

APP CRS
127°

Rwy Idg
TDZE
Apt Elev

4494
882
887

RNAV (GPS) RWY 13

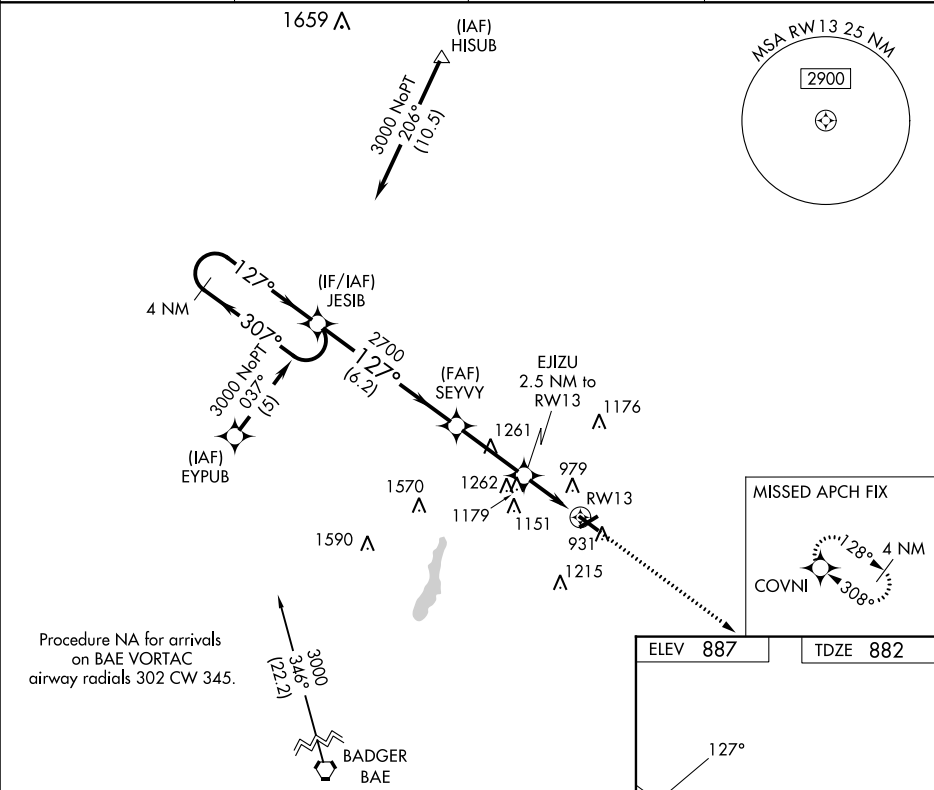
WEST BEND MUNI (ETB)

RNP APCH - GPS.

When local altimeter setting not received, use Milwaukee/Lawrence J Timmerman altimeter setting: increase all MDA 80 feet and increase LNAV Cat C/D visibility ½ SM and Circling Cat C/D visibility ¼ SM. Night landing: Rwy 6 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 3000 direct COVNI and hold.

AWOS-3 120.0	MILWAUKEE APP CON 125.35 307.0	CLNC DEL 124.75	UNICOM 123.05 (CTAF) 0
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4 NM Holding Pattern

JESIB

3000

307°

127°

127°

SEYVY

EJIZU 2.5 NM to RW13

3.05° TCH 37

2700

1720

RW13

6.2 NM

3 NM

2.5

3000

COVNI

CATEGORY	A	B	C	D
LNAV MDA	1480-1 598 (600-1)	1480-1½ 598 (600-1½)	1480-1¾ 598 (600-1¾)	1480-2 598 (600-2)
CIRCLING	1480-1 593 (600-1)	1520-1 633 (700-1)	1560-2 673 (700-2)	1560-2¼ 673 (700-2¼)

REIL Rwy 13 and 31 0

MIRL Rwy 6-24 and 13-31 0

WAAS CH 70716 W24A	APP CRS 240°	Rwy Idg TDZE Apt Elev	3897 884 887
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RNAV (GPS) RWY 24

WEST BEND MUNI (E/TB)

RNP APCH - GPS.

