

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KMDW

Terminal Charts For KMDW

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Chicago IL USA
IATA Code: MDW
Lat/Long: N41° 47.2' W087° 45.1'
Elevation: 620 ft

Airport Use: Public
Magnetic Variation: 3.7°W
Sectional Chart: Chicago

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Oxygen Types: Low Pressure, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1319 Z
Sunset: 2235 Z,

Runway Information

Runway: 04L
Length x Width: 5507 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 617 ft
Lighting: Edge
Displaced Threshold: 758 ft

Runway: 04R
Length x Width: 6445 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 619 ft
Lighting: Edge, Centerline, REIL
Displaced Threshold: 518 ft

Runway: 13C
Length x Width: 6522 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 611 ft
Lighting: Edge, ALS
Displaced Threshold: 463 ft

Runway: 13L
Length x Width: 5141 ft x 150 ft

Surface Type: asphalt
TDZ-Elev: 609 ft
Lighting: Edge
Displaced Threshold: 752 ft

Runway: 13R
Length x Width: 3859 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 612 ft
Lighting: Edge

Runway: 22L
Length x Width: 6445 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 611 ft
Lighting: Edge, Centerline, REIL
Displaced Threshold: 635 ft

Runway: 22R
Length x Width: 5507 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 614 ft
Lighting: Edge
Displaced Threshold: 878 ft

Runway: 31C
Length x Width: 6522 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 613 ft
Lighting: Edge, ALS, REIL
Displaced Threshold: 696 ft

Runway: 31L
Length x Width: 3859 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 613 ft
Lighting: Edge

Runway: 31R
Length x Width: 5141 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 610 ft
Lighting: Edge

Communication Information

ATIS 132.75
ASOS 132.75
Chicago Midway Intl Tower 118.7
Chicago Midway Intl Ground Control 121.65
Chicago Midway Intl Clearance Delivery 124.625

Chicago Approach Control 128.2 Arrival Service
Chicago Approach Control 126.05
Chicago Midway App ARSA 119.45 Out to 15 mi.
Chicago Departure Control 128.2 Departure Service
Chicago Departure Control 126.05
Chicago Midway Intl Unicom 122.95
Copter Control 135.2 Military

D-ATIS
132.75

Apt Elev
620'

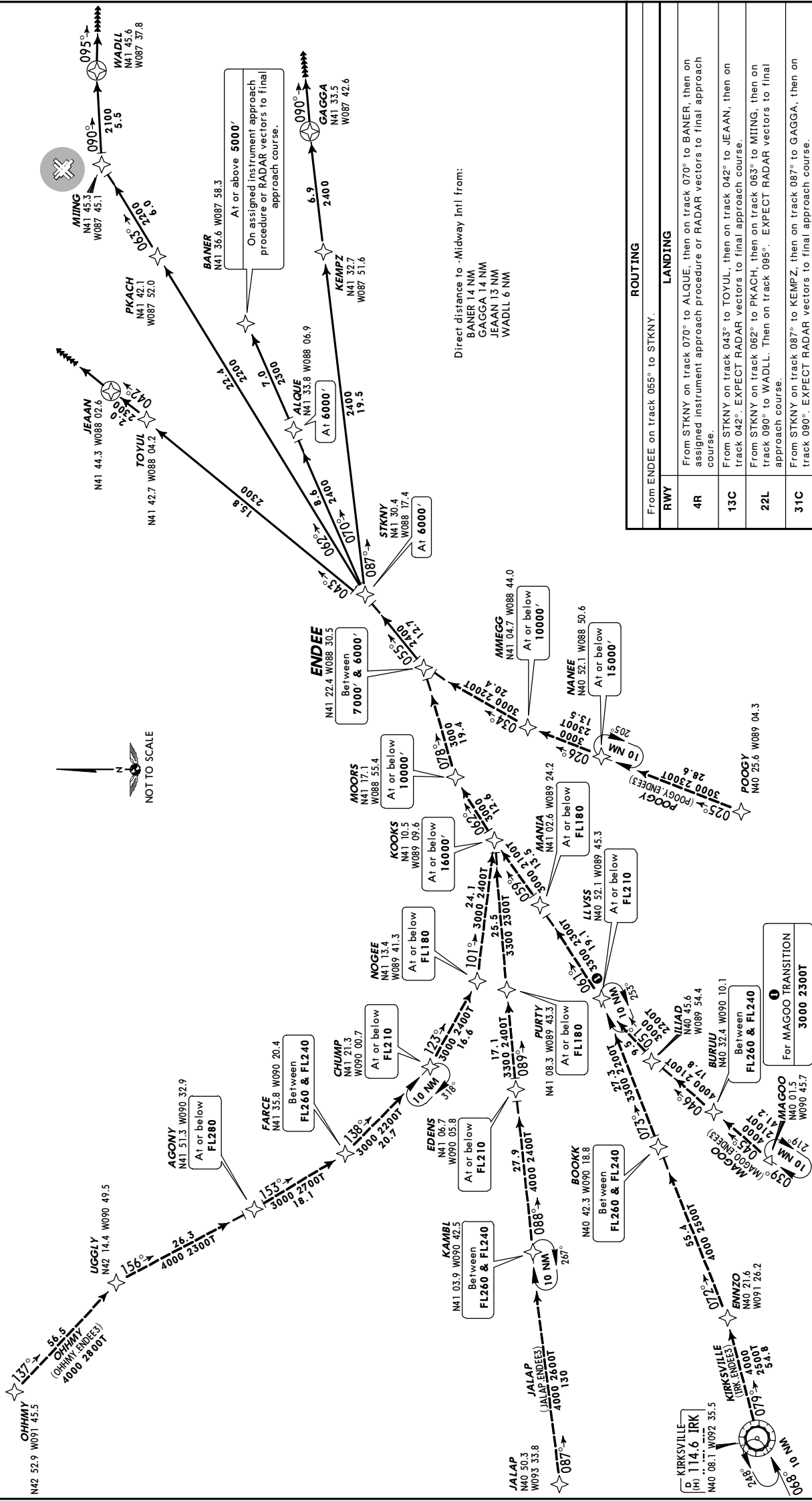
Alt Set: INCHES

Trans level: FL180

Trans alt: 18000'

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

ENDEE THREE RNAV ARRIVAL (ENDEE.ENDEE3)



ROUTING

From ENDEE on track 055° to STKNY.

LANDING

RWY	
4R	From STKNY on track 070° to ALQUE, then on track 070° to BANER, then on assigned instrument approach procedure or RADAR vectors to final approach course.
13C	From STKNY on track 043° to TOYUL, then on track 042° to JEAN, then on track 042°. EXPECT RADAR vectors to final approach course.
22L	From STKNY on track 062° to PKACH, then on track 063° to MIING, then on track 090° to WADLL. Then on track 095°. EXPECT RADAR vectors to final approach course.
31C	From STKNY on track 087° to KEMPZ, then on track 087° to GAGGA, then on track 090°. EXPECT RADAR vectors to final approach course.

FISSK THREE RNAV ARRIVAL
(FISSK.FISSK3)

SPEED:

Turbojet and Turboprop Aircraft:

MAINTAIN 250 KT BELOW 10000'

UNTIL ADVISED BY ATC

At or above 3000'

EXPECT RNAV (GPS) approach or RADAR vectors to final approach course. If approach clearance not received by STERE, proceed inbound on RNAV (GPS) Z Rwy 22L routing.

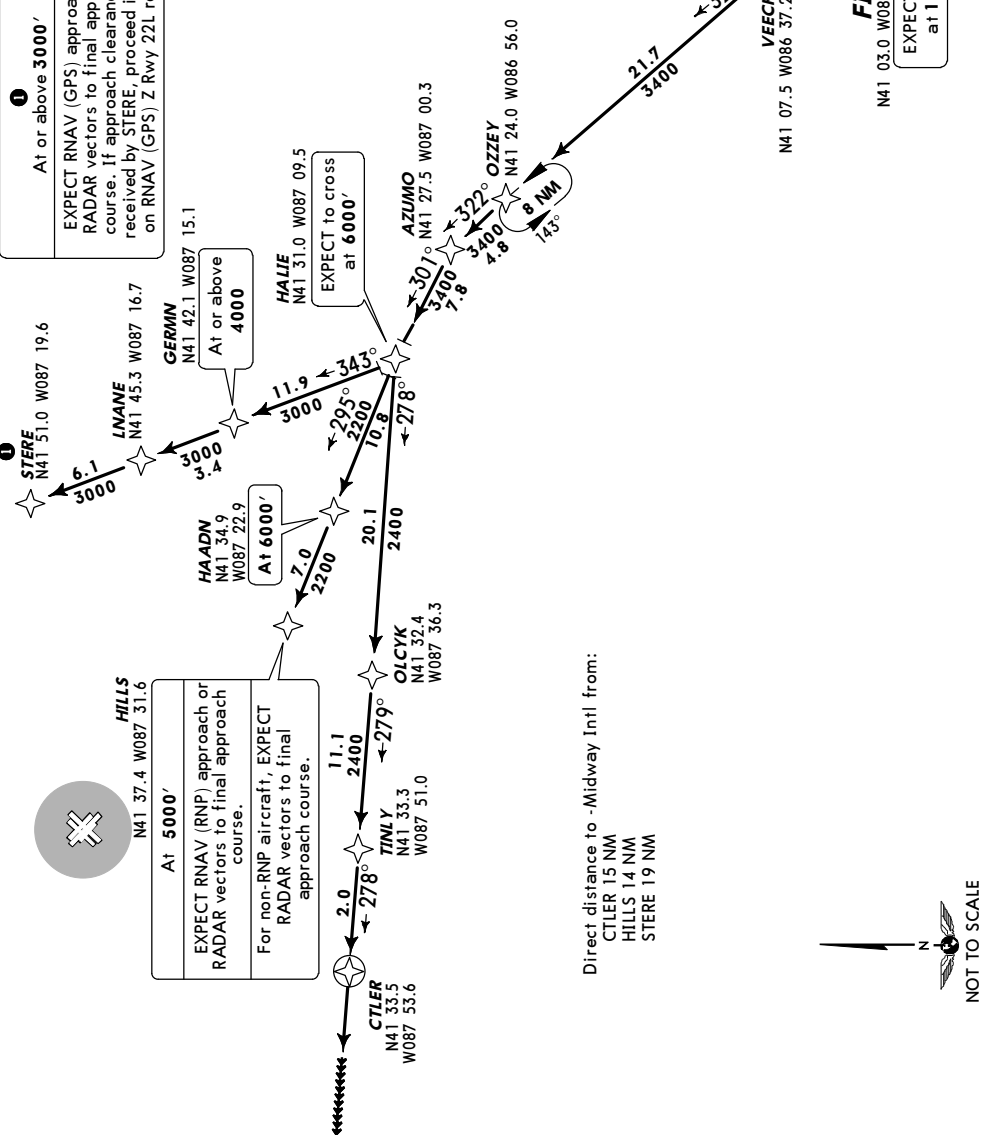
HILLS

N41 37.4 W087 31.6

At 5000'

EXPECT RNAV (RNP) approach or RADAR vectors to final approach course.

For non-RNP aircraft, EXPECT RADAR vectors to final approach course.



Direct distance to -Midway Intl from:
CTLEK 15 NM
HILLS 14 NM
STERE 19 NM

ROUTING	
From FISSK on track 302° to VEECK, then on track 323° to OZZEY, then on track 322° to AZUMO, then on track 301° to HALIE.	
LANDING	
From HALIE on track 278° to OLCLYK. Then on track 279° to TINLY, then on track 278° to CTLEK, then on track 278°. EXPECT RADAR vectors to final approach course.	
From HALIE on track 343° to GERMN. Then on track 343° to LNAME and STERE. EXPECT RNAV (GPS) approach or RADAR vectors to final approach course. If approach clearance not received by STERE, proceed inbound on RNAV (GPS) Z Rwy 22L routing.	
From HALIE on track 295° to HAADN, then on track 295° to HILLS. EXPECT RNAV (RNP) approach or RADAR vectors to final approach course.	

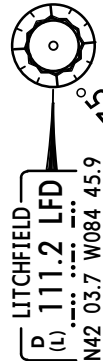
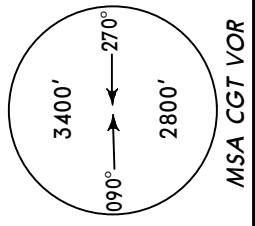
CHANGES: None.

CHICAGO MIDWAY INTL
D-ATIS
132.75

Apt Elev
See graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. RADAR required.
2. DME required.
3. Also Serves 1

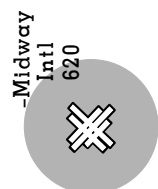


GOSHEN FIVE ARRIVAL (GSH.GSH5)

Direct distance from CGT to:
Chicago Midway Intl 18 NM

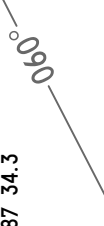
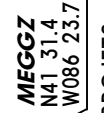
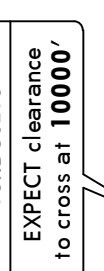
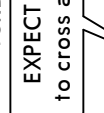
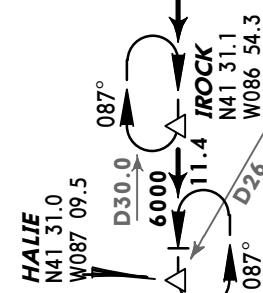
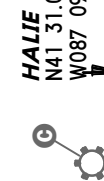
Direct distance from CGT to:
1 AIRPORT SERVED
Lansing Mun 2 NM

- A CHICAGO ILL
Lansing Mun
620
- B GRIFFITH IND
-Merrillville
634
- C HOBART IND
-Sky Ranch
644



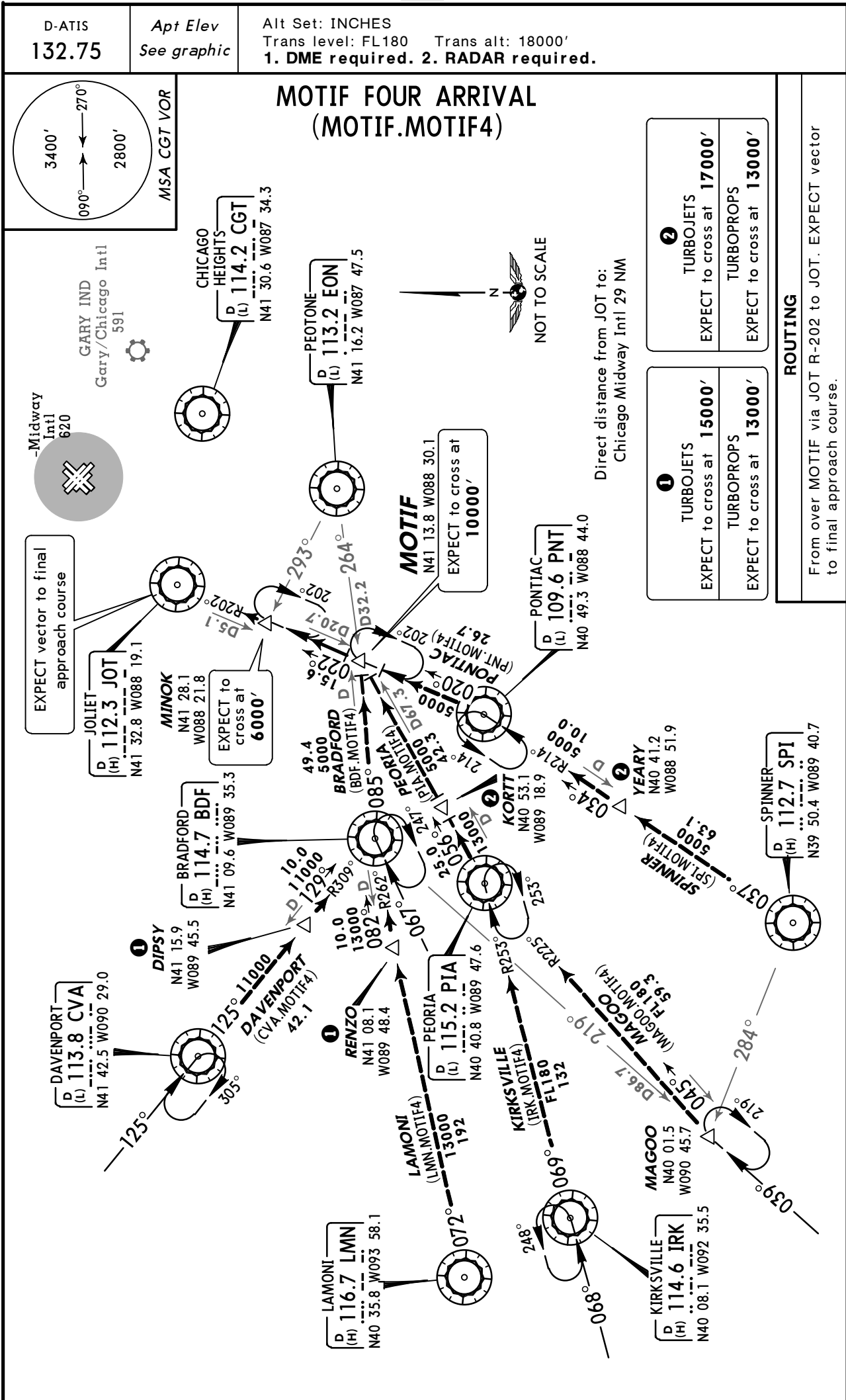
GARY IND
Gary/Chicago Intl
591

EXPECT RADAR
vectors to final
approach course



ROUTING

From over GSH via GSH R-270 to MEGGZ, then via GSH R-270 to AWSUM, then via CGT R-087 to IROCK, then via CGT R-087 to HALIE, then via CGT R-087 to CGT. EXPECT RADAR vectors to final approach course.



