| Flight Procedure Tracking Form | Action: FLIGHT CHECK | Task Type: IAP | Date Open: 07/18/2012 | Task #: 201201242505170 2001 | Request #: 20120124250517 |
|---|---|---|---|---|---|
| **Procedure:** ILS OR LOC/DME RWY 31 C AMDT 1 | | Airport ID: KMDW | **Airport:** CHICAGO MIDWAY INTL | | Reimbursable #: |
| **City:** CHICAGO | **ST:** IL | GPS #: | | Estimated Chart Date: 01/10/2013 | FICO #: 1095337 |
| **Fac ID:** MXT | **Fac. Type:** ILS | **Specialist:** DAVID DANNER | | | |

## Procedure Review

| | Rec'd | Rel'd | Full Name | Comments |
|---|---|---|---|---|
| **Lead:** | 07/19/2012 | 11/08/2012 | JILL OLSON | |
| **QA:** | 11/08/2012 | 11/08/2012 | SCOTT BEARD | |
| **Liaison:** | 11/08/2012 | | Spurlin | RESUBMIT 11/8/12 |

PL

**Procedure Comments:** ENROUTE-NON **Remark Type:** INFORMATION

pg 4 of 4

CHICAGO, IL CHICAGO MIDWAY INTL (KMDW) ILS OR LOC/DME RWY 31C, AMDT 1 ENROUTE-NO FC: 11.27.12 PUB: 1.10.13

ATTACHED FORMS: 8260-3; 8260-10; 8260-9; 8260-2(S): GLEAM-INT, REV 5; HILLS-INT, REV 5; HOBEL-INT, REV 2; IGECY-INT, REV 4; PEOTONE (EON) VTAC, REV 13; RUNTS-INT, REV 6; (INFO ONLY) CHICAGO HEIGHTS (CGT) VTAC, REV 18.

CONTACT: JILL OLSON/STEVE BARNETT -AVJ-353 LEADS, 405.954.4014 / 405.954.9307.

| LOC/DME I-MXT | APP CRS | Rwy Idg | 5826 |
|---|---|---|---|
| 109.9 | 315° | THRE | 612 |
| Chan 36 | | Apt Elev | 620 |

# ILS or LOC/DME RWY 31C

## CHICAGO MIDWAY INTL (MDW)

Helicopter visibility reduction below RVR 4000 not authorized.
Circling to Rwy 4L/13C/13L/31R NA at night.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2100 on heading 150° and on EON VORTAC R-001 until crossing IGECY INT/EON 20 DME, then climb to 2600 to EON VORTAC and hold.

| ATIS | CHICAGO APP CON | MIDWAY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.75 | 128.2 388.0 | 118.7 269.125 | 121.65 | 124.625 |

PROTOTYPE: NOT FOR NAVIGATION

MSA CGT 25 NM
3400
090° 270°
2800

ALTERNATE MISSED APCH FIX
(046°T) 044° 224° (226°T)
R-224
CHICAGO HEIGHTS
CGT
114.2
Chan 89

CGT 4130.600N/08734.293W
EON 4116.178N/08747.463W
GLEAM 4139.786N/08734.866W
HOBEL 4144.580N/08741.574W
HILLS 4137.782N/08732.069W
IGECY 4136.115N/08746.071W
RUNTS 4142.825N/08739.115W
RW31C 4146.833N/08744.735W

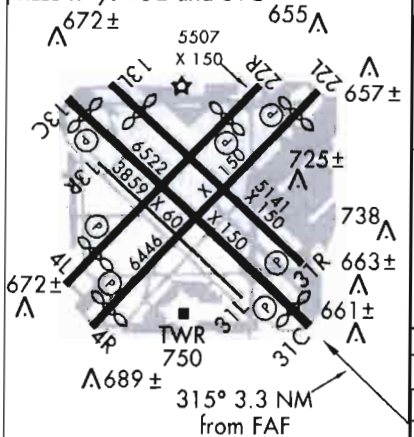
LOCALIZER 109.9
I-MXT
Chan 36

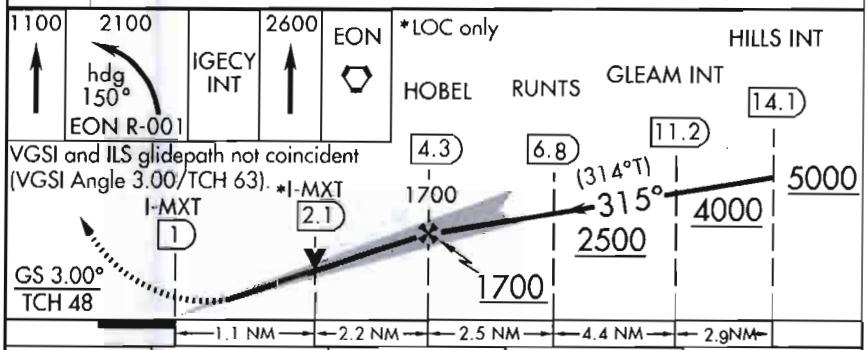
HOBEL 4.3
RUNTS 6.8
GLEAM INT 11.2
HILLS INT 14.1
IGECY INT EON 20
2100
IAF CHICAGO HEIGHTS 114.2 CGT Chan 89

MISSED APCH FIX
(003°T) 001° R-001 181° (183°T) (003°T)
PEOTONE
EON
113.2
Chan 79

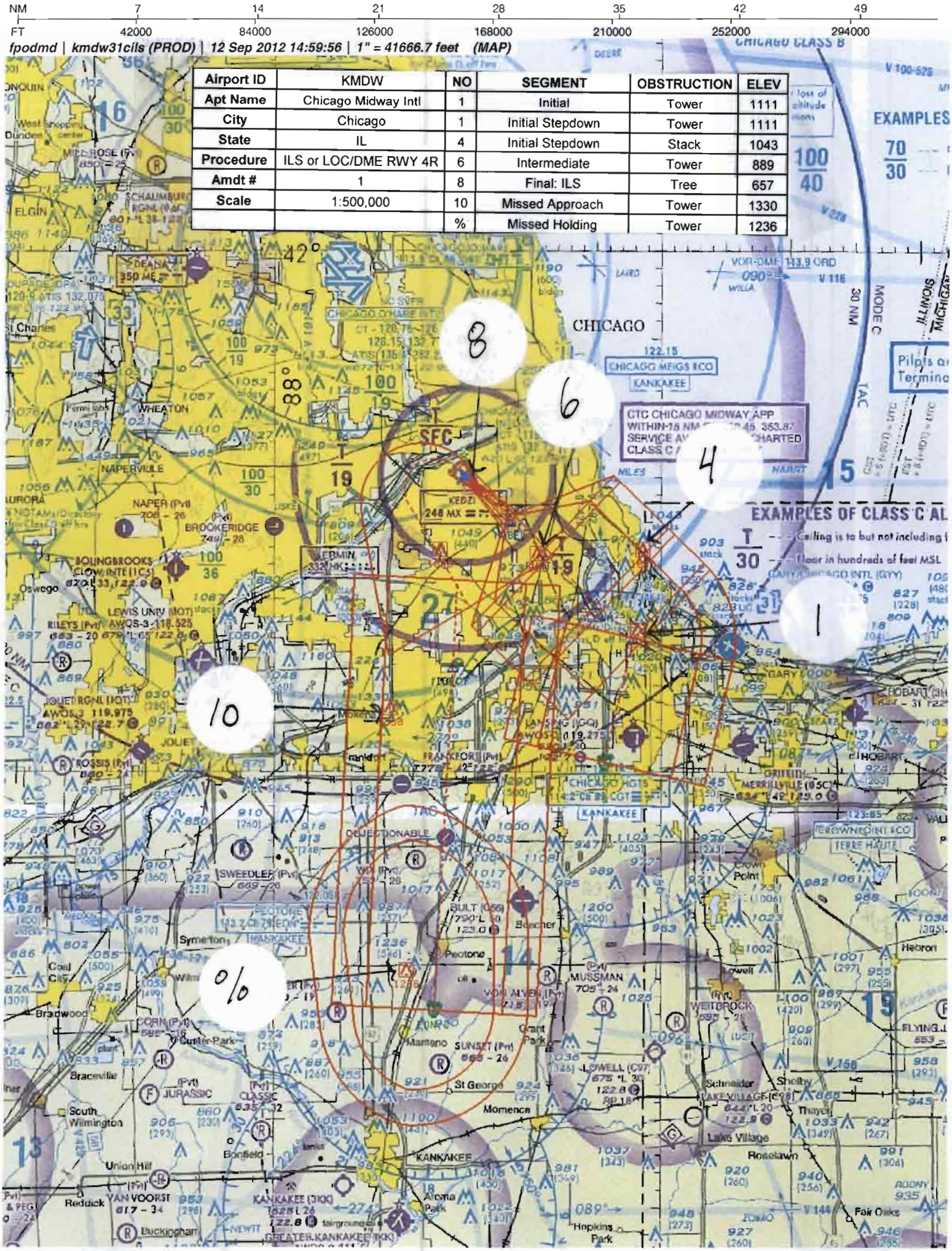
ELEV 620 D THRE 612

HIRL Rwys 13C-31C and 4R-22L
MIRL Rwys 4L-22R, 13L-31R, and 13R-31L
REIL Rwys 4R, 22L, and 31C
RLLS Rwys 13C and 31C




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 31C | 862/40 250 (300-¾) | | | |
| S-LOC 31C | 1020/55 408 (400-1¼) | | 1020/60 408 (400-1¼) | |
| CIRCLING | 1120-1 500 (500-1) | | 1120-1½ 500 (500-1½) | 1180-2 560 (600-2) |




| Airport ID | KMDW | NO | SEGMENT | OBSTRUCTION | ELEV |
|---|---|---|---|---|---|
| Apt Name | Chicago Midway Intl | 1 | Initial | Tower | 1111 |
| City | Chicago | 1 | Initial Stepdown | Tower | 1111 |
| State | IL | 4 | Initial Stepdown | Stack | 1043 |
| Procedure | ILS or LOC/DME RWY 4R | 6 | Intermediate | Tower | 889 |
| Amdt # | 1 | 8 | Final: ILS | Tree | 657 |
| Scale | 1:500,000 | 10 | Missed Approach | Tower | 1330 |
| | | % | Missed Holding | Tower | 1236 |