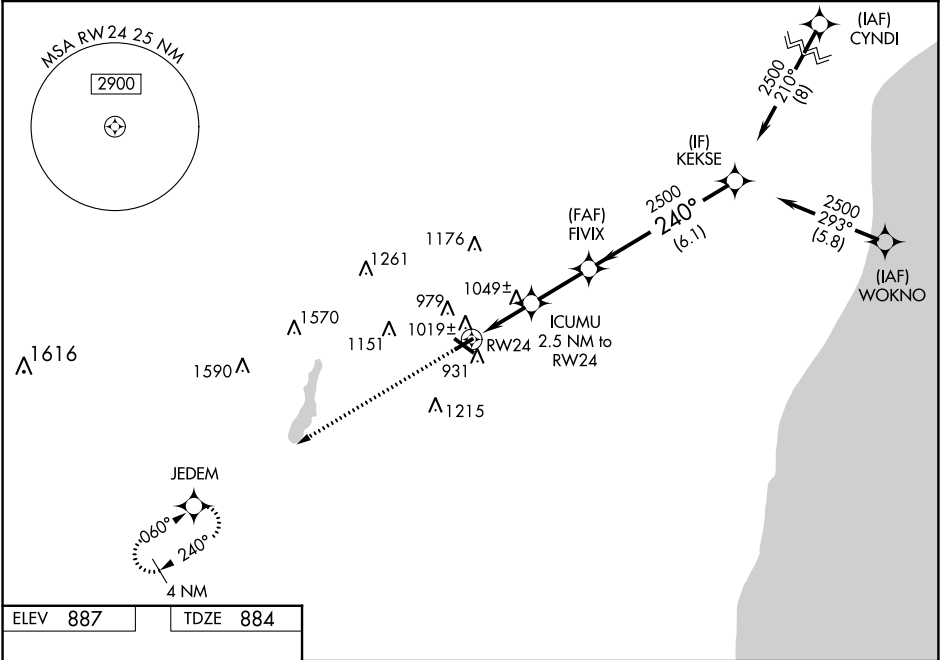
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Rwy 24 helicopter visibility reduction below ¼ SM NA. Baro-VNAV and VDP NA when using Lawrence J Timmerman altimeter setting. When local altimeter setting not received, use Milwaukee/Lawrence J Timmerman altimeter setting and increase LPV DA to 1260 feet; LNAV/VNAV DA to 1433 feet and all visibility ¼ SM; increase all MDA 80 feet and LNAV Cat C/D and Circling Cat C/D visibility ¼ SM.

MISSED APPROACH:
Climb to 3000 direct JEDEM and hold.

AWOS-3 120.0	MILWAUKEE APP CON 125.35 307.0	CLNC DEL 124.75	UNICOM 123.05 (CTAF)
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ELEV 887	TDZE 884
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3000

JEDEM

* LNAV only

RWY 24

ICUMU
2.5 NM to RWY 24

FIVIX

KEKSE

240°

240°

240°

240°

1.2 NM

1.3 NM

2.4 NM

6.1 NM

3897 X 75

4494 X 75

0.3% UP

0.3% UP

REIL Rwy 13 and 31

MIRL Rwy 6-24 and 13-31

CATEGORY	A	B	C	D
LPV DA	1196-1 312 (400-1)			
LNAV/VNAV DA	1369-1¼ 485 (500-1¼)			
LNAV MDA	1300-1 416 (500-1)	1300-1¼ 416 (500-1¼)		
CIRCLING	1420-1 533 (600-1)	1520-1 633 (700-1)	1560-2 673 (700-2)	1560-2¼ 673 (700-2¼)

Procedure Turn NA

2500

GP 3.00° TCH 45

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

WEST BEND MUNI (E/TB)

RNP APCH - GPS.