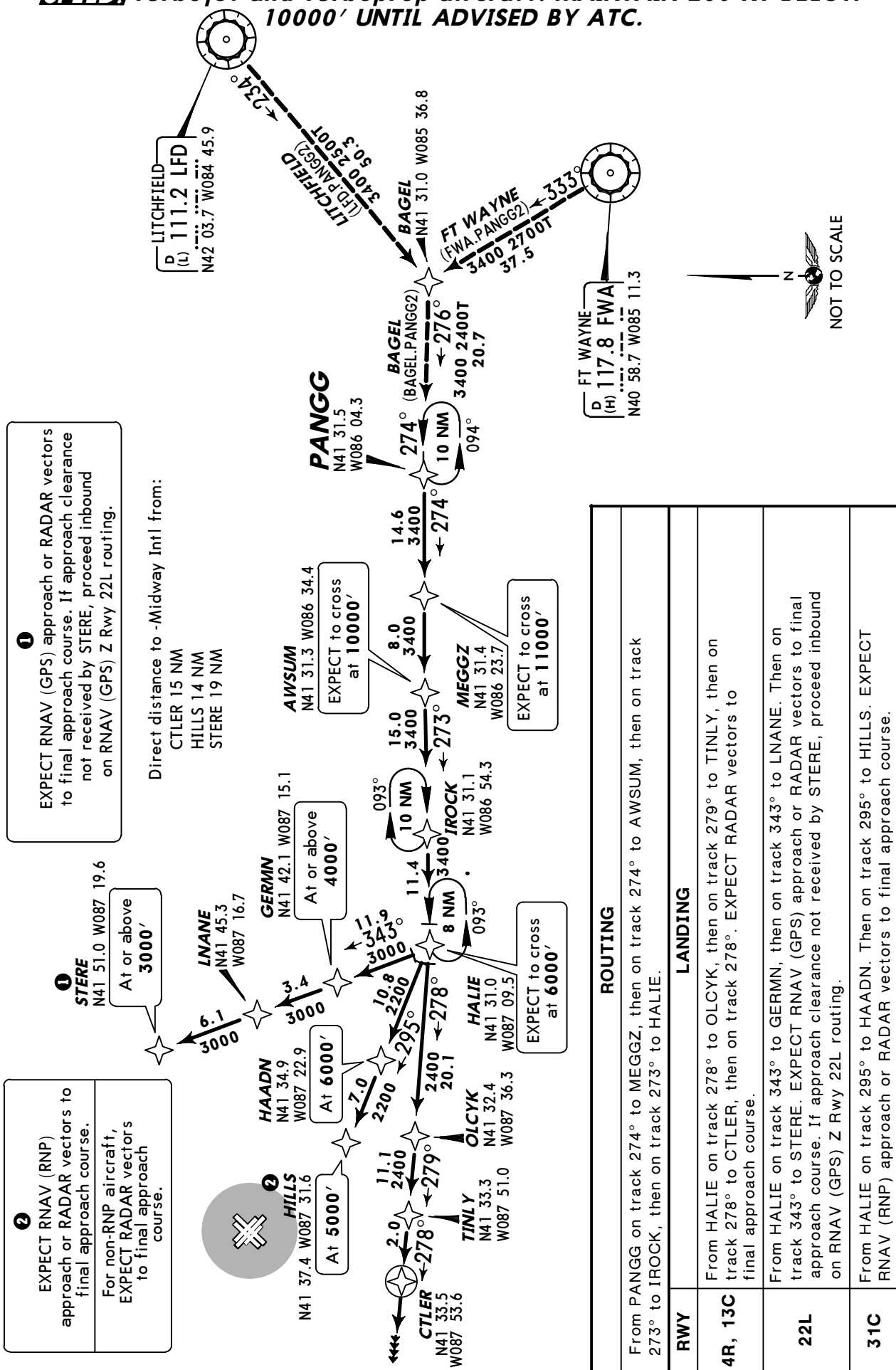
D-ATIS
132.75

Apt Elev
620'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

PANGG TWO RNAV ARRIVAL (PANGG.PANGG2)

SPEED: Turbojet and Turboprop aircraft: MAINTAIN 250 KT BELOW 10000' UNTIL ADVISED BY ATC.

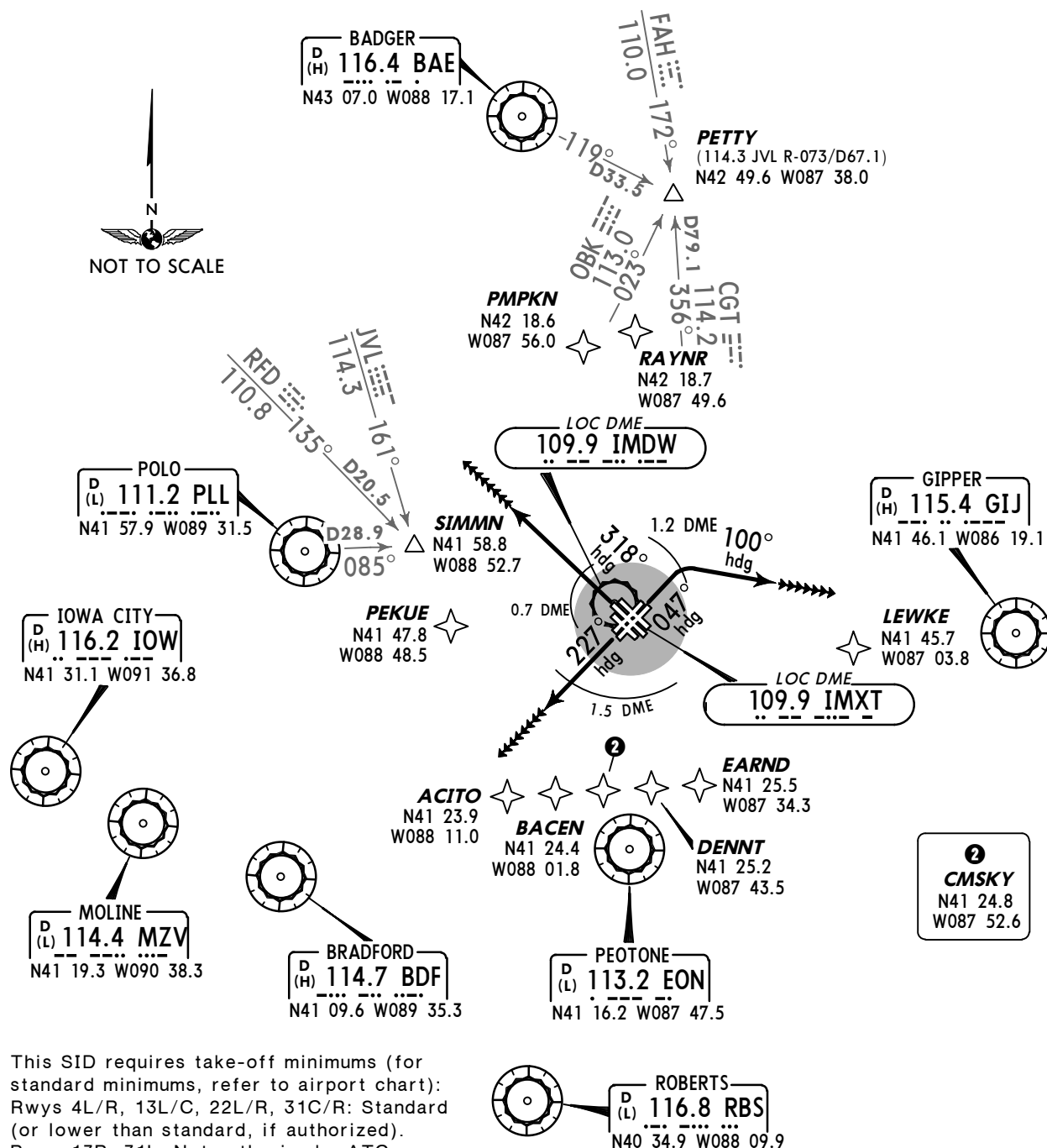


CHICAGO
Departure (R)
128.2Apt Elev
620'

Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**
2. **DME required.** (IMXT when RWY 31C in use, IMDW when RWY 13C in use).

CICERO SEVEN DEPARTURE (CISRO7.MDW)

**SPEED: ALL TURBOJET DEPARTURES IN ALL DIRECTIONS,
MAINTAIN 250 KT UNTIL ADVISED BY ATC****OBSTACLES**

For TAKEOFF OBSTACLE NOTES see 10-30B1.

INITIAL CLIMB

All aircraft EXPECT RADAR vectors to first enroute fix. MAINTAIN 3000' or assigned lower altitude. EXPECT clearance to requested altitude/flight level 10 minutes after departure.
Complete initially assigned turn within 4 DME.

RWYS 4L/R

NORTHBOUND departures assigned headings 360° clockwise through 080°, climb heading 047° to 1.2 DME, then continue climbing RIGHT turn heading 100° to 2400'.

RWY 22L

Climb heading 227° to 1.5 DME, then continue climb to 1300'.

RWY 31C

Climb heading 318° to 0.7 DME, then continue climb to 1500'.

RWYS 13L/C, 22R, 31R

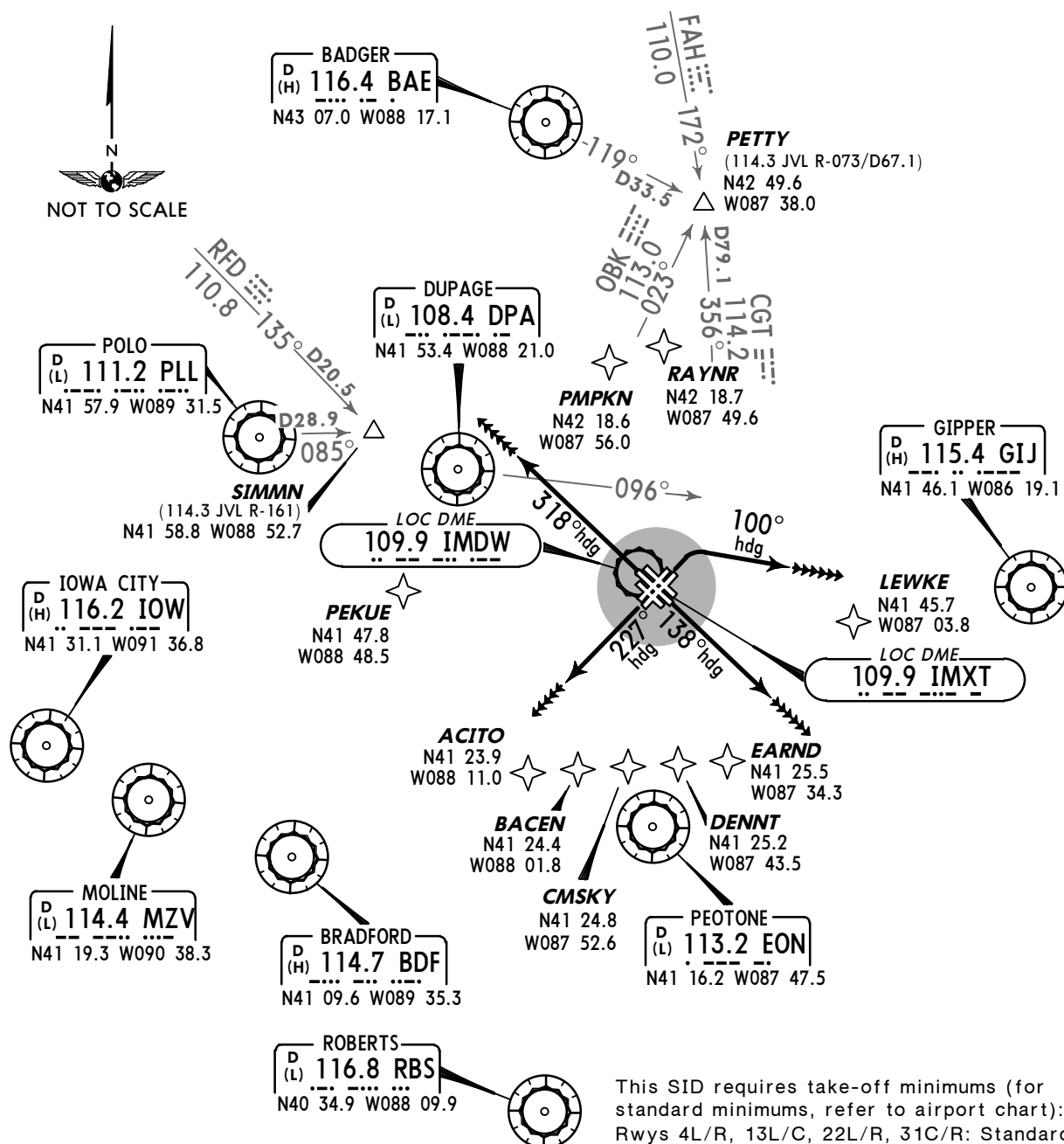
Climb assigned heading to 1.2 DME.

ROUTING

Then via tower assigned heading/vector to assigned altitude.

CHICAGO
Departure (R)
128.2Apt Elev
620'Trans level: FL180 Trans alt: 18000'
RADAR required.

MIDWAY ONE DEPARTURE (MDWAY1.MDW)

**SPEED: ALL TURBOJET DEPARTURES IN ALL DIRECTIONS,
MAINTAIN 250 KT UNTIL ADVISED BY ATC**

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4L/R, 13L/C, 22L/R, 31C/R: Standard (or lower than standard, if authorized).
Rwys 13R, 31L: Not authorized - ATC.

RWY	INITIAL CLIMB
4L/R	ALL AIRCRAFT: NORTHBOUND departures assigned headings 360° clockwise through 080° climbing RIGHT turn to 2400' heading 100° before proceeding on course.
13L/C	Climb heading 138° to 1400' before turning.
22L/R	Climb heading 227° to 1300' before turning.
31C/R	Climb heading 318° to 1500' before turning.
ROUTING	
DME EQUIPPED AIRCRAFT	Complete initially assigned turn within 4 DME (IMXT when RWY 31C in use, IMDW when RWY 13C in use). MAINTAIN 3000' or assigned lower altitude.
NON-DME EQUIPPED AIRCRAFT	Complete initially assigned turn SOUTH of DPA R-096. MAINTAIN 3000' or assigned lower altitude.
All aircraft EXPECT RADAR vectors to first enroute fix. EXPECT clearance to requested altitude/flight level 10 minutes after departure.	

TAKEOFF OBSTACLE NOTES

◦ RWY 4L:

FENCE 18' FROM DER, 257' LEFT OF CENTERLINE, 12' AGL/616' MSL. VEHICLE ON ROAD 143' FROM DER, 163' LEFT OF CENTERLINE, 16' AGL/620' MSL. POLES AND BUILDING BEGINNING 167' FROM DER, 64' LEFT OF CENTERLINE, 25' AGL/630' MSL. RISING TERRAIN 10' FROM DER, 492' RIGHT OF CENTERLINE, 606' MSL. SIGNS BEGINNING 1596' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 88' AGL/692' MSL. LIGHT POLES, TREES, TOWERS AND POLE BEGINNING 281' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 75' AGL/679' MSL.

◦ RWY 4R:

NAVAID 300' FROM DER, ON CENTERLINE, 9' AGL/614' MSL. BLAST FENCE 278' FROM DER, 44' LEFT OF CENTERLINE, 9' AGL/613' MSL. TOWER 3984' FROM DER, 1142' LEFT OF CENTERLINE, 109' AGL/708' MSL. TRAMWAY 1491' FROM DER, 571' RIGHT OF CENTERLINE, 48' AGL/654' MSL. FENCE AND WALL BEGINNING 249' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 13' AGL/616' MSL. LIGHT POLES, T- L TOWERS AND POLES BEGINNING 40' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 39' AGL/644' MSL. TREES AND SIGN BEGINNING 905' FROM DER, 416' LEFT OF CENTERLINE, UP TO 75' AGL/679' MSL. TREES AND FLAGPOLE BEGINNING 921' FROM DER, 67' RIGHT OF CENTERLINE, UP TO 53' AGL/657' MSL. TOWER 1823' FROM DER, 110' RIGHT OF CENTERLINE, 61' AGL/672' MSL.

