

WAAS CH <b>69524</b> <b>W22A</b>	APP CRS <b>218°</b>	Rwy Idg <b>3201</b> TDZE <b>739</b> Apt Elev <b>745</b>
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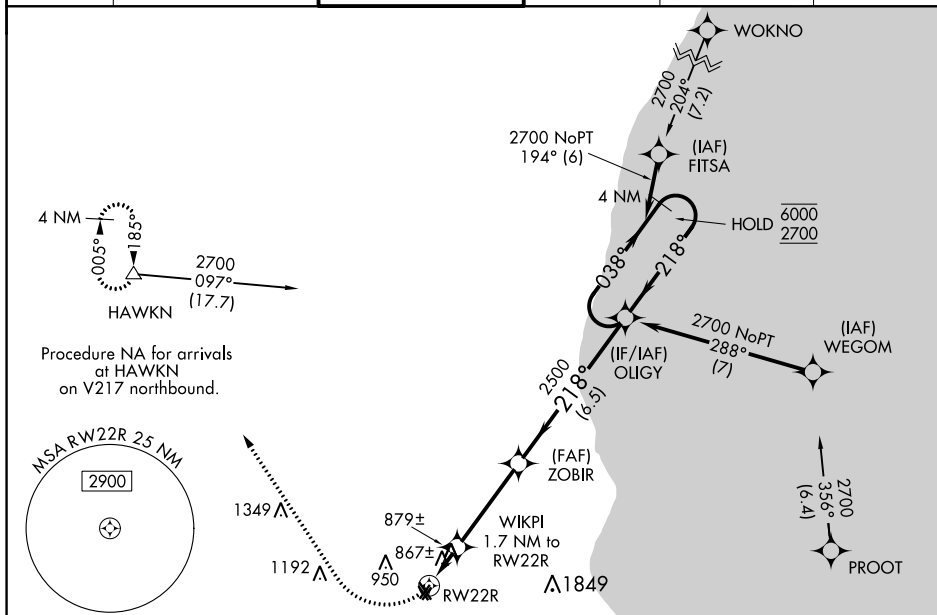
RNAV (GPS) RWY 22R  
LAWRENCE J TIMMERMAN (MWC)

RNP APCH.

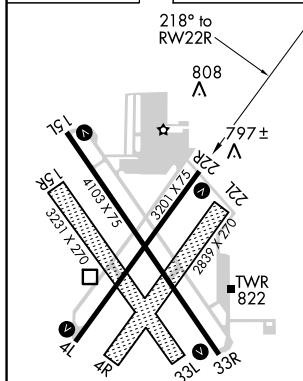
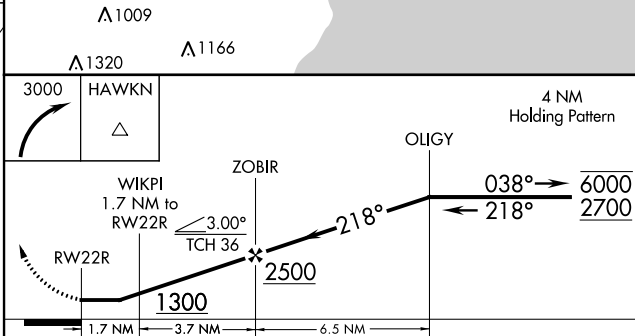
**T** Circling NA to Rwy 4R, 15R, 22L, and 33L. Rwy 22R helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use General Mitchell Intl altimeter setting and increase all MDAs 40 feet and LP and LNAV visibility Cats C and D  $\frac{1}{8}$  SM and Circling visibility Cat C  $\frac{1}{4}$  SM.

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

ATIS <b>128.3</b>	MILWAUKEE APP CON <b>125.35 307.0</b>	TIMMERMAN TOWER ★ <b>120.5 (CTAF) 0</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b> (When twr closed)	UNICOM <b>122.95</b>
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ELEV 745		TDZE 739
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REIL Rwys 4L, 22R, 15L and 33R **L**MIRL Rwy 4L-22R and 15L-33R **L**

CATEGORY	A	B	C	D
LP MDA	1160-1	421 (500-1)	1160-1¼	421 (500-1¼)
LNAV MDA	1160-1	421 (500-1)	1160-1¼	421 (500-1¼)
CIRCLING	1220-1 475 (500-1)	1340-1 595 (600-1)	1340-1½ 595 (600-1½)	1340-2 595 (600-2)