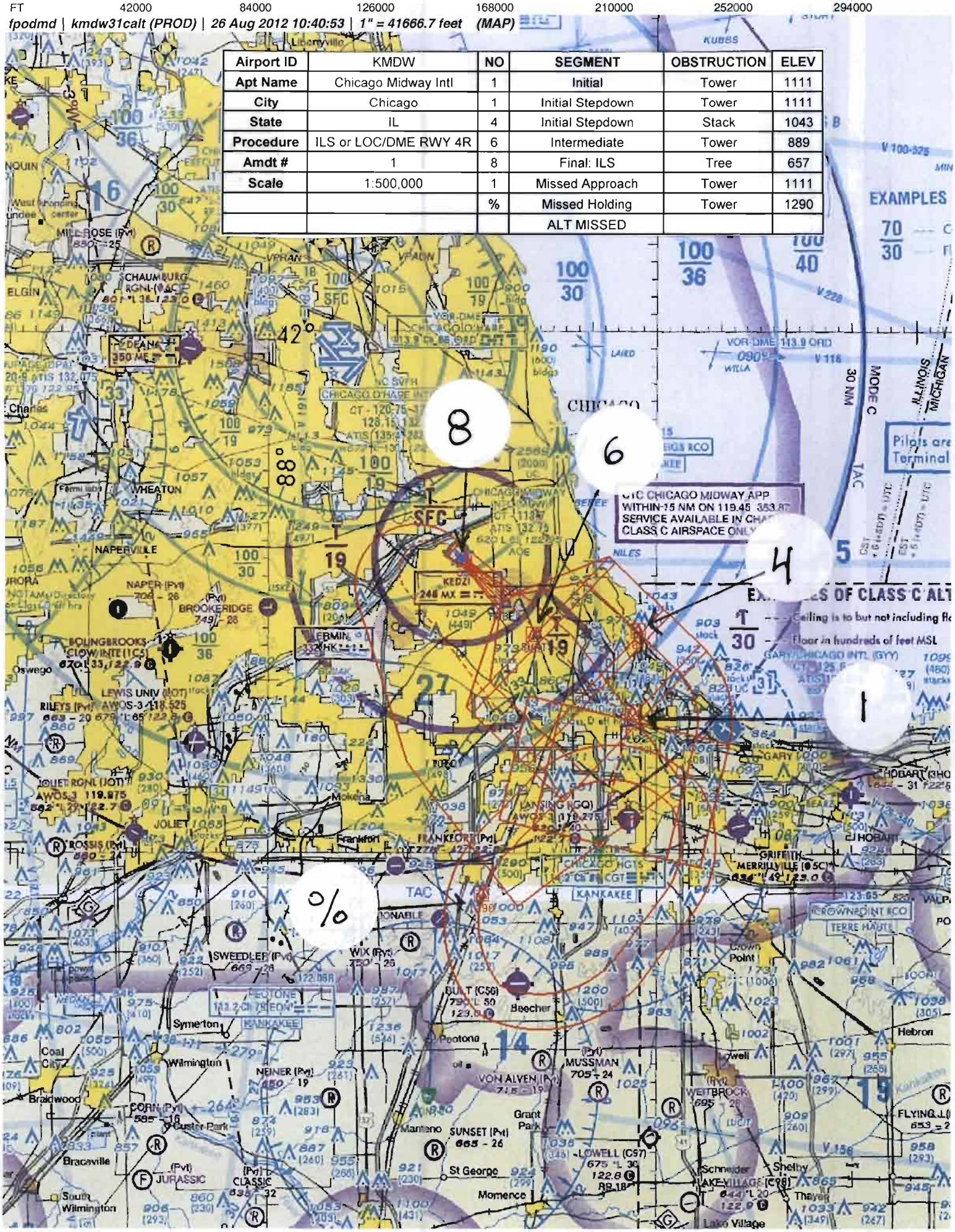
NM 7 14 21 28 35 42 49

FT 42000 84000 126000 168000 210000 252000 294000

*fpodmd | kmdw31calt (PROD) | 26 Aug 2012 10:40:53 | 1" = 41666.7 feet (MAP)*

| Airport ID | KMDW |
|---|---|
| Apt Name | Chicago Midway Intl |
| City | Chicago |
| State | IL |
| Procedure | ILS or LOC/DME RWY 4R |
| Amdt # | 1 |
| Scale | 1:500,000 |
| | |
| | |

| NO | SEGMENT | OBSTRUCTION | ELEV |
|---|---|---|---|
| 1 | Initial | Tower | 1111 |
| 1 | Initial Stepdown | Tower | 1111 |
| 4 | Initial Stepdown | Stack | 1043 |
| 6 | Intermediate | Tower | 889 |
| 8 | Final: ILS | Tree | 657 |
| 1 | Missed Approach | Tower | 1111 |
| % | Missed Holding | Tower | 1290 |
| | ALT MISSED | | |

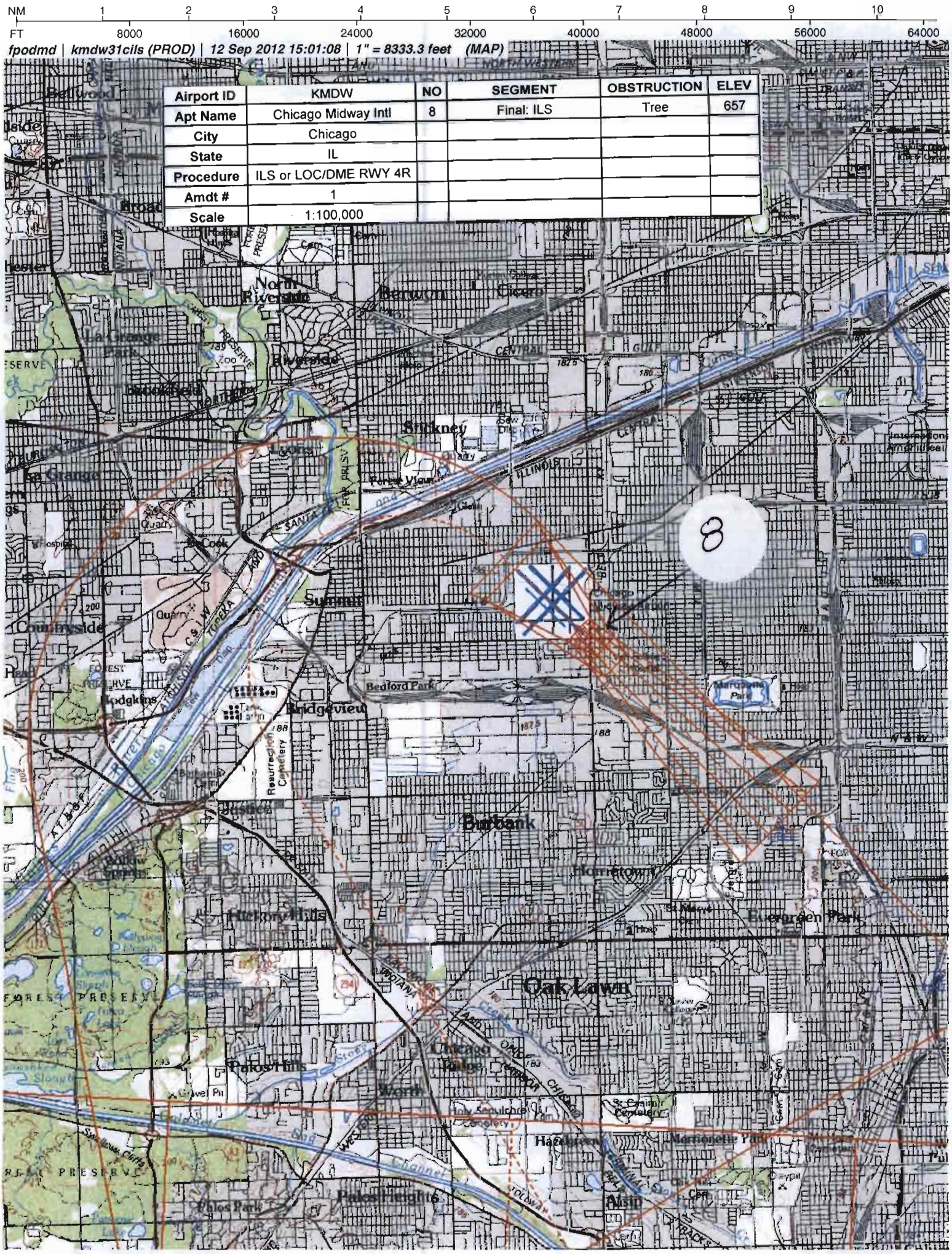


NM 1 2 3 4 5 6 7 8 9 10

FT 8000 16000 24000 32000 40000 48000 56000 64000

*fpodmd | kmdw31cils (PROD) | 12 Sep 2012 15:01:08 | 1" = 8333.3 feet (MAP)*

| Airport ID | KMDW | NO | SEGMENT | OBSTRUCTION | ELEV |
|---|---|---|---|---|---|
| Apt Name | Chicago Midway Intl | 8 | Final: ILS | Tree | 657 |
| City | Chicago | | | | |
| State | IL | | | | |
| Procedure | ILS or LOC/DME RWY 4R | | | | |
| Amdt # | 1 | | | | |
| Scale | 1:100,000 | | | | |