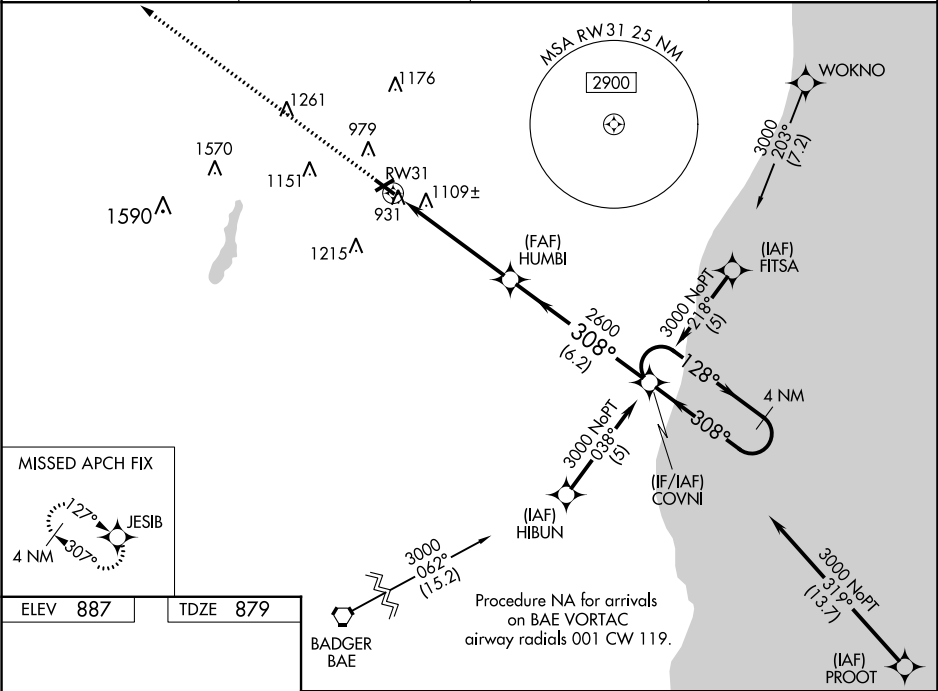
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Baro-VNAV NA when using Milwaukee/Lawrence J. Timmerman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Milwaukee/Lawrence J. Timmerman altimeter setting and increase all DA 64 feet and all MDA 80 feet. Increase LPV all Cats and LNAV and Circling Cats C/D visibility ¼ mile. Night landing: Rwy 6 NA.

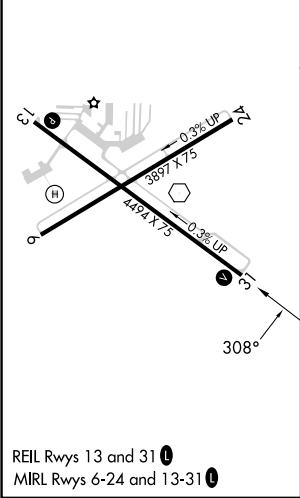
MISSED APPROACH:

Climb to 3000 direct JESIB and hold.

AWOS-3 120.0	MILWAUKEE APP CON 125.35 307.0	CLNC DEL 124.75	UNICOM 123.05 (CTAF)
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ELEV 887	TDZE 879
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3000 JESIB		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).		COVNI 4 NM Holding Pattern	
		RW31		128° 3000	
		2600		GP 3.00° TCH 45	
5.2 NM		6.2 NM			
CATEGORY	A	B	C	D	
LPV DA	1175-1 296 (300-1)				
LNAV/VNAV DA	1482-2 603 (600-2)				
LNAV MDA	1420-1 541 (600-1)	1420-1½ 541 (600-1½)	1420-1¾ 541 (600-1¾)		
CIRCLING	1420-1 533 (600-1)	1520-1 633 (700-1)	1560-2 673 (700-2)	1560-2¼ 673 (700-2¼)	

APP CR
060°

Rwy Idg	3897
TDZE	887
Apt Elev	887

RNAV (GPS) RWY 6

WEST BEND MUNI (ETB)

RNP APCH - GPS.

T When local altimeter setting not received, use Milwaukee/Lawrence J. Timmerman altimeter
A setting and increase all MDA 80 feet and LNAV and Circling Cat C/D visibility ¼ mile.
Night landing: Rwy 6 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 3000 direct
KEKSE and hold.

AWOS-3

120.0

MILWAUKEE APP CON

125,35 307,0

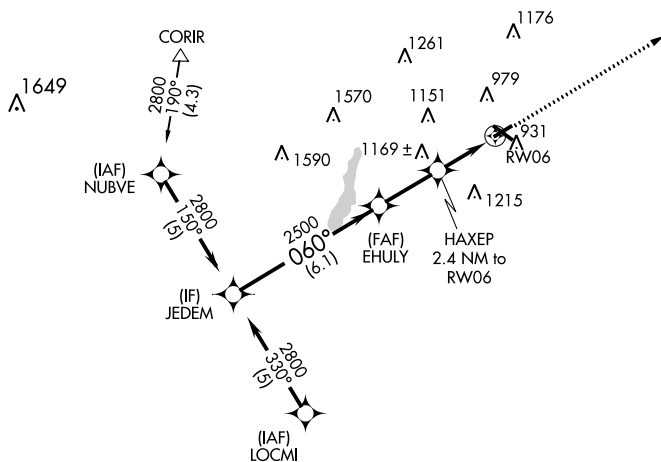
CLNC DEL

124.75

UN|COM

123.05 (CTAF) L

Procedure NA for arrivals
at CORIR
via V63-191 northbound.