◦ RWY 13L:

BUILDINGS BEGINNING 665' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 33' AGL/641' MSL. FENCE AND WALL BEGINNING 178' FROM DER, 462' LEFT OF CENTERLINE, UP TO 15' AGL/622 MSL. LIGHT POLES, TREES AND T- L TOWERS BEGINNING 362' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 75' AGL/ 684' MSL.

◦ RWY 13C:

NAVAID 249' FROM DER, ON CENTERLINE, 9' AGL/619' MSL. BUILDING AND TREES BEGINNING 37' FROM DER, 470' RIGHT OF CENTERLINE, UP TO 27' AGL/641' MSL. BUILDING AND BLAST FENCE BEGINNING 102' FROM DER, 51' LEFT OF CENTERLINE, UP TO 15' AGL/625' MSL. LIGHT POLES, SIGN AND T-L TOWERS BEGINNING 179' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 39' AGL/650' MSL. BUILDINGS AND TREES BEGINNING 271' FROM DER, 569' LEFT OF CENTERLINE, UP TO 70' AGL/ 680' MSL. BUILDINGS BEGINNING 565' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 42' AGL/ 654 MSL. TREES BEGINNING 823' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 81' AGL/700' MSL.

◦ RWY 22L:

BUILDING AND LIGHT POLES BEGINNING 73' FROM DER, 489' LEFT OF CENTERLINE, UP TO 31' AGL/648' MSL. BUILDINGS, LIGHT POLES, TREES AND T-L TOWERS BEGINNING 211' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 60' AGL/689' MSL. TANK 4100' FROM DER, 161' RIGHT OF CENTERLINE, 113' AGL/728' MSL. POLES BEGINNING 3991' FROM DER, 571' LEFT OF CENTERLINE, UP TO 107' AGL/ 743' MSL.

◦ RWY 22R:

TANK 4332' FROM DER, 763' LEFT OF CENTERLINE, 113' AGL/728' MSL. FENCE AND WALL BEGINNING 8' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 13' AGL/ 630' MSL. BUILDING 946' FROM DER, 568' LEFT OF CENTERLINE, 62' AGL/677' MSL. BUILDING, LIGHT POLES, TREES AND T-L TOWERS BEGINNING 84' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 43' AGL/659' MSL. TREES BEGINNING 1' FROM DER, 306' RIGHT OF CENTERLINE, UP TO 52' AGL/669' MSL. TREES BEGINNING 493' FROM DER, 30' RIGHT OF CENTERLINE, UP TO 75' AGL/ 689' MSL.

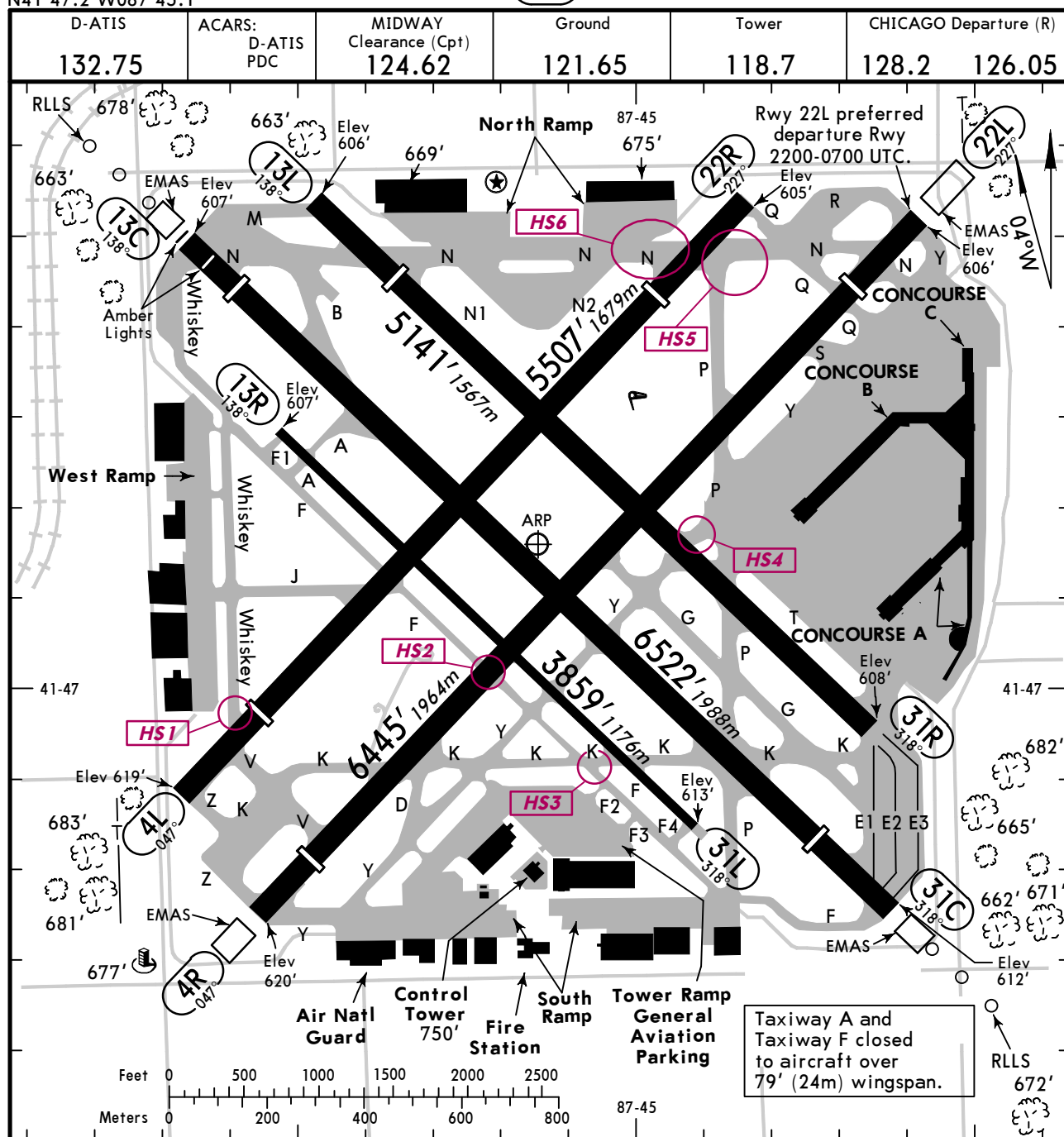
TAKEOFF OBSTACLE NOTES (CONTD)

◦ RWY 31C:

NAVAID 238' FROM DER, ON CENTERLINE, 12' AGL/617' MSL. NAVAID 182' FROM DER, 309' RIGHT OF CENTERLINE, 19' AGL/624' MSL. TANK AND WATER TOWER BEGINNING 5575' FROM DER, 1418' RIGHT OF CENTERLINE, 162' AGL/757' MSL. SPIRE 2213' FROM DER, 711' LEFT OF CENTERLINE, 77' AGL/682' MSL. TREES BEGINNING 82' FROM DER, 107' LEFT OF CENTERLINE, UP TO 45' AGL/658' MSL. TREES, POLES AND BUILDING BEGINNING 450' FROM DER, 37' LEFT OF CENTERLINE, UP TO 75' AGL/670' MSL. TREES AND T-L TOWERS BEGINNING 83' FROM DER, 449' LEFT OF CENTERLINE, UP TO 66' AGL/670' MSL. POLES, TREES AND BUILDINGS BEGINNING 141' FROM DER, 20' RIGHT OF CENTERLINE, UP TO 39' AGL/647' MSL. POLES AND TREES BEGINNING 1116' FROM DER, 12' RIGHT OF CENTERLINE, UP TO 75' AGL/673' MSL.

◦ RWY 31R:

NAVAID 614' FROM DER, 474' LEFT OF CENTERLINE, 19' AGL/624' MSL. SIGN 494' FROM DER, 190' LEFT OF CENTERLINE, 23' AGL/638' MSL. TREES, POLES AND BUILDING BEGINNING 16' FROM DER, 90' RIGHT OF CENTERLINE, UP TO 34' AGL/638' MSL. TREES, POLES AND BUILDINGS BEGINNING 208' FROM DER, 18' RIGHT OF CENTERLINE, UP TO 63' AGL/667' MSL. TREES, POLES AND BUILDINGS BEGINNING 256' FROM DER, 6' LEFT OF CENTERLINE, UP TO 33' AGL/650' MSL. TREES, POLES AND BUILDINGS BEGINNING 574' FROM DER, 3' LEFT OF CENTERLINE, UP TO 60' AGL/664' MSL.



RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions

- HS1** Taxiing to Rwy 4L from Twy Whiskey. Note: displaced threshold and unique turn onto Rwy 4L.
- HS2** Intersection of Rwy 4R and Twy F. Rwy 4R may be active whenever Rwy 31C is also active.
- HS3** Hold short line for Rwy 31L immediately after Twy F and Twy K intersection, on Twy K.
- HS4** Short taxi distance from terminal ramp to hold position for Rwy 13L-31R.
- HS5** Taxiing to Rwy 22R from Twy P. Note: displaced threshold and unique turn onto Rwy 22R.
- HS6** Twy N at Rwy 4L-22R. Also, short taxi distance from north ramp to hold position for Rwy 4L-22R.

GENERAL

ASDE-X Surveillance system in use. Operate transponders with Mode C on all Twys and Rwys.
 Rwys 13R/31L, 13L/31R and 4L/22R not available for scheduled air carrier operations with more than 9 passenger seats or unscheduled air carrier operations with more than 31 passengers.
 Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND	Threshold		
4R 22L	HIRL CL REIL PAPI-L (angle 3.0°)	grooved	RVR	5928'	1807m	4895'	1492m		150' 46m
	HIRL CL REIL PAPI-R (angle 3.0°)	grooved		5812'	1771m				
4L 22R	MIRL PAPI-L (angle 3.0°)	grooved		4749'	1447m				150' 46m
	MIRL PAPI-L (angle 3.0°)	grooved		4629'	1411m				
13R 31L	MIRL								60' 18m
13C 31C	HIRL RLLS PAPI-R (angle 3.0°)	grooved	RVR	6059'	1847m	5188'	1581m		150' 46m
	HIRL REIL RLLS PAPI-L (angle 3.0°)	grooved	RVR	5826'	1776m	4926'	1501m		
13L 31R	MIRL	grooved		4389'	1338m				150' 46m
	MIRL PAPI-L (angle 3.0°)	grooved							

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**Rwy 13C/31C**

Both RVRs are required and controlling.	Adequate Vis Ref	STD	
RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 10 Rollout RVR 10	RVR 16 or $\frac{1}{4}$	RVR 24 or $\frac{1}{2}$	RVR 50 or 1

Rwys 4L/R, 13L/R, 22L/R, 31L/R

Adequate Vis Ref	STD	
	3 & 4 Eng	1 & 2 Eng
RVR 16 or $\frac{1}{4}$	RVR 24 or $\frac{1}{2}$	RVR 50 or 1

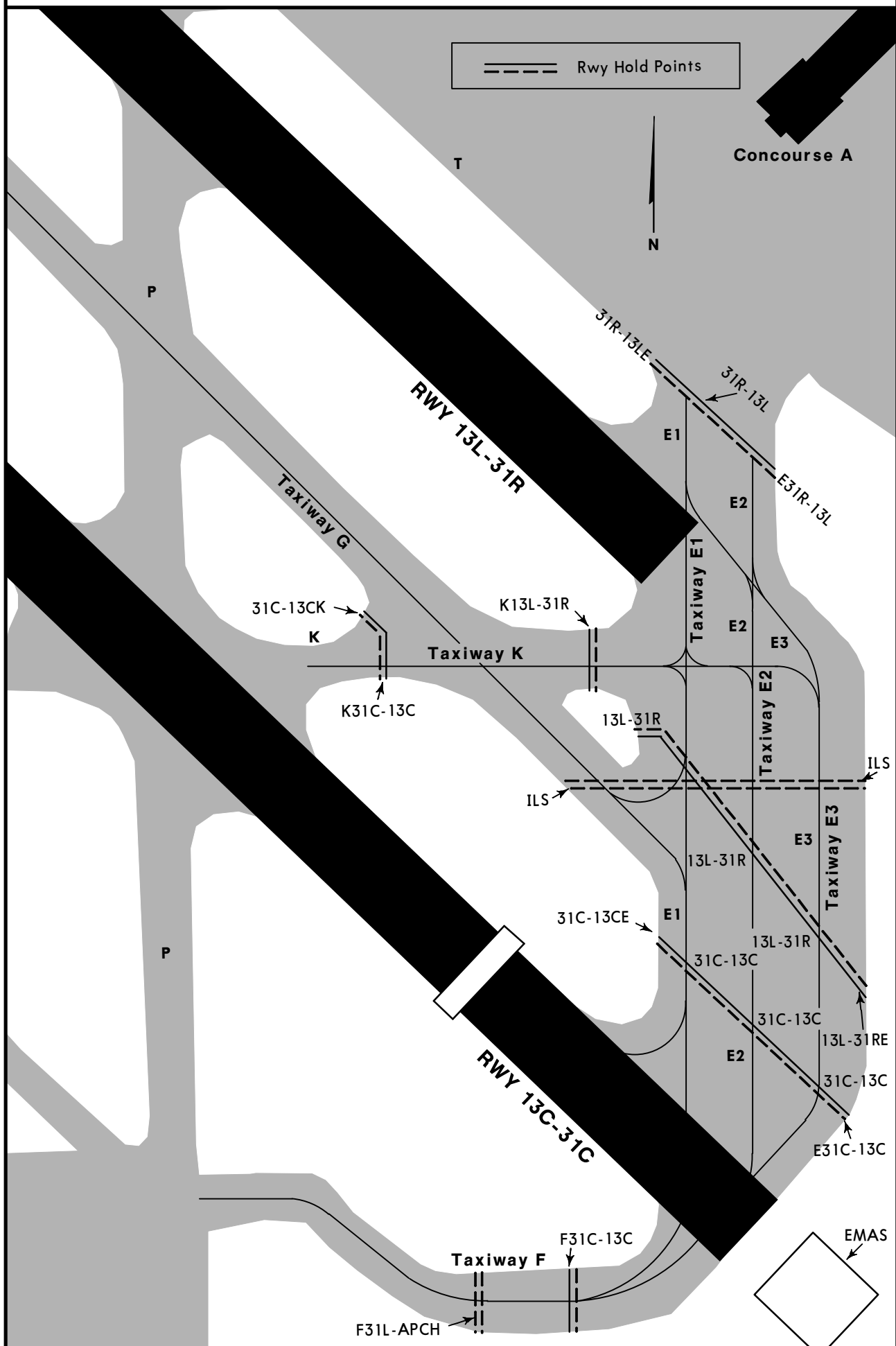
OBSTACLE DP

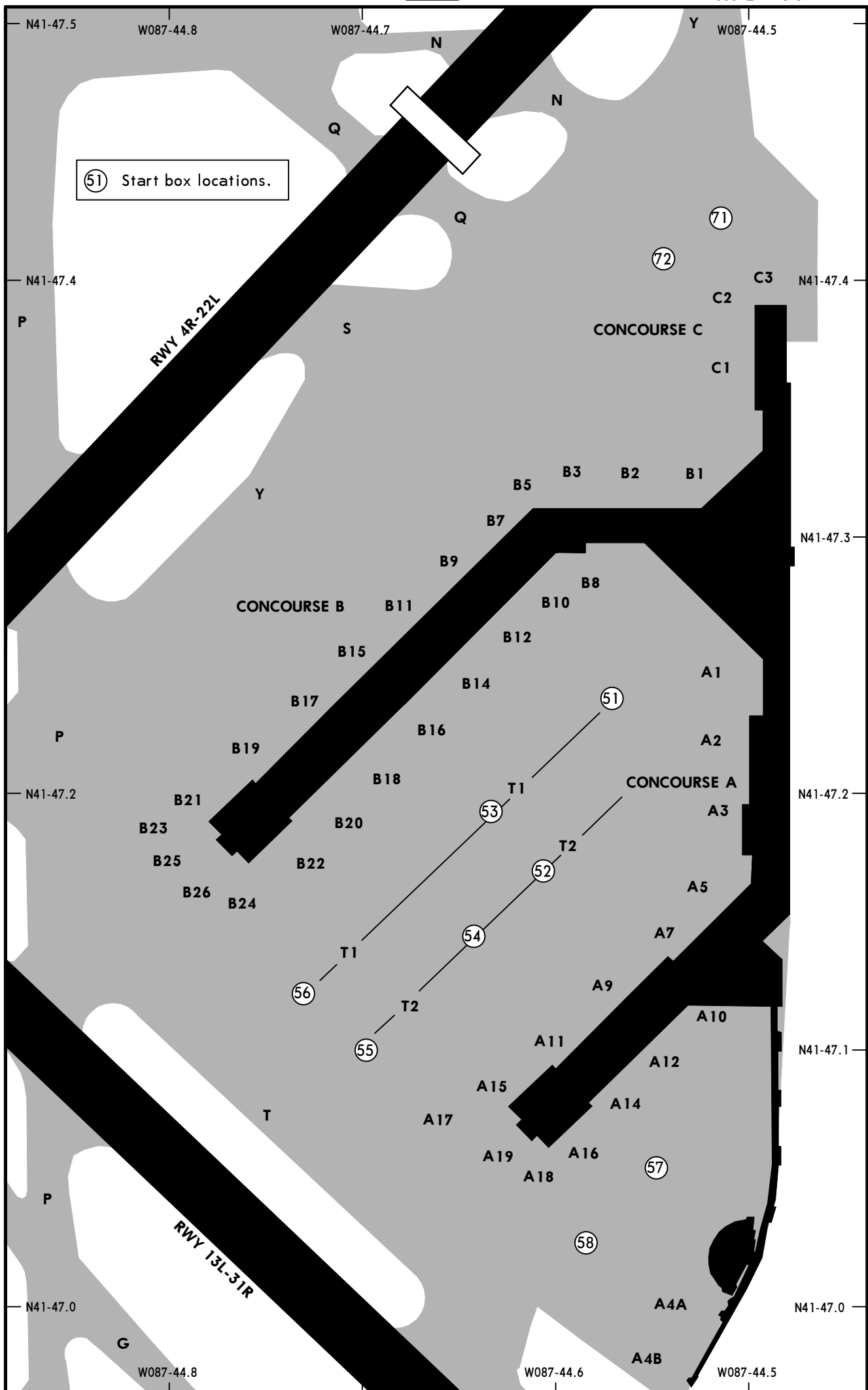
Rwys 4L/R: Climbing right turn to 2400' heading 100° before proceeding on course.
 Rwys 13L/C/R: Climb heading 138° to 1400' before turning.
 Rwys 22L/R: Climb heading 227° to 1400' before turning.
 Rwys 31L/C/R: Climb heading 318° to 1400' before turning.

