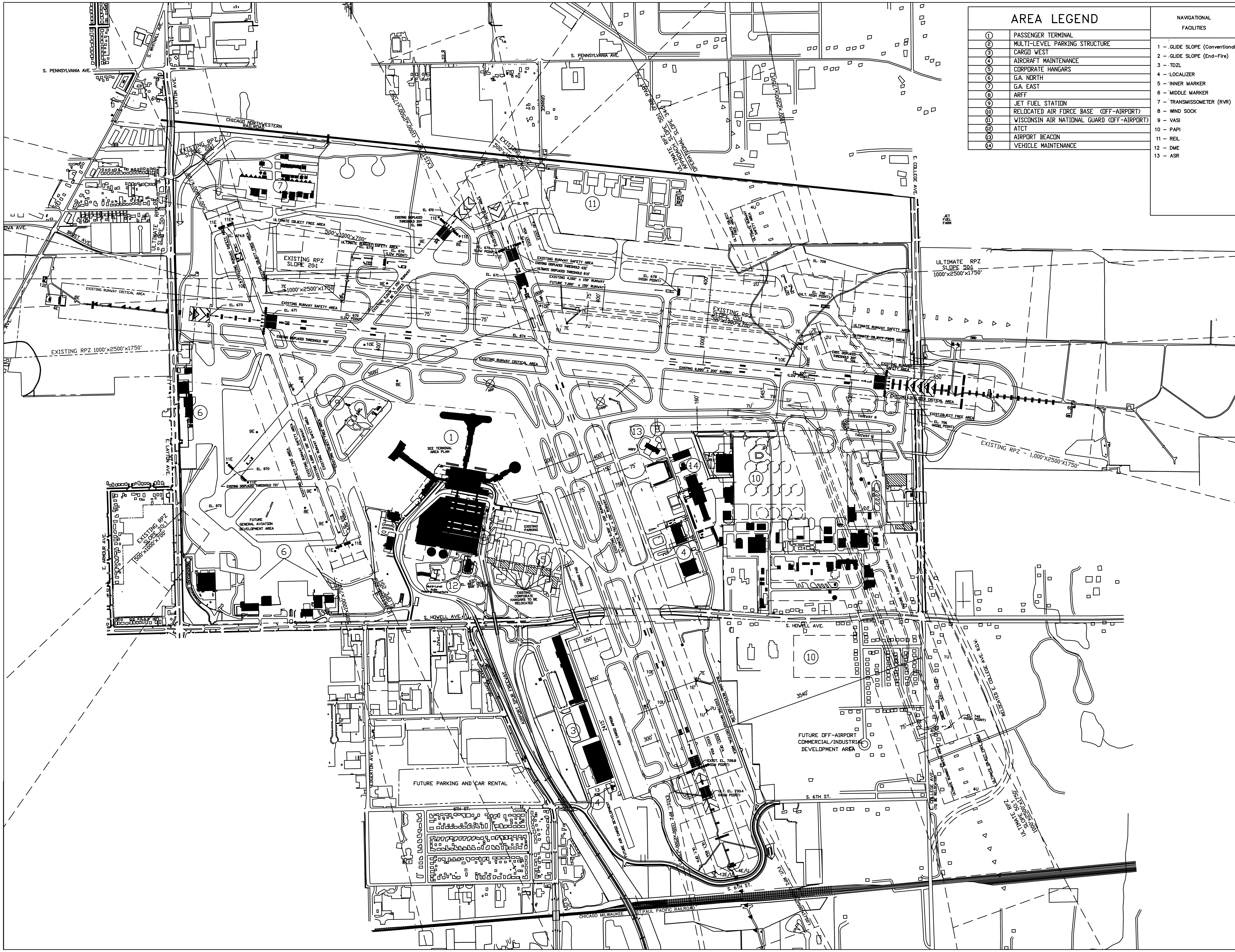


AREA LEGEND

1	PASSENGER TERMINAL
2	MULTI-LEVEL PARKING STRUCTURE
3	CARGO WEST
4	AIRCRAFT MAINTENANCE
5	CORPORATE HANGARS
6	G.A. NORTH
7	G.A. EAST
8	ARFF
9	JET FUEL STATION
10	RELOCATED AIR FORCE BASE (OFF-AIRPORT)
11	WISCONSIN AIR NATIONAL GUARD (OFF-AIRPORT)
12	ATCT
13	AIRPORT BEACON
14	VEHICLE MAINTENANCE

NAVIGATIONAL FACILITIES

1 – GLIDE SLOPE (Conventional)
2 – GLIDE SLOPE (End-Fire)
3 – TDZL
4 – LOCALIZER
5 – INNER MARKER
6 – MIDDLE MARKER
7 – TRANSMISSOMETER (RVR)
8 – WIND SOCK
9 – VASI
10 – PAPI
11 – REIL
12 – DME
13 – ASR

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		PAVEMENT
		LIMITS OF RUNWAY PROTECTION ZONE
		BUILDING RESTRICTION LINE
		PROPERTY LINE
		AVIGATION EASEMENT LIMITS
		BUILDINGS
		BUILDING TO BE REMOVED
		PAVEMENT TO BE REMOVED
		APPROACH LIGHT SYSTEM (SEE DATA SHEET FOR SYSTEM TYPE)
		THRESHOLD LIGHTS
● 1E	○ 1U	NAVIGATIONAL FACILITIES (SEE NAV FACILITIES LEGEND)
		LEASES
		EASEMENTS

N

MAGNETIC DECLINATION
1.8° W 1992

SCALE 0' 600' 1200'

FEDERAL AVIATION ADMINISTRATION

APPROVED______ NAME TITLE DATE

APPROVED______ NAME TITLE DATE

APPROVED______ NAME TITLE DATE

WISCONSIN DEPARTMENT OF TRANSPORTATION
BUREAU OF AERONAUTICS

APPROVED______ NAME TITLE DATE

APPROVED______ NAME TITLE DATE

NO.	REVISIONS	BY	APPR.	DATE
10.	ALP Insert - AS-BUILT RSA Improvements	LDM/M&H		05/13
9.	Added C Hammerhead, Txy V & U	TMK		9/09
8.	ALP Insert - CHANGES TO 25L TAXIWAY CONF.	LDM/M&H		01/09
7.	ALP Insert - Proposed RSA Modifications	LDM/M&H		07/08
6.	Added GRE, Johnson Control, Skyway Hangar & IAB Apron	TMK		12/03
5.	Added new perimeter rd. & relocated txy "C"	TMK		11/01
4.	Added Deice Pad, Midwest Hangar, Modified "R" Entrance, & Closed "E2" to taxi	TMK		2/00
3.	RUNWAY 25R EXTENSION, TXY "T" EXT., NAVAIDS	TMK		12/98
2.	RUNWAY 7L-25R AS-BUILT	TMK		2/97
1.	RUNWAY RELOCATION 7L-25R	TMK		7/95

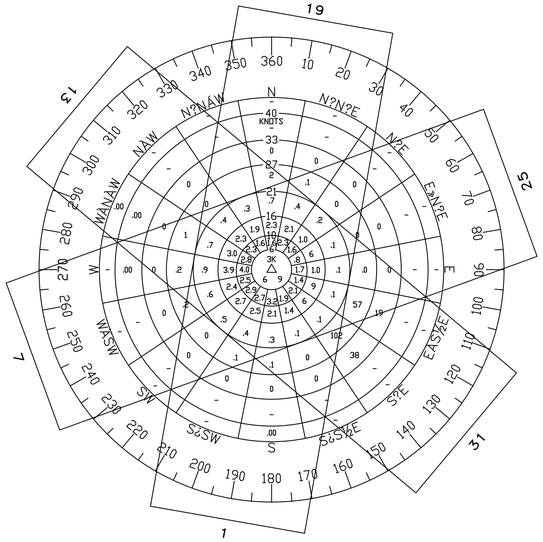
GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE COUNTY, WISCONSIN

ALP INSERT
AIRPORT LAYOUT PLAN

MEAD & HUNT, INC.

