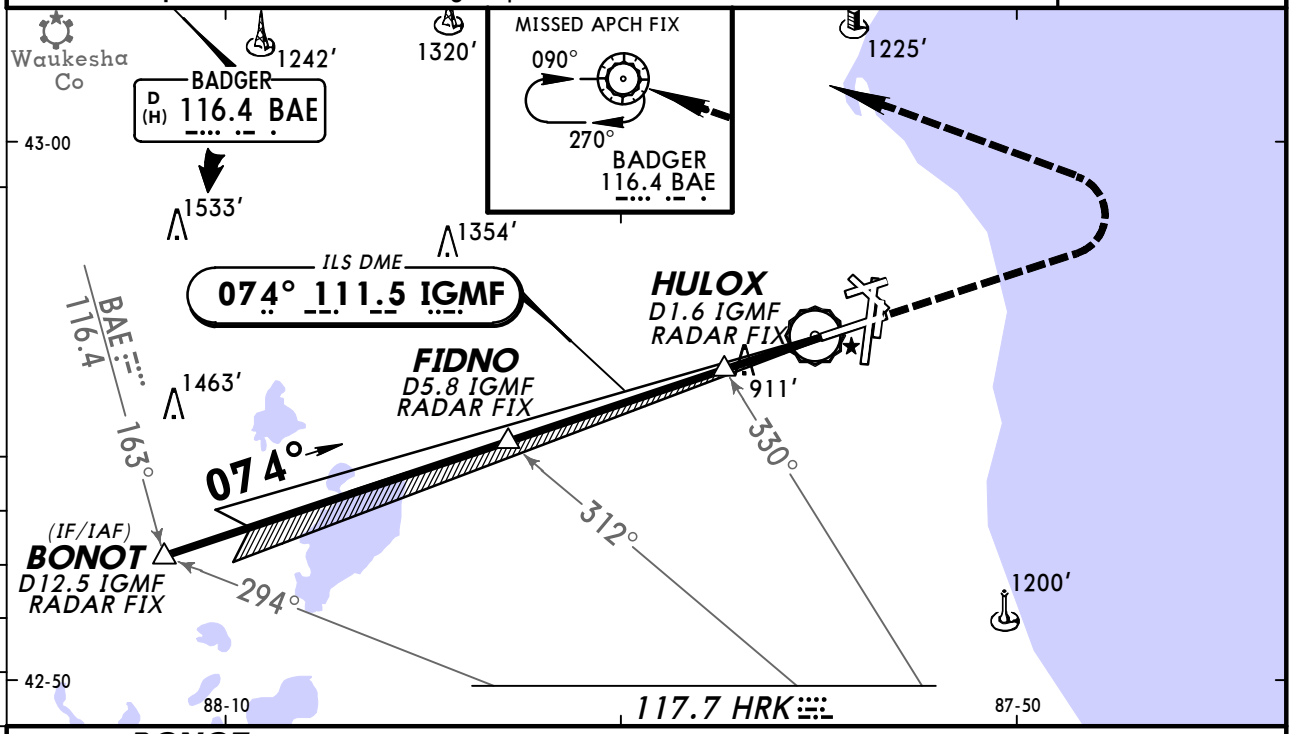
LOC IGMF	Final Apch Crs	GS FIDNO	ILS DA(H)	Apt Elev 729′ / Rwy 7R 729′
111.5	074°	2700′ (1971′)	929′ (200′)	

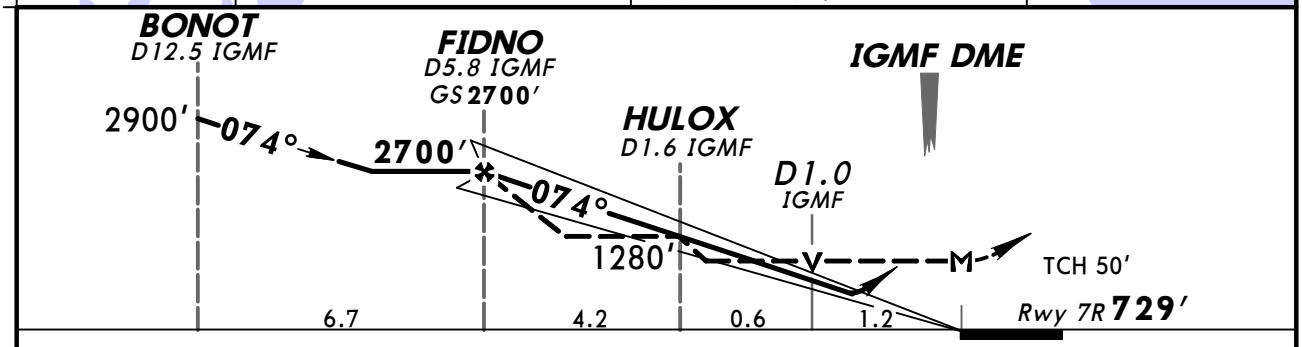
MISSED APCH: Climb to 2900′ then LEFT turn direct BAE VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. VGSI and ILS glidepath not coincident.

2900′
MSA BAE VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
FIDNO to MAP 6.0	5:09	4:00	3:36	3:00	2:34	2:15

MALSR PAPI | 2900′ | LT | D | BAE 116.4

STRAIGHT-IN LANDING RWY 7R

	ILS DA(H) 929′ (200′)		LOC (GS out) MDA(H) 1180′ (451′) With HULOX			MDA(H) 1280′ (551′) Without HULOX		
	FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	[1] RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B								
C			RVR 45 or ⅞	RVR 55 or 1	1⅜	RVR 60 or 1⅛	1⅜	1⅝
D								

CIRCLE-TO-LAND

Max Kts	With HULOX MDA(H)	Without HULOX MDA(H)
90	1240′ (511′)-1	1280′ (551′)-1
120		
140	1240′ (511′)-1½	1280′ (551′)-1⅝
165	1280′ (551′)-2	1280′ (551′)-2

[1] RVR 18 authorized with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 16 20 OCT 2011

CHANGES: None.

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KMKE/MKE
GEN MITCHELL INTL

JEPPESEN

9 DEC 11 (11-3) Eff 15 Dec

MILWAUKEE, WISC
ILS or LOC Rwy 19R

D-ATIS	MILWAUKEE Approach (R)	MILWAUKEE Tower	Ground
126.4	126.5	119.1	121.8

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 729′
IBLY 110.3	189°	OMOGE 2800′ (2129′)	871′ (200′)	Rwy 19R 671′

MISSED APCH: Climb to 2800′ then RIGHT turn direct BAE VOR and hold, or as directed by ATC.

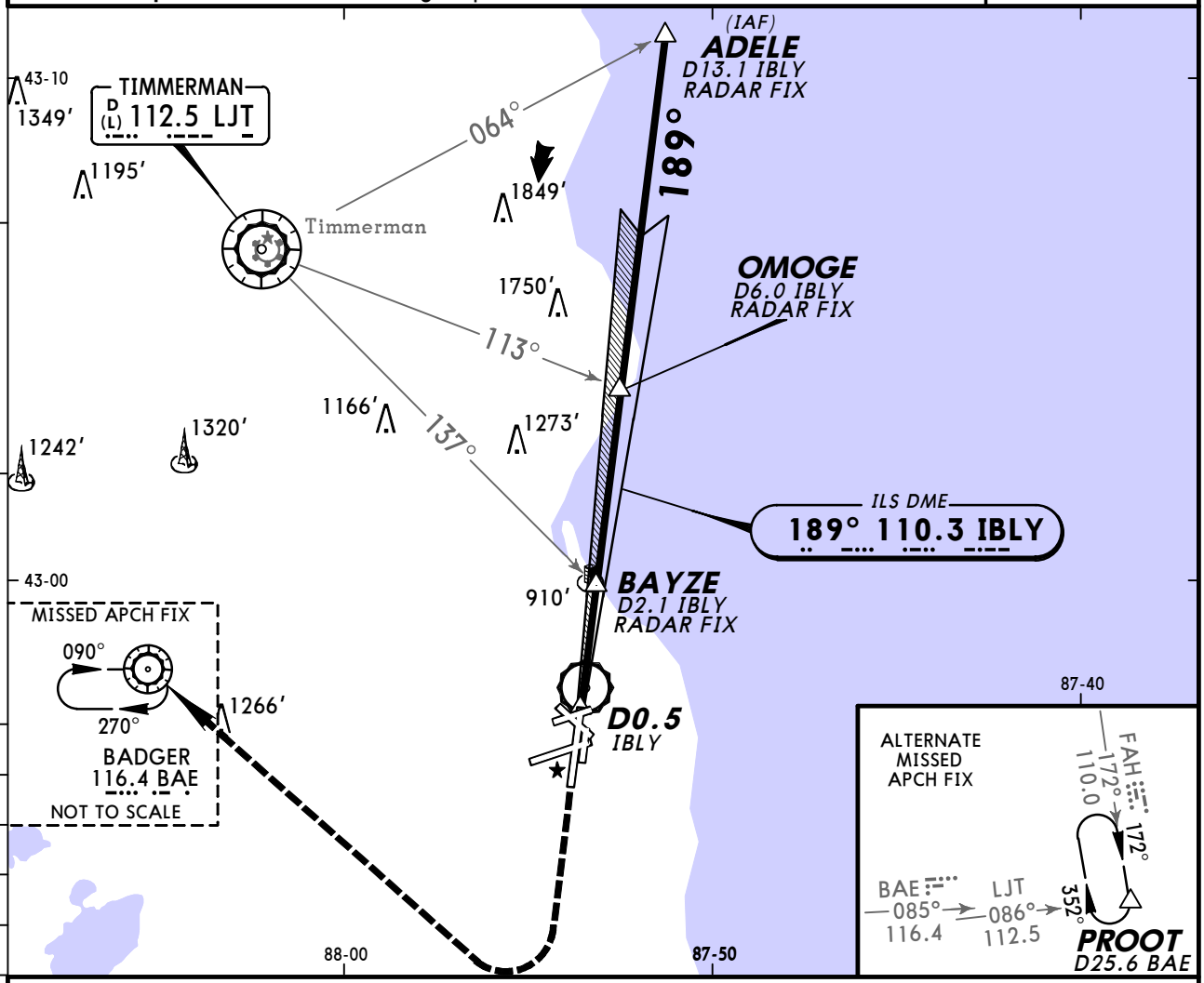
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

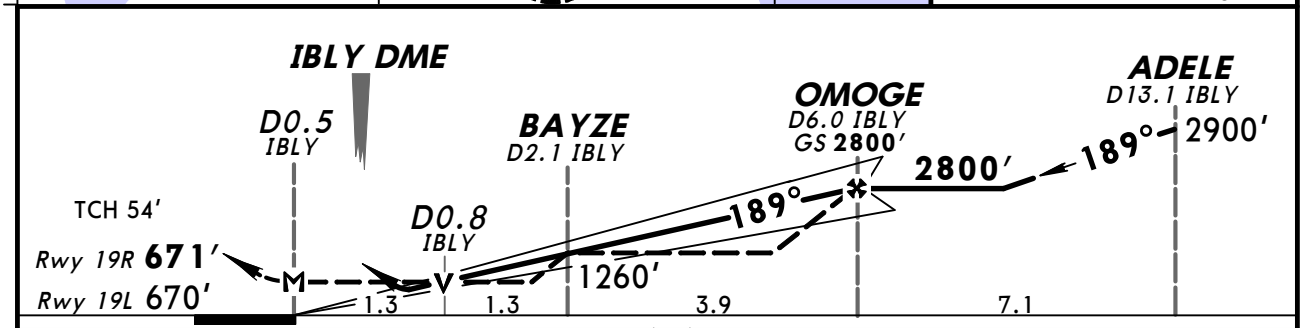
1. Radar required. 2. VGSI and ILS glidepath not coincident.

2900′

MSA BAE VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.5 IBLY or OMOGE to MAP 6.5	5:34	4:20	3:54	3:15	2:47	2:26

MALSR PAPI 2800′ RT BAE 116.4

STRAIGHT-IN LANDING RWY 19R	ILS DA(H) 871′ (200′)		LOC (GS out) MDA(H) 1160′ (489′)			SIDESTEP LANDING RWY 19L MDA(H) 1160′ (490′)	CIRCLE-TO-LAND	
	FULL	RAIL or ALS out		RAIL out	ALS out		Max Kts	MDA(H)
A	[1] RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1	1	90	1240′ (511′)-1
B							120	
C			RVR 50 or 1	RVR 60 or 1⅛	1⅜	1½	140	1240′ (511′)-1½
D						2	165	1280′ (551′)-2

[1] RVR 18 authorized with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 12 15 DEC 2011

CHANGES: Procedure.

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D-ATIS	MILWAUKEE Approach (R)	MILWAUKEE Tower	Ground
126.4	126.5	119.1	121.8

BRIEFING STRIP ™

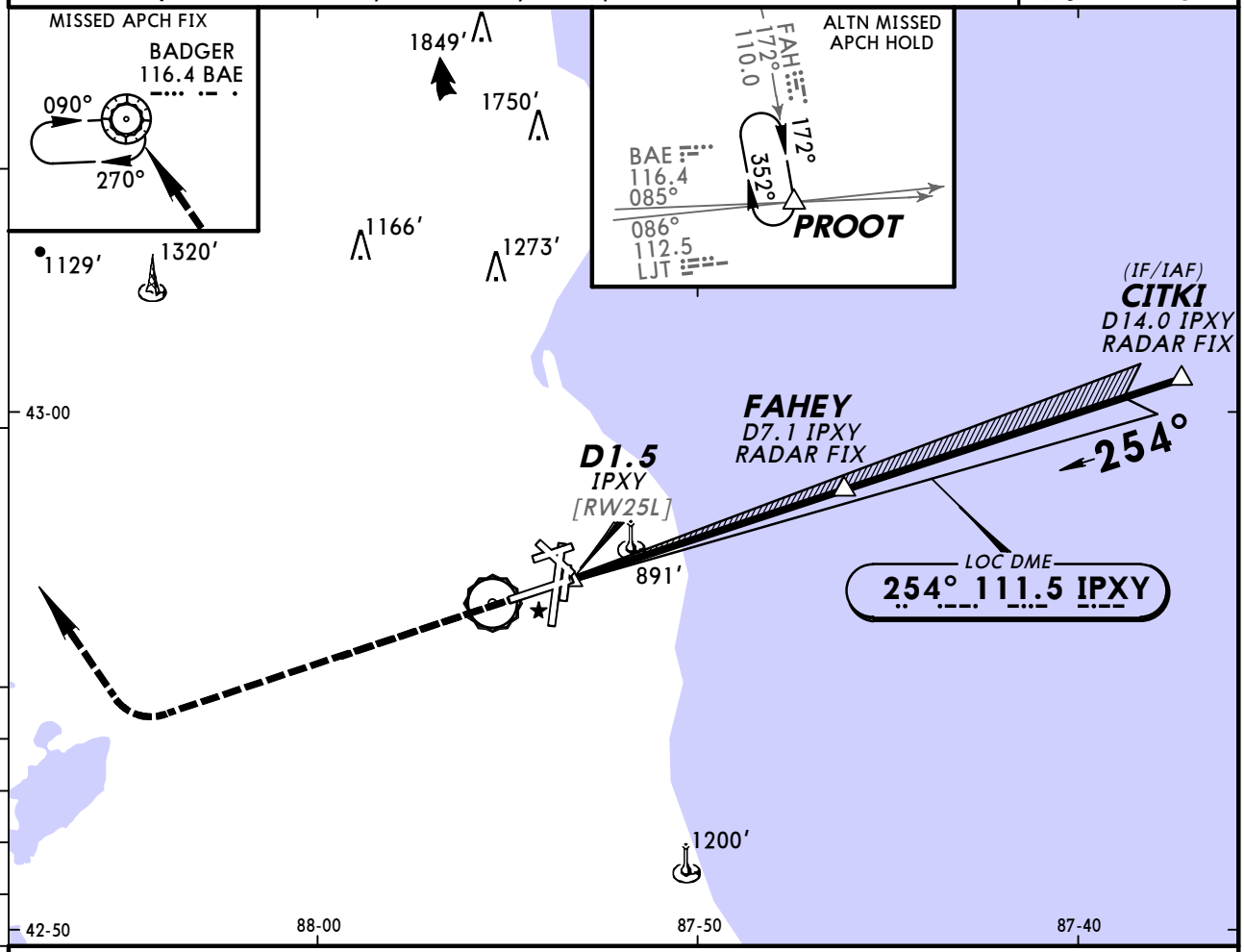
LOC IPXY	Final Apch Crs	Minimum Alt FAHEY	MDA(H)	Apt Elev 729′
111.5	254°	2500′ (1830′)	1160′ (490′)	Rwy 25L 670′

MISSED APCH: Climb to 2800′ then RIGHT turn direct BAE VOR and hold, or as directed by ATC.

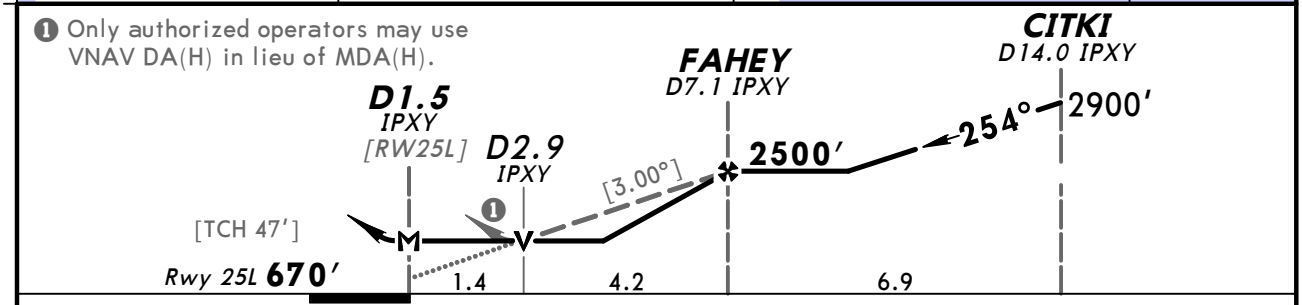
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Visibility reduction by helicopters not authorized.

2900′
MSA BAE VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at D1.5 IPXY or FAHEY to MAP 5.6	4:48	3:44	3:22	2:48	2:24	2:06

REIL
PAPI-L

2800′

RT

BAE
116.4

STRAIGHT-IN LANDING RWY 25L

MDA(H) 1160′ (490′)

A	1
B	
C	1⅜
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1240′ (511′)-1
120	
140	1240′ (511′)-1½
165	1280′ (551′)-2

TERPS AMEND 5 20 OCT 2011

CHANGES: Procedure.

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BRIEFING STRIP ™

D-ATIS	MILWAUKEE Approach (R)	MILWAUKEE Tower	Ground
126.4	126.5	119.1	121.8

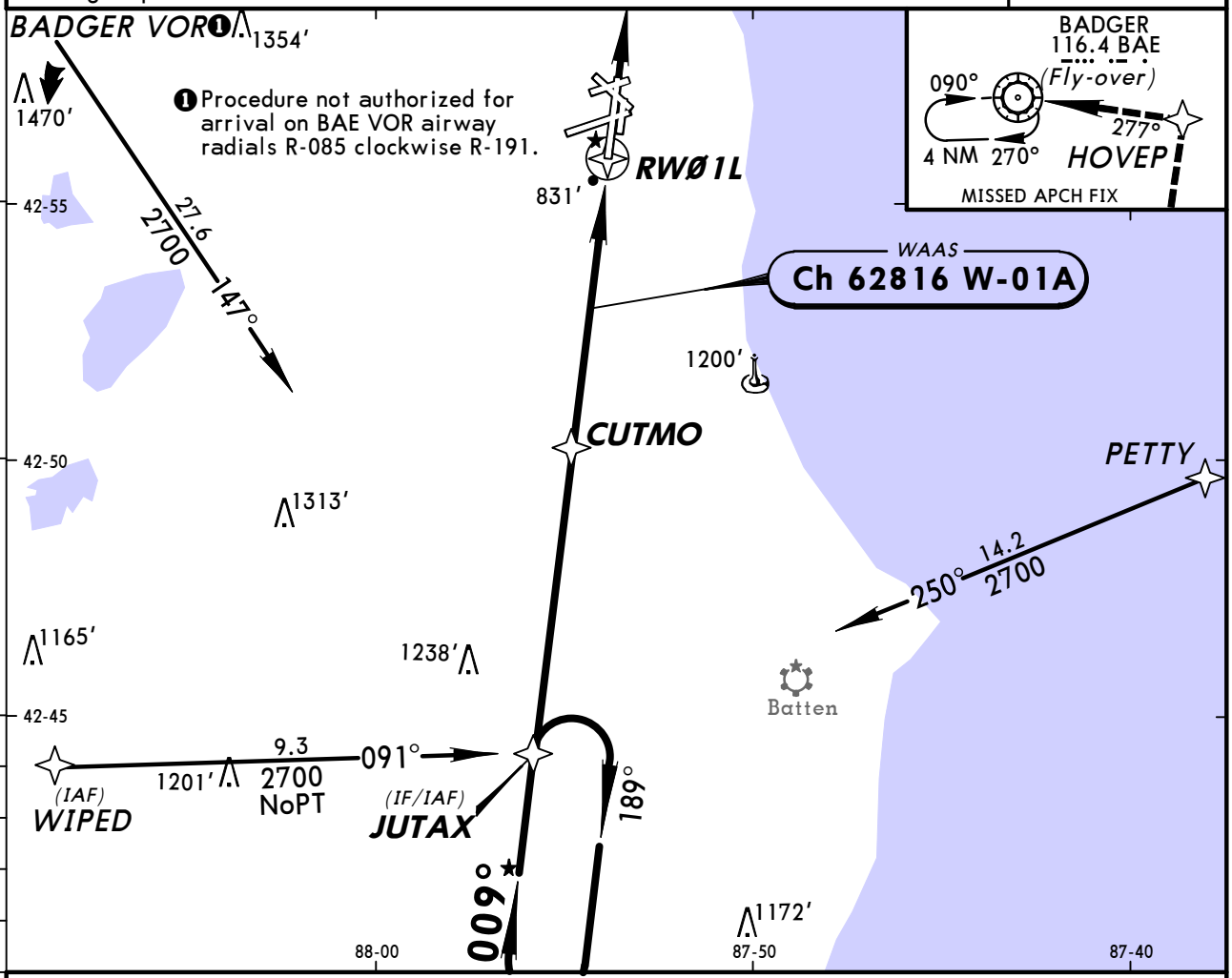
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 723′
Ch 62816 W-01A	009°	CUTMO 2600′ (1896′)	904′ (200′)	TDZE 704′

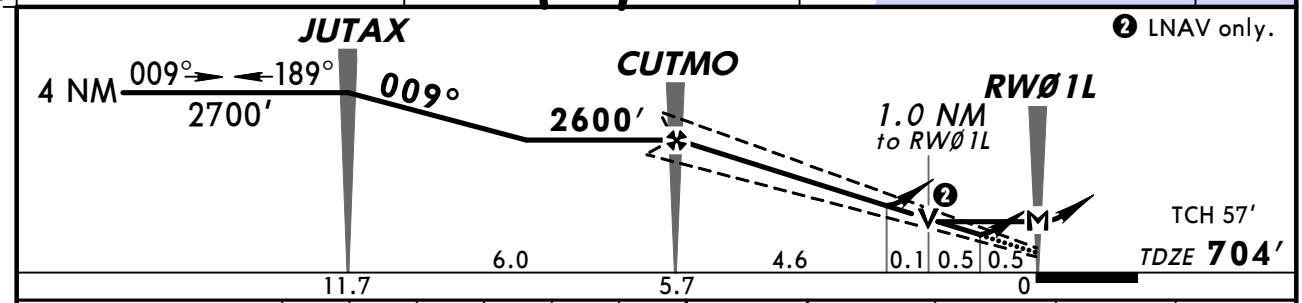
MISSED APCH: Climb to 2900′ direct HOVEP then LEFT turn via 277° track to BAE VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. VGSI and RNAV glidepath not coincident.

2900′
MSA RWØ1L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ1L						

ALSF-II PAPI 2900′ HOVEP

STRAIGHT-IN LANDING RWY 1L

	LPV DA(H) 904′ (200′)		LNAV/VNAV DA(H) 1101′ (397′)		LNAV MDA(H) 1100′ (396′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 50 or 1
B						
C						
D					RVR 50 or 1	RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1240′ (517′)-1
120	
140	1240′ (517′)-1½
165	1280′ (557′)-2

TERPS AMEND 1 17 DEC 2009

CHANGES: Procedure.

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D-ATIS	MILWAUKEE Approach (R)	MILWAUKEE Tower	Ground
126.4	126.5	119.1	121.8

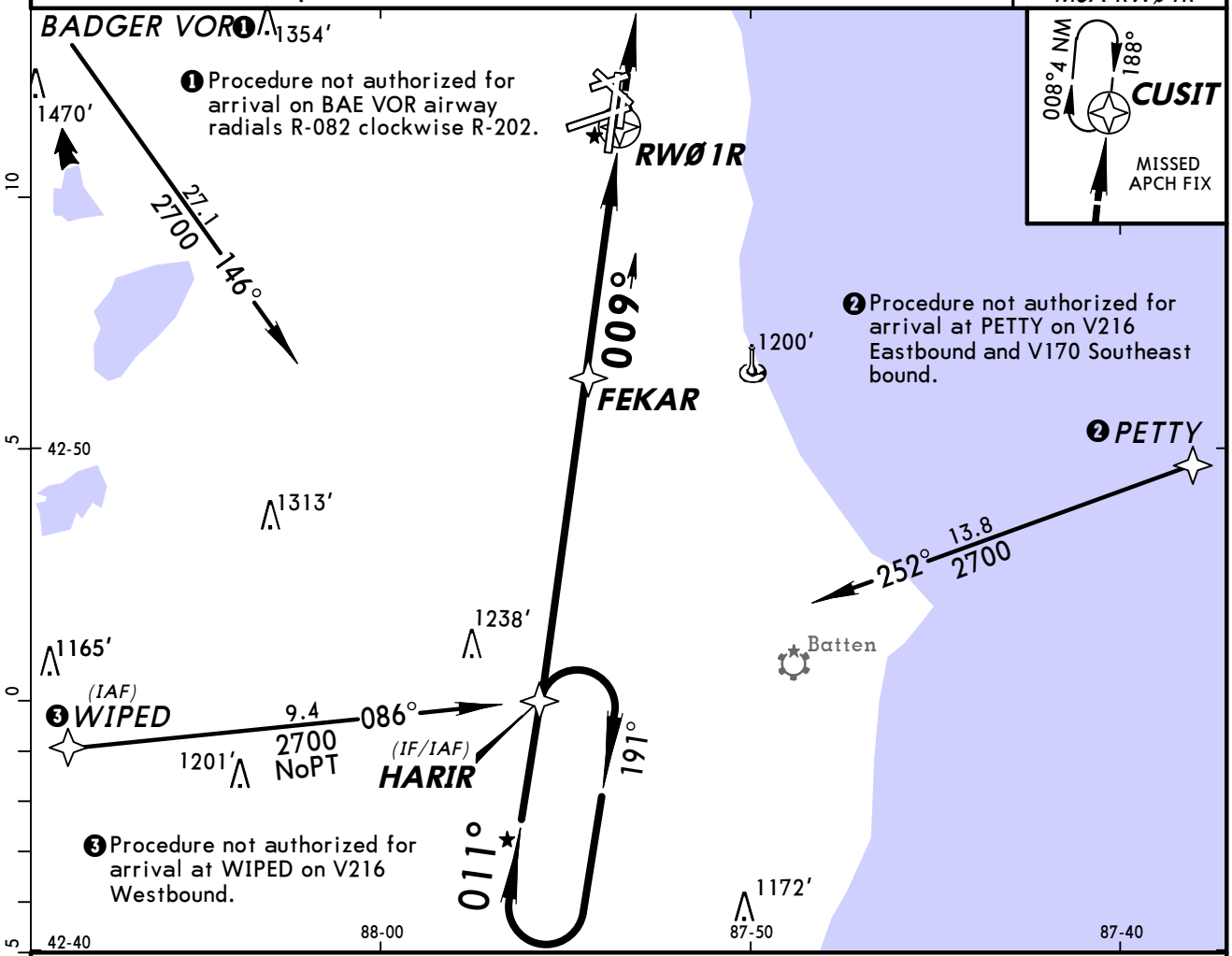
BRIEFING STRIP™

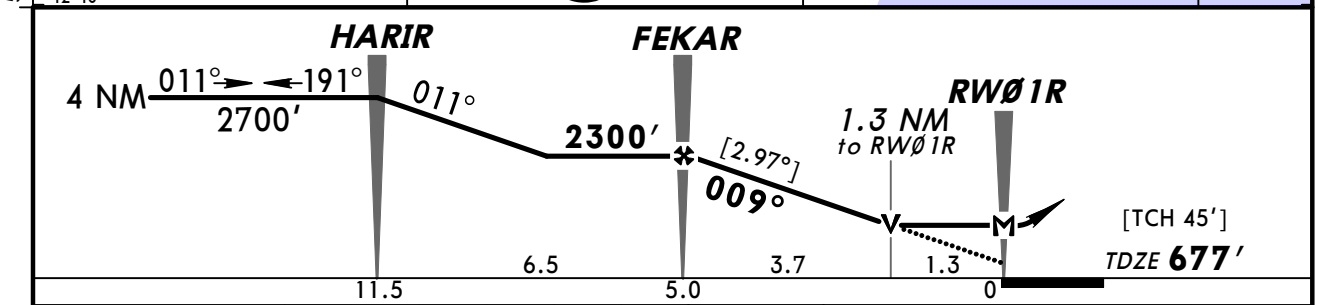
RNAV	Final Apch Crs	Minimum Alt FEKAR	LNAV MDA(H)	Apt Elev 723′
	009°	2300′ (1623′)	1120′ (443′)	TDZE 677′

MISSED APCH: Climb to 2900′ direct CUSIT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.30 required. 2 DME/DME RNP-0.30 not authorized.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.97°]	368	473	525	630	736	841
MAP at RWØ1R						

REIL | 2900′ | CUSIT

STRAIGHT-IN LANDING RWY 1R LNAV MDA(H) 1120′ (443′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	1240′ (517′) -1
B		120	
C	1¼	140	1240′ (517′) -1½
D	1½	165	1280′ (557′) -2

AMENDO TERPS

CHANGES: None.

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BRIEFING STRIP TM

D-ATIS	MILWAUKEE Approach (R)	MILWAUKEE Tower	Ground
126.4	126.5	119.1	121.8

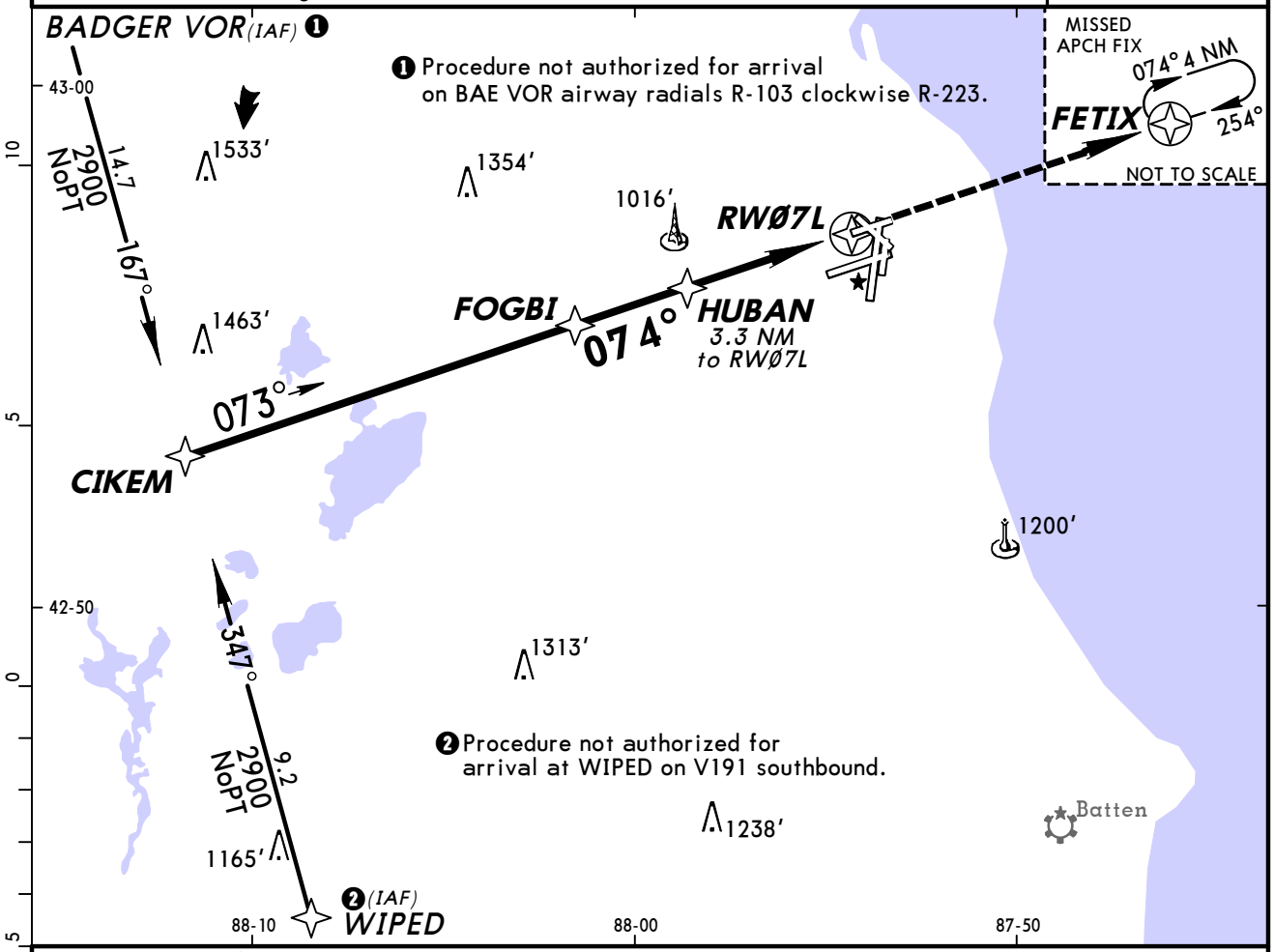
RNAV	Final Apch Crs	Minimum Alt FOGBI	LNAV MDA(H)	Apt Elev 729′
	074°	2500′ (1828′)	1140′ (468′)	TDZE 672′

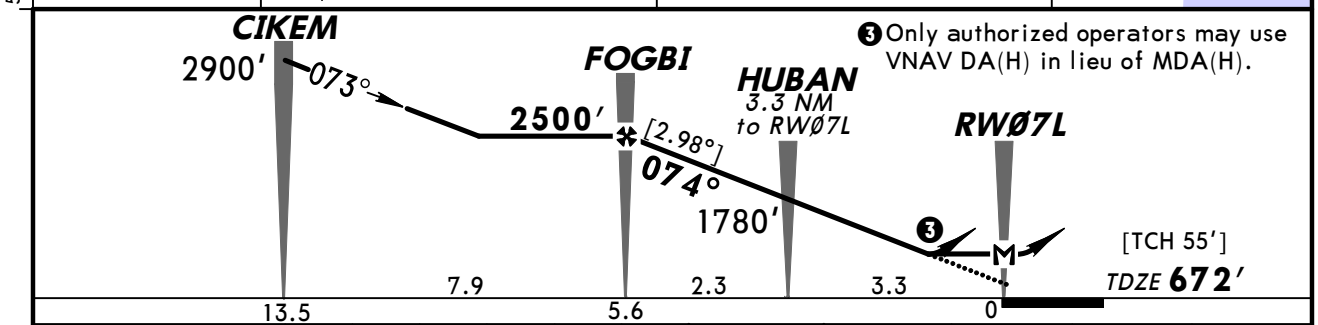
MISSED APCH: Climb to 2900′ direct to FETIX and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized.
3. VGSI and descent angles not coincident.

2900′
MSA RWØ7L





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.98°]	369	474	527	633	738	843
MAP at RWØ7L						

REIL
VASI-L

2900′

FETIX

STRAIGHT-IN LANDING RWY 7L LNAV MDA(H) 1140′ (468′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	1240′ (511′) -1
B		120	
C	1¼	140	1240′ (511′) -1½
D	1½	165	1280′ (551′) -2

AMEND 0 TERPS

CHANGES: Airport elevation.

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BRIEFING STRIP™

D-ATIS	MILWAUKEE Approach (R)	MILWAUKEE Tower	Ground
126.4	126.5	119.1	121.8

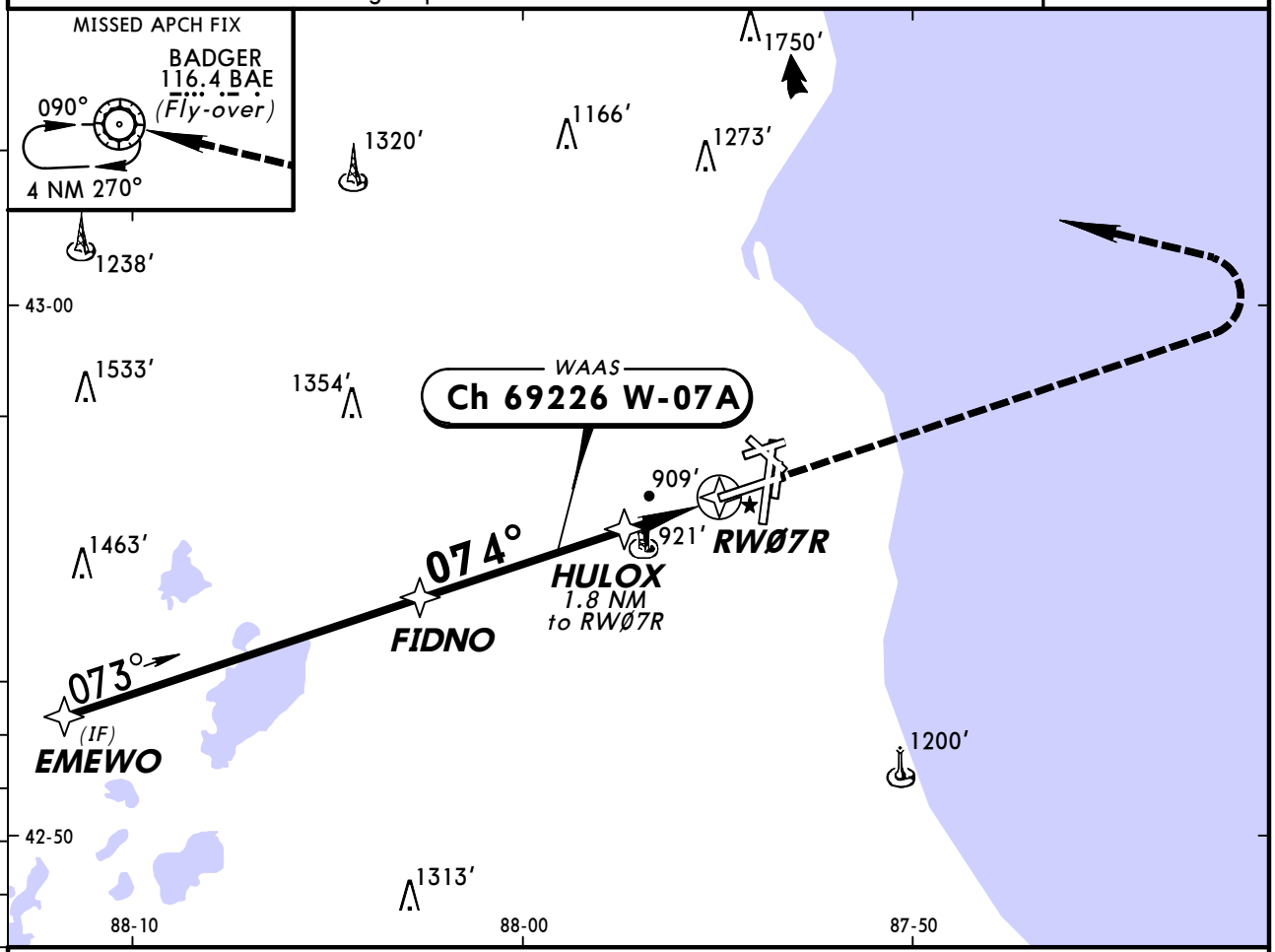
WAAS	Final Apch Crs	Minimum Alt FIDNO	LPV DA(H)	Apt Elev 729′
Ch 69226 W-07A	074°	2700′(1971′)	929′(200′)	Rwy 7R 729′

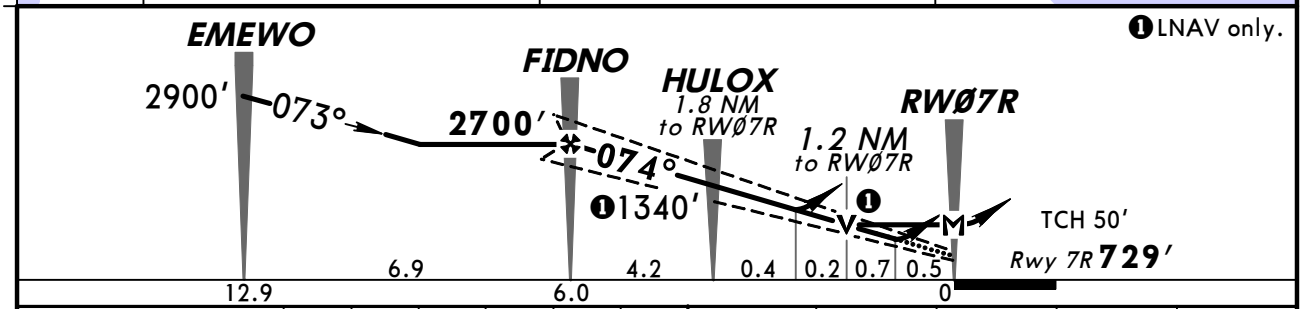
MISSED APCH: Climb to 2900′ then climbing LEFT turn to 3000′ direct BAE VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C (-7°F) or above 39°C (102°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.

2900′
MSA RWØ7R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ7R						

MALSR
PAPI
2900′
3000′ LT
D
BAE 116.4

STRAIGHT-IN LANDING RWY 7R

	LPV DA(H) 929′(200′)		LNAV/VNAV DA(H) 1232′(503′)		LNAV MDA(H) 1180′(451′)		
		RAIL or ALS out		RAIL out	ALS out	RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1⅛		1⅝	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B							
C						RVR 45 or ⅞	RVR 55 or 1	1⅜
D							

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1240′(511′)-1
120	
140	1240′(511′)-1½
165	1280′(551′)-2

TERPS AMEND 1 20 OCT 2011

CHANGES: Procedure.

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D-ATIS	MILWAUKEE Approach (R)	MILWAUKEE Tower	Ground
126.4	126.5	119.1	121.8

BRIEFING STRIP™

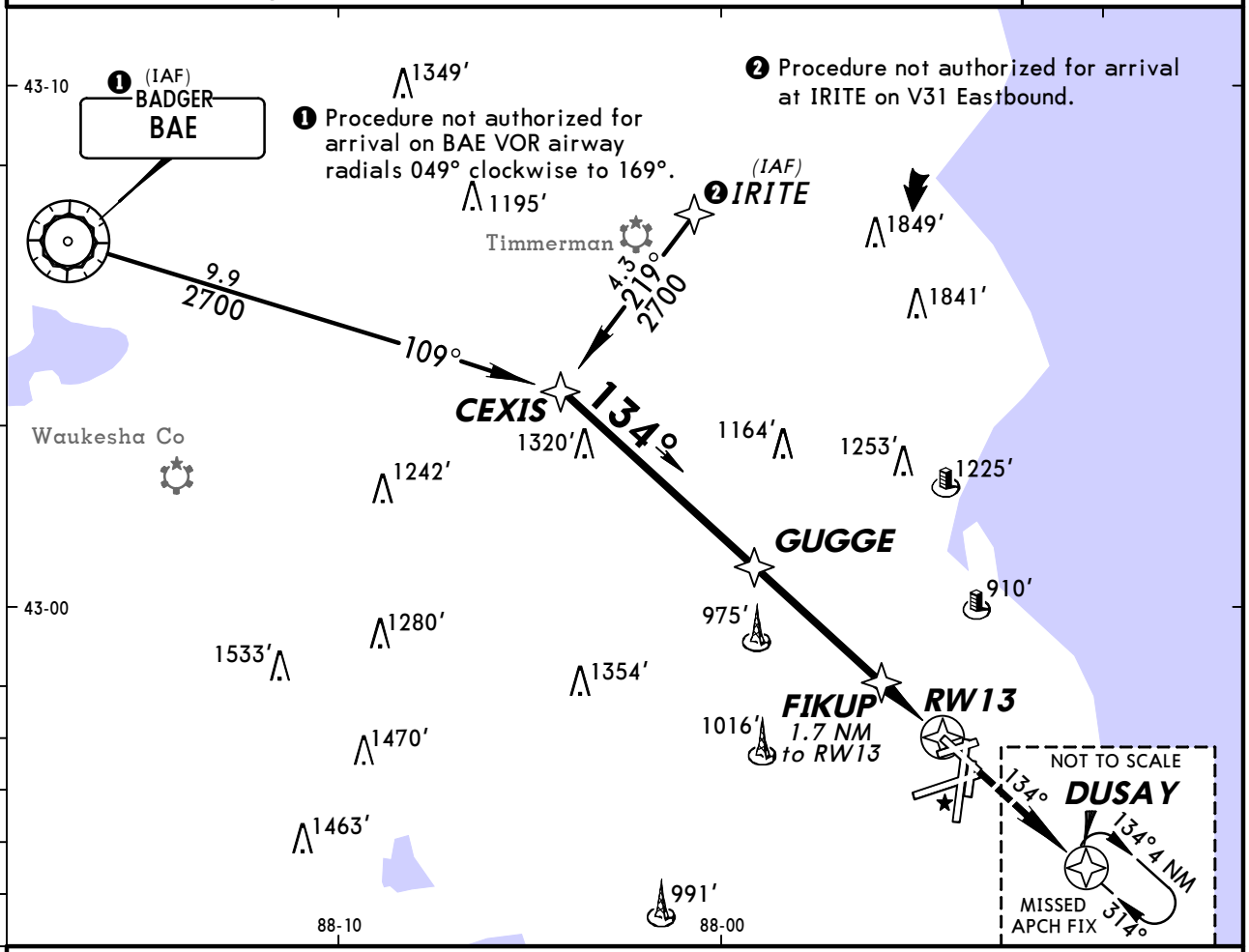
RNAV	Final Apch Crs	Minimum Alt GUGGE	LNAV MDA(H)	Apt Elev 723′
	134°	2300′ (1630′)	1140′ (470′)	TDZE 670′

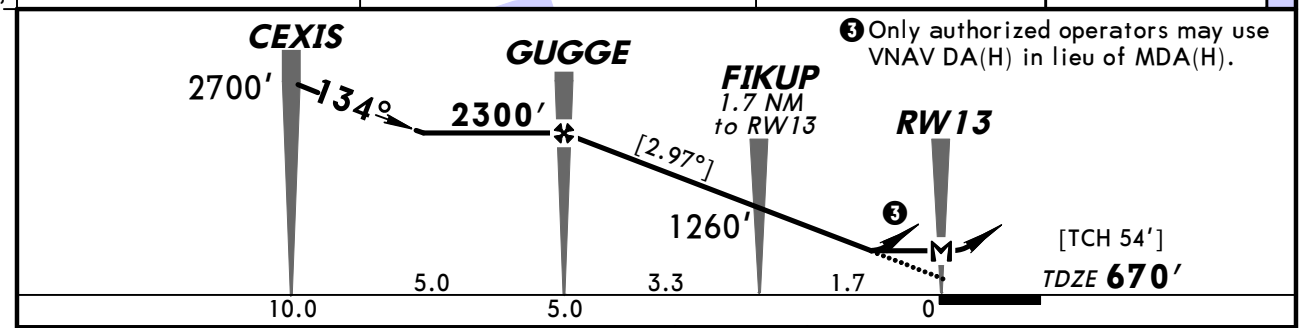
MISSED APCH: Climb to 2900′ direct DUSAY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized.

2900′
MSA RW13





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.97°]	368	473	525	630	736	841
MAP at RW13						

REIL
PAPI-L

2900′

DUSAY

STRAIGHT-IN LANDING RWY 13
LNAV
MDA(H) **1140′** (470′)

		Max Kts.	MDA(H)
A	1	90	1240′ (517′) -1
B		120	
C	1¼	140	1240′ (517′) -1½
D	1½	165	1280′ (557′) -2

CIRCLE-TO-LAND

AMEND TERPS

CHANGES: None.

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BRIEFING STRIP ™

D-ATIS	MILWAUKEE Approach (R)	MILWAUKEE Tower	Ground
126.4	126.5	119.1	121.8

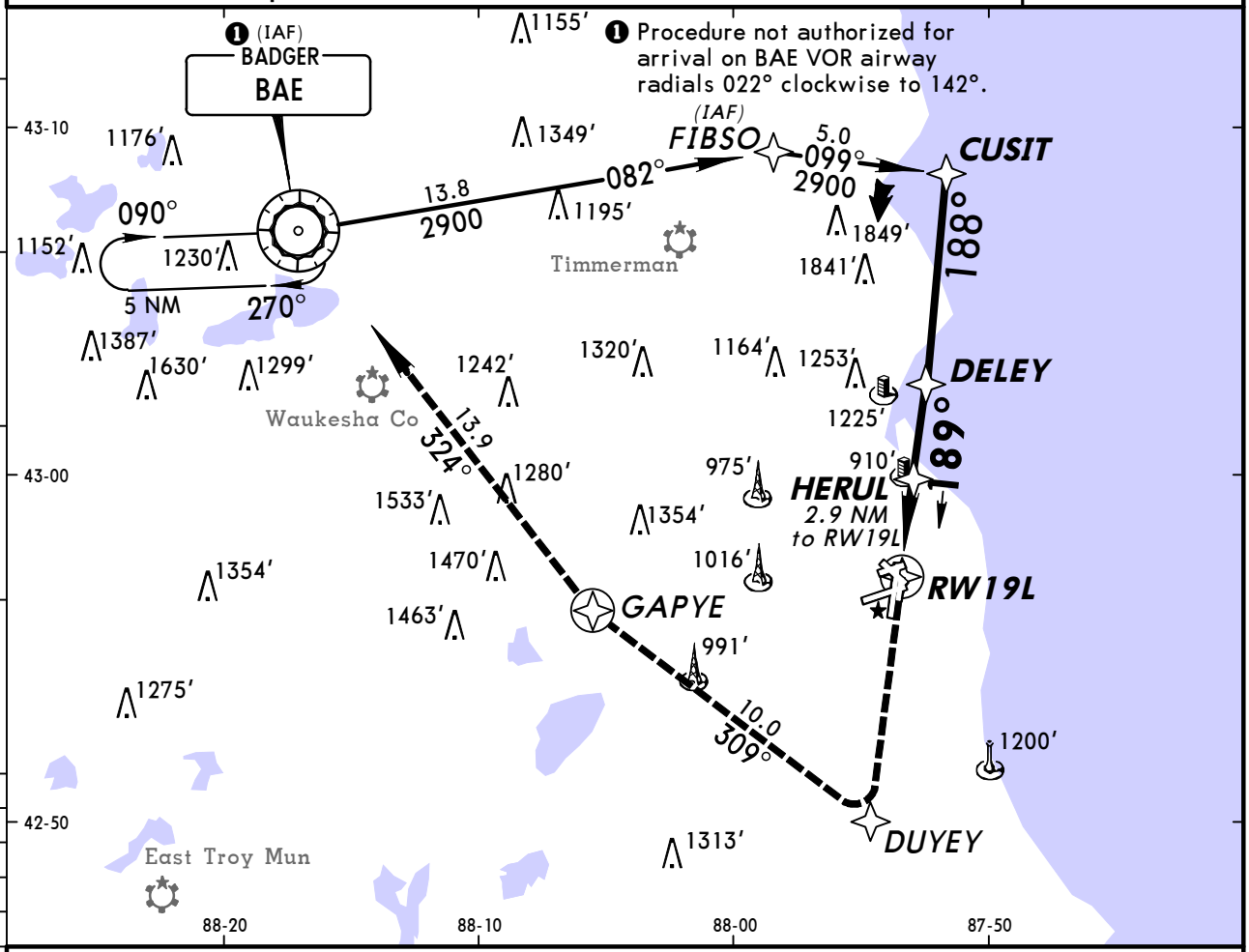
RNAV	Final Apch Crs	Minimum Alt DELEY	LNAV MDA(H)	Apt Elev 723′
	189°	2500′ (1826′)	1120′ (446′)	TDZE 674′

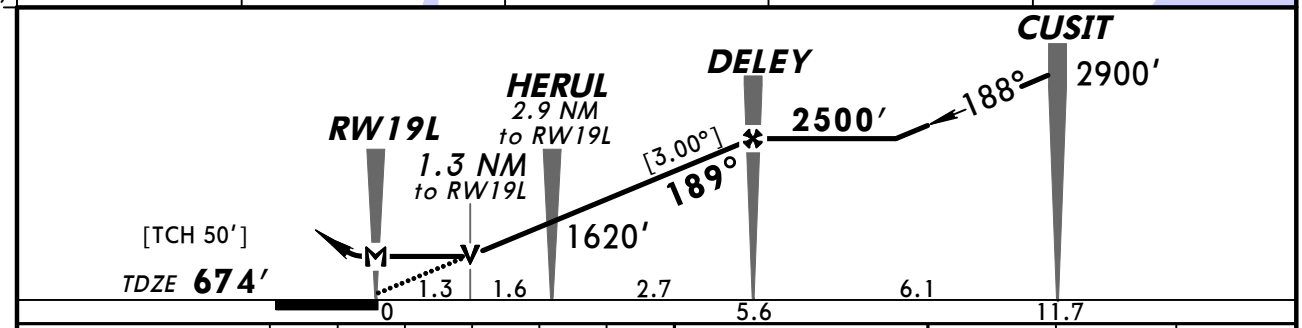
MISSED APCH: Climb to 2800′ direct DUYEY then RIGHT turn via 309° track to GAPYE then via 324° track to BAE VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized.

2900′
MSA RW19L





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW19L						

2800′ ↑ DUYEY

STRAIGHT-IN LANDING RWY **19L**
LNAV
MDA(H) **1120′** (446′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	1	90	1240′ (517′) -1
B		120	
C	1¼	140	1240′ (517′) -1½
D	1½	165	1280′ (557′) -2

TERPS AMEND 0

CHANGES: Hold length.