FOR FILING AS ALTERNATE

ILS Rwy 4R ILS Rwy 13C ILS Rwy 31C		RNAV (RNP) Y Rwy 4R RNAV (RNP) Y Rwy 13C RNAV (RNP) Y Rwy 22L RNAV (RNP) X Rwy 22L RNAV (RNP) Y Rwy 31C	LOC DME Rwy 4R LOC DME Rwy 13C LOC DME Rwy 31C RNAV (GPS) Y Rwy 4L RNAV (GPS) Rwy 13L RNAV (GPS) Rwy 22R	RNAV (GPS) Rwy 31R RNAV (GPS) Z Rwy 4R RNAV (GPS) Z Rwy 13C RNAV (GPS) Z Rwy 22L RNAV (GPS) Z Rwy 31C
A	600-2 800-2 800-2 $\frac{1}{4}$	800-2	800-2	
B				
C				
D			800-2 $\frac{1}{4}$	

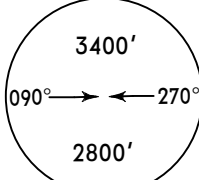
Runway 31C Hold Pad Detail

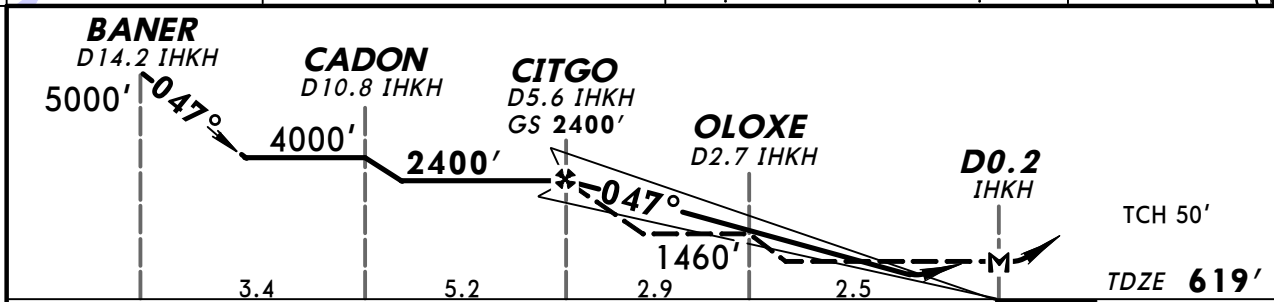
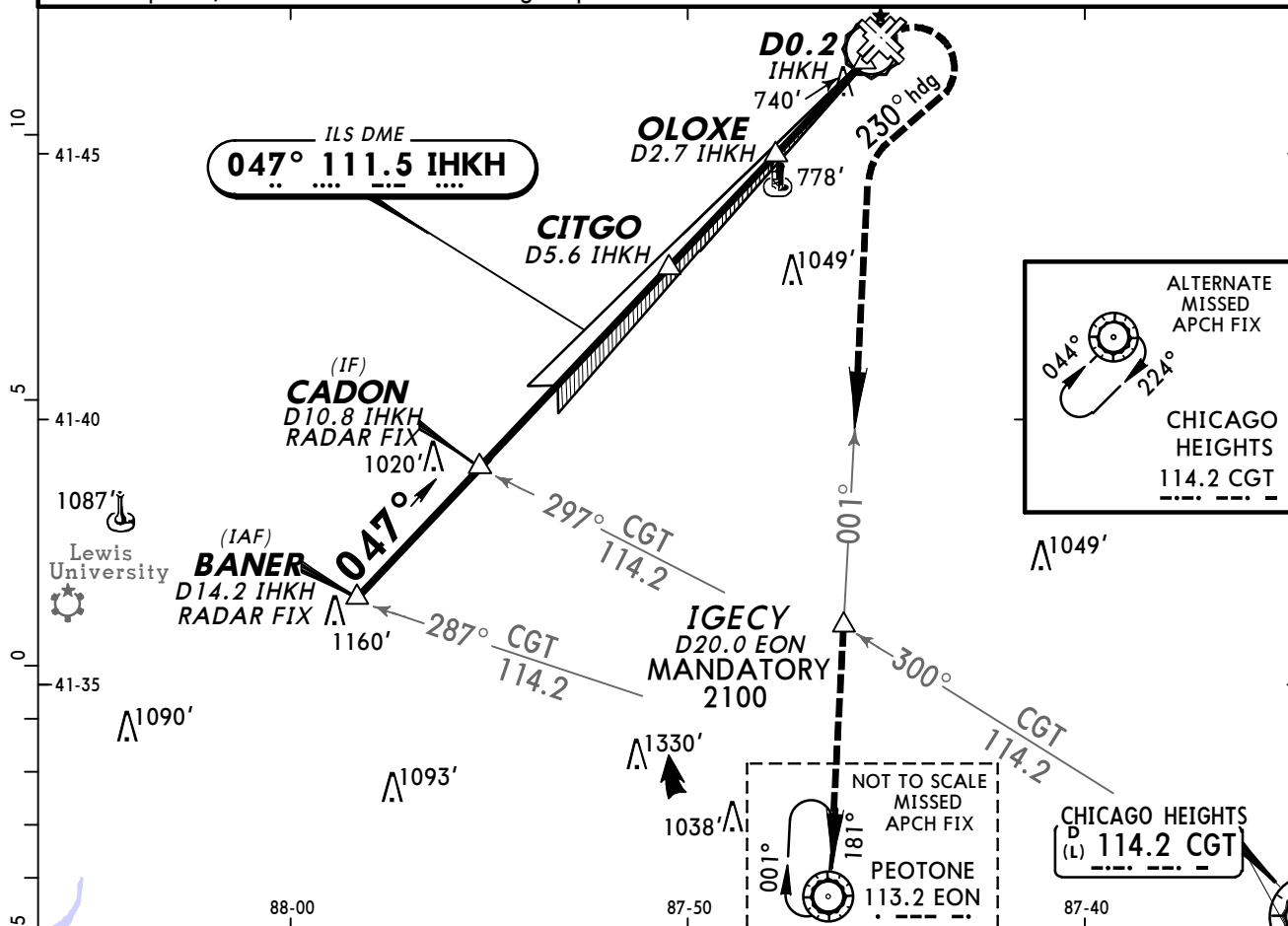




PARKING SPOT COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
Concourse A		Concourse C	
A1 thru A3	N41 47.2 W087 44.5	C1 thru C3	N41 47.4 W087 44.5
A4A, A4B	N41 47.0 W087 44.5		
A5	N41 47.2 W087 44.5		
A7	N41 47.1 W087 44.5		
A9	N41 47.1 W087 44.6		
A10	N41 47.1 W087 44.5		
A11, A12	N41 47.1 W087 44.6		
A14 thru A16	N41 47.1 W087 44.6		
A17	N41 47.1 W087 44.7		
A18, A19	N41 47.1 W087 44.6		
Concourse B			
B1	N41 47.3 W087 44.5		
B2, B3, B5, B7, B8	N41 47.3 W087 44.6		
B9	N41 47.3 W087 44.7		
B10	N41 47.3 W087 44.6		
B11	N41 47.3 W087 44.7		
B12	N41 47.3 W087 44.6		
B14	N41 47.2 W087 44.6		
B15	N41 47.3 W087 44.7		
B16, B17, B18	N41 47.2 W087 44.7		
B19	N41 47.2 W087 44.8		
B20	N41 47.2 W087 44.7		
B21	N41 47.2 W087 44.8		
B22	N41 47.2 W087 44.7		
B23 thru B26	N41 47.2 W087 44.8		

D-ATIS 132.75	CHICAGO Approach (R) 128.2 126.05	MIDWAY Tower 118.7	Ground 121.65
LOC IHKH 111.5	Final Apch Crs 047°	GS CITGO 2400' (1781')	ILS DA(H) 869' (250')
Apt Elev 620'			TDZE 619'
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 2100' on heading 230° and inbound on EON VOR R-001 until crossing IGE CY INT/D20.0 EON, then climb to 2600' to EON VOR and hold, or as directed by ATC.			
Alt Set: INCHES			Trans alt: 18000'
1. RADAR required. 2. VGSI and ILS glidepath not coincident. 3. Helicopter visibility reduction below RVR 4000 not authorized. 3. Night landing: Rwy 31R not authorized, Rwy 4R CAT C and D operational VGSI required, remain on or above VGSI glidepath until threshold.			MSA CGT VOR

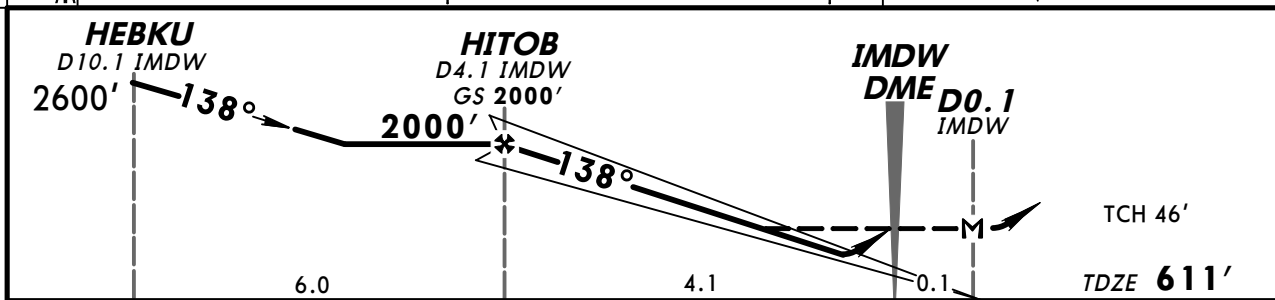
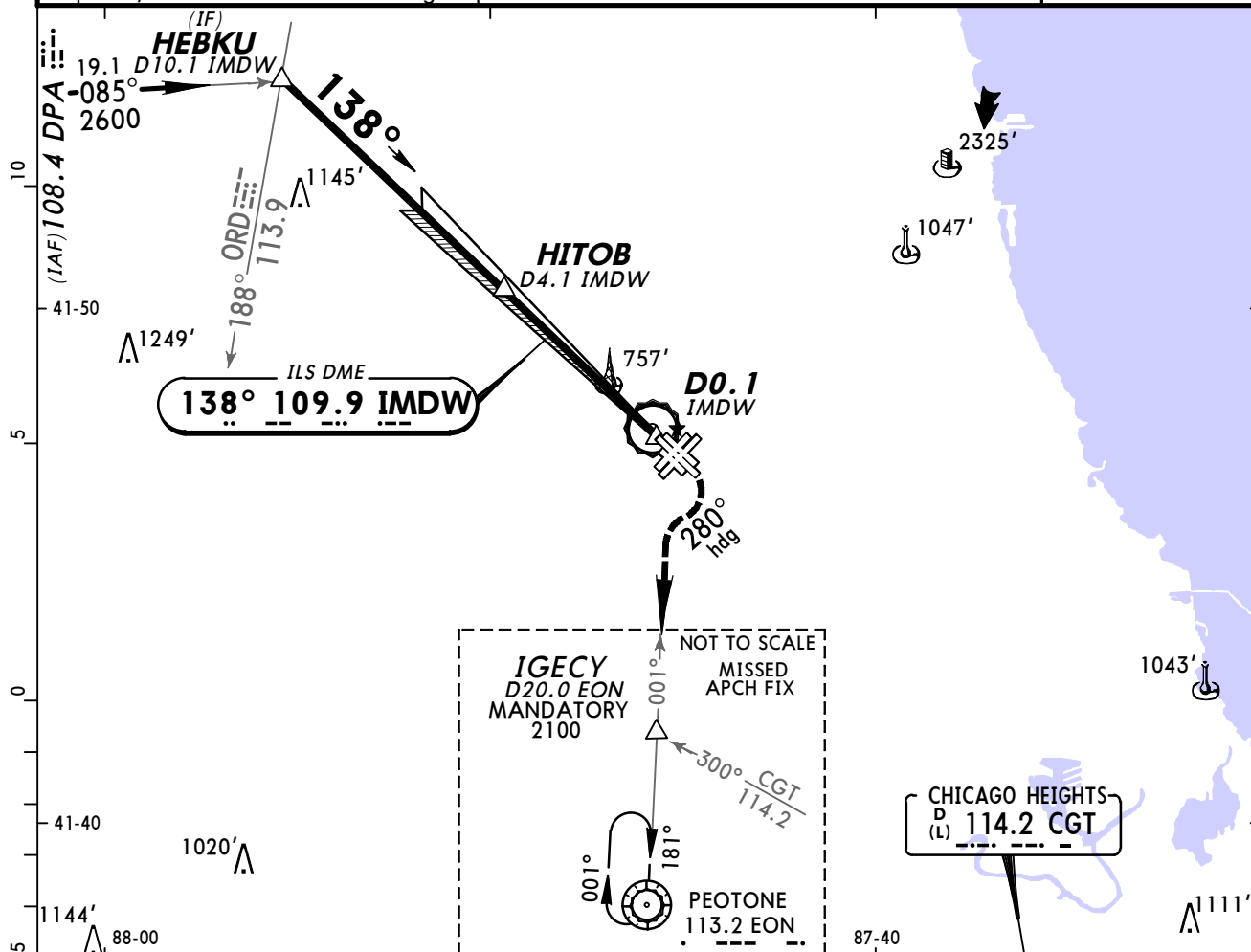


Gnd speed-Kts	70	90	100	120	140	160		REIL	1100'	2100'	EON
GS	3.00°	372	478	531	637	743	849	PAPI-L	↑	RT	230° and 113.2
MAP at D0.2 IHKH											R-001

TERPS				STRAIGHT-IN LANDING RWY 4R			CIRCLE-TO-LAND		
				ILS		LOC (GS out)			
				DA(H) 869' (250')		MDA(H) 1000' (381')			
A	RVR 40 or 3/4				RVR 55 or 1			90	1120' (500') - 1
B								120	
C	RVR 50 or 1				RVR 60 or 1 1/8			140	1340' (720') - 2
D								165	1340' (720') - 2 1/4