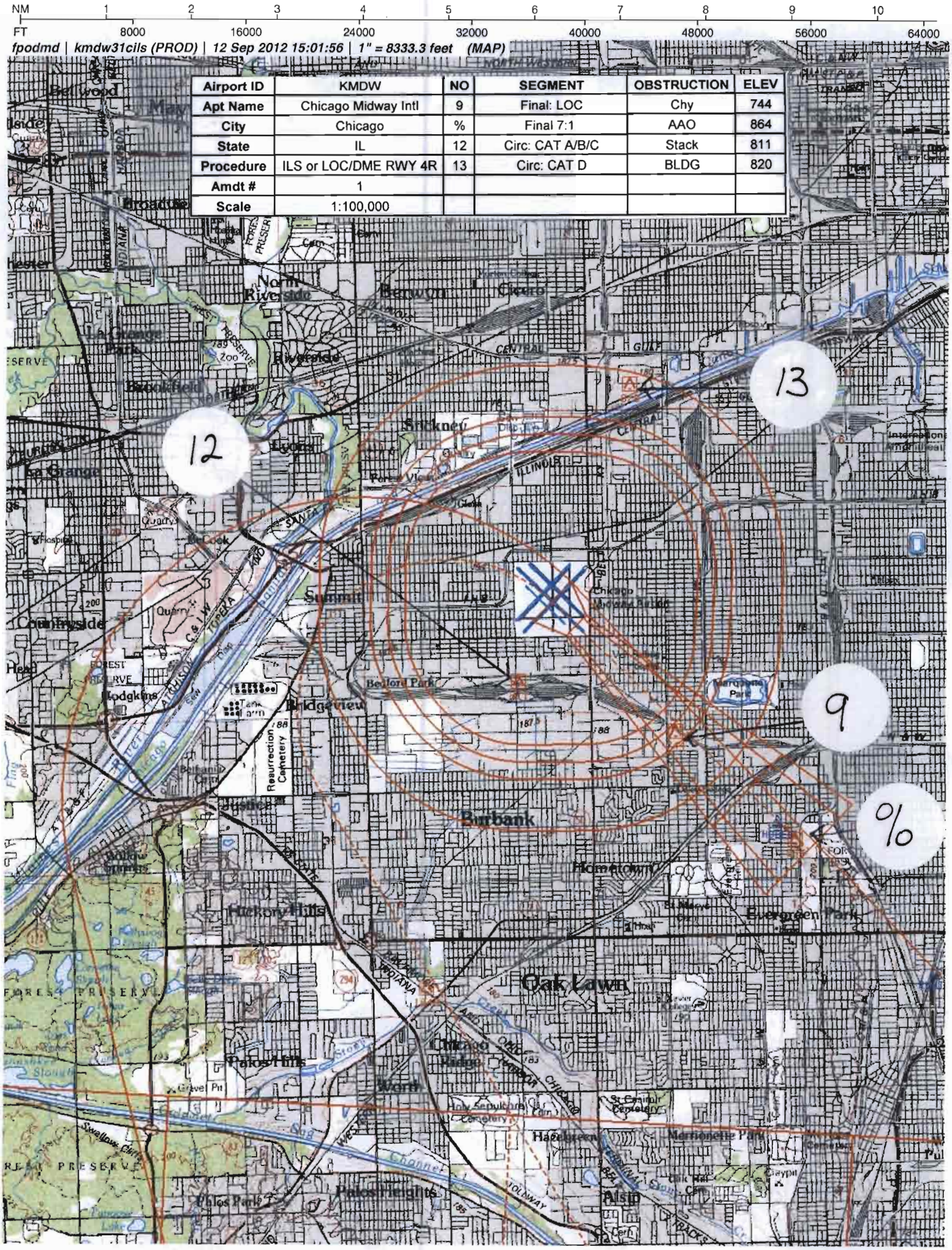


NM 1 2 3 4 5 6 7 8 9 10

FT 8000 16000 24000 32000 40000 48000 56000 64000

*fpodmd | kmdw31cils (PROD) | 12 Sep 2012 15:01:56 | 1" = 8333.3 feet (MAP)*

| Airport ID | KMDW | NO | SEGMENT | OBSTRUCTION | ELEV |
|---|---|---|---|---|---|
| Apt Name | Chicago Midway Intl | 9 | Final: LOC | Chy | 744 |
| City | Chicago | % | Final 7:1 | AAO | 864 |
| State | IL | 12 | Circ: CAT A/B/C | Stack | 811 |
| Procedure | ILS or LOC/DME RWY 4R | 13 | Circ: CAT D | BLDG | 820 |
| Amdt # | 1 | | | | |
| Scale | 1:100,000 | | | | |

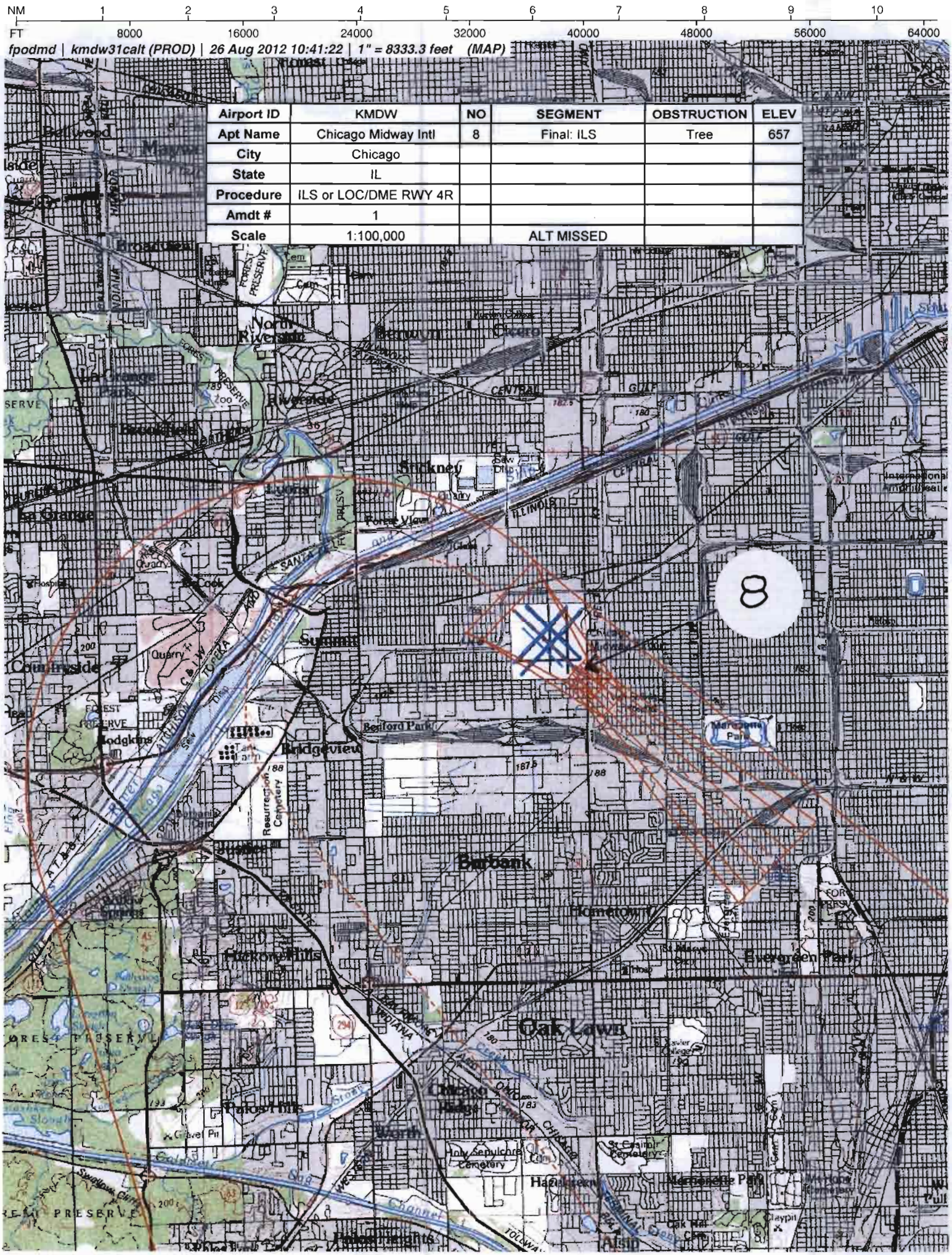


NM 1 2 3 4 5 6 7 8 9 10

FT 8000 16000 24000 32000 40000 48000 56000 64000

*fpodmd | kmdw31calt (PROD) | 26 Aug 2012 10:41:22 | 1" = 8333.3 feet (MAP)*

| Airport ID | KMDW | NO | SEGMENT | OBSTRUCTION | ELEV |
|---|---|---|---|---|---|
| Apt Name | Chicago Midway Intl | 8 | Final: ILS | Tree | 657 |
| City | Chicago | | | | |
| State | IL | | | | |
| Procedure | ILS or LOC/DME RWY 4R | | | | |
| Amdt # | 1 | | | | |
| Scale | 1:100,000 | | ALT MISSED | | |

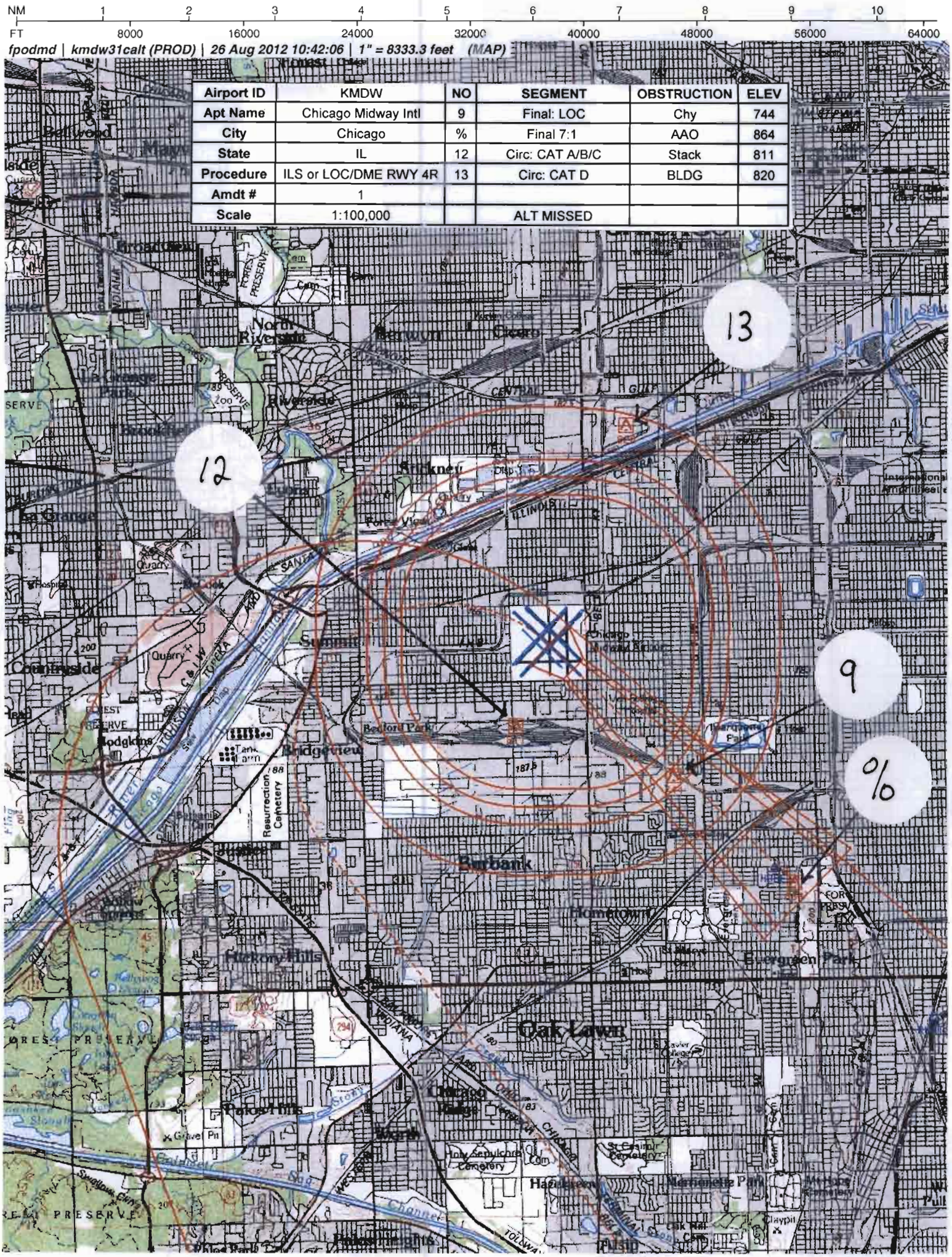


NM 1 2 3 4 5 6 7 8 9 10

FT 8000 16000 24000 32000 40000 48000 56000 64000

*fpodmd | kmdw31calt (PROD) | 26 Aug 2012 10:42:06 | 1" = 8333.3 feet (MAP)*

| Airport ID | KMDW | NO | SEGMENT | OBSTRUCTION | ELEV |
|---|---|---|---|---|---|
| Apt Name | Chicago Midway Intl | 9 | Final: LOC | Chy | 744 |
| City | Chicago | % | Final 7:1 | AAO | 864 |
| State | IL | 12 | Circ: CAT A/B/C | Stack | 811 |
| Procedure | ILS or LOC/DME RWY 4R | 13 | Circ: CAT D | BLDG | 820 |
| Amdt # | 1 | | | | |
| Scale | 1:100,000 | | ALT MISSED | | |



US DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

# ILS - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

## TERMINAL ROUTES

| FROM | TO | COURSE AND DISTANCE | ALTITUDE |
|---|---|---|---|
| CGT VORTAC (IAF) | HILLS INT/14.10 DME | 011.08 / 7.37 | 5000 |
| HILLS INT/14.10 DME | GLEAM INT/11.20 DME | 314.57 / 2.90 (I-MXT) | 4000 |
| GLEAM INT/11.20 DME | RUNTS/6.80 DME | 314.57 / 4.40 (I-MXT) | 2500 |
| RUNTS/6.80 DME (IF) | HOBEL/4.26 DME | 314.57 / 2.54 (I-MXT) | 1700 |

## MISSED APPROACH

ILS: DA
LOC: I-MXT 0.99 DME FIX

CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 2100 ON HEADING 150 AND ON EON VORTAC R-001 UNTIL CROSSING IGECY INT/EON 19.95 DME THEN CLIMB TO 2600 TO EON VORTAC AND HOLD, OR AS DIRECTED BY ATC.

ALTERNATE MA: CLIMB TO 1100 THEN CLIMBING LEFT TURN TO (SEE FORM 8260-10)

ADDITIONAL FLIGHT DATA:
HOLD N, RT, 181.00 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SW CGT VORTAC, RT, 043.93 INBOUND.
CHART FAS OBST: 744 CHY 414531N/0874310W 864 MSL AAO 414416.88N/0874117.34W.
CHART VDP AT 2.07 DME*;
DISTANCE VDP TO THLD 1.08 MILES.
*LOC ONLY.
CHART MANDATORY 2100 AT IGECY.

1. PT ____ SIDE OF COURSE ____ OUTBOUND ____ FT WITHIN ____ MILES OF ____ (IAF)
2. PROFILE STARTS AT HILLS INT/14.10 DME
3. FAC: 314.57 FAF: HOBEL/4.26 DME DIST FAF TO MAP: ____ THLD: 3.27
4. MIN. ALT: HILLS 5000, GLEAM 4000, RUNTS 2500, HOBEL 1700
5. DIST TO THLD FROM OM: - MM: - IM: - 150 HAT: - 100 HAT: - GS ANT: 900
6. MIN GS INCPT: 1700 GS ALT AT: HOBEL 1700 OM: - MM: - IM: -
7. GS ANGLE: 3.00 TCH: 47.9
8. MSA FROM: CGT VORTAC 090-270 2800, 270-090 3400

MAG VAR: 1W EPOCH YEAR: 1985

## MINIMUMS

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT | ALTERNATE: N A | ILS: STANDARD | LOC: STANDARD

| CATEGORY =====> | A | | | B | | | C | | | D | | | E | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | DH/MDA | VIS | HAT/HAA | DH/MDA | VIS | HAT/HAA | DH/MDA | VIS | HAT/HAA | DH/MDA | VIS | HAT/HAA | DH/MDA | VIS | HAT/HAA |
| S-ILS 31C | 862 | 4000 | 250 | 862 | 4000 | 250 | 862 | 4000 | 250 | 862 | 4000 | 250 | | | |
| S-LOC 31C | 1020 | 5500 | 408 | 1020 | 5500 | 408 | 1020 | 6000 | 408 | 1020 | 6000 | 408 | | | |
| CIRCLING | 1120 | 1 | 500 | 1120 | 1 | 500 | 1120 | 1 1/2 | 500 | 1180 | 2 | 560 | | | |

NOTES:
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT.
CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED.
CHART NOTE: CIRCLING TO RWY 4L/13C/13L/31R NA AT NIGHT.

| CITY AND STATE | ELEVATION: 620 THRE: 612 AIRPORT NAME: | FACILITY IDENTIFIER: | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: | SUP: |
|---|---|---|---|---|
| CHICAGO, IL | CHICAGO MIDWAY INTL | I-MXT | ILS OR LOC/DME RWY 31C, AMDT 1 | AMDT: ORIG-A |
| | | | | DATED 04/08/2010 |

| ALL AFFECTED PROCEDURES REVIEWED? | COORDINATES OF FACILITIES | REQUIRED EFFECTIVE DATE |
|---|---|---|
| [ ] YES [X] NO | | **ROUTINE** |

COORDINATED WITH:

| ATA | AAT | ALPA | APA | AOPA | NBAA | OTHER (specify) |
|---|---|---|---|---|---|---|
| [X] | [ ] | [X] | [X] | [X] | [X] | [X] **ZAU, ORD APP CON, MDW ATCT, AMGR** |

| FLIGHT CHECKED BY | | |
|---|---|---|
| NAME: | FIFO | DATE: |
| | | |

| DEVELOPED BY | | |
|---|---|---|
| NAME: | FIFO | DATE: |
| **JILL OLSON (DAVID DANNER)** | **AJV-353** | **08/07/2012** |

| APPROVED BY | | |
|---|---|---|
| NAME: | FIFO | DATE: |
| **LARRY H STROUT MANAGER** | **AJV-353** | |

CHANGES:

**1. FINAL COURSE CHANGED FROM 314.56 TO 314.57.**
**2. ADDED ALTERNATE MISSED APPROACH.**
**3. REMOVED AUTHORIZED BY ATC NOTE.**
**4. ADDED VDP.**
**5. DISTANCE FAF TO THLD CHANGED FROM 3.23 TO 3.27.**
**6. TCH CHANGED FROM 47.8 TO 47.9.**
**7. CGT TO HILLS COURSE AND DISTANCE CHANGED FROM 011.26/7.36 TO 011.08/7.37.**
**8. HILLS TO GLEAM COURSE AND DISTANCE CHANGED FROM 314.56/2.95 TO 314.57/2.90.**
**9. GLEAM TO RUNTS COURSE AND DISTANCE CHANGED FROM 314.56/4.44 TO 314.57/4.40.**
**10. RUNTS TO HOBEL COUSE AND DISTANCE CHANGED FROM 314.56/2.52 TO 314.57/2.54.**
**11. TDZE REPLACED WITH THRE.**
**12. ADDED HELICOPTER VISIBILITY REDUCTION CHART NOTE.**
**13. ADDED CHART NOTE FOR CIRCLING AT NIGHT.**
**14. LOC CAT A/B VIS RAISED FROM 5000 TO 5500.**

REASONS:

**1. PFAF RELOCATED.**
**2. FPT REQUEST.**
**3. NO LONGER SUPPORTED BY CRITERIA.**
**4. 20:1 IS CLEAR.**
**5. PFAF RELOCATED.**
**6. AVNIS DATA.**
**7/8/9/10. GEODESIC CALCULATION.**
**11. CURRENT CRITERIA.**
**12. 34:1 PENETRATIONS.**
**13. IAW 8260.19E CHANGE 2.**
**14. IAW 8560.3B TABLE 3-5A.**

**11/06/12: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 08/07/12.**
**1. ADDED CHART MANDATORY 2100 AT IGECY TO ADDITIONAL FLIGHT DATA.**

QUALITY CHECKED

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

**ILS - STANDARD**
**INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.29**

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above aiport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

**MISSED APPROACH INSTRUCTIONS, (CONT.):**
**2300 DIRECT CGT VORTAC AND HOLD.**

QUALITY CHECKED

| CITY AND STATE | ELEVATION: 620 THRE: 612 | FACILITY IDENTIFIER: | PROCEDURE NO./ AMDT NO./EFFECTIVE DATE: | SUP: |
|---|---|---|---|---|
| CHICAGO, IL | AIRPORT NAME: CHICAGO MIDWAY INTL | I-MXT | ILS OR LOC/DME RWY 31C, AMDT 1 | AMDT: ORIG-A |
| | | | | DATED: 04/08/2010 |

| ALL AFFECTED PROCEDURES REVIEWED? | COORDINATES OF FACILITIES | REQUIRED EFFECTIVE DATE |
|---|---|---|
| ☐ YES ☐ NO | | |

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER (specify) _____

| FLIGHT CHECKED BY | | |
|---|---|---|
| NAME: | FIFO | DATE: |
| **DEVELOPED BY** | | |
| NAME: | FIFO | DATE: |
| **APPROVED BY** | | |
| NAME: | FIFO | DATE: |

CHANGES:

REASONS:

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

ARINC PACKET - 424-18 - ILS

```
          1         2         3         4         5         6         7         8         9         0         1         2         3
NAVAID    12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
          ------------------------------------------------------------------------------------------------------------------------
          SUSAD        CGT   K5011420VTL  N41303602W087341757    N41303602W087341757E0020006341     NARCHICAGO HEIGHTS
          SUSAD        EON   K5011320VTL  N41161068W087472779    N41161068W087472779E0020006891     NARPEOTONE
          SUSAD KMDWK5 IMXT  K5010990 IT                    IMXTN41473312W087453878     006060     NARCHICAGO MIDWAY INTL

          1         2         3         4         5         6         7         8         9         0         1         2         3
WP        12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
          ------------------------------------------------------------------------------------------------------------------------
          SUSAEAENRT   GLEAM K50    C     N41394715W087345194                    W0037     NAR          GLEAM
          SUSAEAENRT   HILLS K50    C     N41374689W087320413                    W0037     NAR          HILLS
          SUSAEAENRT   HOBEL K50    C     N41443481W087413443                    W0036     NAR          HOBEL
          SUSAEAENRT   IGECY K50    C     N41360687W087460424                    W0035     NAR          IGECY
          SUSAEAENRT   RUNTS K50    C     N41424948W087390688                    W0036     NAR          RUNTS

          1         2         3         4         5         6         7         8         9         0         1         2         3
AIRPORT   12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
          ------------------------------------------------------------------------------------------------------------------------
          SUSAP KMDWK5AMDW     0     065YHN41470950W087450870W001000620         1800018000C    MNAR    CHICAGO MIDWAY INTL

          1         2         3         4         5         6         7         8         9         0         1         2         3
SEGMENT   12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
          ------------------------------------------------------------------------------------------------------------------------
          SUSAP KMDWK5FI31C  ACGT   010CGT  K5D 0V  A    IF                                          18000                 0 NS
          SUSAP KMDWK5FI31C  ACGT   020HILLSK5EA0E       TF                                  + 05000                       0 NS
          SUSAP KMDWK5FI31C  ACGT   030GLEAMK5EA0E       TF                                  + 04000                       0 NS
          SUSAP KMDWK5FI31C  ACGT   040RUNTSK5EA0EE B    CF IMXTK5      1346006831460044PI   + 02500                       0 NS
          SUSAP KMDWK5FI31C  I      010RUNTSK5EA0E  I    IF IMXTK5      13460068        PI   J 025000170018000                0 NS
          SUSAP KMDWK5FI31C  I      020HOBELK5EA0E  F    CF IMXTK5      1346004331500025PI   H 0170001700        -300CGT   K5D 0 NS
          SUSAP KMDWK5FI31C  I      030RW31CK5PG0GY M    CF IMXTK5      1346001031500033PI     00660             -300          0 NS
          SUSAP KMDWK5FI31C  I      040         0  M     CA                    3146          + 01100                       0 NS
          SUSAP KMDWK5FI31C  I      050         0    L   VIY                   1500                                        0 NS
          SUSAP KMDWK5FI31C  I      060IGECYK5EA0E       CF EON K5      0010020018100070D      02100                       0 NS
          SUSAP KMDWK5FI31C  I      070EON  K5D 0VY      TF                                  + 02600                       0 NS
          SUSAP KMDWK5FI31C  I      080EON  K5D 0VE  R   HM                    1810T010      + 02600                       0 NS

          1         2         3         4         5         6         7         8         9         0         1         2         3
RUNWAY    12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
          ------------------------------------------------------------------------------------------------------------------------
          SUSAP KMDWK5GRW31C   0065223146 N41465000W087444412-0100    +015310061206964815OIIMXT1

          1         2         3         4         5         6         7         8         9         0         1         2         3
ILS       12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
```

| CITY AND STATE | ELEVATION: 620 THRE: 612 | FACILITY IDENTIFIER: | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP: |
|---|---|---|---|---|
| **CHICAGO, IL** | AIRPORT NAME: **CHICAGO MIDWAY INTL** | **I-MXT** | **ILS OR LOC/DME RWY 31C, AMDT 1** | AMDT: **ORIG-A** |
| | | | | DATED: **04/08/2010** |

| ALL AFFECTED PROCEDURES REVIEWED? | COORDINATES OF FACILITIES | REQUIRED EFFECTIVE DATE |
|---|---|---|
| ☐ YES ☐ NO | | |

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER ☐ (specify) _____

| FLIGHT CHECKED BY | | |
|---|---|---|
| NAME: | FIFO | DATE: |
| **DEVELOPED BY** | | |
| NAME: | NFPG | DATE: |
| **APPROVED BY** | | |
| NAME: | NFPG | DATE: |

CHANGES:

REASONS:

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

```
        ------------------------------------------------------------------------------------------------------------------------
        SUSAP KMDWK5IIMXT1   010990RW31CN41473144W0874542343146N41465349W0874456100261 09000600300W00104800611
                  1         2         3         4         5         6         7         8         9         0         1         2         3
MSA     123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------
        SUSAP KMDWK5SCGT  K5D                 0   0902700342527009002825                                                          M
```

QUALITY CHECKED

| CITY AND STATE | ELEVATION: 620 THRE: 612 | FACILITY IDENTIFIER: | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP: |
|---|---|---|---|---|
| CHICAGO, IL | AIRPORT NAME: CHICAGO MIDWAY INTL | I-MXT | ILS OR LOC/DME RWY 31C, AMDT 1 | AMDT: ORIG-A |
| | | | | DATED: 04/08/2010 |

| ALL AFFECTED PROCEDURES REVIEWED? ☐ YES ☐ NO | COORDINATES OF FACILITIES | REQUIRED EFFECTIVE DATE |
|---|---|---|

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER (specify) ☐ _____

FLIGHT CHECKED BY

| NAME: | FIFO | DATE: |
|---|---|---|

DEVELOPED BY

| NAME: | NFPG | DATE: |
|---|---|---|

APPROVED BY

| NAME: | NFPG | DATE: |
|---|---|---|

CHANGES:

REASONS:

**U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION**

# ILS STANDARD INSTRUMENT APPROACH PROCEDURE

FLIGHT STANDARDS SERVICES - **FAR PART 97.29**

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

ARINC SUMMARY - 424-18 - ILS

| ROUTES | TRANSITION | FIX | SEQ | USE | PATH | TURN | FO/FB | RNP | MAG(TRUE) | DISTANCE | ALTITUDE | SPEED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CGT | CGT | 010 | IAF | IF | | FB | | | | | |
| | CGT | HILLS | 020 | | TF | | FB | | | | AA 05000 | |
| | CGT | GLEAM | 030 | | TF | | FB | | | | AA 04000 | |
| | CGT | RUNTS | 040 | | CF | | FB | | 314.6() | 004.4 | AA 02500 | |
| | | RUNTS | 010 | FACF | IF | | FB | | | | AA 02500 GI 01700 | |
| | | HOBEL | 020 | FAF | CF | | FB | | 315.0() | 002.5 | GI 01700 GS 01700 | |
| | | RW31C | 030 | MAP | CF | | FO | | 315.0() | 003.3 | AT 00660 | |

| MISSED APPROACH | FIX | SEQ | USE | PATH | TURN | FO/FB | RNP | MAG(TRUE) | DISTANCE | ALTITUDE | SPEED |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 040 | | CA | | FB | | 314.6() | | AA 01100 | |
| | | 050 | | VI | L | FB | | 150.0() | | | |
| | IGECY | 060 | | CF | | FB | | 181.0() | 007.0 | AT 02100 | |
| | EON | 070 | | TF | | FO | | | | AA 02600 | |
| | EON | 080 | | HM | R | FO | | 181.0() | T01.0 | AA 02600 | |

| POINT DATA | WAYPOINT | LAT IN SECS | LONG IN SECS | LAT IN MINS | LONG IN MINS |
|---|---|---|---|---|---|
| | CGT | N413036.02 | W0873417.57 | N4130.600 | W08734.293 |
| | EON | N411610.68 | W0874727.79 | N4116.178 | W08747.463 |
| | IMXT (DME) | N414733.12 | W0874538.78 | N4147.552 | W08745.646 |
| | GLEAM | N413947.15 | W0873451.94 | N4139.786 | W08734.866 |
| | HILLS | N413746.89 | W0873204.13 | N4137.782 | W08732.069 |
| | HOBEL | N414434.81 | W0874134.43 | N4144.580 | W08741.574 |
| | IGECY | N413606.87 | W0874604.24 | N4136.115 | W08746.071 |
| | RUNTS | N414249.48 | W0873906.88 | N4142.825 | W08739.115 |
| | RW31C | N414650.00 | W0874444.12 | N4146.833 | W08744.735 |
| | IMXT (LOC) | N414731.44 | W0874542.34 | N4147.524 | W08745.706 |

| RUNWAY DATA | RWY | THRESHOLD ELEVATION | TCH |
|---|---|---|---|
| | RW31C | 00612 | 48 |

QUALITY CHECKED

| CITY AND STATE | ELEVATION: **620** **THRE: 612** | FACILITY IDENTIFIER: | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP: |
|---|---|---|---|---|
| **CHICAGO, IL** | AIRPORT NAME: **CHICAGO MIDWAY INTL** | **I-MXT** | **ILS OR LOC/DME RWY 31C, AMDT 1** | AMDT: **ORIG-A** |
| | | | | DATED: **04/08/2010** |

| ALL AFFECTED PROCEDURES REVIEWED? ☐ YES ☐ NO | COORDINATES OF FACILITIES | REQUIRED EFFECTIVE DATE |
|---|---|---|

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER (specify) ☐ _____

| FLIGHT CHECKED BY | | |
|---|---|---|
| NAME: | FIFO | DATE: |
| **DEVELOPED BY** | | |
| NAME: | NFPG | DATE: |
| **APPROVED BY** | | |
| NAME: | NFPG | DATE: |

CHANGES:

REASONS:

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

ARINC PACKET - 424-18 - LOC

```
                 1         2         3         4         5         6         7         8         9         0         1         2         3
NAVAID   12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
         ------------------------------------------------------------------------------------------------------------------------------
         SUSAD        CGT   K5011420VTL  N41303602W087341757    N41303602W087341757E0020006341     NARCHICAGO HEIGHTS
         SUSAD        EON   K5011320VTL  N41161068W087472779    N41161068W087472779E0020006891     NARPEOTONE
         SUSAD KMDWK5 IMXT  K5010990 IT                    IMXTN41473312W087453878     006060     NARCHICAGO MIDWAY INTL

                 1         2         3         4         5         6         7         8         9         0         1         2         3
WP       12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
         ------------------------------------------------------------------------------------------------------------------------------
         SUSAEAENRT   GLEAM K50    C     N41394715W087345194                    W0037     NAR          GLEAM
         SUSAEAENRT   HILLS K50    C     N41374689W087320413                    W0037     NAR          HILLS
         SUSAEAENRT   HOBEL K50    C     N41443481W087413443                    W0036     NAR          HOBEL
         SUSAEAENRT   IGECY K50    C     N41360687W087460424                    W0035     NAR          IGECY
         SUSAEAENRT   RUNTS K50    C     N41424948W087390688                    W0036     NAR          RUNTS

                 1         2         3         4         5         6         7         8         9         0         1         2         3
AIRPORT  12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
         ------------------------------------------------------------------------------------------------------------------------------
         SUSAP KMDWK5AMDW     0     065YHN41470950W087450870W001000620         1800018000C    MNAR    CHICAGO MIDWAY INTL

                 1         2         3         4         5         6         7         8         9         0         1         2         3
SEGMENT  12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
         ------------------------------------------------------------------------------------------------------------------------------
         SUSAP KMDWK5FL31C  ACGT   010CGT  K5D 0V  A    IF                                          18000                0 DS
         SUSAP KMDWK5FL31C  ACGT   020HILLSK5EA0E       TF                                + 05000                    0 DS
         SUSAP KMDWK5FL31C  ACGT   030GLEAMK5EA0E       TF                                + 04000                    0 DS
         SUSAP KMDWK5FL31C  ACGT   040RUNTSK5EA0EE B     CF IMXTK5      1346006831460044PI + 02500                    0 DS
         SUSAP KMDWK5FL31C  L      010RUNTSK5EA0E  I     IF IMXTK5      13460068        PI + 02500     18000          0 DS
         SUSAP KMDWK5FL31C  L      020HOBELK5EA0E  F     CF IMXTK5      1346004331500025PI + 01700              CGT   K5D 0 DS
         SUSAP KMDWK5FL31C  L      030RW31CK5PG0GY M     CF IMXTK5      1346001031500033PI   00660          -300          0 DS
         SUSAP KMDWK5FL31C  L      040          0  M     CA                    3146        + 01100                    0 DS
         SUSAP KMDWK5FL31C  L      050          0    L   VIY                   1500                                   0 DS
         SUSAP KMDWK5FL31C  L      060IGECYK5EA0E        CF EON K5      0010020018100070D    02100                    0 DS
         SUSAP KMDWK5FL31C  L      070EON  K5D 0VY       TF                                + 02600                    0 DS
         SUSAP KMDWK5FL31C  L      080EON  K5D 0VE  R    HM                    1810T010    + 02600                    0 DS

                 1         2         3         4         5         6         7         8         9         0         1         2         3
RUNWAY   12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
         ------------------------------------------------------------------------------------------------------------------------------
         SUSAP KMDWK5GRW31C   0065223146 N41465000W087444412-0100    +01531006120696481501IMXT1

                 1         2         3         4         5         6         7         8         9         0         1         2         3
ILS      12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
```