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KMKE/MKE
GEN MITCHELL INTL

JEPPESEN
14 OCT 11 (12-7) Eff 20 Oct

MILWAUKEE, WISC
RNAV (GPS) Rwy 19R

D-ATIS	MILWAUKEE Approach (R)	MILWAUKEE Tower	Ground
126.4	126.5	119.1	121.8

BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt OMOGE	LPV DA(H)	Apt Elev 729′
Ch 99322 W-19A	189°	2800′ (2129′)	871′ (200′)	Rwy 19R 671′

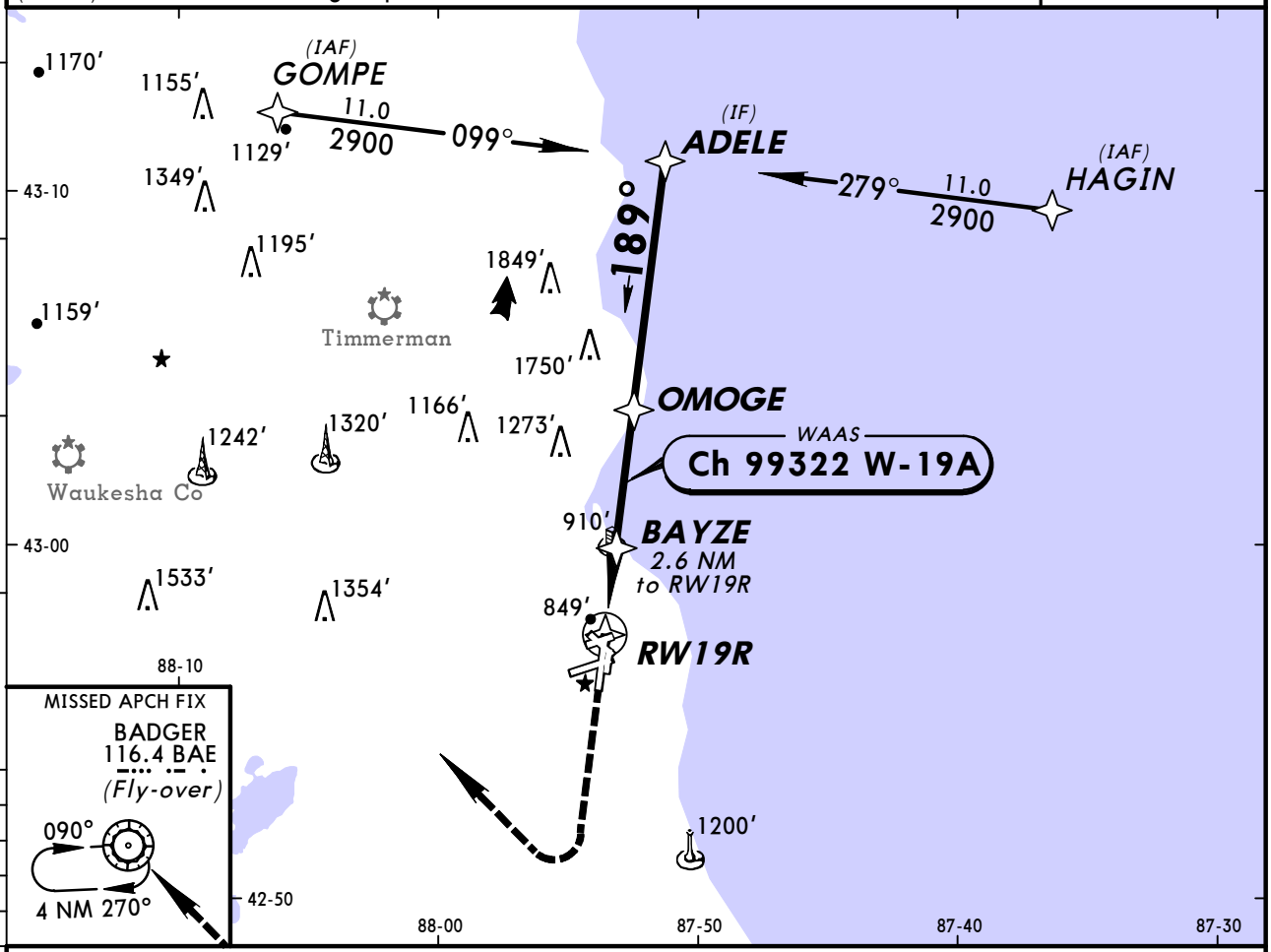
MISSED APCH: Climb to 2000′ then climbing RIGHT turn to 2800′ direct BAE VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

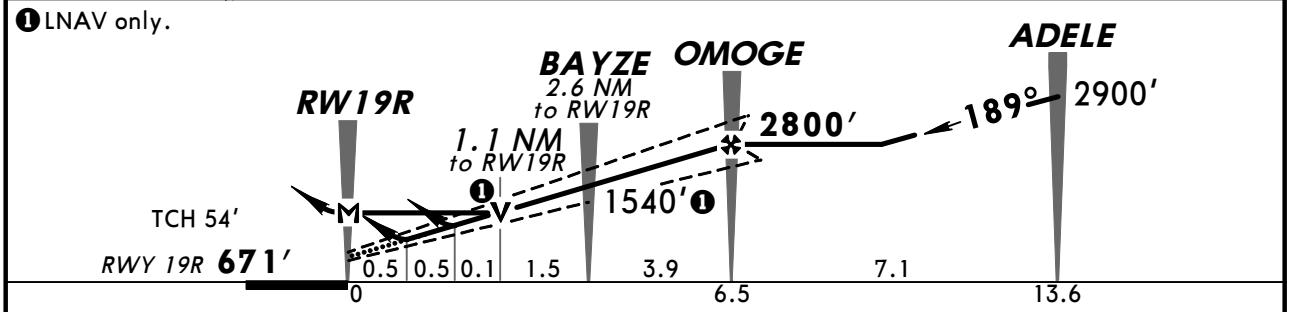
1. Radar required. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C (-7°F) or above 39°C (102°F). 4. VGSI and RNAV glidepath not coincident.

2900′

MSA RW19R



❶ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW19R						

MALSR — PAPI | 2000′ | 2800′ RT | D | BAE 116.4

TERPS AMEND 2 20 OCT 2011

STRAIGHT-IN LANDING RWY 19R

	LPV DA(H) 871′ (200′)		LNAV/VNAV DA(H) 1030′ (359′)		LNAV MDA(H) 1100′ (429′)		
		RAIL or ALS out		RAIL out	ALS out	RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾		RVR 60 or 1⅛	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B							
C						RVR 40 or ¾	RVR 50 or 1	1¼
D							

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1240′ (511′)-1
120	
140	1240′ (511′)-1½
165	1280′ (551′) -2

CHANGES: Airport elevation, notes, transitions, minimums.

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BRIEFING STRIP™

D-ATIS	MILWAUKEE Approach (R)	MILWAUKEE Tower	Ground
126.4	126.5	119.1	121.8

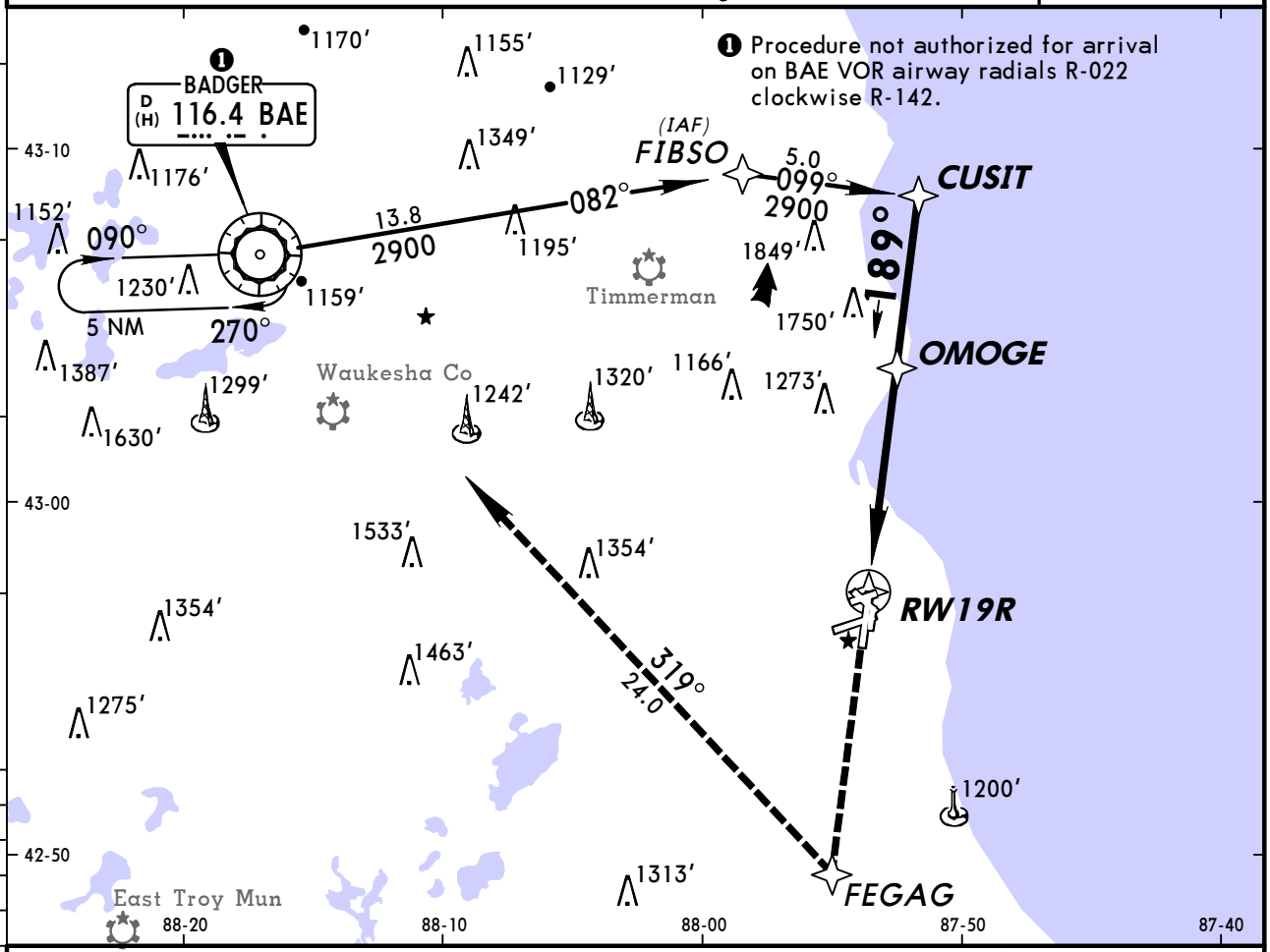
RNAV	Final Apch Crs	Minimum Alt OMOGE	LNAV/VNAV DA(H)	Apt Elev 729′
	189°	2800′ (2128′)	1060′ (388′)	TDZE 672′

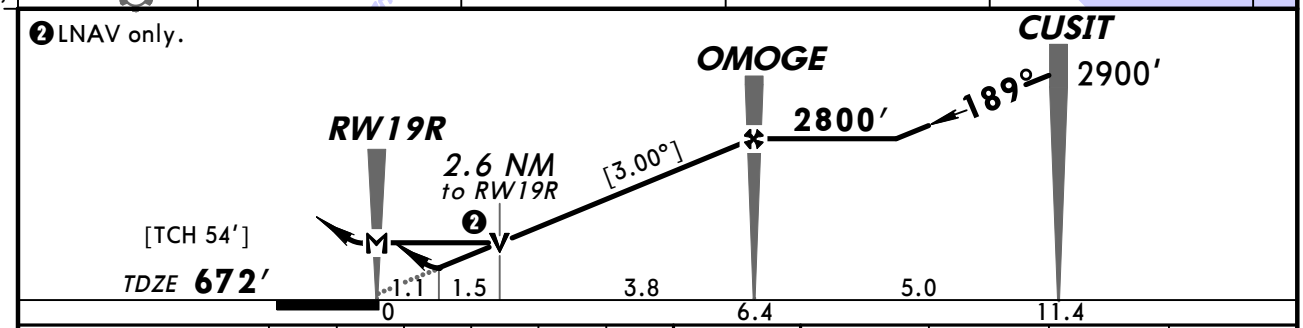
MISSED APCH: Climb to 2800′ direct FEGAG then via 319° track to BAE VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.30 required. 2. Baro-VNAV not authorized below -16°C (4°F).
3. DME/DME RNP-0.30 not authorized. 4. VGSI and descent angles not coincident.

2900′
MSA RW19R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW19R						

MALSR
PAPI
2800′
FEGAG

STRAIGHT-IN LANDING RWY 19R

	LNAV/VNAV DA(H) 1060′ (388′)		LNAV MDA(H) 1560′ (888′)		CIRCLE-TO-LAND	
		RAIL or ALS out		RAIL out / ALS out	Max Kts	MDA(H)
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 40 or ¾	RVR 60 or 1¼	90	1560′ (831′)-1¼
B					120	
C			2¼	2¾	140	1560′ (831′)-2¾
D			2½	3	165	1560′ (831′)-3

AMEND 0 TERPS

CHANGES: Airport elevation.

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BRIEFING STRIP ™

D-ATIS	MILWAUKEE Approach (R)	MILWAUKEE Tower	Ground
126.4	126.5	119.1	121.8

WAAS	Final Apch Crs	Minimum Alt FAHEY	LPV DA(H)	Apt Elev 729′
Ch 62826 W-25A	254°	2500′ (1830′)	960′ (290′)	Rwy 25L 670′

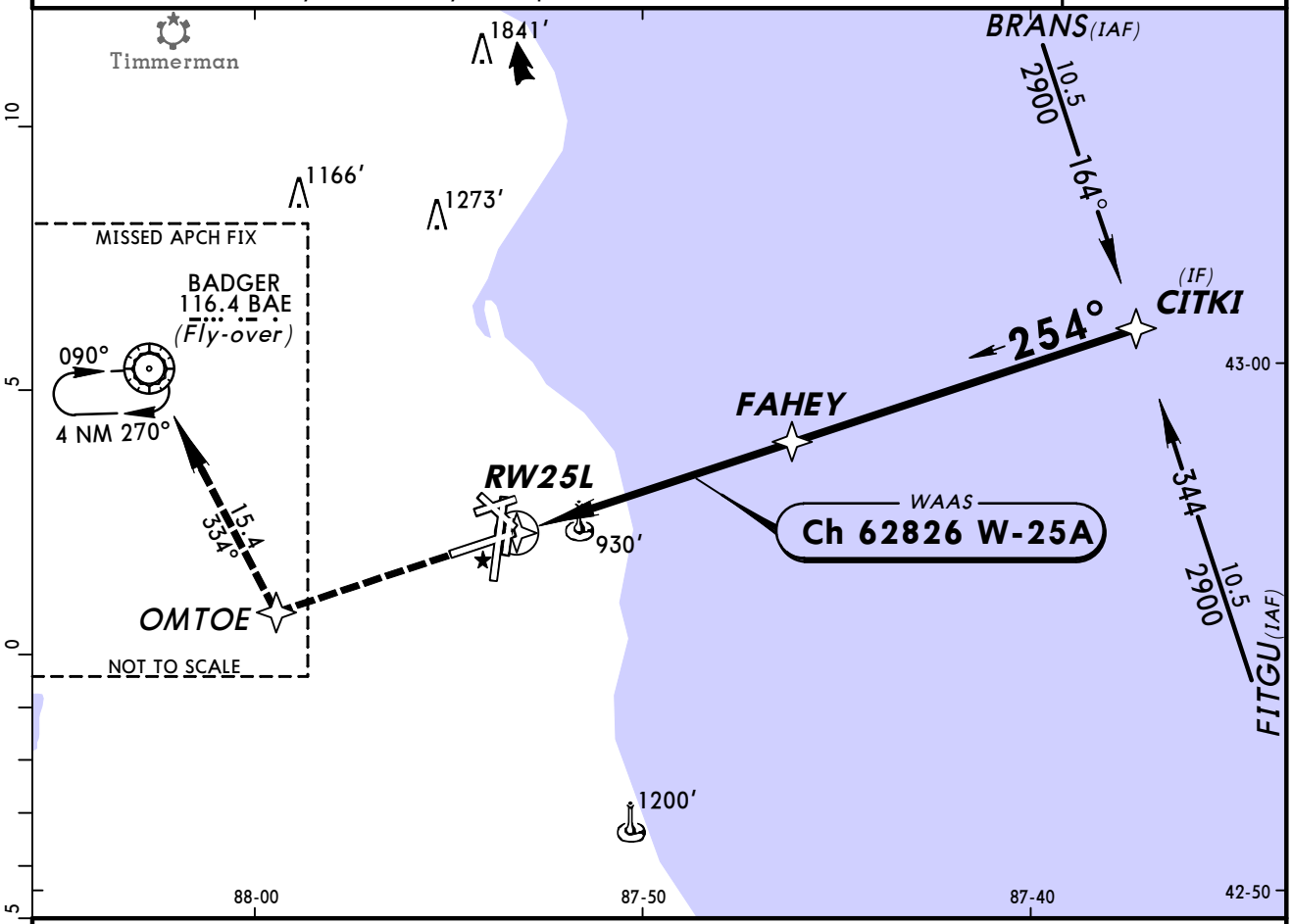
MISSED APCH: Climb to 2900′ direct OMTOE and on 334° track to BAE VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

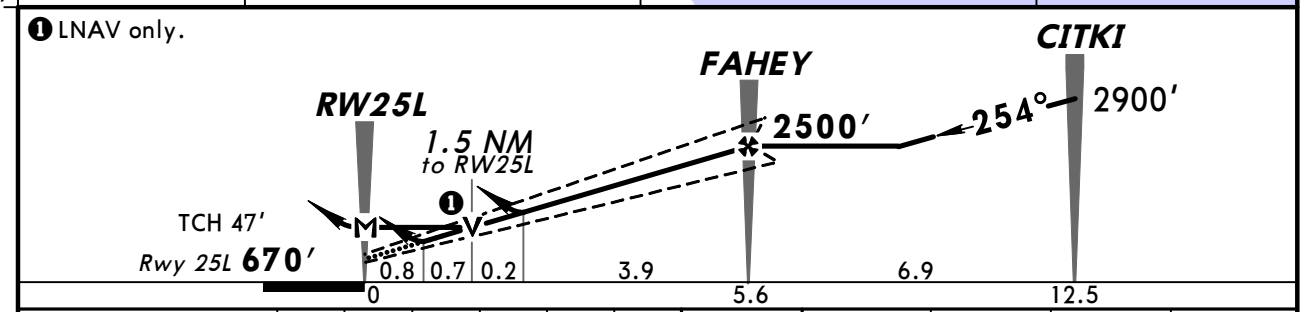
1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C (-7°F) or above 39°C (102°F). 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized.

2900′

MSA RW25L



❶ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW25L						

REIL
PAPI-L

2900′

OMTOE

STRAIGHT-IN LANDING RWY 25L

	LPV DA(H) 960′ (290′)	LNAV/VNAV DA(H) 1249′ (579′)	LNAV MDA(H) 1180′ (510′)
A	1	2	1
B			
C			1⅜
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1240′ (511′) -1
120	
140	1240′ (511′) -1½
165	1280′ (551′) -2

TERPS AMEND 1 20 OCT 2011

CHANGES: Procedure.

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D-ATIS	MILWAUKEE Approach (R)	MILWAUKEE Tower	Ground
126.4	126.5	119.1	121.8

BRIEFING STRIP ™

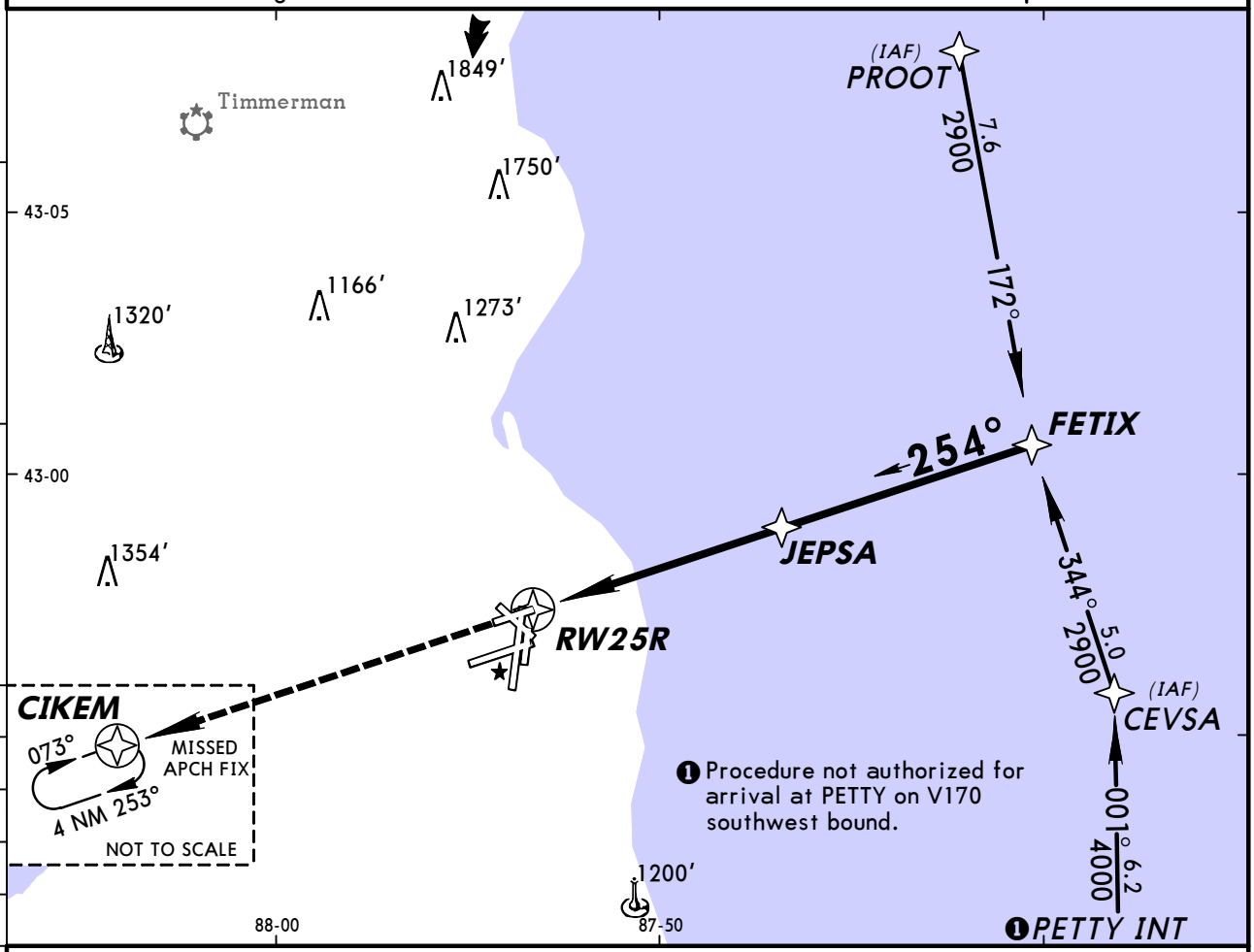
RNAV	Final Apch Crs	Minimum Alt JEPSA	LNAV MDA(H)	Apt Elev 729′
	254°	2300′ (1626′)	1160′ (486′)	TDZE 674′

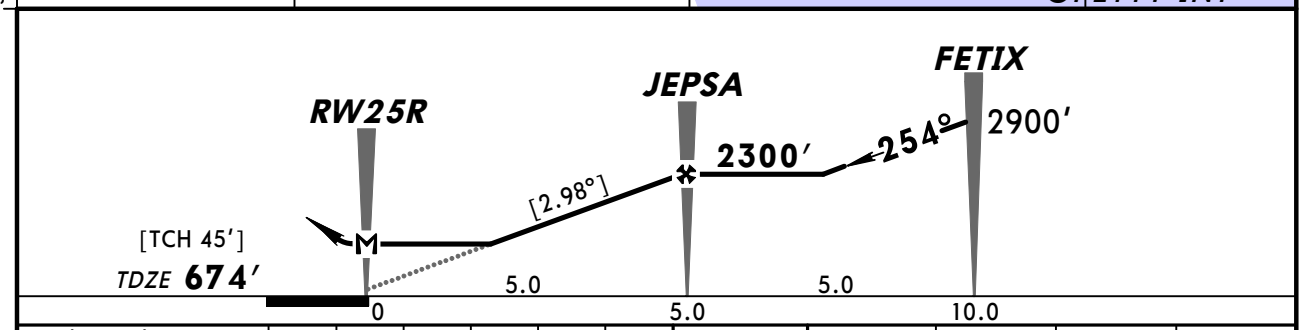
MISSED APCH: Climb to 2900′ direct CIKEM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized.
3. VGSI and descent angles not coincident.

2900′
MSA RW25R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.98°]	369	474	527	633	738	843
MAP at RW25R						

REIL
PAPI-R

2900′

CIKEM

STRAIGHT-IN LANDING RWY **25R**
LNAV
MDA(H) **1160′** (486′)

		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	1240′ (511′) -1
B		120	
C	1¼	140	1240′ (511′) -1½
D	1½	165	1280′ (551′) -2

AMEND OA TERPS

CHANGES: Airport elevation.

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BRIEFING STRIP™

D-ATIS	MILWAUKEE Approach (R)	MILWAUKEE Tower	Ground
126.4	126.5	119.1	121.8

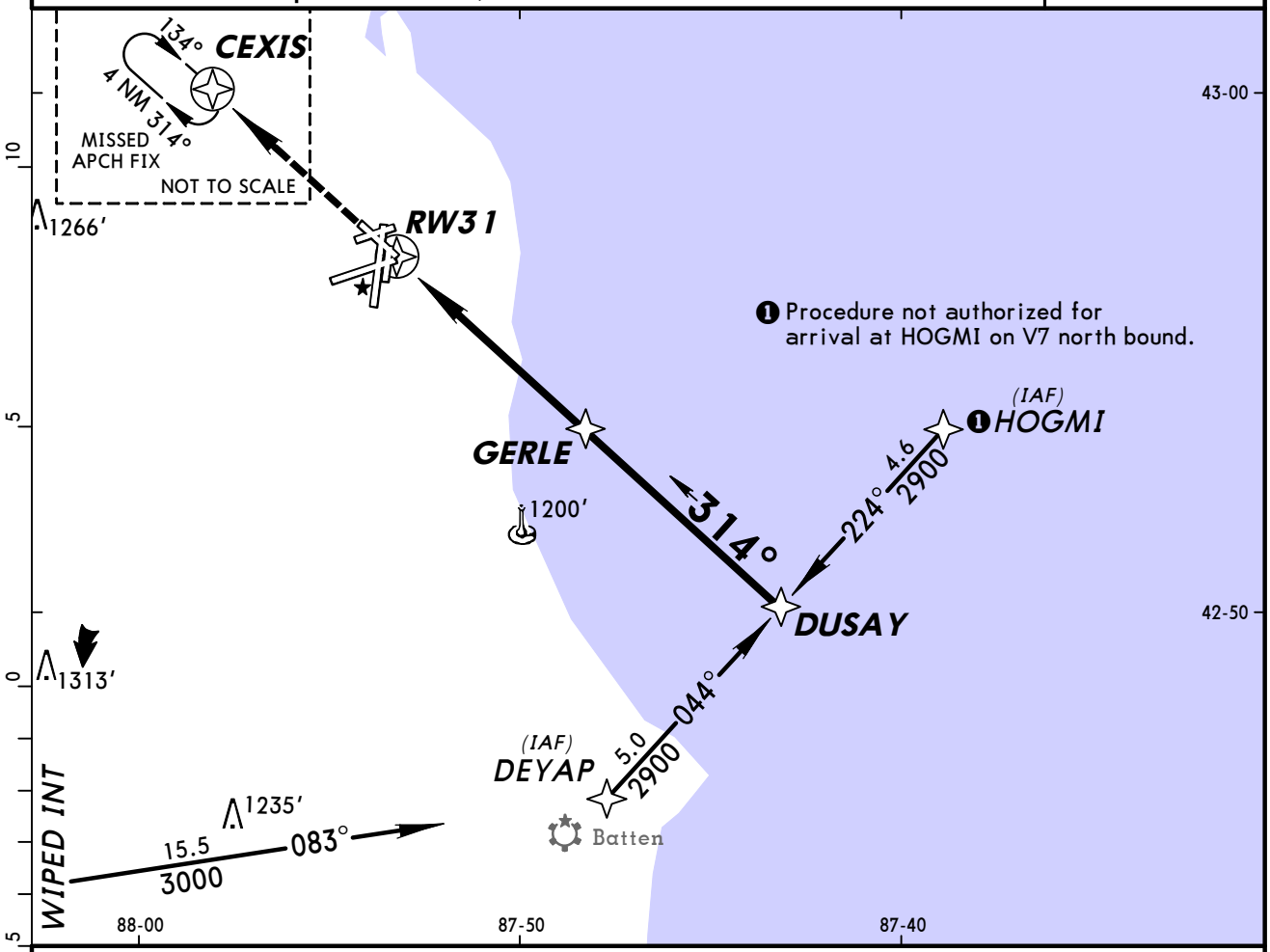
RNAV	Final Apch Crs	Minimum Alt GERLE	LNAV MDA(H)	Apt Elev 723′ TDZE 670′
	314°	2300′ (1630′)	1140′ (470′)	

MISSED APCH: Climb to 2900′ direct CEXIS and hold.

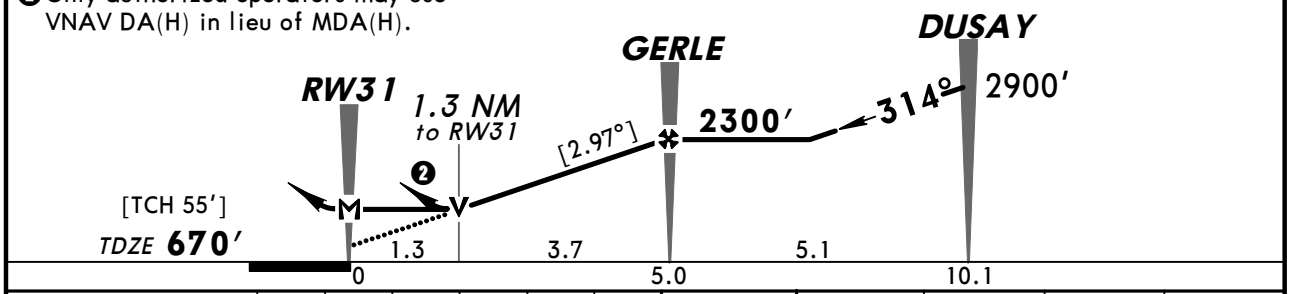
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized.

2900′
MSA RW31



❷Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.97°]	368	473	525	630	736	841
MAP at RW31						

REIL
PAPI-R
2900′
CEXIS

STRAIGHT-IN LANDING RWY 31 LNAV MDA(H) 1140′ (470′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	1240′ (517′) -1
B		120	
C	1¼	140	1240′ (517′) -1½
D	1½	165	1280′ (557′) -2

AMEND 0 TERPS

CHANGES: WIPED transition, lighting.

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General Information

Location: Madison WI USA
IATA Code: MSN
Lat/Long: N43° 08.4' W089° 20.3'
Elevation: 887 ft

Airport Use: Public
Magnetic Variation: 2.4°W
Sectional Chart: Chicago

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1237 Z
Sunset: 2343 Z,

Runway Information

Runway: 03
Length x Width: 7200 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 861 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 430 ft

Runway: 14
Length x Width: 5846 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 861 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 477 ft

Runway: 18
Length x Width: 9006 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 860 ft
Lighting: Edge, ALS, Centerline, Pilot controlled
Displaced Threshold: 399 ft

Runway: 21
Length x Width: 7200 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 887 ft

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Lighting: Edge, ALS, Pilot controlled

Runway: 32
Length x Width: 5846 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 862 ft
Lighting: Edge, REIL, Pilot controlled

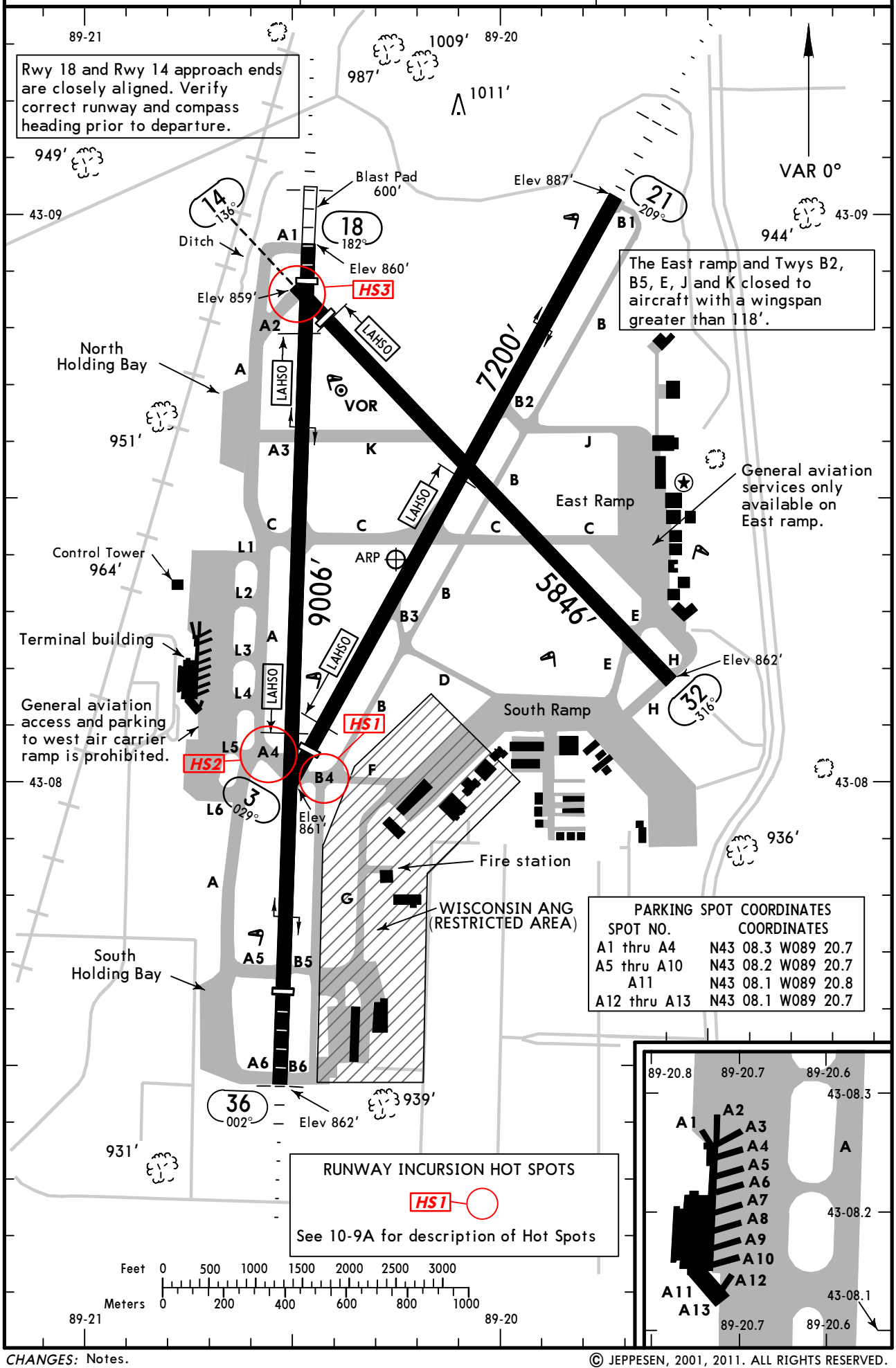
Runway: 36
Length x Width: 9006 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 862 ft
Lighting: Edge, ALS, Centerline, Pilot controlled
Displaced Threshold: 1001 ft

Communication Information

ATIS 124.65
Madison Tower 119.3 CTAF PCL
Madison Ground Control 121.9
Madison Clearance Delivery 121.625
Madison Pre-Taxi Clearance 121.625
Madison Approach Control 135.45 (181°-360°)
Madison Approach Control 120.1 (1°-180°)
Madison App ARSA 135.45 (181°-360°)
Madison App ARSA 120.1 (1°-180°)
Madison Departure Control 126.85
Dane Co Regl-Truax Unicom 122.95
Green Bay Flight Service Station 122.6 RCO
Chicago Center 133.3 Remote Communications Air-Ground
Chicago Center 135.45 RCO

ATIS (ASOS when Twr inop)	*MADISON Clearance (Cpt)	*Ground	*Tower
124.65	121.62	121.9	CTAF 119.3

UNICOM 122.95	*MADISON Departure (R)	CHICAGO Center (R) when Dep inop.	
	126.85	133.3	135.45



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GENERAL
Birds in vicinity of airport.
Low-level wind shear alert system.
Air carrier and turbo jet training flights prohibited.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	LAHSO Distance		TAKE-OFF	WIDTH
3	❶HIRL ❶REIL PAPI-L (angle 3.0°) grooved	6770′		14/32	3400′		150′
21	❶HIRL MALSR PAPI-L (angle 3.0°) grooved		6025′	18/36	6450′		
❶ Activate on 119.3 when Twr inop.							
14	❷HIRL ❷REIL PAPI-L (angle 3.0°) grooved	5369′					150′
32	❷HIRL ❷REIL PAPI-L grooved			18/36	5300′		
❷ Activate on 119.3 when Twr inop.							
18	❸HIRL CL ❹MALSR ❹❺PAPI-L grooved RVR	8607′	7512′	3/21	4850′		150′
36	❸HIRL CL ❹MALSR ❺PAPI-L grooved RVR	8005′	6880′	14/32	7050′		

❸ Increase intensity on 119.3 when Twr inop.
❹ Activate on 119.3 when Twr inop.
❺ Angle 3.0°.

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.

HS1 The Taxiway B4 hold short position is for **both** Runway 18/36 and Rwy 3/21. Aircraft on Taxiway B4 departing on Runway 3 have a greater than 90 degree right turn onto the Runway.

HS2 Exercise caution as the Taxiway A4 hold short position is for **both** Runway 18/36 and Runway 3/21. Aircraft on Taxiway A4 departing on Runway 36 have a greater than 90 degree left turn onto the Runway.

HS3 CAUTION: Taxiway A2 is a hold short point for **both** Runways 14 and 18. Departing Runway 18 or Runway 14 verify proper runway alignment prior to takeoff. Runway 32 arrivals rolling out full length be prepared to hold short of Runway 18/36 on Runway 32.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 18, 36					Rwys 14, 21, 32			Rwy 3			
Both RVRs are required & controlling		Adequate Vis Ref	STD		Adequate Vis Ref	STD		With Mim climb of 212′/NM to 1200′			Other
								Adequate Vis Ref	STD		
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	1/4	1/2	1	1/4	1/2	1	200-1½

OBSTACLE DP

Rwy 18 (Southwest departures 200° clockwise to 260°) Climb via heading 182° to 3200′ before proceeding on course.
Rwy 21 (Southwest departures 200° clockwise to 260°) Climb via heading 209° to 3200′ before proceeding on course.

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating: ILS Rwy 18, ILS Rwy 21, ILS Rwy 36	LOC DME Rwy 18, LOC Rwy 21, LOC DME Rwy 36, RADAR-1	RNAV (GPS) Rwy 14, RNAV (GPS) Rwy 18, RNAV (GPS) Rwy 32, RNAV (GPS) Rwy 36, VOR DME Rwy 14, VOR DME Rwy 18, VOR DME Rwy 32, VOR Rwy 14, VOR Rwy 18	VOR Rwy 32	VOR Rwy 21	Other
A	600-2	800-2	800-2	800-2	900-2	NA
B						
C					900-2½	
D				800-2¼	900-2¾	

AMEND 8

CHANGES: Alternate minimums.

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JEPPESEN

3 FEB 12
Eff 9 Feb

(11-1)

MADISON, WISC
ILS or LOC DME Rwy 18

ATIS (ASOS when Twr inop)	*MADISON Approach (R) West	East	CHICAGO Center (R) when App inop.		*MADISON Tower	*Ground
124.65	135.45	120.1	133.3	135.45	CTAF 119.3	121.9

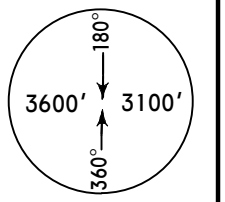
LOC IDSZ	Final Apch Crs	GS RUKIY	ILS DA(H)	Apt Elev 887′ / Rwy 18 860′
110.1	182°	2500′ (1640′)	1060′ (200′)	

MISSED APCH: Climb to 2700′ direct MS LOM/D4.9 MSN/RADAR FIX and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

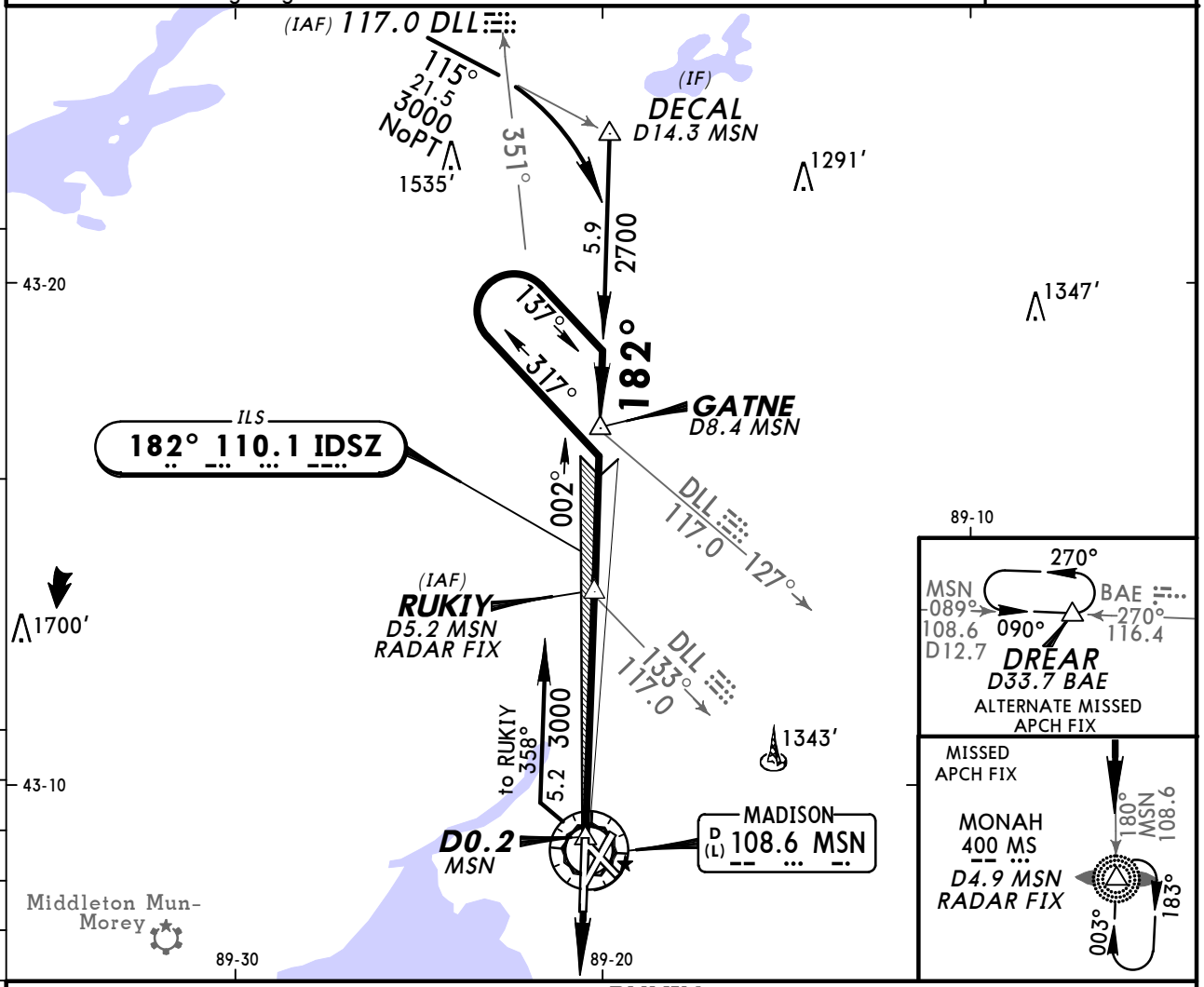
1. MSN DME required for procedure turn. 2. ADF or RADAR required.

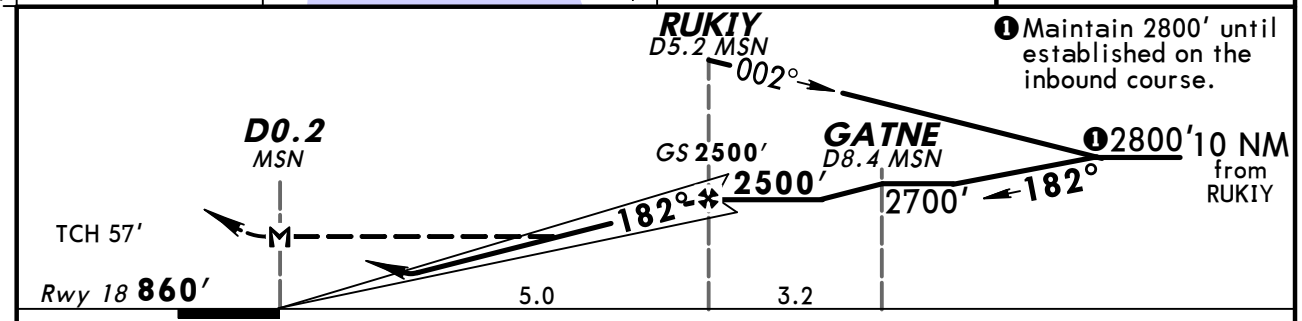
3. Pilot controlled lighting 119.3.



MSA MSN VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.2 MSN						

MALSR
PAPI

2700′

D

MS 400

TERPS

STRAIGHT-IN LANDING RWY 18

	ILS DA(H) 1060′ (200′) FULL	RAIL out	ALS out	LOC (GS out) MDA(H) 1340′ (480′)	RAIL out	ALS out
A	❶ RVR 24 or ½	RVR 40 or ¾		RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B						
C				RVR 50 or 1	1⅛	1⅜
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1420′ (533′) -1
120	1460′ (573′) -1
140	1460′ (573′) -1½
165	1460′ (573′) -2

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 1A 9 FEB 2012

CHANGES: Procedure turn altitude.

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JEPPESEN

3 FEB 12 (11-2) Eff 9 Feb

MADISON, WISC
ILS or LOC Rwy 21

ATIS (ASOS when Twr inop)	*MADISON Approach (R) West	East	CHICAGO Center (R) when App inop.		*MADISON Tower	*Ground
124.65	135.45	120.1	133.3	135.45	CTAF 119.3	121.9

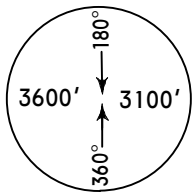
BRIEFING STRIP™

LOC	Final	GS	ILS		
IDQJ	Apch Crs	HOBIG	DA(H)		Apt Elev 887′
111.55	211°	2600′ (1713′)	1137′ (250′)		TDZE 887′

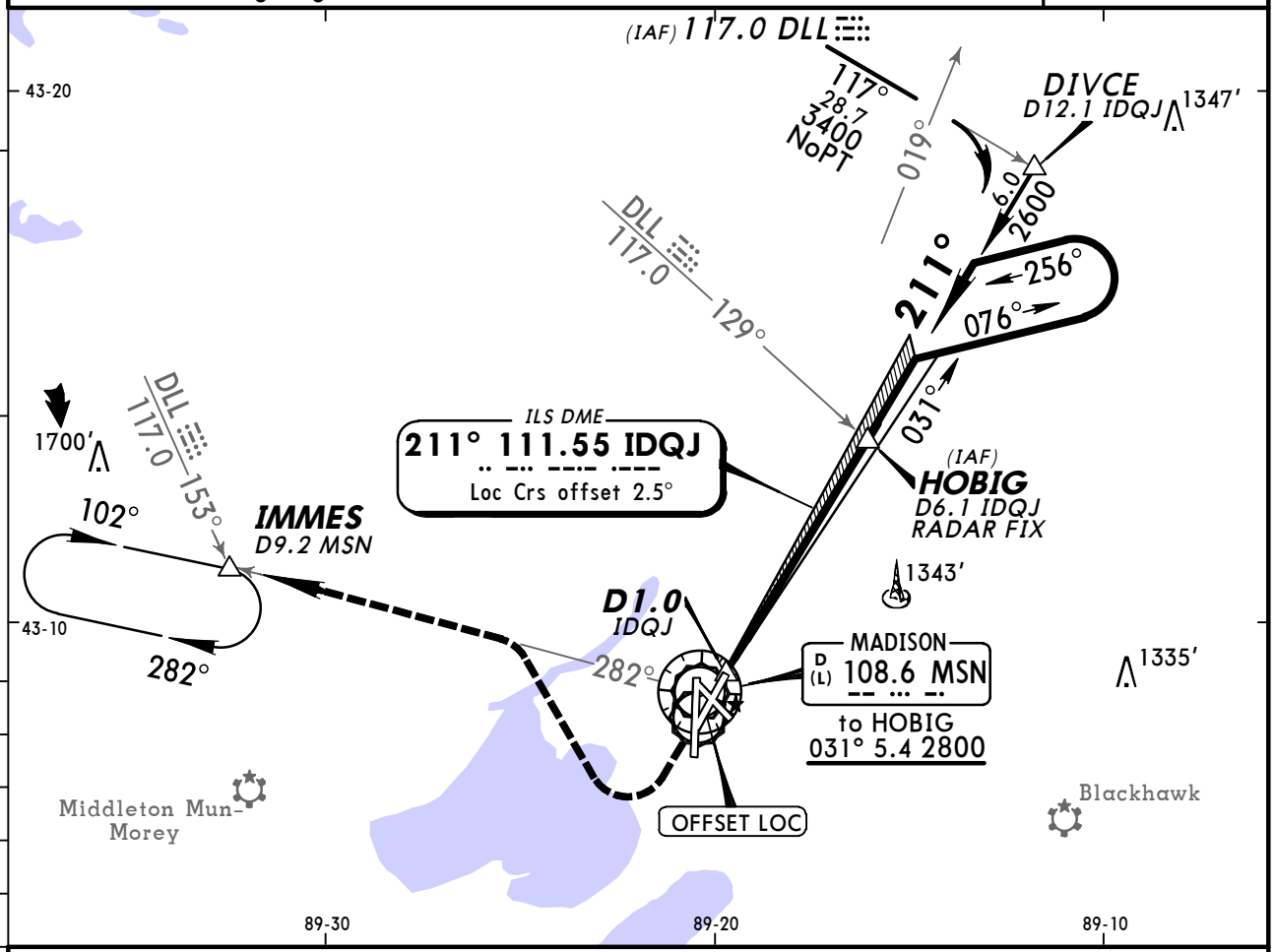
MISSED APCH: Climb to 1500′, then climbing RIGHT turn to 2700′ outbound via MSN VOR R-282 to IMMES INT/D9.2 MSN and hold.

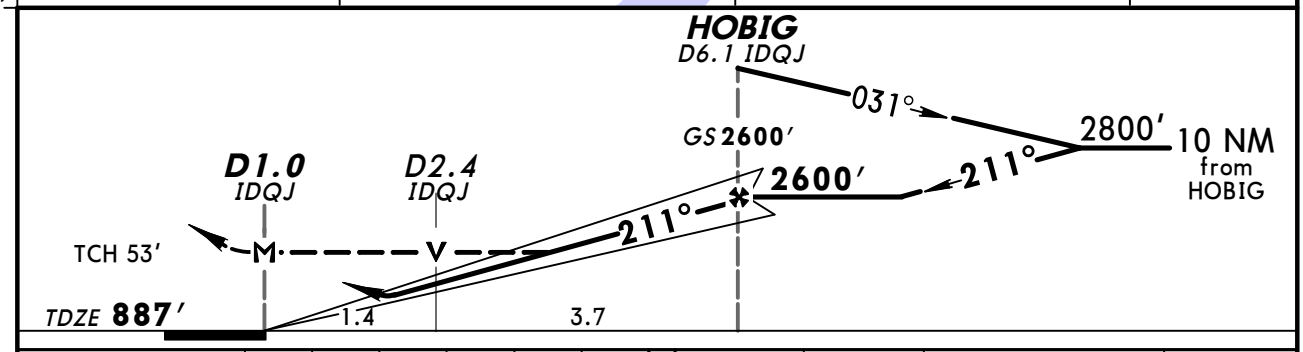
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 119.3.



MSA MSN VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.0 IDQJ or HOBIG to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR PAPI 1500′ 2700′ RT MSN via 108.6 R-282 IMMES

STRAIGHT-IN LANDING RWY 21

TERPS AMEND	ILS DA(H) 1137′ (250′) FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 1380′ (493′)	LOC RAIL out	LOC ALS out
A	1/2	3/4	1/2	3/4	1
B					
C			3/4	1 1/4	
D			1	1 1/2	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1420′ (533′)-1
120	1460′ (573′)-1
140	1460′ (573′)-1 1/2
165	1460′ (573′)-2

CHANGES: None.

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KMSN/MSN
DANE CO REGL-TRUAX

JEPPESEN

3 FEB 12
Eff 9 Feb

(11-3)

MADISON, WISC
ILS or LOC DME Rwy 36

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*MADISON Approach (R) West	East	CHICAGO Center (R) when App inop.		*MADISON Tower	*Ground
124.65	135.45	120.1	133.3	135.45	CTAF 119.3	121.9

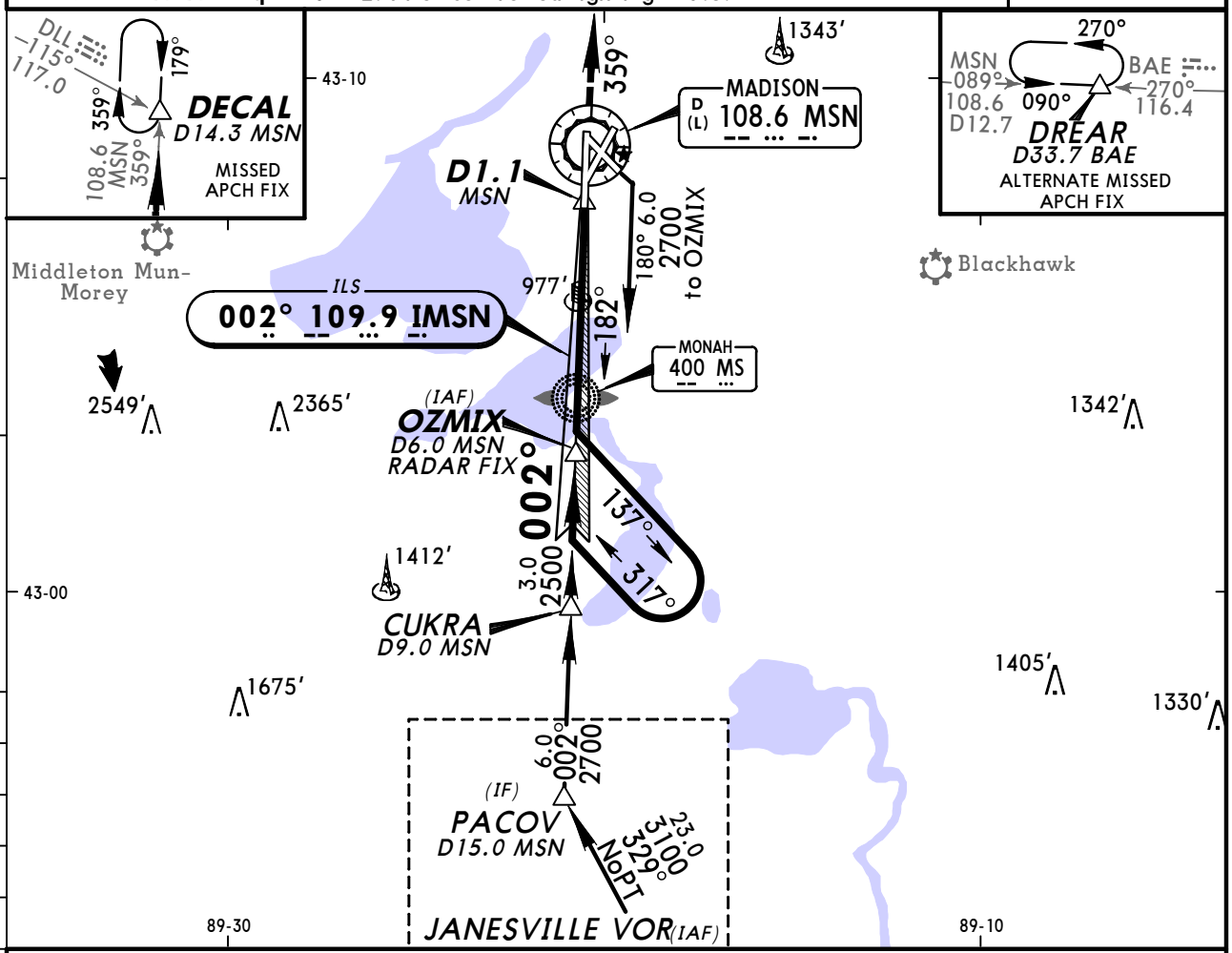
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 887′
IMSN 109.9	002°	OZMIX 2500′ (1638′)	1062′ (200′)	Rwy 36 862′

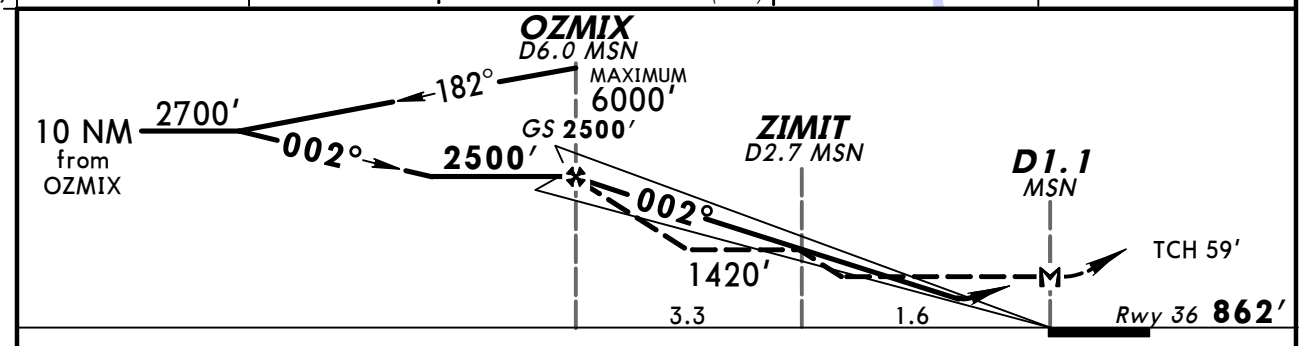
MISSED APCH: Climb to 2700′ outbound on MSN VOR R-359 to DECAL INT/D14.3 MSN and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required. 2. Pilot controlled lighting 119.3.