BRIEFING STRIP™

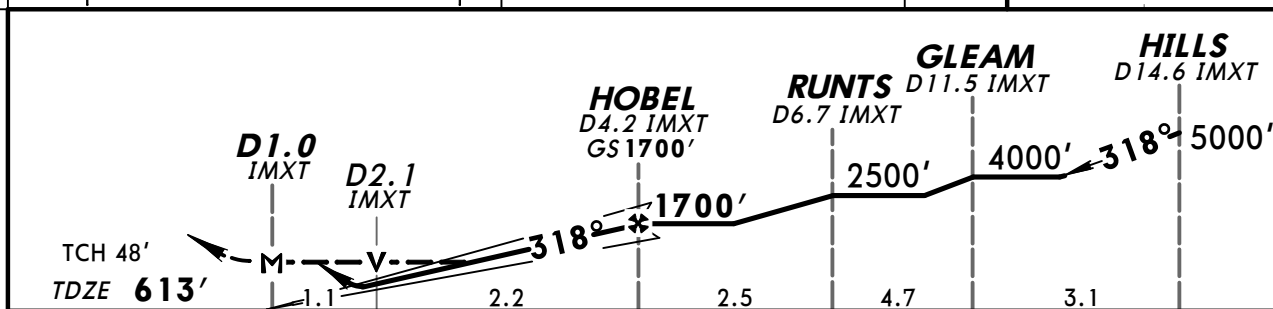
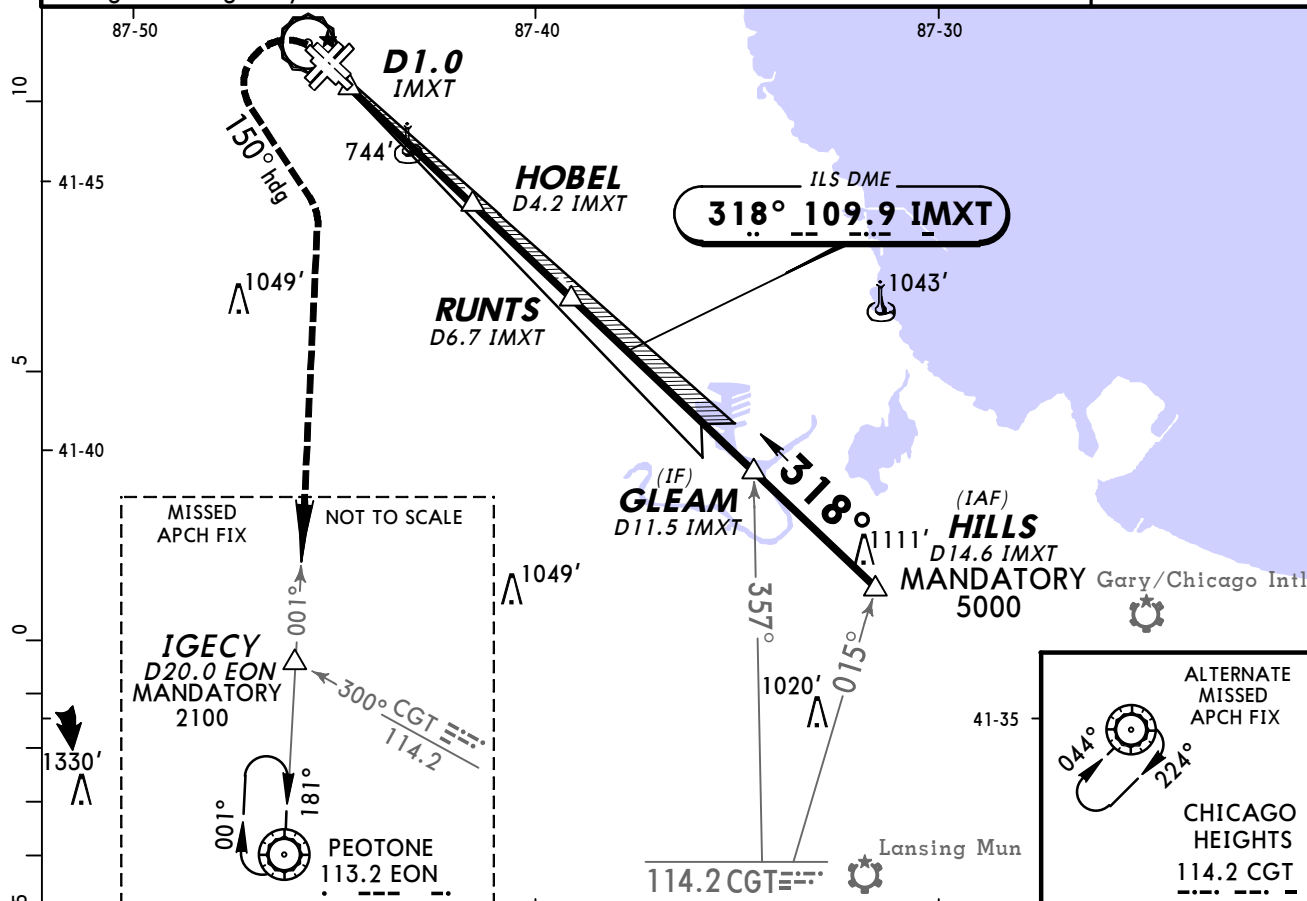
D-ATIS 132.75		CHICAGO Approach (R) 128.2 126.05		MIDWAY Tower 118.7	Ground 121.65
LOC IMDW 109.9	Final Apch Crs 138°	GS HITOB 2000' (1389')	ILS DA(H) 861' (250')	Apt Elev 620' TDZE 611'	3400' 090° → ← 270° 2800' MSA CGT VOR
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 2100' on heading 280° and EON VOR R-001 until crossing IGE CY INT/D20.0 EON, then climb to 2600' to EON VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Helicopter visibility reduction below RVR 4000 not authorized. 2. Night landing: Rwy 31R not authorized, Rwy 13C CAT C and D operational VGSI required, remain on or above VGSI alidepath until threshold.					



Gnd speed-Kts	70	90	100	120	140	160	RLLS ○ PAPI ○ ○ ○	1100'	2100'	280° via RT	EON R-001
GS	3.00°	372	478	531	637	743					
MAP at D0.1 IMDW											

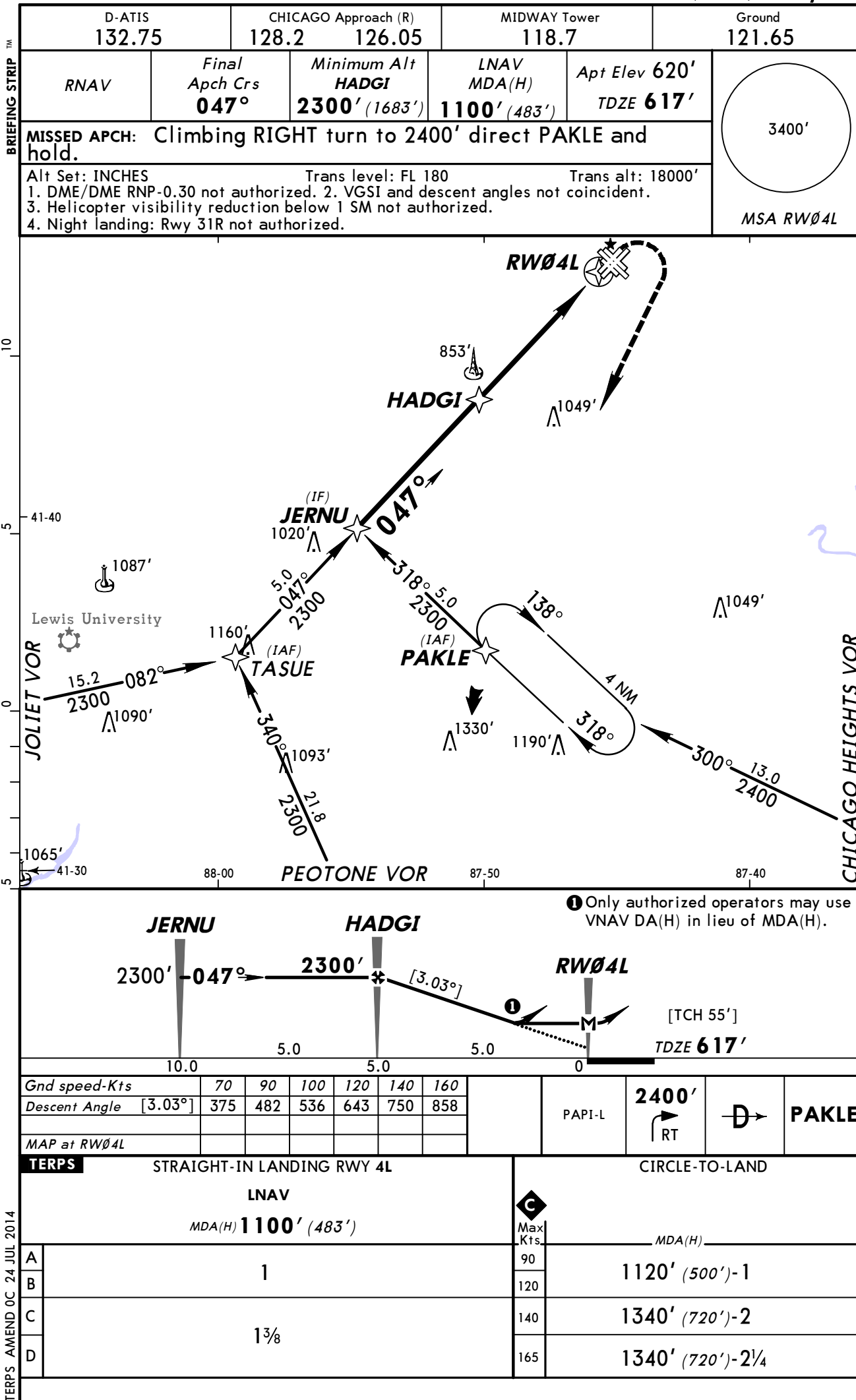
TERPS		STRAIGHT-IN LANDING RWY 13C		CIRCLE-TO-LAND	
ILS		LOC (GS out)		C	MDA(H)
DA(H) 861' (250')		MDA(H) 1020' (409')			
RLLS out		RLLS out		Max Kts	
A	RVR 50 or 1	RVR 55 or 1		90	1120' (500') - 1
B				120	
C		RVR 60 or 1¼		140	1340' (720') - 2
D				165	1340' (720') - 2¼

D-ATIS 132.75	CHICAGO Approach (R) 128.2 126.05		MIDWAY Tower 118.7	Ground 121.65
LOC IMXT 109.9	Final Apch Crs 318°	GS HOBEL 1700' (1087')	ILS DA(H) 863' (250')	Apt Elev 620' TDZE 613'
MISSED APCH: Climb to 1100' then climbing LEFT turn to 2100' on heading 150° and inbound on EON VOR R-001 until crossing IGENCY INT/D20.0 EON, then climb to 2600' to EON VOR and hold, or as directed by ATC.				
Alt Set: INCHES			Trans level: FL 180	
1. RADAR required. 2. VGSI and ILS glidepath not coincident.			Trans alt: 18000'	
3. Night landing: Rwy 31R not authorized.			MSA CGT VOR	



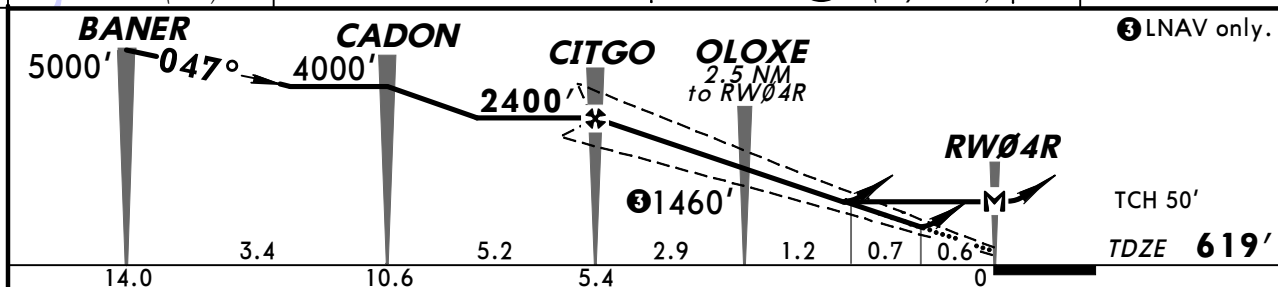
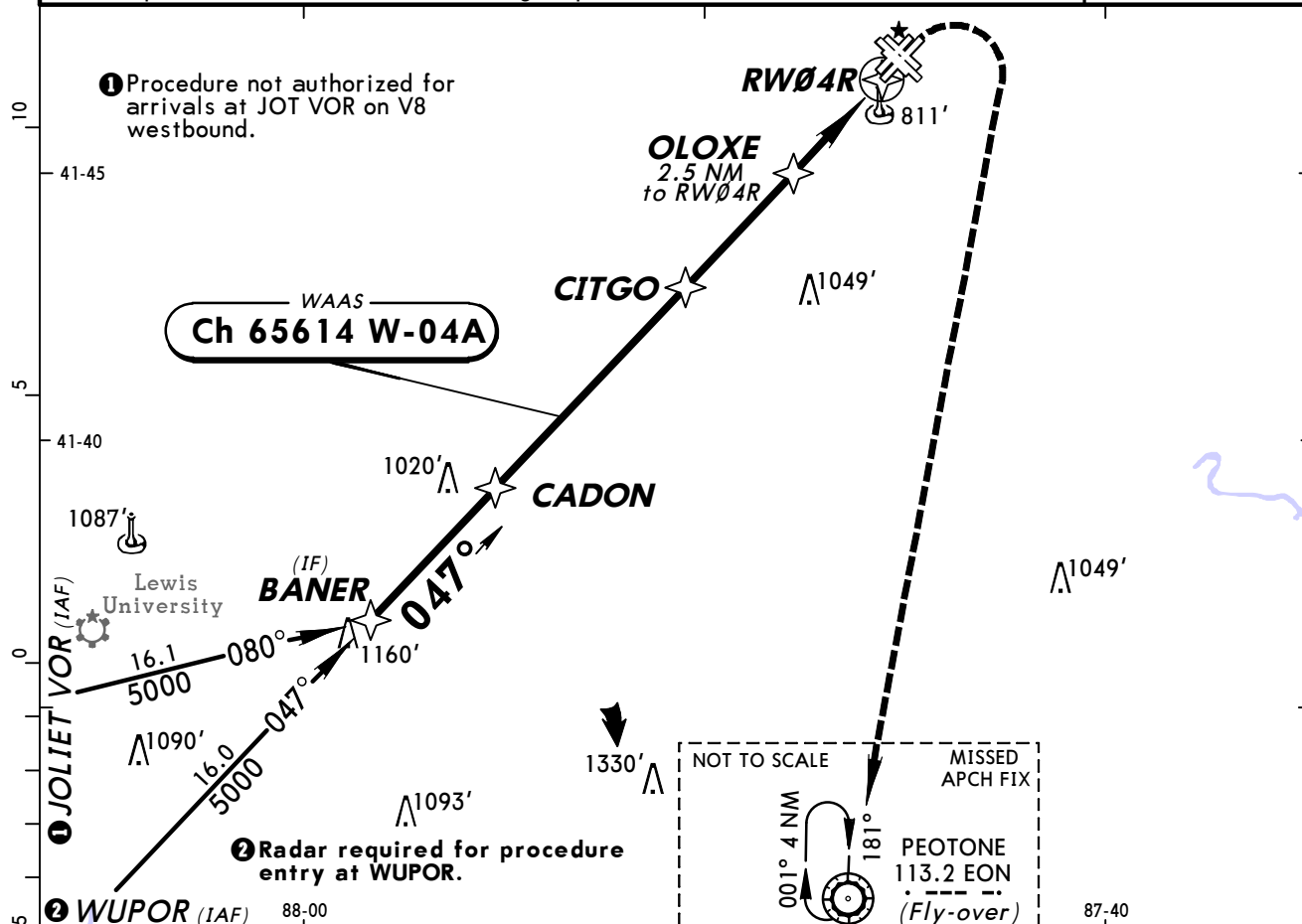
Gnd speed-Kts	70	90	100	120	140	160	RLLS		1100'	2100'	150°	EON
GS	3.00°	372	478	531	637	743	849	REIL	↑	LT	on	113.2
								PAPI				R-001
MAP at D1.0 IMXT												

TERPS STRAIGHT-IN LANDING RWY31C				CIRCLE-TO-LAND			
ILS DA(H) 863' (250')		LOC (GS out) MDA(H) 1020' (407')		Max Kts		MDA(H)	
RLLS out		RLLS out		90		1120' (500')-1	
RVR 40 or 3/4		RVR 55 or 1		120		1340' (720')-2	
		RVR 60 or 1 1/8		140		1340' (720')-2 1/4	
				165			