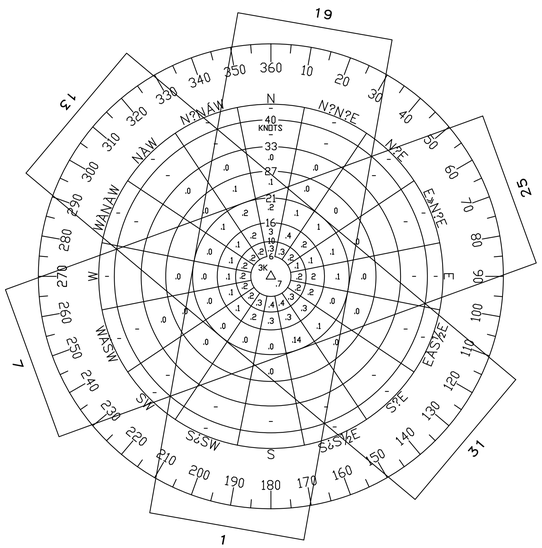
SCALE: AS SHOWN	DATE: NOV. 1994	DWN. AIRPORT	SHEET: 2 of 18

VFR Wind Rose (% Distribution)



MAX. CROSS WIND COMPONENT		12 MPH	15 MPH
1.	RUNWAY 13–31	83.57%	87.36%
2.	RUNWAY 1–19	75.37%	90.41%
3.	RUNWAY 7–25	83.34%	91.68%
4.	RUNWAY 1–19 & 7–25	95.98%	98.10%

IFR Wind Rose (% Distribution)



MAX. CROSS WIND COMPONENT		12 MPH	15 MPH
1.	RUNWAY 13–31	64.08%	85.78%
2.	RUNWAY 1–19	84.74%	90.13%
3.	RUNWAY 7–25	78.42%	85.27%
4.	RUNWAY 1–19 & 7–25	96.67%	98.98%

NOAA–Airport Climatological Study, General Mitchell Intl. Airport
Time Period:1965–1974

RUNWAY DATA

RUNWAY DATA	RUNWAY 1L-19R		RUNWAY 1R-19L		RUNWAY 7R(ULTIMATE 7C) 25L(ULTIMATE 25C)		RUNWAY 7L-25R		RUNWAY 13-31		RUNWAY 7R-25L (ULTIMATE)	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
RUNWAY INSTRUMENTATION	1L–ILS–CAT III	same	–	1R–ILS–CAT I	7R–ILS–CAT I	7C–ILS–CAT I	–	same	–	same		7R–ILS–CAT I
	19R–ILS–CAT I	same	–	19L–ILS–CAT I	25L–LOC.	25C–ILS–CAT I	–	same	–	same		25L–ILS–CAT I
APPROACH LIGHTING SYSTEM	1L– ALSF2/PAPI	same	–	1R MALSR	7R–MALSR	7C–MALSR	7L–VASI	same	13–PAPI	same		7R–MALSR
	19R– MALSR/PAPI	same	–	–	25L–PAPI (REILS)	25C–PAPI (REILS)	25R–PAPI	same	31–PAPI	same		25L–MALSR
RUNWAY APPROACH SURFACE SLOPES	1L– 50:1	same	1R–20:1	1R–50:1	7R–50:1	7C–50:1	7L–20:1	same	13–20:1	same		7R–50:1
	19R–34:1	same	19L–20:1	19L–50:1	25L–34:1	25C–34:1	25R–20:1	same	31–20:1	same		25L–34:1
RUNWAY LIGHTING	HIRL	same	MIRL	HIRL	HIRL	same	MIRL	same	MIRL	same		HIRL
RUNWAY MARKING	PRECISION	same	NON–PRECISION	PRECISION	PRECISION	same	VISUAL	VISUAL	VISUAL	same		PRECISION
PAVEMENT MATERIAL	CONC.	same	CONC.	same	CONC.	same	ASPH	ASPH.	CONC./BIT	same		CONC./BIT
PAVEMENT STRENGTH	100S 185D	same	85S 185D	85S 185D	100S 185D	same	30S 35D	same	80S 110D	same		100S 185D
	350DT	same	350DT	350DT	350DT	same	55DT	same	170DT	same		350DT
INSTRUMENT RUNWAY MINIMUMS	1L–RVR07	same	–	1R–200 1/2	7R–200 1/2	7C–200 1/2	–	same	–	same		7R–200 1/2
	19R–200 1/2	same	–	19L–200 1/2	–	25C–200 1/2	–	same	–	same		25L–200 1/2
% WIND COVERAGE 12 MPH	84.74	same	84.74	same	78.42	same	78.42	same	64.08	same		78.42
15 MPH	90.13	same	90.13	same	85.27	same	85.27	same	85.78	same		85.27
EFFECTIVE RUNWAY GRADIENT	.35%	same	.19%	.46%	.67%	.68%	.13%	.14%	.06%	same		.61%
RUNWAY SAFETY AREA	1L 1000'x500'	same	1R 1000' x 500'	same	7R 1000'x500'	same	7L 300' x 150'	same	13 300' x150'	same		7R 1000' x 500'
	19R 1000'x500'	same	19L 1000' x 500'	same	25L 1000'x500'	same	25R 300' x 150'	same	31 300' x150'	same		25L 1000' x 500'
OBJECT FREE AREA	1L 1000'x800'	same	1R 1000' x 800'	same	7R 1000'x800'	same	7L 300' x 500'	same	13 300' x500'	same		7R 1000' x 800'
	19R 1000'x800'	same	19L 1000' x 800'	same	25L 1000'x800'	same	25R 300' x 500'	same	31 300' x500'	same		25L 1000' x 800'
TOUCHDOWN ZONE ELEVATION	1L– 706'	same	1R–678'	1R–702'	7R–729'	7C–734'	7L–672'	7L–672'	13–671'	same		7R–740'
	19R–671'	same	19L–670'	19L–673'	25L–683'	25C–683'	25R–672.5'	25R–674.5'	31–670'	same		25L–706'

DECLARED DISTANCE TABLE

RUNWAY DATA	1L		19R		1R		19L		7R(C)		25L(C)		7L		25R		13		31	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
TAKEOFF RUN AVAILABLE (TORA)	9990	9990	9990	9990	4182.5	7000	4182.5	7000	8300	8761	8300	8769	4800	4800	4800	4800	5538	5538	5538	5538
TAKEOFF DISTANCE AVAILABLE (TODA)	9990	9990	9990	9990	4182.5	7000	4182.5	7000	8300	8761	8300	8769	4800	4800	4800	4800	5538	5538	5538	5538
ACCELERATE–STOP DISTANCE AVAILABLE (ASDA)	9380	9380	9990	9990	4182.5	7000	4182.5	7000	8012	8473	8300	8769	4800	4800	4800	4800	5538	5538	5538	5538
LANDING DISTANCE AVAILABLE (LDA)	9080	9080	9205	9205	4182.5	7000	4182.5	7000	8012	8473	7868	8337	4800	4800	4800	4800	4797	4797	5334	5334