MSA MSN VOR: 3600′ (180°–360°), 3100′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.1 MSN						

MALSR / PAPI — 2700′ on MSN 108.6 R-359 — DECAL

TERPS — STRAIGHT-IN LANDING RWY 36

	ILS DA(H) 1062′ (200′) FULL	RAIL out	ALS out	LOC (GS out) MDA(H) 1240′ (378′)	RAIL out	ALS out
A	[1] RVR 24 or 1/2	RVR 40 or 3/4		RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B						
C				RVR 35 or 5/8		
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1420′ (533′)-1
120	1460′ (573′)-1
140	1460′ (573′)-1 1/2
165	1460′ (573′)-2

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 1A 9 FEB 2012

CHANGES: MSN to Cukra distance.

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JEPPESEN

19 AUG 11 (12-1) Eff 25 Aug

MADISON, WISC
RNAV (GPS) Rwy 14

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*MADISON Approach (R) West	East	CHICAGO Center (R) when App inop.		*MADISON Tower	*Ground
124.65	135.45	120.1	133.3	135.45	CTAF 119.3	121.9

WAAS	Final Apch Crs	Minimum Alt UFDIM	LPV DA(H)	Apt Elev 887′
Ch 86821 W-14A	136°	2500′ (1641′)	1059′ (200′)	Rwy 14 859′

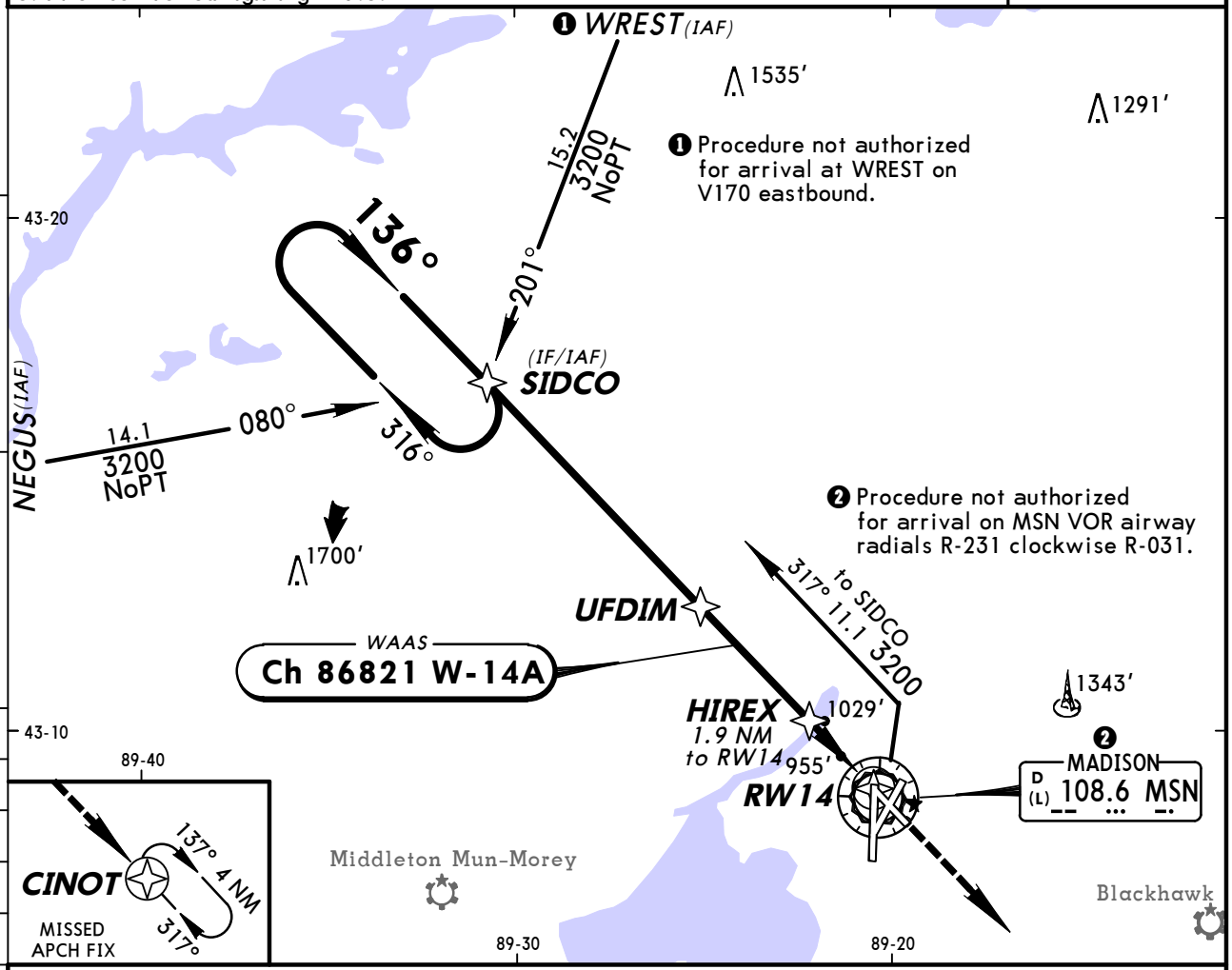
MISSED APCH: Climb to 3000′ direct CINOT and hold.

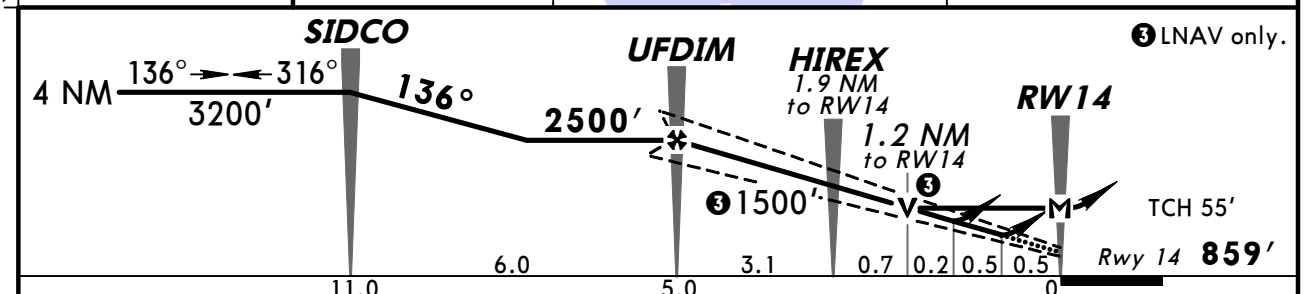
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 38°C (100°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Pilot controlled lighting 119.3.

3600′

MSA RW14





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW14						

REIL
PAPI-L

3000′

CINOT

	STRAIGHT-IN LANDING RWY 14 LPV DA(H) 1059′ (200′)	LNAV/VNAV DA(H) 1227′ (368′)	LNAV MDA(H) 1280′ (421′)	CIRCLE-TO-LAND Max Kts	MDA(H)
A	3/4	1¼	1	90	1420′ (533′) -1
B				120	1460′ (573′) -1
C			1¼	140	1460′ (573′) -1½
D				165	1460′ (573′) -2

TERPS AMEND 2 5 MAY 2011

CHANGES: Charted obstructions.

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JEPPESEN

19 AUG 11 (12-2) Eff 25 Aug

MADISON, WISC
RNAV (GPS) Rwy 18

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*MADISON Approach (R) West	East	CHICAGO Center (R) when App inop.		*MADISON Tower	*Ground
124.65	135.45	120.1	133.3	135.45	CTAF 119.3	121.9

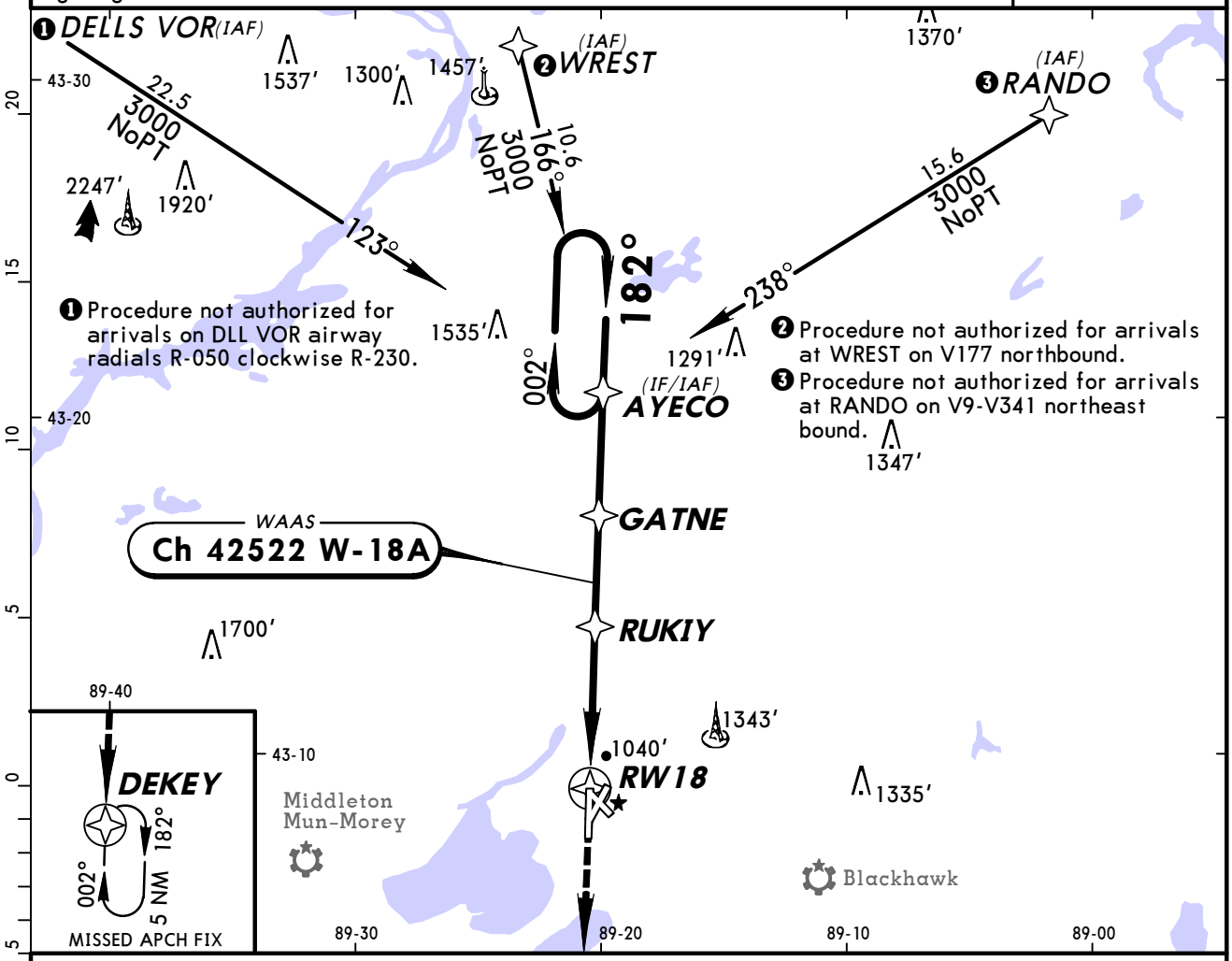
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)		
Ch 42522 W-18A	182°	RUKIY 2500′ (1640′)	1060′ (200′)	Apt Elev 887′	Rwy 18 860′

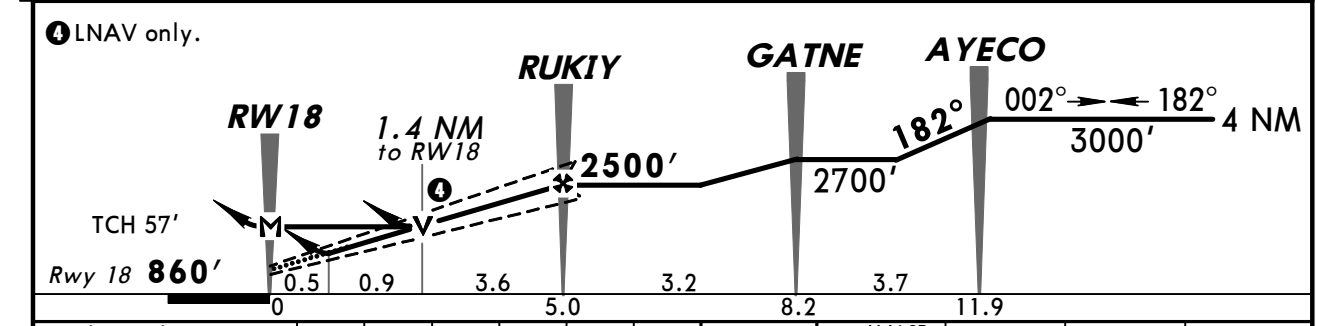
MISSED APCH: Climb to 3000′ direct DEKEY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 38°C (100°F). 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 119.3.

3600′
MSA RW18





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18						

MALSR
PAPI
3000′
DEKEY

STRAIGHT-IN LANDING RWY 18

	LPV DA(H) 1060′ (200′)			LNAV/VNAV DA(H) 1355′ (495′)		LNAV MDA(H) 1360′ (500′)		
		RAIL out	ALS out		RAIL out	ALS out	RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾		RVR 60 or 1⅛		1¾	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B								
C							RVR 50 or 1	RVR 60 or 1⅛	1⅜
D								

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1420′ (533′) -1
120	1460′ (573′) -1
140	1460′ (573′) -1½
165	1460′ (573′) -2

TERPS AMEND 2 25 AUG 2011

CHANGES: Procedure.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*MADISON Approach (R) West	East	CHICAGO Center (R) when App inop.		*MADISON Tower	*Ground
124.65	135.45	120.1	133.3	135.45	CTAF 119.3	121.9

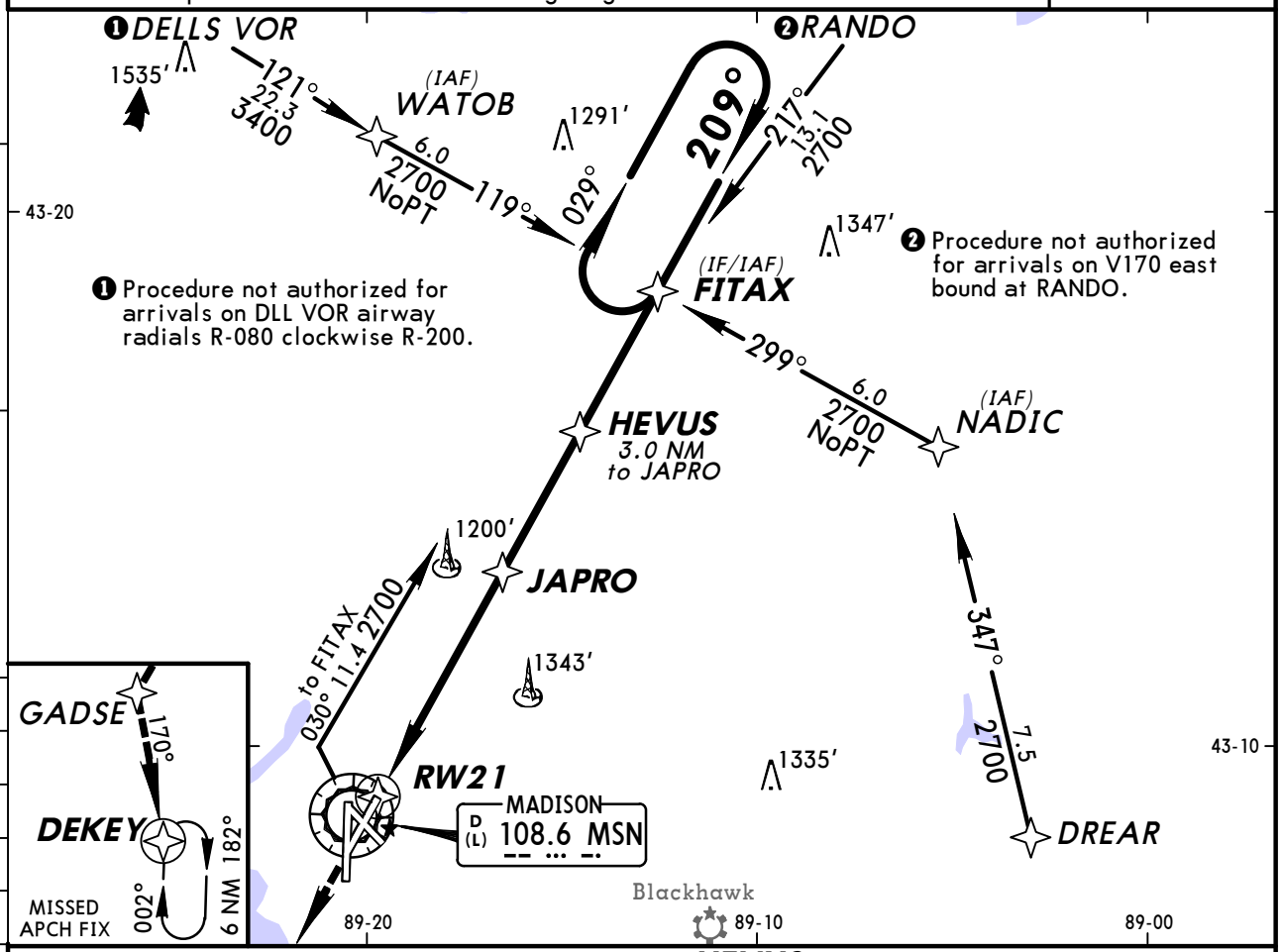
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 887′
	209°	JAPRO 2500′ (1613′)	1380′ (493′)	TDZE 887′

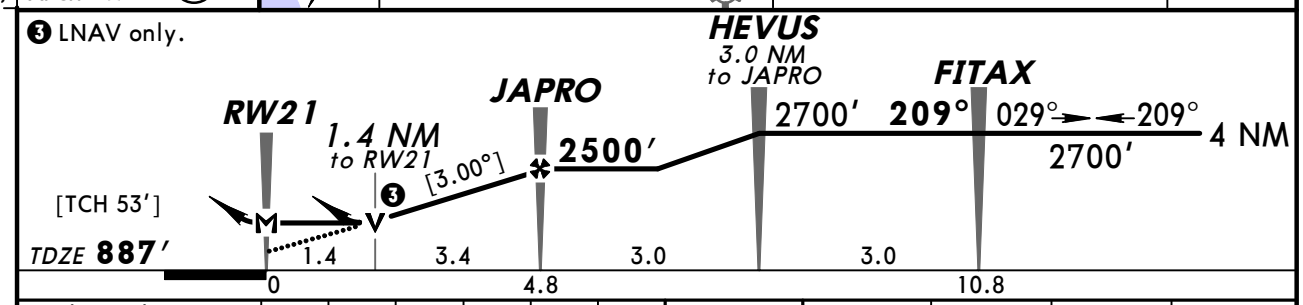
MISSED APCH: Climb to 2000′ direct GADSE then climbing LEFT turn to 3000′ and via 170° track to DEKEY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized. 3. Baro-VNAV not authorized below -16°C (4°F). 4. Procedure not authorized for arrivals on V9-341 northeast bound. 5. Procedure not authorized for arrivals on V288 northwest bound. 6. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided. 7. Pilot controlled lighting 119.3.

3600′
MSA RW21





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at RW21						

MALSR
PAPI
2000′
GADSE

STRAIGHT-IN LANDING RWY 21

	LNAV/VNAV DA(H) 1380′ (493′)		LNAV MDA(H) 1380′ (493′)		
		RAIL or ALS out		RAIL out	ALS out
A	1¼	1¾	½	¾	1
B					
C			¾	1¼	
D			1	1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1420′ (533′) - 1¾
120	1460′ (573′) - 1¾
140	
165	1460′ (573′) - 2

AMEND 1 TERPS

CHANGES: None.

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ATIS (ASOS when Twr inop)	*MADISON Approach (R) West	East	CHICAGO Center (R) when App inop.		*MADISON Tower	*Ground
124.65	135.45	120.1	133.3	135.45	CTAF 119.3	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	
Ch 58021 W-32A	317°	NUXMU 2600′ (1738′)	1222′ (360′)	Apt Elev 887′ Rwy 32 862′

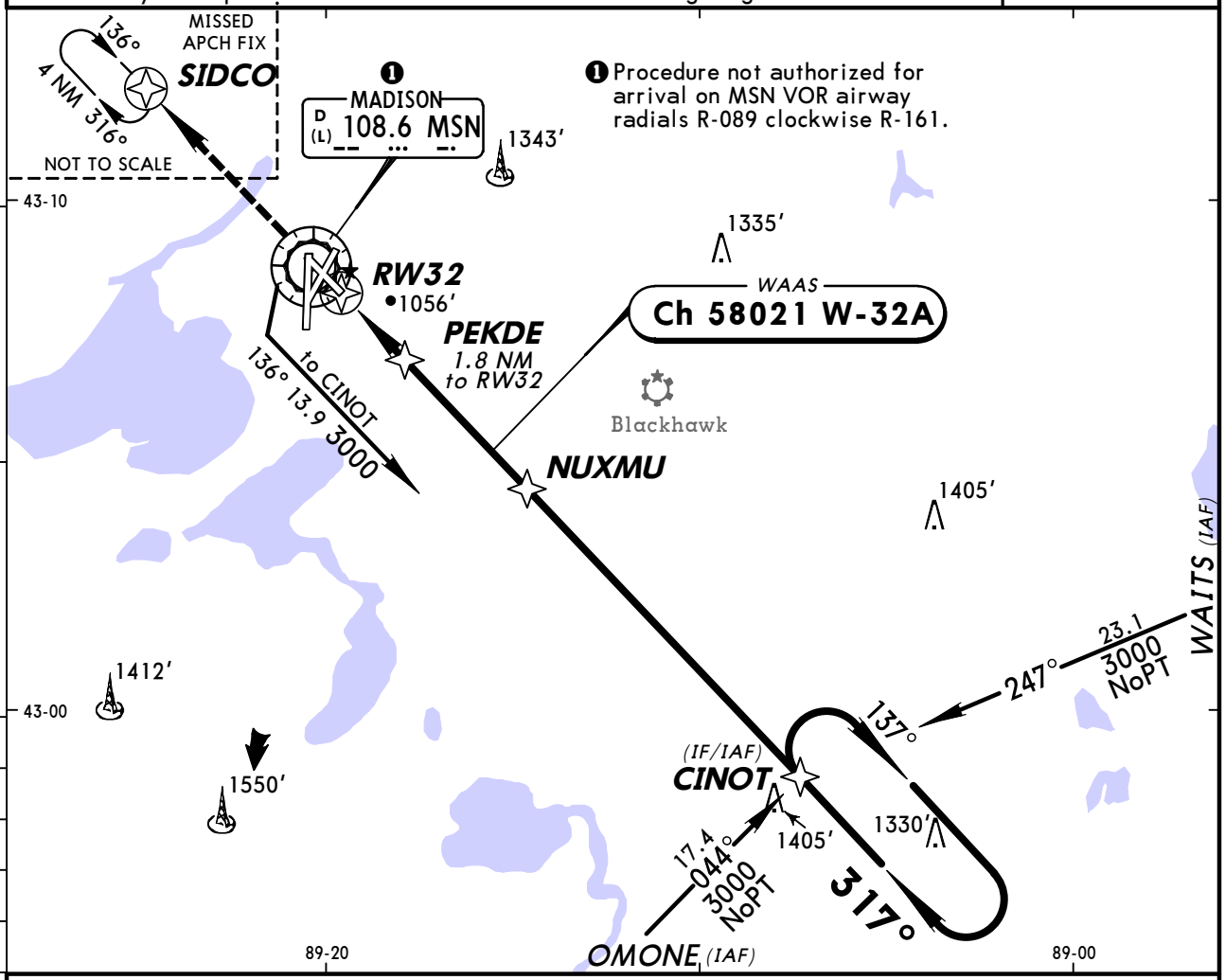
MISSED APCH: Climb to 3200′ direct SIDCO and hold.

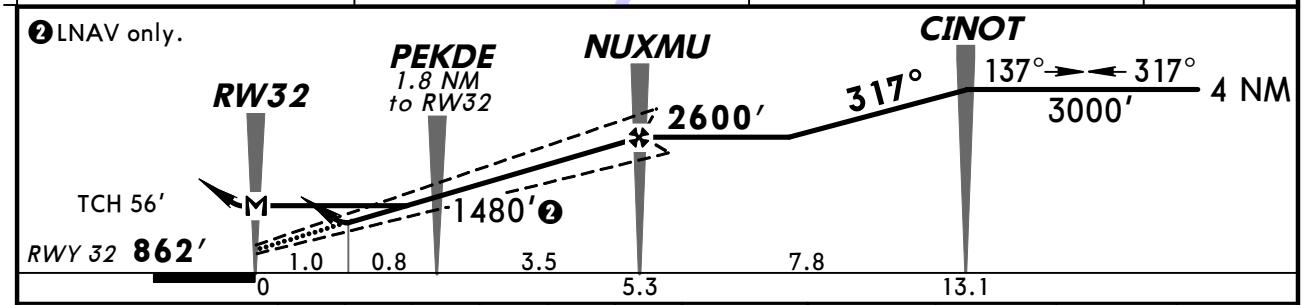
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 38°C (100°F). 2. When VGSI inop, straight-in and circling Rwy 32 procedures not authorized at night. 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 119.3.

3600′
MSA RW32

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW32						

REIL
PAPI-L
3200′
D
SIDCO

	STRAIGHT-IN LANDING RWY 32			CIRCLE-TO-LAND	
	LPV DA(H) 1222′ (360′)	LNAV/VNAV DA(H) 1237′ (375′)	LNAV MDA(H) 1320′ (458′)	Max Kts	MDA(H)
A	1⅛	1¼	1	90	1420′ (533′)-1
B				120	1460′ (573′)-1
C			1⅜	140	1460′ (573′)-1½
D				165	1460′ (573′)-2

TERPS AMEND 2 5 MAY 2011

CHANGES: Procedure.

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BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*MADISON Approach (R) West	East	CHICAGO Center (R) when App inop.		*MADISON Tower	*Ground
124.65	135.45	120.1	133.3	135.45	CTAF 119.3	121.9

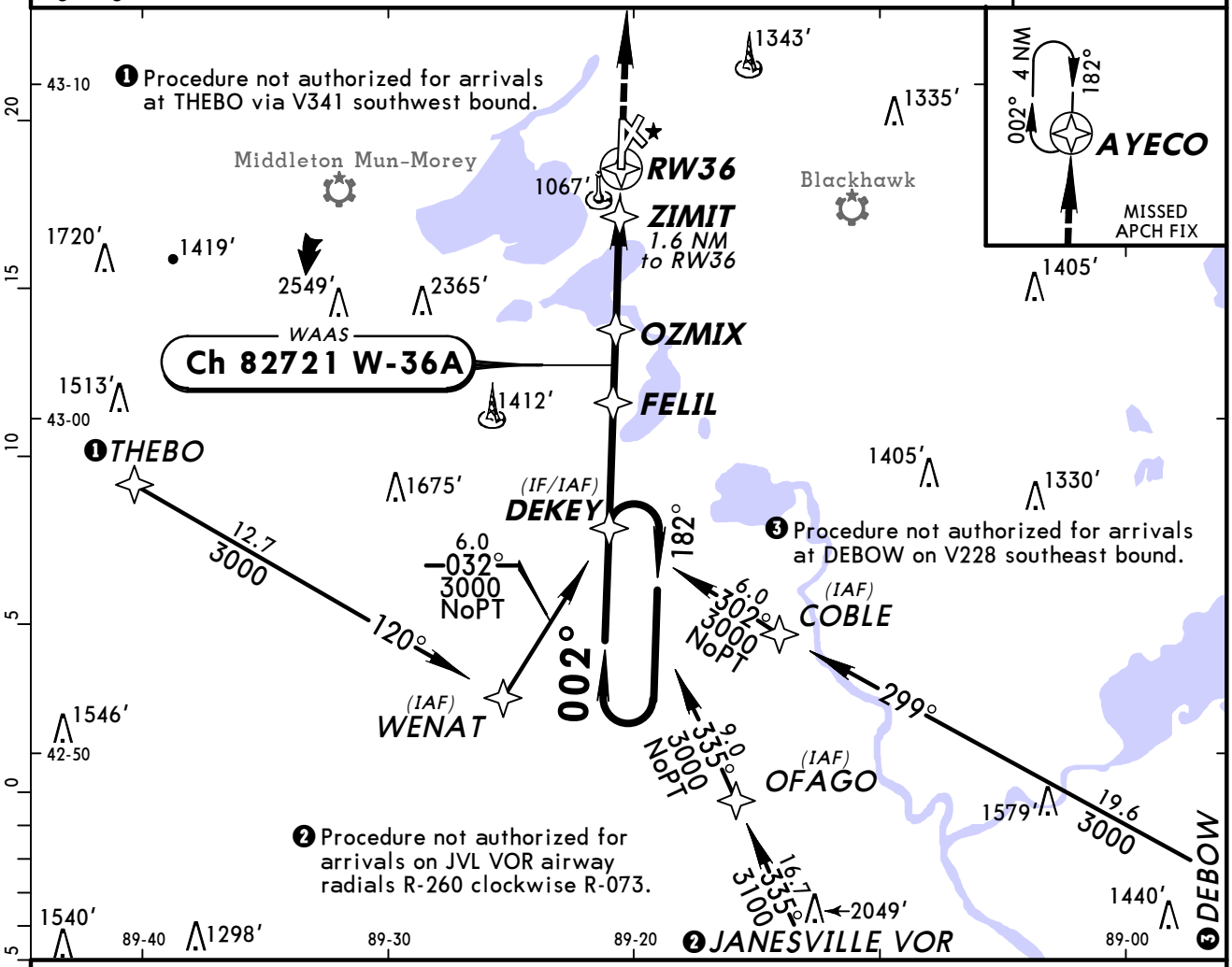
WAAS	Final Apch Crs	Minimum Alt OZMIX	LPV DA(H)	Apt Elev 887′
Ch 82721 W-36A	002°	2500′ (1638′)	1062′ (200′)	Rwy 36 862′

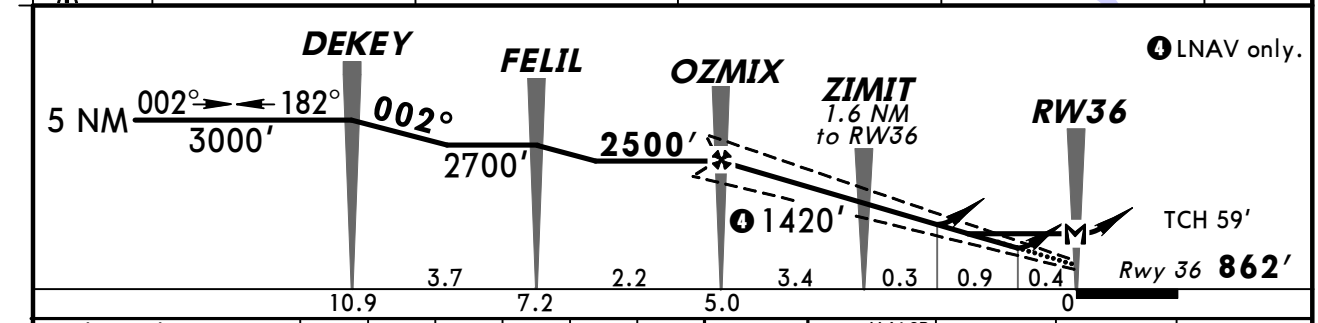
MISSED APCH: Climb to 3000′ direct AYECO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 38°C (100°F). 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 119.3.

3600′
MSA RW36





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36						

MALSR
PAPI
3000′
D
AYECO

STRAIGHT-IN LANDING RWY 36

	LPV DA(H) 1062′ (200′)			LNAV/VNAV DA(H) 1331′ (469′)		LNAV MDA(H) 1300′ (438′)		
		RAIL out	ALS out		RAIL out	ALS out	RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4		RVR 60 or 1 1/8		1 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B								
C							RVR 40 or 3/4	RVR 50 or 1	1 1/4
D								

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1420′ (533′)-1
120	1460′ (573′)-1
140	1460′ (573′)-1 1/2
165	1460′ (573′)-2

TERPS AMEND 2 25 AUG 2011

CHANGES: Procedure.

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KMSN/MSN
DANE CO REGL-TRUAX

JEPPESEN

21 JAN 11 (13-1)

MADISON, WISC
VOR DME Rwy 14

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*MADISON Approach (R) West	East	CHICAGO Center (R) when App inop.		*MADISON Tower	*Ground
124.65	135.45	120.1	133.3	135.45	CTAF 119.3	121.9

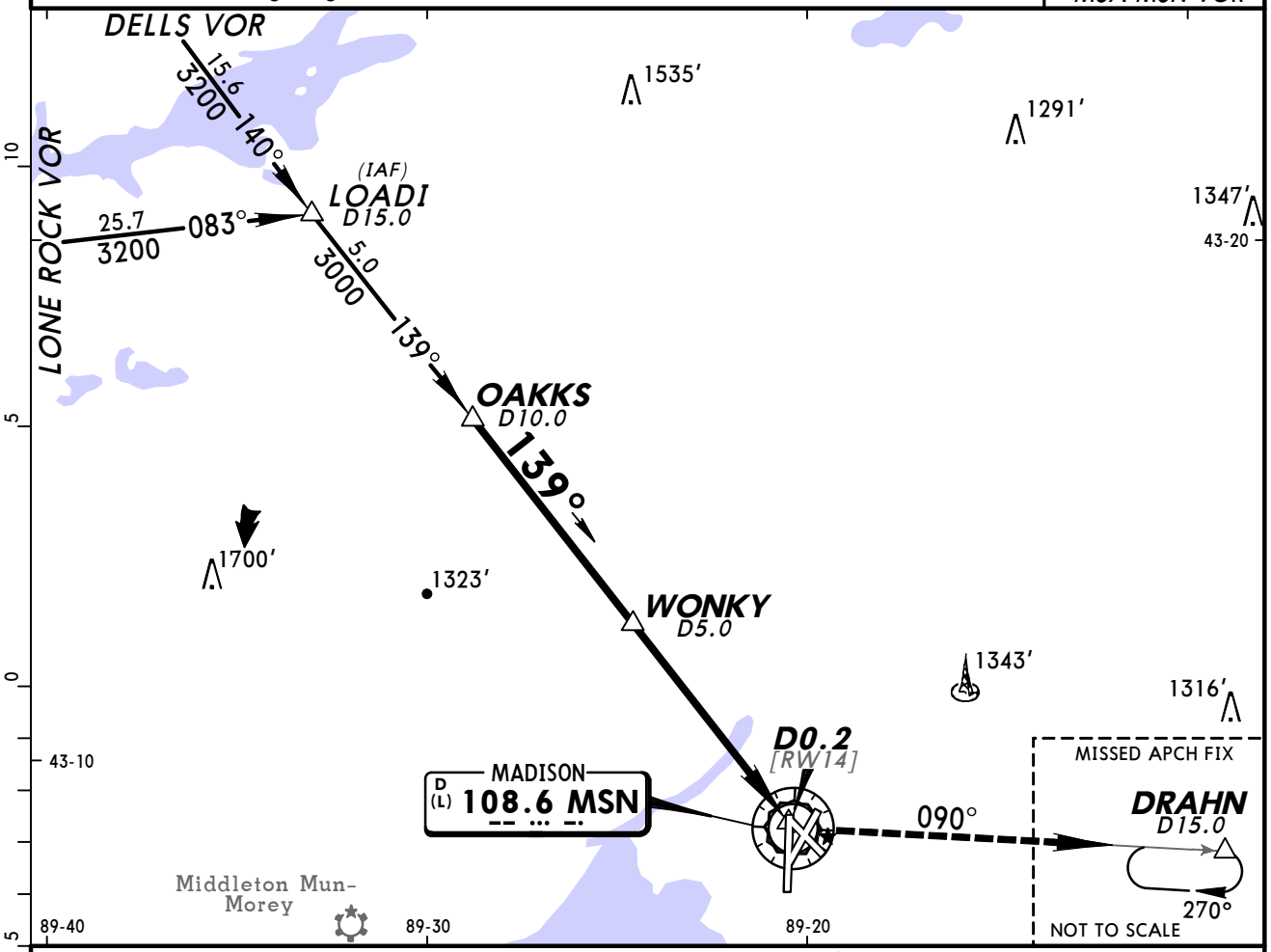
VOR MSN	Final Apch Crs	Minimum Alt WONKY	MDA(H)	Apt Elev 887′
108.6	139°	2400′ (1539′)	1420′ (559′)	TDZE 861′

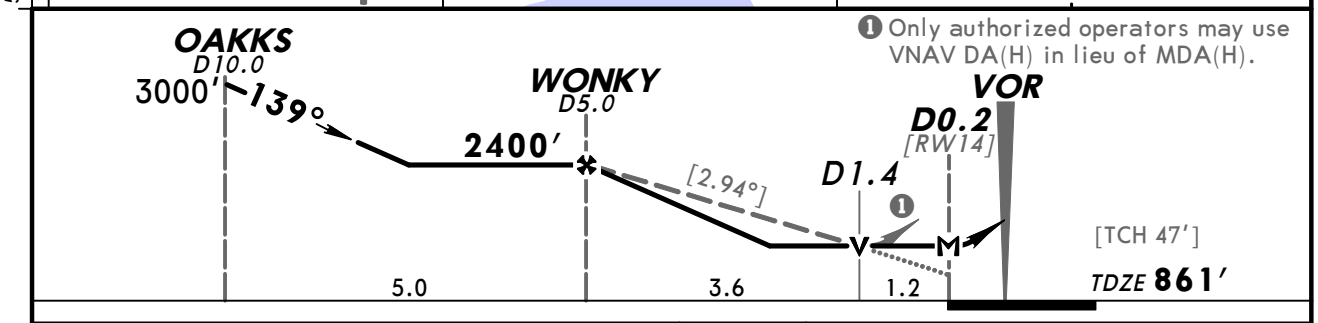
MISSED APCH: Climbing LEFT turn to 4000′ outbound via MSN VOR R-090 to DRAHN/D15.0 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 119.3.

MSA MSN VOR: 180° 3600′ 3100′ 360°





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [2.94°]	364	468	520	624	728	832
MAP at D0.2						

REIL
PAPI-L

4000′ LT via MSN 108.6 R-090 DRAHN

STRAIGHT-IN LANDING RWY14		CIRCLE-TO-LAND	
MDA(H) 1420′ (559′)		Max Kts	MDA(H)
A	RVR 50 or 1	90	1420′(533′)-1
B		120	1460′(573′)-1
C	1½	140	1460′(573′)-1½
D	1¾	165	1460′(573′)-2

TERPS AMEND 08 APR 2010

CHANGES: Chart reindexed, lighting.

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DANE CO REGL-TRUAX

JEPPESEN

21 JAN 11 (13-2)

MADISON, WISC
VOR Rwy 14

BRIEFING STRIP ™

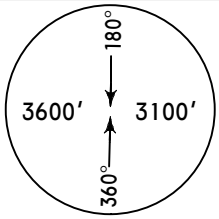
ATIS (ASOS when Twr inop)	*MADISON Approach (R) West	East	CHICAGO Center (R) when App inop.		*MADISON Tower	*Ground
124.65	135.45	120.1	133.3	135.45	CTAF 119.3	121.9

VOR MSN	Final Apch Crs	Minimum Alt DANEE	MDA(H) (CONDITIONAL)	Apt Elev 887′
108.6	**139°**	**1500′** (639′)	**1300′** (439′)	TDZE **861′**

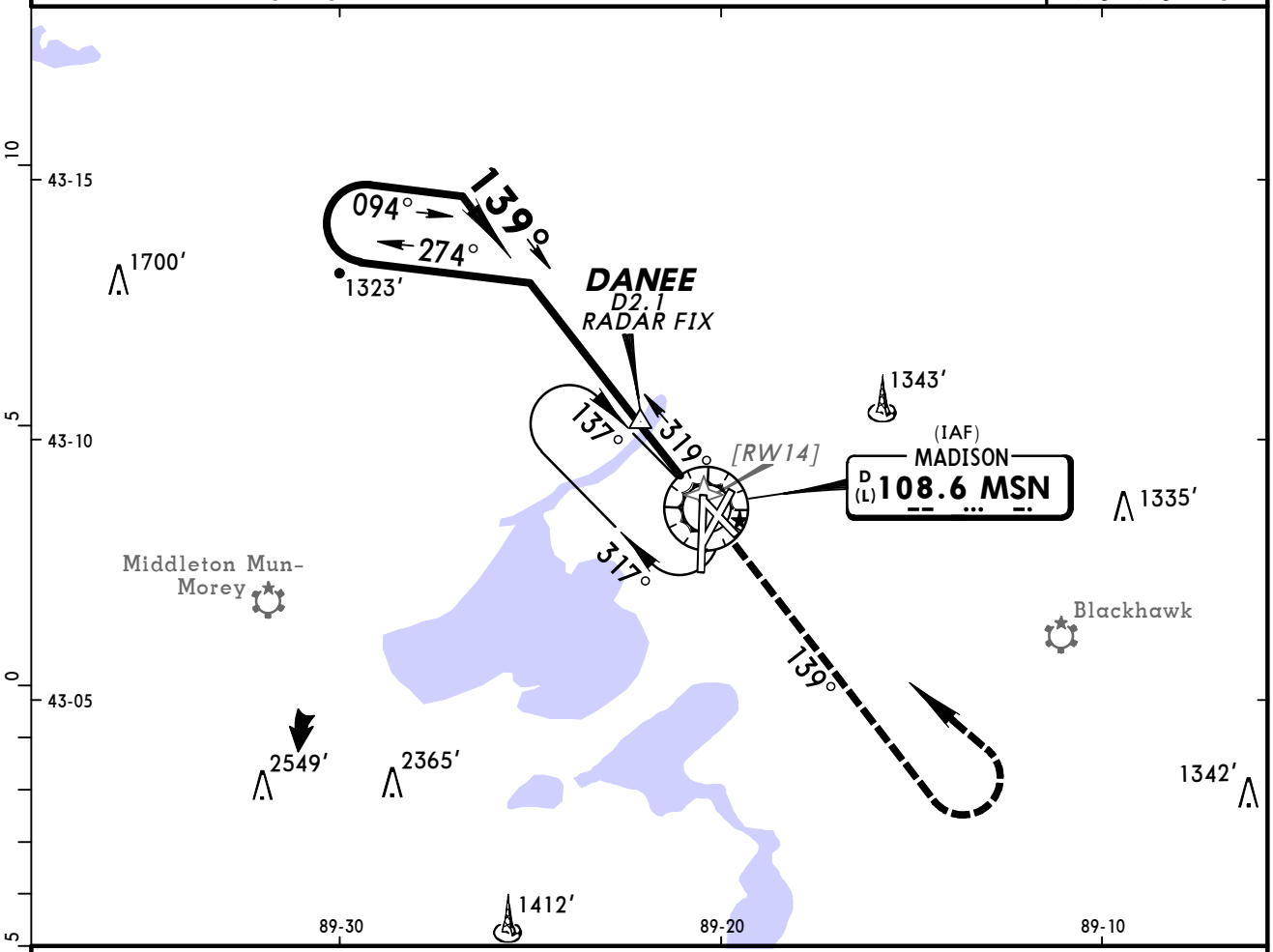
MISSED APCH: Climb to 2700′ outbound via MSN VOR R-139 then LEFT turn direct MSN VOR and hold.

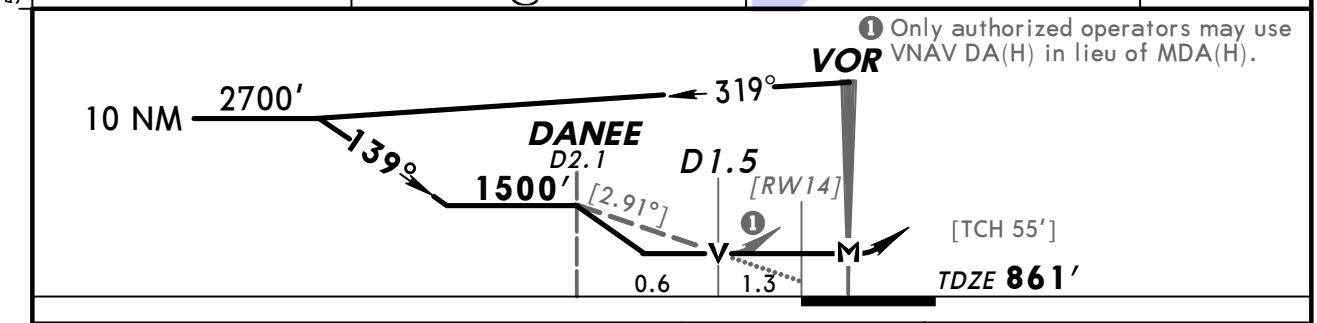
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 119.3.



MSA MSN VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [2.91°]	360	463	515	618	721	824
MAP at VOR						

REIL
PAPI-L

2700′ ↑ via MSN **108.6** **R-139**

TERPS AMEND OA

	STRAIGHT-IN LANDING RWY14		CIRCLE-TO-LAND		
	MDA(H) **1300′** (439′) With DANEE	MDA(H) **1500′** (639′) Without DANEE	Max Kts	With DANEE MDA(H)	Without DANEE MDA(H)
A	RVR 50 or 1	RVR 50 or 1	90	1400′(513′)-1	1500′(613′)-1
B			120	1460′(573′)-1	
C	RVR 60 or 1¼	1¾	140	1460′(573′)-1½	1500′(613′)-1¾
D	1½	2	165	1460′(573′)-2	1500′(613′)-2

CHANGES: Chart reindexed, lighting.

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DANE CO REGL-TRUAX

JEPPESEN

29 APR 11 (13-3) **Eff 5 May**

MADISON, WISC
VOR Rwy 18

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*MADISON Approach (R) West	East	CHICAGO Center (R) when App inop.		*MADISON Tower	*Ground
124.65	135.45	120.1	133.3	135.45	CTAF 119.3	121.9

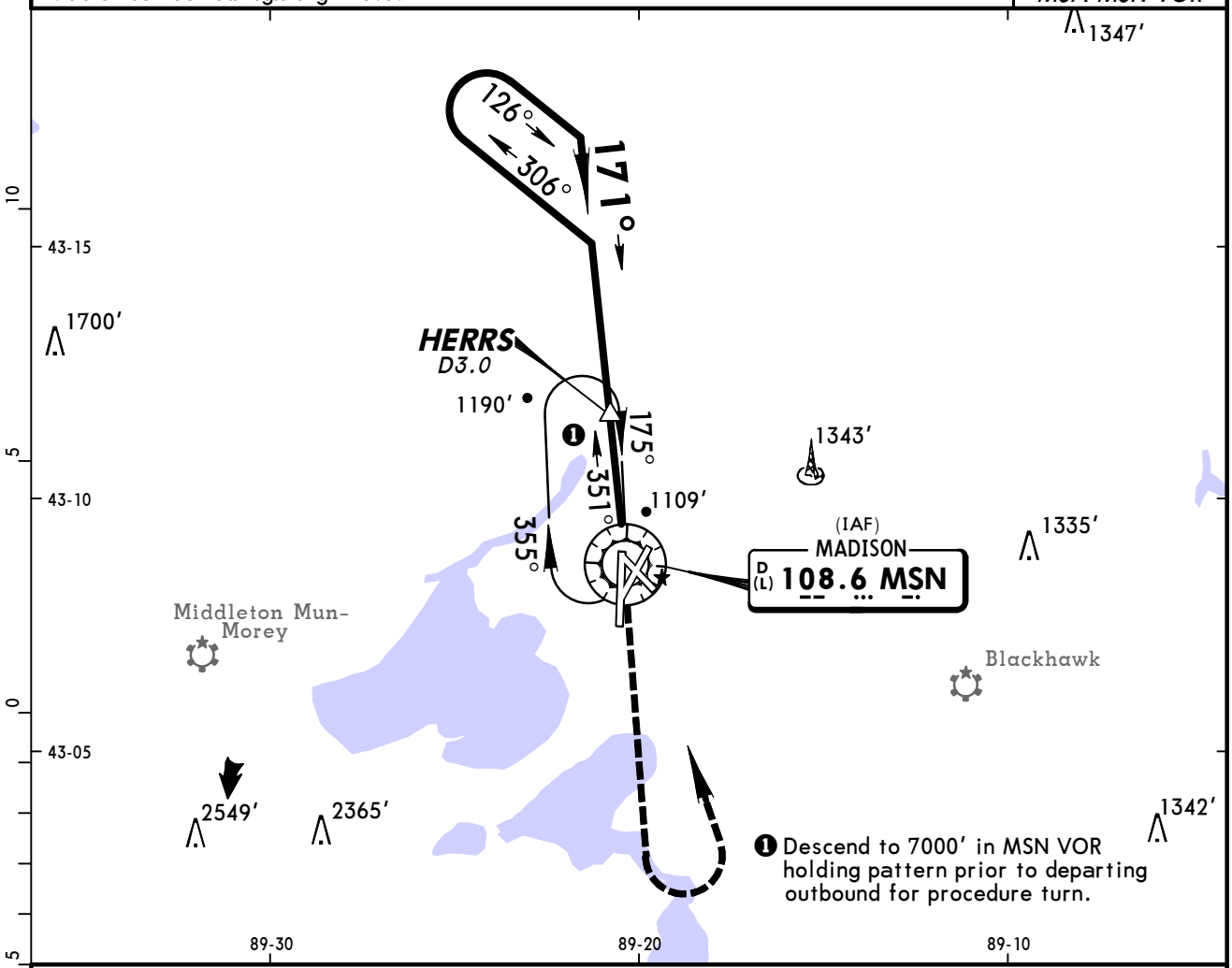
VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 887′
MSN 108.6	171°	HERRS 1620′ (760′)	1360′ (500′)	Rwy 18 860′

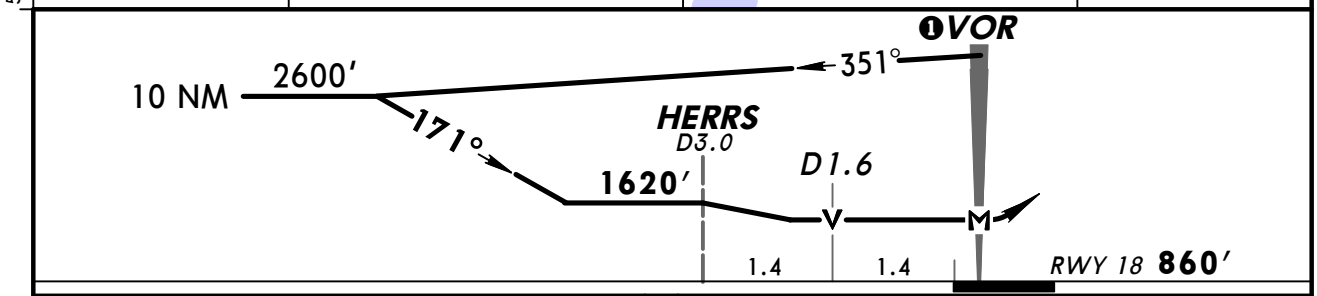
MISSED APCH: Climb to 2700′ then LEFT turn direct MSN VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 119.3.

MSA MSN VOR: 180°, 3600′; 3100′, 360°





MAP at VOR							MALSR / PAPI	2700′	LT	D	MSN 108.6

STRAIGHT-IN LANDING RWY 18

	MDA(H) 1360′ (500′) With HERRS			MDA(H) 1620′ (760′) Without HERRS		
		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B				RVR 40 or ¾		
C	RVR 50 or 1	RVR 60 or 1⅛	1⅜	1¾	1⅞	2
D						

❶ CIRCLE-TO-LAND

Max Kts	With HERRS MDA(H)	Without HERRS MDA(H)
90	1420′ (533′)-1	1620′ (733′)-1
120	1460′ (573′)-1	1620′ (733′)-1¼
140	1460′ (573′)-1½	1620′ (733′)-2
165	1460′ (573′)-2	1620′ (733′)-2¼

❶ When VGSI inop, circling Rwy 32 not authorized at night.

TERPS AMEND 1 5 MAY 2011

CHANGES: Procedure.

