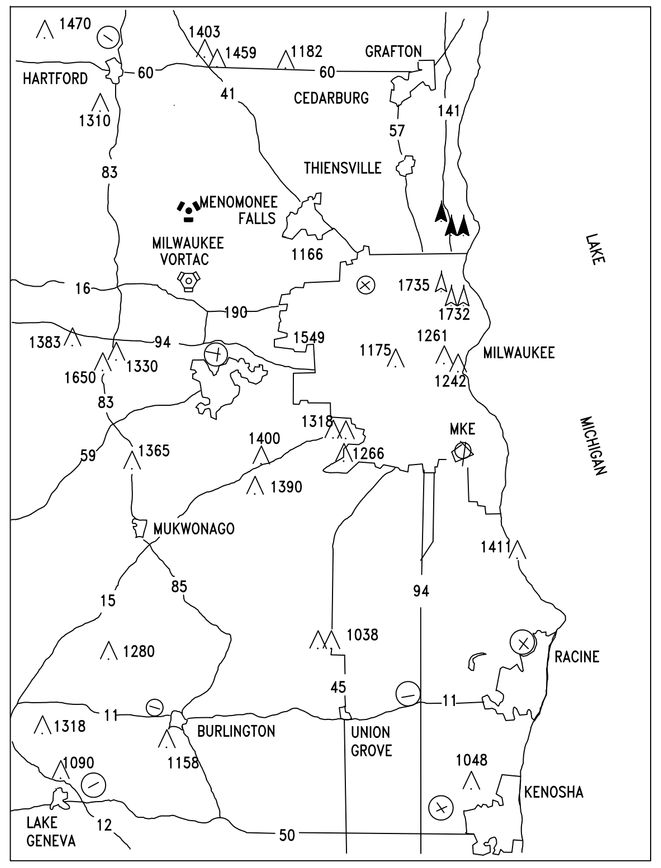
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
BUREAU OF AERONAUTICS

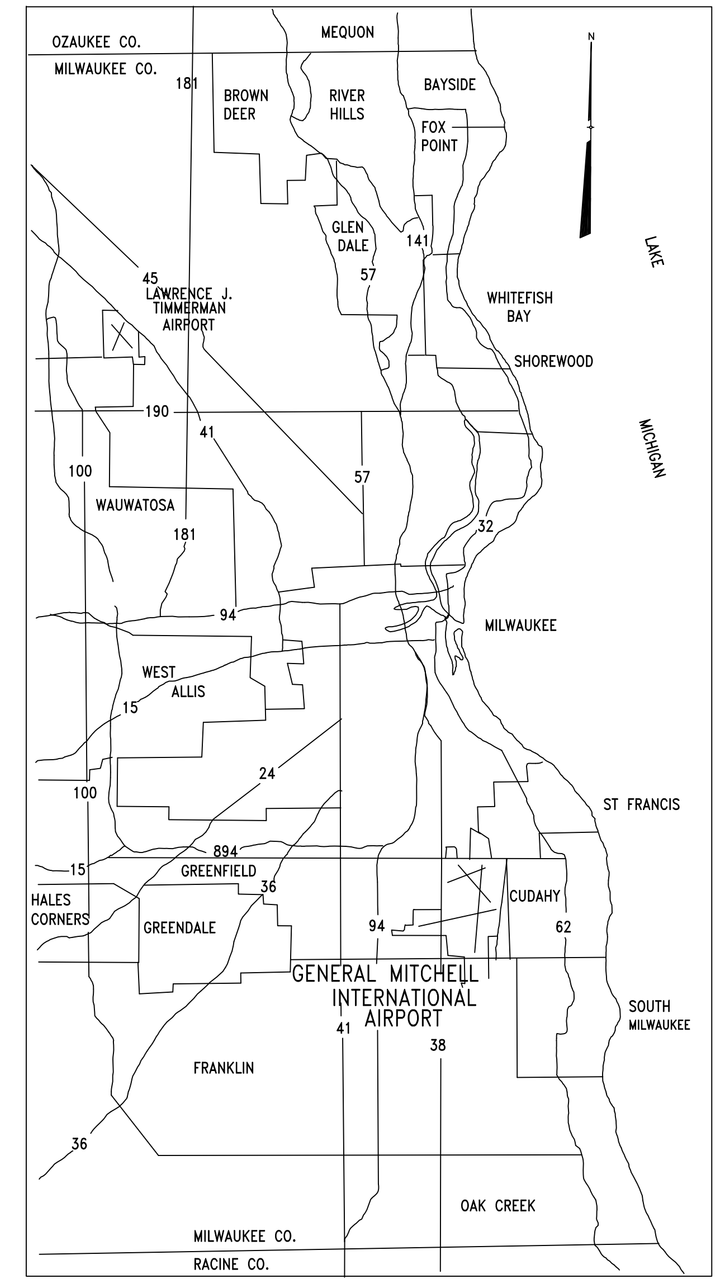
AIRPORT LAYOUT PLAN

GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE COUNTY, WISCONSIN



LOCATION MAP

0 5 10
STATUTE MILES



VICINITY MAP

0 1 2 3 4
SCALE OF MILES

Index of Sheets

1. Title Sheet
2. Airport Layout Plan
3. Data Sheet
4. Terminal Area Plan
5. Runway 1L RPZ & Inner Approach
6. Runway 1R RPZ & Inner Approach
7. Runway 19L RPZ & Inner Approach
8. Runway 19R RPZ & Inner Approach
9. Runway 7R (Ultimate 7C) RPZ & Inner Approach
10. Runway 25L (Ultimate 25C) RPZ & Inner Approach
11. Runway 7L–25R RPZs & Inner Approach
12. Realigned Runway 7R–25L RPZs & Inner Approach
13. Ultimate Runway 7R RPZ & Inner Approach
14. Ultimate Runway 25L RPZ & Inner Approach
15. Runway 13–31 RPZ & Inner Approaches
16. Part 77 Surfaces
17. Part 77 Surfaces (full extent of surfaces)
18. On–Airport Land Use Plan

REVISIONS	BY	APPR.	DATE
Data Sheet–Page 3	TMK		
ALP Sheet–Page 2	TMK		

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_____

H N T B
ALEXANDRIA, VIRGINIA
APPROVED_____ PROJECT MANAGER
DATE_____
APPROVED_____
DATE_____

GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE COUNTY, WISCONSIN

Title Sheet

HNTB ARCHITECTS ENGINEERS PLANNERS

SCALE: AS SHOWN | DATE: Nov. 1994 | DWN. COVERSH | SHEET: 1 of 18

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

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

ND.	REVISIONS	BY	APPR.	DATE
7.	Added C Hammerhead, Txy V & U	TMK		9/09
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

Airport Layout Plan

HNTB ARCHITECTS ENGINEERS PLANNERS

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

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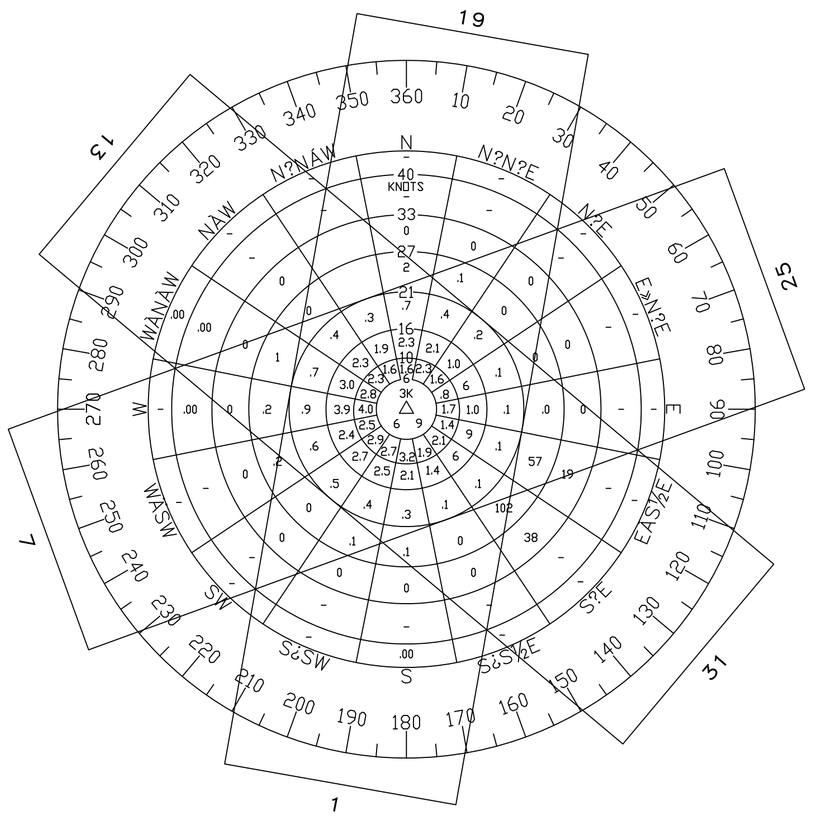
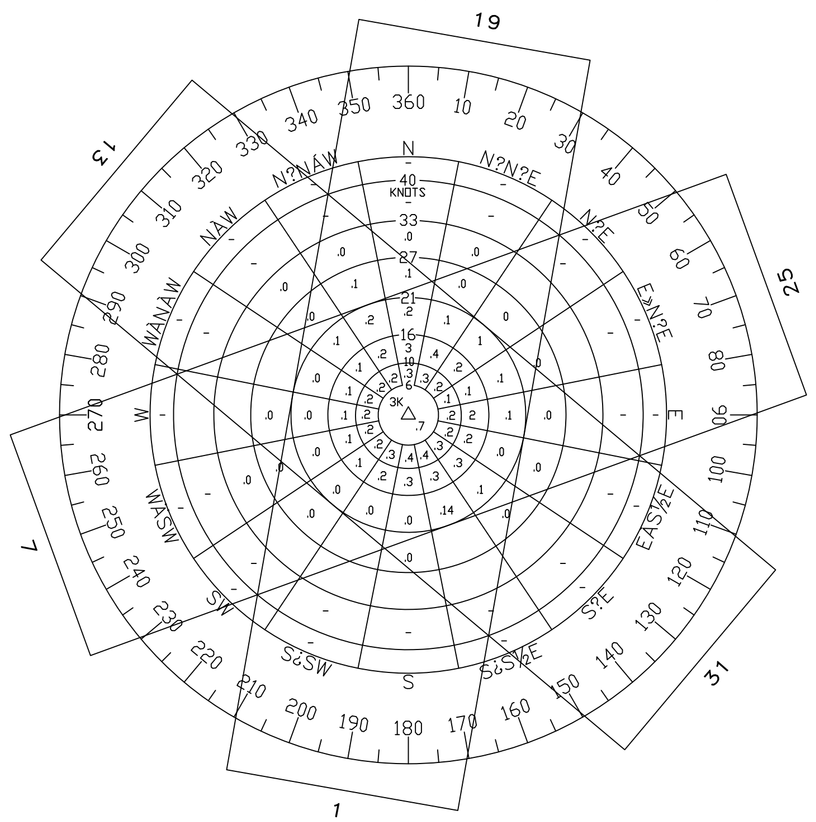
ARCH D, 1:1