RUNWAY END COORDINATES

R/W	EXISTING (NAD83) LATITUDE	EXISTING (NAD83) LONGTITUDE	ULTIMATE (NAD83) LATITUDE	ULTIMATE (NAD83) LONGTITUDE
1L	N 42°55'49.78"	W 87°53'51.53"		
19R	N 42°57'27.69"	W 087°53'34.79"		
1R	N 42°56'21.75"	W 087°53'32.50"	N 42°55'59.00"	W 087°53'36.42"
19L	N 42°57'02.73"	W 087°53'25.47"	N 42°57'07.60"	W 087°53'24.64"
7R(C)	N 42°56'20.66"	W 87°55'03.93"	N 42°56'19.23"	W 087°55'09.81"
25L(C)	N 42°56'46.46"	W 87°53'18.02"		
7L	N 42°57'09.87"	W 087°54'19.16"		
25R	N 42°57'24.74"	W 087°53'17.59"		
13	N 42°57'29.28"	W 087°54'12.33"		
31	N 42°56'52.50"	W 087°53'17.21"		
7R			N 42°55'45.36"	W 087°54"57.51"
25L			N 42°56'07.13"	W 087°53'28.20"

AIRPORT DATA

	EXISTING	ULTIMATE
AIRPORT ELEVATION	723.5 M.S.L.	740 M.S.L.
MEAN MAX. TEMP. OF HOTTEST MONTH	83±	Same
AIRPORT NAVAIDS	ASR, NDB, LLWAS, ILS, RVR	Same
AIRPORT REFERENCE POINT	Lat. 42°56'48.432" Long. 087°53'49.224"	Lat. 42°56'32.98" Long. 087°53'53.22"
AIRPORT CATEGORY	TRANSPORT	TRANSPORT
AIRPORT REFERENCE CODE	D–V	D–V

NOTES

1. ALL ULTIMATE PROPERTY LINES TO BE FENCED
2. ALL EXISTING AND PROPOSED TAXIWAYS ARE 75' IN WIDTH EXCEPT WHERE NOTED
3. RWY 1L, 19R, 7R, 25L AND THEIR ASSOC. TAXIWAYS HAVE 25' BIT. SHOULDERS
4. REALIGNED RUNWAY 7L – 25R ARC B–II

BENCH MARK

MITCHELL 1953–U.S.C. 8 G.S.
E.L. 674.133

NORTH SIDE OF G.M.F. 195'
SOUTH OF APPROX. C OF
LAYTON AVE.

MILWAUKEE COUNTY

APPROVED_____ AIRPORT DIRECTOR
DATE_____

APPROVED_____
DATE_____

FEDERAL AVIATION ADMINISTRATION
A.L.P. AIRSPACE APPROVAL_____ DATE

APPROVED_____ CHIEF, AIRPORTS DISTRICT OFFICE
DATE_____

WISCONSIN DEPARTMENT OF TRANSPORTATION
BUREAU OF AERONAUTICS

APPROVED_____ CHIEF, AIRPORT DEVELOPMENT
DATE_____

APPROVED_____ DIRECTOR
DATE_____

MEAD & HUNT, INC.
MADISON, WISCONSIN

APPROVED_____ PROJECT MANAGER
DATE_____

APPROVED_____
DATE_____

MODIFICATIONS TO FAA DESIGN STANDARDS

DATE OF FAA LETTER	DESCRIPTION
DECEMBER 21, 1992	WAIVER FOR CUDAHY WOODS RWY. 1L APPROACH
	WAIVER OF LINE OF SIGHT STANDARDS

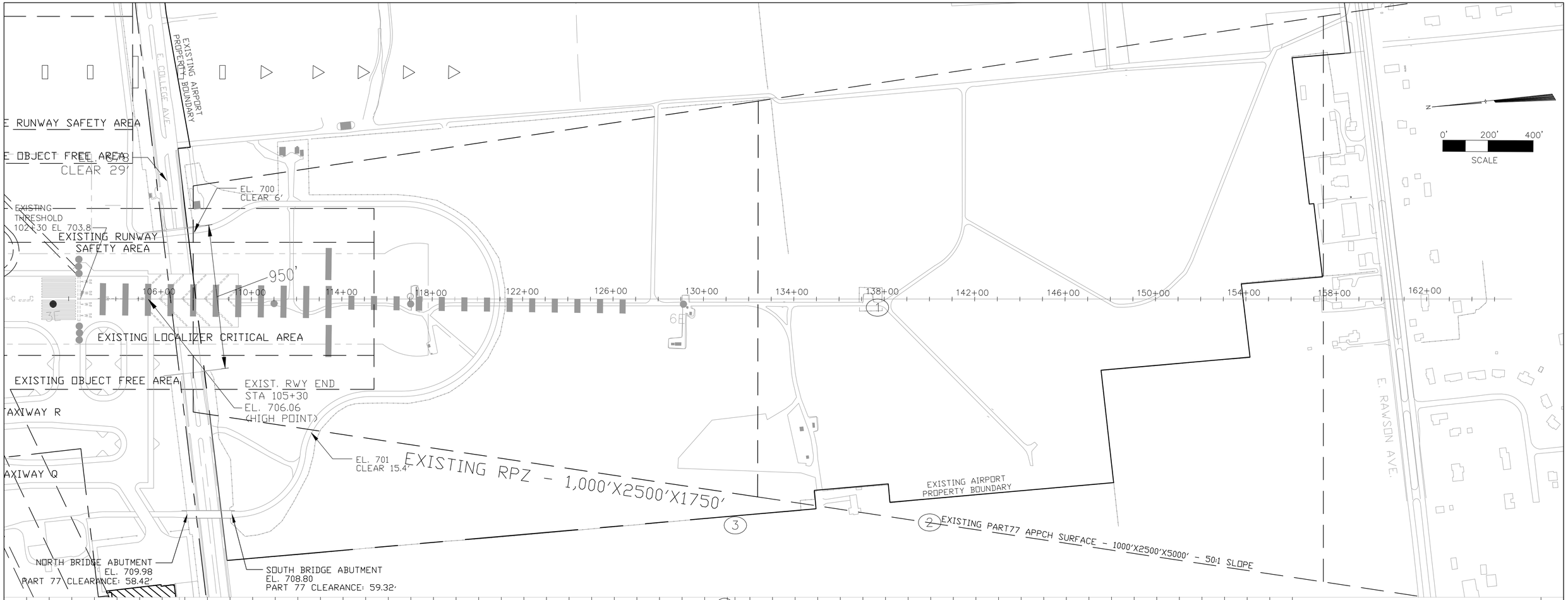
NO.	REVISIONS	BY	APPR.	DATE
9.	ALP Insert – AS–BUILT RSA Improvements	GAS/M&H		05/13
8.	Interim 7R–25L Conditions/ No 31 Stopway	GAS/M&H		10/09
7.	ALP Insert–CHANGES TO 25L TWY CONFIG.	LDM/M&H		02/09
6.	ALP Insert–Proposed RSA Modifications	LDM/M&H		07/08
5.	Changed 1L–ALSF1/PAPI to 1L–ALSF2/PAPI	TMK		10/01
4.	Rwy 7L/25R changed from B–III to B–II	TMK		5/01
3.	SUBMIT TO FAA	TMK		2/00
2.	7L–25R AS–BUILTS	TMK		2/97
1.	7L–25R RELOCATE	KV		7/95