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ATIS (ASOS when Twr inop)	*MADISON Approach (R) West	East	CHICAGO Center (R) when App inop.		*MADISON Tower	*Ground
124.65	135.45	120.1	133.3	135.45	CTAF 119.3	121.9

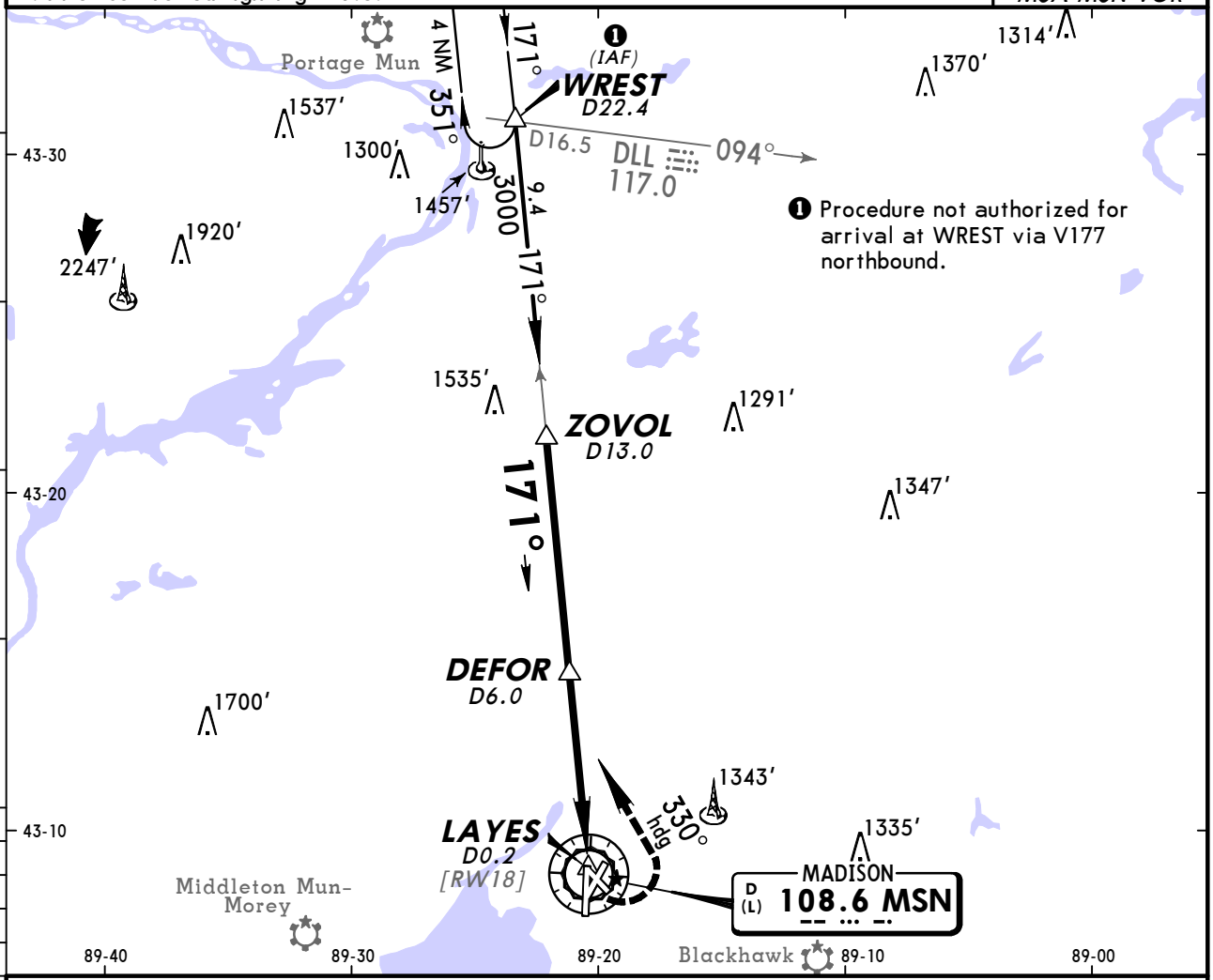
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 887′
MSN 108.6	171°	DEFOR 2800′ (1940′)	1360′ (500′)	TDZE 860′

MISSED APCH: Climbing LEFT turn to 3000′ via 330° heading and outbound on MSN VOR R-351 to WREST INT and hold.

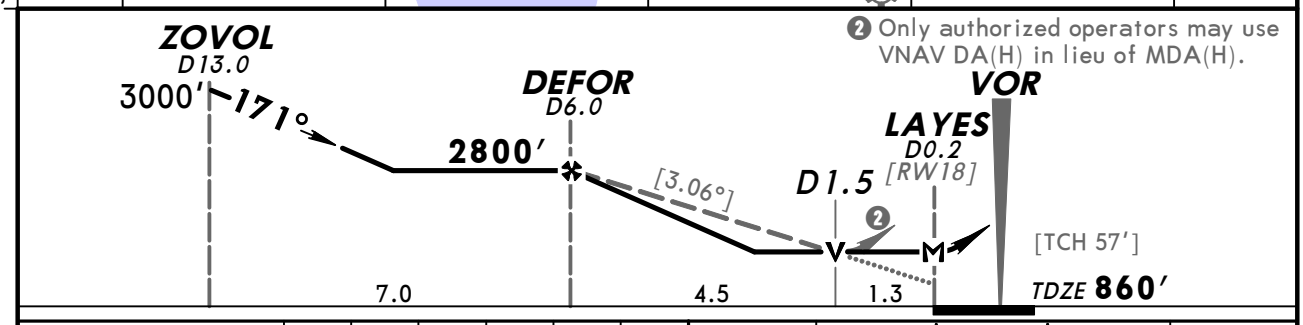
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 119.3.

MSA MSN VOR: 3600′ (180°–360°), 3100′



❶ Procedure not authorized for arrival at WREST via V177 northbound.



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.06°]	379	487	541	650	758	866
MAP at LAYES						

MALSR / PAPI

3000′ LT via 330° hdg and MSN 108.6 R-351

WREST

STRAIGHT-IN LANDING RWY 18

MDA(H) 1360′ (500′)

		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B			
C	RVR 40 or ¾	RVR 60 or 1¼	
D	RVR 50 or 1	1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1400′ (513′)-1
120	1460′ (573′)-1
140	1460′ (573′)-1½
165	1460′ (573′)-2

TERPS AMENDMENT A

CHANGES: None.

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DANE CO REGL-TRUAX

JEPPESEN
21 JAN 11 (13-5)

MADISON, WISC
VOR Rwy 21

BRIEFING STRIP ™

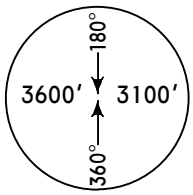
ATIS (ASOS when Twr inop)	*MADISON Approach (R) West	East	CHICAGO Center (R) when App inop.		*MADISON Tower	*Ground
124.65	135.45	120.1	133.3	135.45	CTAF 119.3	121.9

VOR MSN	Final Apch Crs	No FAF	MDA(H)	Apt Elev 887′
108.6	**220°**		**1700′** *(813′)*	*TDZE* **887′**

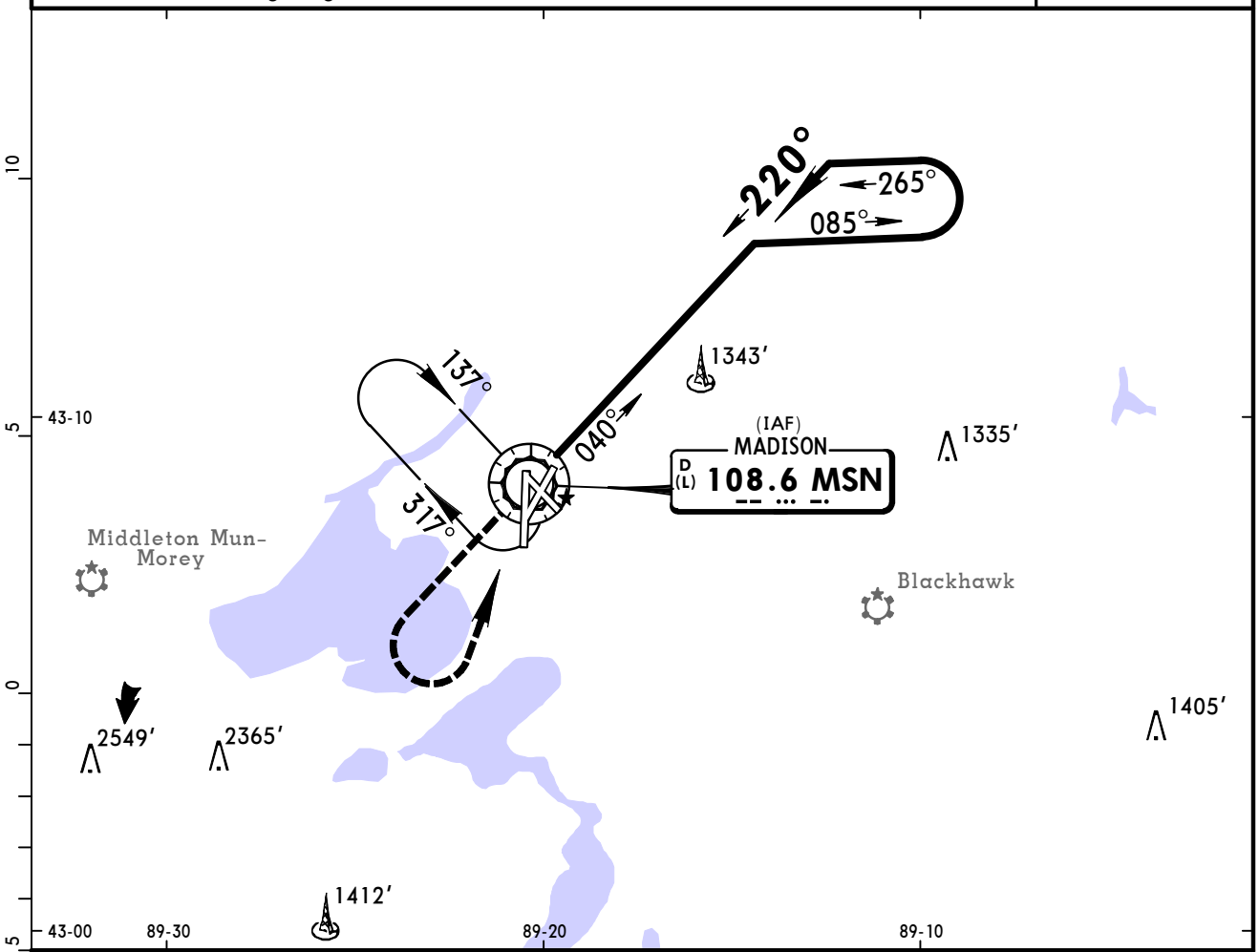
MISSED APCH: Climb to 2400′ then climbing LEFT turn to 2800′ direct MSN VOR and hold.

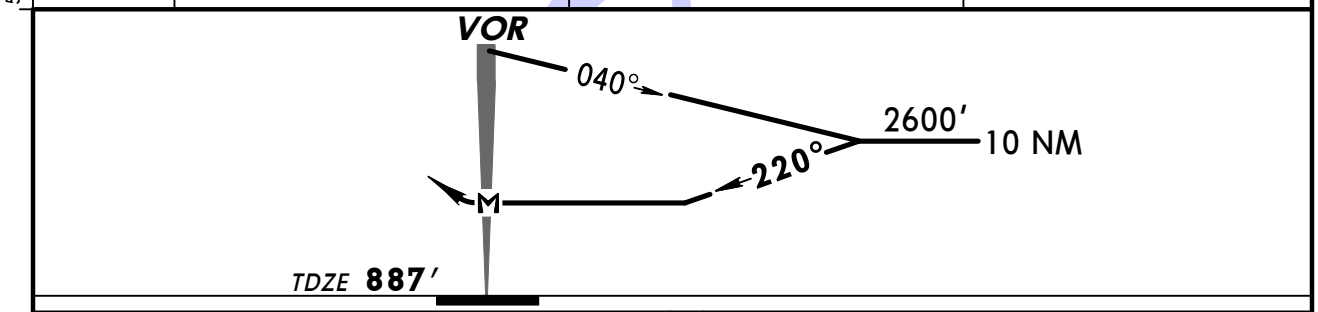
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 119.3.



MSA MSN VOR





MAP at VOR							MALSR PAPI	2400′	2800′ LT	D	MSN 108.6

STRAIGHT-IN LANDING RWY 21

MDA(H) **1700′** *(813′)*

	RAIL out	ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)
A	1		90	1700′*(813′)*-1
B	1¼		120	1700′*(813′)*-1¼
C	2½		140	1700′*(813′)*-2½
D	2¾		165	1700′*(813′)*-2¾

AMEND 0 TERPS

CHANGES: None.

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BRIEFING STRIP ™

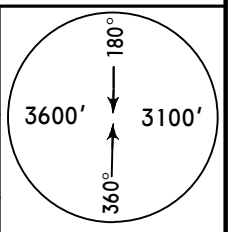
ATIS (ASOS when Twr inop)	*MADISON Approach (R) West	East	CHICAGO Center (R) when App inop.		*MADISON Tower	*Ground
124.65	135.45	120.1	133.3	135.45	CTAF 119.3	121.9

VOR MSN	Final Apch Crs	Minimum Alt BKEYE	MDA(H)	Apt Elev 887′
108.6	310°	2600′(1739′)	1420′(559′)	TDZE 861′

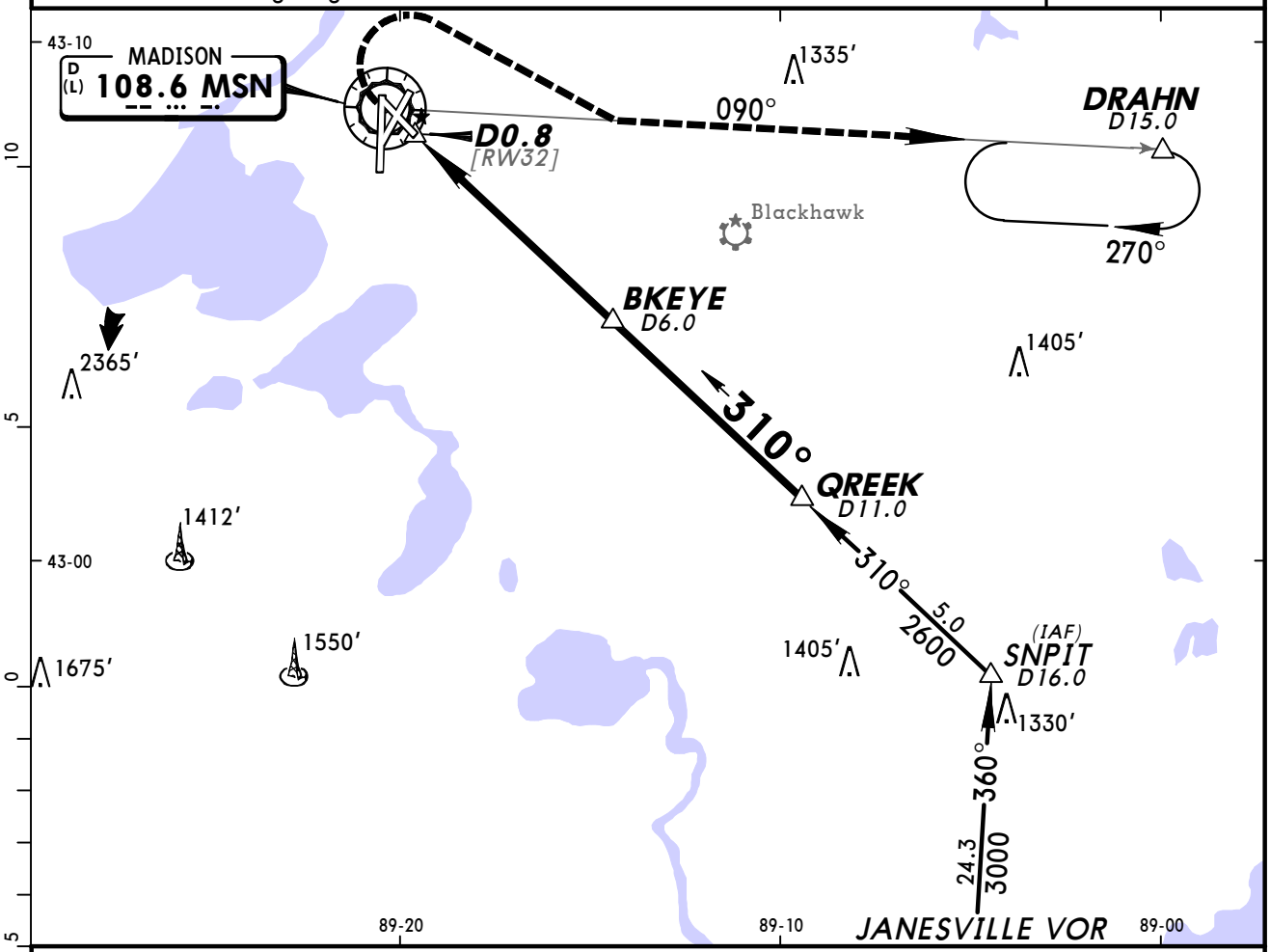
MISSED APCH: Climb to 2600′ then climbing RIGHT turn to 4000′ outbound via MSN VOR R-090 to DRAHN/D15.0 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

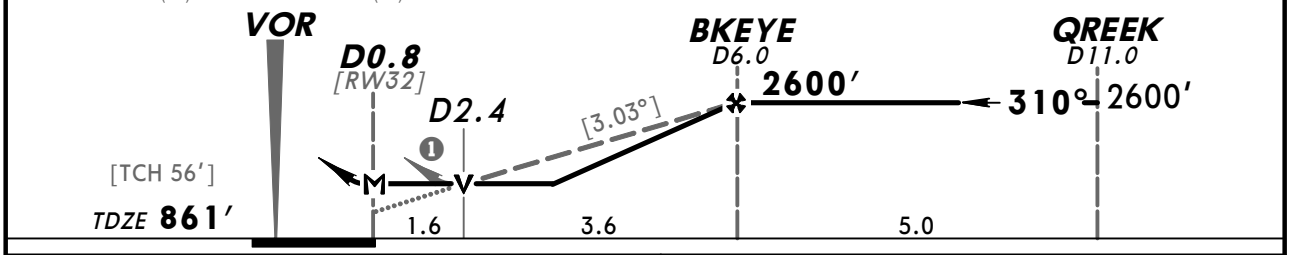
1. Pilot controlled lighting 119.3.



MSA MSN VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.03°]	375	482	536	643	750	858
MAP at D0.8						

REIL
PAPI-L

2600′ ↑

4000′ ↱ RT via MSN 108.6 R-090 DRAHN

STRAIGHT-IN LANDING RWY 32		CIRCLE-TO-LAND	
MDA(H) 1420′(559′)		Max Kts	MDA(H)
A	1	90	1420′(533′)-1
B		120	1460′(573′)-1
C	1½	140	1460′(573′)-1½
D	1¾	165	1460′(573′)-2

TERPS AMEND 0B 8 APR 2010

CHANGES: Lighting.

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ATIS (ASOS when Twr inop)	*MADISON Approach (R) West	East	CHICAGO Center (R) when App inop.		*MADISON Tower	*Ground
124.65	135.45	120.1	133.3	135.45	CTAF 119.3	121.9

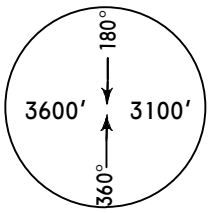
BRIEFING STRIP™

VOR MSN 108.6	Final Apch Crs 310°	No FAF	MDA(H) 1560′ (698′)	Apt Elev 887′ Rwy 32 862′

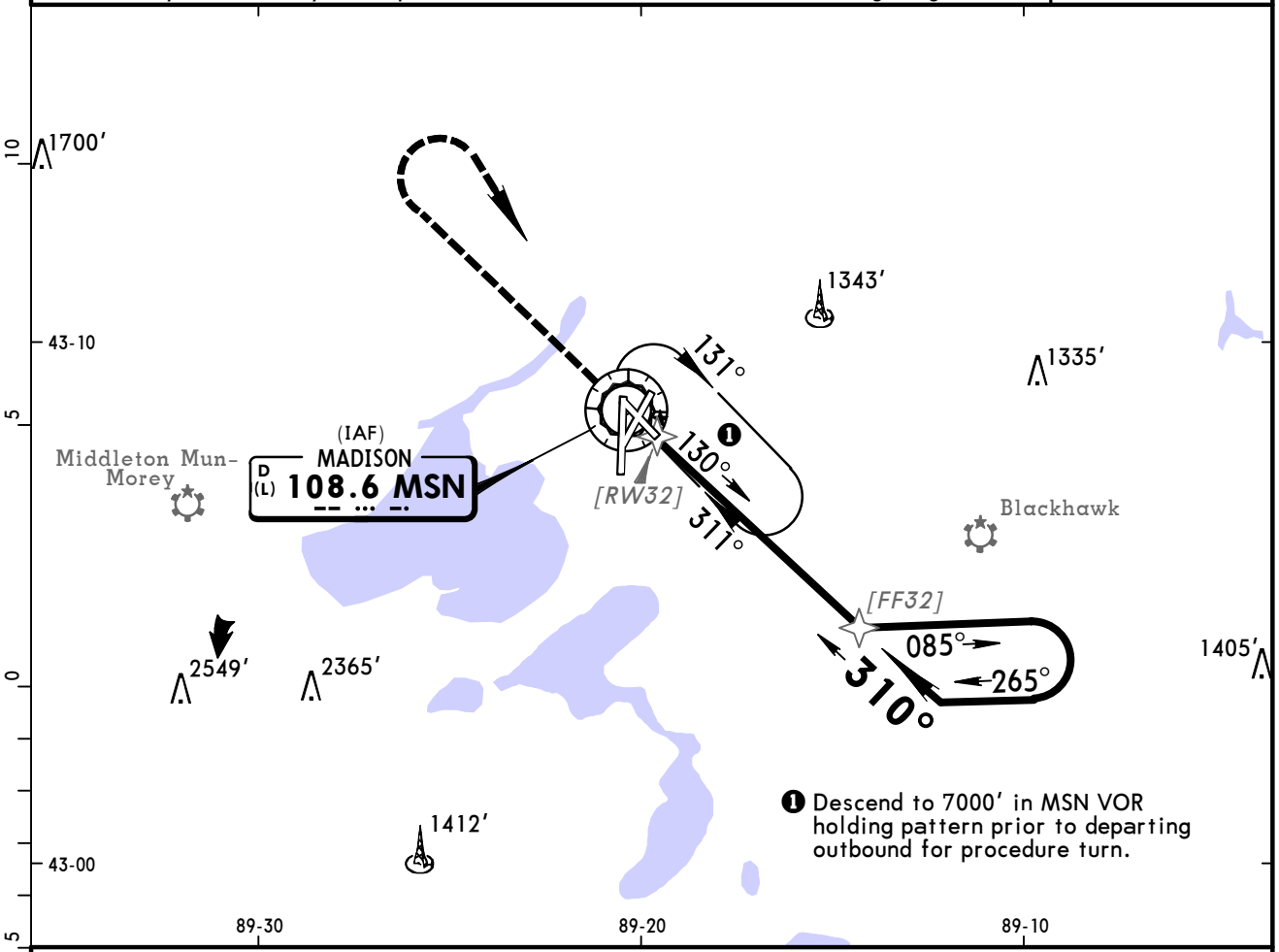
MISSED APCH: Climb to 2600′ then RIGHT turn direct MSN VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. When VGSI inop, straight-in and circling Rwy 32 procedures not authorized at night.
2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 119.3.

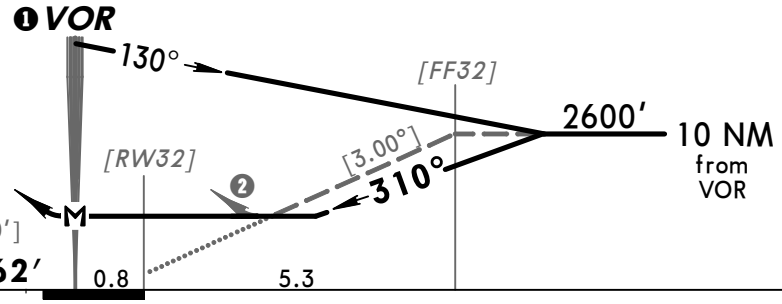


MSA MSN VOR



❶ Descend to 7000′ in MSN VOR holding pattern prior to departing outbound for procedure turn.

❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

REIL PAPI-L	2600′	RT	D	MSN 108.6

STRAIGHT-IN LANDING RWY 32		CIRCLE-TO-LAND	
MDA(H) 1560′ (698′)		Max Kts	MDA(H)
A	1	90	1560′ (673′) -1
B		120	
C	2	140	1560′ (673′) -2
D		165	1560′ (673′) -2 ¼

TERPS AMEND 1 5 MAY 2011

CHANGES: Procedure.

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KMSN/MSN
DANE CO REGL-TRUAX

JEPPESEN

29 APR 11 (13-8) Eff 5 May

MADISON, WISC
VOR Rwy 36

ATIS (ASOS when Twr inop)	*MADISON Approach (R) West	East	CHICAGO Center (R) when App inop.		*MADISON Tower	*Ground
124.65	135.45	120.1	133.3	135.45	CTAF 119.3	121.9

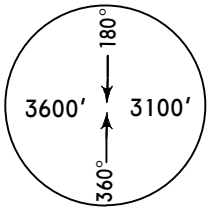
BRIEFING STRIP™

VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 887′
MSN 108.6	001°	ISMUZ 1600′ (738′)	1320′ (458′)	TDZE 862′

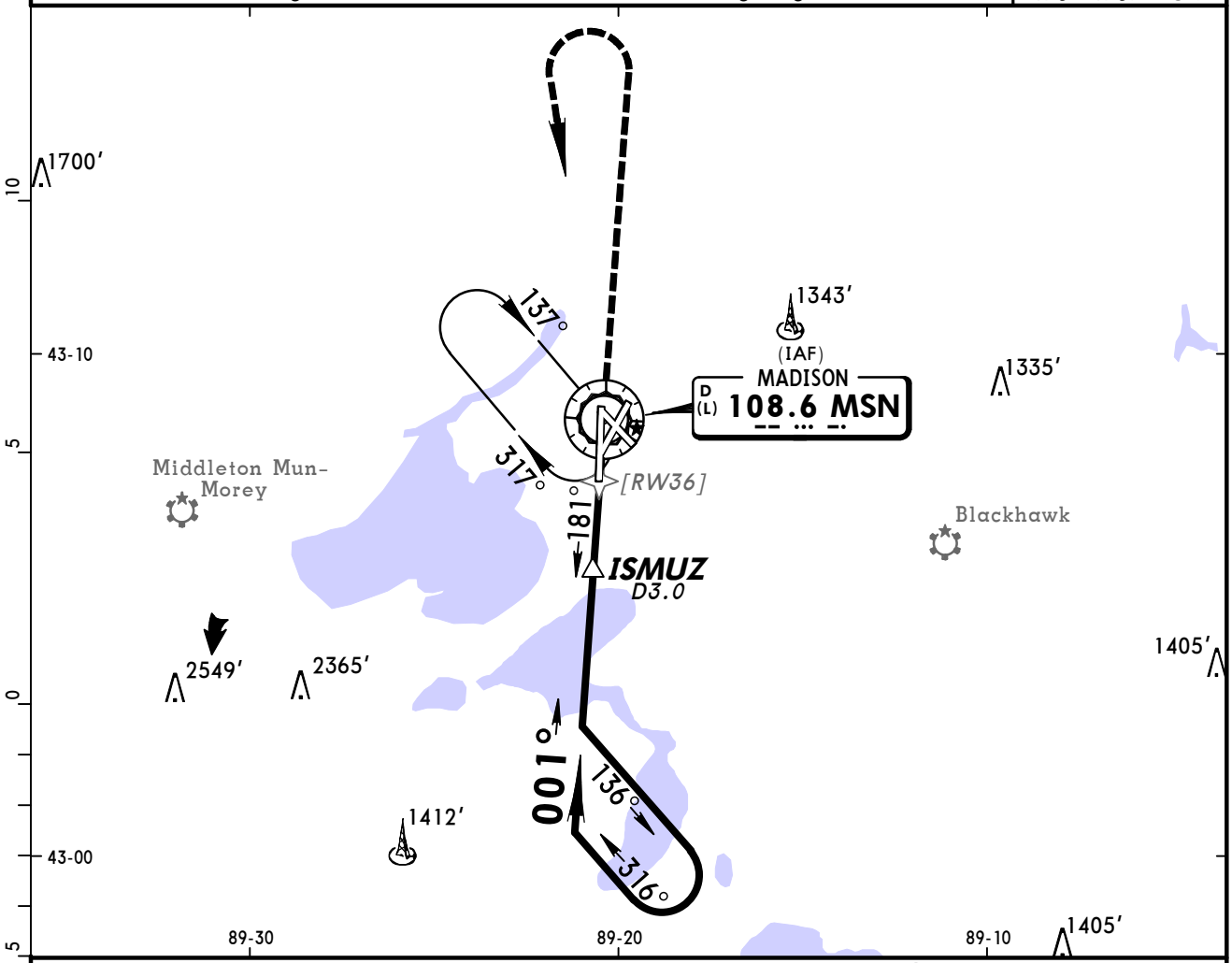
MISSED APCH: Climb to 2700′ then LEFT turn direct MSN VOR and hold.

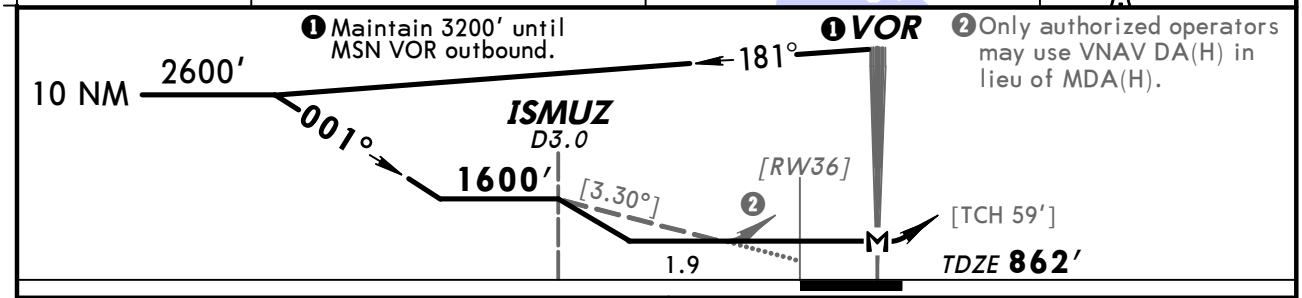
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 119.3.



MSA MSN VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.30°]	409	526	584	701	817	934
MAP at VOR						

MALSR PAPI 2700′ LT D MSN 108.6

	STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND		
	MDA(H) 1320′ (458′) With ISMUZ		MDA(H) 1600′ (738′) Without ISMUZ			With ISMUZ	Without ISMUZ
	RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	RVR 50 or 1		RVR 50 or 1		90	1400′ (513′)-1	1600′ (713′)-1
B					120	1460′ (573′)-1	
C	RVR 60 or 1¼		1½	2	140	1460′ (573′)-1½	1600′ (713′)-2
D	1½		1¾	2¼	165	1460′ (573′)-2	1600′ (713′)-2¼

AMENDO TERPS

CHANGES: None.

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KMSN/MSN

DANE CO REGL-TRUAX

JEPPESEN

12 NOV 10 (18-1)

MADISON, WISC
RADAR-1 *ASR Rwys 14, 18, 21, 32, 36

BRIEFING STRIP ™

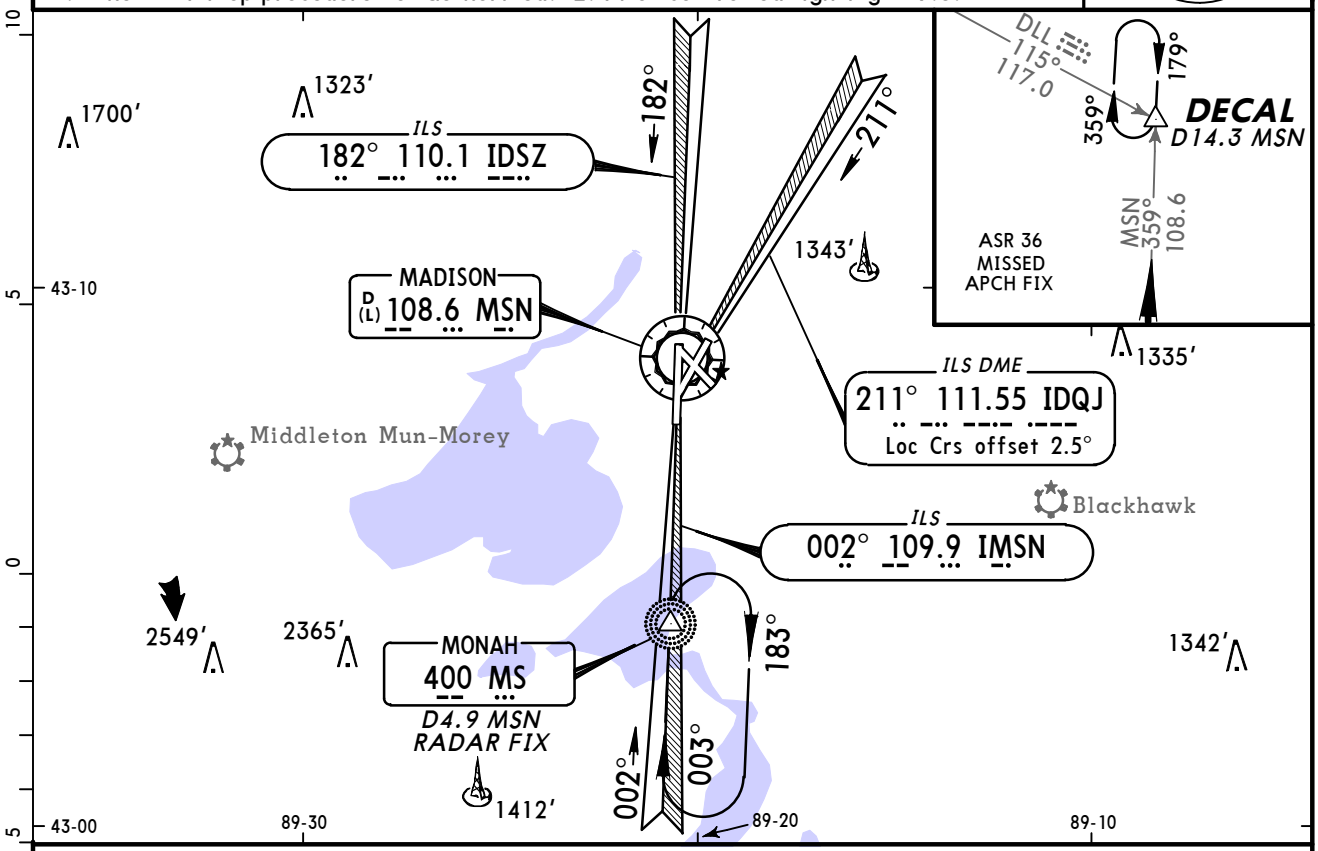
ATIS (ASOS when Twr inop)	*MADISON Approach (R) West	East	CHICAGO Center (R) when App inop.		*MADISON Tower	*Ground
124.65	135.45	120.1	133.3	135.45	CTAF 119.3	121.9

RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 887' TDZE -See Below	No MSA published

Missed Approach-See below

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. When Twr inop procedure not authorized. 2. Pilot controlled lighting 119.3.



MISSED APPROACH:

Runway 14: Climbing RIGHT turn to 3300' direct MS LOM/RADAR FIX and hold.

Runway 18: Climb to 3300' direct MS LOM/RADAR FIX and hold.

Runway 21: Climbing LEFT turn to 3300' direct MS LOM/RADAR FIX and hold.

Runway 32: Climbing LEFT turn to 3300' direct MS LOM/RADAR FIX and hold.

Runway 36: Climb to 2700' outbound via MSN VOR R-359 to DECAL INT/D14.3 MSN and hold.

RWYS 14 & 32	RWY 21	RWY 18	RWY 36
TDZE 861'	TDZE 887'	TDZE 860'	TDZE 862'

ASR Rwys 14, 18, 32, 36: MAP at Rwy Thr
ASR Rwy 21: MAP 1/2 mile from Rwy Thr

Lighting - Refer to Airport Chart

STRAIGHT-IN LANDING

	ASR 14 MDA(H) 1420' (559')	ASR 18 MDA(H) 1360' (500')			ASR 21 MDA(H) 1360' (473')		
			RAIL out	ALS out		RAIL out	ALS out
A	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1/2	3/4	1
B							
C	1 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4		3/4	1 1/4	
D	1 3/4	RVR 50 or 1	1 1/2		1	1 1/2	

STRAIGHT-IN LANDING

	ASR 32 MDA(H) 1440' (579')	ASR 36 MDA(H) 1360' (498')		
			RAIL out	ALS out
A	1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B				
C	1 1/2	RVR 50 or 1	RVR 60 or 1 1/4	
D	1 3/4	RVR 60 or 1 1/4	1 1/2	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1440' (553') -1
120	1460' (573') -1
140	1460' (573') -1 1/2
165	1460' (573') -2

TERPS AMEND 17B 18 NOV 2010

CHANGES: Outer markers, middle markers removed, minimums.

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General Information

Location: Oshkosh WI USA
IATA Code: OSH
Lat/Long: N43° 59.1' W088° 33.4'
Elevation: 808 ft

Airport Use: Public
Magnetic Variation: 3.3°W
Sectional Chart: Chicago

Fuel Types: 100 Octane (LL)
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1235 Z
Sunset: 2339 Z,

Runway Information

Runway: 04
Length x Width: 3697 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 790 ft

Runway: 09
Length x Width: 6179 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 797 ft
Lighting: Edge, ALS, REIL, Pilot controlled

Runway: 13
Length x Width: 3061 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 784 ft

Runway: 18
Length x Width: 8002 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 794 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 22

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Length x Width: 3697 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 788 ft
Displaced Threshold: 274 ft

Runway: 27
Length x Width: 6179 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 786 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 531 ft

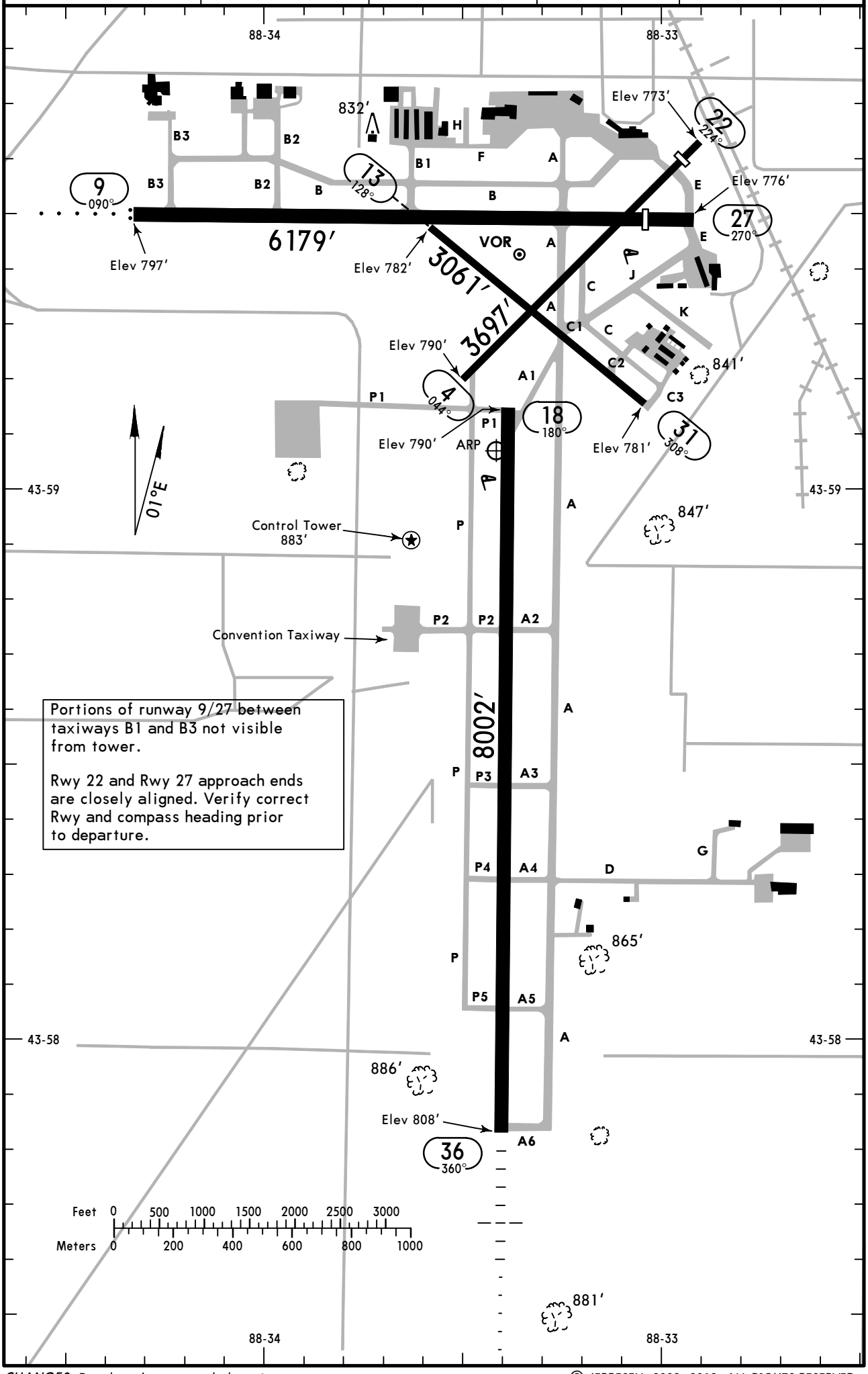
Runway: 31
Length x Width: 3061 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 784 ft

Runway: 36
Length x Width: 8002 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 808 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

ATIS 125.9
Oshkosh Tower 118.5 CTAF PCL
Oshkosh Ground Control 121.9
Milwaukee Approach Control 127.0 Arrival Service
Milwaukee Departure Control 127.0 Departure Service
Wittman Regl Unicom 122.95
Green Bay Flight Service Station 122.25 RCO
Green Bay Flight Service Station 122.1 RCO
Green Bay Flight Service Station 111.8 RCO

ATIS (ASOS when Twr inop)	*OSHKOSH Ground	*Tower	UNICOM 122.95	MILWAUKEE Departure (R)
125.9	121.9	CTAF 118.5		127.0



CHANGES: Rwy lengths, rwy end elevations.

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GENERAL
Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
4 ❶ 22		3423′			75′
❶ Heavy cracking and vegetation growing through runway surface, full length.					
9	❷ HIRL REIL ODALS ❸ VASI-L grooved				150′
27	❷ HIRL REIL ❷ PAPI-L (angle 3.0°) grooved	5648′			
❷ Activate on 118.5 when Twr inop. ❸ Increase intensity on 118.5 when Twr inop.					
13 ❹ 31					75′
❹ Heavy cracking and vegetation growing through runway surface, full length.					
18	❺ HIRL REIL VASI-L grooved				150′
36	❺ HIRL ❻ MALSR PAPI-L (angle 3.0°) grooved RVR		6922′		
❺ Increase intensity on 118.5 when Twr inop. ❻ Activate on 118.5 when Twr inop.					

TAKE-OFF

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating: ILS Rwy 36	Authorized Only When Local Weather Available: LOC DME (BC) Rwy 18	Authorized Only When Twr Operating: RNAV (GPS) Rwy 36	VOR Rwy 36	Authorized Only When Local Weather Available: VOR Rwy 9, VOR Rwy 27, RNAV (GPS) Rwy 9, RNAV (GPS) Rwy 18, RNAV (GPS) Rwy 27	Authorized Only When Local Weather Available: VOR Rwy 18	Other
A	600-2	800-2	800-2	800-2	800-2	800-2	NA
B							
C							
D						800-2 1/4	

AMEND 0

CHANGES: Usable lengths.

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LOC DME (BACK CRS) Rwy 18

ATIS (ASOS when Twr inop)	MILWAUKEE Approach (R)	*OSHKOSH Tower	*Ground
125.9	127.0	CTAF 118.5	121.9

BRIEFING STRIP ™

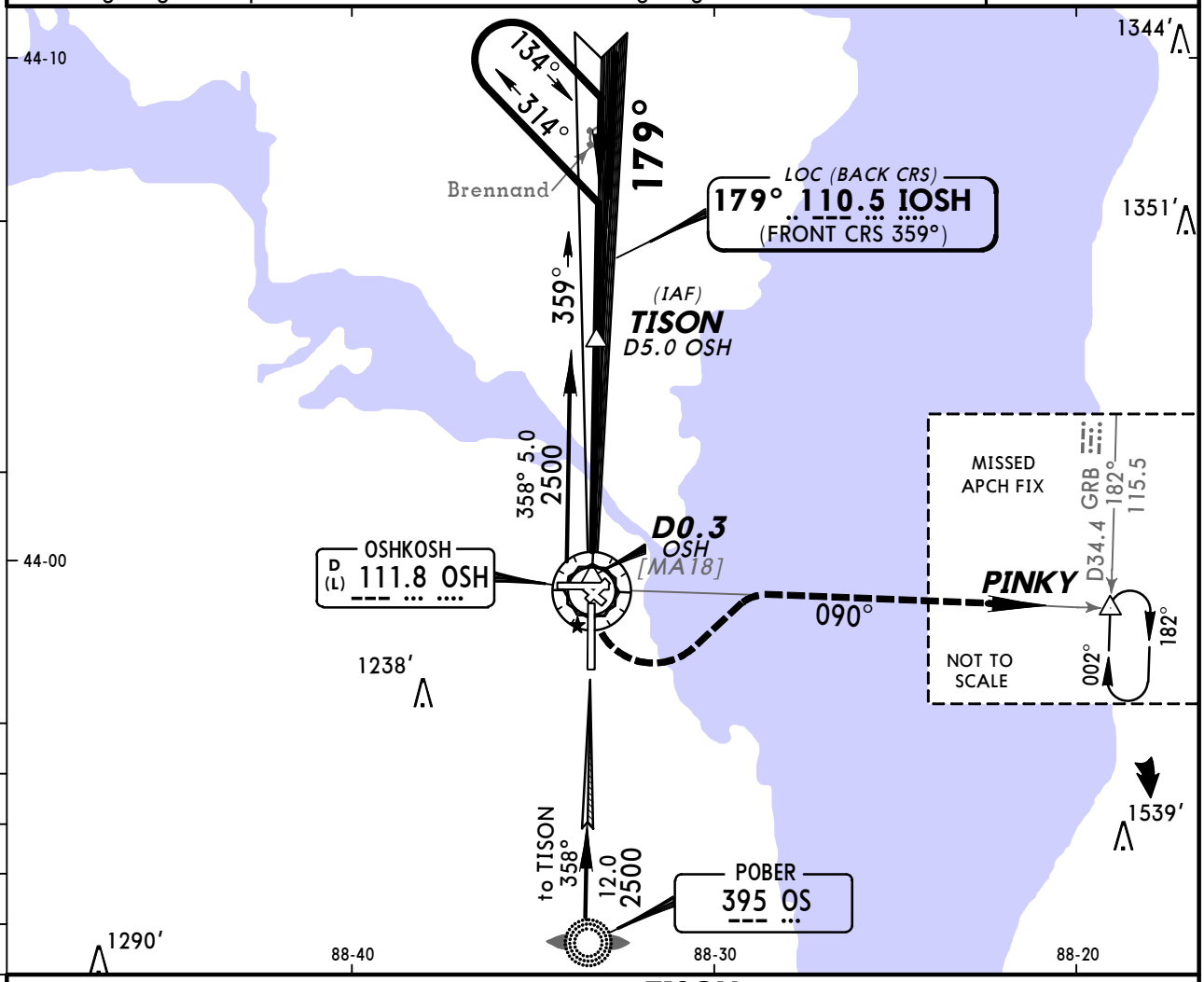
LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 808′
IOSH 110.5	179° (Front Crs 359°)	TISON 2500′ (1707′)	(CONDITIONAL) 1160′ (367′)	TDZE 793′

MISSED APCH: Climbing LEFT turn to 3000′ outbound via OSH VOR R-090 to PINKY INT and hold.

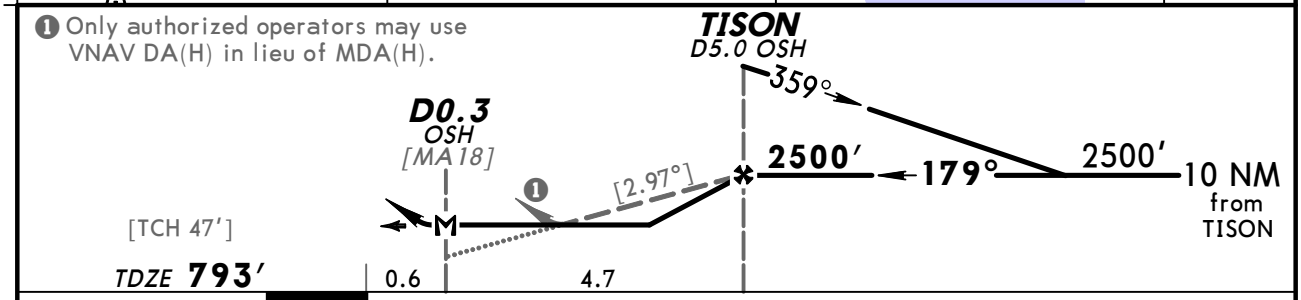
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Simultaneous reception of IOSH LOC and OSH DME required. 2. Use local altimeter setting; if not received, use Fond Du Lac Co altimeter setting. 3. Disregard glide slope indications. 4. Pilot controlled lighting 118.5.

2600′
MSA OSH VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [2.97°]	368	473	525	630	736	841
MAP at D0.3 OSH						

REIL
VASI-L

3000′ LT via OSH 111.8 R-090 PINKY

TERPS AMEND 6C 10 MAR 2011

STRAIGHT-IN LANDING RWY 18			CIRCLE-TO-LAND		
	MDA(H) 1160′ (367′) With Local Altimeter Setting	MDA(H) 1200′ (407′) With Fond Du Lac Co Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Fond Du Lac Co Altimeter Setting MDA(H)
A	1	1	90	1280′ (472′)-1	1320′ (512′)-1
B			120		
C		1¼	140	1300′ (492′)-1½	1340′ (532′)-1½
D	1¼		165	1360′ (552′)-2	1400′ (592′)-2

CHANGES: Notes, minimums.

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ATIS (ASOS when Twr inop)	MILWAUKEE Approach (R)	*OSHKOSH Tower	*Ground
125.9	127.0	CTAF 118.5	121.9

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 808′
IOSH 110.5	359°	POBER 2609′ (1801′)	1008′ (200′)	TDZE 808′

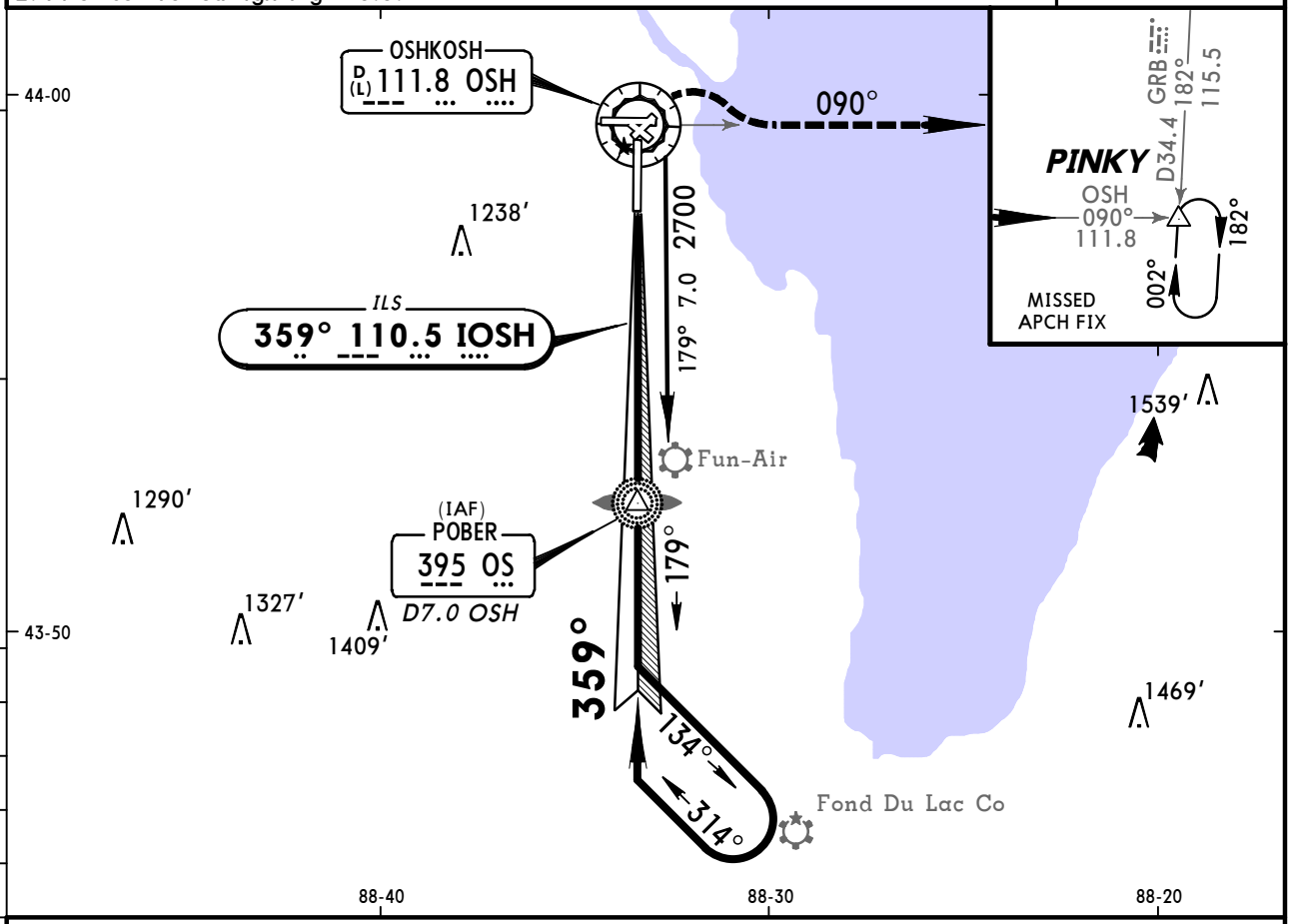
MISSED APCH: Climb to 1300′, then climbing RIGHT turn to 3000′ outbound via OSH VOR R-090 to PINKY INT and hold.

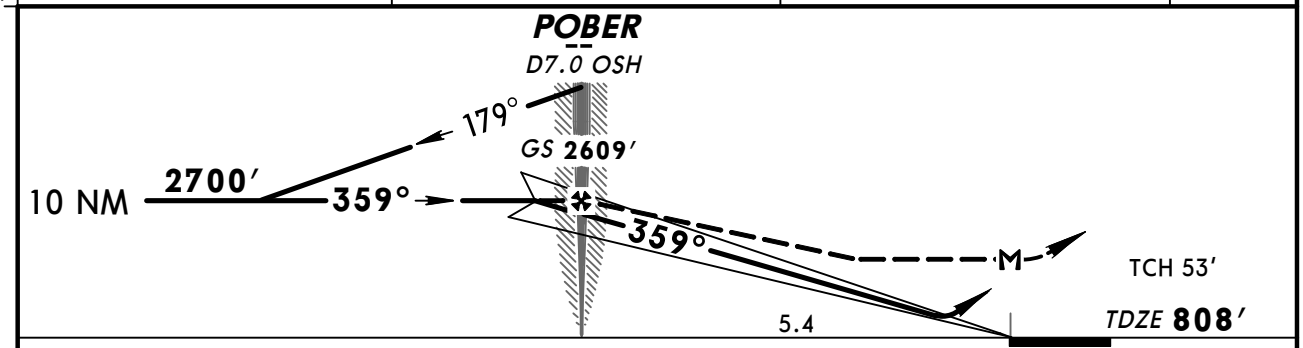
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Fond Du Lac Co altimeter setting.
2. Pilot controlled lighting 118.5.

2600′
MSA OS LOM

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
POBER to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02

MALSR
PAPI

1300′	3000′	OSH via 111.8 R-090	PINKY
↑	RT		

STRAIGHT-IN LANDING RWY 36

	ILS 2 DA(H) 1008′ (200′) FULL	ILS RAIL or ALS out	LOC (GS out) 3 MDA(H) 1240′ (432′)	RAIL out	ALS out
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B					
C			RVR 40 or 3/4	RVR 60 or 1 1/4	
D			RVR 50 or 1	1 1/2	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Fond Du Lac Co Altimeter Setting MDA(H)
90	1280′ (472′)-1	1320′ (512′)-1
120		
140	1300′ (492′)-1 1/2	1340′ (532′)-1 1/2
165	1360′ (552′)-2	1400′ (592′)-2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
2 DA(H) 1039′ (231) with Fond Du Lac Co altimeter setting.
3 MDA(H) 1280′ (472) with Fond Du Lac Co altimeter setting.