QUALITY CHECKED

| CITY AND STATE | ELEVATION: 620 THRE: 612 | FACILITY IDENTIFIER: | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP: |
|---|---|---|---|---|
| **CHICAGO, IL** | AIRPORT NAME: **CHICAGO MIDWAY INTL** | **I-MXT** | **ILS OR LOC/DME RWY 31C, AMDT 1** | AMDT: **ORIG-A** |
| | | | | DATED: **04/08/2010** |

| ALL AFFECTED PROCEDURES REVIEWED? ☐ YES ☐ NO | COORDINATES OF FACILITIES | REQUIRED EFFECTIVE DATE |
|---|---|---|

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER (specify) ☐ _____

| FLIGHT CHECKED BY | | |
|---|---|---|
| NAME: | FIFO | DATE: |
| **DEVELOPED BY** | | |
| NAME: | NFPG | DATE: |
| **APPROVED BY** | | |
| NAME: | NFPG | DATE: |

CHANGES:

REASONS:

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

```
        ------------------------------------------------------------------------------------------------------------------------
        SUSAP KMDWK5IIMXT1   010990RW31CN41473144W0874542343146N41465349W0874456100261 09000600300W00104800611
                  1         2         3         4         5         6         7         8         9         0         1         2         3
MSA     123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------
        SUSAP KMDWK5SCGT  K5D                0   0902700342527009002825                                                          M
```

QUALITY CHECKED

| CITY AND STATE | ELEVATION: 620 THRE: 612 | FACILITY IDENTIFIER: | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP: |
|---|---|---|---|---|
| CHICAGO, IL | AIRPORT NAME: CHICAGO MIDWAY INTL | I-MXT | ILS OR LOC/DME RWY 31C, AMDT 1 | AMDT: ORIG-A |
| | | | | DATED: 04/08/2010 |

| ALL AFFECTED PROCEDURES REVIEWED? | COORDINATES OF FACILITIES | REQUIRED EFFECTIVE DATE |
|---|---|---|
| ☐ YES ☐ NO | | |

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER (specify) ☐ _____

| FLIGHT CHECKED BY | | |
|---|---|---|
| NAME: | FIFO | DATE: |
| **DEVELOPED BY** | | |
| NAME: | NFPG | DATE: |
| **APPROVED BY** | | |
| NAME: | NFPG | DATE: |

CHANGES:

REASONS:

**U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION**

**LOC STANDARD INSTRUMENT APPROACH PROCEDURE**

FLIGHT STANDARDS SERVICES - **FAR PART 97.25**

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

ARINC SUMMARY - 424-18 - LOC

| ROUTES | TRANSITION | FIX | SEQ | USE | PATH | TURN | FO/FB | RNP | MAG(TRUE) | DISTANCE | ALTITUDE | SPEED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CGT | CGT | 010 | IAF | IF | | FB | | | | | |
| | CGT | HILLS | 020 | | TF | | FB | | | | AA 05000 | |
| | CGT | GLEAM | 030 | | TF | | FB | | | | AA 04000 | |
| | CGT | RUNTS | 040 | | CF | | FB | | 314.6() | 004.4 | AA 02500 | |
| | | RUNTS | 010 | FACF | IF | | FB | | | | AA 02500 | |
| | | HOBEL | 020 | FAF | CF | | FB | | 315.0() | 002.5 | AA 01700 | |
| | | RW31C | 030 | MAP | CF | | FO | | 315.0() | 003.3 | AT 00660 | |

| MISSED APPROACH | FIX | SEQ | USE | PATH | TURN | FO/FB | RNP | MAG(TRUE) | DISTANCE | ALTITUDE | SPEED |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 040 | | CA | | FB | | 314.6() | | AA 01100 | |
| | | 050 | | VI | L | FB | | 150.0() | | | |
| | IGECY | 060 | | CF | | FB | | 181.0() | 007.0 | AT 02100 | |
| | EON | 070 | | TF | | FO | | | | AA 02600 | |
| | EON | 080 | | HM | R | FO | | 181.0() | T01.0 | AA 02600 | |

| POINT DATA | WAYPOINT | LAT IN SECS | LONG IN SECS | LAT IN MINS | LONG IN MINS |
|---|---|---|---|---|---|
| | CGT | N413036.02 | W0873417.57 | N4130.600 | W08734.293 |
| | EON | N411610.68 | W0874727.79 | N4116.178 | W08747.463 |
| | IMXT (DME) | N414733.12 | W0874538.78 | N4147.552 | W08745.646 |
| | GLEAM | N413947.15 | W0873451.94 | N4139.786 | W08734.866 |
| | HILLS | N413746.89 | W0873204.13 | N4137.782 | W08732.069 |
| | HOBEL | N414434.81 | W0874134.43 | N4144.580 | W08741.574 |
| | IGECY | N413606.87 | W0874604.24 | N4136.115 | W08746.071 |
| | RUNTS | N414249.48 | W0873906.88 | N4142.825 | W08739.115 |
| | RW31C | N414650.00 | W0874444.12 | N4146.833 | W08744.735 |
| | IMXT (LOC) | N414731.44 | W0874542.34 | N4147.524 | W08745.706 |

| RUNWAY DATA | RWY | THRESHOLD ELEVATION | TCH |
|---|---|---|---|
| | RW31C | 00612 | 48 |

| CITY AND STATE | ELEVATION: 620 THRE: 612 | FACILITY IDENTIFIER: | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP: |
|---|---|---|---|---|
| **CHICAGO, IL** | AIRPORT NAME: **CHICAGO MIDWAY INTL** | **I-MXT** | **ILS OR LOC/DME RWY 31C, AMDT 1** | AMDT: **ORIG-A** |
| | | | | DATED: **04/08/2010** |

| ALL AFFECTED PROCEDURES REVIEWED? | COORDINATES OF FACILITIES | REQUIRED EFFECTIVE DATE |
|---|---|---|
| ☐ YES ☐ NO | | |

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER ☐ (specify) _____

| FLIGHT CHECKED BY | | |
|---|---|---|
| NAME: | FIFO | DATE: |
| **DEVELOPED BY** | | |
| NAME: | NFPG | DATE: |
| **APPROVED BY** | | |
| NAME: | NFPG | DATE: |

CHANGES:

REASONS:

# STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

| 1. APP SEGMENT | FROM | TO | OBSTRUCTION | COORDINATES | ELEV. MSL | ROC | ALT. ADJUSTMENTS | MIN. ALT. |
|---|---|---|---|---|---|---|---|---|
| INITIAL | CGT VORTAC | HILLS INT/14.10 | 1. TOWER (17-000525) | 413750.00N/0873142.00W | 1111 (5D) | 1000 | AT2889 | 5000 |
| | | DME | 2. TERRAIN | 413315.00N/0873724.00W | 693 (700) | | AS1500 | 2200 |
| INITIAL: STEPDOWN | HILLS INT/14.10 | GLEAM INT/11.20 | 1. TOWER (17-000525) | 413750.00N/0873142.00W | 1111 (5D) | 1000 | AT1889 | 4000 |
| | DME | DME | 3. TERRAIN | 413833.00N/0873415.00W | 696 (700) | | AS1500 | 2200 |
| INITIAL: STEPDOWN | GLEAM INT/11.20 | RUNTS/6.80 DME | 4. STACK (18-000661) | 414228.00N/0873116.00W | 1043 (5D) | 1000 | AT457 | 2500 |
| | DME | | 5. TERRAIN | 414139.00N/0874030.00W | 673 (700) | | AS1500 | 2200 |
| INTERMEDIATE | RUNTS/6.80 DME | HOBEL/4.26 DME | 6. TOWER (17-000730) | 414216.00N/0873926.00W | 889 (5D) | 500 | AC50 | 1500 |
| | | | 7. TERRAIN | 414409.00N/0874048.00W | 683 (700) | | AS1000 | 1700 |
| FINAL: ILS | HOBEL/4.26 DME | RW31C | 8. TREE (KMDWT000833) | 414639.40N/0874436.40W | 657 (1A) | 34:1 | | 862/250 |
| FINAL: LOC | HOBEL/4.26 DME | I-MXT 0.99 DME | 9. CHY (KMDWT000992) | 414531.36N/0874310.04W | 744 (1A) | 250 | XP26 | 1020 |
| | | FIX | | | | | | |
| 2. PROCEDURE TURN | | | | | | | | |
| 3. MISSED APPROACH MAP: | DA / I-MXT 0.99 | EON VORTAC | | | | ASC | | 2600 |
| | DME FIX | | 10. TOWER (17-000002) | 413320.00N/0875055.00W | 1330 (2D) | 1000 | | 2400 |
| ELEV: | 675/770 | | 11. TERRAIN | 412503.00N/0874603.00W | 837 (800) | | AS1500 | 2300 |

| 4. CIRCLING AREA | DISTANCE | HT. ABV. ARPT. REQUIRED | HT. ABV. ARPT. ACTUAL | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CATEGORY A | 1.3 NM | 350 | 500 | 12. STACK (17-001632) | 414606.00N/0874537.00W | 811 (1A) | 300 | | 1120 |
| CATEGORY B | 1.5 NM | 450 | 500 | 12. STACK (17-001632) | 414606.00N/0874537.00W | 811 (1A) | 300 | | 1120 |
| CATEGORY C | 1.7 NM | 450 | 500 | 12. STACK (17-001632) | 414606.00N/0874537.00W | 811 (1A) | 300 | | 1120 |
| CATEGORY D | 2.3 NM | 550 | 560 | 13. BLDG (17-000962) | 414933.00N/0874355.00W | 820 (5D) | 300 | AC50 | 1180 |
| CATEGORY E | 4.5 NM | 550 | | | | | | | |