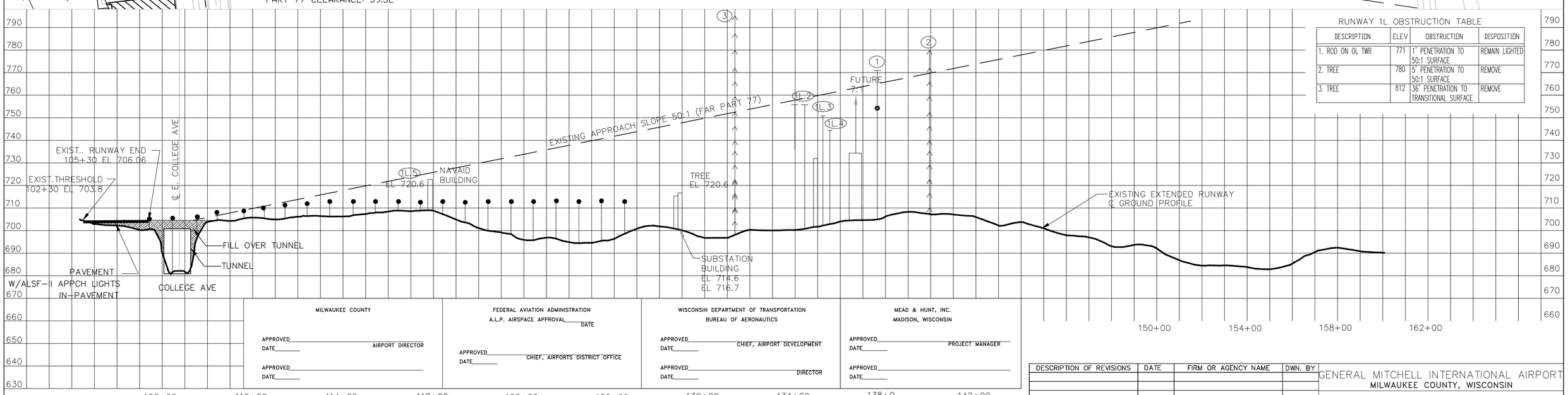
GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE COUNTY, WISCONSIN

ALP INSERT
DATA SHEET

MEAD & HUNT, INC.

SCALE: AS SHOWN | DATE: Nov. 1994 | DWN. DATASH | SHEET: 3 of 18





RUNWAY 1L OBSTRUCTION TABLE

DESCRIPTION	ELEV	OBSTRUCTION	DISPOSITION
1. ROD ON OL TWR	771	1' PENETRATION TO 50:1 SURFACE	REMAIN LIGHTED
2. TREE	780	5' PENETRATION TO 50:1 SURFACE	REMOVE
3. TREE	812	36' PENETRATION TO TRANSITIONAL SURFACE	REMOVE

MILWAUKEE COUNTY

APPROVED_____ AIRPORT DIRECTOR
DATE_____

APPROVED_____
DATE_____

FEDERAL AVIATION ADMINISTRATION
A.L.P. AIRSPACE APPROVAL_____ DATE

APPROVED_____ CHIEF, AIRPORTS DISTRICT OFFICE
DATE_____

WISCONSIN DEPARTMENT OF TRANSPORTATION
BUREAU OF AERONAUTICS

APPROVED_____ CHIEF, AIRPORT DEVELOPMENT
DATE_____

APPROVED_____ DIRECTOR
DATE_____

MEAD & HUNT, INC.
MADISON, WISCONSIN

APPROVED_____ PROJECT MANAGER
DATE_____

APPROVED_____
DATE_____

SOURCE: OBSTRUCTION DATA SHEET 262
THE NATIONAL OCEAN SERVICE
U.S. DEPARTMENT OF COMMERCE

GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE, WISCONSIN
5 AUGUST 1992

HOR 0 200 400
SCALE IN FEET

VERT 0 20 40
SCALE IN FEET

DESCRIPTION OF REVISIONS	DATE	FIRM OR AGENCY NAME	DWN. BY
ALP Insert - As-Built RSA Projects	05/13	Mead & Hunt, Inc	TJR/LDM
ALP Insert - Prposed Modifications	07/08	Mead & Hunt, Inc	TJR/LDM

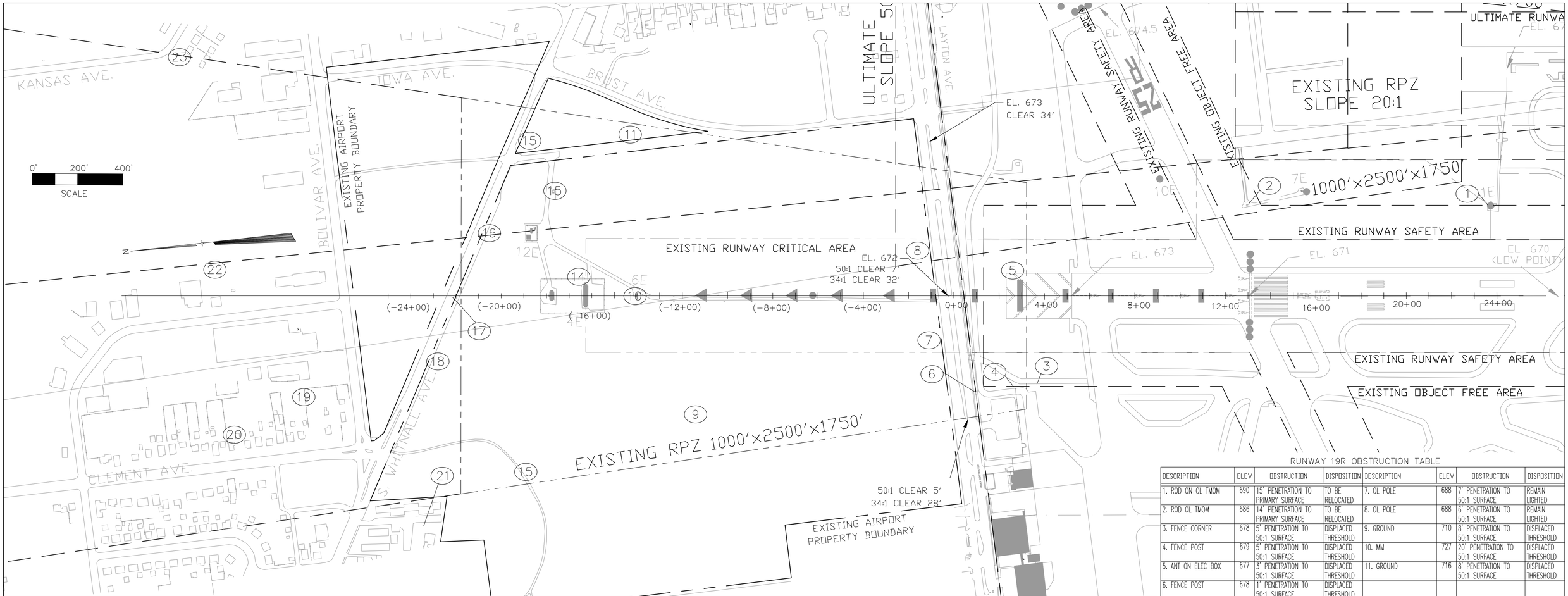
GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE COUNTY, WISCONSIN