TERPS AMEND 6E 10 MAR 2011

CHANGES: Notes, minimums.

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BRIEFING STRIP™

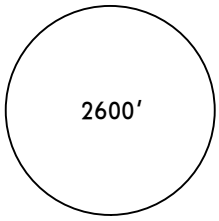
ATIS (ASOS when Twr inop)	MILWAUKEE Approach (R)	*OSHKOSH Tower	*Ground
125.9	127.0	CTAF 118.5	121.9

RNAV	Final Apch Crs	Minimum Alt CEKEP	LNAV MDA(H) (CONDITIONAL)	Apt Elev 808′ TDZE 797′
	089°	2500′ (1703′)	1360′ (563′)	

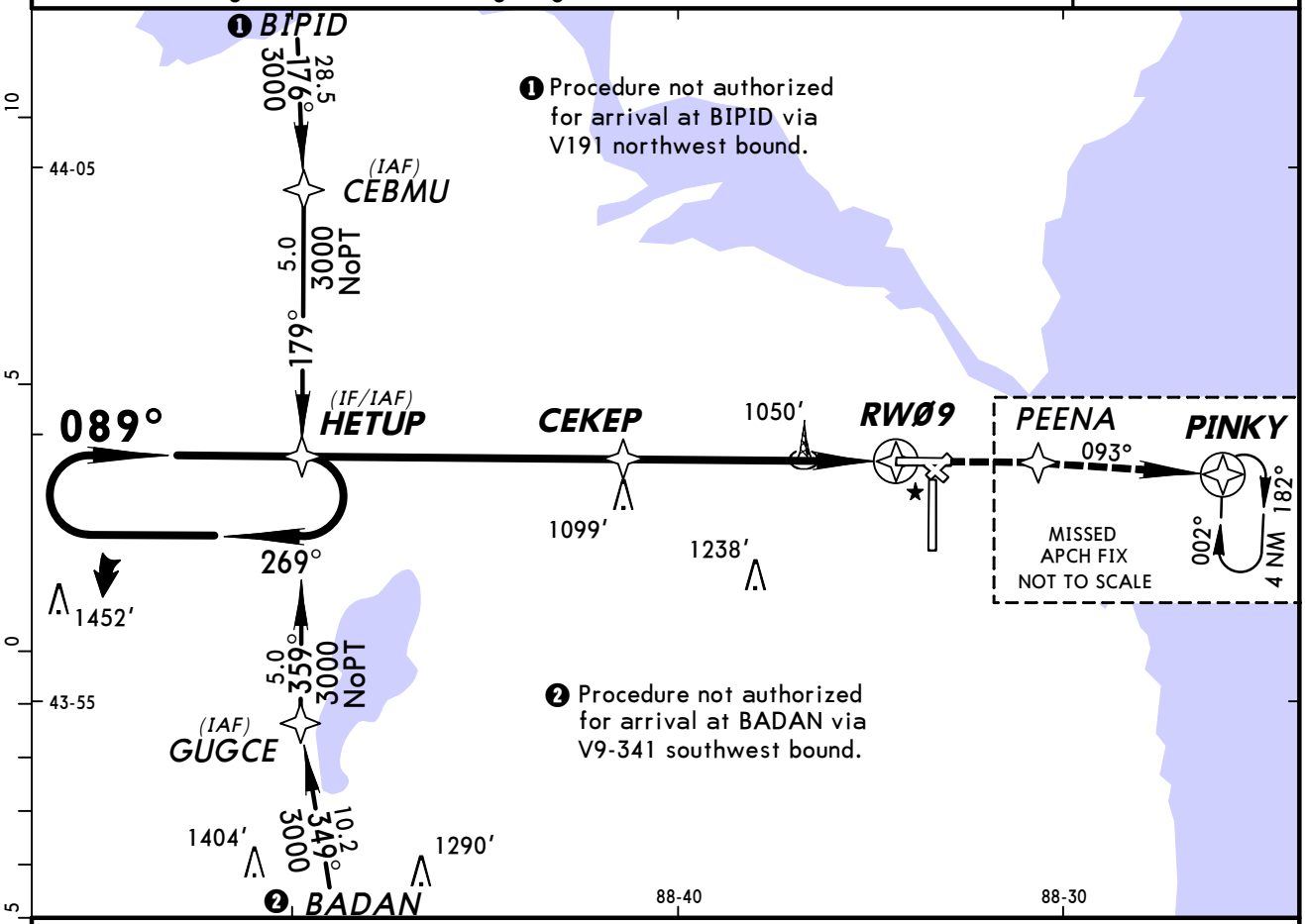
MISSED APCH: Climb to 3000′ direct PEENA and RIGHT turn via 093° track to PINKY and hold.

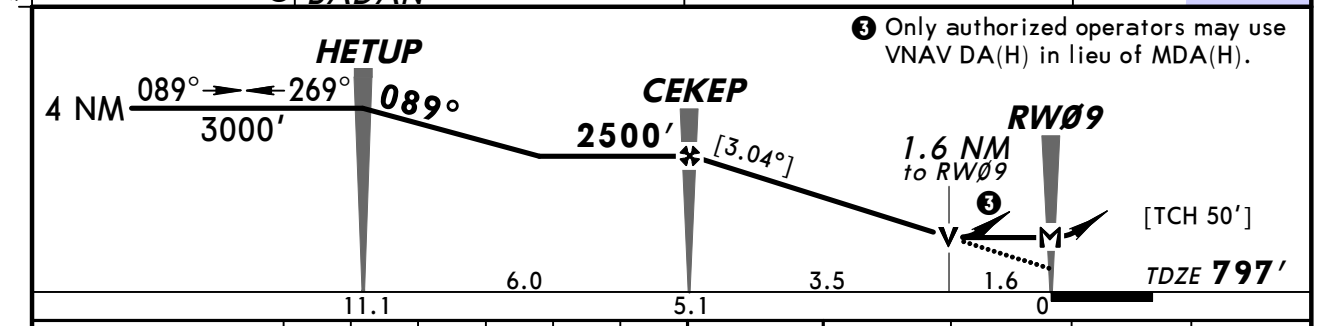
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Fond Du Lac Co altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. VDP not authorized when using Fond Du Lac Co altimeter setting. 4. Pilot controlled lighting 118.5.



MSA RWØ9





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RWØ9						

REIL
VASI-L

3000′

PEENA

STRAIGHT-IN LANDING RWY 9
LNAV

	MDA(H) 1360′ (563′) With Local Altimeter Setting	MDA(H) 1400′ (603′) With Fond Du Lac Co Altimeter Setting
A	1	1
B		
C	1½	1¾
D	1¾	2

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Fond Du Lac Co Altimeter Setting MDA(H)
90	1360′ (552′)-1	1400′ (592′)-1
120		
140	1360′ (552′)-1½	1400′ (592′)-1¾
165	1360′ (552′)-2	1400′ (592′)-2

AMENDO TERPS

CHANGES: New procedure.

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ATIS (ASOS when Twr inop)	MILWAUKEE Approach (R)	*OSHKOSH Tower	*Ground
125.9	127.0	CTAF 118.5	121.9

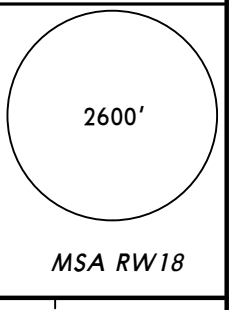
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 808′
	180°	DAGTE 2500′ (1707′)	(CONDITIONAL) 1180′ (387′)	TDZE 793′

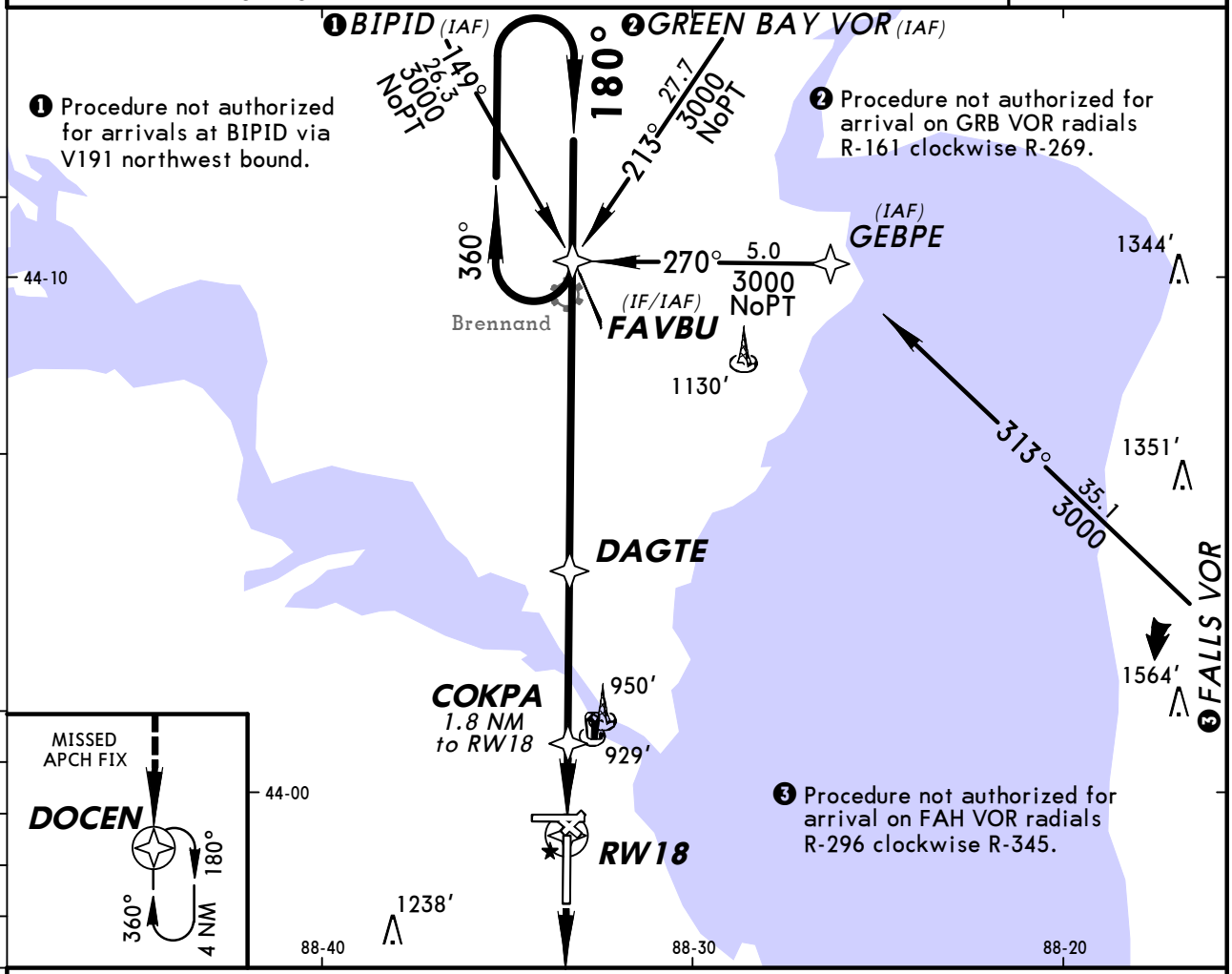
BRIEFING STRIP™

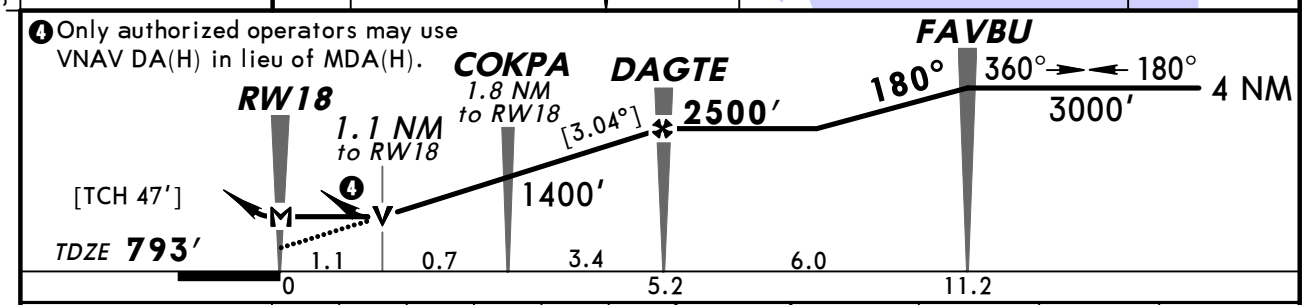
MISSED APCH: Climb to 2800′ direct DOCEN and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Fond Du Lac Co altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. Visibility reduction by helicopters not authorized. 4. VDP not authorized when using Fond Du Lac Co altimeter setting.
5. Pilot controlled lighting 118.5.







Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW18						

REIL
VASI-L
2800′
DOCEN

STRAIGHT-IN LANDING RWY 18 LNAV			CIRCLE-TO-LAND		
	MDA(H) 1180′ (387′) With Local Altimeter Setting	MDA(H) 1220′ (427′) With Fond Du Lac Co Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Fond Du Lac Co Altimeter Setting MDA(H)
A	1	1	90	1280′ (472′) - 1	1320′ (512′) - 1
B			120		
C		1¼	140	1300′ (492′) - 1½	1340′ (532′) - 1½
D	1¼	1½	165	1360′ (552′) - 2	1400′ (592′) - 2

AMEND 0 TERPS

CHANGES: New procedure.

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KOSH/OSH
WITTMAN REGL

JEPPESEN

30 MAY 08 (12-3) Eff 5 Jun

OSHKOSH, WISC
RNAV (GPS) Rwy 27

BRIEFING STRIP TM

ATIS (ASOS when Twr inop)	MILWAUKEE Approach (R)	*OSHKOSH Tower	*Ground
125.9	127.0	CTAF 118.5	121.9

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 808′
	270°	PEENA 2600′ (1818′)	1140′ (358′)	TDZE 782′

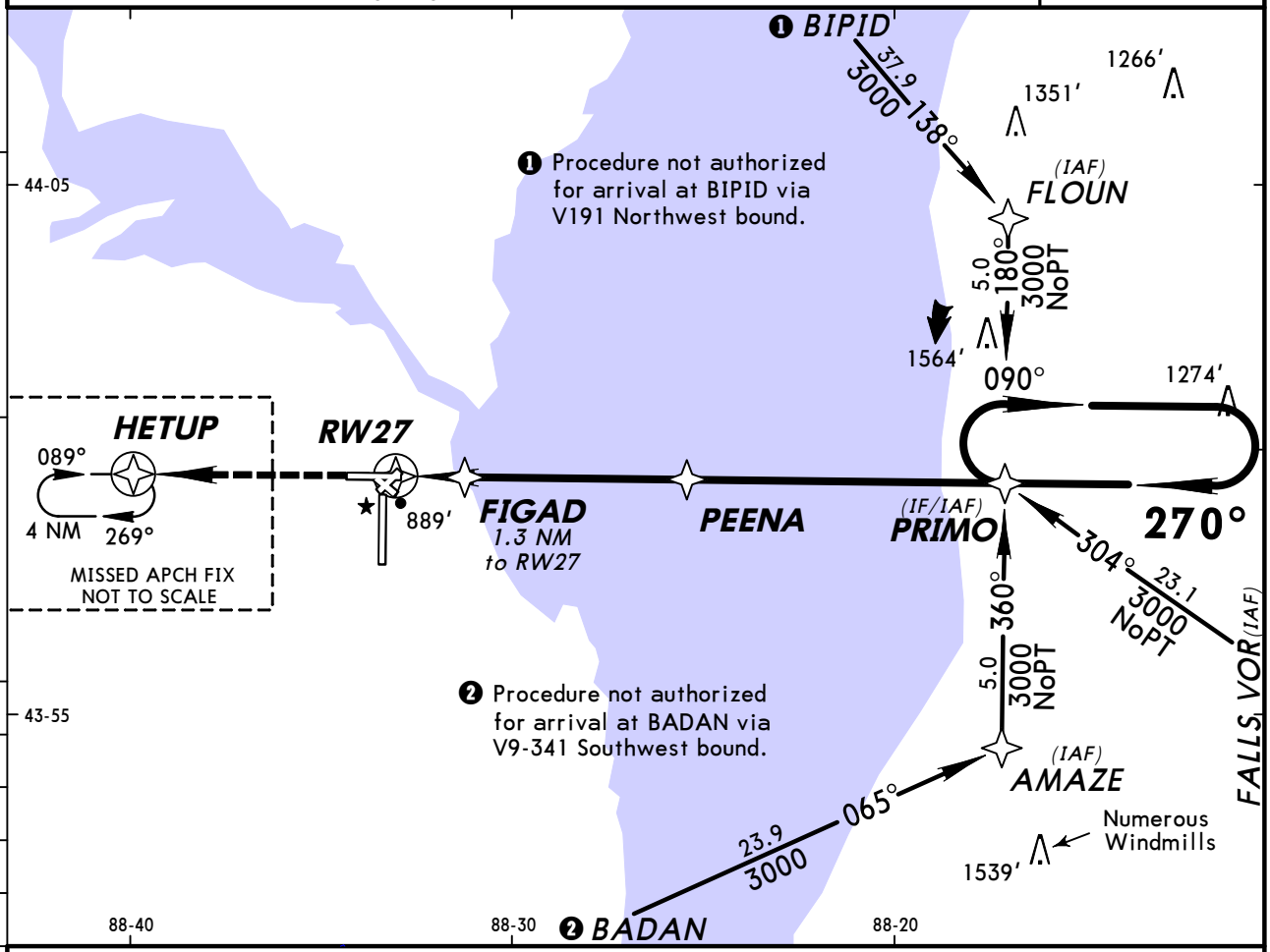
MISSED APCH: Climb to 3000′ direct HETUP and hold.

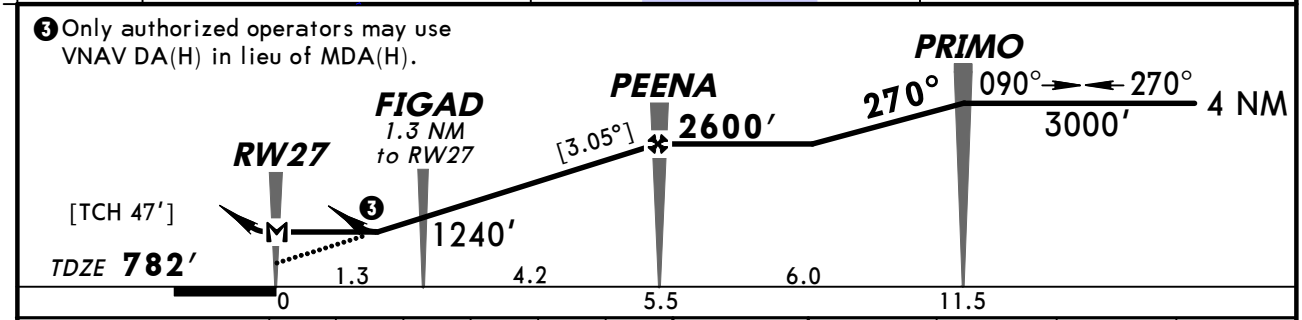
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Fond Du Lac Co altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 118.5.

2600′

MSA RW27





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW27						

REIL
PAPI-L
3000′
HETUP

STRAIGHT-IN LANDING RWY 27 LNAV			CIRCLE-TO-LAND		
	MDA(H) 1140′ (358′) With Local Altimeter Setting	MDA(H) 1180′ (398′) With Fond Du Lac Co Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Fond Du Lac Co Altimeter Setting MDA(H)
A	1	1	90	1280′ (472′) -1	1320′ (512′) -1
B			120		
C			140	1300′ (492′) -1½	1340′ (532′) -1½
D	1¼	1¼	165	1360′ (552′) -2	1400′ (592′) -2

AMEND 0 TERPS

CHANGES: New procedure.

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ATIS (ASOS when Twr inop)	MILWAUKEE Approach (R)	*OSHKOSH Tower	*Ground
125.9	127.0	CTAF 118.5	121.9

WAAS	Final Apch Crs	Minimum Alt WIVLI	LPV DA(H)	Apt Elev 808′
Ch 65602 W-36A	360°	2500′ (1692′)	1110′ (302′)	TDZE 808′

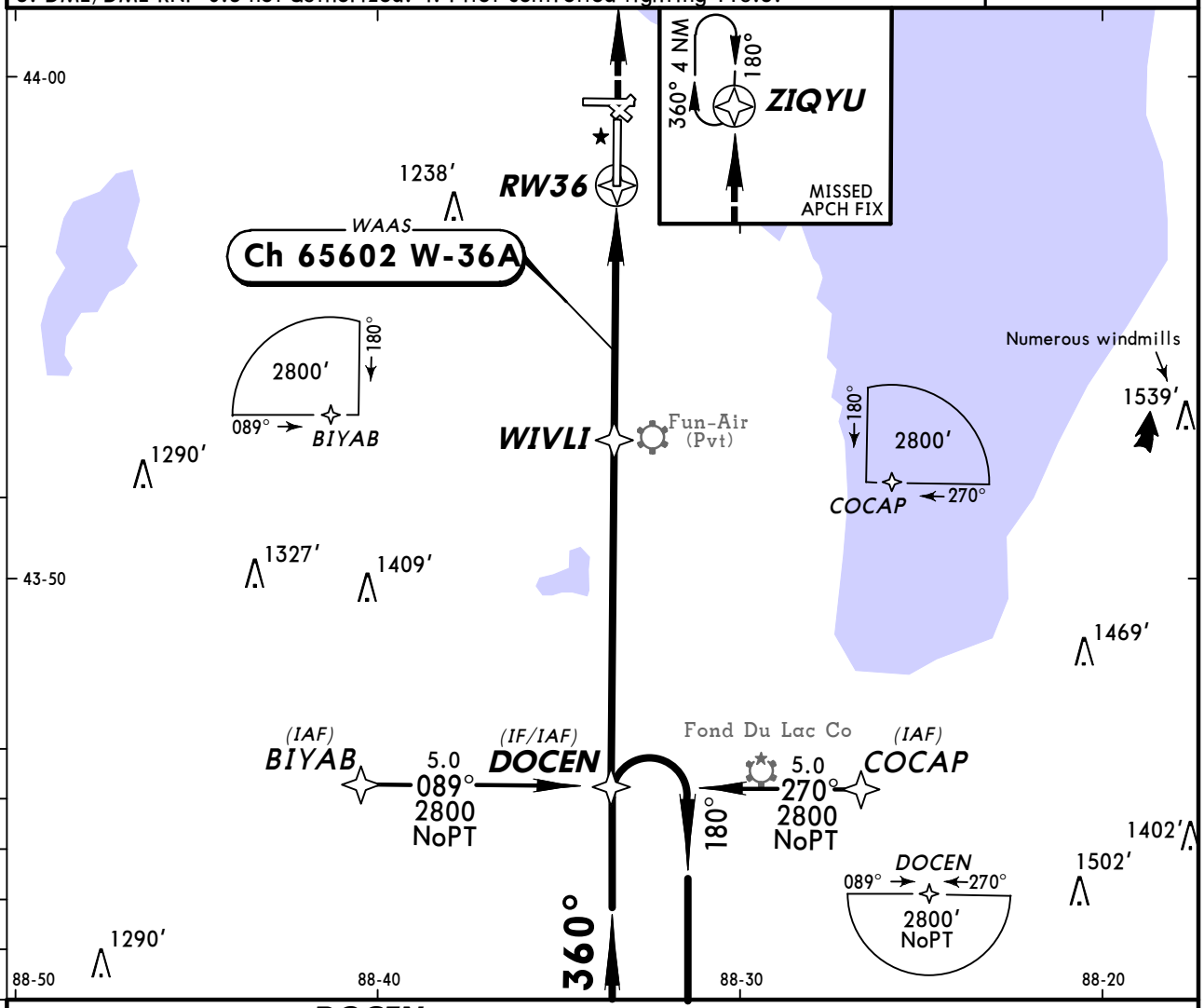
TAA 30 NM IAF

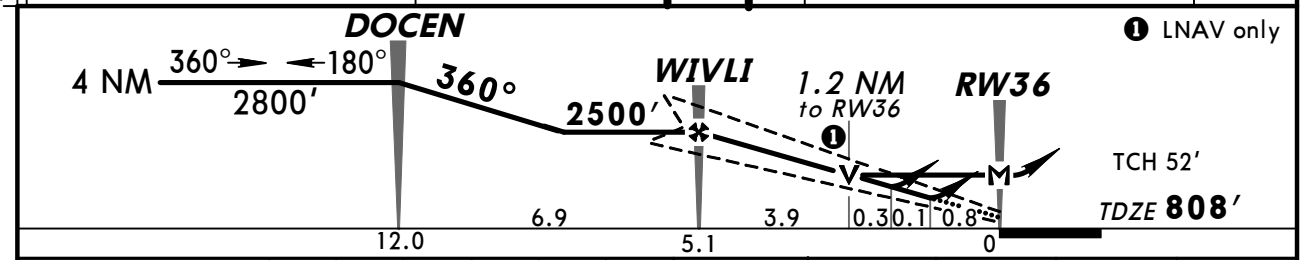
MISSED APCH: Climb to 2800′ direct ZIQYU and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.3 required. 2. Baro-VNAV not authorized below -16°C (4°F).
3. DME/DME RNP-0.3 not authorized. 4. Pilot controlled lighting 118.5.

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36						

MALSR
PAPI
2800′
ZIQYU

STRAIGHT-IN LANDING RWY 36

	LPV DA(H) 1110′ (302′)		LNAV/VNAV DA(H) 1160′ (352′)		LNAV MDA(H) 1240′ (432′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1	1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1260′ (452′)-1¼
120	
140	1260′ (452′)-1½
165	1360′ (552′)-2

TERPS AMEND 1C

CHANGES: Chart re-indexed.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	MILWAUKEE Approach (R)	*OSHKOSH Tower	*Ground
125.9	127.0	CTAF 118.5	121.9

VOR	Final Apch Crs	Minimum Alt (CONDITIONAL) CETOL	MDA(H) (CONDITIONAL)	Apt Elev 808'
OSH 111.8	090°	1420' (623')	1360' (563')	TDZE 797'

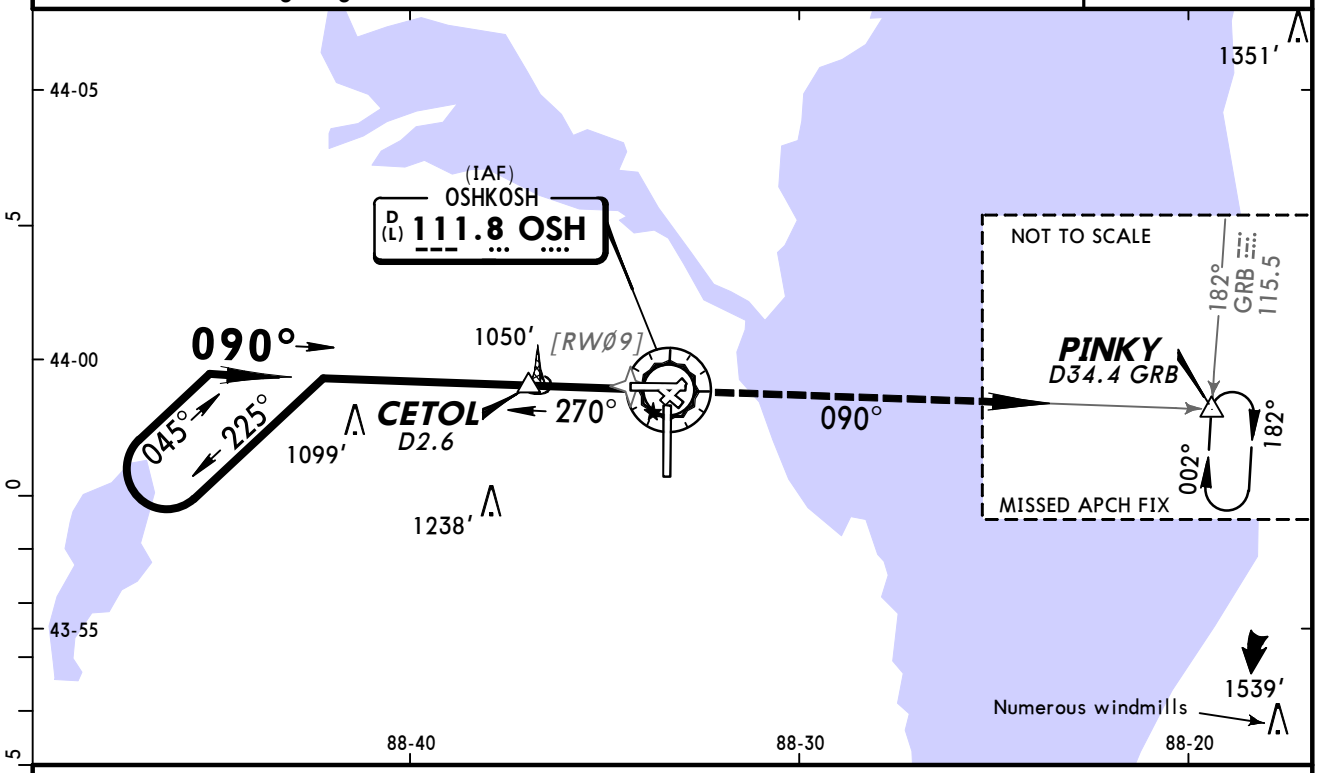
MISSED APCH: Climb to 3000' outbound via OSH VOR R-090 to PINKY INT/D34.4 GRB and hold.

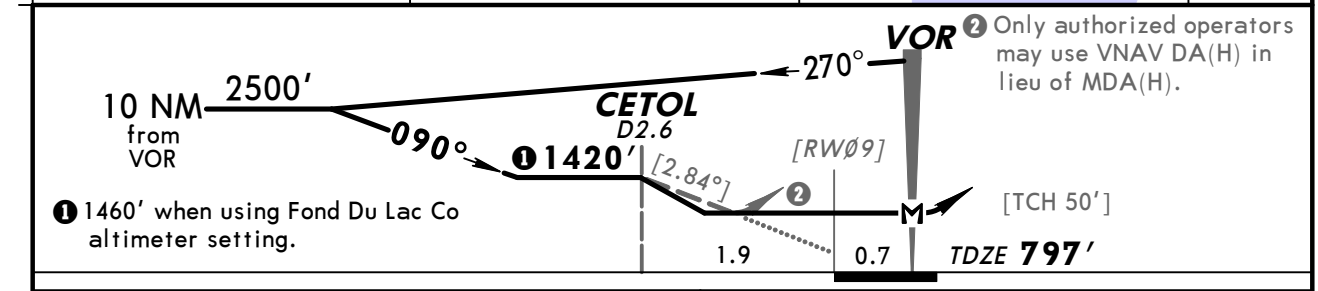
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Fond Du Lac Co altimeter setting.
2. Pilot controlled lighting 118.5.

2600'

MSA OSH VOR





❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

❶ 1460' when using Fond Du Lac Co altimeter setting.

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.84°]	352	452	502	603	703	804
MAP at VOR						

REIL
VASI-L

3000' ↑ via OSH 111.8 R-090

PINKY

STRAIGHT-IN LANDING RWY 9 With Local Altimeter Setting	MDA(H) 1360' (563') With CETOL	MDA(H) 1420' (623') Without CETOL
A	1	1
B		
C	1½	1¾
D	1¾	2

CIRCLE-TO-LAND With Local Altimeter Setting	Max Kts	MDA(H) With CETOL	MDA(H) Without CETOL
	90	1360' (552')-1	1420' (612')-1
	120		
	140	1360' (552')-1½	1420' (612')-1¾
	165	1360' (552')-2	1420' (612')-2

With Fond Du Lac Co Altimeter Setting	MDA(H) 1400' (603') With CETOL	MDA(H) 1460' (663') Without CETOL
A	1	1
B		
C	1¾	1¾
D	2	2

With Fond Du Lac Co Altimeter Setting	Max Kts	MDA(H) With CETOL	MDA(H) Without CETOL
	90	1400' (592')-1	1460' (652')-1
	120		
	140	1400' (592')-1¾	1460' (652')-1¾
	165	1400' (592')-2¼	1460' (652')-2

TERPS AMEND 9

CHANGES: Procedure.

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ATIS (ASOS when Twr Inop)	MILWAUKEE Approach (R)	*OSHKOSH Tower	*Ground
125.9	127.0	CTAF 118.5	121.9

BRIEFING STRIP ™

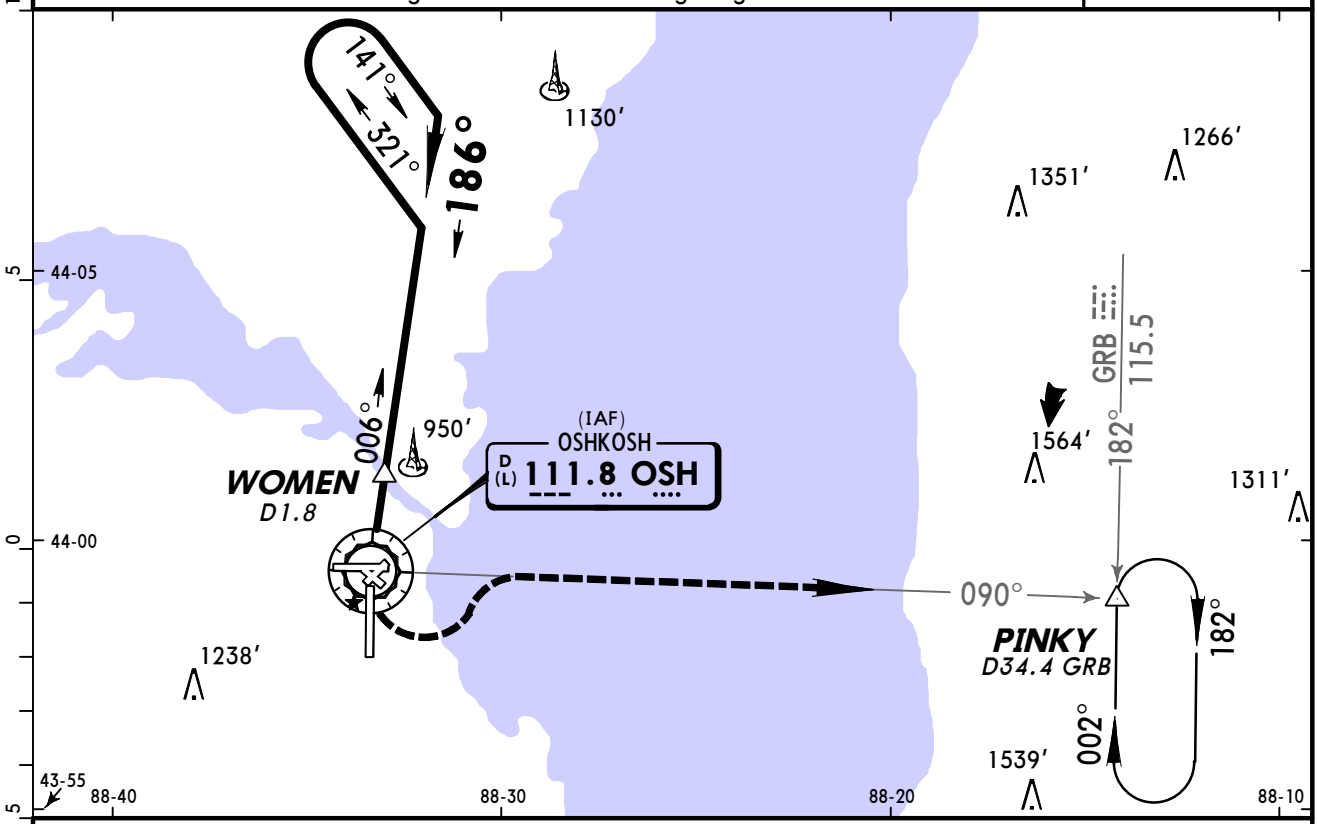
VOR	Final Apch Crs	Minimum Alt (CONDITIONAL)	MDA(H) (CONDITIONAL)	Apt Elev 808′
OSH 111.8	186°	WOMEN 1480′ (687′)	1260′ (467′)	TDZE 793′

MISSED APCH: Climbing LEFT turn to 3000′ outbound via OSH VOR R-090 to PINKY INT/D34.4 GRB and hold.

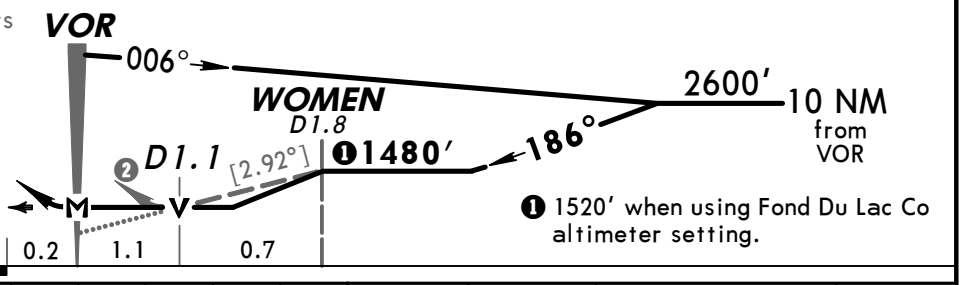
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Fond Du Lac Co altimeter setting.
2. Visibility reduction by helicopters not authorized. 3. VDP not authorized when using Fond Du Lac Co altimeter setting. 4. Pilot controlled lighting 118.5.

2600′
MSA OSH VOR



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



❶ 1520′ when using Fond Du Lac Co altimeter setting.

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [2.92°]	362	465	517	620	723	826
MAP at VOR						

REIL	3000′	OSH	PINKY
VASI-L	LT	via 111.8 R-090	

	STRAIGHT-IN LANDING RWY 18 With Local Altimeter Setting: MDA(H) 1260′ (467′) With WOMEN	MDA(H) 1480′ (687′) Without WOMEN	Max Kts	CIRCLE-TO-LAND With Local Altimeter Setting: With WOMEN MDA(H)	Without WOMEN MDA(H)
A	1	1	90	1280′ (472′)-1	1480′ (672′)-1
B			120		
C	1¼	2	140	1300′ (492′)-1½	1480′ (672′)-2
D	1½	2¼	165	1360′ (552′)-2	1480′ (672′)-2¼

	With Fond Du Lac Co Altimeter Setting: MDA(H) 1300′ (507′) With WOMEN	MDA(H) 1520′ (727′) Without WOMEN	Max Kts	With Fond Du Lac Co Altimeter Setting: With WOMEN MDA(H)	Without WOMEN MDA(H)
A	1	1	90	1320′ (512′)-1	1520′ (712′)-1
B			120		
C	1½	2	140	1340′ (532′)-1½	1520′ (712′)-2
D		2¼	165	1400′ (592′)-2	1520′ (712′)-2¼

AMEND 7 TERPS

CHANGES: None.

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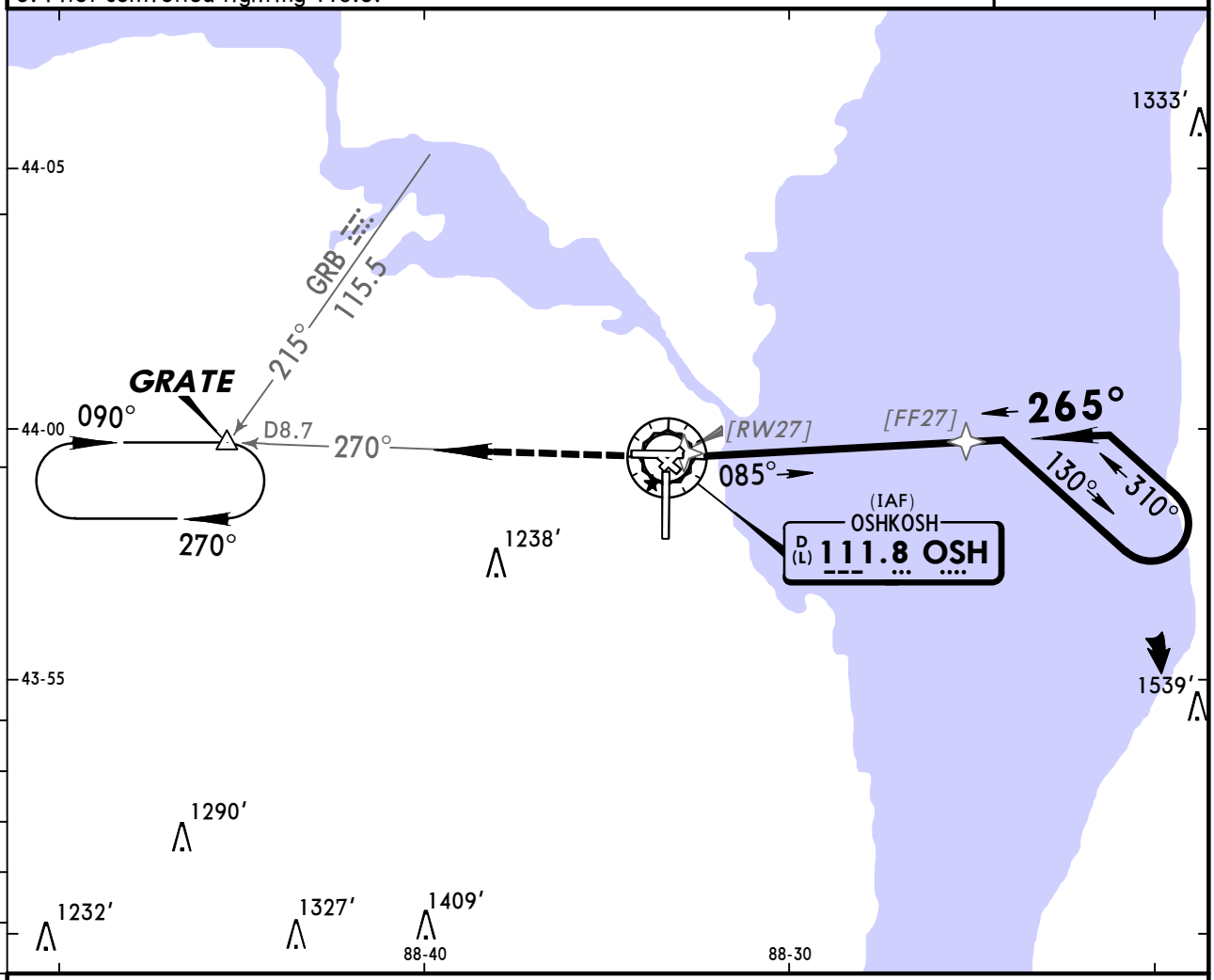
ATIS (ASOS when Twr inop)	MILWAUKEE Approach (R)	*OSHKOSH Tower	*Ground
125.9	127.0	CTAF 118.5	121.9

VOR	Final Apch Crs		MDA(H)	
OSH 111.8	265°	No FAF	(CONDITIONAL) 1220′ (438′)	Apt Elev 808′ TDZE 782′

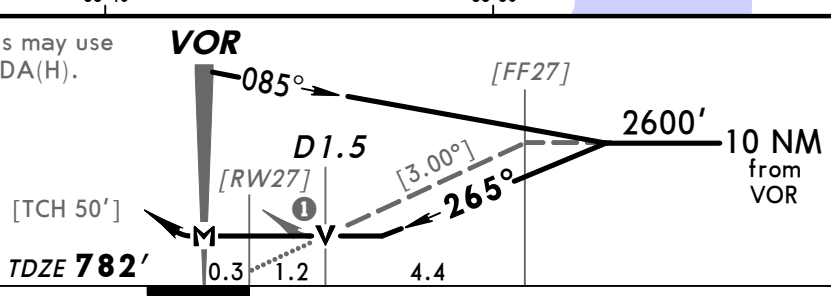
MISSED APCH: Climb to 3000′ outbound via OSH VOR R-270 to GRATE INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Fond Du Lac Co altimeter setting.
2. VDP not authorized when using Fond Du Lac Co altimeter setting.
3. Pilot controlled lighting 118.5.

2600′
MSA OSH VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

REIL
PAPI-L

3000′ ↑ via OSH 111.8 R-270 GRATE

STRAIGHT-IN LANDING RWY 27			CIRCLE-TO-LAND		
	MDA(H) 1220′ (438′) With Local Altimeter Setting	MDA(H) 1260′ (478′) With Fond Du Lac Co Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Fond Du Lac Co Altimeter Setting MDA(H)
A	1	1	90	1280′ (472′)-1	1320′ (512′)-1
B			120		
C	1¼	1¼	140	1300′ (492′)-1½	1340′ (532′)-1½
D	1½	1½	165	1360′ (552′)-2	1400′ (592′)-2

BRIEFING STRIP ™
TERPS AMEND 4C 10 MAR 2011

CHANGES: Notes, VDP added, minimums.

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BRIEFING STRIP TM

ATIS (ASOS when Twr inop)	MILWAUKEE Approach (R)	*OSHKOSH Tower	*Ground
125.9	127.0	CTAF 118.5	121.9

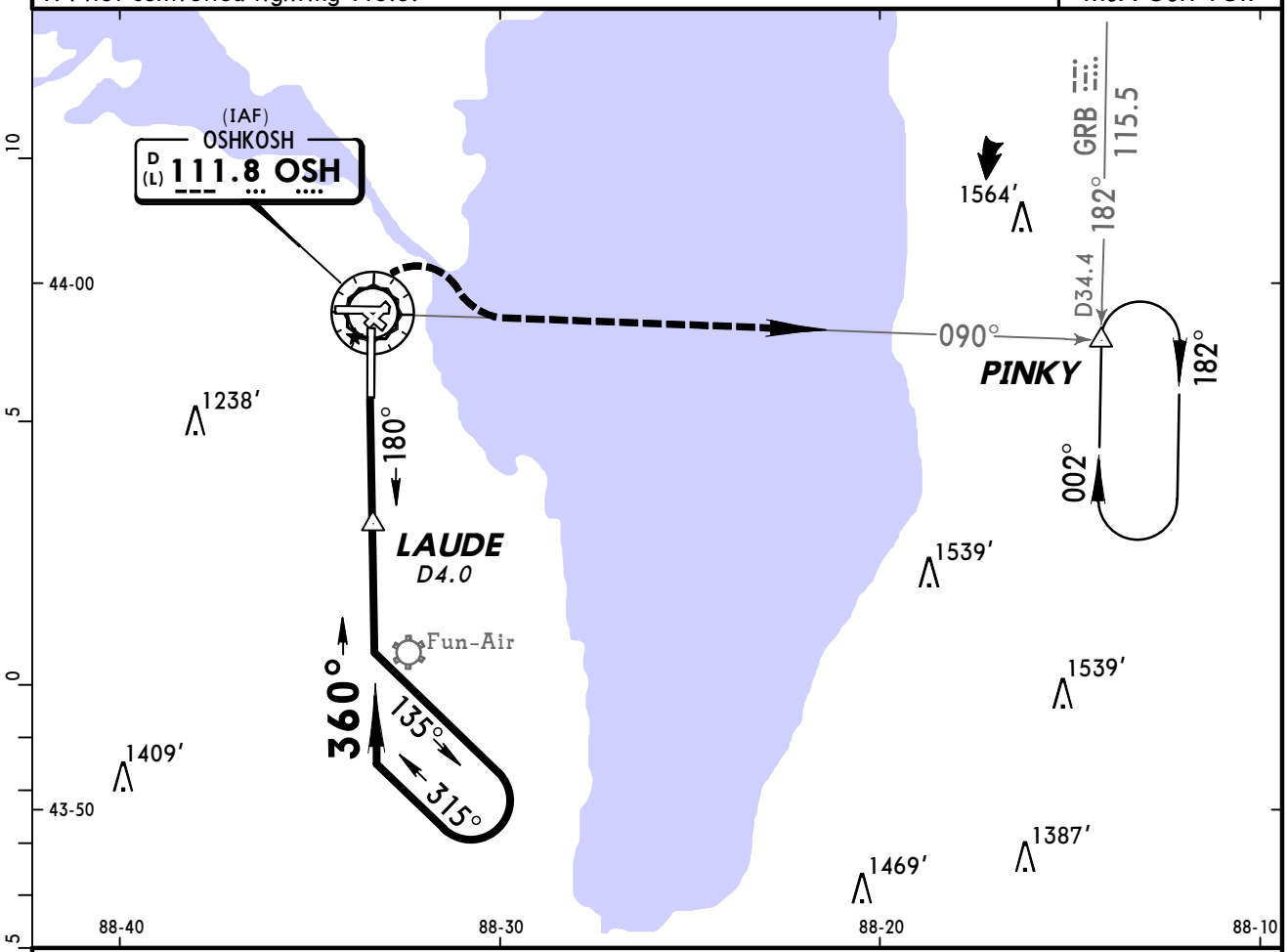
VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 808′
OSH 111.8	360°	LAUDE 1340′ (532′)	1220′ (412′)	TDZE 808′

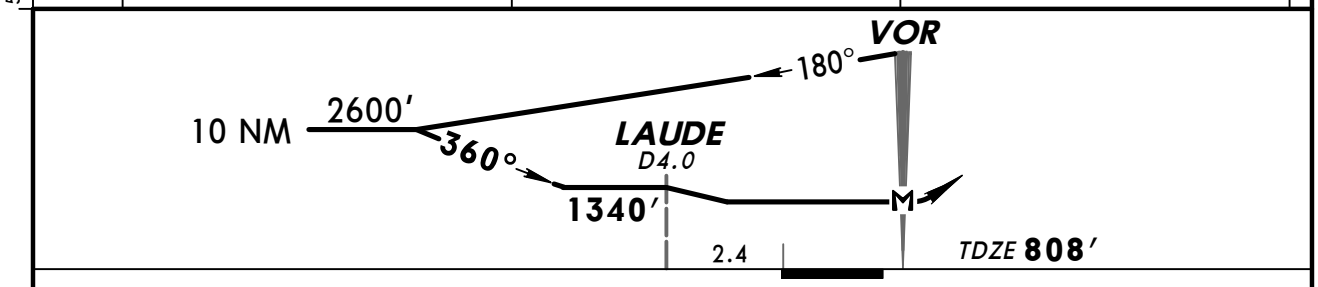
MISSED APCH: Climbing RIGHT turn to 3000′ outbound via OSH VOR R-090 to PINKY INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 118.5.

2600′
MSA OSH VOR





MAP at VOR								MALSR PAPI	3000′ RT	OSH via 111.8 R-090	PINKY

STRAIGHT-IN LANDING RWY 36

	MDA(H) 1220′ (412′) With Laude			MDA(H) 1340′ (532′) Without Laude		
		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B						
C	RVR 40 or ¾	RVR 60 or 1¼		RVR 50 or 1	1½	
D	RVR 50 or 1			RVR 60 or 1¼	1¾	

CIRCLE-TO-LAND

Max Kts	With Laude MDA(H)	Without Laude MDA(H)
90	1260′ (452′)-1	1340′ (532′)-1
120		
140	1260′ (452′)-1½	1340′ (532′)-1½
165	1360′ (552′)-2	1360′ (552′)-2

AMEND 16B

TERPS

CHANGES: None.

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ATIS (ASOS when Twr inop)	MILWAUKEE Approach (R)	*OSHKOSH Tower	*Ground
125.9	127.0	CTAF 118.5	121.9

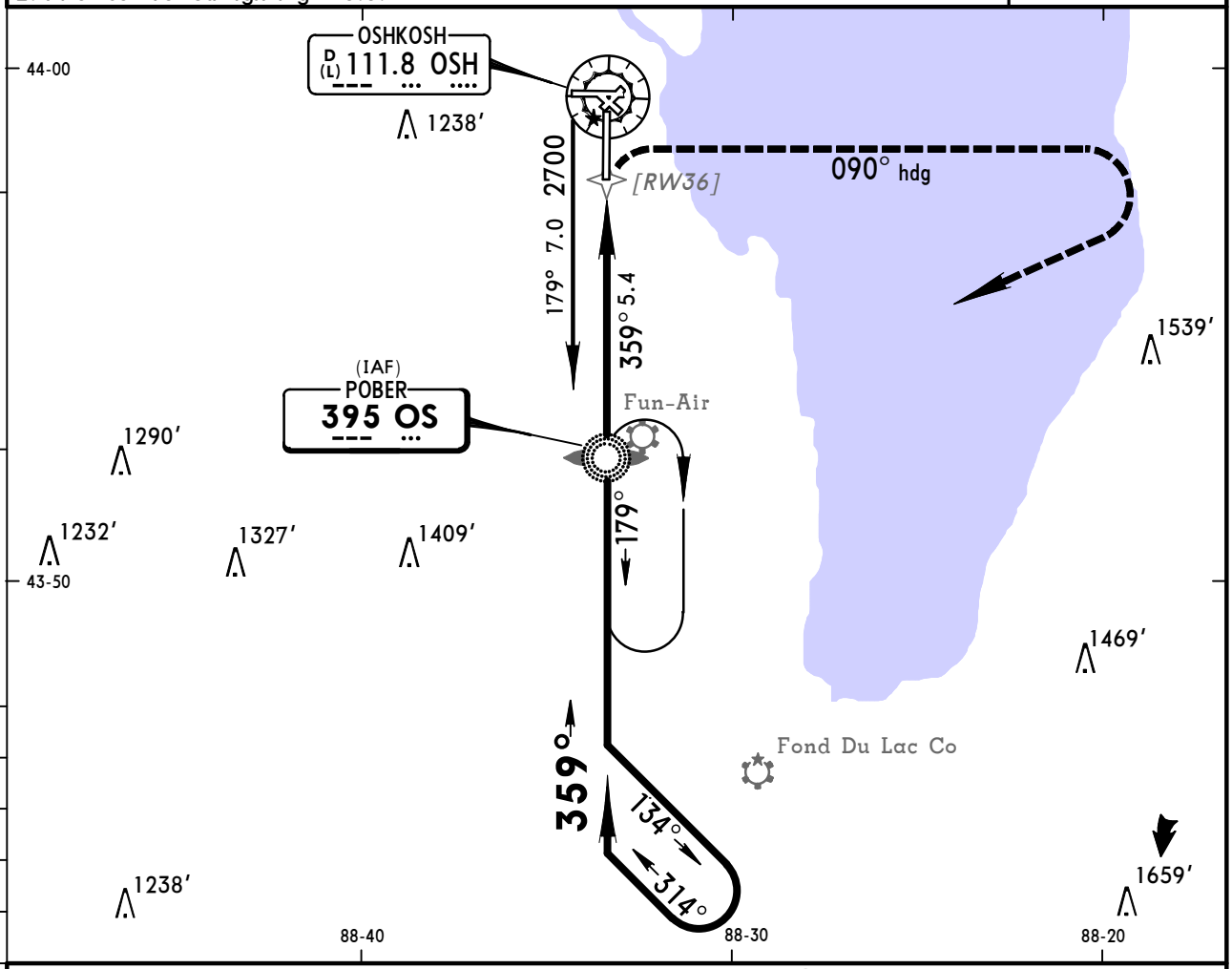
LOM	Final Apch Crs	Minimum Alt LOM	MDA(H) (CONDITIONAL)	Apt Elev 808′
OS 395	359°	2700′ (1892′)	1340′ (532′)	TDZE 808′

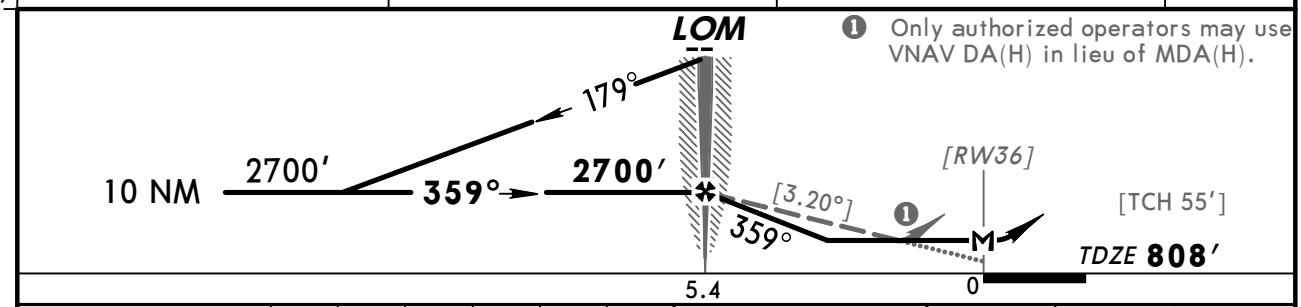
MISSED APCH: Climbing RIGHT turn to 3000′ via 090° heading, then RIGHT turn direct OS LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Fond Du Lac Co altimeter setting.
2. Pilot controlled lighting 118.5.