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	same	–	same	–	RUNWAY 13/31 TO BE ABANDONED		7R–ILS–CAT I
	19R–ILS–CAT I	same	–	19L–ILS–CAT I	25L–LOC.	25C–ILS–CAT I	–	same	–			25L–ILS–CAT I
APPROACH LIGHTING SYSTEM	1L– ALSF2/PAPI	same	–	1R MALSR	7R–SSALR/PAPI	7R–MALSR	–	same	VASI			7R–MALSR
	19R– MALSR/PAPI	same	–	–	25L–VASI (REILS)	same	–	same	VASI			25L–MALSR
RUNWAY APPROACH SURFACE SLOPES	1L– 50:1	same	1R–20:1	1R–50:1	7R–50:1	same	7L–20:1	same	13–20:1			7R–50:1
	19R–34:1	same	19L–20:1	19L–50:1	25L–34:1	same	25R–20:1	same	31–20:1			25L–34:1
RUNWAY LIGHTING	HIRL	same	MIRL	HIRL	HIRL	same	MIRL	same	MIRL			HIRL
RUNWAY MARKING	PRECISION	same	NON–PRECISION	PRECISION	PRECISION	same	VISUAL	VISUAL	VISUAL			PRECISION
PAVEMENT MATERIAL	CONC.	same	CONC.	same	CONC.	same	ASPH	ASPH.	CONC./BIT			CONC./BIT
PAVEMENT STRENGTH	100S 185D	same	85S 185D	85S 185D	100S 185D	same	30S 35D	same	80S 110D			100S 185D
	350DT	same	350DT	350DT	350DT	same	55DT	same	170DT			350DT
INSTRUMENT RUNWAY MINIMUMS	1L–RVR07	same	–	1R–200 1/2	7R–200 1/2	same	–	same	–			7R–200 1/2
	19R–200 1/2	same	–	19L–200 1/2	–	25L–200 1/2	–	same	–			25L–200 1/2
% WIND COVERAGE 12 MPH	84.74	same	84.74	same	78.42	same	78.42	same	64.08			78.42
15 MPH	90.13	same	90.13	same	85.27	same	85.27	same	85.78			85.27
EFFECTIVE RUNWAY GRADIENT	.35%	same	.19%	.46%	.67%	.68%	.13%	.14%	.06%			.61%
RUNWAY SAFETY AREA	1L 330' x 500'	1L 1000' x 500'	1R 1000' x 500'	1R 1000' x 500'	7R 840' x 500'	7R 1000' x 500'	7L 300' x 150'	7L 300' x 150'	–			7R 1000' x 500'
	19R 440' x 500'	19R 440' x 500'	19L 1000' x 500'	19L 1000' x 500'	25L 540' x 500'	25L 540' x 500'	25R 300' x 150'	25R 300' x 150'				25L 1000' x 500'
OBJECT FREE AREA	1L 310' x 800'	1L 1000' x 800'	1R 1000' x 800'	1R 1000' x 800'	7R 785' x 800'	7R 1000' x 800'	7L 300' x 500'	7L 300' x 500'	–			7R 1000' x 800'
	19R 420' x 800'	19R 420' x 800'	19L 1000' x 800'	19L 1000' x 800'	25L 465' x 800'	25L 465' x 800'	25R 300' x 500'	25R 300' x 500'				25L 1000' x 800'
TOUCHDOWN ZONE ELEVATION	1L– 704'	same	1R–678'	1R–702'	7R–723'	7R–728'	7L–672'	7L–672'	13–671'			7R–740'
	19R–672'	same	19L–670'	19L–673'	25L–670'	25L–671'	25R–672.5'	25R–674.5'	31–670'			25L–706'

DECLARED DISTANCE TABLE

RUNWAY DATA	1L		19R		1R		19L		7R(C)		25L(C)		7L		25R	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
TAKEOFF RUN AVAILABLE	9690	9690	9690	9690	4182.5	7000	4182.5	7000	8011	9011	8011	9011	4800	4800	4800	4800
TAKEOFF DISTANCE AVAILABLE	9690	9690	9690	9690	4182.5	7000	4182.5	7000	8011	9011	8011	9011	4800	4800	4800	4800
ACCELERATE–STOP DISTANCE AVAILABLE	9690	9106	9690	9018	4182.5	7000	4182.5	7000	8011	8481	8011	9011	4800	4800	4800	4800
LANDING DISTANCE AVAILABLE	9690	9106	8915	8915	4182.5	7000	4182.5	7000	8011	8481	7339	7957	4800	4800	4800	4800

RUNWAY END COORDINATES

R/W	EXISTING		ULTIMATE	
	LATITUDE	LONGTITUDE	LATITUDE	LONGTITUDE
1L	N 42°55'52.73"	W 087°53'51.02"		
19R	N 42°57'27.69"	W 087°53'34.77"		
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°56'22.34"	W 087°54'57.03"	N 42°56'19.23"	W 087°55'09.81"
25L(C)	N 42°56'47.25"	W 087°53'14.81"		
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"12.29"		
31	N 42°56'50.31"	W 087°53'13.89"		
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.

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

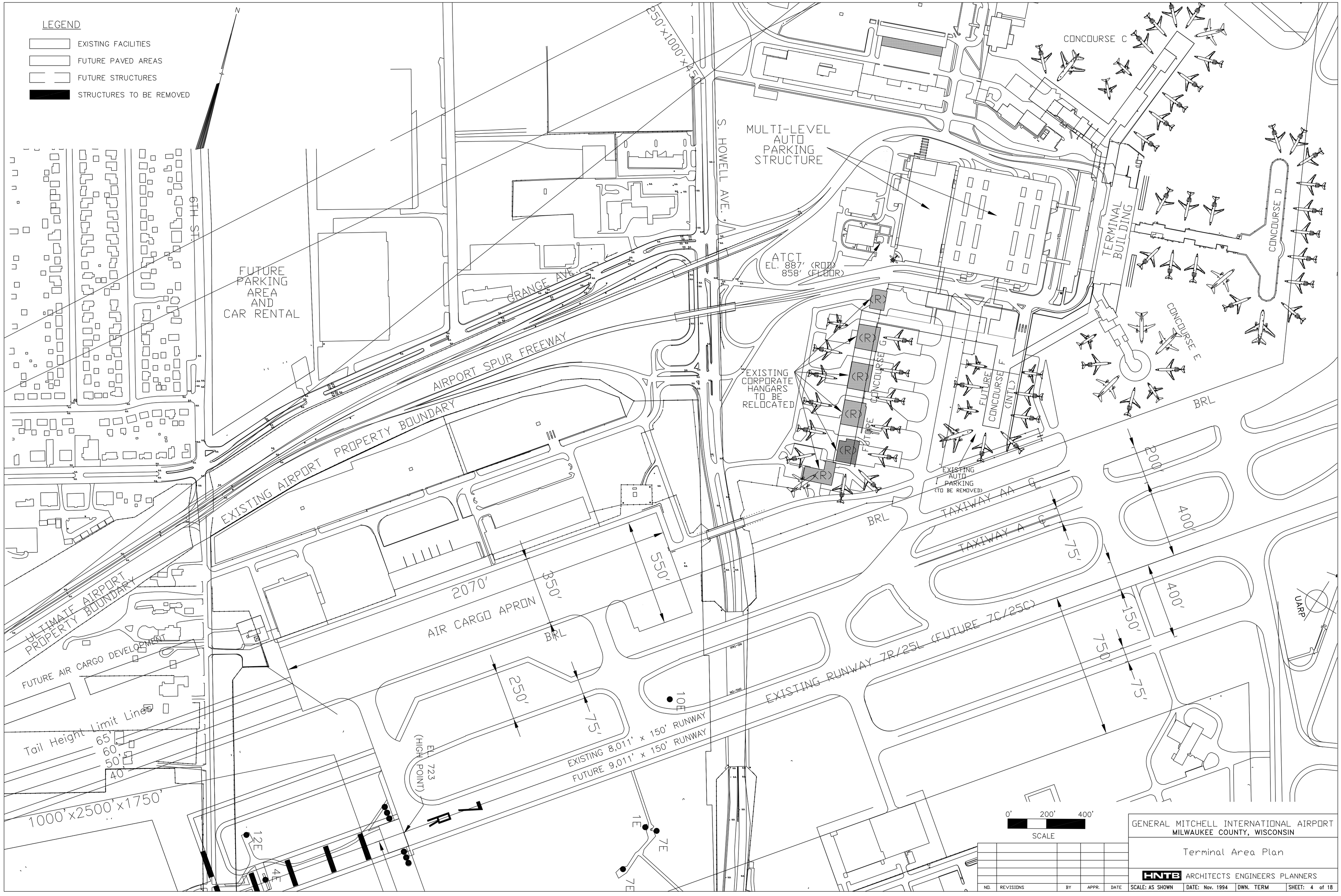
NO.	REVISIONS	BY	APPR.	DATE
5.	Changed 1L–ALSF1/PAPI to 1L–ALSF2/PAPI	TMK		10/01
4.	Rwy 7L/25R changed from B–III to B–II	TMK		5/01
3.	SUBMIT TO FAA	TMK		2/00
2.	7L–25R AS–BUILTS	TMK		2/97
1.	7L–25R RELOCATE	KV		7/95

GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE COUNTY, WISCONSIN

DATA SHEET

HNTB ARCHITECTS ENGINEERS PLANNERS

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

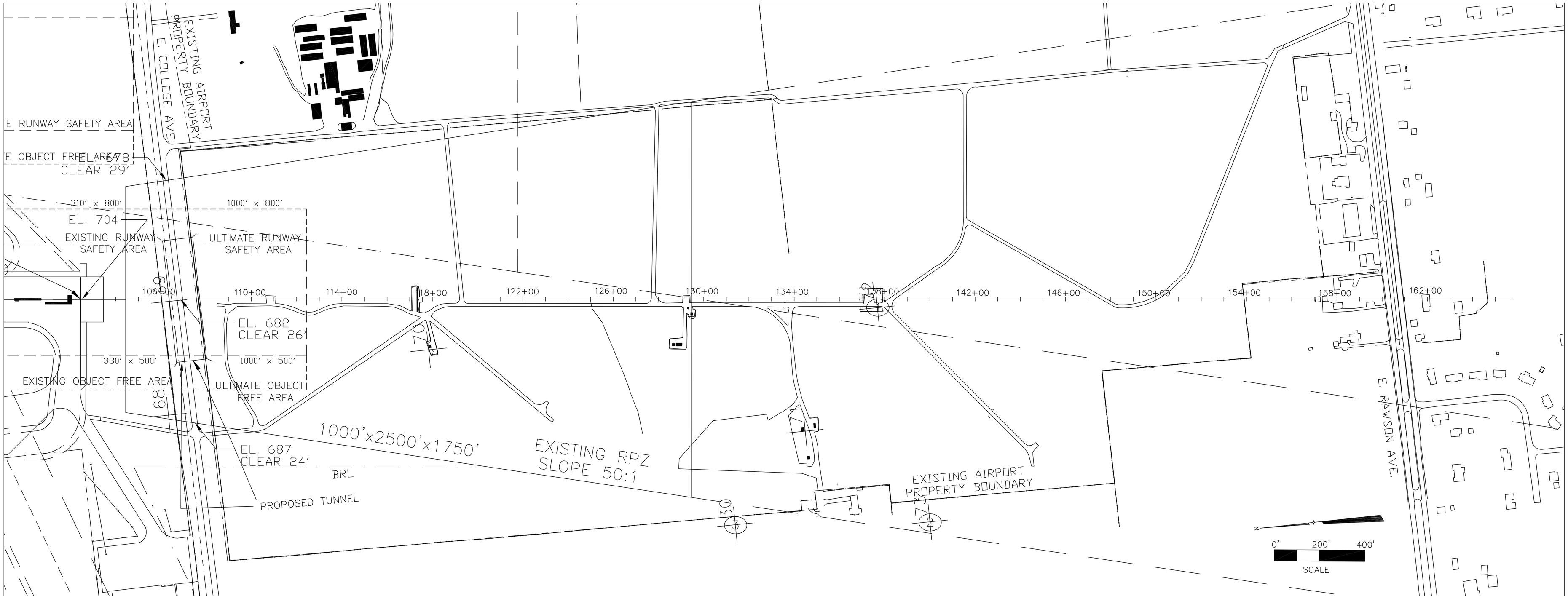


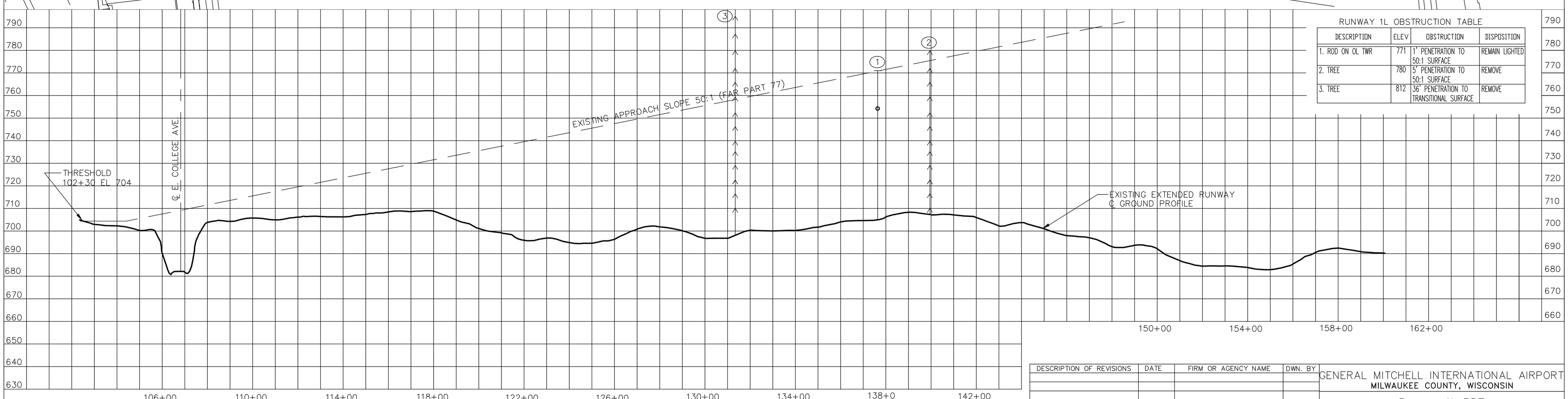
GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE COUNTY, WISCONSIN

Terminal Area Plan

HNTB ARCHITECTS ENGINEERS PLANNERS

NO.	REVISIONS	BY	APPR.	DATE	SCALE: AS SHOWN	DATE: Nov. 1994	DWN. TERM	SHEET: 4 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

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

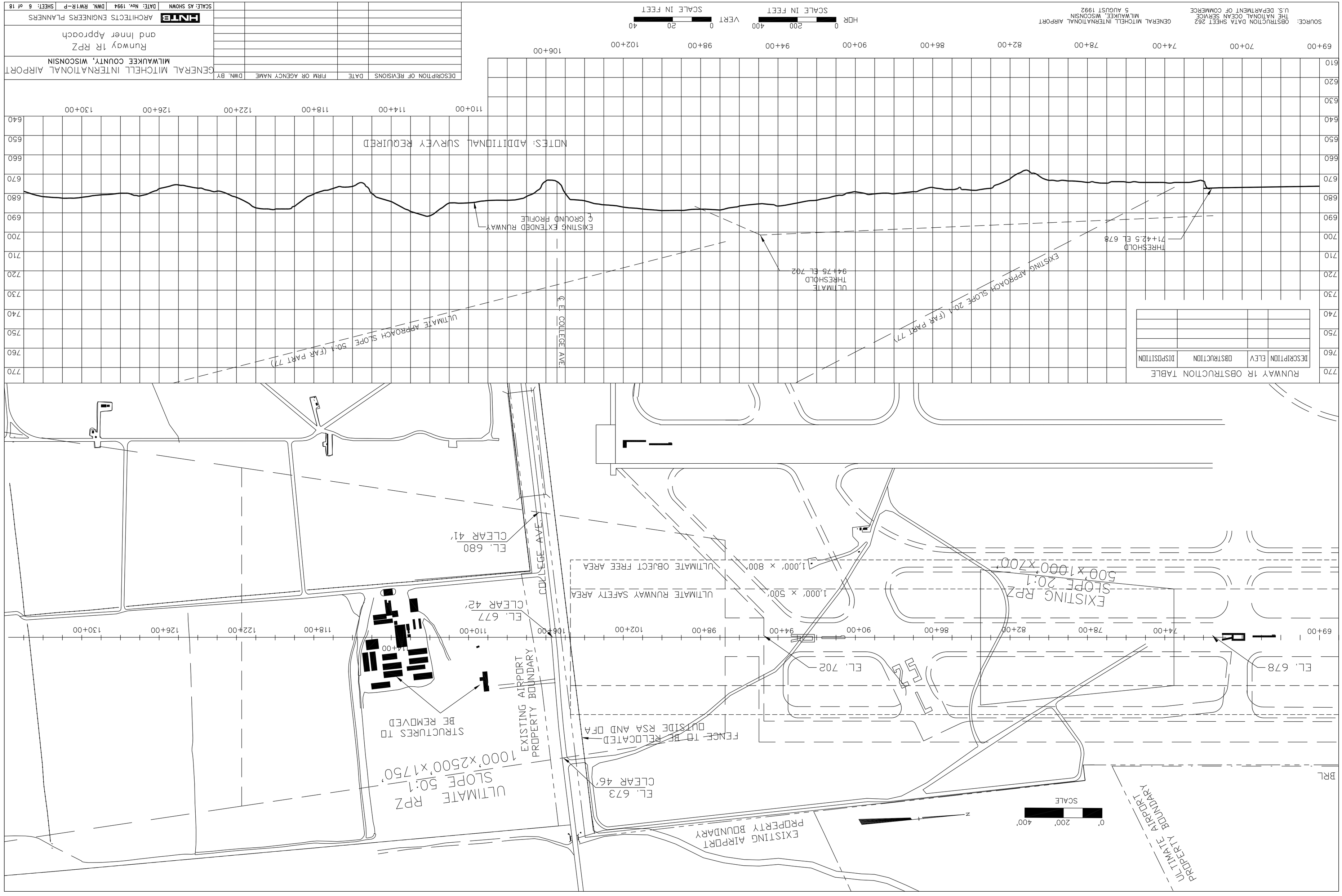
DESCRIPTION OF REVISIONS	DATE	FIRM OR AGENCY NAME	DWN. BY

GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE COUNTY, WISCONSIN

Runway 1L RPZ
and Inner Approach

HNTB ARCHITECTS ENGINEERS PLANNERS

SCALE: AS SHOWN | DATE: Nov. 1994 | DWN. RW1L-P | SHEET: 5 of 18

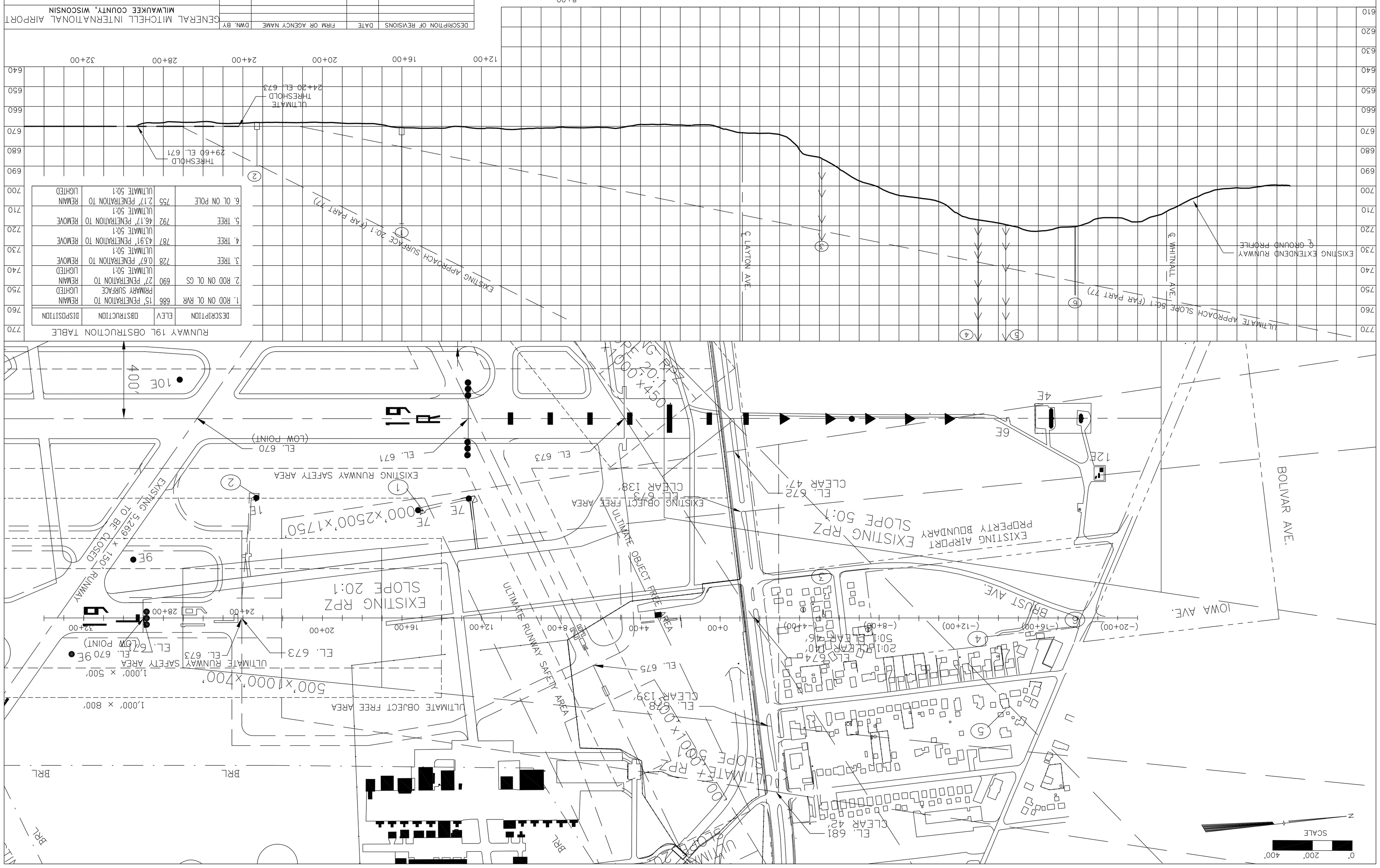

SOURCE: OBSTRUCTION DATA SHEET 262
THE NATIONAL OCEAN SERVICE
U.S. DEPARTMENT OF COMMERCE
GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE, WISCONSIN
5 AUGUST 1992
HOR
0 200 400
SCALE IN FEET
VERT
0 20 40
SCALE IN FEET
RUNWAY 1R OBSTRUCTION TABLE
DESCRIPTION
ELEV
OBSTRUCTION
DISPOSITION
NOTES: ADDITIONAL SURVEY REQUIRED
EXISTING EXTENDED RUNWAY ℄ GROUND PROFILE
ULTIMATE THRESHOLD 94+75 EL 702
THRESHOLD 71+42.5 EL 678
EXISTING APPROACH SLOPE 20:1 (FAR PART 77)
ULTIMATE APPROACH SLOPE 50:1 (FAR PART 77)
℄ E. COLLEGE AVE.
EL. 678
EL. 702
EXISTING RPZ SLOPE 20:1 500'x1000'x700'
ULTIMATE RUNWAY SAFETY AREA 1,000' x 500'
ULTIMATE OBJECT FREE AREA 1,000' x 800'
EL. 677 CLEAR 42'
EL. 680 CLEAR 41'
COLLEGE AVE.
EXISTING AIRPORT PROPERTY BOUNDARY
STRUCTURES TO BE REMOVED
FENCE TO BE RELOCATED OUTSIDE RSA AND OFA
EL. 673 CLEAR 46'
ULTIMATE RPZ SLOPE 50:1 1000'x2500'x1750'
EXISTING AIRPORT PROPERTY BOUNDARY
ULTIMATE AIRPORT PROPERTY BOUNDARY
BRL
SCALE
0' 200' 400'
N
GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE COUNTY, WISCONSIN
Runway 1R RPZ and Inner Approach
HNTB ARCHITECTS ENGINEERS PLANNERS
SCALE: AS SHOWN DATE: Nov. 1994 DWN. RW1R-P SHEET: 6 of 18
DESCRIPTION OF REVISIONS
DATE
FIRM OR AGENCY NAME
DWN. BY