5. MINIMUM SAFE ALTITUDES — PRIMARY NAVAID: **CGT VORTAC**

| SECTOR | OBSTRUCTION | BRG/DIST | ELEVATION (MSL) | M S A | SECTOR | OBSTRUCTION | BRG/DIST | ELEVATION (MSL) | M S A |
|---|---|---|---|---|---|---|---|---|---|
| 090-270 | TWR (18-000994) | 139/ 12.4 | 1731 (3C) | 2800 | | | | | |
| 270-090 | BLDG (17-000687) | 351/ 22.3 | 2325 (2D) | 3400 | | | | | |

| CITY AND STATE | | FACILITY | PROCEDURE AND AMENDMENT NO: | REGION |
|---|---|---|---|---|
| CHICAGO, IL | ELEVATION: 620<br>AIRPORT NAME: CHICAGO MIDWAY INTL | I-MXT | ILS OR LOC/DME RWY 31C, AMDT 1 | AGL |

## PART B - SUPPLEMENTAL DATA

| 1. COMMUNICATIONS WITH: | 2. WEATHER SERVICE | 3. ALTIMETER SETTING |
|---|---|---|
| ZAU ARTCC<br>ORD APP CON<br>MDW TOWER | N W S / F A A / A / C — OTHER: | SOURCE: KMDW<br>DISTANCE:<br>HOURS REMOTE OPERATION: |
| SATISFACTORY ON: | | |
| X V H F / X U H F / H F | LOCATION: KMDW | ADJUSTMENT: 0 |

**4. MONITOR STATUS**

PRIMARY NAVAID: I-MXT

MONITOR POINT: MDW ATCT

HRS OPTN: CAT 1 — 24; CAT 3

**5. APPROACH & RUNWAY LIGHTING**

| | |
|---|---|
| | ALS |
| | (S) SALS |
| | MALS |
| X | HIRL 31C, 04R, 13C, 22L |
| X | MIRL 13L, 22R, 04L, 31L, 31R, 13R |
| X | REIL 31C, 04R, 22L |
| | TDZ |
| | C/LINE |
| X | OTHER (SPECIFY)<br>PAPI-4R 22R, 13C, 22L PAPI-4L 31C, 04R, 04L, 31R LDIN 31C, 13C |

**6. RUNWAY MARKINGS**

| | |
|---|---|
| BASIC | BSC-G 31L, 13R |
| ALL WEATHER | PIR-G 31C, 04R, 13C, 22L |
| INSTRUMENT | NPI-G 13L, 22R, 04L, 31R |

**7. RUNWAY VISUAL RANGE**

| | |
|---|---|
| APPROACH | 31C, 04R, 13C |
| MIDFIELD | |
| ROLL OUT | 31C, 13C |

**8. GLIDE PATH**

GP ANGLE: 3.00

DISTANCE FROM RWY: 900

ELEV RWY THRESHOLD: 611.9

ELEV GP ANTENNA: 612.6

THRESHOLD CROSSING HEIGHT: 47.9

**9. FINAL APPROACH COURSE AIMING**

| | | |
|---|---|---|
| X | RUNWAY THRESHOLD | FT. FROM THRESHOLD |
| X | ON CENTERLINE | FT. FROM CENTERLINE |

**10. WAIVERS:** NONE

PART D - PREPARED BY: JILL OLSON (DAVID DANNER)

DATE: 08/07/2012

TITLE: AERONAUTICAL INFORMATION SPECIALIST

OFFICE: AJV-353

## PART C - REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

SEE ATTACHED AIRSPACE LETTER.

TERPS 289 APPLIED TO 864 AAO 414416.88N/0874117.34W.

TERPS, VOLUME 1, PARAGRAPH 3.2.2D, VISUAL PORTION OF FINAL PENETRATIONS:
RWY 31C, 34:1
661 TREE (KMDW0087) 414645.04N/0874428.35W (19.36)
657 TREE (KMDWT000833) 414639.40N/0874436.40W (16.78)
663 FLGPL (KMDW0090) 414636.78N/0874432.94W (11.82)
642 TREE (KMDWT000493) 414641.16N/0874440.30W (11.68)
649 TREE (KMDWT000830) 414645.92N/0874428.22W (8.95)
644 TREE (KMDWT000809) 414641.29N/0874436.32W (7.53)
637 TREE (KMDW0061) 414641.64N/0874440.08W (7.31)
639 CHY (KMDW0082) 414640.22N/0874439.90W (6.11)
654 TREE (KMDWT000874) 414636.87N/0874434.47W (5.48)
641 BLDG (KMDWT000817) 414646.31N/0874429.01W (3.03)
633 TREE (KMDWT000489) 414647.45N/0874431.58W (1.52)
638 TREE (KMDWT000811) 414641.92N/0874435.36W (1.27)
658 TREE (KMDW0091) 414641.74N/0874423.05W (1.04)
645 BLDG (KMDWT000856) 414644.58N/0874427.00W (0.24)
RWY 04L, 20:1
686 TREE (KMDW0007) 414650.15N/0874547.04W (13.28)
655 TREE (KMDW0005) 414652.62N/0874543.37W (0.91)
RWY 13C, 20:1
656 TREE (KMDWT000651) 414731.13N/0874547.22W (9.42)
636 TREE (KMDWT000617) 414729.42N/0874544.73W (2.21)
RWY 13L, 20:1
644 TREE (KMDW0101) 414734.94N/0874526.98W (5.86)
653 TREE (KMDW0102) 414734.56N/0874532.65W (0.62)
637 LT POLE (KMDW0100) 414734.27N/0874527.39W (0.07)
RWY 31R, 20:1
658 TREE (KMDWT000517) 414651.96N/0874429.96W (15.00)
662 TREE (KMDWT000501) 414651.42N/0874428.42W (12.89)
675 TREE (KMDW0115) 414650.16N/0874425.15W (12.52)
634 POLE LT (KMDWT000543) 414655.18N/0874433.26W (11.28)
631 POLE LT (KMDWT000544) 414655.74N/0874433.28W (10.28)
665 TREE (KMDWT000485) 414649.26N/0874429.02W (10.01)
655 TREE (KMDWT000510) 414652.26N/0874428.47W (8.95)
663 TREE (KMDW0112) 414649.24N/0874429.00W (7.88)
646 POLE (KMDWT000527) 414652.46N/0874430.49W (6.19)
657 TREE (KMDWT000494) 414651.15N/0874427.78W (5.19)
660 TREE (KMDWT000486) 414650.33N/0874427.67W (5.03)
630 POLE LT (KMDWT001018) 414655.14N/0874431.94W (3.51)
646 POLE (KMDWT000515) 414651.48N/0874430.45W (2.67)
649 POLE (KMDWT000507) 414650.50N/0874430.32W (1.90)
632 POLE LT (KMDWT000540) 414654.15N/0874431.74W (1.51)
650 TREE (KMDWT000500) 414651.81N/0874427.83W (0.63)
626 POLE LT (KMDWT000542) 414654.47N/0874433.16W (0.53)
641 BLDG (KMDWT001019) 414653.29N/0874429.04W (0.11)
FPO NOTIFIED OF PENETRATIONS.

REDUNDANT WEATHER SOURCE; CONTINGENT SOURCE NOT DOCUMENTED PER AJV-353 MANAGER.

VGSI DATA: 3.00/63.4

LOC XP-MAINTAIN CURRENT MINIMUMS.

MISSED APPROACH OBSTACLES CONT.
ALTERNATE:
CONT.

# STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

| 1. APP SEGMENT | FROM | TO | OBSTRUCTION | COORDINATES | ELEV. MSL | ROC | ALT. ADJUSTMENTS | MIN. ALT. |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |
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| | | | | | | | | |
| 3. MISSED APPROACH MAP: | | | | | | | | |
| ELEV: | | | | | | | | |

| 4. CIRCLING AREA | DISTANCE | | HT. ABV. ARPT. | | |
|---|---|---|---|---|---|
| CATEGORY A | 1.3 NM | REQUIRED | 350 | ACTUAL | |
| CATEGORY B | 1.5 NM | | 450 | | |
| CATEGORY C | 1.7 NM | | 450 | | |
| CATEGORY D | 2.3 NM | | 550 | | |
| CATEGORY E | 4.5 NM | | 550 | | |

5. MINIMUM SAFE ALTITUDES — PRIMARY NAVAID:

| SECTOR | OBSTRUCTION | BRG/DIST | ELEVATION (MSL) | M S A | SECTOR | OBSTRUCTION | BRG/DIST | ELEVATION (MSL) | M S A |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| | | | | | | | | | |

| CITY AND STATE | | FACILITY | PROCEDURE AND AMENDMENT NO: | REGION |
|---|---|---|---|---|
| **CHICAGO, IL** | **ELEVATION: 620** AIRPORT NAME: **CHICAGO MIDWAY INTL** | **I-MXT** | **ILS OR LOC/DME RWY 31C, AMDT 1** | **AGL** |

## PART B - SUPPLEMENTAL DATA

| 1. COMMUNICATIONS WITH: | 2. WEATHER SERVICE | 3. ALTIMETER SETTING |
|---|---|---|
| SATISFACTORY ON: | ☐ NWS ☐ FAA ☐ A/C OTHER: | SOURCE:<br>DISTANCE:<br>HOURS REMOTE OPERATION: |
| ☐ VHF ☐ UHF ☐ HF | LOCATION: | ADJUSTMENT: |

| | | |
|---|---|---|
| 4. MONITOR STATUS | PRIMARY NAVAID: | |
| | MONITOR POINT: | |
| | HRS OPTN: | CAT 1 |
| | | CAT 3 |

| | |
|---|---|
| ☐ | **ALS** |
| ☐ | **(S) SALS** |
| ☐ | **MALS** |
| ☐ | **HIRL** |
| ☐ | **MIRL** |
| ☐ | **REIL** |
| ☐ | **TDZ** |
| ☐ | **C/LINE** |
| ☐ | **OTHER (SPECIFY)** |

5. APPROACH & RUNWAY LIGHTING

| | |
|---|---|
| 6. RUNWAY MARKINGS | BASIC |
| | ALL WEATHER |
| | INSTRUMENT |
| 7. RUNWAY VISUAL RANGE | APPROACH |
| | MIDFIELD |
| | ROLL OUT |

| | | |
|---|---|---|
| 8. GLIDE PATH | GP ANGLE: | ELEV RWY THRESHOLD: |
| | DISTANCE FROM RWY: | ELEV GP ANTENNA: |
| | | THRESHOLD CROSSING HEIGHT: |

| | | | |
|---|---|---|---|
| 9. FINAL APPROACH COURSE AIMING | ☐ | RUNWAY THRESHOLD | FT. FROM THRESHOLD |
| | ☐ | ON CENTERLINE | FT. FROM CENTERLINE |