2600′
MSA OS LOM





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle [3.20°]		396	510	566	679	793	906
LOM to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02

MALSR
PAPI

3000′ via RT 090° hdg

	STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND		
	MDA(H) 1340′ (532′) With Local Altimeter Setting		MDA(H) 1380′ (572′) With Fond Du Lac Co Altimeter Setting			With Local Altimeter Setting	With Fond Du Lac Co Altimeter Setting
	RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 50 or 1	90	1340′ (532′)-1	1380′ (572′)-1
B					120		
C	RVR 50 or 1	1½	RVR 50 or 1	1½	140	1340′ (532′)-1½	1380′ (572′)-1½
D	1½	1¾	1½	1¾	165	1360′ (552′)-2	1400′ (592′)-2

TERPS AMEND 5D 10 MAR 2011

CHANGES: Notes, minimums.

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General Information

Location: Racine WI USA
IATA Code: RAC
Lat/Long: N42° 45.7' W087° 48.8'
Elevation: 674 ft

Airport Use: Public
Magnetic Variation: 3.6°W
Sectional Chart: Chicago

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Minor Airframe, Minor Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1231 Z
Sunset: 2338 Z,

Runway Information

Runway: 04
Length x Width: 6574 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 668 ft
Lighting: Edge, ALS, REIL, Pilot controlled
Displaced Threshold: 734 ft

Runway: 14
Length x Width: 4422 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 674 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 806 ft

Runway: 22
Length x Width: 6574 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 666 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 390 ft

Runway: 32
Length x Width: 4422 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 667 ft
Lighting: Edge, REIL, Pilot controlled

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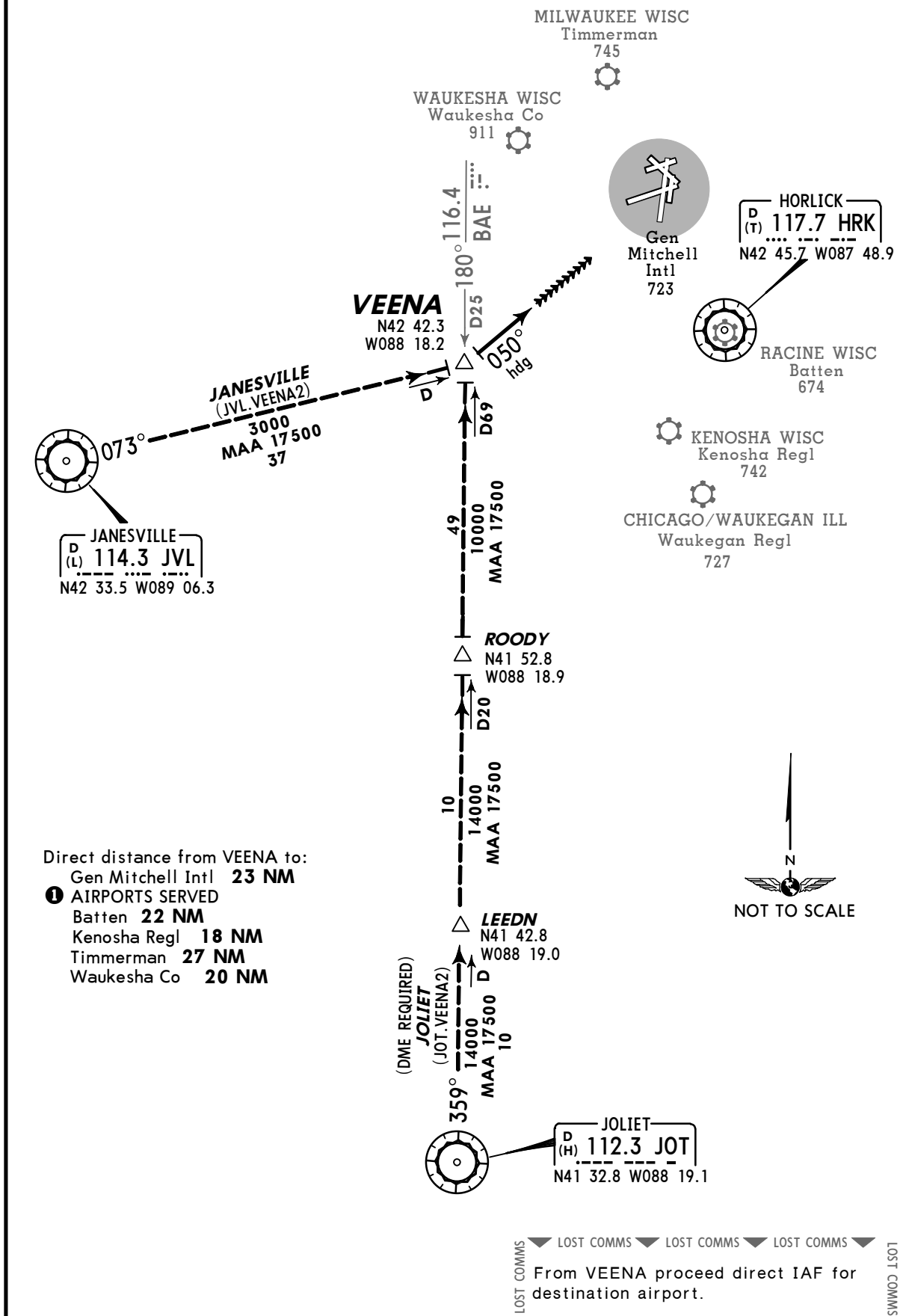
Communication Information

ASOS 117.7
Batten Unicom 123.075 CTAF PCL
Milwaukee Clearance Delivery 120.15
Milwaukee Approach Control 119.65
Milwaukee Departure Control 119.65

GEN MITCHELL INTL D-ATIS 126.4	Apt Elev See graphic	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′ 1. RADAR required. 2. JOLIET transition DME required. 3. Also Serves ❶

2900′
090° 270°
2400′
MSA HRK VOR

VEENA TWO ARRIVAL (VEENA.VEENA2)



Direct distance from VEENA to:
Gen Mitchell Intl **23 NM**
❶ AIRPORTS SERVED
Batten **22 NM**
Kenosha Regl **18 NM**
Timmerman **27 NM**
Waukesha Co **20 NM**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
From VEENA proceed direct IAF for destination airport.

ROUTING

Depart VEENA heading 050° for initial vector to final approach course.

CHANGES: Procedure renumbered, revised, new format.

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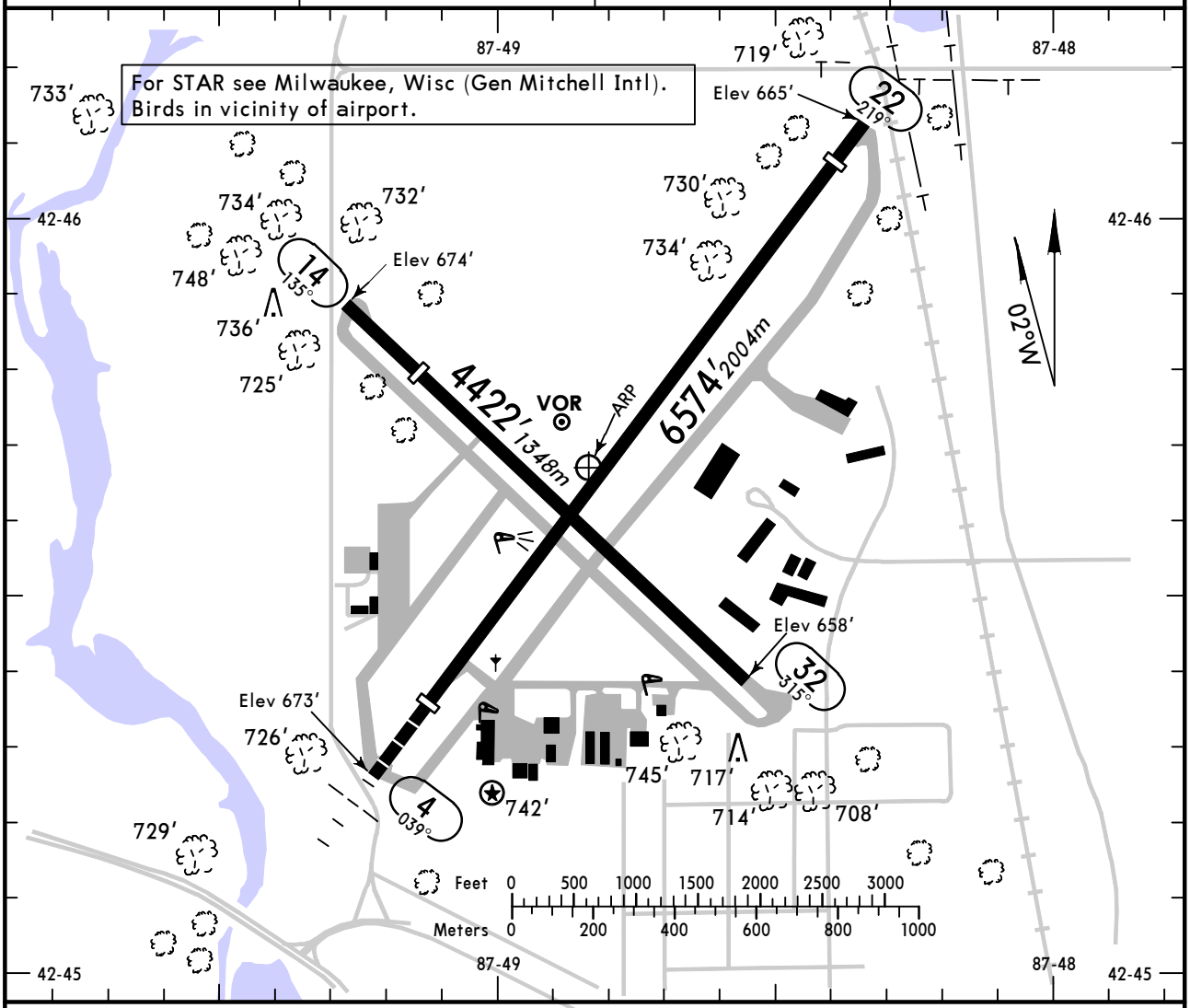
MILWAUKEE Clearance	ASOS	BATTEN UNICOM	MILWAUKEE Departure (R)
120.15	117.7	CTAF 123.07	119.65



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
4	❶HIRL ❶REIL ❶MALSF ❶PAPI-L grooved	5840′ *1780m*	4990′ *1521m*		100′ *30m*
22	❶HIRL ❶REIL PAPI-L grooved	6184′ *1885m*			
14	❶MIRL ❶REIL ❶PAPI-L	3616′ *1102m*			100′ *30m*
32	❶MIRL ❶REIL				

❶ Activate on 123.07.

TAKE-OFF			FOR FILING AS ALTERNATE	
	All Rwys		Authorized Only When Local Weather Available RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 32 VOR Rwy 4	Other
	Adequate Vis Ref	STD		
1 & 2 Eng	1/4	1	A B 800-2	NA
3 & 4 Eng		1/2	C D	

AMEND 5

CHANGES: Clearance frequency added.

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BRIEFING STRIP™

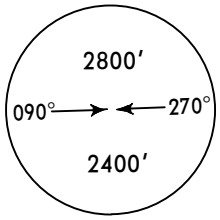
ASOS	MILWAUKEE Approach (R)	BATTEN UNICOM
117.7	119.65	CTAF 123.07

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 674′
IRAC 108.7	041°	PASER 2544′ (1876′)	918′ (250′)	TDZE 668′

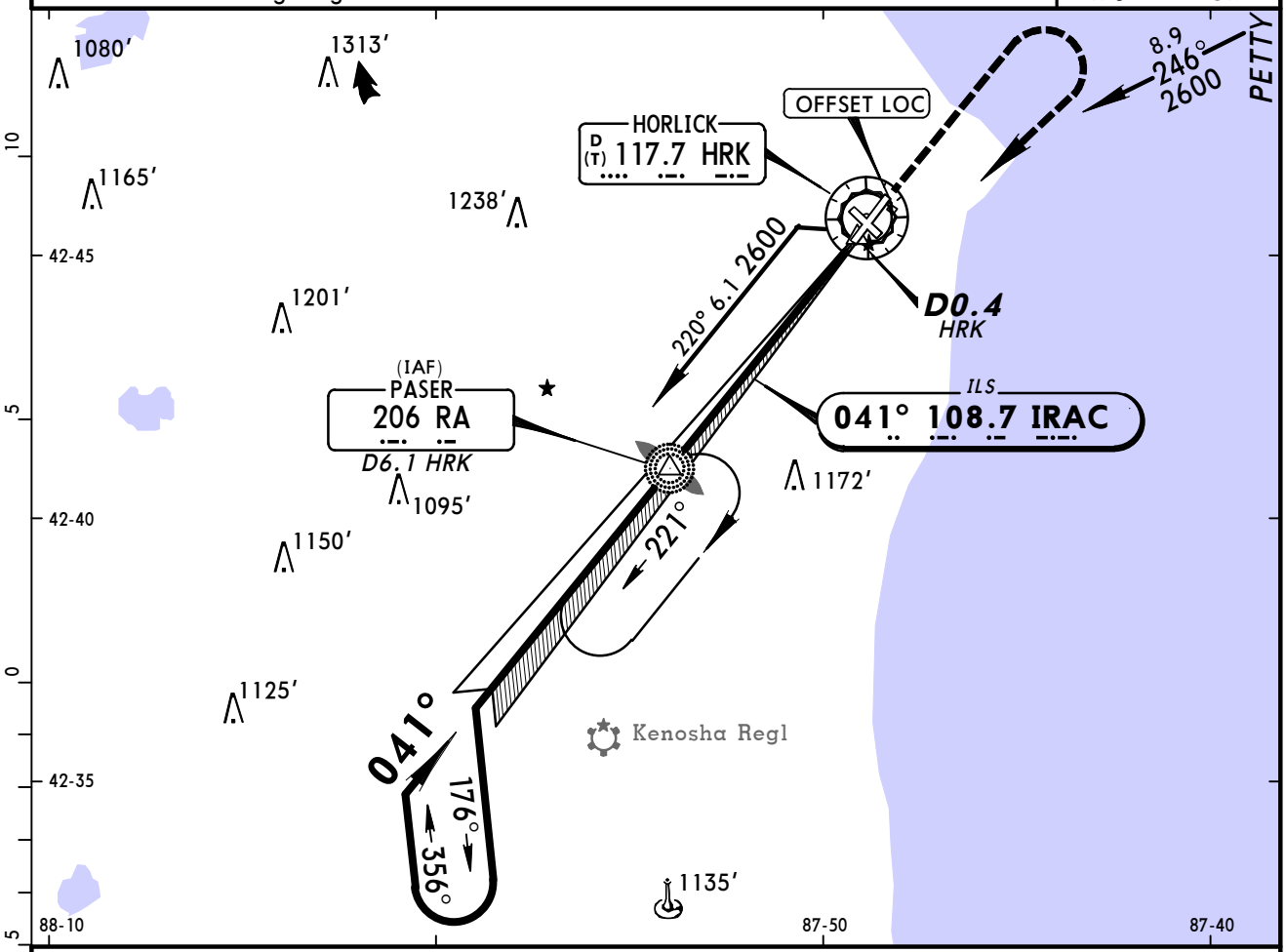
MISSED APCH: Climb to 2000′ then climbing RIGHT turn to 2600′ direct RA LOM and hold.

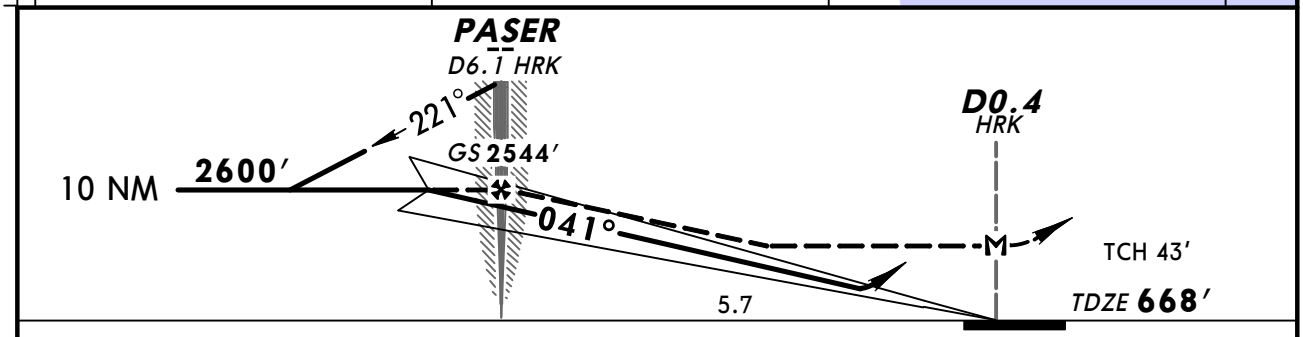
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or Radar required. 2. Glide slope unusable below 819′.
3. Pilot controlled lighting 123.07.



MSA RA LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D0.4 HRK or PASER to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08

MALSF
REIL
PAPI

2000′ | 2600′ RT | D | RA 206

TERPS AMEND 4B

STRAIGHT-IN LANDING RWY 4				CIRCLE-TO-LAND	
ILS DA(H) 918′ (250′)		LOC (GS out) MDA(H) 1100′ (432′)			
FULL	ALS out		ALS out	Max Kts	MDA(H)
A	1	1		90	1160′ (486′)-1
B				120	
C		1¼		140	1160′ (486′)-1½
D		1½		165	1240′ (566′)-2

CHANGES: None.

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ASOS	MILWAUKEE Approach (R)	BATTEN UNICOM
117.7	119.65	CTAF 123.07

BRIEFING STRIP ™

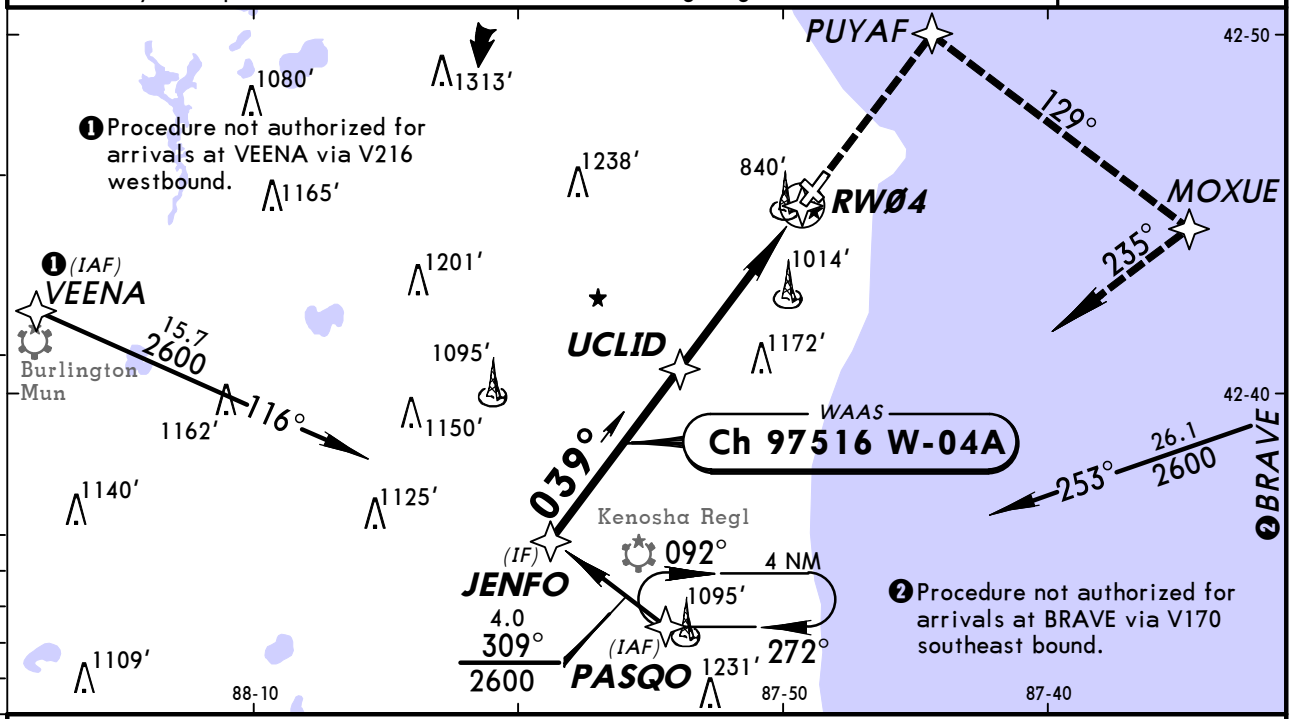
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 674′
Ch 97516 W-04A	039°	UCLID 2600′ (1932′)	988′ (320′)	TDZE 668′

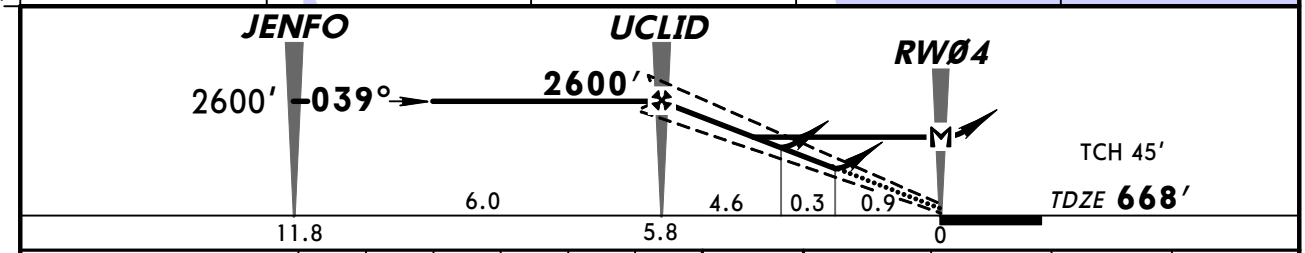
MISSED APCH: Climb to 2600′ direct PUYAF and RIGHT turn via track 129° to MOXUE and RIGHT turn via track 235° to PASQO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received use General Mitchell Intl altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. Baro-VNAV not authorized when using General Mitchell Intl altimeter setting. 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 123.07.

2900′
MSA RWØ4





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ4							

MALSF
REIL
PAPI

2600′

PUYAF

❶ STRAIGHT-IN LANDING RWY 4
With Local Altimeter Setting

	LPV DA(H) 988′ (320′) ALS out	LNAV/VNAV DA(H) 1100′ (432′) ALS out	LNAV MDA(H) 1160′ (492′) ALS out
A	1	1½	1
B			
C			1¼
D			1½

❶❷❸ CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1160′ (486′) -1
120	
140	1160′ (486′) -1½
165	1240′ (566′) -2

With General Mitchell Intl Altimeter Setting

	LPV DA(H) 1022′ (354′) ALS out	LNAV/VNAV DA(H) 1134′ (466′) ALS out	LNAV MDA(H) 1200′ (532′) ALS out
A	1¼	1¾	1
B			
C			1½
D			1¾

With General Mitchell Intl Altimeter Setting

Max Kts	MDA(H)
90	1200′ (526′) -1
120	
140	1200′ (526′) -1½
165	1280′ (606′) -2

TERPS AMEND 0A 12 JAN 2012

❶ When VGSI inop, Straight-in/Circling Rwy 4 procedure not authorized at night.
❷ When VGSI inop, circling Rwys 14 and 22 not authorized at night. ❸ Circling Rwy 32 not authorized at night.

CHANGES: Minimums notes added.

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ASOS	MILWAUKEE Approach (R)	BATTEN UNICOM
117.7	119.65	CTAF 123.07

BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 674′
Ch 53516 W-22A	219°	PUYAF 2300′ (1634′)	949′ (283′)	TDZE 666′

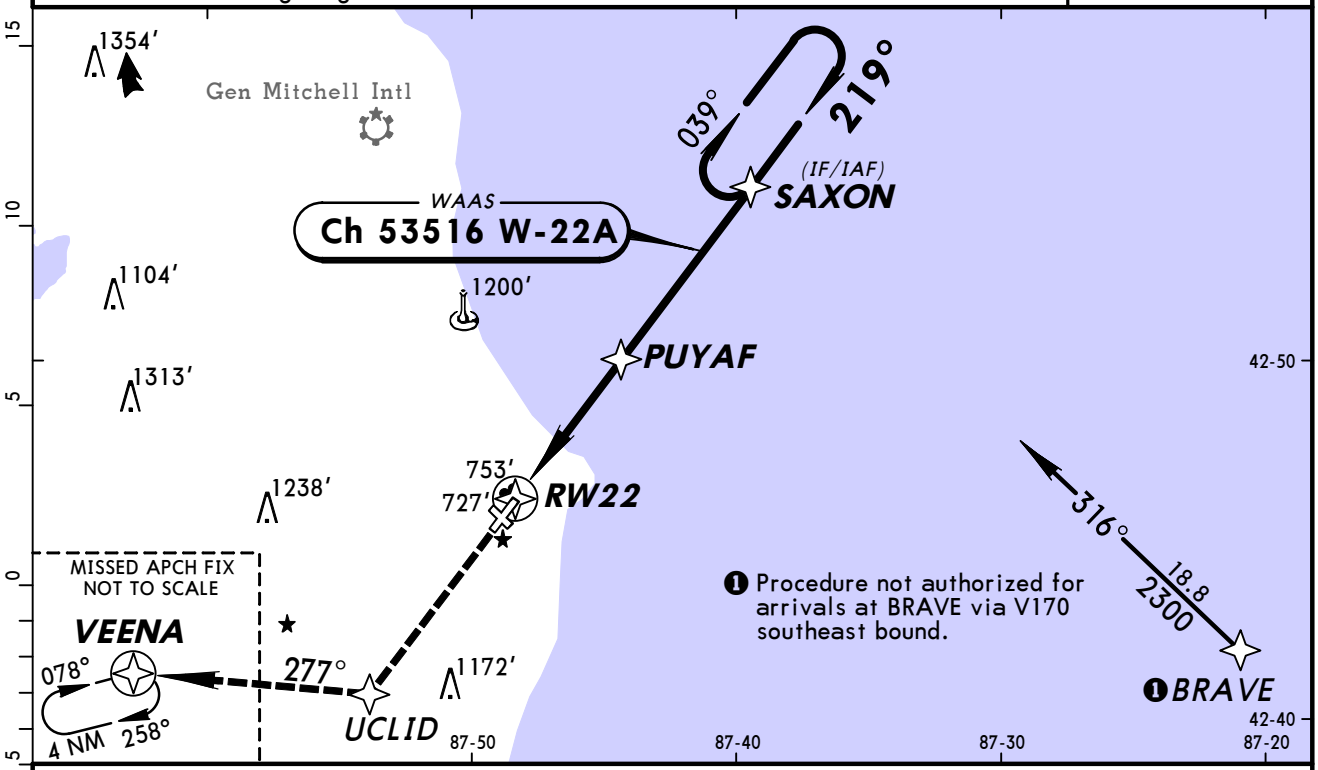
MISSED APCH: Climb to 3000′ direct UCLID and via track 277° to VEENA and hold.

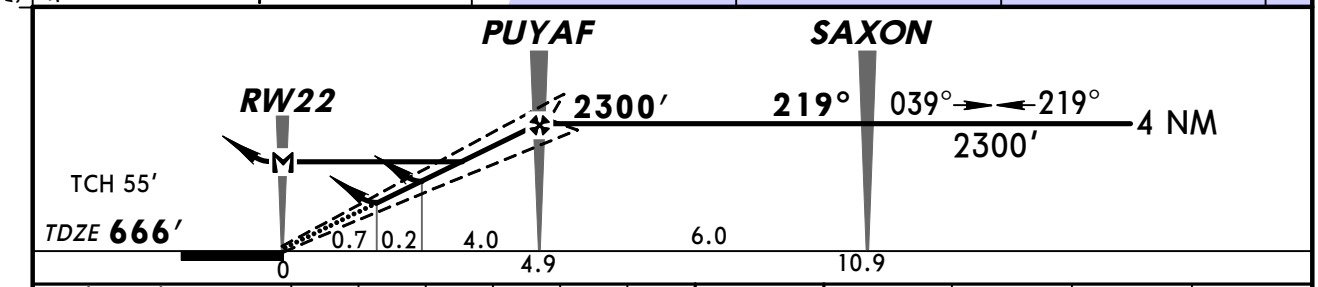
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use General Mitchell Intl altimeter setting. 2. Baro-VNAV not authorized when using General Mitchell Intl altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident. 7. Pilot controlled lighting 123.07.

2900′

MSA RW22





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW22						

REIL
PAPI-L

3000′

UCLID

STRAIGHT-IN LANDING RWY 22 With Local Altimeter Setting	LPV DA(H) 949′ (283′)	LNAV/VNAV DA(H) 997′ (331′)	LNAV MDA(H) 1020′ (354′)
A	1	1	1
B			
C			
D			1¼

CIRCLE-TO-LAND With Local Altimeter Setting	Max Kts	MDA(H)
	90	1140′ (466′)-1
	120	
	140	1140′ (466′)-1½
	165	1240′ (566′)-2

With General Mitchell Intl Altimeter Setting	LPV DA(H) 983′ (317′)	LNAV/VNAV DA(H) 1031′ (365′)	LNAV MDA(H) 1060′ (394′)
A	1	1¼	1
B			
C			
D			1¼

With General Mitchell Intl Altimeter Setting	Max Kts	MDA(H)
	90	1180′ (506′)-1
	120	
	140	1180′ (506′)-1½
	165	1280′ (606′)-2

TERPS AMEND 0 11 FEB 2010

CHANGES: None.

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ASOS	MILWAUKEE Approach (R)	BATTEN UNICOM
117.7	119.65	CTAF 123.07

RNAV	Final Apch Crs	Minimum Alt SAYMU	LNAV MDA(H) (CONDITIONAL)	Apt Elev 674′
	315°	2300′ (1633′)	1060′ (393′)	TDZE 667′

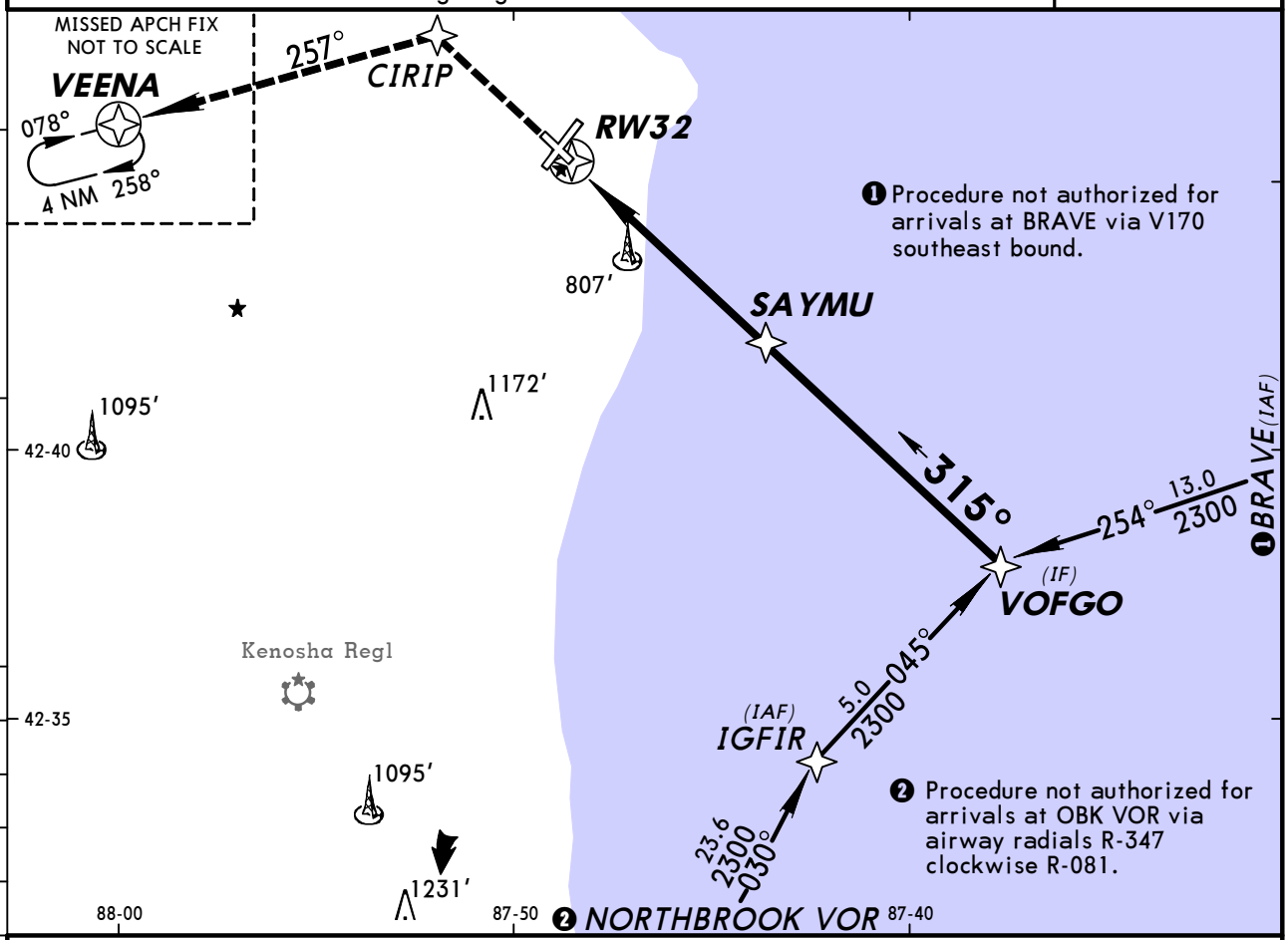
MISSED APCH: Climb to 3000′ direct CIRIP and via track 257° to VEENA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use General Mitchell Intl altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 123.07

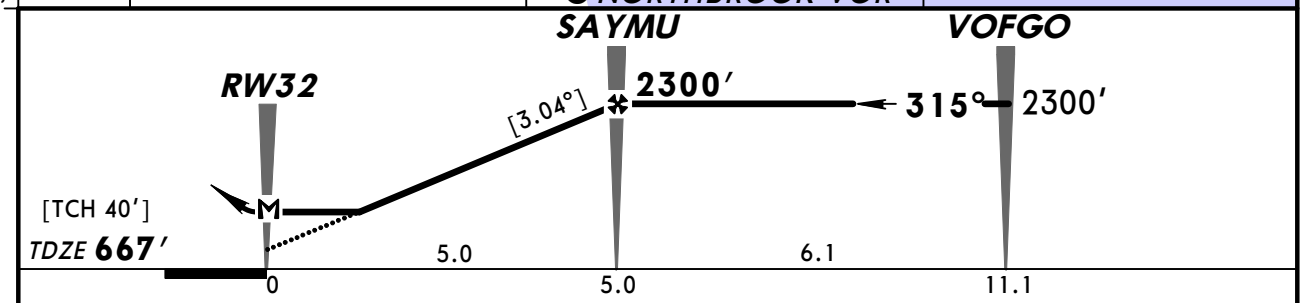
2900′
MSA RW32

BRIEFING STRIP ™



❶ Procedure not authorized for arrivals at BRAVE via V170 southeast bound.

❷ Procedure not authorized for arrivals at OBK VOR via airway radials R-347 clockwise R-081.



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW32						

REIL | 3000′ | CIRIP

1 STRAIGHT-IN LANDING RWY 32 LNAV			1 2 CIRCLE-TO-LAND		
	MDA(H) 1060′ (393′) With Local Altimeter Setting	MDA(H) 1100′ (433′) With General Mitchell Intl Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With General Mitchell Intl Altimeter Setting MDA(H)
A	1	1	90	1140′ (466′)-1	1180′ (506′)-1
B			120		
C		1¼	140	1140′ (466′)-1½	1180′ (506′)-1½
D	1¼	1½	165	1240′ (566′)-2	1280′ (606′)-2

1 Straight-in/Circling Rwy 32 procedure not authorized at night.
2 When VGSI inop, circling Rwys 14 and 22 not authorized at night.

TERPS AMEND 0A 12 JAN 2012

CHANGES: Minimums notes added.

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BRIEFING STRIP ™

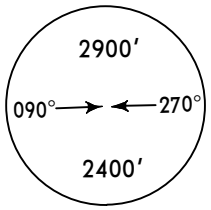
ASOS	MILWAUKEE Approach (R)	BATTEN UNICOM
117.7	119.65	CTAF 123.07

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 674′
HRK 117.7	038°	SUZAN 2500′ (1832′)	(CONDITIONAL) 1140′ (472′)	TDZE 668′

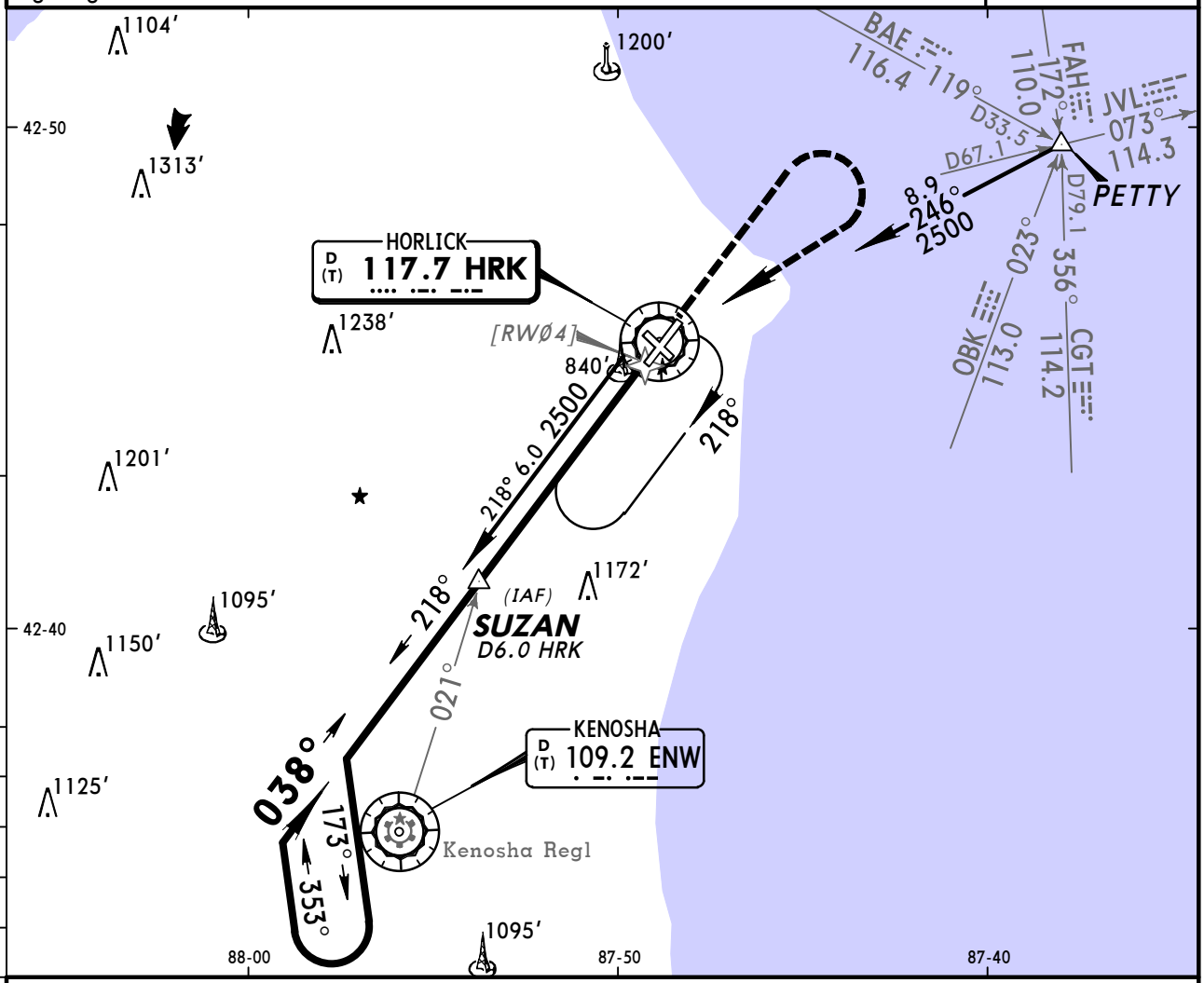
MISSED APCH: Climb to 2000′ then climbing RIGHT turn to 2500′ direct HRK VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

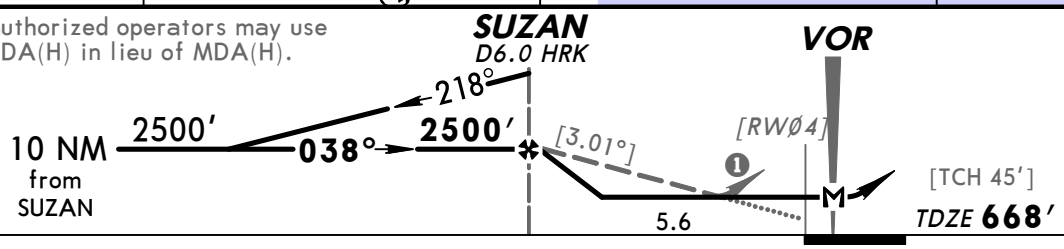
1. Use local altimeter setting; if not received, use General Mitchell Intl altimeter setting. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 123.07.



MSA HRK VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.01°]	373	479	532	639	745	852
MAP at VOR						

MALSF REIL PAPI | 2000′ | 2500′ RT | D | HRK 117.7

1 STRAIGHT-IN LANDING RWY 4

	MDA(H) 1140′ (472′) With Local Altimeter Setting		MDA(H) 1180′ (512′) With General Mitchell Intl Altimeter Setting	
		ALS out		ALS out
A	1		1	
B				
C	1¼		1½	
D	1½		1¾	

1 2 3 CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With General Mitchell Intl Altimeter Setting MDA(H)
90	1140′(466′)-1	1180′(506′)-1
120		
140	1140′(466′)-1½	1180′(506′)-1½
165	1240′(566′)-2	1280′(606′)-2

TERPS AMEND 1A 12 JAN 2012

1 When VGSI inop, Straight-in/Circling Rwy 4 procedure not authorized at night.
2 When VGSI inop, circling Rwys 14 and 22 not authorized at night. 3 Circling Rwy 32 not authorized at night.

CHANGES: Minimums.

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General Information

Location: Rhinelander WI USA
IATA Code: RHI
Lat/Long: N45° 37.9' W089° 28.0'
Elevation: 1624 ft

Airport Use: Public
Magnetic Variation: 2.8°W
Sectional Chart: Green Bay

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1240 Z
Sunset: 2341 Z,

Runway Information

Runway: 09
Length x Width: 6800 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1624 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 15
Length x Width: 5201 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1600 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 27
Length x Width: 6800 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1606 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 33
Length x Width: 5201 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1612 ft
Lighting: Edge, REIL, Pilot controlled

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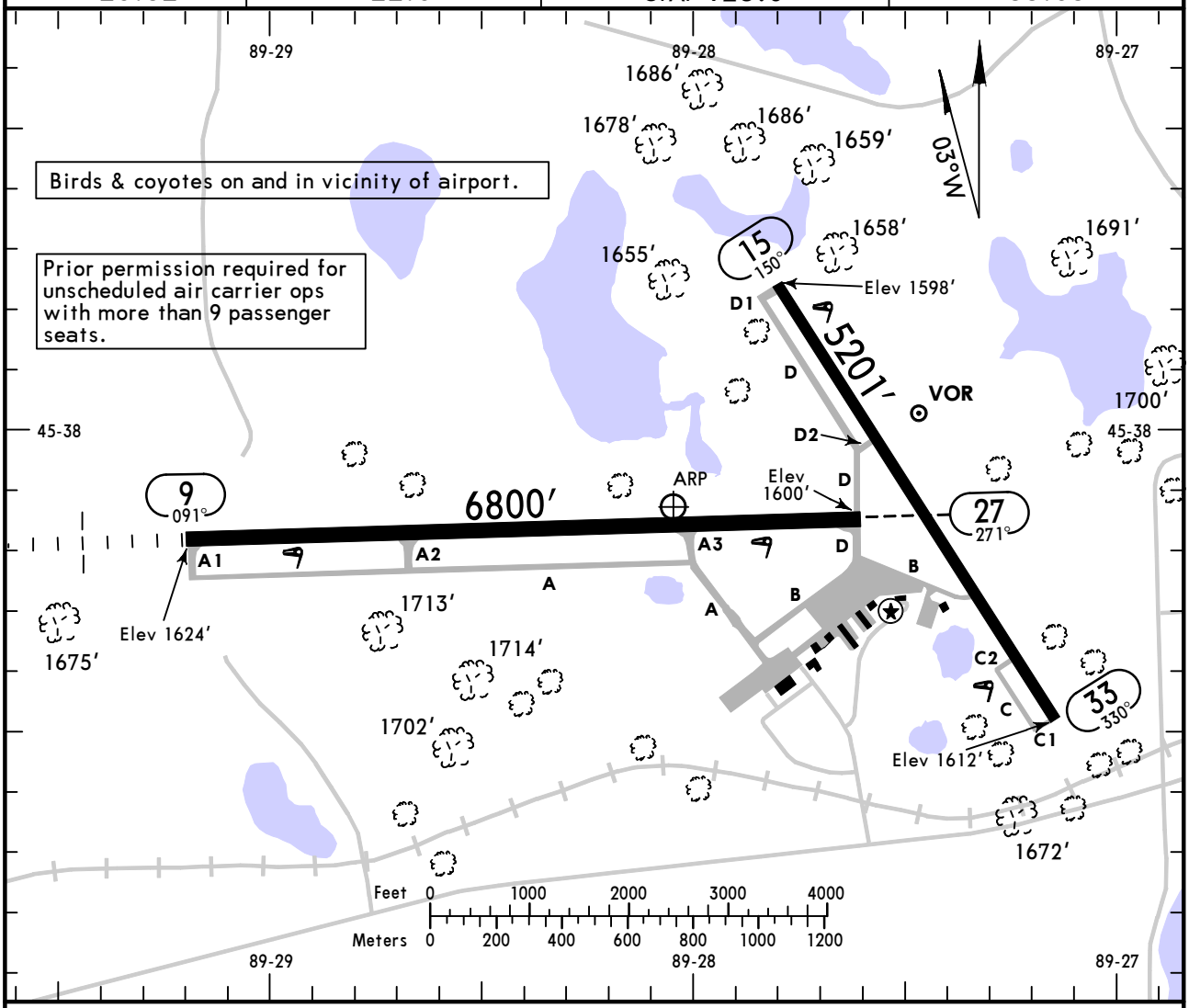
Communication Information

ASOS 126.825
Rhinelander-Oneida Co Unicom 123.0 CTAF PCL
Green Bay Flight Service Station 122.1 RCO
Green Bay Flight Service Station 109.2 RCO
Minneapolis Center 133.65 Remote Communications Air-Ground

ASOS	GREEN BAY Radio	RHINELANDER-ONEIDA CO UNICOM	MINNEAPOLIS Center (R)
126.82	122.6	CTAF 123.0	133.65



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
9	❶ HIRL ❷ MALSR ❷❸ PAPI-L grooved		5724'		150'
27	❶ HIRL ❷ REIL ❷ VASI-L grooved				
15	❷ HIRL ❷ REIL ❷ VASI-L (angle 3.75°)				100'
33	❷ HIRL ❷ REIL ❷ PAPI-L(angle 3.00°)				

❶ Increase intensity on 123.0.
❷ Activate on 123.0.
❸ Angle 3.0°.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 15, 27, 33		Rwy 9		
	Adequate Vis Ref	STD	With Mim climb of 230'/NM to 3900' before turning: Adequate Vis Ref	STD	For Climb in Visual Conditions
1 & 2 Eng	1/4	1	1/4	1	900-2½
3 & 4 Eng		1/2		1/2	

FOR FILING AS ALTERNATE

	VOR Rwy 9 VOR DME Rwy 27	Authorized only when local weather available: RNAV (GPS) Rwy 9, RNAV (GPS) Rwy 15, RNAV (GPS) Rwy 27, RNAV (GPS) Rwy 33	ILS or LOC Rwy 9
A	800-2	800-2	NA
B			
C			
D			

OBSTACLE DP: Rwy 9 for climb in visual conditions:
Cross Rhinelander-Oneida Co airport at or above 2400' before proceeding on course.

AMEND 4

CHANGES: Take-off and departure procedure, alternate minimums, usable length.

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BRIEFING STRIP ™

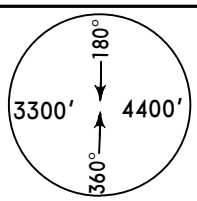
ASOS	MINNEAPOLIS Center (R)	GREEN BAY Radio	RHINELANDER-ONEIDA CO UNICOM
126.82	133.65	122.6	CTAF 123.0

LOC IRHI	Final Apch Crs	GS ARSHA	ILS DA(H) (CONDITIONAL)	Apt Elev 1624′
111.3	091°	3481′(1857′)	1824′(200′)	TDZE 1624′

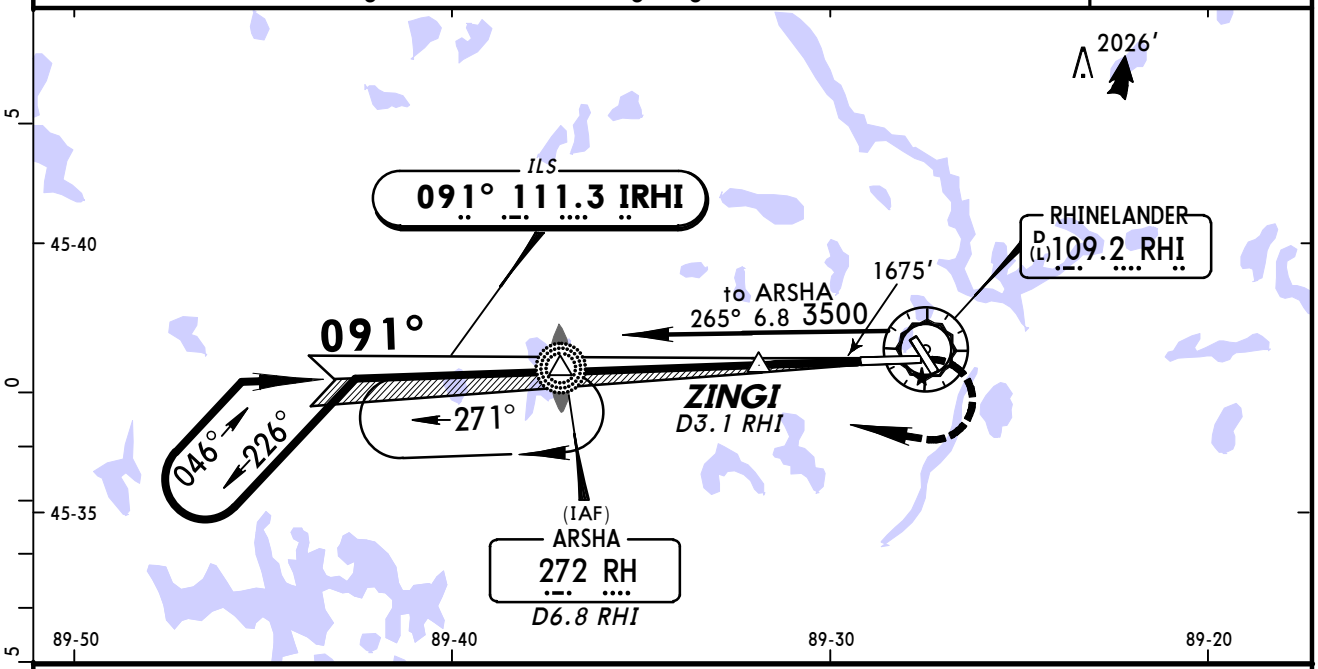
MISSED APCH: Climb to 2100′, then climbing RIGHT turn to 3500′ direct ARSHA LOM/D6.8 RHI and hold.

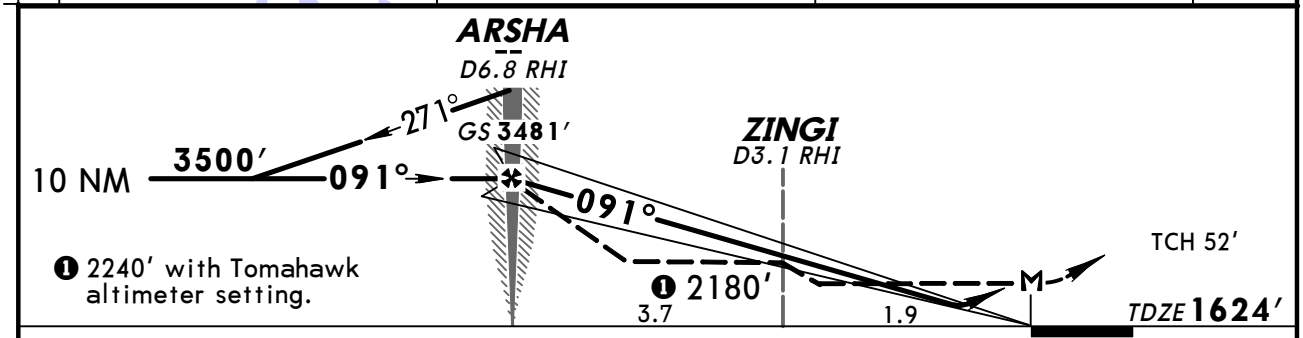
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or DME required. 2. Use local altimeter setting; if not received, use Tomahawk altimeter setting. 3. Pilot controlled lighting 123.0.



MSA RH LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
ARSHA to MAP 5.6	4:48	3:44	3:22	2:48	2:24	2:06

MALSR / PAPI	2100′	3500′ RT	D	RH 272

STRAIGHT-IN LANDING RWY 9

With Local Altimeter Setting

	ILS DA(H) 1824′(200′) FULL	ILS DA(H) 1824′(200′) RAIL or ALS out	LOC (GS out) MDA(H) 2020′(396′) With ZINGI			LOC (GS out) MDA(H) 2180′(556′) Without ZINGI		
				RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1	1/2	3/4	1
B								
C						1	1 1/2	
D			3/4	1 1/4		1 1/4	1 3/4	

With Tomahawk Altimeter Setting

	ILS DA(H) 1883′(259′) FULL	ILS DA(H) 1883′(259′) RAIL or ALS out	LOC (GS out) MDA(H) 2080′(456′) With ZINGI			LOC (GS out) MDA(H) 2240′(616′) Without ZINGI		
				RAIL out	ALS out		RAIL out	ALS out
A	1/2	1	1/2	3/4	1	1/2	3/4	1
B								
C			3/4	1 1/4		1 1/4	1 3/4	
D			1	1 1/2		1 1/2	2	

CIRCLE-TO-LAND

Not authorized to Rwy 15 at night when VGSI inop

With Local Altimeter Setting

Max Kts	With ZINGI MDA(H)	Without ZINGI MDA(H)
90	2020′(396′)-1	2180′(556′)-1
120	2220′(596′)-1	2220′(596′)-1
140	2260′(636′)-1 3/4	2260′(636′)-1 3/4
165	2260′(636′)-2	2260′(636′)-2

With Tomahawk Altimeter Setting

Max Kts	With ZINGI MDA(H)	Without ZINGI MDA(H)
90	2080′(456′)-1	2240′(616′)-1
120	2280′(656′)-1	2280′(656′)-1
140	2320′(696′)-2	2320′(696′)-2
165	2320′(696′)-2 1/4	2320′(696′)-2 1/4

TERPS AMEND 8 8 APR 2010

CHANGES: Procedure.