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

GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE, WISCONSIN
5 AUGUST 1992

HOR SCALE IN FEET 0 200 400

VERT SCALE IN FEET 0 20 40



RUNWAY 19L OBSTRUCTION TABLE

DESCRIPTION	ELEV	OBSTRUCTION	DISPOSITION
1. ROD ON OL RVR	686	15' PENETRATION TO PRIMARY SURFACE	REMAIN LIGHTED
2. ROD ON OL CS	690	27' PENETRATION TO ULTIMATE 50:1	REMAIN LIGHTED
3. TREE	728	0.67' PENETRATION TO ULTIMATE 50:1	REMOVE
4. TREE	787	43.9' PENETRATION TO ULTIMATE 50:1	REMOVE
5. TREE	792	46.17' PENETRATION TO ULTIMATE 50:1	REMOVE
6. OL ON POLE	755	2.17' PENETRATION TO ULTIMATE 50:1	REMAIN LIGHTED

DATE	FIRM OR AGENCY NAME	DWN. BY

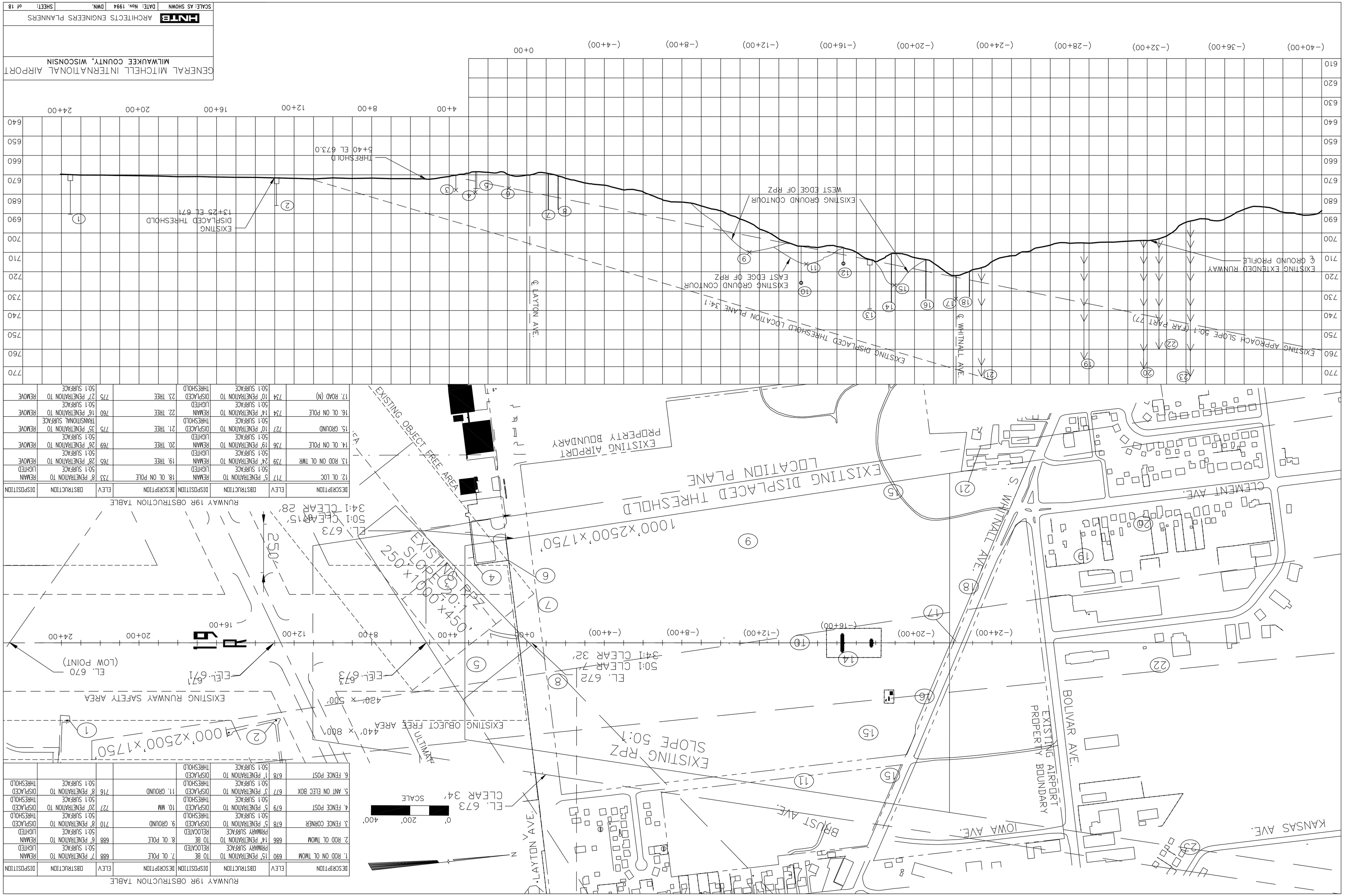
DESCRIPTION OF REVISIONS

GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE COUNTY, WISCONSIN

Runway 19L RPZ
and Inner Approach

HNTB ARCHITECTS ENGINEERS PLANNERS

SCALE: AS SHOWN | DATE: Nov. 1994 | DWN. RW19L-P | SHEET: 7 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	50:1 SURFACE REMAIN LIGHTED	7. OL POLE	688	7' PENETRATION TO 50:1 SURFACE	REMAIN LIGHTED
2. ROD OL TMOM	686	14' PENETRATION TO PRIMARY SURFACE	50:1 SURFACE RELOCATED TO BE	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				

RUNWAY 19R OBSTRUCTION TABLE

DESCRIPTION	ELEV	OBSTRUCTION	DISPOSITION	DESCRIPTION	ELEV	OBSTRUCTION	DISPOSITION
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

GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE COUNTY, WISCONSIN

HNTB ARCHITECTS ENGINEERS PLANNERS

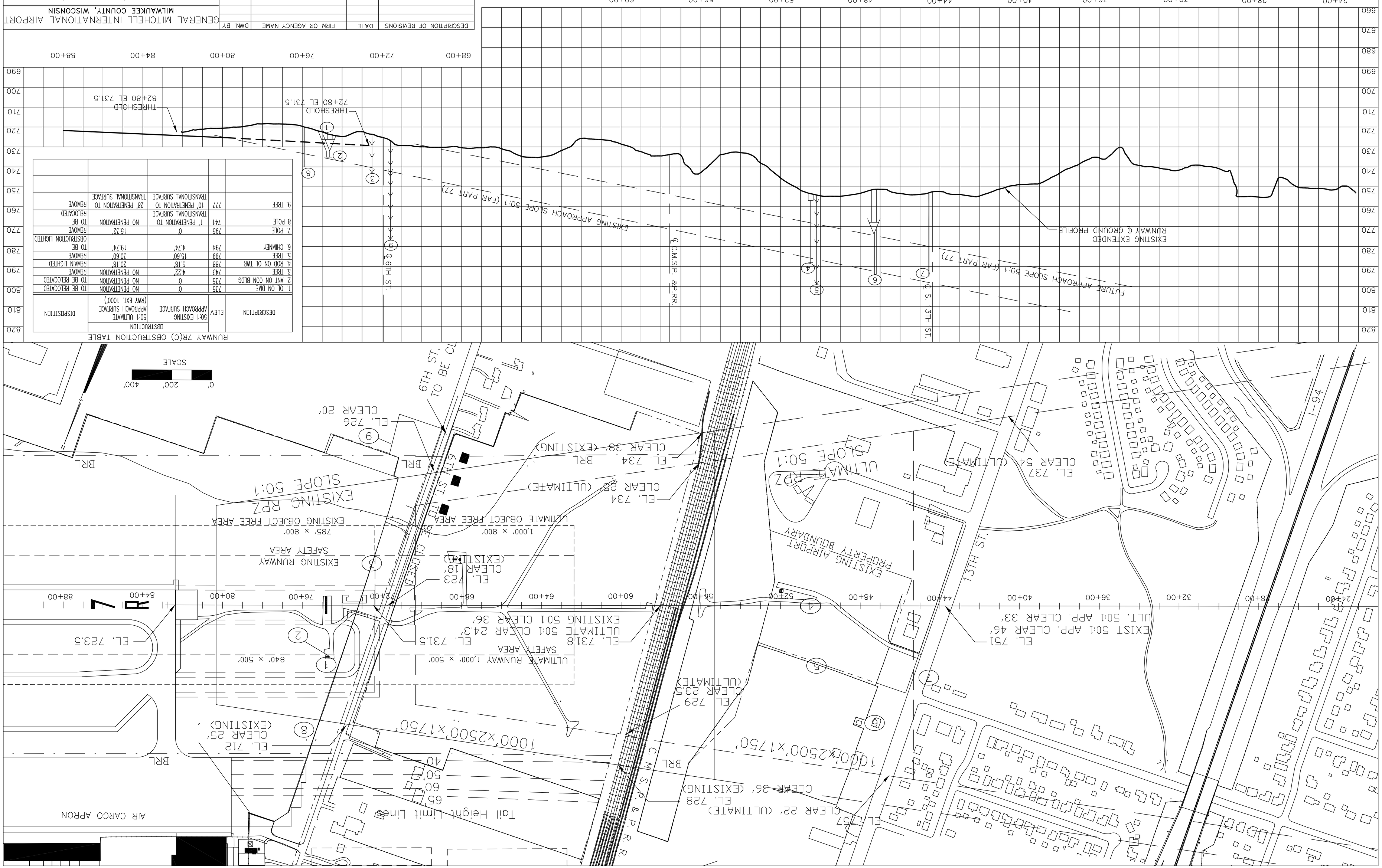
SCALE: AS SHOWN | DATE: Nov. 1994 | DWN. | SHEET: of 18

