

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
GREEN BAY AIR TRAFFIC CONTROL TOWER
2077 AIRPORT DRIVE
GREEN BAY, WISCONSIN

ISSUE: September 28, 2011

EFFECTIVE: September 28, 2011

FACILITY NAME: Green Bay Airport Traffic Control Tower
LETTER TO AIRMEN No. 11-2

SUBJECT: Radar services to VFR Aircraft conducting practice approaches at airports within the Green Bay Approach Control Airspace.

CANCELLATION DATE: September 28, 2013

Green Bay Approach Control provides radar services for the following airports in the Green Bay Approach Control airspace: Green Bay /Austin Straubel International Airport (GRB), Appleton /Outagamie County Regional Airport (ATW), Clintonville Municipal Airport (CLI), Ephraim-Fish Creek Airport (3D2), Manitowoc County Airport (MTW), Menominee-Marquette Twin County Airport (MNM), Oconto/J Douglas Bake Memorial Airport (OCQ), Pulaski/Carter Airport (92C), Shawano Municipal Airport (EZS), Sturgeon Bay/Door County Cherryland Airport (SUE).

Green Bay Approach Control will provide radar services and IFR lateral/longitudinal or 500 feet vertical separation from all IFR traffic and other VFR aircraft practicing instrument approach procedures at Green Bay/Austin Straubel International Airport (GRB) and Appleton /Outagamie County Regional Airport (ATW) during the respective published hours of operation.

Aircraft practicing instrument approach procedures at Clintonville Municipal Airport (CLI), Ephraim-Fish Creek Airport (3D2), Manitowoc County Airport (MTW), Menominee-Marquette Twin County Airport (MNM), Oconto/J Douglas Bake Memorial Airport (OCQ), Pulaski/Carter Airport (92C), Shawano Municipal Airport (EZS), Sturgeon Bay/Door County Cherryland Airport (SUE), will be provided IFR lateral/longitudinal or 500 feet vertical separation from all IFR and known VFR practice instrument approach aircraft from the time the approach clearance is issued until the aircraft is over the final approach fix or 5 miles from the airport, whichever is closer to the airport. Separation services will not be provided to the surface due to the limitations of radar coverage in those areas. Radar services to aircraft practicing instrument approach procedures will be provided on a workload permitting basis.