ALP INSERT

RUNWAY 1L APPROACH PLAN & PROFILE

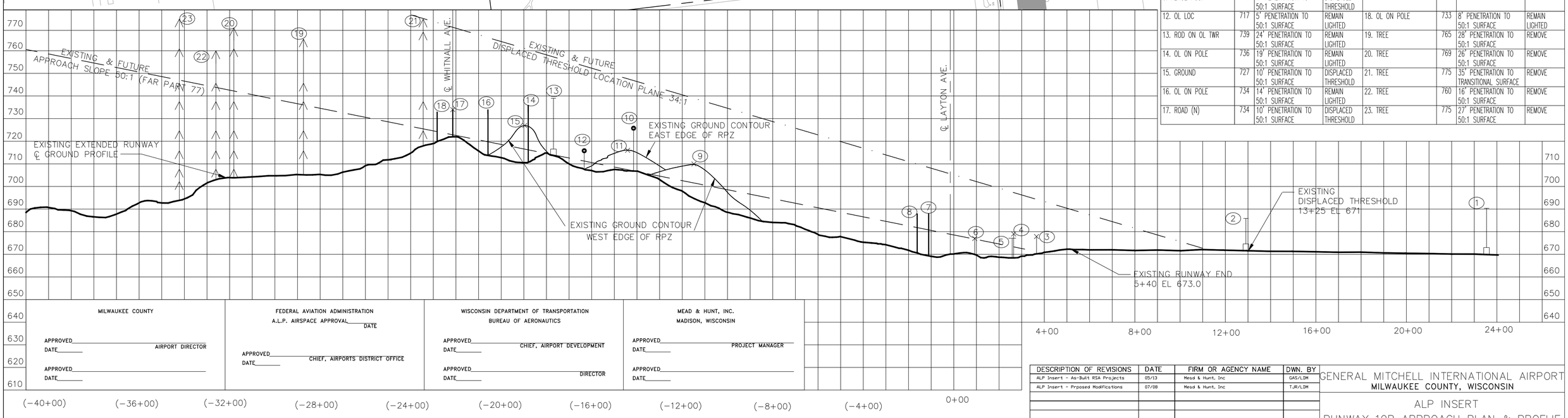
MEAD & HUNT, INC.

SCALE: AS SHOWN | DATE: Nov. 1994 | DWN. RWU1L-P | SHEET: 5 of 18



RUNWAY 19R OBSTRUCTION TABLE

DESCRIPTION	ELEV	OBSTRUCTION	DISPOSITION	DESCRIPTION	ELEV	OBSTRUCTION	DISPOSITION
1. ROD ON OL TMOM	690	15' PENETRATION TO PRIMARY SURFACE	TO BE RELOCATED	7. OL POLE	688	7' PENETRATION TO 50:1 SURFACE	REMAIN LIGHTED
2. ROD OL TMOM	686	14' PENETRATION TO PRIMARY SURFACE	TO BE RELOCATED	8. OL POLE	688	6' PENETRATION TO 50:1 SURFACE	REMAIN LIGHTED
3. FENCE CORNER	678	5' PENETRATION TO 50:1 SURFACE	DISPLACED THRESHOLD	9. GROUND	710	8' PENETRATION TO 50:1 SURFACE	DISPLACED THRESHOLD
4. FENCE POST	679	5' PENETRATION TO 50:1 SURFACE	DISPLACED THRESHOLD	10. MM	727	20' PENETRATION TO 50:1 SURFACE	DISPLACED THRESHOLD
5. ANT ON ELEC BOX	677	3' PENETRATION TO 50:1 SURFACE	DISPLACED THRESHOLD	11. GROUND	716	8' PENETRATION TO 50:1 SURFACE	DISPLACED THRESHOLD
6. FENCE POST	678	1' PENETRATION TO 50:1 SURFACE	DISPLACED THRESHOLD				
12. OL LOC	717	5' PENETRATION TO 50:1 SURFACE	REMAIN LIGHTED	18. OL ON POLE	733	8' PENETRATION TO 50:1 SURFACE	REMAIN LIGHTED
13. ROD ON OL TWR	739	24' PENETRATION TO 50:1 SURFACE	REMAIN LIGHTED	19. TREE	765	28' PENETRATION TO 50:1 SURFACE	REMOVE
14. OL ON POLE	736	19' PENETRATION TO 50:1 SURFACE	REMAIN LIGHTED	20. TREE	769	26' PENETRATION TO 50:1 SURFACE	REMOVE
15. GROUND	727	10' PENETRATION TO 50:1 SURFACE	DISPLACED THRESHOLD	21. TREE	775	35' PENETRATION TO TRANSITIONAL SURFACE	REMOVE
16. OL ON POLE	734	14' PENETRATION TO 50:1 SURFACE	REMAIN LIGHTED	22. TREE	760	16' PENETRATION TO 50:1 SURFACE	REMOVE
17. ROAD (N)	734	10' PENETRATION TO 50:1 SURFACE	DISPLACED THRESHOLD	23. TREE	775	27' PENETRATION TO 50:1 SURFACE	REMOVE



MILWAUKEE COUNTY	FEDERAL AVIATION ADMINISTRATION A.L.P. AIRSPACE APPROVAL	WISCONSIN DEPARTMENT OF TRANSPORTATION BUREAU OF AERONAUTICS	MEAD & HUNT, INC. MADISON, WISCONSIN
APPROVED_____ AIRPORT DIRECTOR DATE_____	DATE APPROVED_____ CHIEF, AIRPORTS DISTRICT OFFICE DATE_____	APPROVED_____ CHIEF, AIRPORT DEVELOPMENT DATE_____	APPROVED_____ PROJECT MANAGER DATE_____
APPROVED_____ DATE_____		APPROVED_____ DIRECTOR DATE_____	APPROVED_____ DATE_____

HOR 0 200 400 SCALE IN FEET

VERT 0 20 40 SCALE IN FEET

SOURCE: OBSTRUCTION DATA SHEET 262
THE NATIONAL OCEAN SERVICE
U.S. DEPARTMENT OF COMMERCE

GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE, WISCONSIN
5 AUGUST 1992

DESCRIPTION OF REVISIONS	DATE	FIRM OR AGENCY NAME	DWN. BY
ALP Insert - As-Built RSA Projects	05/13	Mead & Hunt, Inc	GAS/LBM
ALP Insert - Prposed Modifications	07/08	Mead & Hunt, Inc	TJR/LBM