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

GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE, WISCONSIN
5 AUGUST 1992

HOR SCALE IN FEET 0 200 400

VERT SCALE IN FEET 0 20 40



RUNWAY 7R(C) OBSTRUCTION TABLE

DESCRIPTION	ELEV	OBSTRUCTION: 50:1 EXISTING APPROACH SURFACE	OBSTRUCTION: 50:1 ULTIMATE APPROACH SURFACE (RWY EXT. 1000')	DISPOSITION
1. OL ON DME	735	0'	NO PENETRATION	TO BE RELOCATED
2. ANT ON CON BLDG	735	0'	NO PENETRATION	TO BE RELOCATED
3. TREE	743	4.22'	NO PENETRATION	REMOVE
4. ROD ON OL TWR	788	5.18'	20.18'	REMAIN LIGHTED
5. TREE	799	15.60'	30.60'	REMOVE
6. CHIMNEY	794	4.74'	19.74'	TO BE OBSTRUCTION LIGHTED
7. POLE	795	0'	15.32'	REMOVE
8. POLE	741	1' PENETRATION TO TRANSITIONAL SURFACE	NO PENETRATION	TO BE RELOCATED
9. TREE	777	10' PENETRATION TO TRANSITIONAL SURFACE	28' PENETRATION TO TRANSITIONAL SURFACE	REMOVE

DESCRIPTION OF REVISIONS	DATE	FIRM OR AGENCY NAME	DWN. BY

GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE COUNTY, WISCONSIN

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

HNTB ARCHITECTS ENGINEERS PLANNERS

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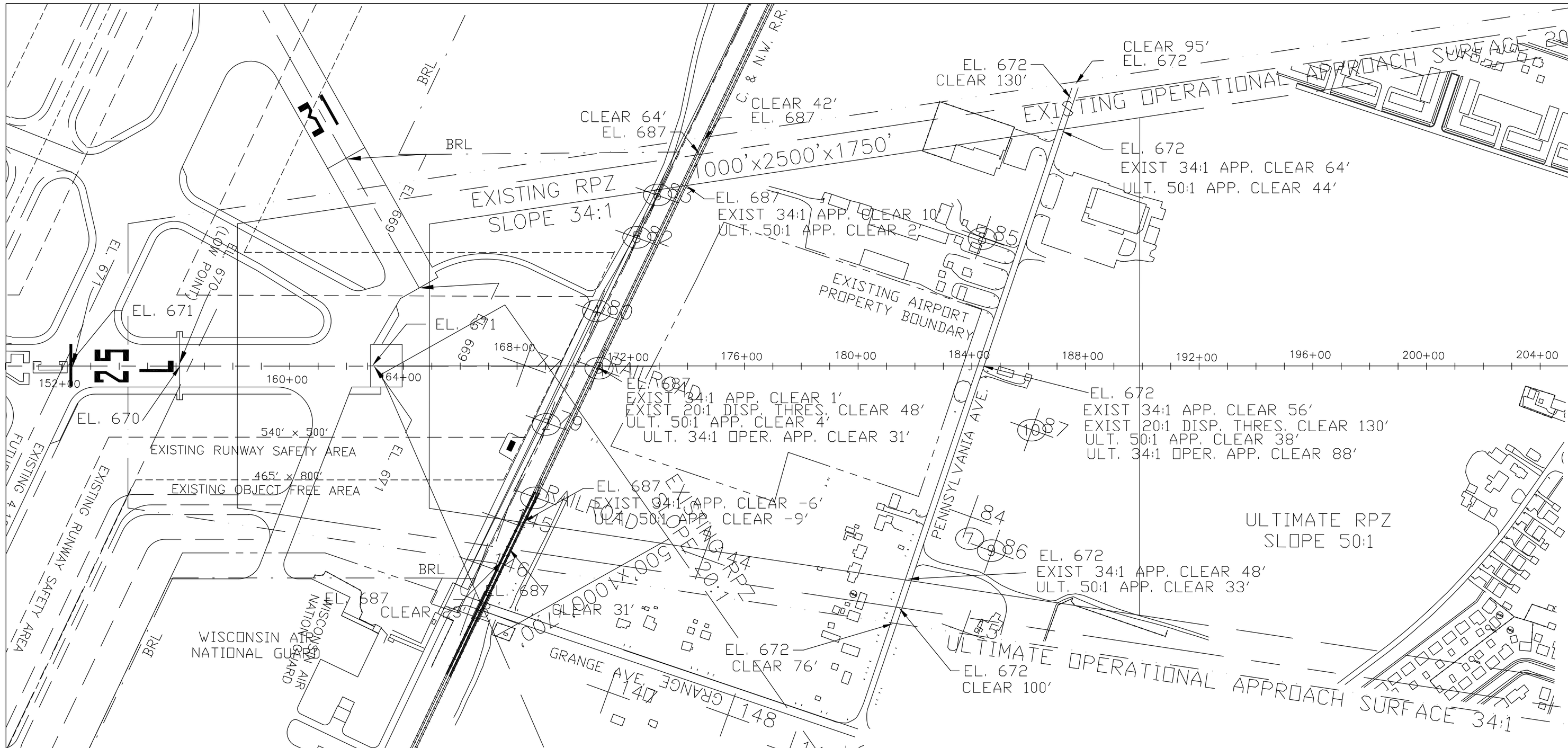
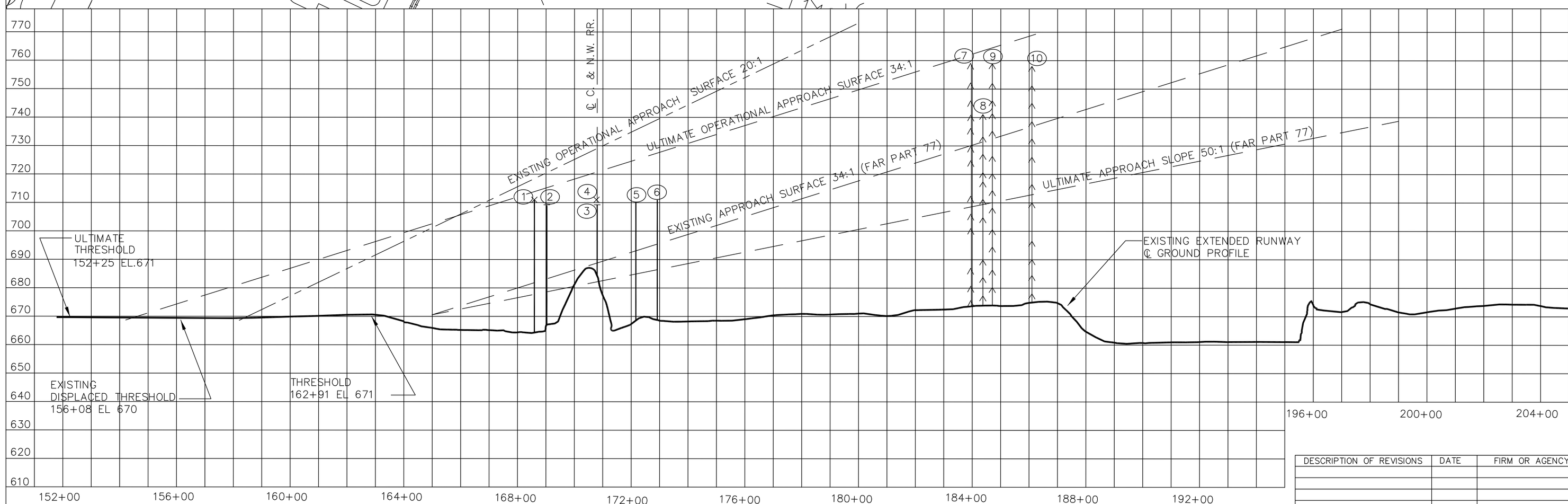


RUNWAY 25L OBSTRUCTION TABLE

DESCRIPTION	ELEV	OBSTRUCTION			DISPOSITION
		34:1 EXISTING APPROACH SURFACE	50:1 ULTIMATE APPROACH SURFACE	34:1 ULT. DSPLCD THLD LOC. PLANE	
1. RAILROAD	711	29.21'	32.66'	NO PENETRATION	DISPLACED THRESHOLD
2. OL ON POLE	709	25.94'	29.80'	NO PENETRATION	REMAIN LIGHTED
3. OL ON POLE	709	20.79'	26.30'	NO PENETRATION	REMAIN LIGHTED
4. RAILROAD	711	22.71'	28.24'	NO PENETRATION	DISPLACED THRESHOLD
5. OL POLE	710	17.68'	24.50'	NO PENETRATION	REMAIN LIGHTED
6. OL POLE	711	16.59'	24.08'	NO PENETRATION	REMAIN LIGHTED
7. TREE	759	32.15'	50.02'	2.88'	REMOVE
8. TREE	741	12.85'	31.14'	NO PENETRATION	REMOVE
9. TREE	759	29.91'	48.50'	1.74'	REMOVE
10. TREE	758	24.79'	44.70'	NO PENETRATION	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

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MILWAUKEE COUNTY, WISCONSIN

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

HNTB ARCHITECTS ENGINEERS PLANNERS

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SOURCE: OBSTRUCTION DATA SHEET 262
THE NATIONAL OCEAN SERVICE
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GENERAL MITCHELL INTERNATIONAL AIRPORT
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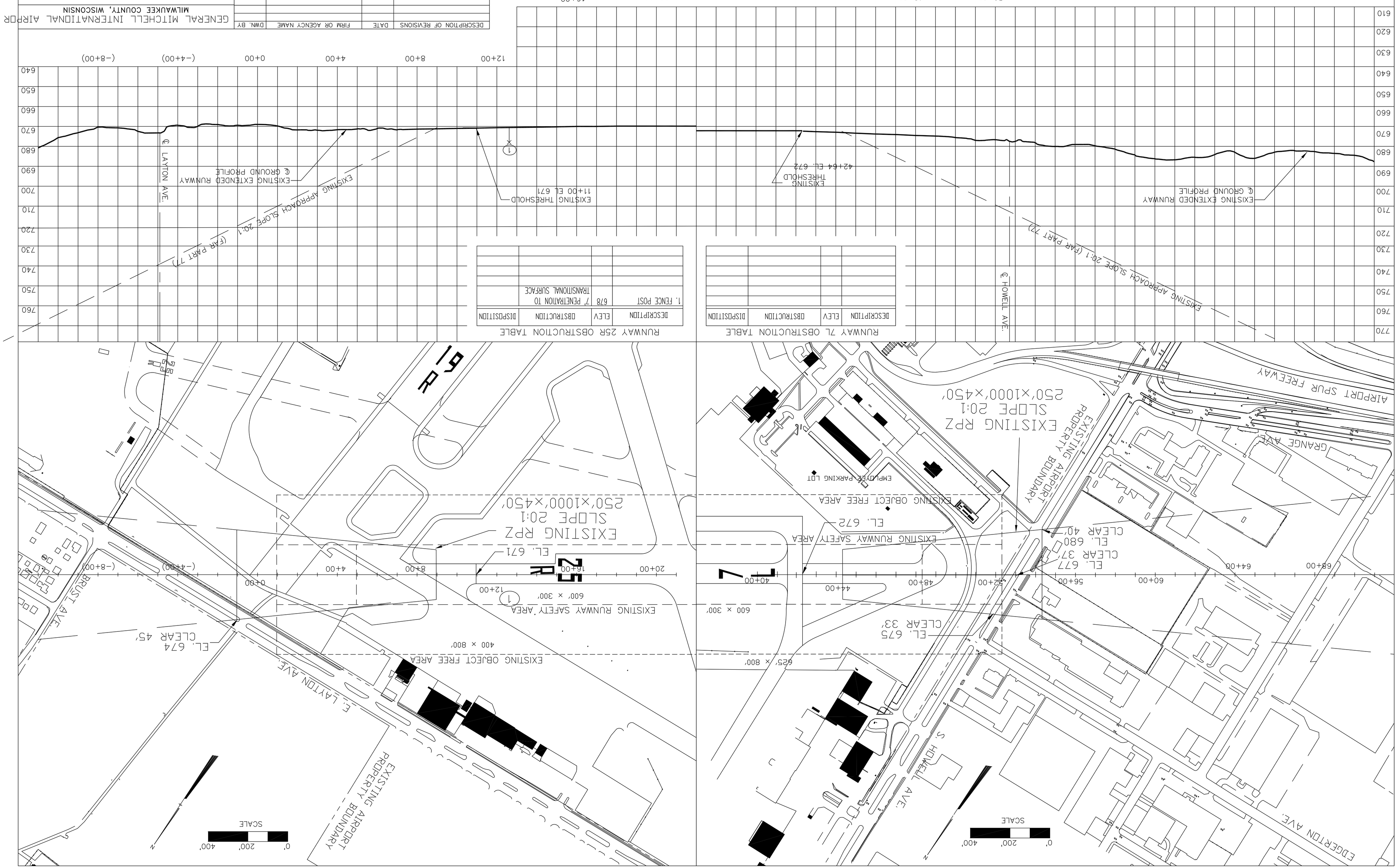
5 AUGUST 1992