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ASOS	MINNEAPOLIS Center (R)	GREEN BAY Radio	RHINELANDER-ONEIDA CO UNICOM
126.82	133.65	122.6	CTAF 123.0

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1624′
Ch 97715 W-09A	091°	GATRE 3500′ (1876′)	1824′ (200′)	TDZE 1624′

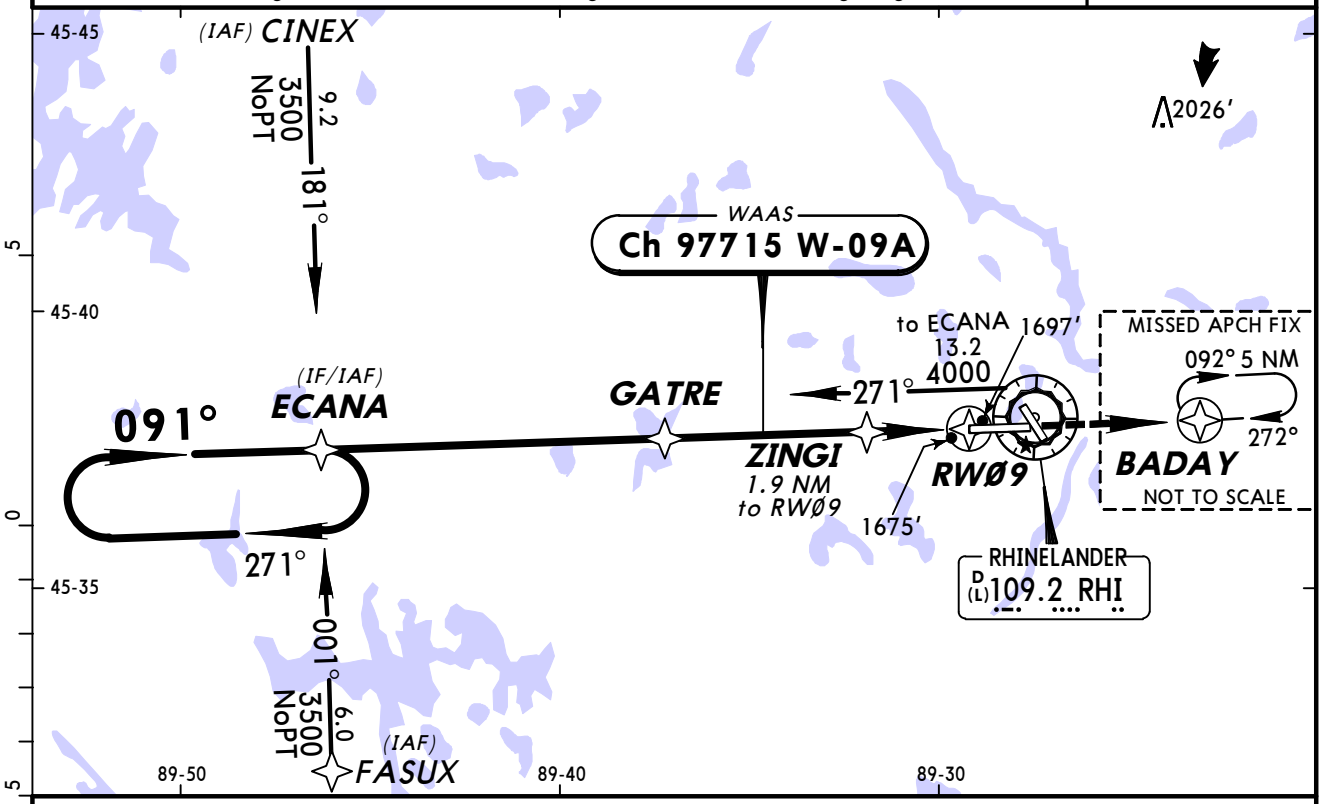
MISSED APCH: Climb to 4500′ direct BADAY and hold.

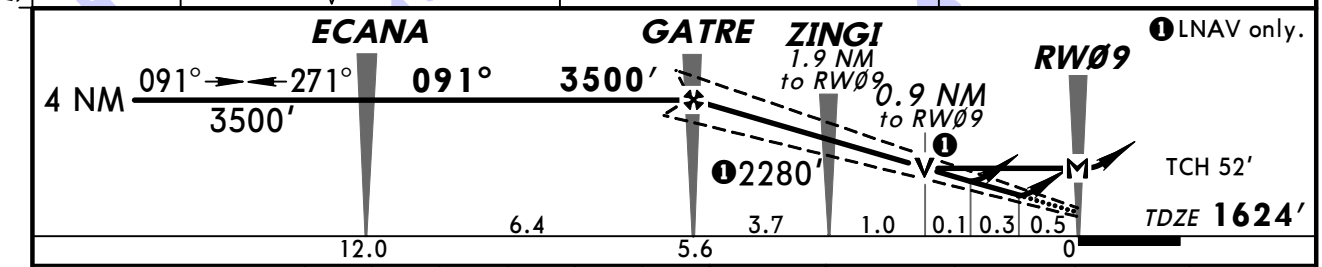
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Tomahawk altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 45°C (113°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized when using Tomahawk altimeter setting. 5. Pilot controlled lighting 123.0.

4400′
MSA RWØ9

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ9						

MALSR
PAPI
4500′
BADAY

STRAIGHT-IN LANDING RWY 9
With Local Altimeter Setting

	LPV DA(H) 1824′ (200′)		LNAV/VNAV DA(H) 1936′ (312′)			LNAV MDA(H) 1960′ (336′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	½	¾	½	¾	1	½	¾	1
B								
C								
D			¾	1		1		

1 CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	2020′ (396′)-1
120	2220′ (596′)-1
140	2260′ (636′)-1¾
165	2260′ (636′)-2

With Tomahawk Altimeter Setting

	LPV DA(H) 1883′ (259′)		LNAV/VNAV DA(H) 1995′ (371′)		LNAV MDA(H) 2020′ (396′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	½	¾	¾	1¼	½	¾	1
B							
C							
D					1	1¼	

With Tomahawk Altimeter Setting

Max Kts	MDA(H)
90	2080′ (456′)-1
120	2280′ (656′)-1
140	2320′ (696′)-2
165	2320′ (696′)-2¼

1 When VGSI inop, circling rwy 15 not authorized at night.

TERPS AMEND 1 8 APR 2010

CHANGES: Procedure.

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RHINELANDER, WISC
RNAV (GPS) Rwy 15

ASOS	MINNEAPOLIS Center (R)	GREEN BAY Radio	RHINELANDER-ONEIDA CO UNICOM
126.82	133.65	122.6	CTAF 123.0

BRIEFING STRIP™

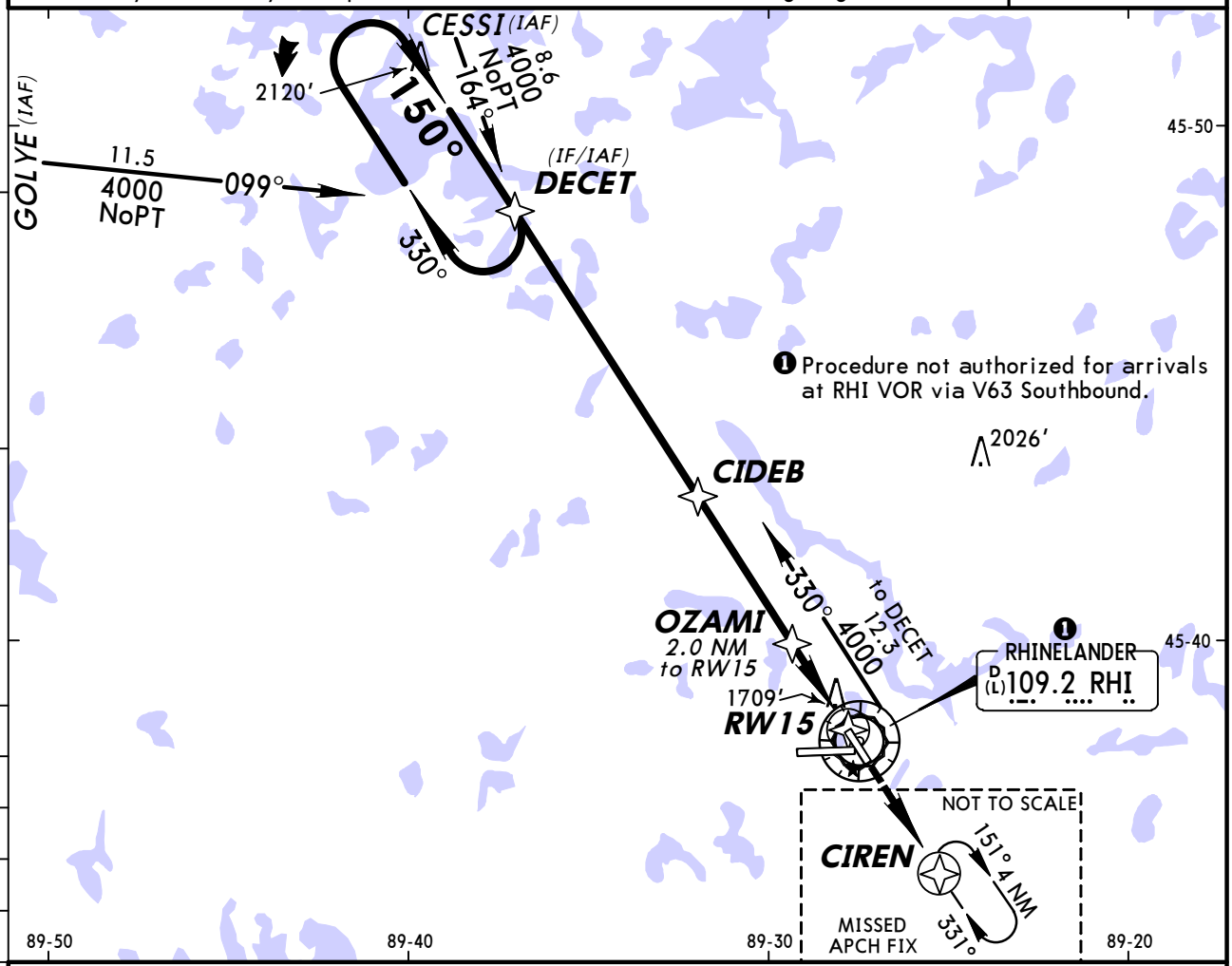
RNAV	Final Apch Crs	Minimum Alt CIDEB	LNAV MDA(H) (CONDITIONAL)	Apt Elev 1624′ / TDZE 1600′
	150°	3400′ (1800′)	1980′ (380′)	

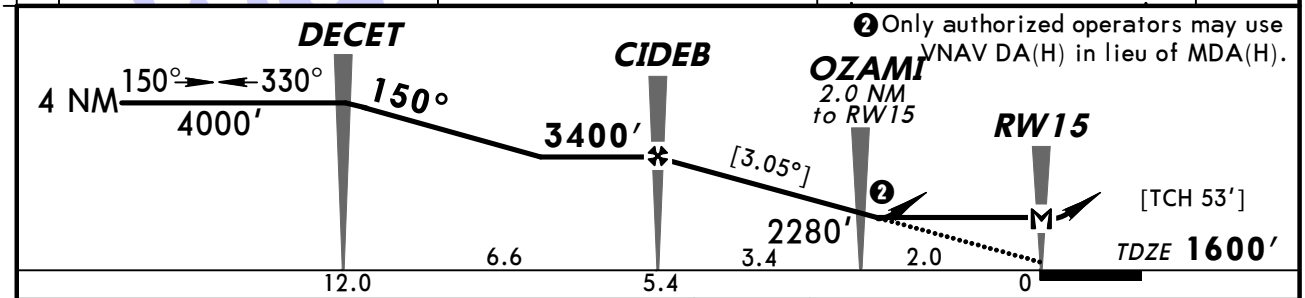
MISSED APCH: Climb to 3500′ direct CIREN and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Tomahawk altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident.
4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 123.0

4400′
MSA RW15





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW15						

REIL
VASI-L
3500′
CIREN

❶ STRAIGHT-IN LANDING RWY 15
LNAV

	MDA(H) 1980′ (380′) With Local Altimeter Setting	MDA(H) 2040′ (440′) With Tomahawk Altimeter Setting
A	1	1
B		
C		1¼
D	1¼	1½

❶ CIRCLE-TO-LAND

	Max Kts	With Local Altimeter Setting MDA(H)	With Tomahawk Altimeter Setting MDA(H)
A	90	2020′ (396′) -1	2080′ (456′) -1
B	120	2220′ (596′) -1	2280′ (656′) -1
C	140	2260′ (636′) -1¾	2320′ (696′) -2
D	165	2260′ (636′) -2	2320′ (696′) -2¼

❶ When VGSI inop, Straight-in/Circling Rwy 15 procedure not authorized at night.

TERPS AMEND 1 8 APR 2010

CHANGES: Procedure.

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ASOS	MINNEAPOLIS Center (R)	GREEN BAY Radio	RHINELANDER-ONEIDA CO UNICOM
126.82	133.65	122.6	CTAF 123.0

BRIEFING STRIP™

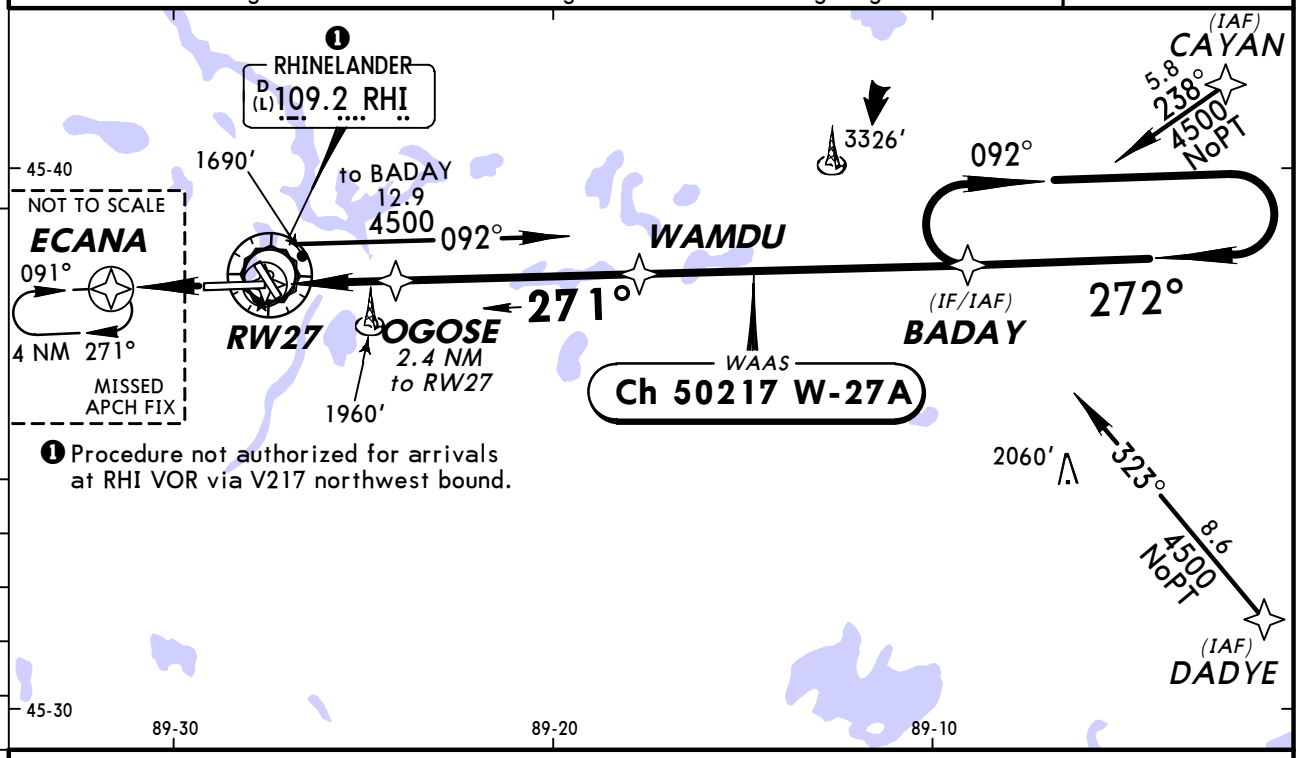
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1624′
Ch 50217 W-27A	271°	WAMDU 3900′ (2294′)	1806′ (200′)	TDZE 1606′

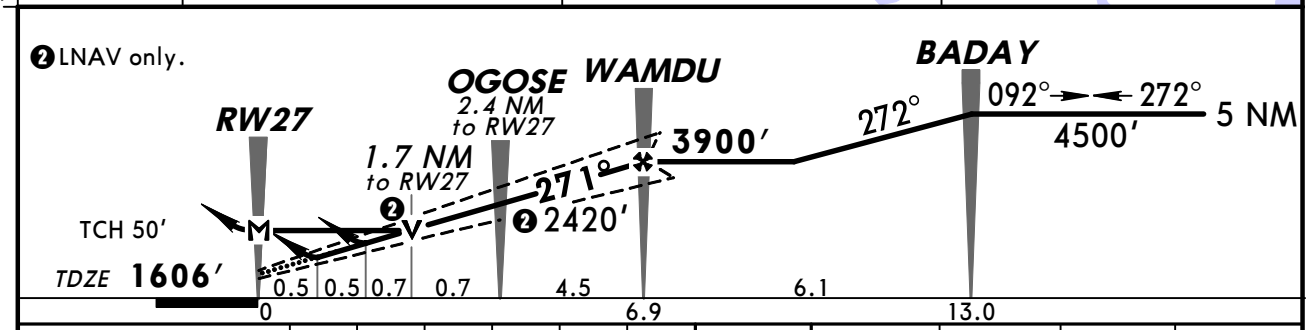
MISSED APCH: Climb to 4000′ direct ECANA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Tomahawk altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 46°C (114°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized when using Tomahawk altimeter setting. 5. Pilot controlled lighting 123.0.

4400′
MSA RW27





Gnd speed-Kts	70	90	100	120	140	160
Glide path angle 3.00°	372	478	531	637	743	849
MAP at RW27						

REIL
VASI-L
4000′
ECANA

STRAIGHT-IN LANDING RWY 27

With Local Altimeter Setting

	LPV DA(H) 1806′ (200′)	LNAV/VNAV DA(H) 1979′ (373′)	LNAV MDA(H) 2180′ (574′)
A	¾	1¼	1
B			
C			1½
D			1¾

❶ CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	2180′ (556′)-1
120	2220′ (596′)-1
140	2260′ (636′)-1¾
165	2260′ (636′)-2

With Tomahawk Altimeter Setting

	LPV DA(H) 1866′ (260′)	LNAV/VNAV DA(H) 2039′ (433′)	LNAV MDA(H) 2240′ (634′)
A	1	1½	1
B			
C			1¾
D			2

With Tomahawk Altimeter Setting

Max Kts	MDA(H)
90	2240′ (616′)-1
120	2280′ (656′)-1
140	2320′ (696′)-2
165	2320′ (696′)-2¼

❶ When VGSI inop, circling Rwy 15 not authorized at night.

TERPS AMEND 1 8 APR 2010

CHANGES: Procedure.

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RHINELANDER, WISC
RNAV (GPS) Rwy 33

ASOS	MINNEAPOLIS Center (R)	GREEN BAY Radio	RHINELANDER-ONEIDA CO UNICOM
126.82	133.65	122.6	CTAF 123.0

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1624′
Ch 69407 W-33A	330°	DEBBA 3400′ (1788′)	1862′ (250′)	TDZE 1612′

MISSED APCH: Climb to 4000′ direct CIDEB and via track 245° to ECANA and hold.

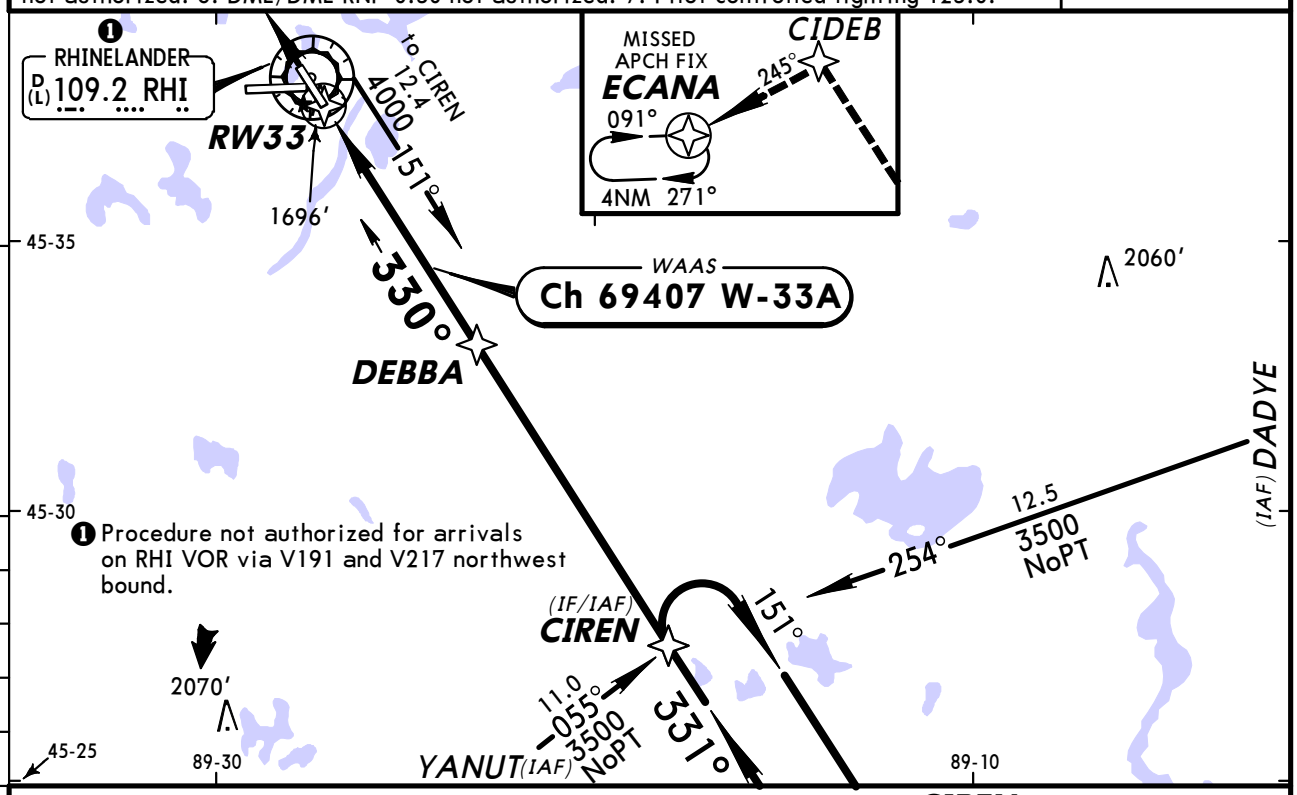
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

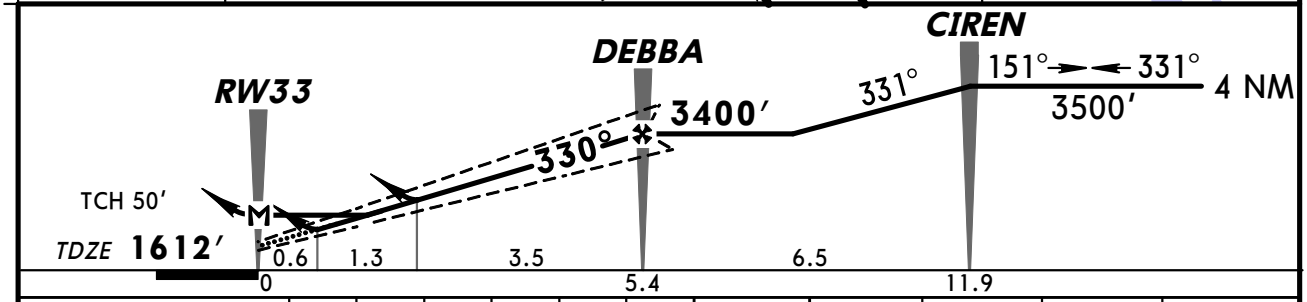
1. Use local altimeter setting; if not received, use Tomahawk altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 45°C (113°F). 3. Baro-VNAV not authorized when using Tomahawk altimeter setting. 4. VGSI and RNAV glidepath not coincident. 5. Visibility reduction by helicopters not authorized. 6. DME/DME RNP-0.30 not authorized. 7. Pilot controlled lighting 123.0.

4400′

MSA RW33

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide path angle 3.00°	372	478	531	637	743	849
MAP at RW33						

REIL
PAPI-L

4000′

CIDEB

❶ STRAIGHT-IN LANDING RWY 33

With Local Altimeter Setting

	LPV DA(H) 1862′ (250′)	LNAV/VNAV DA(H) 2257′ (645′)	LNAV MDA(H) 2120′ (508′)
A	1	2¼	1
B			
C			1½
D			

With Tomahawk Altimeter Setting

	LPV DA(H) 1922′ (310′)	LNAV/VNAV DA(H) 2317′ (705′)	LNAV MDA(H) 2180′ (568′)
A	1	2½	1
B			
C			1½
D			1¾

❶ CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	2120′ (496′)-1
120	2220′ (596′)-1
140	2260′ (636′)-1¾
165	2260′ (636′)-2

With Tomahawk Altimeter Setting

Max Kts	MDA(H)
90	2180′ (556′)-1
120	2280′ (656′)-1
140	2320′ (696′)-2
165	2320′ (696′)-2¼

❶ When VGSI inop, Straight-in/Circling Rwy 33, Circling Rwy 15 not authorized at night.

TERPS AMEND 1 8 APR 2010

CHANGES: Chart reindexed, procedure.

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BRIEFING STRIP ™

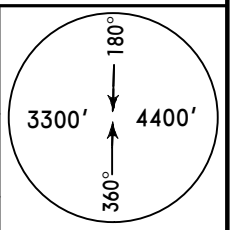
ASOS	MINNEAPOLIS Center (R)	GREEN BAY Radio	RHINELANDER-ONEIDA CO UNICOM
126.82	133.65	122.6	CTAF 123.0

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1624′
RHI 109.2	081°	IHZEL 2100′ (476′)	(CONDITIONAL) 2000′ (376′)	TDZE 1624′

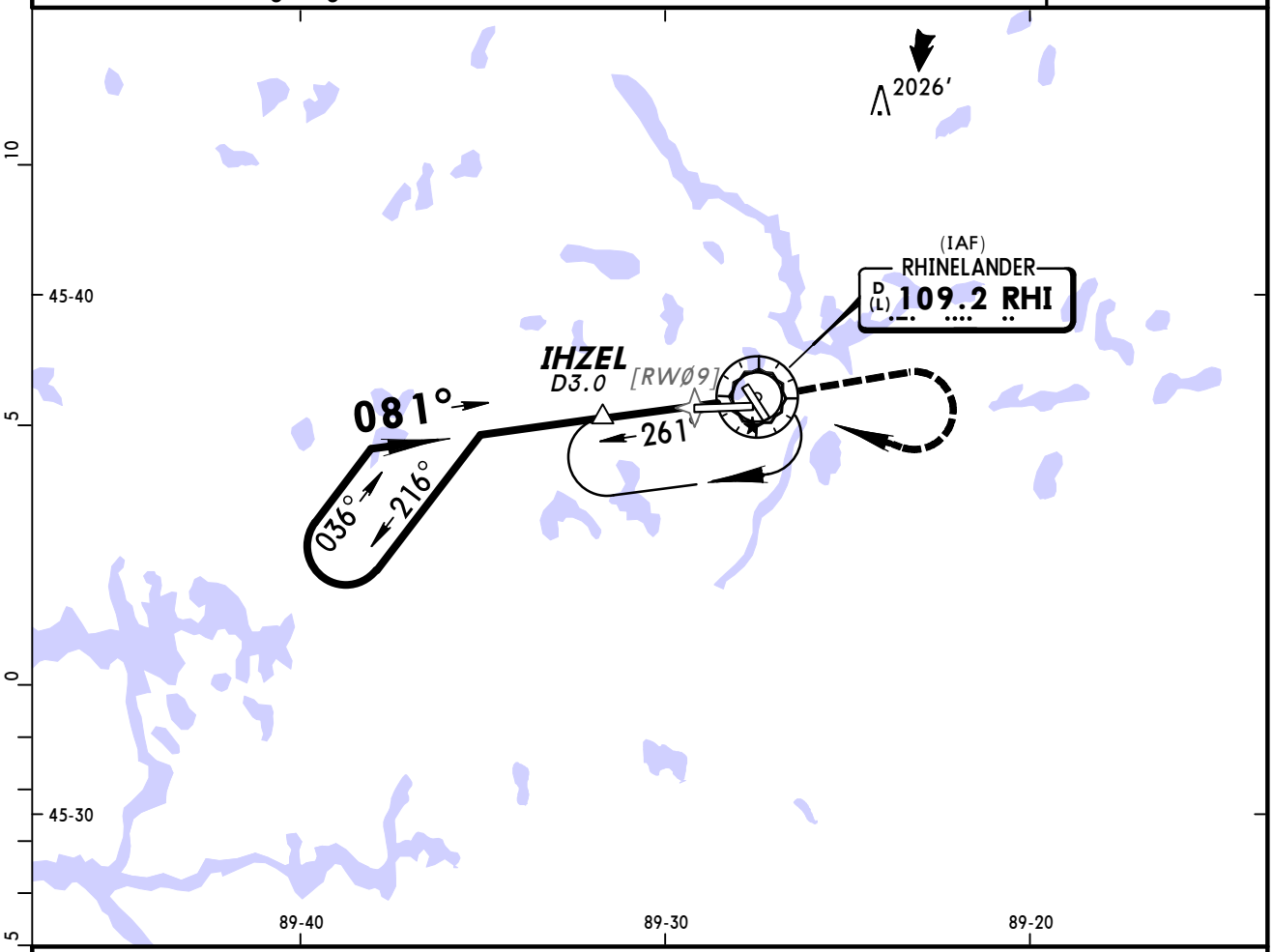
MISSED APCH: Climb to 2600′ then climbing RIGHT turn to 3200′ direct RHI VOR and hold.

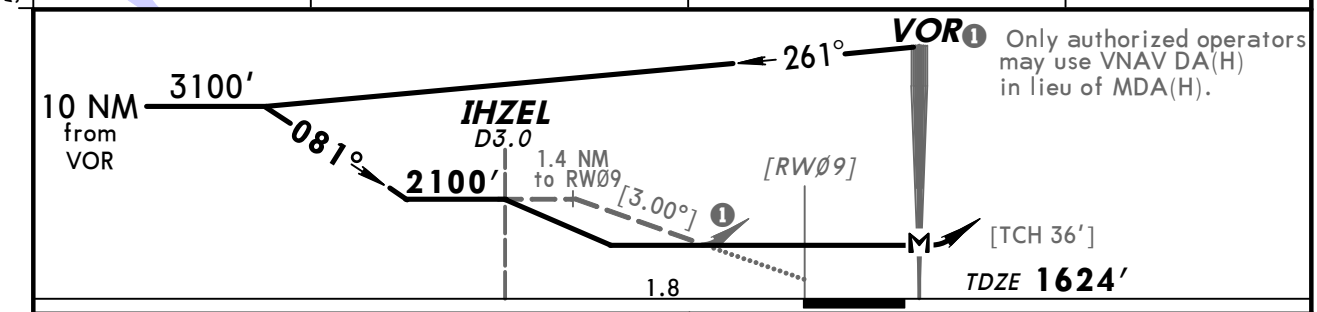
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 123.0.



MSA RHI VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

MALSR
PAPI

2600′ ↑ | 3200′ ↱ RT | D | RHI 109.2

STRAIGHT-IN LANDING RWY 9							CIRCLE-TO-LAND Not Authorized at Night to Rwy 15		
	MDA(H) 2000′ (376′) With Ihzel			MDA(H) 2100′ (476′) Without Ihzel				With Ihzel	Without Ihzel
		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	1/2	3/4	1	1/2	3/4	1	90	2060′ (436′) -1	2100′ (476′) -1
B							120	2220′ (596′) -1	2220′ (596′) -1
C				3/4	1 1/4		140	2260′ (636′) -1 3/4	2260′ (636′) -1 3/4
D	1	1 1/4		1	1 1/2		165	2280′ (656′) -2	2280′ (656′) -2

TERPS AMEND 4E 13 JAN 2011

CHANGES: Cat C Circling minimums.

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RHINELANDER, WISC
VOR DME Rwy 27

ASOS	MINNEAPOLIS Center (R)	GREEN BAY Radio	RHINELANDER-ONEIDA CO UNICOM
126.82	133.65	122.6	CTAF 123.0

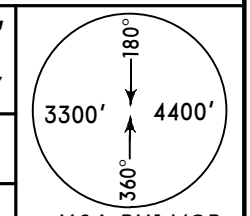
BRIEFING STRIP ™

VOR RHI	Final Apch Crs	Minimum Alt INILE	MDA(H)	Apt Elev 1624′
109.2	281°	3300′ (1694′)	2220′ (614′)	TDZE 1606′

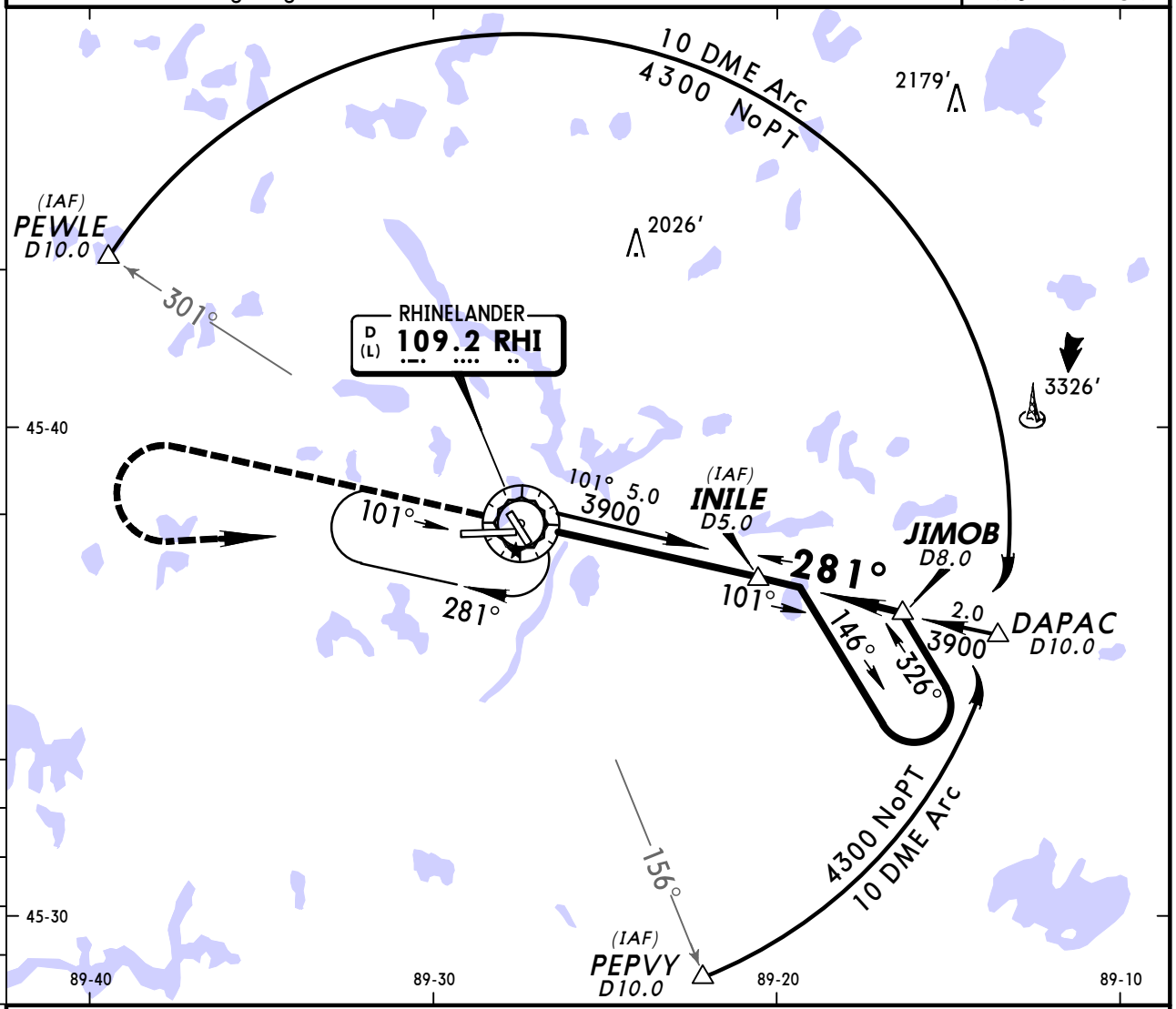
MISSED APCH: Climb to 3900′ then LEFT turn direct RHI VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

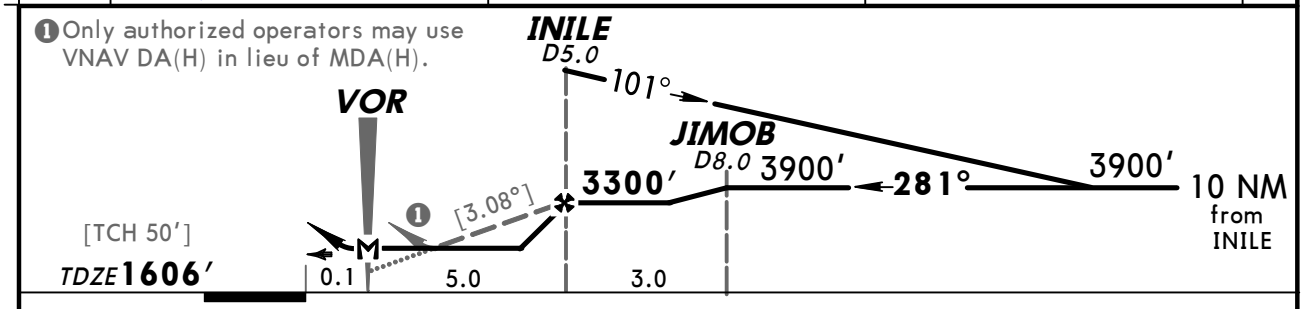
1. Pilot controlled lighting 123.0.



MSA RHI VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.08°]	381	490	545	654	763	872
MAP at VOR						

REIL
VASI-L

3900′

LT

RHI
109.2

TERPS AMEND OF 13 JAN 2011

STRAIGHT-IN LANDING RWY 27		CIRCLE-TO-LAND Not Authorized at Night to Rwy 15	
MDA(H) 2220′ (614′)		Max Kts	MDA(H)
A	1	90	2220′ (596′) -1
B		120	
C	1¾	140	2260′ (636′) -1¾
D	2	165	2280′ (656′) -2

CHANGES: Cat C Circling minimums.

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General Information

Location: Sheboygan WI USA
IATA Code: SBM
Lat/Long: N43° 46.2' W087° 51.1'
Elevation: 755 ft

Airport Use: Public
Magnetic Variation: 3.8°W
Sectional Chart: Chicago

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 800 ft AGL

Sunrise: 1232 Z
Sunset: 2337 Z,

Runway Information

Runway: 03
Length x Width: 6802 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 744 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 13
Length x Width: 5000 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 755 ft
Lighting: Edge, Pilot controlled

Runway: 21
Length x Width: 6802 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 743 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 31
Length x Width: 5000 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 744 ft
Lighting: Edge, Pilot controlled

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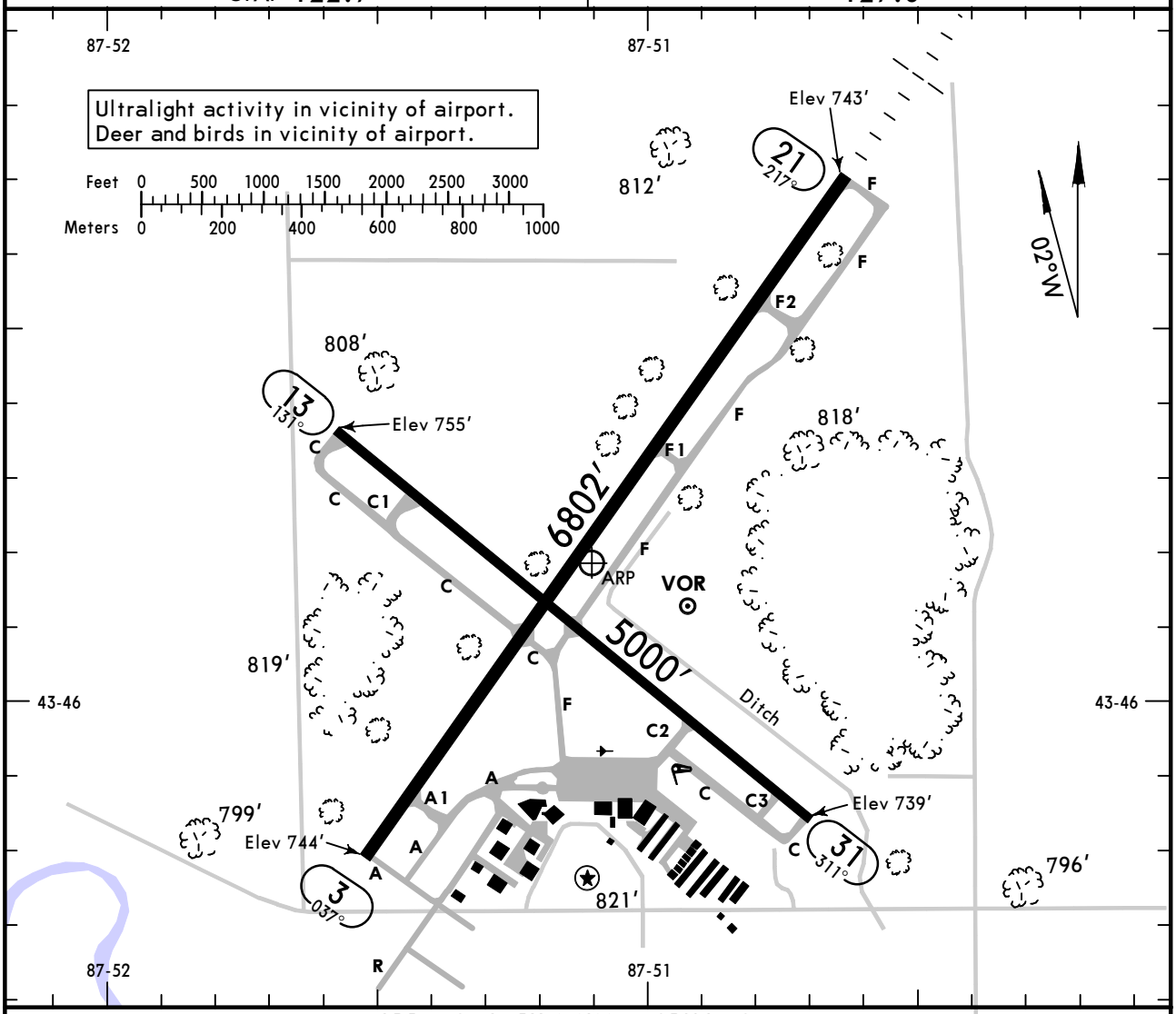
Communication Information

ASOS 110.0
Sheboygan Co Meml Unicom 122.7 CTAF PCL
Milwaukee Clearance Delivery 127.375
Milwaukee Approach Control 127.0 Arrival Service
Milwaukee Departure Control 127.0 Departure Service
Flight Services GCO 121.725
Green Bay Flight Service Station 122.1 RCO
Green Bay Flight Service Station 110.0 RCO

ASOS	MILWAUKEE Clearance	Flight Services (GCO)
110.0	127.37	121.72 122.1G 110.0T

SHEBOYGAN CO MEML UNICOM	MILWAUKEE Departure (R)
CTAF 122.7	127.0



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
3	❶ HIRL ❷ REIL ❷ PAPI-L (angle 3.0°) grooved				100′
21	❶ HIRL ❷ MALSR ❷ PAPI-L (angle 3.0°) grooved		5802′		
13 31	❶ MIRL PAPI-L (angle 3.0°)				75′

❶ Increase intensity on 122.7.
❷ Activate on 122.7.

TAKE-OFF

	All Rwys: Adequate Vis Ref	All Rwys: STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 21 RNAV (GPS) Rwy 31	VOR Rwy 21	VOR Rwy 3	Other
A	800-2	800-2	1000-2	NA
B				
C		800-2¼	1000-2¾	
D		800-2½	1000-3	

AMEND 0

CHANGES: Alternate minimums.

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KSBM/SBM
SHEBOYGAN CO MEML

JEPPESEN
9 DEC 11 (11-1)

SHEBOYGAN, WISC
ILS or LOC DME Rwy 21

BRIEFING STRIP ™

ASOS	MILWAUKEE Approach (R)	SHEBOYGAN CO MEML UNICOM
110.0	127.0	CTAF 122.7

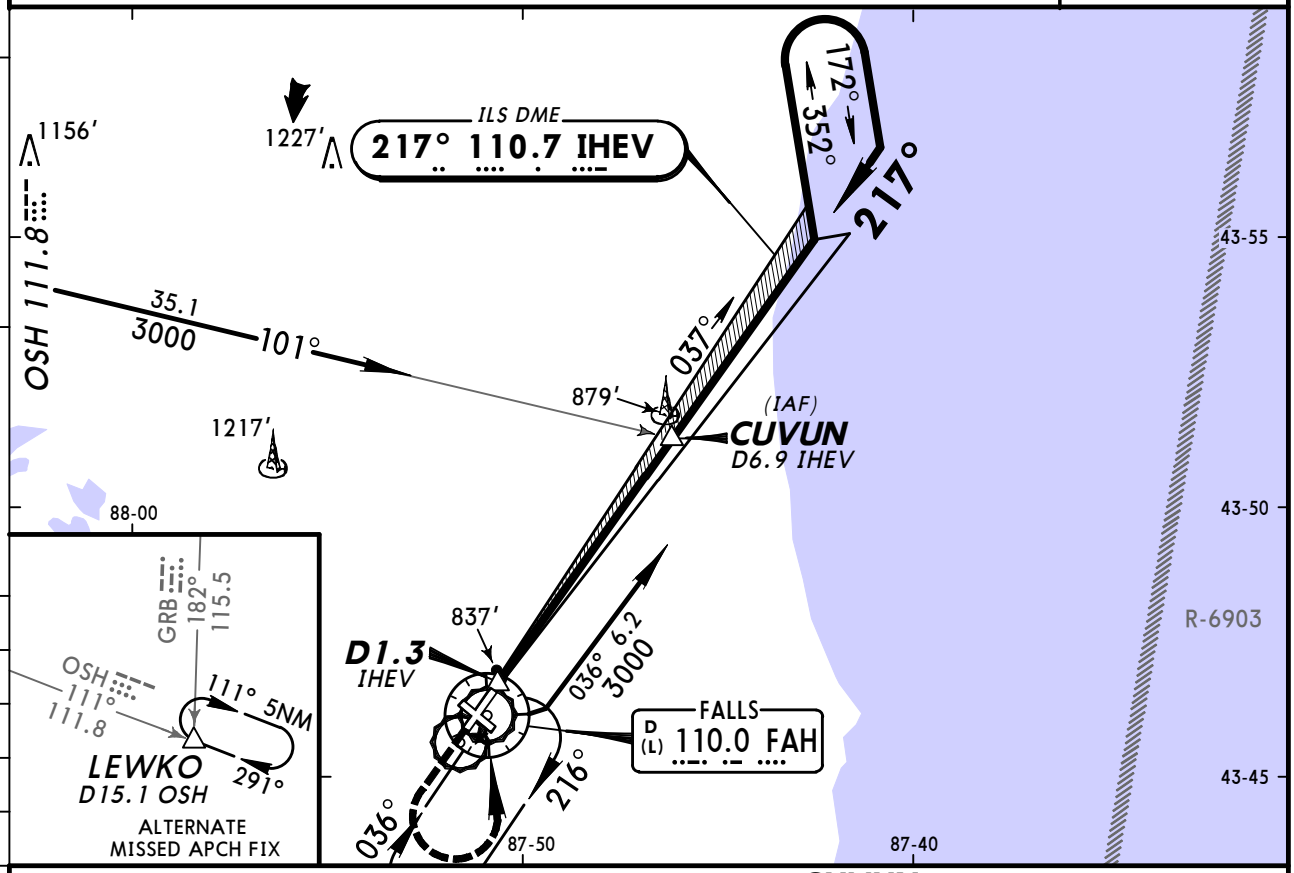
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 755′
IHEV		CUVUN	(CONDITIONAL)	TDZE 743′
110.7	217°	2600′ (1857′)	992′ (249′)	

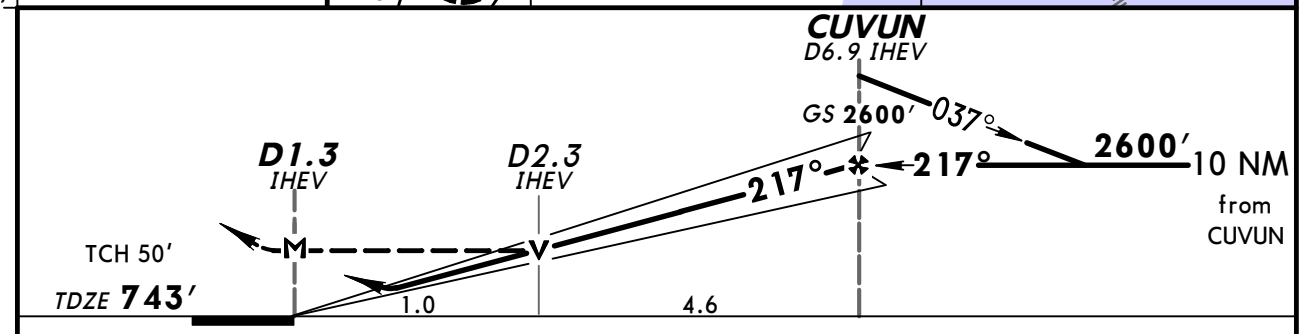
MISSED APCH: Climb to 2500′ then climbing LEFT turn to 3000′ direct FAH VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Manitowoc altimeter setting.
2. VDP not authorized when using Manitowoc altimeter setting.
3. Pilot controlled lighting 122.7.

2700′
MSA FAH VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.3 IHEV						

MALSR
PAPI

2500′	3000′ LT	D	FAH 110.0

STRAIGHT-IN LANDING RWY 21

	ILS		LOC (GS out)					
	1 DA(H) 992′ (249′)		MDA(H) 1120′ (377′) With Local Altimeter Setting			MDA(H) 1200′ (457′) With Manitowoc Altimeter Setting		
	FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1/2	2 3/4	1/2	3/4	1	1/2	3/4	1
B								
C						3/4	1 1/4	
D			3/4	1 1/4		1	1 1/2	

CIRCLE-TO-LAND

Not Authorized at night to Rwy 13-31 when VGSI Inop

Max Kts	With Local Altimeter Setting MDA(H)	With Manitowoc Altimeter Setting MDA(H)
90	1220′ (465′)-1	1300′ (545′)-1
120		
140	1220′ (465′)-1 1/2	1300′ (545′)-1 1/2
165	1320′ (565′)-2	1400′ (645′)-2

1 DA(H) 1059′ (316′) with Manitowoc altimeter setting. 2 VIS 1 with Manitowoc altimeter setting.

TERPS AMEND 3 17 DEC 2009

CHANGES: Obstructions, highpoint.

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ASOS	MILWAUKEE Approach (R)	SHEBOYGAN CO MEML UNICOM
110.0	127.0	CTAF 122.7

BRIEFING STRIP ™

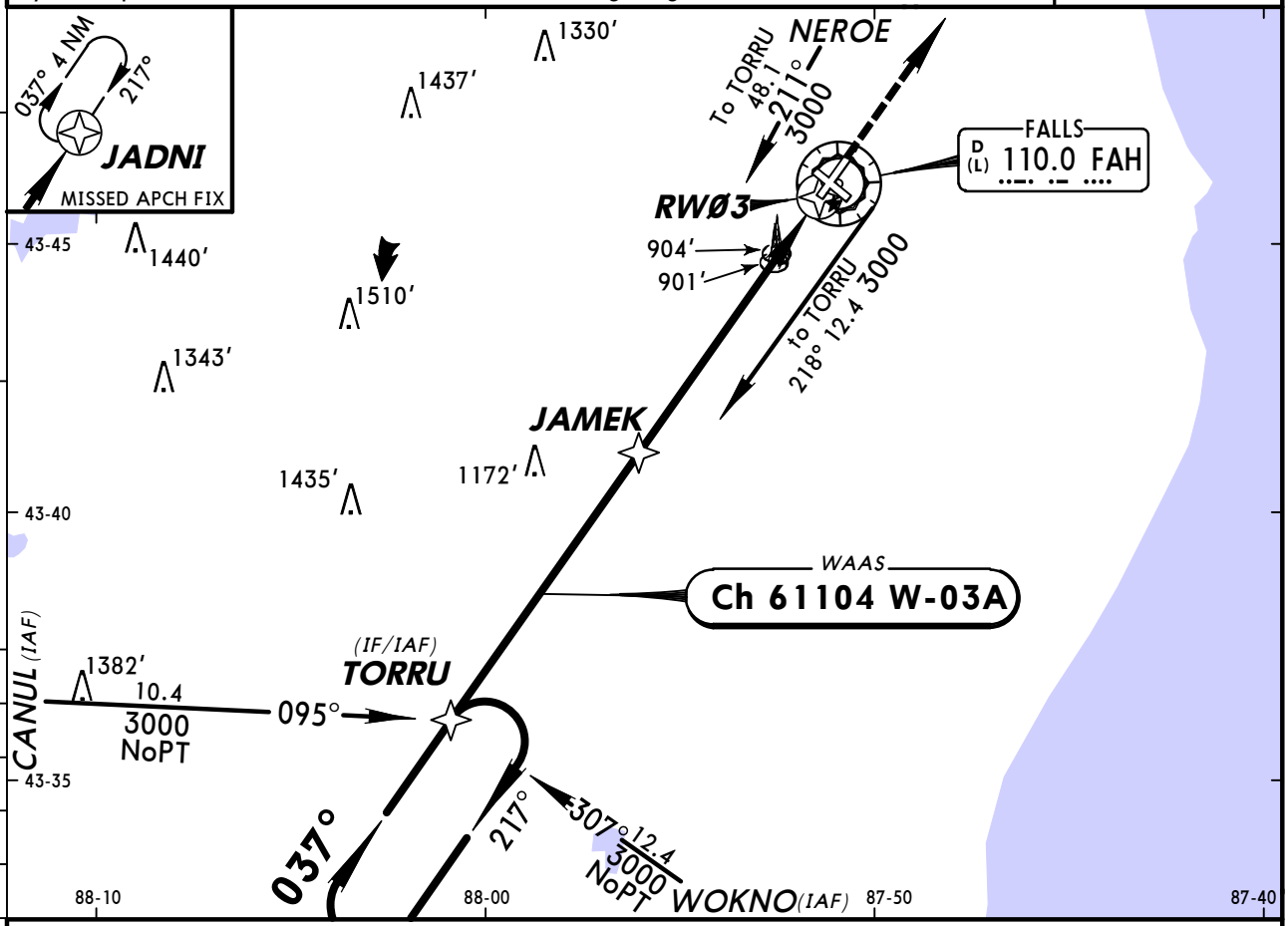
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 755′
Ch 61104 W-03A	037°	JAMEK 2700′ (1956′)	1041′ (297′)	TDZE 744′

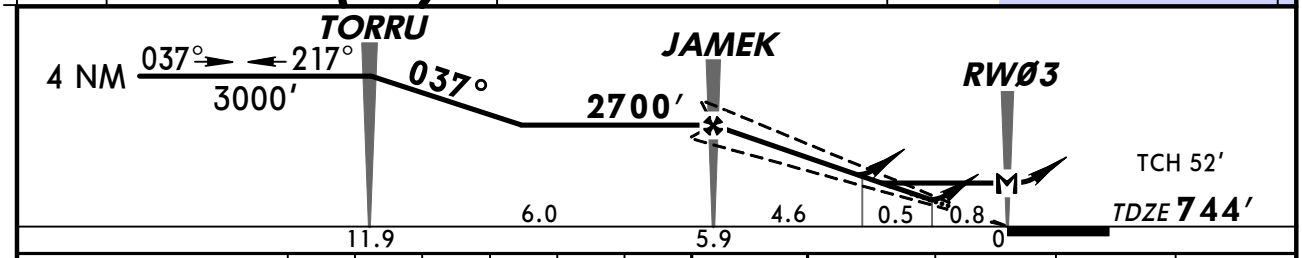
MISSED APCH: Climb to 3000′ direct JADNI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Manitowoc altimeter setting.
2. Baro-VNAV not authorized when using Manitowoc altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 122.7.