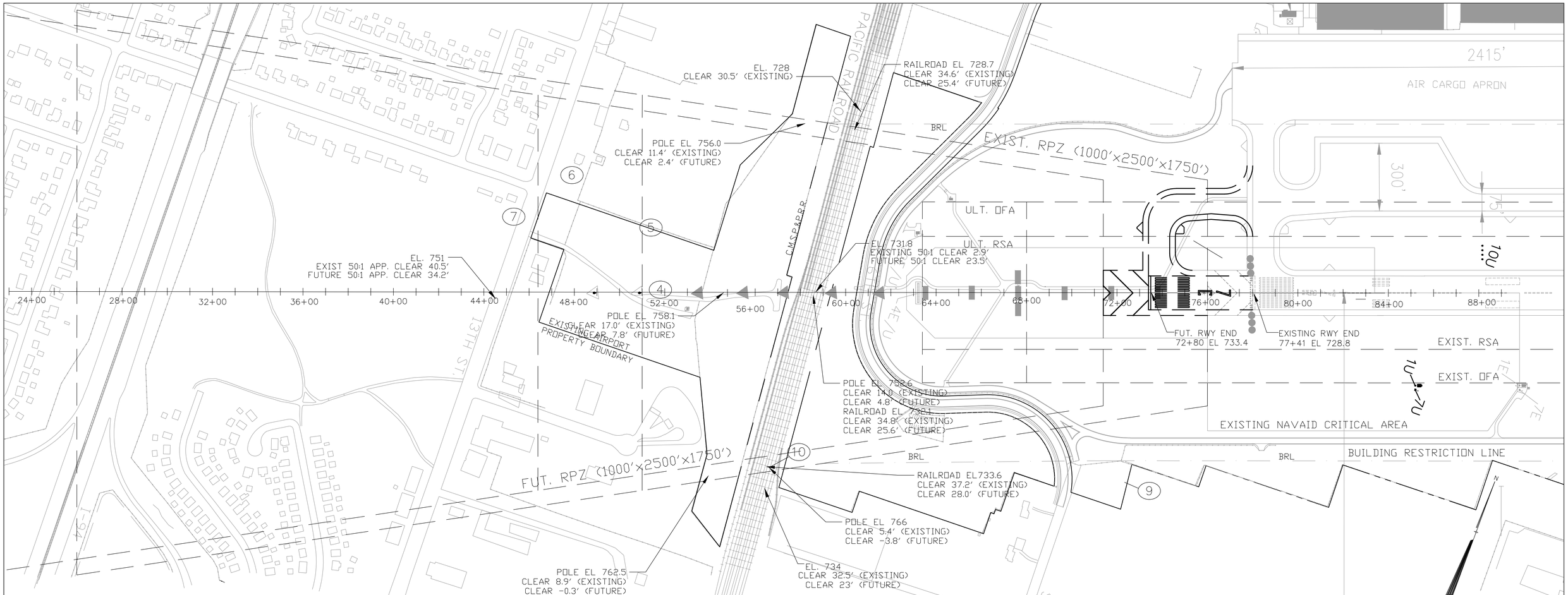
GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE COUNTY, WISCONSIN

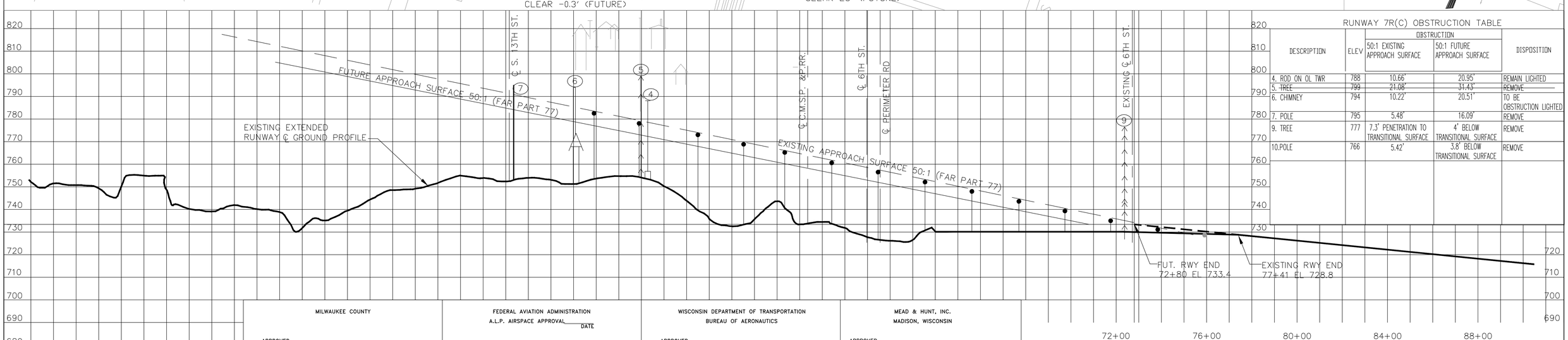
ALP INSERT

RUNWAY 19R APPROACH PLAN & PROFILE

MEAD & HUNT, INC.

SCALE: AS SHOWN | DATE: Nov. 1994 | DWN. RW19R-P | SHEET: 8 of 18





RUNWAY 7R(C) OBSTRUCTION TABLE

DESCRIPTION	ELEV	OBSTRUCTION 50:1 EXISTING APPROACH SURFACE	OBSTRUCTION 50:1 FUTURE APPROACH SURFACE	DISPOSITION
4. ROD ON OL TWR	788	10.66'	20.95'	REMAIN LIGHTED
~~5. TREE~~	~~799~~	~~21.08'~~	~~31.43'~~	~~REMOVE~~
6. CHIMNEY	794	10.22'	20.51'	TO BE OBSTRUCTION LIGHTED
7. POLE	795	5.48'	16.09'	REMOVE
9. TREE	777	7.3' PENETRATION TO TRANSITIONAL SURFACE	4' BELOW TRANSITIONAL SURFACE	REMOVE
10.POLE	766	5.42'	3.8' BELOW TRANSITIONAL SURFACE	REMOVE

MILWAUKEE COUNTY	FEDERAL AVIATION ADMINISTRATION A.L.P. AIRSPACE APPROVAL	WISCONSIN DEPARTMENT OF TRANSPORTATION BUREAU OF AERONAUTICS	MEAD & HUNT, INC. MADISON, WISCONSIN
APPROVED_____ AIRPORT DIRECTOR	DATE	APPROVED_____ CHIEF, AIRPORT DEVELOPMENT	APPROVED_____ PROJECT MANAGER
DATE_____	APPROVED_____ CHIEF, AIRPORTS DISTRICT OFFICE	DATE_____	DATE_____
APPROVED_____	DATE_____	APPROVED_____ DIRECTOR	APPROVED_____
DATE_____		DATE_____	DATE_____

SOURCE: OBSTRUCTION DATA SHEET 262
THE NATIONAL OCEAN SERVICE
U.S. DEPARTMENT OF COMMERCE

GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE, WISCONSIN
5 AUGUST 1992

HOR 0 200 400 SCALE IN FEET

VERT 0 20 40 SCALE IN FEET

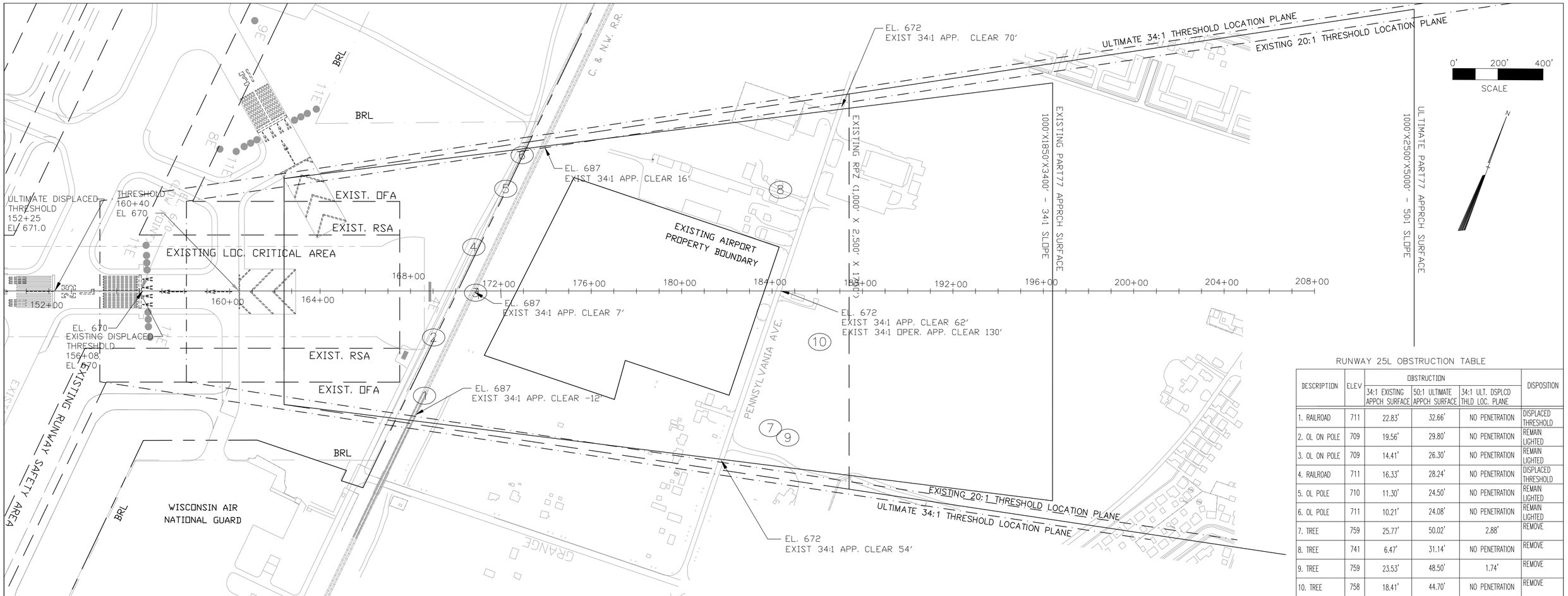
DESCRIPTION OF REVISIONS	DATE	FIRM OR AGENCY NAME	DWN. BY
ALP Insert - As-Built RSA Projects	05/13	Mead & Hunt, Inc	TJR/LDM
ALP Insert - Prposed Modifications	07/08	Mead & Hunt, Inc	TJR/LDM

GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE COUNTY, WISCONSIN

ALP INSERT
Runway 7R (Ultimate 7C) RPZ
and Inner Approach

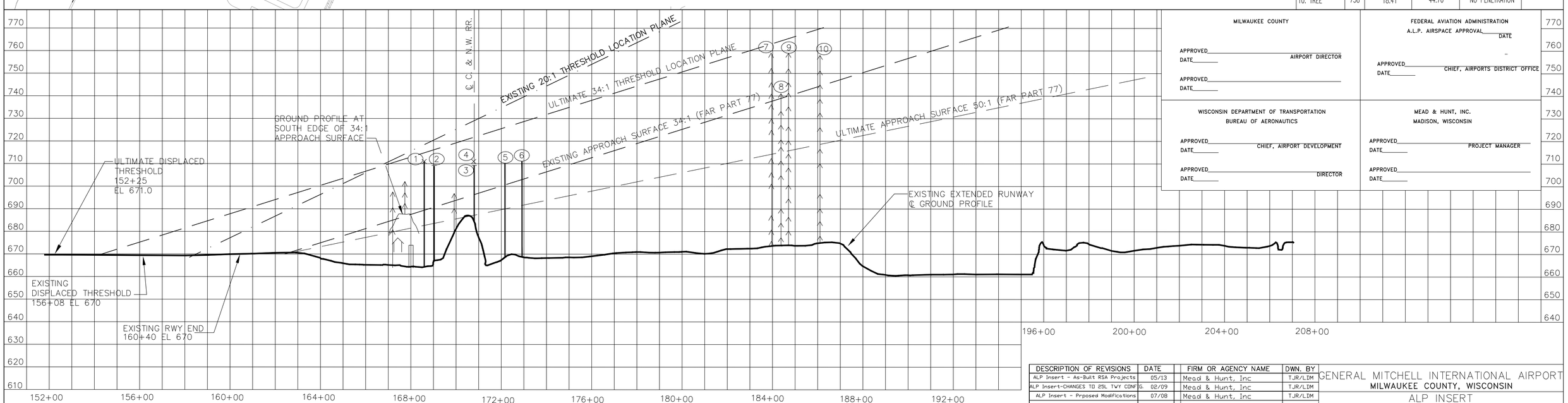
MEAD & HUNT, INC.

SCALE: AS SHOWN | DATE: Nov. 1994 | DWN. RW7R-P | SHEET: 9 of 18



RUNWAY 25L OBSTRUCTION TABLE

DESCRIPTION	ELEV	OBSTRUCTION			DISPOSITION
		34:1 EXISTING APPCH SURFACE	50:1 ULTIMATE APPCH SURFACE	34:1 ULT. DSPLCD THLD LOC. PLANE	
1. RAILROAD	711	22.83'	32.66'	NO PENETRATION	DISPLACED THRESHOLD
2. OL ON POLE	709	19.56'	29.80'	NO PENETRATION	REMAIN LIGHTED
3. OL ON POLE	709	14.41'	26.30'	NO PENETRATION	REMAIN LIGHTED
4. RAILROAD	711	16.33'	28.24'	NO PENETRATION	DISPLACED THRESHOLD
5. OL POLE	710	11.30'	24.50'	NO PENETRATION	REMAIN LIGHTED
6. OL POLE	711	10.21'	24.08'	NO PENETRATION	REMAIN LIGHTED
7. TREE	759	25.77'	50.02'	2.88'	REMOVE
8. TREE	741	6.47'	31.14'	NO PENETRATION	REMOVE
9. TREE	759	23.53'	48.50'	1.74'	REMOVE
10. TREE	758	18.41'	44.70'	NO PENETRATION	REMOVE



