General Mitchell International Airport

IATA/ICAO CODE:	MKE/KMKE
CITY:	Milwaukee
STATE:	WI
COUNTRY:	USA

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name:	Kim M. Berry, A.A.E.
Title:	Airport Noise & Community Programs Manager
Airport:	General Mitchell International
Address:	5300 S. Howell Ave. Milwaukee, WI 53207-6189
Phone:	+1 414 747 5300
Fax:	+1 414 747 4525
Email:	kberry@mitchellairport.com

Airport Web Site: www.mitchellairport.com

ELEVATION: 723 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
01R/19L	4183	-	-	150
01L/19R	9690	19R/785	-	200
07R/25L	7761	25L/683	-	150
07L/25R	4800	-	-	100
13/31	5538	13/741 31/534	-	150

Note:

1. R/W 7L/25R closed to all jet traffic and aircraft over 12,500 lbs.
2. R/W 1R & 19L closed 2200-0600 to all but CAT 1 aircraft when 1L & 19R available.
3. R/W 13/31 closed jet aircraft w/o prior permission.
4. R/W 1R closed to turbojet takeoffs.
5. R/W 7L/25R closed 2200-0600 to all but CAT 1 aircraft when 7R/25L is available.

Check FAA Airport Diagrams for current information.

NOISE ABATEMENT PROCEDURES

6. Procedures

a. Local Control. The following procedures are to be used for turbojet departures.
(1) Runway 19R
(a) Noise sensitive residential areas are located near the extended centerline of Runway 19R. All east bound departures shall be issued heading to track approximately 15 degrees left of the centerline.

(b) All westbound departures shall be issued heading to track approximately 15 degrees to the right of the centerline. After aircraft have crossed the departure end of the Runway 19R, the aircraft may be turned no further west than 270 degrees.
(2) Runway 1L
(a) All turbojet departures shall be issued clearances to maintain runway heading until leaving 2,000 feet MSL then turn either left or right as follows:
1. All east and south bound departures shall not be assigned a heading to the right greater than 050 degrees.

2. All west and south bound departures shall not be assigned a heading to the left less than 330 degrees.
(3) Runway 7R
(a) All turbojet departures shall be issued clearances to maintain runway heading until leaving 2,000 feet MSL then turn left or right to tower assigned heading.
(4) Runway 25L
(a) All turbojet departures shall be issued clearances to maintain runway heading until leaving 2,000 feet MSL then turn left or right to tower assigned heading.

(b) When operating a 25L arrival configuration all east and southbound turbojet departures should be assigned Runway 19R for departure.
b. Departure Control
(1) Shall not change the headings as specified in paragraphs 6.a.(1)(a), 6.a.(2)(a)1 and 6.a.(2)(a)2 until turjojets have vacated 3,000 feet MSL or are three miles from the end of the departure runway.

(2) Runway 19R westbound departures shall not be turned further west than 270 degrees until the aircraft has vacated 3,000 feet MSL.
Note - the only exception for turns eariler than specified is for safety considerations.
c. Broadcast on the ATIS between 10:00 pm and 6:00 am local time: "these assignments are in accordance with noise abatement procedures. Request other runways only for operational necessity".

d. Restrictions
(1) When Runway 1L/19R is available, Runway 1R/19L shall be restricted to all except category I aircraft between 10:00 pm and 6:00 am local time. (See Table 1 below)

(2) When Runway 7R/25L is available, Runway 7L/25R shall be restricted to all except category I aircraft between 10:00 pm and 6:00 am local time. (See Table 3 below)

(3) Category II and III aircrfat operating between 10:00 pm and 6:00 am local time shall land on Runway 1L and takeoff on Runway 19R except when any of the following conditions exists as specified in accordance with FAA Order 8400.9, National Safety and Operatonal Criteria for Runway Use Program. (See Table 2 below)
(a) There should be no significant wind shear or thunderstorms which affect the use of the selected runways such as:
1 - That reported by an operating Low Level Wind Shear System (LLWAS) or Doppler (TDWR).

2 - Pilot report of wind shear

3 - Thunderstorms on the initial takeoff departure path or final approach path within 5 NM of the selected runways.
(b) The reported visibility shall not be less than 1 statue mile or Runway Visual Range is less than 5000 ft.

(c) There should be no snow, slush, ice or standing water present or reported (other than isolated patches which do not impact braking effectiveness) on that width of the applicable runway or stop-way (overrun) to be used. Braking effectiveness must be "good" (e.g. not "fair", "poor", orn"nil") and no reports of hydroplaning or unusual slippery runway surfaces (e.g. as may occur on un-grooved new pavement or contaminated surfaces).