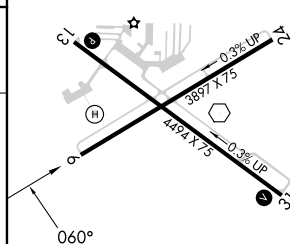


Procedure NA for arrivals
on BAE VORTAC
airway radials 302 CW 001.



CATEGORY	A	B	C	D
RNAV MDA	1460-1	573 (600-1)	1460-1 $\frac{5}{8}$ 573 (600-1 $\frac{5}{8}$)	1460-1 $\frac{3}{4}$ 573 (600-1 $\frac{3}{4}$)
CIRCLING	1460-1 573 (600-1)	1520-1 633 (700-1)	1560-2 673 (700-2)	1560-2 $\frac{1}{4}$ 673 (700-2 $\frac{1}{4}$)

ELEV	887		TDZE	887
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REIL Rwys 13 and 31 **L**
MIRL Rwys 6-24 and 13-31 **L**

VOR BJB 109.8	APP CRS 123°	Rwy Idg 4494 TDZE 882 Apt Elev 887	VOR RWY 13 WEST BEND MUNI (ETB)
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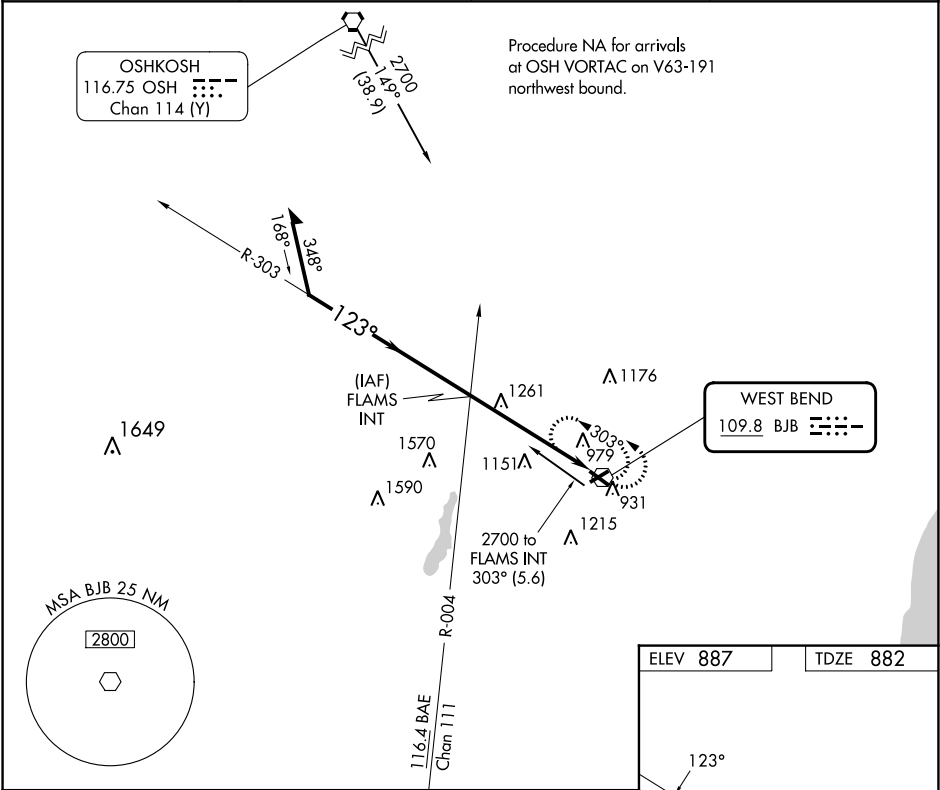
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Rwy 13 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Lawrence J Timmerman altimeter setting and increase all MDAs 80 feet and visibility Cat C/D ¼ SM.

MISSED APPROACH:
Climbing left turn to 2700 in BJB VOR holding pattern.