2700′
MSA RWØ3





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ3						

REIL
PAPI-L
3000′
D
JADNI

STRAIGHT-IN LANDING RWY 3

With Local Altimeter Setting

	LPV DA(H) 1041′ (297′)	LNAV/VNAV DA(H) 1214′ (470′)	LNAV MDA(H) 1160′ (416′)
A	1	1¾	1
B			
C			1¼
D			

With Manitowoc Altimeter Setting

	LPV DA(H) 1108′ (364′)	LNAV/VNAV DA(H) 1281′ (537′)	LNAV MDA(H) 1240′ (496′)
A	1¼	2	1
B			
C			1¼
D			1½

1 CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Manitowoc Altimeter Setting MDA(H)
90	1220′ (465′)-1	1300′ (545′)-1
120		
140	1220′ (465′)-1½	1300′ (545′)-1½
165	1320′ (565′)-2	1400′ (645′)-2

1 Not authorized at night to Rwy 13-31 when VGSI inop.

TERPS AMEND 2 17 DEC 2009

CHANGES: Lighting.

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KSBM/SBM
SHEBOYGAN CO MEML

JEPPESEN
14 MAY 10 (12-2)

SHEBOYGAN, WISC
RNAV (GPS) Rwy 13

ASOS	MILWAUKEE Approach (R)	SHEBOYGAN CO MEML UNICOM
110.0	127.0	CTAF 122.7

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 755'
	131°	CONAX 2500' (1745')	1160' (405')	TDZE 755'

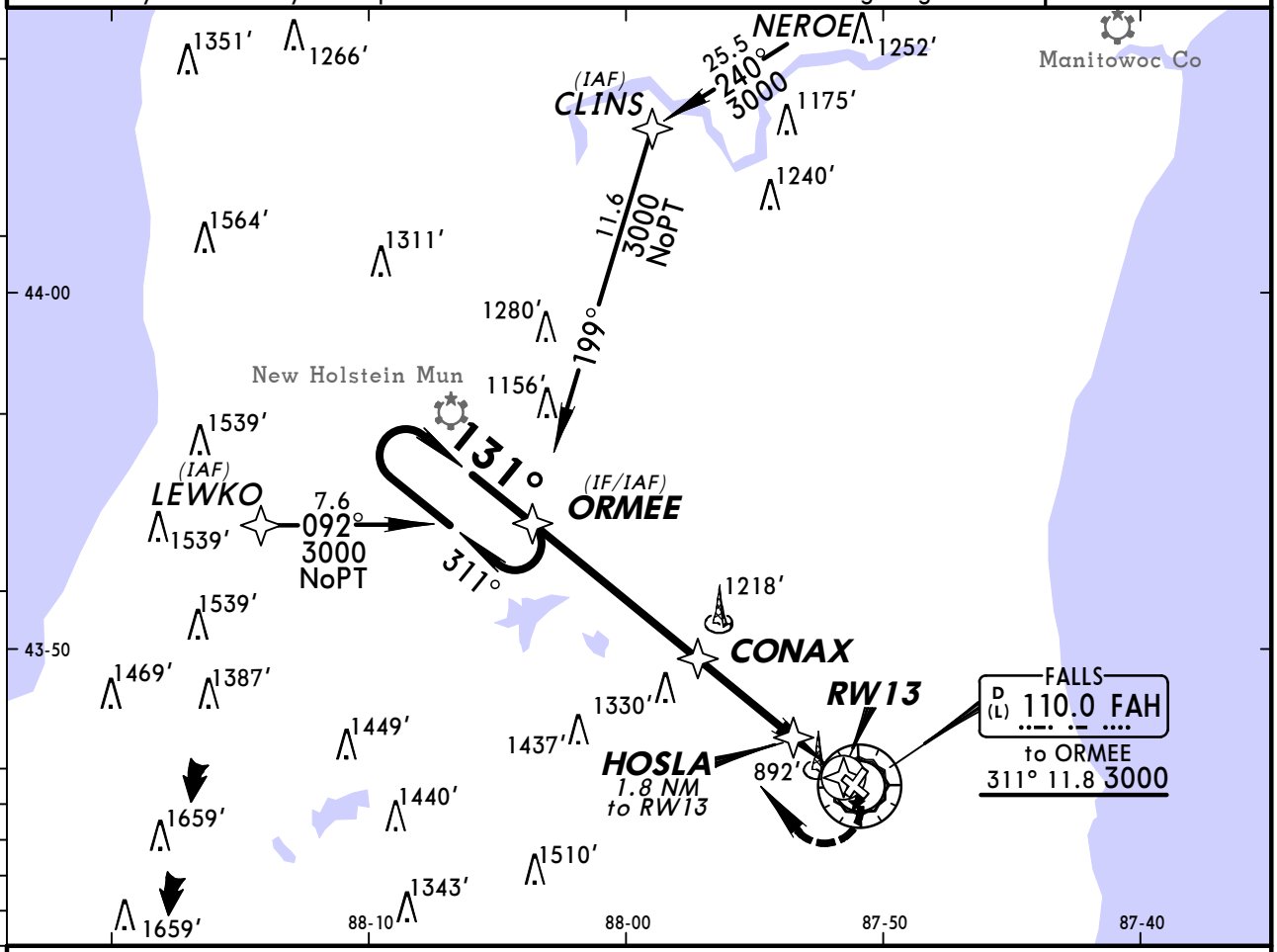
MISSED APCH: Climbing RIGHT turn to 3000' direct ORMEE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

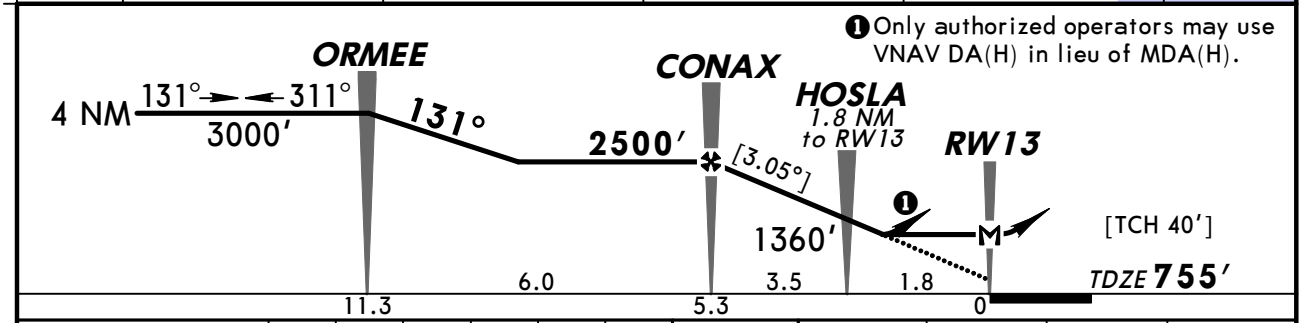
1. Use local altimeter setting; if not received, use Manitowoc Co altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident.
4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 122.7.

2700'
MSA RW13

BRIEFING STRIP ™



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW13						

PAPI-L 3000' RT D ORMEE

❶ STRAIGHT-IN LANDING RWY 13

	LNAV MDA(H) 1160' (405') With Local Altimeter Setting	LNAV MDA(H) 1240' (485') With Manitowoc Co Altimeter Setting
A	1	1
B		
C	1¼	1¼
D		

❶ CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Manitowoc Co Altimeter Setting MDA(H)
90	1220' (465')-1	1300' (545')-1
120		
140	1220' (465')-1½	1300' (545')-1½
165	1320' (565')-2	1400' (645')-2

❶ Not authorized at night to Rwy 13-31 when VGSI inop.

TERPS AMEND 0A 11 MAR 2010

CHANGES: None.

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ASOS	MILWAUKEE Approach (R)	SHEBOYGAN CO MEML UNICOM
110.0	127.0	CTAF 122.7

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 755′
Ch 65904 W-21A	217°	CUVUN 2600′ (1857′)	1059′ (316′)	TDZE 743′

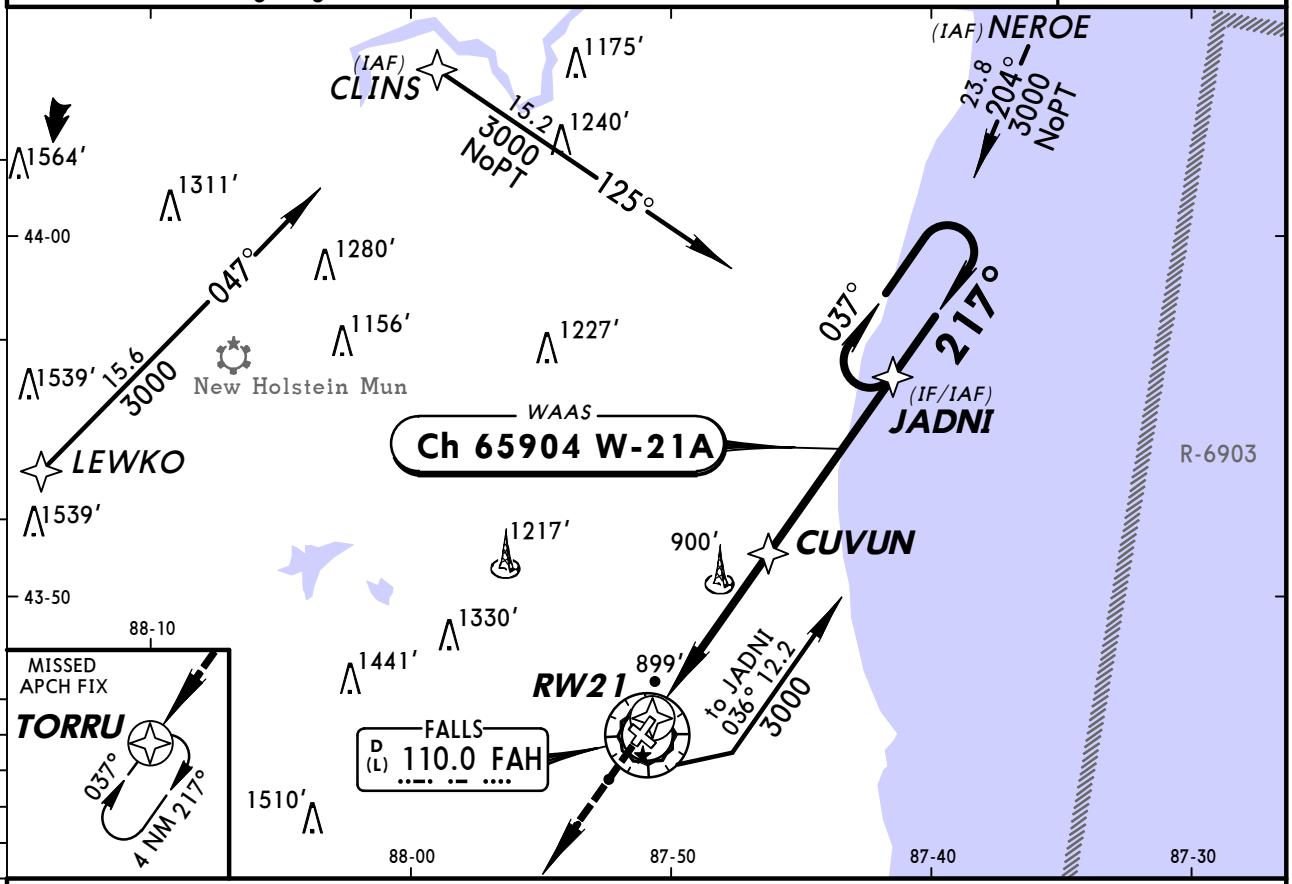
MISSED APCH: Climb to 3000′ direct TORRU and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

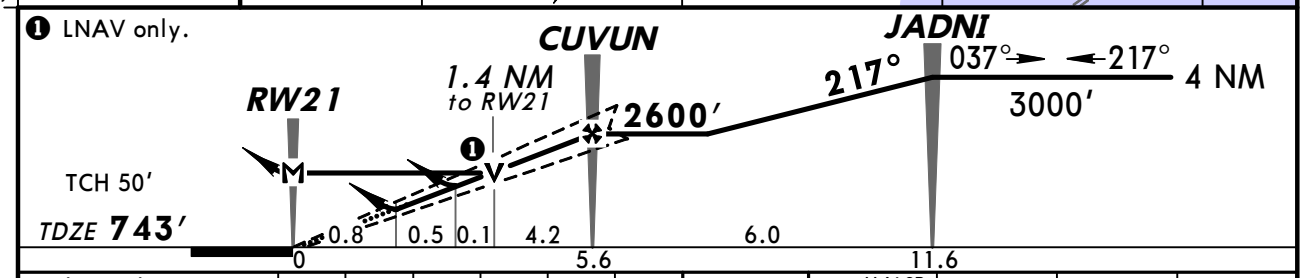
1. Use local altimeter setting; if not received, use Manitowoc altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.30 not authorized.
4. Baro-VNAV and VDP not authorized with Manitowoc altimeter setting.
5. Pilot controlled lighting 122.7.

2700′
MSA RW21

BRIEFING STRIP ™



❶ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW21						

MALSR
PAPI
3000′
TORRU

STRAIGHT-IN LANDING RWY 21
With Local Altimeter Setting

	LPV DA(H) 1059′ (316′)		LNAV/VNAV DA(H) 1209′ (466′)		LNAV MDA(H) 1240′ (497′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	½	1	1¼	1¾	½	¾	1
B							
C					¾	1¼	
D					1	1½	

❶ CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1240′ (485′)-1
120	
140	1240′ (485′)-1½
165	1320′ (565′)-2

With Manitowoc Altimeter Setting

	LPV DA(H) 1126′ (383′)		LNAV/VNAV DA(H) 1276′ (533′)		LNAV MDA(H) 1320′ (577′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	¾	1¼	1¼	1¾	½	¾	1
B							
C					¾	1¼	
D					1	1½	

With Manitowoc Altimeter Setting

Max Kts	MDA(H)
90	1320′ (565′)-1
120	
140	1320′ (565′)-1½
165	1400′ (645′)-2

❶ Not authorized at night to Rwy 13-31 when VGSI inop.

TERPS AMEND 2A 28 JUL 2011

CHANGES: Minimums, VDP.

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ASOS	MILWAUKEE Approach (R)	SHEBOYGAN CO MEML UNICOM
110.0	127.0	CTAF 122.7

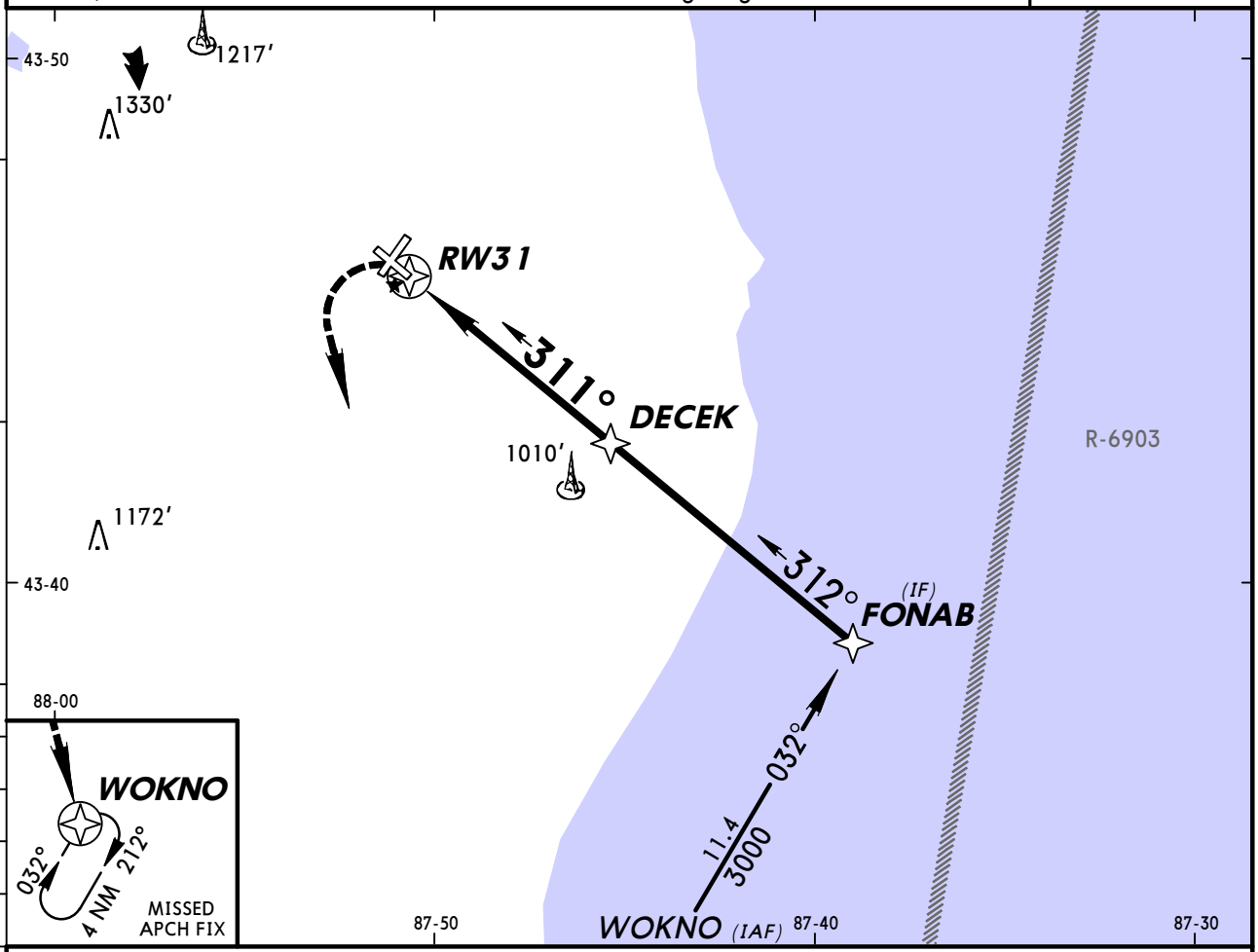
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 755′
	311°	DECEK 2400′ (1656′)	1220′ (476′)	TDZE 744′

MISSED APCH: Climbing LEFT turn to 3000′ direct WOKNO and hold.

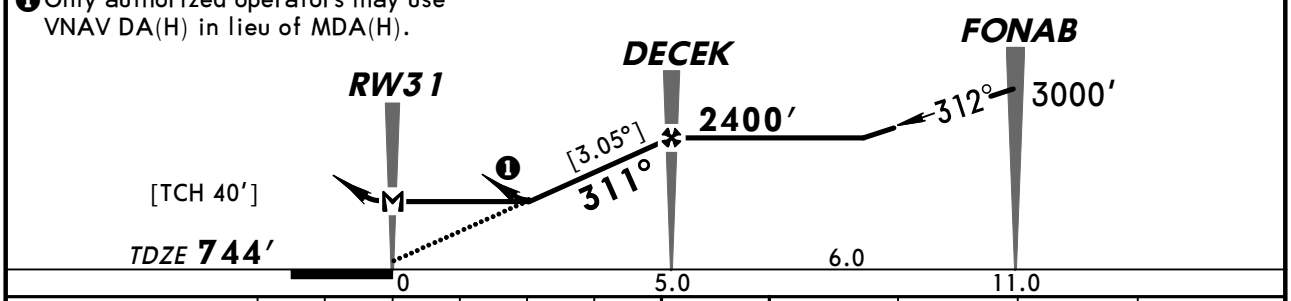
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Manitowoc Co altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 122.7.

2600′
MSA RW31

BRIEFING STRIP ™



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW31						

PAPI-L 3000′ LT WOKNO

1 STRAIGHT-IN LANDING RWY 31

	LNAV MDA(H) 1220′ (476′) With Local Altimeter Setting	LNAV MDA(H) 1300′ (556′) With Manitowoc Co Altimeter Setting
A	1	1
B		
C	1¼	1¼
D	1½	1½

1 CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Manitowoc Co Altimeter Setting MDA(H)
90	1220′ (465′)-1	1300′ (545′)-1
120		
140	1220′ (465′)-1½	1300′ (545′)-1½
165	1320′ (565′)-2	1400′ (645′)-2

1 Not authorized at night to Rwy 13-31 when VGSI inop.

AMEND TERPS 0

CHANGES: None.

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BRIEFING STRIP ™

ASOS	MILWAUKEE Approach (R)	SHEBOYGAN CO MEML UNICOM
110.0	127.0	CTAF 122.7

VOR FAH	Final Apch Crs	Minimum Alt (CONDITIONAL) WUDLO	MDA(H) (CONDITIONAL)	Apt Elev 755′
110.0	046°	1660′(916′)	1160′(416′)	TDZE 744′

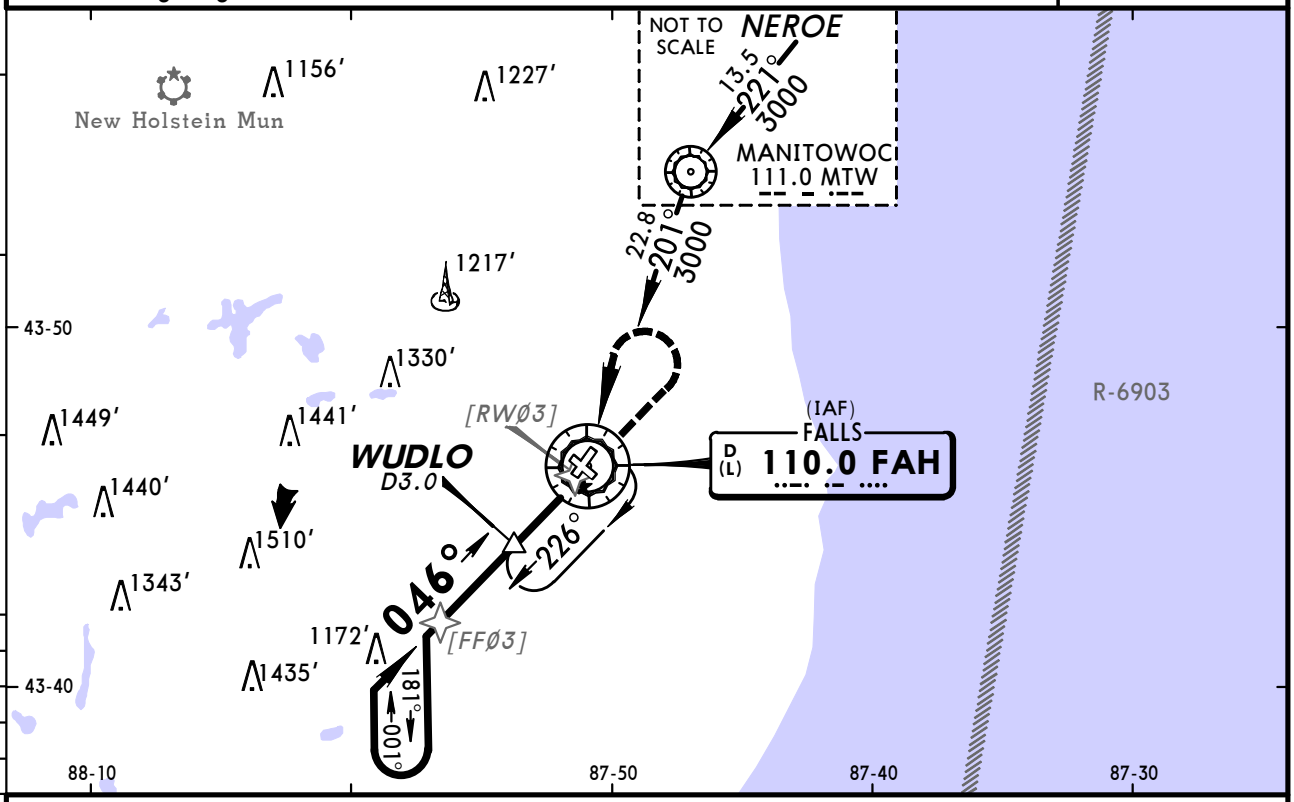
MISSED APCH: Climb to 2000′ then climbing LEFT turn to 3000′ direct FAH VOR and hold.

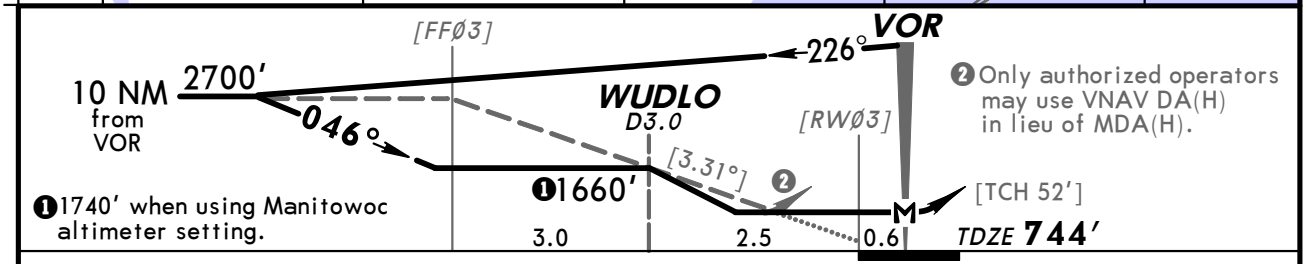
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Manitowoc altimeter setting.
2. VNAV not applicable when using Manitowoc altimeter setting. 3. VGSI and descent angles not coincident. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 122.7.

2700′

MSA FAH VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.31°]	410	527	586	703	820	937
MAP at VOR						

REIL PAPI-L	2000′	3000′ LT	D	FAH 110.0

STRAIGHT-IN LANDING RWY 3

	With WUDLO	Without WUDLO
	With Local Altimeter Setting	
	MDA(H) 1160′(416′)	MDA(H) 1660′(916′)
A	1	1¼
B		
C	1¼	2¾
D		3
	With Manitowoc Altimeter Setting	
		MDA(H) 1740′(996′)
A	NA	1¼
B		1½
C		3
D		NA

1 CIRCLE-TO-LAND

Max Kts	With WUDLO MDA(H)	Without WUDLO MDA(H)
	With Local Altimeter Setting	
90	1220′(465′)-1	1660′(905′)-1¼
120		
140	1220′(465′)-1½	1660′(905′)-2¾
165	1320′(565′)-2	1660′(905′)-3
	With Manitowoc Altimeter Setting	
90	1300′(545′)-1	1740′(985′)-1¼
120	1300′(545′)-1¼	1740′(985′)-1½
140	1300′(545′)-1¾	1740′(985′)-3
D	NA	NA

1 Not authorized at night to Rwy 13-31 when VGSI inop.

TERPS AMEND 8 17 DEC 2009

CHANGES: None.

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ASOS	MILWAUKEE Approach (R)	SHEBOYGAN CO MEML UNICOM
110.0	127.0	CTAF 122.7

VOR FAH	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 755′
110.0	209°		1500′ (757′)	TDZE 743′

MISSED APCH: Climb to 2000′ then climbing RIGHT turn to 3000′ direct FAH VOR and hold.

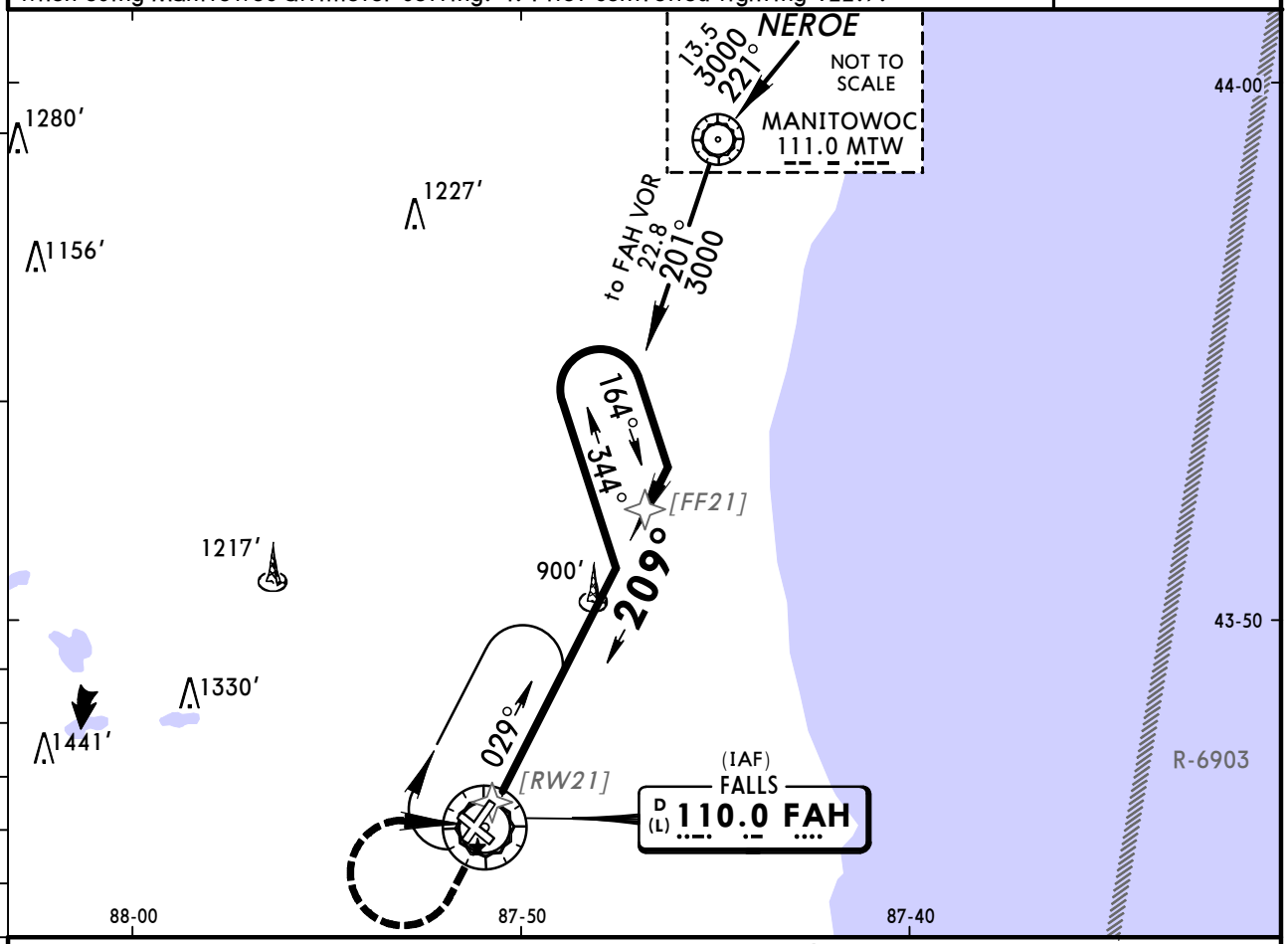
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

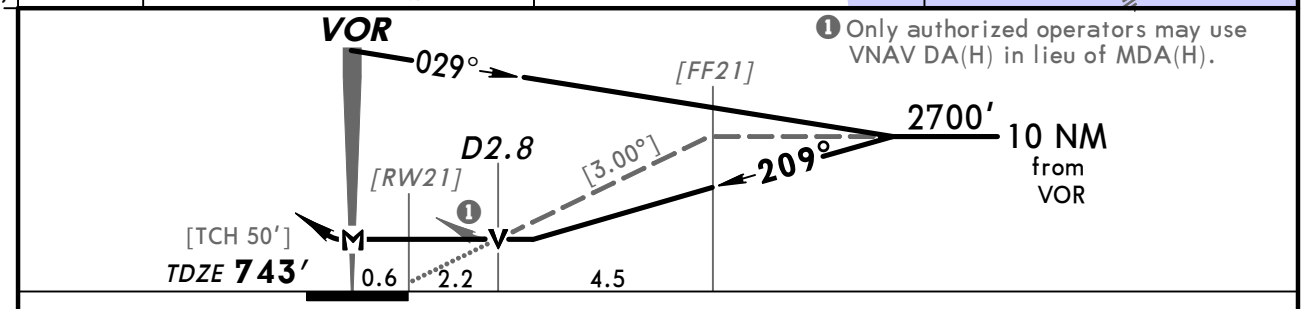
1. Use local altimeter setting; if not received, use Manitowoc altimeter setting.
2. VNAV not applicable when using Manitowoc altimeter setting. 3. VDP not authorized when using Manitowoc altimeter setting. 4. Pilot controlled lighting 122.7.

2700′

MSA FAH VOR

BRIEFING STRIP™





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle[3.00°]	372	478	531	637	743	849
MAP at VOR						

MALSR
PAPI
2000′
3000′ RT
FAH 110.0

STRAIGHT-IN LANDING RWY 21

	MDA(H) 1500′ (757′) With Local Altimeter Setting			MDA(H) 1580′ (837′) With Manitowoc Altimeter Setting		
		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1	3/4		1
B	3/4	1 1/4		3/4	1	
C	1 3/4	2 1/4		2	2 1/2	
D	2	2 1/2		2 1/4	2 3/4	

CIRCLE-TO-LAND
Not Authorized at night to Rwy 13-31 when VGSI inop.

Max Kts	With Local Altimeter Setting MDA(H)	With Manitowoc Altimeter Setting MDA(H)
90	1500′ (745′) - 1	1580′ (825′) - 1
120	1500′ (745′) - 1 1/4	1580′ (825′) - 1 1/4
140	1500′ (745′) - 2 1/4	1580′ (825′) - 2 1/2
165	1500′ (745′) - 2 1/2	1580′ (825′) - 2 3/4

TERPS AMEND 8B 15 DEC 2011

CHANGES: Minimums, VDP.

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General Information

Location: Camp Douglas WI USA
IATA Code: VOK
Lat/Long: N43° 56.4' W090° 15.2'
Elevation: 912 ft

Airport Use: Military
Magnetic Variation: 1.8°W
Sectional Chart: Chicago

Fuel Types: 100 Octane (LL), Jet 4
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1242 Z
Sunset: 2346 Z,

Runway Information

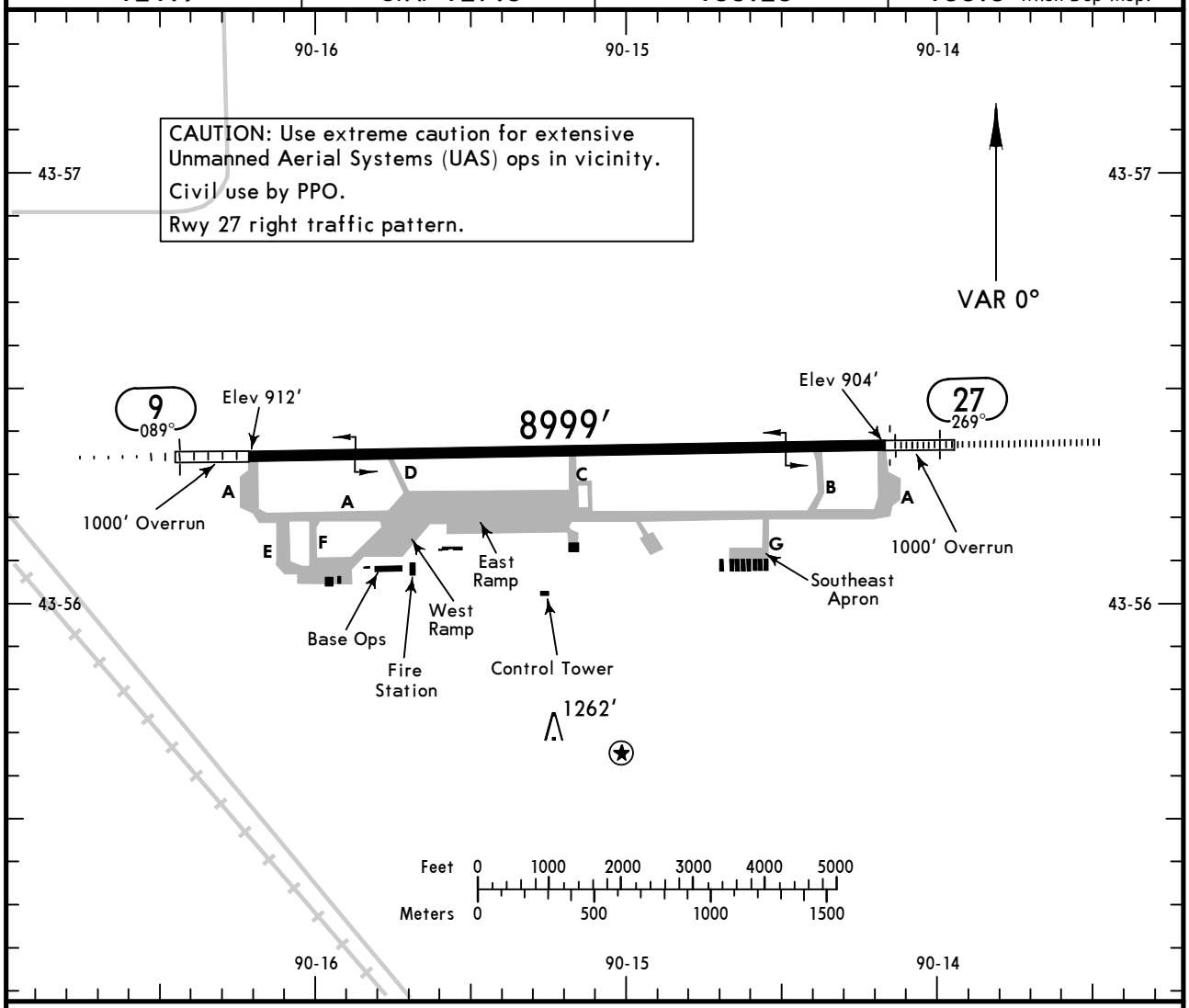
Runway: 09
Length x Width: 8999 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 912 ft
Lighting: Edge, ALS, Pilot controlled
Stopway: 1000 ft

Runway: 27
Length x Width: 8999 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 905 ft
Lighting: Edge, ALS, Pilot controlled
Stopway: 1000 ft

Communication Information

Camp Douglas Tower 127.5 PCL
Volk Ground Control 121.9
Volk Approach Control 135.25
Volk Departure Control 135.25
Volk Radar 135.25
Volk Multicom 127.5 CTAF PCL
Hardwood Range Control 132.025 Military
Chicago Center 133.3 Remote Communications Air-Ground

*VOLK Ground	*Tower	*VOLK Departure (R)	CHICAGO Center (R)
121.9	CTAF 127.5	135.25	133.3 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
9	❶ HIRL ❶ MALSR ❶ PAPI-R grooved				150′
27	❶ HIRL ❶ ALSF-I ❶ PAPI-R grooved		7868′		

❶ Activate on 127.5.

TAKE-OFF	All Rwys		FOR FILING AS ALTERNATE		
	Adequate Vis Ref	STD		Precision	Non-Precision
1 & 2 Eng	1/4	1	A B C D	600-2	800-2
3 & 4 Eng		1/2			

TAKE-OFF OBSTACLES:
Rwy 27: Trees 80′ AGL/1019′ MSL, 2537′ from departure end of runway, 983′ right of centerline.
Trees 80′ AGL/1039′ MSL 3742′ from departure end of runway, 835′ left of centerline.
Rwy 9: Antenna 50′ AGL/1040′ MSL, 4966′ from departure end of runway, 625′ left of centerline.

CHANGES: Lighting note removed.

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*VOLK Approach (R)	CHICAGO Center (R)	*VOLK Tower	*Ground
135.25	133.3 when App inop.	CTAF 127.5	121.9

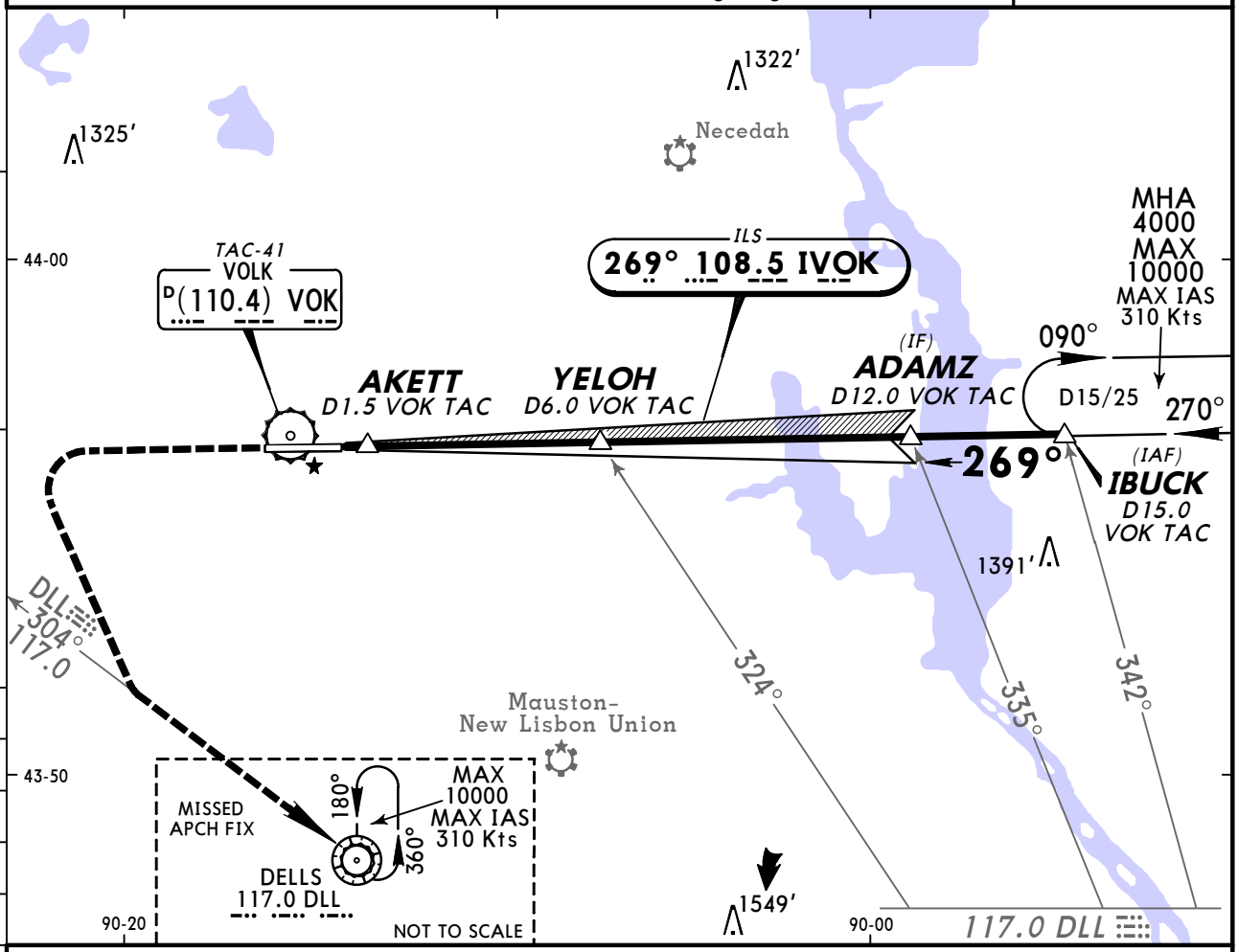
BRIEFING STRIP ™

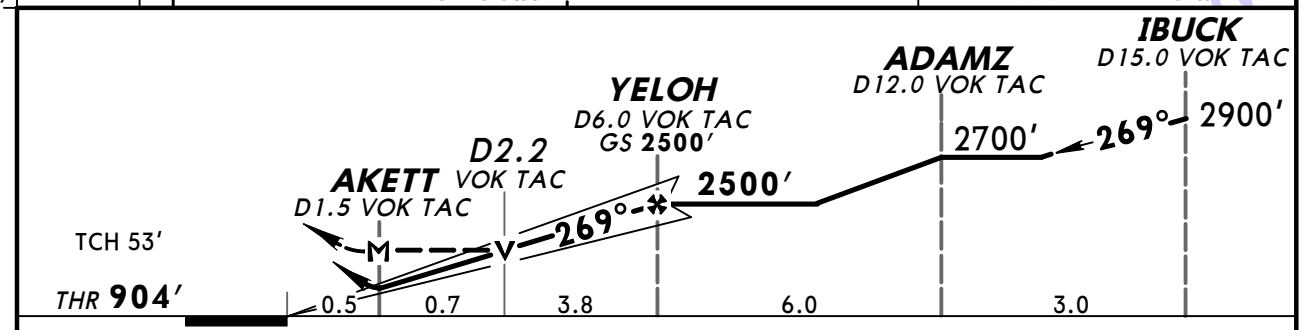
LOC IVOK	Final Apch Crs	GS YELOH	ILS DA(H)	Apt Elev 912′
108.5	269°	2500′ (1596′)	1104′ (200′)	THR 904′

MISSED APCH: Climb to 2200′, then climbing LEFT turn to 4000′ via DLL VOR R-304 direct DLL VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. SAFE ALTITUDE WITHIN 100 NM 4200′. 2. Pilot controlled lighting 127.5.

3300′
MSA VOK TAC





Gnd speed-Kts	70	90	100	120	140	160
GS 2.85°	353	454	504	605	706	807
MAP at AKETT or YELOH to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41

ALSF-I
PAPI

2200′

4000′ LT

DLL via 117.0 R-304

STRAIGHT-IN LANDING RWY 27

	ILS DA(H) 1104′ (200′) FULL	ILS DA(H) 1104′ (200′) ALS out	LOC (GS out) MDA(H) 1320′ (416′)	LOC (GS out) MDA(H) 1320′ (416′) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1
B				
C			RVR 40 or ¾	RVR 60 or 1⅛
D				

CIRCLE-TO-LAND
Not Authorized South of Rwy 9-27

Max Kts	MDA(H)
90	1400′ (488′)-1
120	1500′ (588′)-1
140	1500′ (588′)-1½
165	1500′ (588′)-2

TERPS AMEND 4

CHANGES: None.

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KVOK/VOK
CAMP DOUGLAS, WISC

JEPPESEN

19 AUG 11 (32-1) Eff 25 Aug

VOLK FIELD
RNAV (GPS) Rwy 9

*VOLK Approach (R)	CHICAGO Center (R)	*VOLK Tower	*Ground
135.25	133.3 when App inop.	CTAF 127.5	121.9

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 912′
	089°	GUNTH 2900′ (1988′)	1500′ (588′)	THR 912′

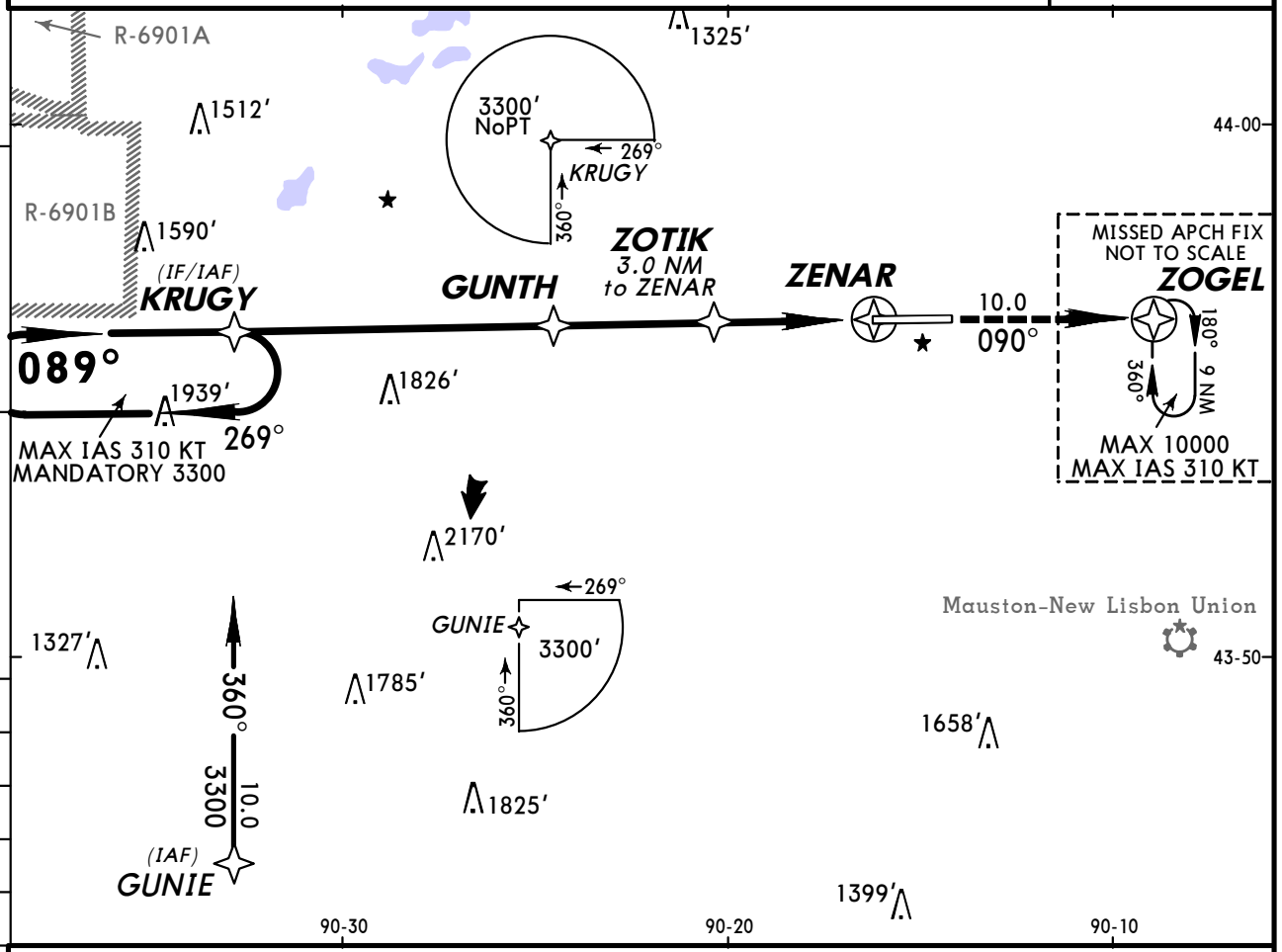
MISSED APCH: Climb to 4000′ direct ZOGEL and hold, continue climb-in-hold to 4000′.

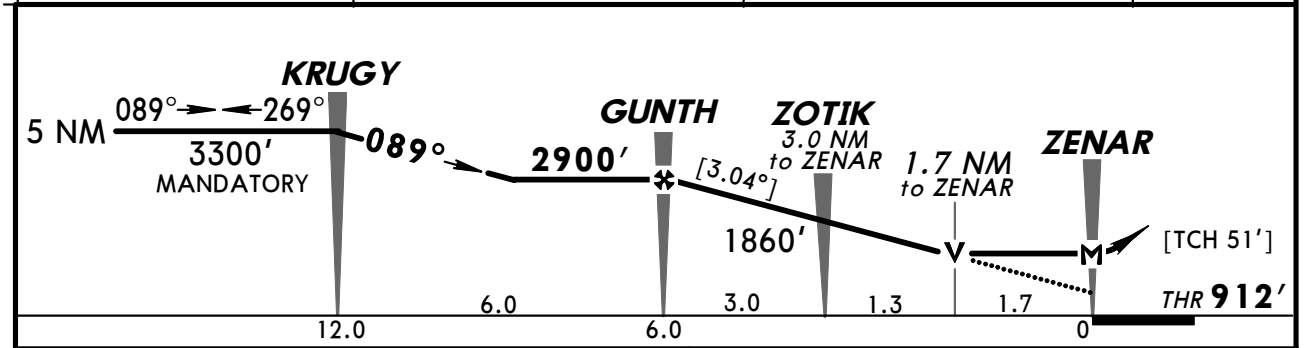
TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS required. 2. EMERG SAFE ALT 100 NM 4200′. 3. Procedure not authorized when R-6901B active. 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 127.5.

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at ZENAR						

MALSR PAPI 4000′ D ZOGEL

STRAIGHT-IN LANDING RWY 9
LNAV
MDA(H) 1500′ (588′)

	RAIL out	ALS out
A	3/4	1
B		
C	1 1/4	1 3/4
D		

CIRCLE-TO-LAND

Max Kts	
A	NA
B	
C	
D	

TERPS AMEND 1 25 AUG 2011

CHANGES: Procedure.

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Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

APPLETON, WI (OUTAGAMIE CO REGL - KATW)

MOSINEE, WI (CENTRAL WISCONSIN - KCWA)

EAU CLAIRE, WI (CHIPPEWA VALLEY REGL - KEAU)

GREEN BAY, WI (AUSTIN STRAUBEL INTL - KGRB)

JANESVILLE, WI (SOUTHERN WISCONSIN REGL - KJVL)

RICE LAKE, WI (RICE LAKE REGL-CARL'S - KRPD)

LA CROSSE, WI (LA CROSSE MUN - KLSE)

MEDFORD, WI (TAYLOR CO - KMDZ)

MILWAUKEE, WI (GEN MITCHELL INTL - KMKE)

REV	AIRPORT, AIRPORT INFO	10-9	17 Feb 2012	
REV	AIRPORT INFO (CONTD), TAK...	10-9A	17 Feb 2012	

MADISON, WI (DANE CO REGL-TRUAX - KMSN)

OSHKOSH, WI (WITTMAN REGL - KOSH)

REV	AIRPORT, AIRPORT INFO	10-9	17 Feb 2012	
REV	AIRPORT INFO (CONTD), TAK...	10-9A	17 Feb 2012	

RACINE, WI (BATTEN - KRAC)

RHINELANDER, WI (RHINELANDER-ONEIDA CO - KRHI)

SHEBOYGAN, WI (SHEBOYGAN CO MEML - KSBM)

CAMP DOUGLAS, WI (VOLK - KVOK)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KATW

No Chart Change Notices for Airport KCWA

No Chart Change Notices for Airport KEAU

No Chart Change Notices for Airport KGRB

No Chart Change Notices for Airport KJVL

No Chart Change Notices for Airport KLSE

No Chart Change Notices for Airport KMDZ

No Chart Change Notices for Airport KMKE

No Chart Change Notices for Airport KMSN

No Chart Change Notices for Airport KOSH

No Chart Change Notices for Airport KRAC

No Chart Change Notices for Airport KRHI

No Chart Change Notices for Airport KRPD

No Chart Change Notices for Airport KSBM

No Chart Change Notices for Airport KVOK