(d) Winds, clear and dry runway.
1 - The crosswind component for the selected runway must not be greater than 20 knots

2 - The tailwind component must not be greater than 5 knots
(e) Winds, runways not clear or not dry
1 - The crosswind component must not exceed 15 knots.

2 - No tailwind component may be present, except the normal range of winds reported as clam (0-3 knots) may be considered to have no tailwind component
(4) When traffic volume between 10:00 pm and 6:00 am local time prevents opposite direction operations, land and depart Runway 1L

(5) Intersection departures by turbojet aircraft shall not be permitted.

(6) Runway 13/31 is noise sensitive and is closed to all turbojet aircraft without prior approval from the Airport Manager.
e. Area supervisors/CIC's shall record on FAA Form 7230-4, Daily Record of Facility Operations, the primary runway configuration along with the wind direction and velocity. Between 10:00 pm and 6:00 am local time, departures and arrivals not utilizing the "Noise Abatement Runways" shall also be recorded on FAA Form 7230-
(1) Between 10:00 pm and 6:00 am, if conditions prevent operations on the primary "Noise Abatement Runways", include the reason on FAA Form 7230-4.

Table of Maximum Wind Values
The following tables illustrate the maximum components for wind direction in 10 degree increments relative to a runway. No headwind component limitation is stated because strong headwinds would dictate the use of a runway aligned into the wind due to the crosswind limitation. Velocity values are rounded down to the nearest whole number.

Crosswind Component Table 1 (Dry Runway)		Crosswind Component Table 2 (Runway Not Clear and Dry)	
Wind Angle (Degree) From Runway Heading	Wind Velocity(KT)	Wind Angle (Degree) From Runway Heading	Wind Velocity(KT)
10	114	10	86
20	58	20	44
30	40	30	30
40	31	40	23

45	28	45	21
50	26	50	19
60	23	60	17
70	21	70	16
80	20	80	15
90	20	90	15

Crosswind Component Table 3 (Dry Runway)	
Wind Angle (Degree) From Runway Heading	Wind Velocity(KT)
100	20
110	14
120	10
130	7
135	7
140	6
150	5
150	5
170	5
180	5

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

The FAA has a primary function to determine under what conditions flight operations may be conducted without causing degradation of safety. Under ideal conditions aircraft tkaepffs and landings should be conducted into the wind. Considerations such as delay and capacity problems, runway length, approach aids, noise abatement, and other factors may require aircraft operations to be conducted as follows:

a. In the order listed below, the following runways provide the greatest noise abatement benefits:

Takeoff	Landing
19R	1L
1L	19R
25L	7R
7R	25L

b. Runway 19R should be used for all turbojet departures, except when required for safe and efficient operations of aircraft. Using Runway 19R for departures is consistent with FAA Order 8400.9, National Safety and Operational Criteria for Runway Use Programs. Requests for use of other runways for reasons of

operational necessity and safety will be honored.

c. Runway conditions should be considered when making runway assignments, i.e. wet or dry runway, slush on the runway, etc.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

To mitigate the effects of noise generated by engine run-ups at General Mitchell International Airport, the Airport has constructed a Ground Run-up Enclosure (GRE). The GRE is located in the middle of the Airport off Taxiway-Yankee just west the intersection of Taxiways Yankee and Romeo. All turboprop and turbojet/turbofan aircraft over 10,500 lbs. MTOW with wingspans less than 214 feet shall conduct engine run-up in the GRE, subject to GRE availability and meteorological conditions.

Operators should contact Airport Operations at (414)747-5325 prior to engine start to provide user information and obtain scheduling, and assignment to the appropriate run-up location. Users who are unfamiliar with operations in a GRE should ask Airport Operations for guidance on position their aircraft within the structure. GRE use is on a first-come-first-served basis 24-hours a day.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