HOR 0 200 400
SCALE IN FEET

VERT 0 20 40
SCALE IN FEET



RUNWAY 7L OBSTRUCTION TABLE

DESCRIPTION	ELEV	OBSTRUCTION	DISPOSITION

RUNWAY 25R OBSTRUCTION TABLE

DESCRIPTION	ELEV	OBSTRUCTION	DISPOSITION
1. FENCE POST	678	7' PENETRATION TO TRANSITIONAL SURFACE	

DESCRIPTION OF REVISIONS	DATE	FIRM OR AGENCY NAME	DWN. BY

GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE COUNTY, WISCONSIN

Existing Runway 7L-25R RPZs
and Inner Approach

HNTB ARCHITECTS ENGINEERS PLANNERS

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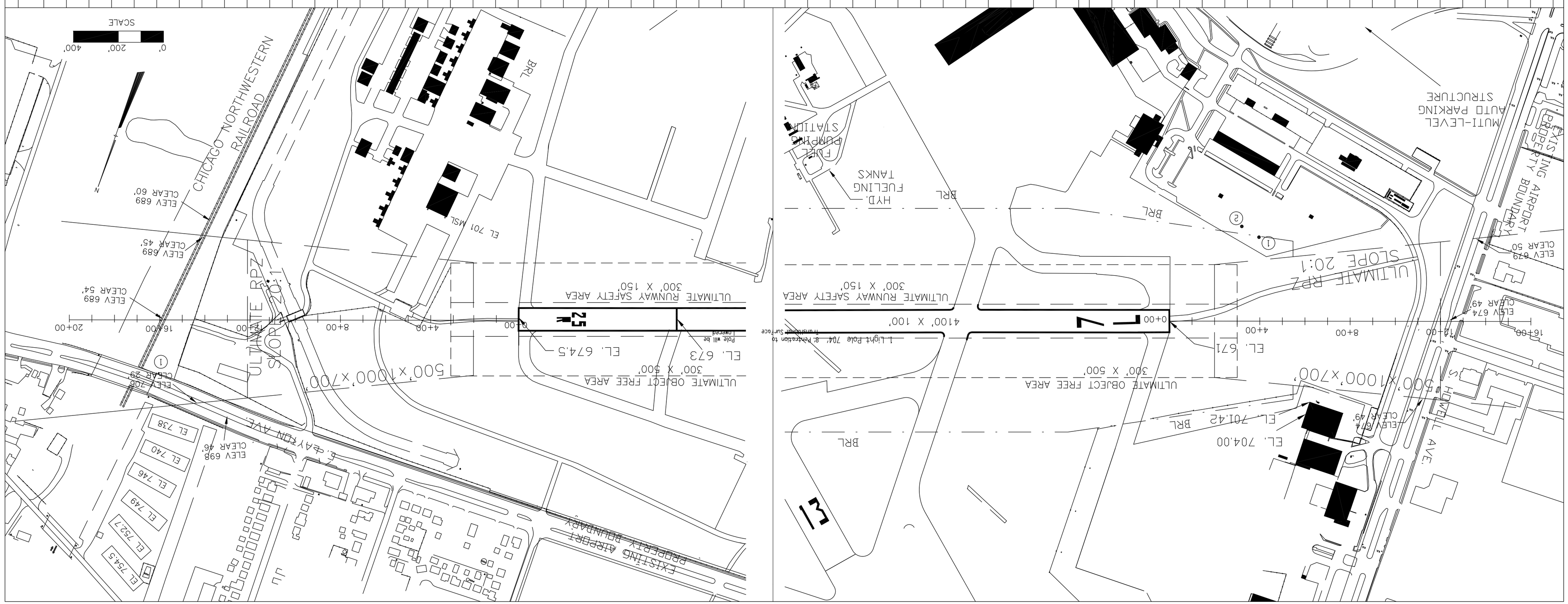

RUNWAY 7L OBSTRUCTION TABLE

DESCRIPTION	ELEV	OBSTRUCTION	DISPOSITION
1. Light Pole	704'	8' Penetration to Transitional Surface	Pole will be Lowered
2. Light Pole	704'	2' Penetration to Transitional Surface	Pole will be Lowered

RUNWAY 25R OBSTRUCTION TABLE

DESCRIPTION	ELEV	OBSTRUCTION	DISPOSITION
NONE			

RUNWAY 25R ULT. OBSTRUCTION TABLE

DESCRIPTION	ELEV	OBSTRUCTION	DISPOSITION
1. Light Poles	755'	Light poles on bridge	Poles will be Lowered

REALIGNED APPROACH SLOPE 20:1
THRESHOLD EL 671
EXISTING EXTENDED RUNWAY ℄ GROUND PROFILE
ULT. THRESHOLD EL 674.5
APPROACH SLOPE 20:1
RAILROAD TRACKS
LATON AVENUE BRIDGE
LIGHT POLES TO BE LOWERED

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

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MILWAUKEE, WISCONSIN
5 AUGUST 1992

HOR 0 200 400 SCALE IN FEET

VERT 0 20 40 SCALE IN FEET

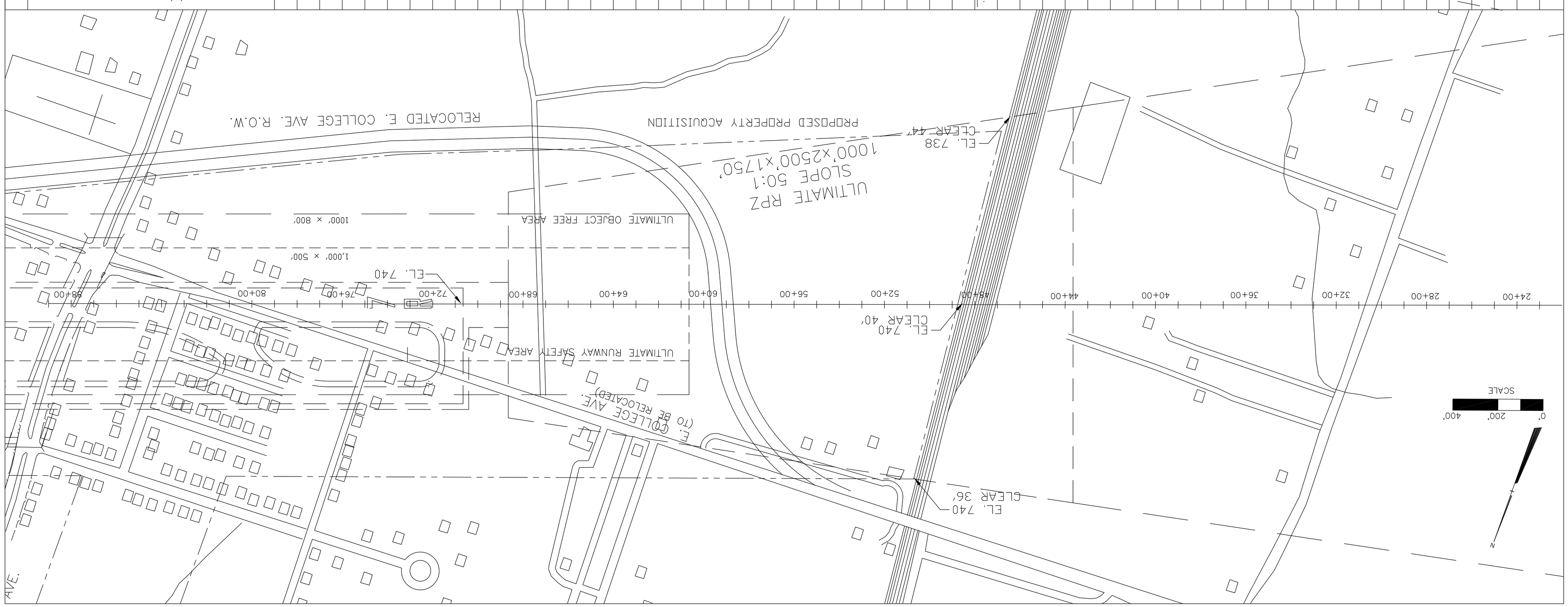
DESCRIPTION OF REVISIONS	DATE	FIRM OR AGENCY NAME	DWN. BY
NEW TAXIWAY & PERIM. RD	6/00	AIRPORT ENGINEERING	SWS
REV. 25R ULT. THRES. ELEV.	11/96	AIRPORT ENGINEERING	TMK
LIGHT POLE OBSTR.	1/96	AIRPORT ENGINEERING	TMK
RUNWAY RELOCATION	7/95	AIRPORT ENGINEERING	TMK

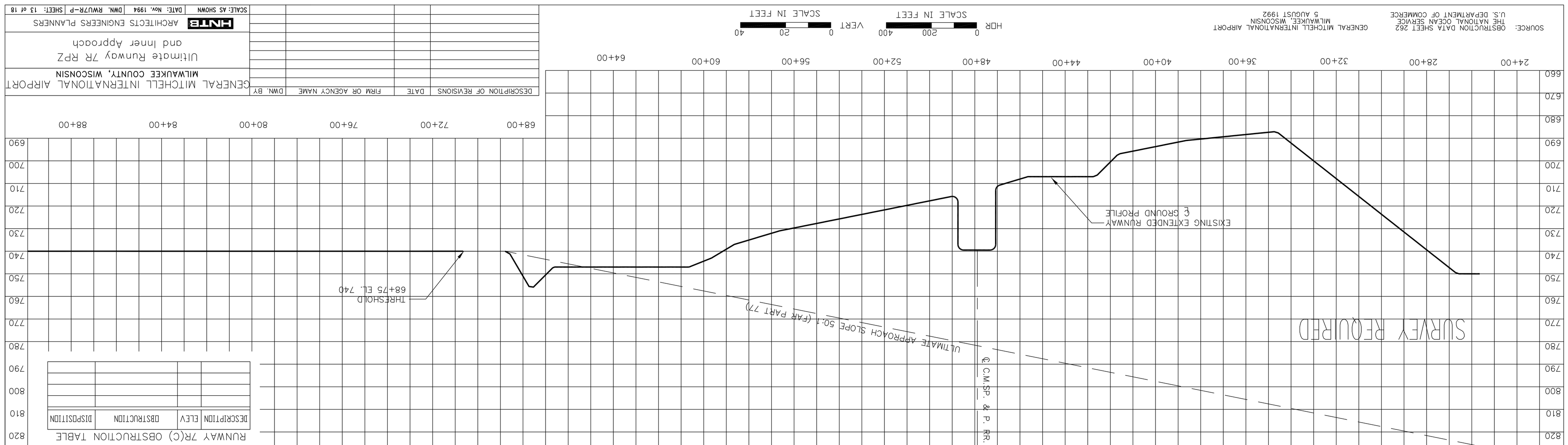
GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE COUNTY, WISCONSIN