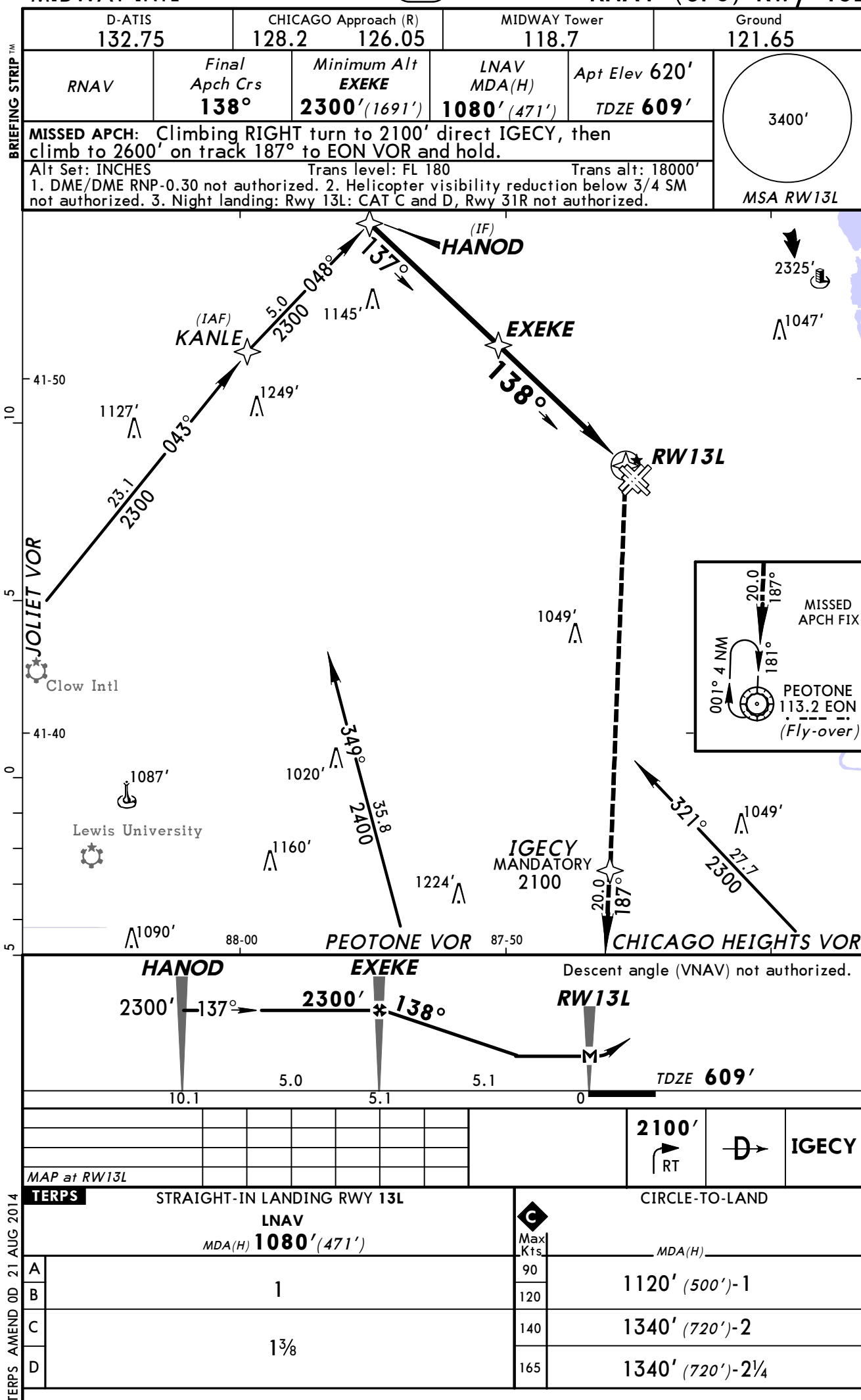
BRIEFING STRIP

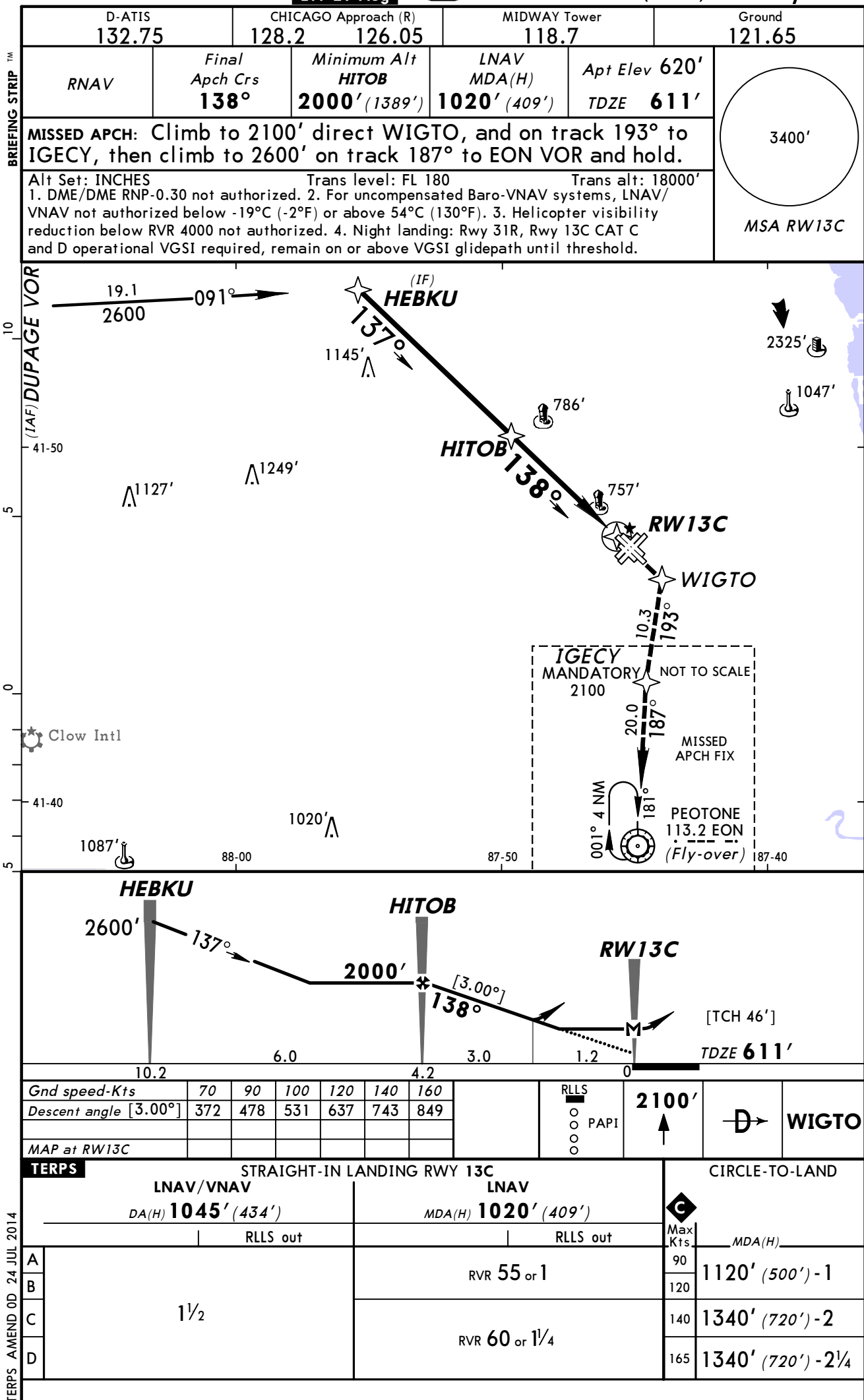
D-ATIS 132.75	CHICAGO Approach (R) 128.2 126.05	MIDWAY Tower 118.7	Ground 121.65
WAAS Ch 65614 W-04A	Final Apch Crs 047°	Minimum Alt CITGO 2400' (1781')	LPV DA(H) 869' (250')
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 2600' direct EON VOR and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Helicopter visibility reduction below RVR 4000 not authorized. 5. Night landing: Rwy 31R not authorized, Rwy 4R CAT C and D operational VGSI required, remain on or above VGSI glidepath until threshold.			
3400'			
MSA RW04R			



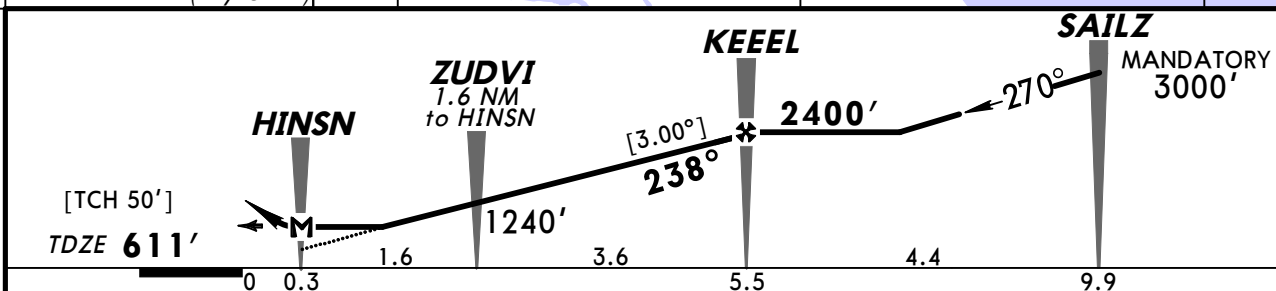
Gnd speed-Kts	70	90	100	120	140	160	REIL	1100'	2600'	→	EON
Glide Path Angle	3.00°	372	478	531	637	743	PAPI-L	↑	RT	→	113.2
MAP at RW04R											

TERPS				STRAIGHT-IN LANDING RWY 4R		CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV		C	
DA(H) 869' (250')		DA(H) 1097' (478')		MDA(H) 1080' (461')		Max Kts	
A				RVR 55 or 1		90	1120' (500')-1
B						120	
C		1 ⁵ / ₈				140	1340' (720')-2
D				1 ³ / ₈		165	1340' (720')-2 ¹ / ₄





D-ATIS 132.75	CHICAGO Approach (R) 128.2 126.05		MIDWAY Tower 118.7	Ground 121.65
WAAS Ch 87132 W-22A	Final Apch Crs 238°	Minimum Alt KEEEL 2400' (1789')	LP MDA(H) 940' (329')	Apt Elev 620' TDZE 611'
MISSED APCH: Climb to 1300' then climbing LEFT turn to 2600' direct EON VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident. 4. Final approach course offset 10.1°. 5. Helicopter visibility reduction below 1 SM not authorized. 6. When Rwy 22L VGSI inoperative, straight-in and circling Rwy 22L not authorized at night. 7. Night landing: Rwy 31R not authorized.				
3400' MSA HINSN				

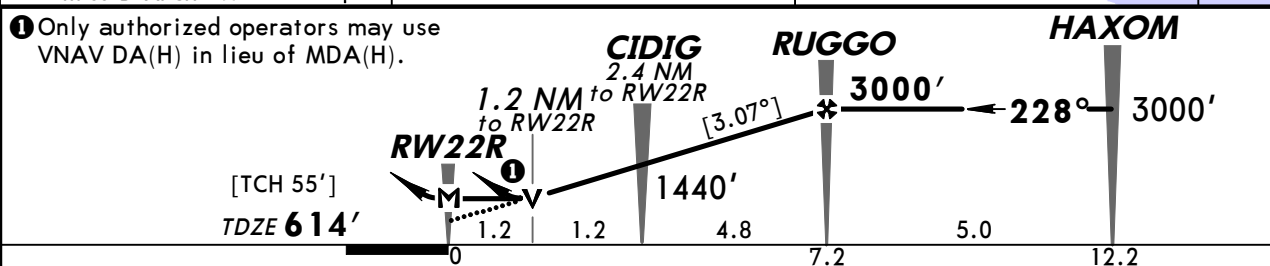
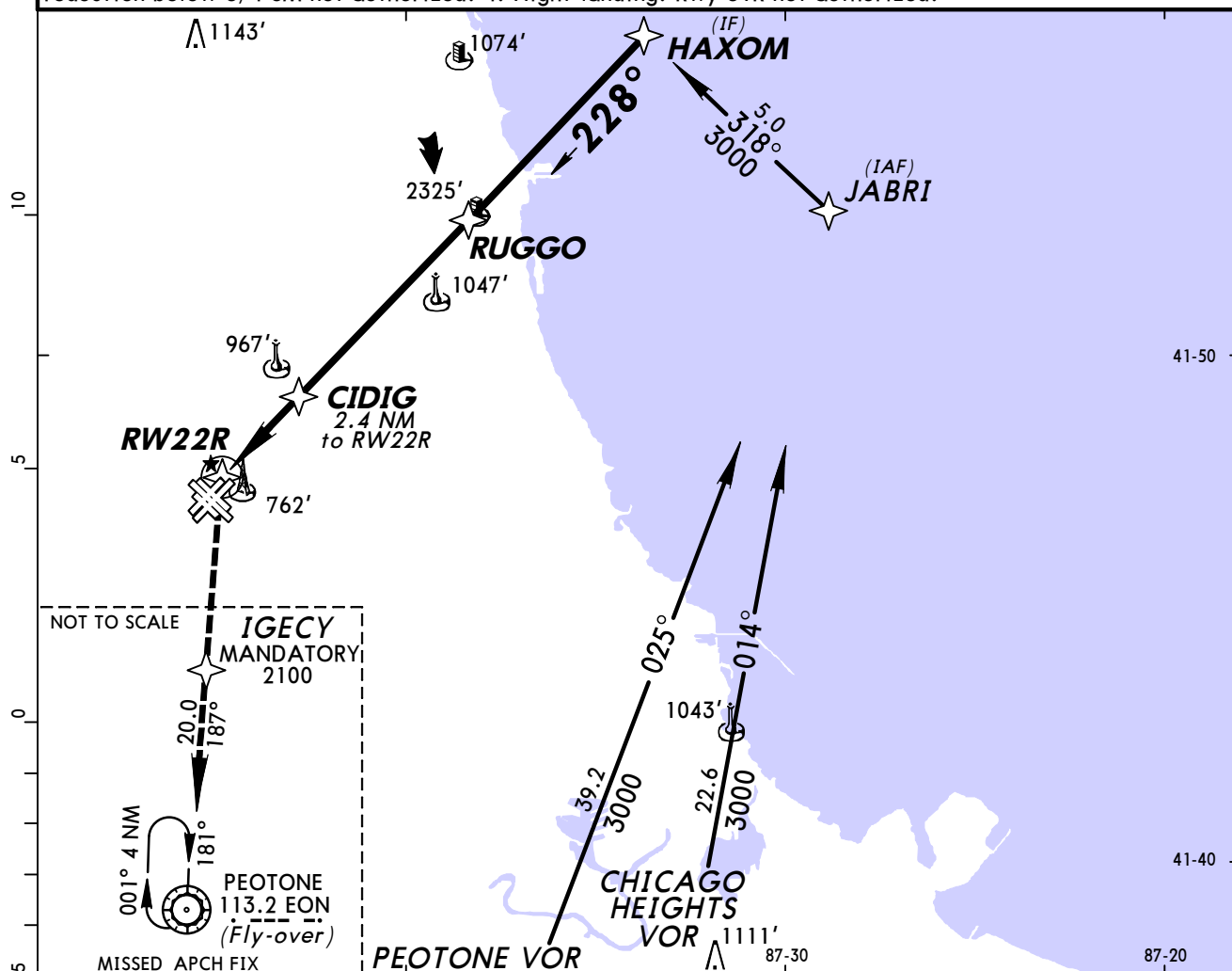


Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R		1300'	2600'	EON 113.2
Descent Angle [3.00°]	372	478	531	637	743	849			↑	LT	
MAP at HINSN											

TERPS				STRAIGHT-IN LANDING RWY 22L				CIRCLE-TO-LAND			
LP				LNAV				C			
MDA(H) 940' (329')				MDA(H) 1020' (409')				Max Kts. MDA(H)			
A				1			90	1120' (500')-1			
B							120				
C	1			1 1/8			140	1340' (720')-2			
D							165	1340' (720')-2 1/4			

BRIEFING STRIP

D-ATIS 132.75		CHICAGO Approach (R) 128.2 126.05		MIDWAY Tower 118.7		Ground 121.65	
RNAV	Final Apch Crs 228°	Minimum Alt RUGGO 3000' (2386')	LNAV MDA(H) 1020' (406')	Apt Elev 620' TDZE 614'		3400' MSA RW22R	
MISSED APCH: Climb to 2100' direct to IGECY, then climb to 3000' on track 187° to EON VOR and hold.							
Alt Set: INCHES		Trans level: FL 180				Trans alt: 18000'	
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident. 3. Helicopter visibility reduction below 3/4 SM not authorized. 4. Night landing: Rwy 31R not authorized.							