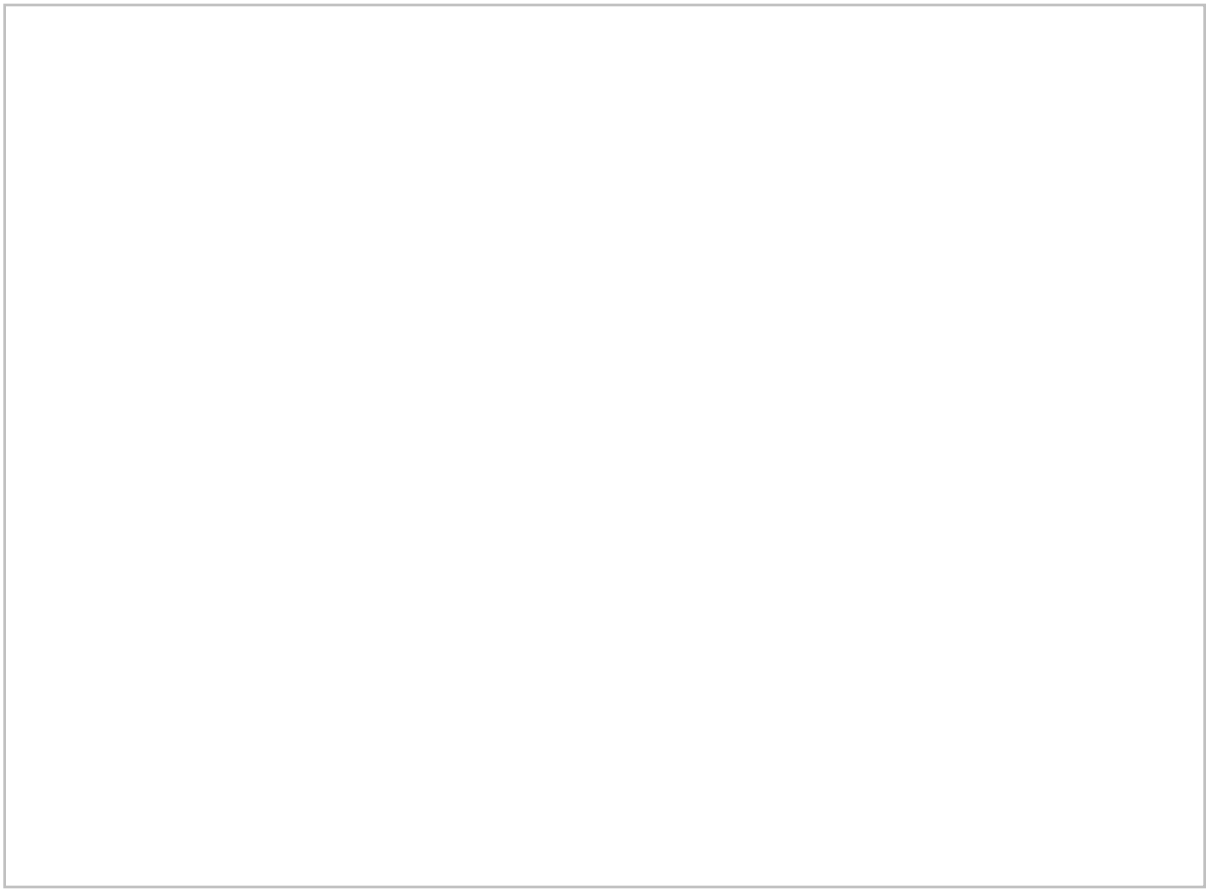
NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	1997	1708 homes eligible 1477 homes completed 67 homes yet to be completed
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	1997	1 homeowner chose this option
Avigation Easements	1997	178 homeowners chose this option 165 homeowners have completed process
Zoning Laws	-	Varies by municipality. Airport does not control zoning.
Real Estate/Property Disclosure Laws	-	none
Acquire Land for Noise Compatibility to date	1995	108 homes eligible 86 completed, 22 declined
Population within each noise contour level relative to aircraft operations	2000	9069 (65-70 DNL) 287 (70-75 DNL) 0 (75+ DNL)
Airport Noise Contour Overlay Maps	-	-

Total Cost of Noise Mitigation Programs to Date	1995-completion (2006)	$83,000,000 Residential Sound Insulation
	1995-2005	$11,900,000 Home Acquisitions
	1995-2005	$1,400,000 Vacant Land Acquisition
	1995-2005	$8,800,000 Church/School Insulation
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Federal/State Aide - $60,600,000 PFC - $49,000,000 Other - $1,000,000 2005: AIP grant of $5,785,646 for residential sound insulation in the 65-69 DNL contour.

NOISE MONITORING SYSTEM



The airport has a noise monitoring system that includes 7 permanent monitors with a flight track system. The system is used to monitor activity and accumulate data for analysis.

FLIGHT TRACK MONITORING SYSTEM

Yes - see information under Noise Monitoring System

NOISE LEVEL LIMITS - NONE

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

U.S. Stage 2 Phase out complete as of 12/31/1999 (CFR Part 91.801). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 3 RESTRICTIONS - NONE