AWOS-3 120.0	MILWAUKEE APP CON 125.35 307.0	CLNC DEL 124.75	UNICOM 123.05 (CTAF) 0
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Remain within 10 NM

FLAMS INT

2700

303°

123°

2700

5.6 NM

2700

BJB VOR

ELEV 887

TDZE 882

123°

0.3% UP

3897 X 75

4474 X 75

0.3% UP

CATEGORY	A	B	C	D
S-13	1540-1	658 (700-1)	1540-1¾ 658 (700-1¾)	1540-2 658 (700-2)
CIRCLING	1540-1	653 (700-1)	1560-2 673 (700-2)	1560-2¼ 673 (700-2¼)

REIL Rwy 13 and 31 0
MIRL Rwy 6-24 and 13-31 0

VOR BJB

109.8

APP CRS

232°

Rwy Idg

3897

TDZE

884

Apt Elev

887

VOR RWY 24

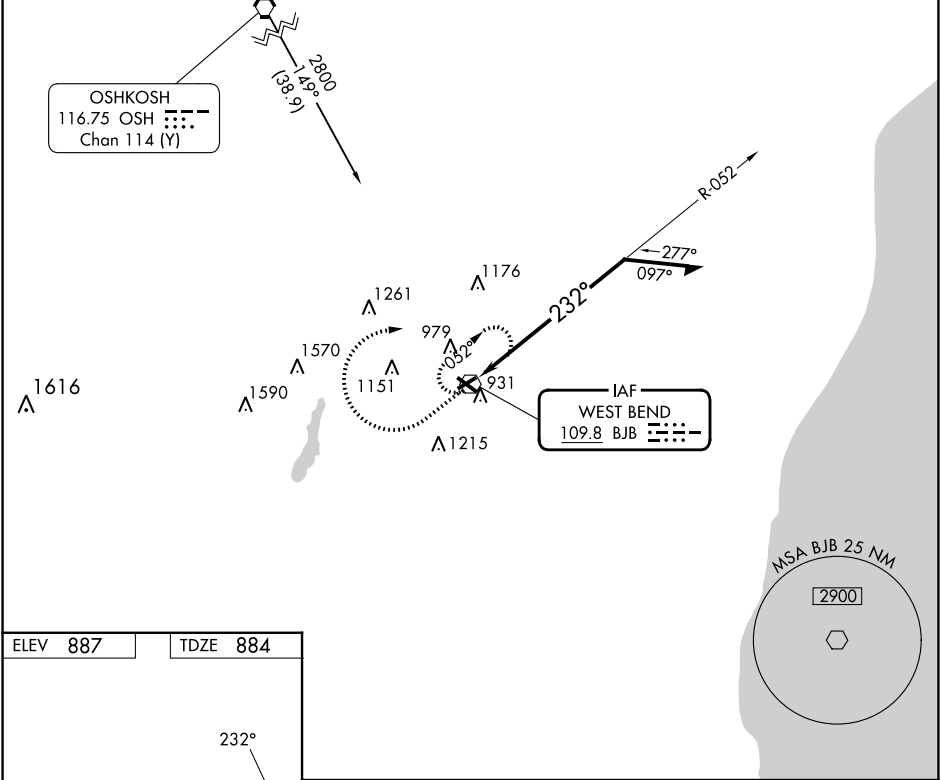
WEST BEND MUNI (ETB)

⚠

Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Milwaukee/Lawrence J Timmerman altimeter setting and increase all MDA 80 feet, increase all Cat C/D visibilities ¼ mile. Night landing: Rwy 6, 24 NA.

MISSED APPROACH: Climb to 1900 then climbing right turn 2700 direct BJB VOR and hold, continue climb-in-hold to 2700.

AWOS-3 120.0	MILWAUKEE APP CON 125.35 307.0	CLNC DEL 124.75	UNICOM 123.05 (CTAF) 0
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ELEV 887	TDZE 884	1900	2700	BJB	Remain within 10 NM
CATEGORY	A	B	C	D	
S-24	1500-1	616 (700-1)	1500-1 ¾ 616 (700-1 ¾)	1500-2 616 (700-2)	
CIRCLING	1500-1 613 (700-1)	1520-1 633 (700-1)	1560-2 673 (700-2)	1560-2 ¼ 673 (700-2 ¼)	