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle [3.07°]	380	489	543	652	760	869				
MAP at RW22R										

TERPS				STRAIGHT-IN LANDING RWY 22R				CIRCLE-TO-LAND			
				LNAV				C			
				MDA(H) 1020' (406')				Max Kts			
								MDA(H)			
A				1				90			
B								120			
C				1 1/8				140			
D								165			

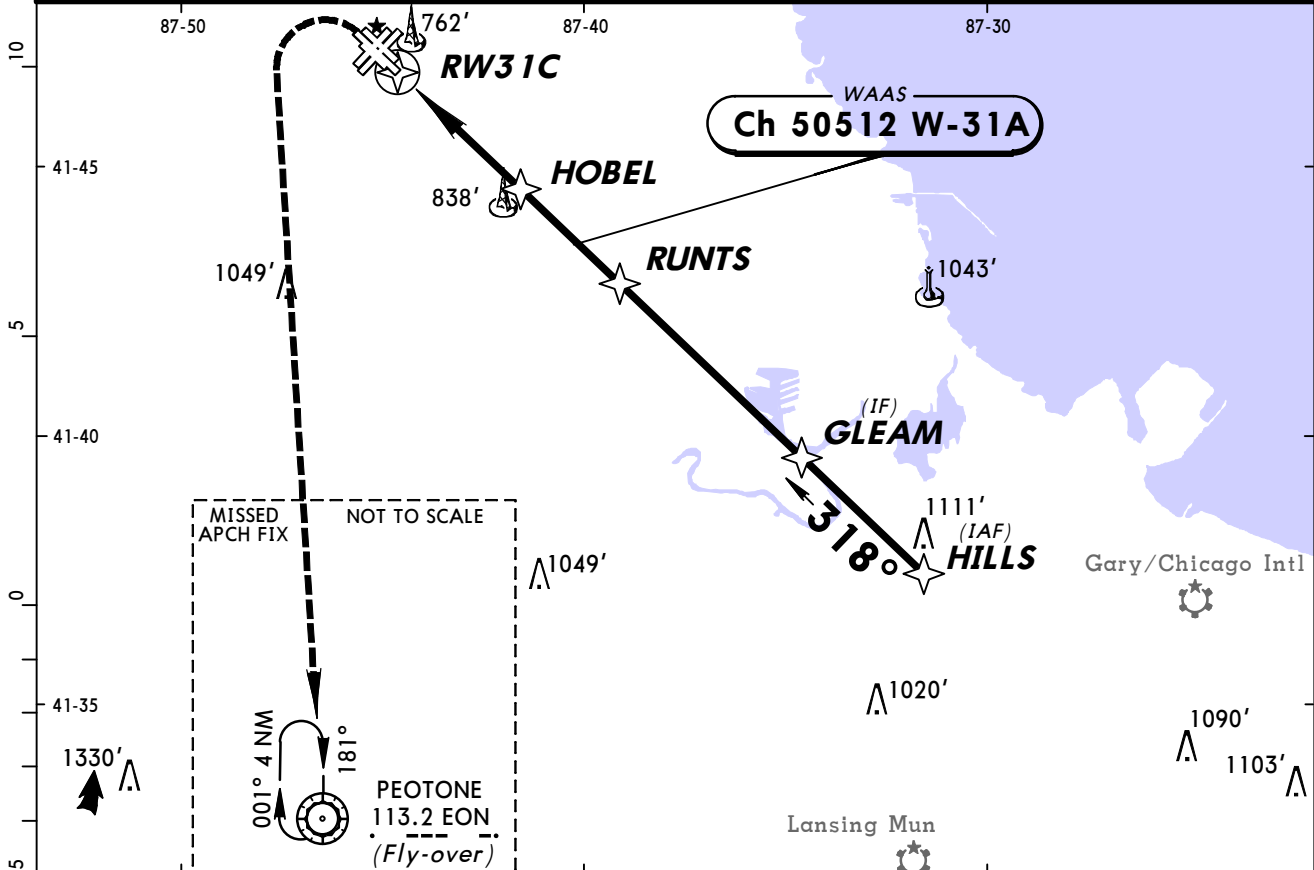
KMDW/MDW
-MIDWAY INTL

18 JUL 14
Eff 24 Jul 12-7

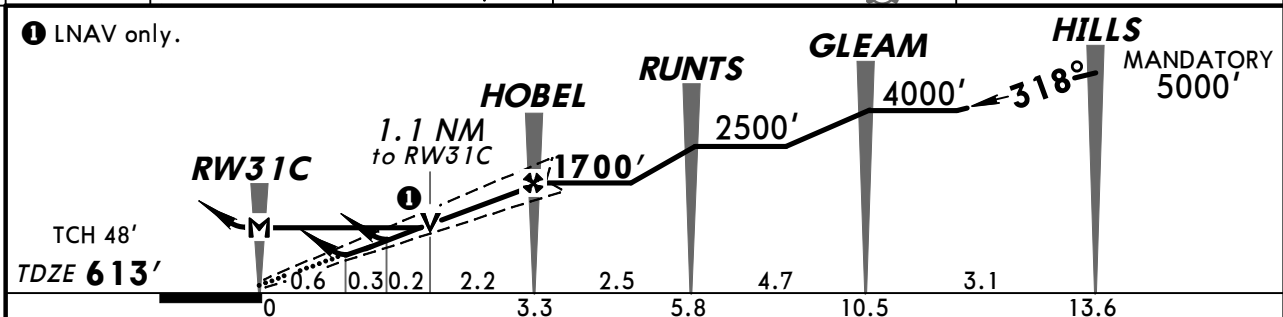
CHICAGO, ILL
RNAV (GPS) Z Rwy 31C

BRIEFING STRIP™

D-ATIS 132.75		CHICAGO Approach (R) 128.2 126.05		MIDWAY Tower 118.7	Ground 121.65
WAAS Ch 50512 W-31A	Final Apch Crs 318°	Minimum Alt HOBEL 1700' (1087')	LPV DA(H) 863' (250')	Apt Elev 620' TDZE 613'	3400' MSA RW31C
MISSED APCH: Climb to 1100' then climbing LEFT turn to 2600' direct EON VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Night landing: Rwy 31R not authorized.					



① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	RLLS		1100'	2600'	D	EON 113.2
Glide Path Angle 3.00°	372	478	531	637	743	849	REIL	O	↑	LT		
MAP at RW31C							PAPI	O				

TERPS

STRAIGHT-IN LANDING RWY 31C

CIRCLE-TO-LAND

	LPV DA(H) 863' (250')	LNAV/VNAV DA(H) 953' (340')	LNAV MDA(H) 1020' (407')	Max Kts	MDA(H)
	RLLS out	RLLS out	RLLS out		
A			RVR 55 or 1	90	1120' (500')-1
B				120	
C	RVR 40 or 3/4	RVR 60 or 1/8		140	1340' (720')-2
D			RVR 60 or 1/8	165	1340' (720')-2 1/4

CHANGES: Procedure.

© JEPPESEN, 2004, 2014. ALL RIGHTS RESERVED.

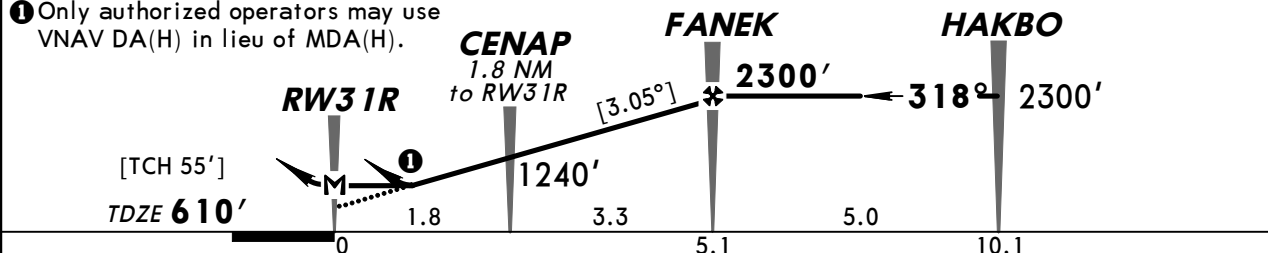
TERPS AMEND 4 24 JUL 2014

BRIEFING STRIP™

D-ATIS 132.75		CHICAGO Approach (R) 128.2 126.05		MIDWAY Tower 118.7		Ground 121.65					
RNAV		Final Apch Crs 318°		Minimum Alt FANEK 2300' (1690')		LNAV MDA(H) (CONDITIONAL) 1060' (450')		Apt Elev 620' TDZE 610'		3400'	
MISSED APCH: Climbing LEFT turn to 2300' direct IGENCY, then climb to 2600' on track 187° to EON VOR and hold.										MSA RW31R	
Alt Set: INCHES				Trans level: FL 180							
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident. 3. Helicopter visibility reduction below 1 SM not authorized. 4. Night landing: Rwy 31R not authorized.											
Trans alt: 18000'											



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

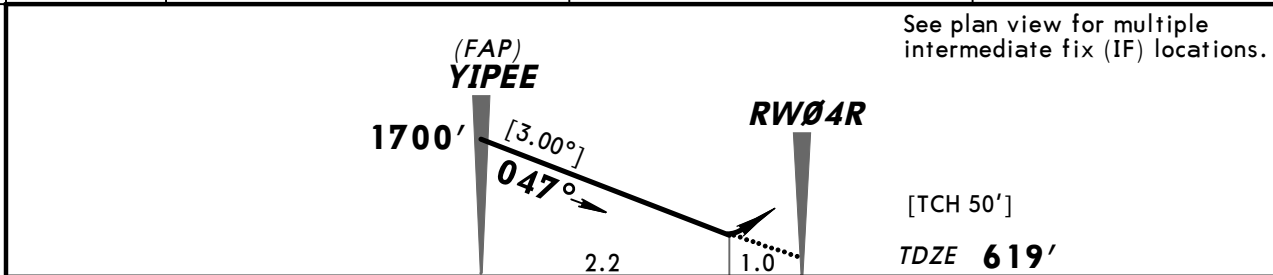
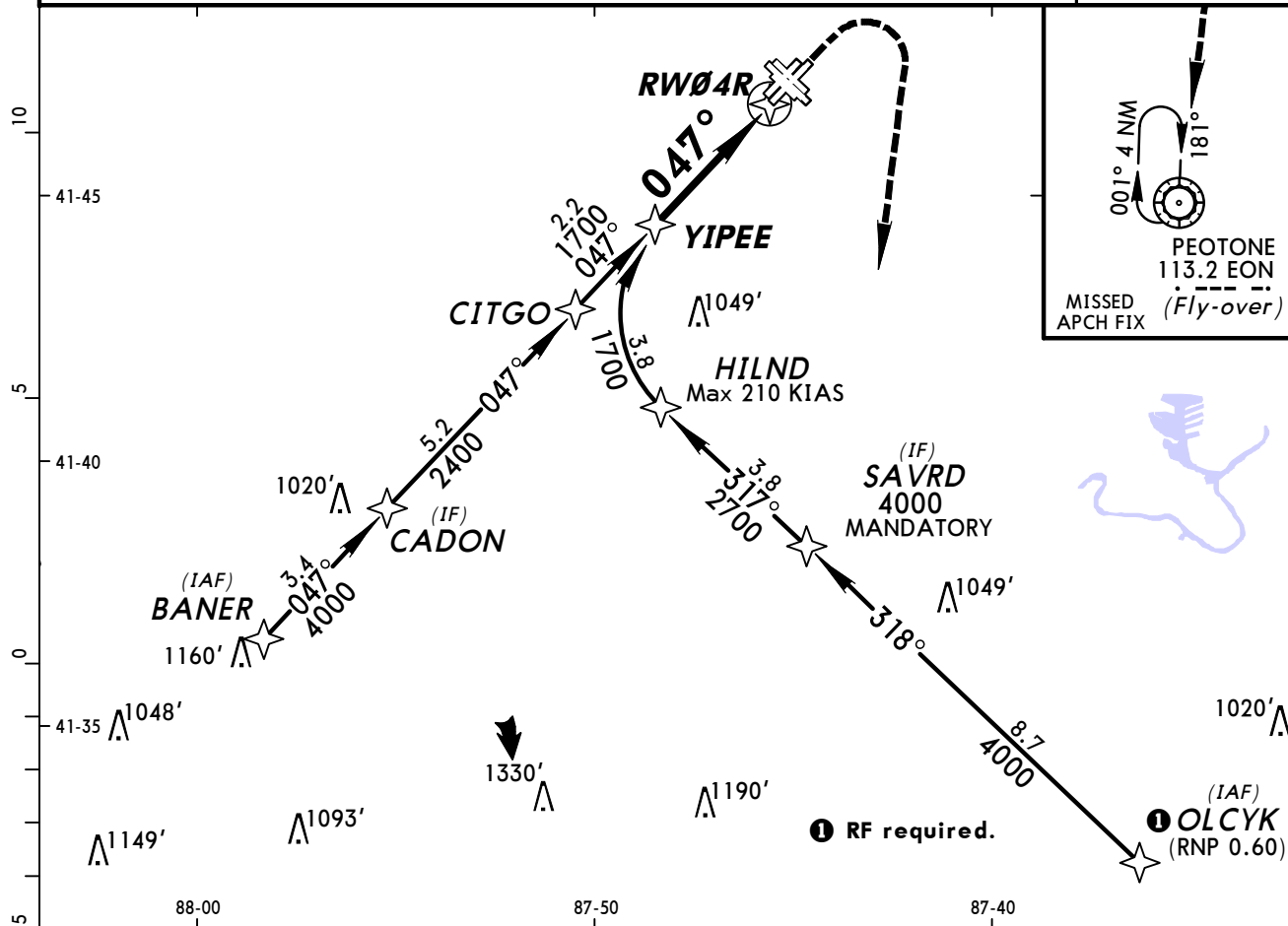


Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.05°]	378	486	540	648	755	863				
MAP at RW31R										

STRAIGHT-IN LANDING RWY 31R				CIRCLE-TO-LAND			
LNAV MDA(H) 1060' (450')				C			
A	1			Max Kts	MDA(H)		
B				90	1120' (500')-1		
C				120			
D	1 3/8			140	1340' (720')-2		
				165	1340' (720')-2 1/4		

BRIEFING STRIP™

D-ATIS 132.75		CHICAGO Approach (R) 128.2 126.05		MIDWAY Tower 118.7	Ground 121.65
RNAV	Final Apch Crs 047°	Minimum Alt YIPEE 1700' (1081')	RNP 0.18 DA(H) 976' (357')	Apt Elev 620' TDZE 619'	3400' MSA RW04R
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 2600' direct EON VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -19°C (-2°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident. 5. When Rwy 4R VGSI inop, procedure not authorized at night.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	1100'	2600'	D→	EON 113.2
Descent angle [3.00°]	372	478	531	637	743	849		↑	RT		
MAP at DA											

TERPS											
STRAIGHT-IN LANDING RWY 4R											
RNP 0.18 DA(H) 976' (357')						RNP 0.30 DA(H) 1088' (469')					
A											
B											
C	RVR 59 or 1 $\frac{1}{8}$					1 $\frac{5}{8}$					
D											