Realigned Runway 7L–25R RPZs and Inner Approach

HNTB ARCHITECTS ENGINEERS PLANNERS

SCALE: AS SHOWN | DATE: Nov. 1994 | DWN. RWR725-P | SHEET: 12 of 18





RUNWAY 7R(C) OBSTRUCTION TABLE

DESCRIPTION	ELEV	OBSTRUCTION	DISPOSITION

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

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HOR 0 200 400 SCALE IN FEET

VERT 0 20 40 SCALE IN FEET

DESCRIPTION OF REVISIONS	DATE	FIRM OR AGENCY NAME	DWN. BY

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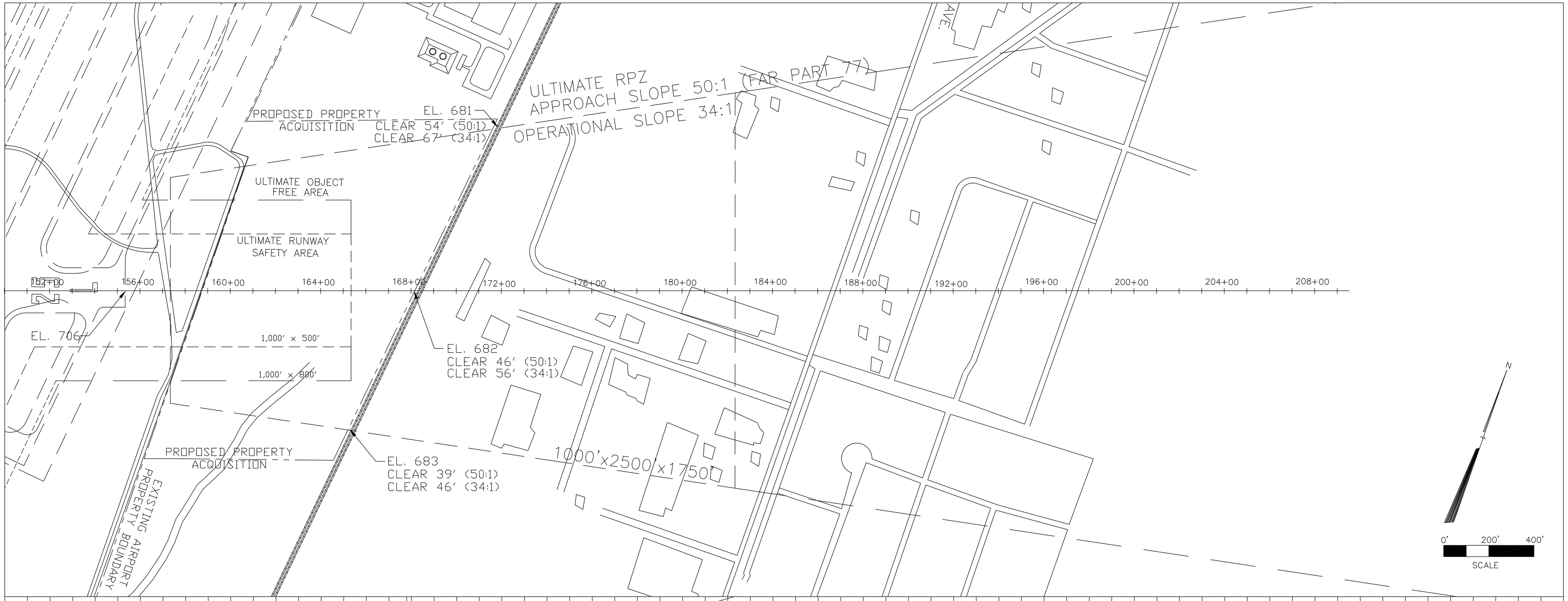
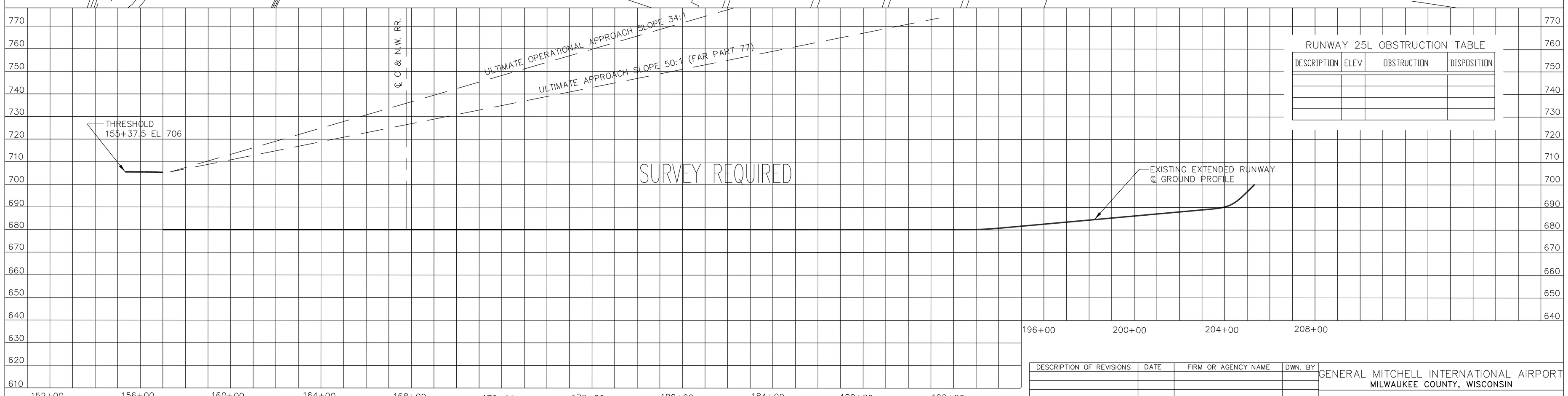
MILWAUKEE COUNTY, WISCONSIN

Ultimate Runway 7R RPZ
and Inner Approach

HNTB ARCHITECTS ENGINEERS PLANNERS

SCALE: AS SHOWN	DATE: Nov. 1994	DWN. RWU7R-P	SHEET: 13 of 18





RUNWAY 25L OBSTRUCTION TABLE

DESCRIPTION	ELEV	OBSTRUCTION	DISPOSITION

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

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Ultimate Runway 25L RPZ
and Inner Approach

HNTB ARCHITECTS ENGINEERS PLANNERS

SCALE: AS SHOWN | DATE: Nov. 1994 | DWN. RWU25L-P | SHEET: 14 of 18

SOURCE: OBSTRUCTION DATA SHEET 262
THE NATIONAL OCEAN SERVICE
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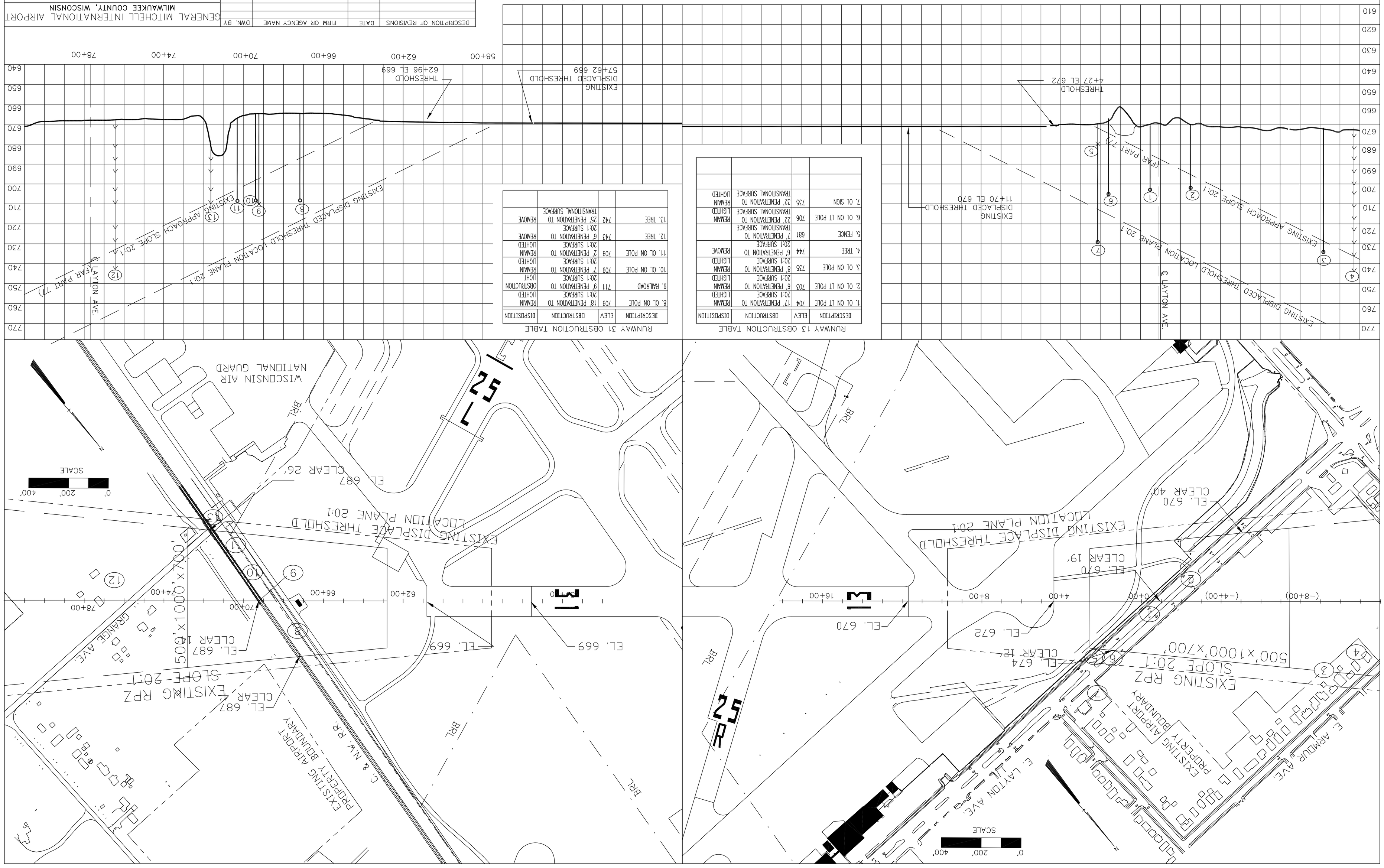
GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE, WISCONSIN
5 AUGUST 1992

HOR SCALE IN FEET 0 200 400

VERT SCALE IN FEET 0 20 40



RUNWAY 13 OBSTRUCTION TABLE

DESCRIPTION	ELEV	DISTRUCTION	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	DISTRUCTION	DISPOSITION
8. OL ON POLE	709	18' 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	7' PENETRATION TO 20:1 SURFACE	REMAIN LIGHTED
12. TREE	743	6' PENETRATION TO 20:1 SURFACE	REMOVE
13. TREE	742	25' PENETRATION TO TRANSITIONAL SURFACE	REMOVE