MILWAUKEE COUNTY

APPROVED_____ AIRPORT DIRECTOR
DATE_____

APPROVED_____
DATE_____

FEDERAL AVIATION ADMINISTRATION
A.L.P. AIRSPACE APPROVAL_____ DATE

APPROVED_____ CHIEF, AIRPORTS DISTRICT OFFICE
DATE_____

WISCONSIN DEPARTMENT OF TRANSPORTATION
BUREAU OF AERONAUTICS

APPROVED_____ CHIEF, AIRPORT DEVELOPMENT
DATE_____

APPROVED_____ DIRECTOR
DATE_____

MEAD & HUNT, INC.
MADISON, WISCONSIN

APPROVED_____ PROJECT MANAGER
DATE_____

APPROVED_____
DATE_____

SOURCE: OBSTRUCTION DATA SHEET 262
THE NATIONAL OCEAN SERVICE
U.S. DEPARTMENT OF COMMERCE

GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE, WISCONSIN
5 AUGUST 1992

HOR 0 200 400 SCALE IN FEET

VERT 0 20 40 SCALE IN FEET

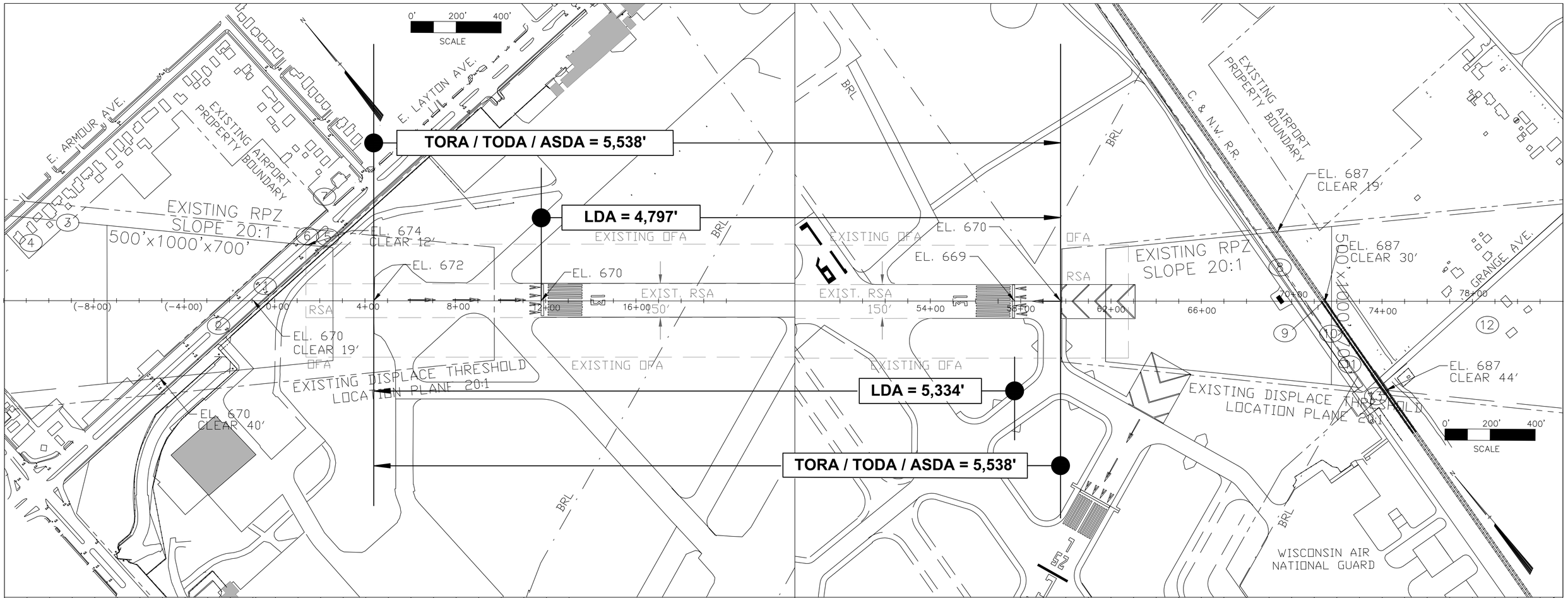
DESCRIPTION OF REVISIONS	DATE	FIRM OR AGENCY NAME	DWN. BY
ALP Insert - As-Built RSA Projects	05/13	Mead & Hunt, Inc	TJR/LDM
ALP Insert-CHANGES TO 25L TWY CONFIG.	02/09	Mead & Hunt, Inc	TJR/LDM
ALP Insert - Prposed Modifications	07/08	Mead & Hunt, Inc	TJR/LDM

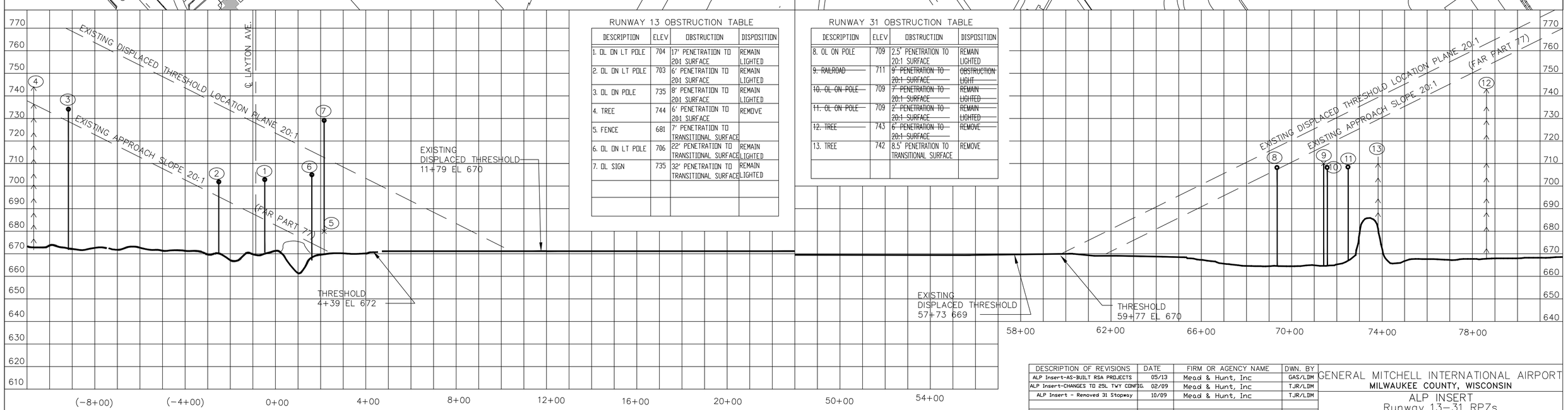
GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE COUNTY, WISCONSIN

ALP INSERT
Runway 25L (Ultimate 25C) RPZ
and Inner Approach

MEAD & HUNT, INC.

SCALE: AS SHOWN | DATE: Nov. 1994 | DWN. RW25L-P | SHEET: 10 of 18





RUNWAY 13 OBSTRUCTION TABLE

DESCRIPTION	ELEV	OBSTRUCTION	DISPOSITION
1. OL ON LT POLE	704	17' PENETRATION TO 20:1 SURFACE	REMAIN LIGHTED
2. OL ON LT POLE	703	6' PENETRATION TO 20:1 SURFACE	REMAIN LIGHTED
3. OL ON POLE	735	8' PENETRATION TO 20:1 SURFACE	REMAIN LIGHTED
4. TREE	744	6' PENETRATION TO 20:1 SURFACE	REMOVE
5. FENCE	681	7' PENETRATION TO TRANSITIONAL SURFACE	
6. OL ON LT POLE	706	22' PENETRATION TO TRANSITIONAL SURFACE	REMAIN LIGHTED
7. OL SIGN	735	32' PENETRATION TO TRANSITIONAL SURFACE	REMAIN LIGHTED

RUNWAY 31 OBSTRUCTION TABLE

DESCRIPTION	ELEV	OBSTRUCTION	DISPOSITION
8. OL ON POLE	709	2.5' PENETRATION TO 20:1 SURFACE	REMAIN LIGHTED
~~9. RAILROAD~~	711	~~9' PENETRATION TO 20:1 SURFACE~~	~~OBSTRUCTION LIGHT~~
~~10. OL ON POLE~~	709	~~7' PENETRATION TO 20:1 SURFACE~~	~~REMAIN LIGHTED~~
~~11. OL ON POLE~~	709	~~2' PENETRATION TO 20:1 SURFACE~~	~~REMAIN LIGHTED~~
~~12. TREE~~	743	~~6' PENETRATION TO 20:1 SURFACE~~	~~REMOVE~~
13. TREE	742	8.5' PENETRATION TO TRANSITIONAL SURFACE	REMOVE

SOURCE: OBSTRUCTION DATA SHEET 262
THE NATIONAL OCEAN SERVICE
U.S. DEPARTMENT OF COMMERCE

GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE, WISCONSIN
5 AUGUST 1992

HOR 0 200 400 SCALE IN FEET
VERT 0 20 40 SCALE IN FEET

DESCRIPTION OF REVISIONS	DATE	FIRM OR AGENCY NAME	DWN. BY
ALP Insert-AS-BUILT RSA PROJECTS	05/13	Mead & Hunt, Inc	GAS/LDM
ALP Insert-CHANGES TO 25L TWY CONFIG.	02/09	Mead & Hunt, Inc	TJR/LDM
ALP Insert - Removed 31 Stopway	10/09	Mead & Hunt, Inc	TJR/LDM

GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE COUNTY, WISCONSIN

ALP INSERT
Runway 13–31 RPZs
and Inner Approach

MEAD & HUNT, INC.

SCALE: AS SHOWN | DATE: Nov. 1994 | DWN. RW1331–P | SHEET: 15 of 18