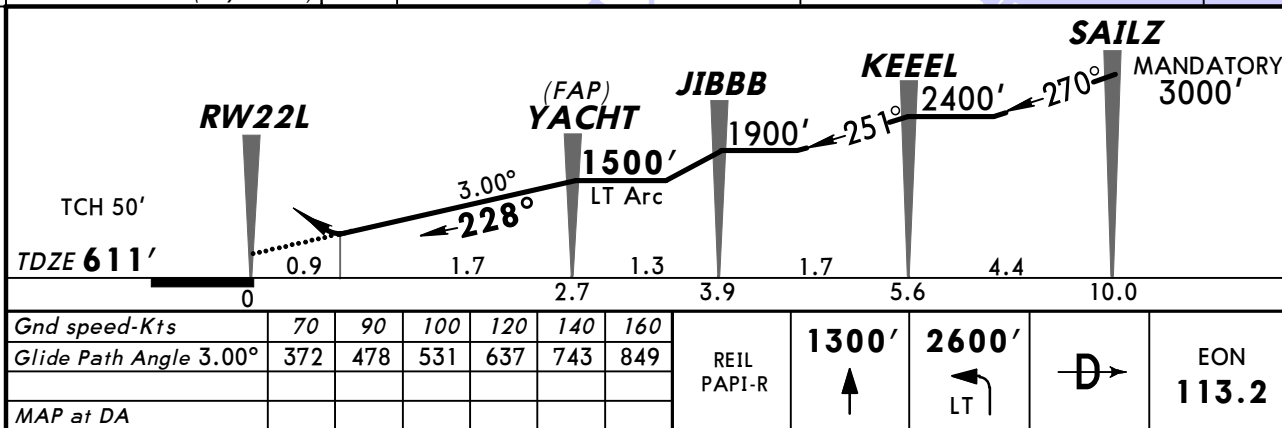
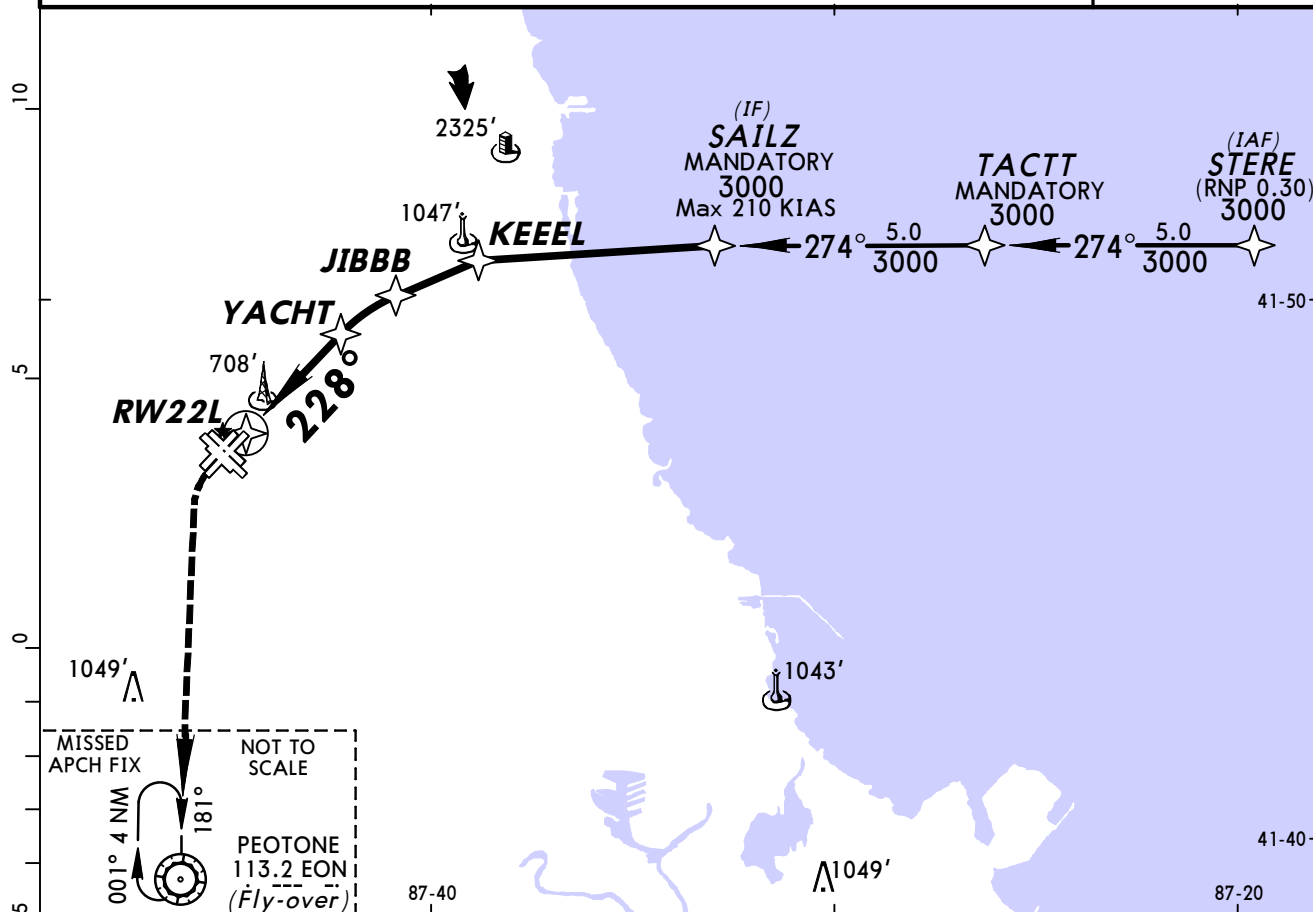
BRIEFING STRIP™



TERPES AMENID 2A 24 III 2014

BRIEFING STRIP™

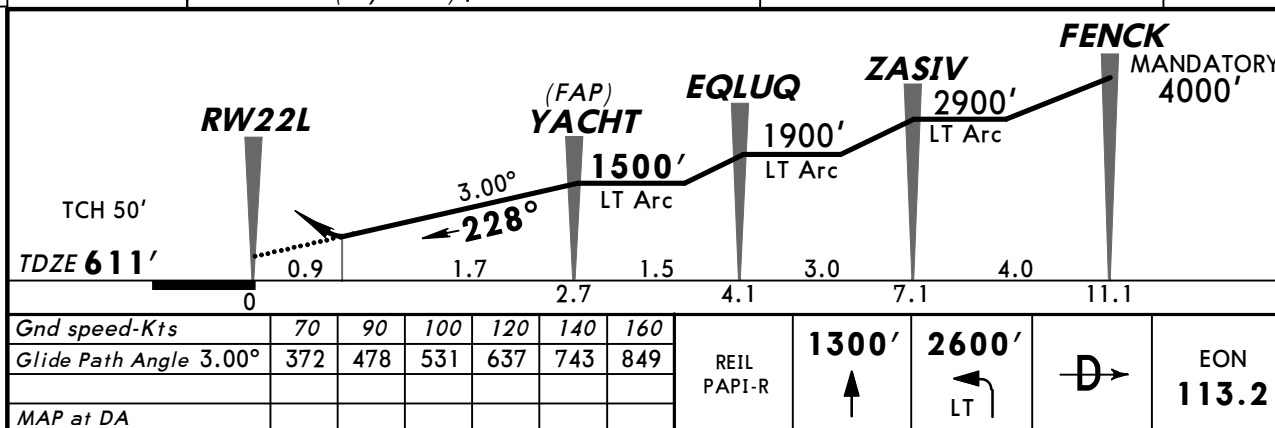
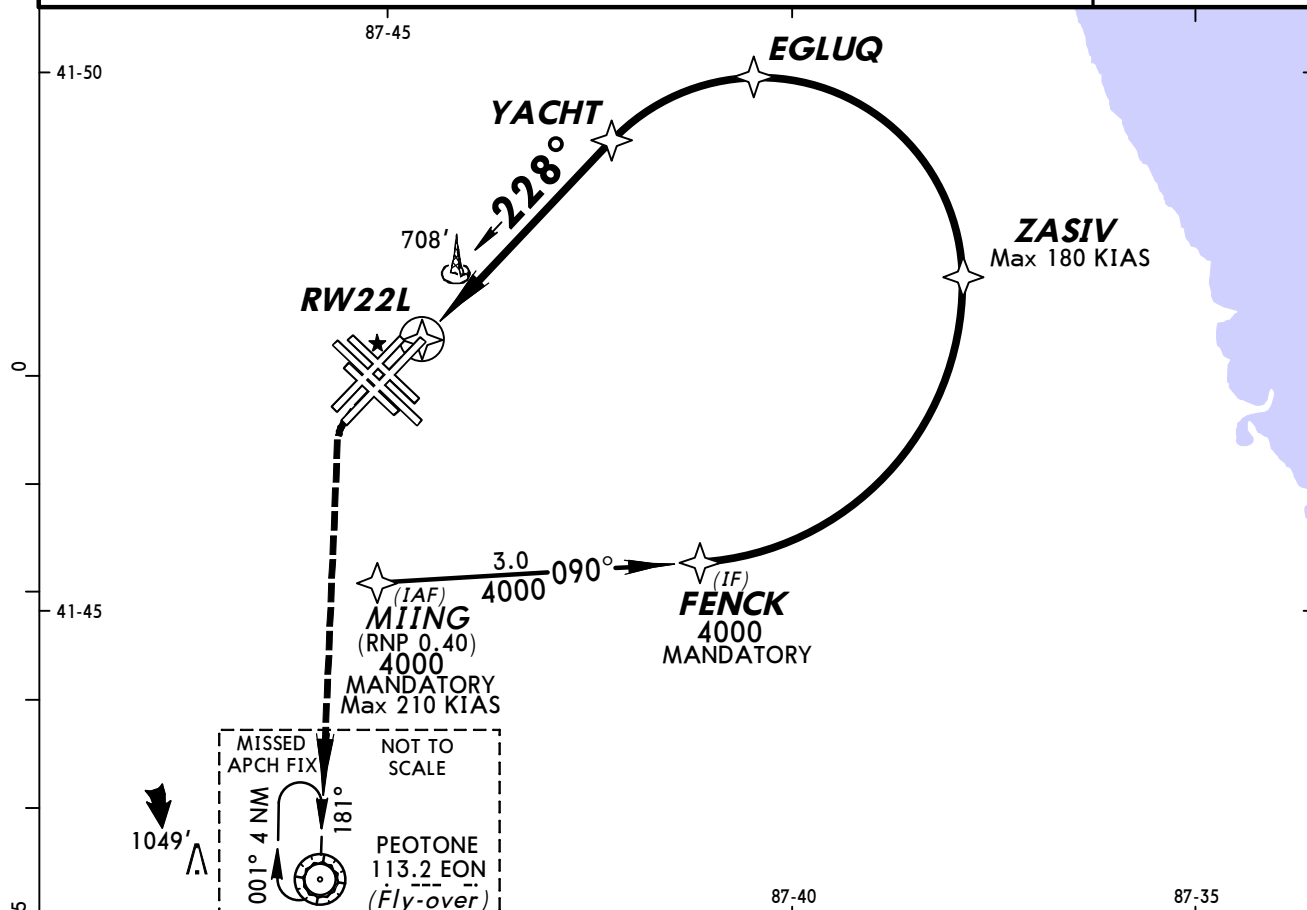
D-ATIS 132.75		CHICAGO Approach (R) 128.2 126.05		MIDWAY Tower 118.7		Ground 121.65	
RNAV	Final Apch Crs 228°	Minimum Alt YACHT 1500' (889')	RNP 0.18 DA(H) 951' (340')	Apt Elev 620'	TDZE 611'	3400' MSA RW22L	
MISSED APCH: Climb to 1300' then climbing LEFT turn to 2600' direct EON VOR and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. RF required 3. GPS required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -19°C (-2°F) or above 54°C (130°F). 5. VGSI and RNAV glidepath not coincident.							



TERPS		STRAIGHT-IN LANDING RWY 22L	
RNP 0.18 DA(H) 951' (340')		RNP 0.30 DA(H) 1001' (390')	
A			
B			
C	1 1/8		1 1/4
D			

BRIEFING STRIP

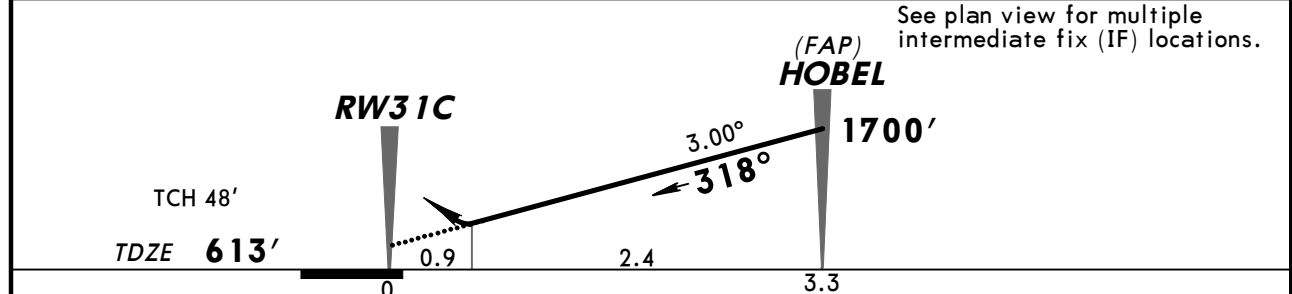
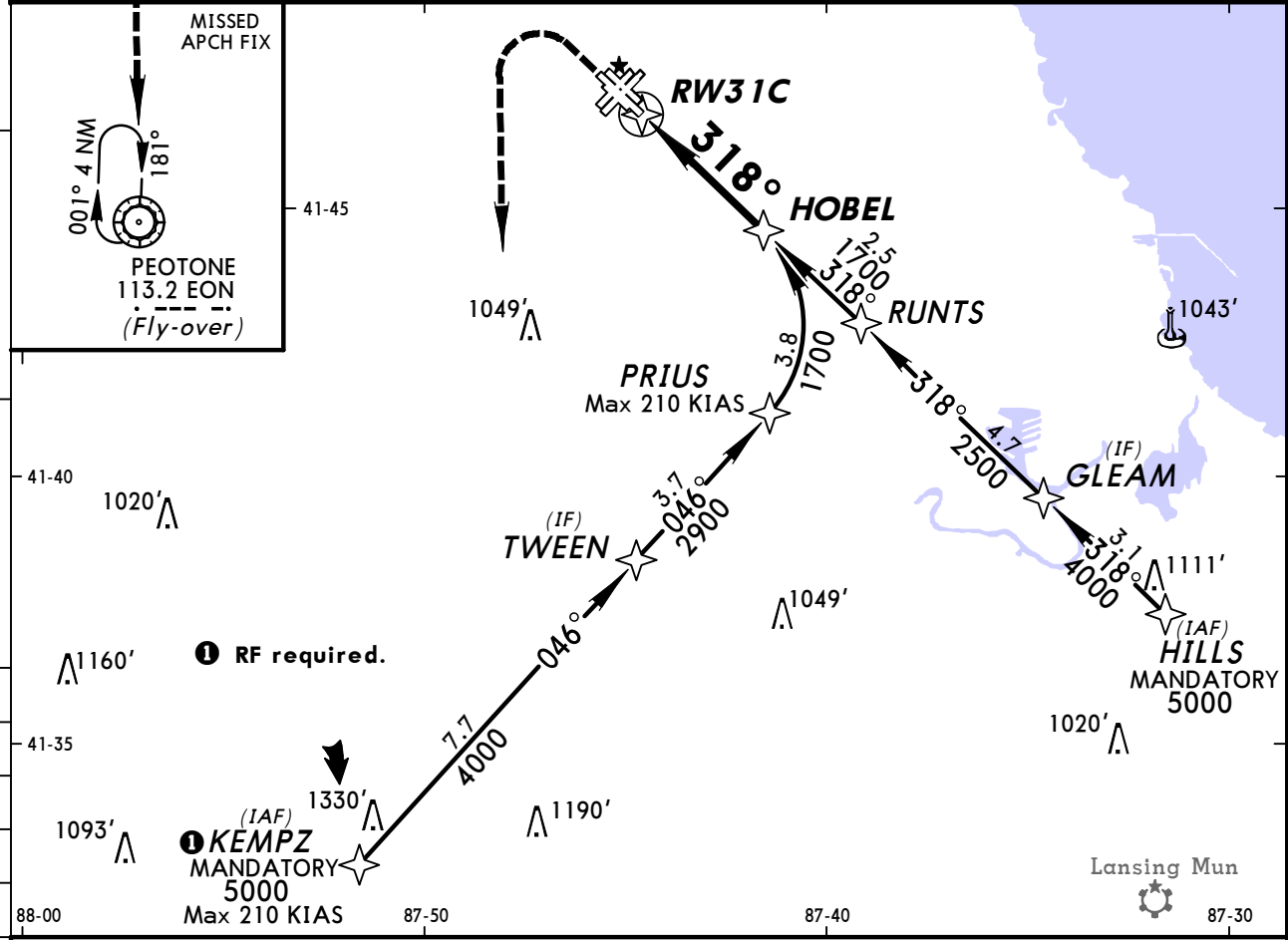
D-ATIS 132.75		CHICAGO Approach (R) 128.2 126.05		MIDWAY Tower 118.7		Ground 121.65	
RNAV	Final Apch Crs 228°	Minimum Alt YACHT 1500' (889')	RNP 0.18 DA(H) 951' (340')	Apt Elev 620' TDZE 611'	3400' MSA RW22L		
MISSED APCH: Climb to 1300' then climbing LEFT turn to 2600' direct EON VOR and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. RF required. 3. GPS required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -19°C (-2°F) or above 54°C (130°F). 5. VGSI and RNAV glidepath not coincident.							



TERPS		STRAIGHT-IN LANDING RWY 22L	
RNP 0.18 DA(H) 951' (340')		RNP 0.30 DA(H) 1001' (390')	
A	1 1/8	1 1/4	
B			
C			
D			

TERPS AMEND 0 13 NOV 2014

D-ATIS		CHICAGO Approach (R)		MIDWAY Tower		Ground	
132.75		128.2 126.05		118.7		121.65	
RNAV	Final Apch Crs 318°	Minimum Alt HOBEL 1700' (1087')	RNP 0.30 DA(H) 961' (348')	Apt Elev 620' TDZE 613'	3400' MSA RW31C		
MISSED APCH: Climb to 1100' then climbing LEFT turn to 2600' direct EON VOR and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -19°C (-2°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	RLLS REIL PAPI	1100'	2600'	D → LT	EON 113.2
Glide Path Angle 3.00°	372	478	531	637	743	849		↑	LT		
MAP at DA											

TERPS											
STRAIGHT-IN LANDING RWY 31C											
RNP 0.30											
DA(H) 961' (348')											
						RLLS out					

A	RVR 58 or 1¹/₈
B	
C	
D	

CHICAGO, IL (CHICAGO MIDWAY INTL - KMDW)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KMDW