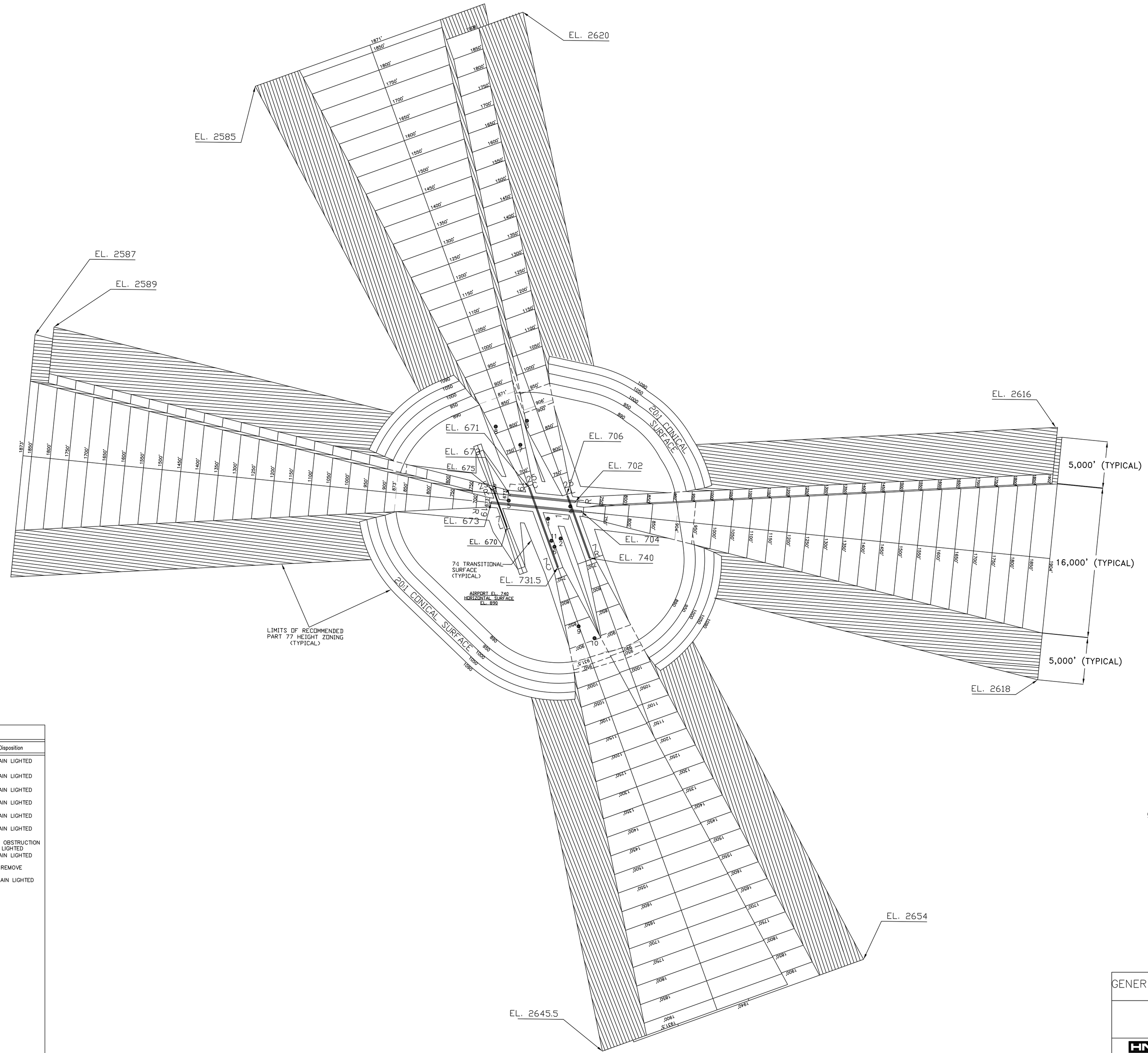
DESCRIPTION OF REVISIONS	DATE	FIRM OR AGENCY NAME	DWN. BY

GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE COUNTY, WISCONSIN

Runway 13–31 RPZs
and Inner Approach

HNTB ARCHITECTS ENGINEERS PLANNERS

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



OBSTRUCTION TABLE

Description	Elevation (MSL)	Obstruction	Disposition
1. ROD ON AIRPORT BEACON	726	5' obstruction to the Transitional Surface.	REMAIN LIGHTED
2. SPIRE	824	1' obstruction to the Transitional Surface.	REMAIN LIGHTED
3. STACK	965	79' obstruction to 50:1 Approach Surface.	REMAIN LIGHTED
4. GLIDE SLOPE	749	55' obstruction to Primary Surface.	REMAIN LIGHTED
5. GLIDESLOPE	719	49' obstruction to the Primary Surface.	REMAIN LIGHTED
6. GLIDESLOPE	764	53' obstruction to the Primary Surface.	REMAIN LIGHTED
7. TOWER	763	4' obstruction to the 50:1 Approach Surface.	TO BE OBSTRUCTION LIGHTED
8. STACK	965	79' obstruction to the Approach Surface.	REMAIN LIGHTED
9. TREE	864	79' obstruction to the Approach Surface.	REMOVE
10. FLAG POLE	911	18' obstruction to the 50:1 Approach Surface.	REMAIN LIGHTED
11. ELECTRICAL BOX	708	3' obstruction to the Primary Surface.	

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. All objects within FAR Part 77 surfaces for the ultimate runways to be removed in accordance with FAR Part 77 criteria.

N

0' 2000' 4000'

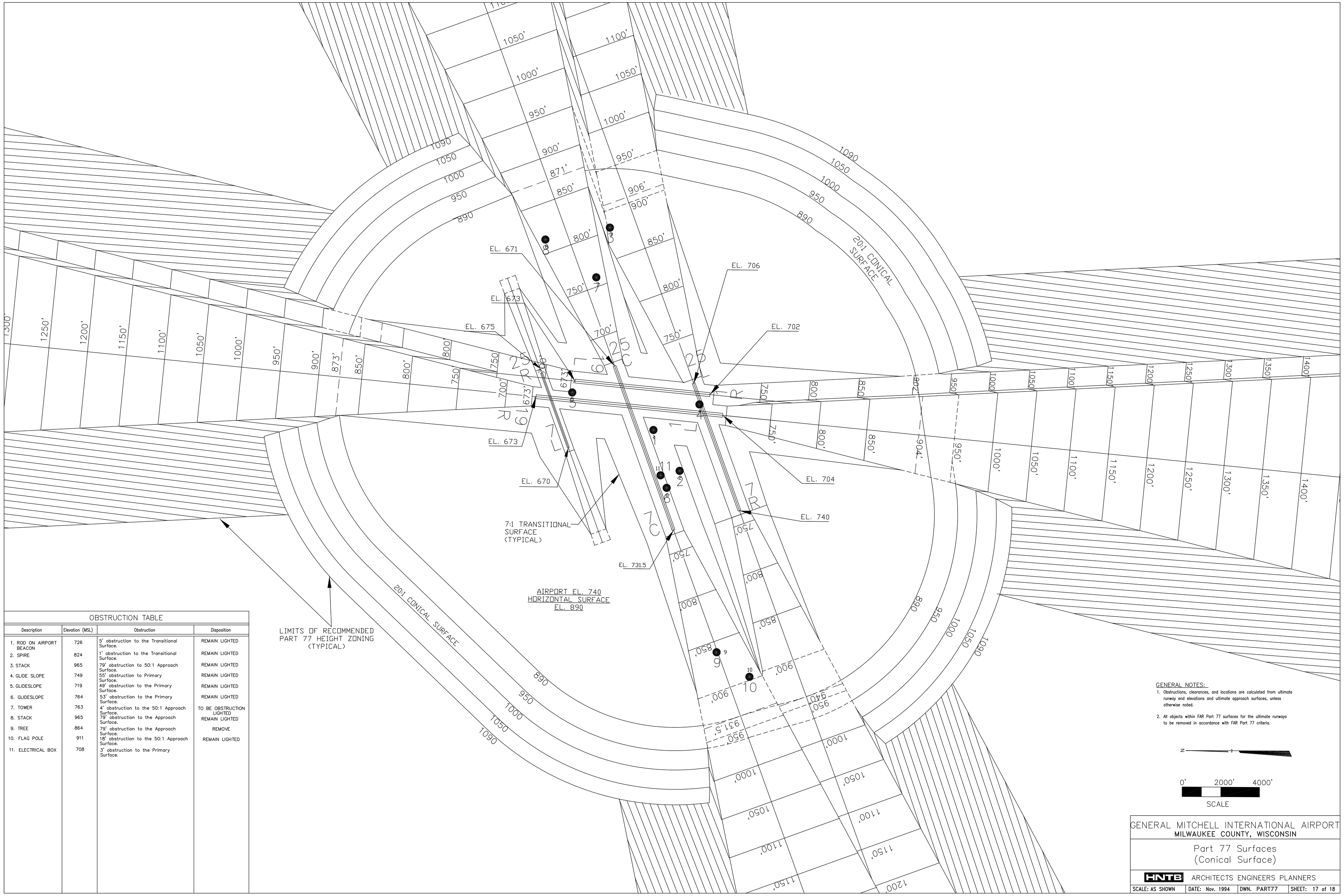
SCALE

GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE COUNTY, WISCONSIN

Part 77 Surfaces
(Conical Surface)

HNTB ARCHITECTS ENGINEERS PLANNERS

SCALE: AS SHOWN	DATE: Nov. 1994	DWN. PART77	SHEET: 17 of 18



OBSTRUCTION TABLE

Description	Elevation (MSL)	Obstruction	Disposition
1. ROD ON AIRPORT BEACON	726	5' obstruction to the Transitional Surface.	REMAIN LIGHTED
2. SPIRE	824	1' obstruction to the Transitional Surface.	REMAIN LIGHTED
3. STACK	965	79' obstruction to 50:1 Approach Surface.	REMAIN LIGHTED
4. GLIDE SLOPE	749	55' obstruction to Primary Surface.	REMAIN LIGHTED
5. GLIDESLOPE	719	49' obstruction to the Primary Surface.	REMAIN LIGHTED
6. GLIDESLOPE	764	53' obstruction to the Primary Surface.	REMAIN LIGHTED
7. TOWER	763	4' obstruction to the 50:1 Approach Surface.	TO BE OBSTRUCTION LIGHTED
8. STACK	965	79' obstruction to the Approach Surface.	REMAIN LIGHTED
9. TREE	864	79' obstruction to the Approach Surface.	REMOVE
10. FLAG POLE	911	18' obstruction to the 50:1 Approach Surface.	REMAIN LIGHTED
11. ELECTRICAL BOX	708	3' obstruction to the Primary Surface.	

GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE COUNTY, WISCONSIN

Part 77 Surfaces
(Conical Surface)

HNTB ARCHITECTS ENGINEERS PLANNERS

SCALE: AS SHOWN | DATE: Nov. 1994 | DWN. PART77 | SHEET: 17 of 18

CHICAGO NORTHWESTERN RAILROAD
CHICAGO MILWAUKEE ST. PAUL PACIFIC RAILROAD
Land Use Legend
Terminal Area/Terminal Support
Airline/Airport Support
Airfield
Air Cargo
General Aviation
Military
General Aviation
N
Military
MAGNETIC DECLINATION
1.8° W 1992
0'
600'
1200'
SCALE
NO.
REVISIONS
BY
APPR.
DATE
GENERAL MITCHELL INTERNATIONAL AIRPORT
MILWAUKEE COUNTY, WISCONSIN
On–Airport Land Use Plan
HNTB
ARCHITECTS ENGINEERS PLANNERS
SCALE: AS SHOWN
DATE: Nov. 1994
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