RNAV (GPS) RWY 4L

LAWRENCE J TIMMERMAN (MWC)

WAAS	APP CRS		
CH 90520 W04A	038°	Rwy Idg	3203
		TDZE	738
		Apt Elev	745

RNP APCH - GPS.

Circling NA to Rwys 4R, 15R, 22L and 33L.

Rwy 4L helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 3000 direct HAWKN and hold.

ATIS	MILWAUKEE APP CON	TIMMERMAN TOWER ★	GND CON	CLNC DEL	UNICOM
128.3	125.35 307.0	120.5 (CTAF) L	121.7	121.7 (When twr closed)	122.95

MISSED APCH FIX

4 NM

005° 185°

HAWKN

Procedure NA for arrival on BAE VOR/DME airway radials 100 CW 226.

1349

BADGER BAE

1192 950 910 1848

RW04L 932 983 797

OTEPY 1.8 NM to RW04L

1009

2600 15° (10.6)

(FAF) OWYAL 1320

1166

2300 038° (6.5)

(IAF) GREAS

2600 NoPT 089° (15.7)

218° 038°

(IF/IAF) IVALY

4 NM

HOLD 6000 2600

2600 NoPT 004° (5)

(IAF) BONOT

MSA RW04L 25 NM

2900

ELEV 745 TDZE 738

VGSI and descent angles not coincident. (VGSI Angle 4.00/TCH 44)

3000 HAWKN

4 NM Holding Pattern

IVALY

6000 2600 218° 038°

038°

OWYAL

OTEPY 1.8 NM to RW04L

3.00° TCH 44

1.1 NM to RW04

2300

RW04L

1340

6.5 NM 3 NM 0.7 1.1 NM

CATEGORY	A	B	C	D
LP MDA	1240-1	502 (500-1)	1240-1⅜	502 (500-1⅜)
LNAV MDA	1300-1	562 (600-1)	1300-1⅝	562 (600-1⅝)
CIRCLING	1300-1 555 (600-1)	1340-1 595 (600-1)	1360-1¾ 615 (700-1¾)	1560-2¾ 815 (900-2¾)

15L 4197 X 75 22R 15R 3231 X 270 0.3% UP 3203 X 75 22L 2840 X 270 TWR 822 4L 4R 33L 33R

038°

REIL Rwys 4L, 15L, 22R, and 33R L

MIRL Rwys 4L-22R and 15L-33R L

EC-3, 31 OCT 2024 to 28 NOV 2024

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