10. WAIVERS:

| | |
|---|---|
| PART D - PREPARED BY: | DATE: |
| TITLE: | OFFICE: |

## PART C - REMARKS:

**CONTINUED.**
**1. TOWER (17-000525) 413750.00N/0873142.00W 1111 (5D) 1000 2200**
**14. TERRAIN 412700.00N/0874033.00W 768 (800) AS1500 2300**

# RADIO FIX AND HOLDING DATA RECORD

**NAME:** GLEAM **STATE:** IL **COUNTRY:** US

**LATITUDE/LONGITUDE:** 413947.15N/0873451.94W **TYPE:** WP, INT, DME

**AIRSPACE DOCKET:** **FIX TYPE OF ACTION:** MODIFY

**FIX MAKE-UP FACILITIES:**

| FAC | NAME | IDENT | TYPE | CLASS | MAG BRG | TRUE BRG | DME | DIST FROM FAC NM | DIST FROM FAC FEET | MRA | MAA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | CHICAGO MIDWAY | I-MXT | LOC/DME | | 135.57 | 134.57 | 11.20 | 11.21 | | 4000 | 5100 |
| 2 | CHICAGO HEIGHTS | CGT | VORTAC | L | 355.32 | 357.32 | | 9.21 | | 4000 | 17500 |

**HOLDING:** **HOLDING TYPE OF ACTION:** NO CHANGE

**REMARKS:**
CHICAGO HEIGHTS (FAC 2) AND CHICAGO MIDWAY (FAC 1) USED TO ESTABLISH FIX COORDINATES

**FIX USE:**

| USE TYPE | USE TITLE | FAC | PAT | AIRPORT IDENT | CITY | STATE |
|---|---|---|---|---|---|---|
| IAP | ILS OR LOC/DME RWY 31C | 1, 2 | | KMDW | CHICAGO | IL (US) |
| IAP | RNAV (GPS) RWY 31C | | | KMDW | CHICAGO | IL (US) |

**REQUIRED CHARTING:** IAP

**COMPULSORY REPORTING POINT:** NO

**RECORD REVISION NUMBER:** 5 **DATE OF REVISION:** 01/10/2013

**REASON FOR REVISION:**
REMOVED REMARKS FOR DISPLACED THRESHOLD AND DME ANTENNA.
REMOVED FAC 3.
ADDED REMARK FOR FACILITIES USED TO ESTABLISH FIX COORDINATES.
FAC 1 TRUE BRG CHANGED FROM 133.56 TO 133.57, MRA CHANGED FROM 2200 TO 4000, DME DISTANCE CHANGED FROM 11.18 TO 11.21, ADDED NM DISTANCE FROM FAC.
FAC 2 TRUE BRG CHANGED FROM 357.24 TO 357.32, MRA CHANGED FROM 2200 TO 4000, ADDED NM DISTANCE FROM FAC.
UPDATED FIX USE FORMAT.
UPDATED FIX COORDINATES; FIX MOVED 219.74 FT SOUTHEAST.

**DEVELOPED BY:** **DATE:** 08/06/2012 **OFFICE:** AJV-353 **NAME:** JILL OLSON (DAVID DANNER)

**APPROVED BY:** **DATE:** **OFFICE:** AJV-353 **NAME:** LARRY STROUT

**SIGNATURE:**

**DISTRIBUTION:**
**NFDC**
**FPO:** CEN
**ARTCC:** ZAU
**ATC FACILITY:** ORD APP CON, MDW ATCT
**OTHER:**

# RADIO FIX AND HOLDING DATA RECORD

**NAME:** HILLS **STATE:** IL **COUNTRY:** US

**LATITUDE/LONGITUDE:** 413746.89N/0873204.13W **TYPE:** WP, INT, DME

**AIRSPACE DOCKET:** **FIX TYPE OF ACTION:** MODIFY

**FIX MAKE-UP FACILITIES:**

| FAC | NAME | IDENT | TYPE | CLASS | MAG BRG | TRUE BRG | DME | DIST FROM FAC NM | DIST FROM FAC FEET | MRA | MAA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | CHICAGO MIDWAY | I-MXT | LOC/DME | | 134.57 | 133.57 | 14.10 | 14.11 | | 5000 | 5100 |
| 2 | CHICAGO HEIGHTS | CGT | VORTAC | L | 011.08 | 013.08 | | 7.37 | | 2200 | 17500 |

**HOLDING:** **HOLDING TYPE OF ACTION:** NO CHANGE

**REMARKS:**
CHICAGO HEIGHTS (FAC 2) AND CHICAGO MIDWAY (FAC 1) USED TO ESTABLISH FIX COORDINATES

**FIX USE:**

| USE TYPE | USE TITLE | FAC | PAT | AIRPORT IDENT | CITY | STATE |
|---|---|---|---|---|---|---|
| IAP | ILS OR LOC/DME RWY 31C | 1, 2 | | KMDW | CHICAGO | IL (US) |
| IAP | RNAV (GPS) RWY 31C | | | KMDW | CHICAGO | IL (US) |

**REQUIRED CHARTING:** IAP

**COMPULSORY REPORTING POINT:** NO

**RECORD REVISION NUMBER:** 5 **DATE OF REVISION:** 01/10/2013

**REASON FOR REVISION:**
REMOVED REMARKS FOR DISPLACED THRESHOLD AND DME ANTENNA.
REMOVED FAC 3.
UPDATED FIX USE FORMAT.
ADDED REMARK FOR FACILITIES USED TO ESTABLISH FIX COORDINATES.
FAC 1 TRUE BRG CHANGED FROM 133.56 TO 133.57, DME CHANGED FROM 14.13 TO 14.1, MRA CHANGED FROM 2200 TO 5000, ADDED NM DISTANCE FROM FAC.
FAC 2 MRA CHANGED FROM 2200 TO 5000 AND ADDED NM DISTANCE FROM FAC.
UPDATED FIX COORDINATES; FIX MOVED 179.43 FT NORTHWEST.

**DEVELOPED BY:** **DATE:** 08/06/2012 **OFFICE:** AJV-353 **NAME:** JILL OLSON (DAVID DANNER)

**APPROVED BY:** **DATE:** **OFFICE:** AJV-353 **NAME:** LARRY STROUT

**SIGNATURE:**

**DISTRIBUTION:**
**NFDC**
**FPO:** CEN
**ARTCC:** ZAU
**ATC FACILITY:** ORD APP CON, MDW ATCT
**OTHER:**

QUALITY CHECKED

# RADIO FIX AND HOLDING DATA RECORD

**NAME:** HOBEL **STATE:** IL **COUNTRY:** US

**LATITUDE/LONGITUDE:** 414434.81N/0874134.43W **TYPE:** WP, DME

**AIRSPACE DOCKET:** **FIX TYPE OF ACTION:** MODIFY

**FIX MAKE-UP FACILITIES:**

| FAC | NAME | IDENT | TYPE | CLASS | MAG BRG | TRUE BRG | DME | DIST FROM FAC NM | DIST FROM FAC FEET | MRA | MAA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | CHICAGO MIDWAY | I-MXT | LOC/DME | | 134.57 | 133.57 | 4.26 | 4.27 | 25934 | 1700 | 5100 |

**HOLDING:** **HOLDING TYPE OF ACTION:** NO CHANGE

**FIX USE:**

| USE TYPE | USE TITLE | FAC | PAT | AIRPORT IDENT | CITY | STATE |
|---|---|---|---|---|---|---|
| IAP | ILS OR LOC/DME RWY 31C | 1 | | KMDW | CHICAGO | IL (US) |
| IAP | RNAV (GPS) RWY 31C | | | KMDW | CHICAGO | IL (US) |

**REQUIRED CHARTING:** IAP

**COMPULSORY REPORTING POINT:** NO

**RECORD REVISION NUMBER:** 2 **DATE OF REVISION:** 01/10/2013

**REASON FOR REVISION:**
UPDATED FIX COORDINATES; FIX MOVED 176.48 FT SOUTHEAST.
REMOVED FAC 2.
FAC 1 TRUE BRG CHANGED FROM 133.56 TO 133.57.
FAC 1 DME DISTANCE CHANGED FROM 4.23 TO 4.26.
ADDED DISTANCE FROM FAC 1 IN NM AND FT.
UPDATED FIX USE FORMAT.
REMOVED REMARKS FOR DISPLACED THRESHOLD, DME ANTENNA, AND RNP CRITERIA.

**DEVELOPED BY:** **DATE:** 08/06/2012 **OFFICE:** AJV-353 **NAME:** JILL OLSON (DAVID DANNER)

**APPROVED BY:** **DATE:** **OFFICE:** AJV-353 **NAME:** LARRY STROUT

**SIGNATURE:**

**DISTRIBUTION:**
**NFDC**
**FPO:** CEN
**ARTCC:** ZAU
**ATC FACILITY:** ORD APP CON, MDW ATCT
**OTHER:**

# RADIO FIX AND HOLDING DATA RECORD

**NAME:** IGECY **STATE:** IL **COUNTRY:** US

**LATITUDE/LONGITUDE:** 413606.87N/0874604.24W **TYPE:** WP, INT, DME

**AIRSPACE DOCKET:** **FIX TYPE OF ACTION:** MODIFY

**FIX MAKE-UP FACILITIES:**

| FAC | NAME | IDENT | TYPE | CLASS | MAG BRG | TRUE BRG | DME | DIST FROM FAC NM | DIST FROM FAC FEET | MRA | MAA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | PEOTONE | EON | VORTAC | L | 001.00 | 003.00 | 19.95 | 19.95 | | 2000 | 17500 |
| 2 | CHICAGO HEIGHTS | CGT | VORTAC | L | 300.00 | 302.00 | 10.42 | 10.42 | | 2000 | 17500 |

**HOLDING:** **HOLDING TYPE OF ACTION:** NO CHANGE

**REMARKS:**
CHICAGO HEIGHTS (FAC 2) AND PEOTONE (FAC 1) USED TO ESTABLISH FIX COORDINATES

**FIX USE:**

| USE TYPE | USE TITLE | FAC | PAT | AIRPORT IDENT | CITY | STATE |
|---|---|---|---|---|---|---|
| IAP | ILS OR LOC/DME RWY 13C | 1, 2 | | KMDW | CHICAGO | IL (US) |
| IAP | ILS OR LOC/DME RWY 31C | 1, 2 | | KMDW | CHICAGO | IL (US) |
| IAP | ILS OR LOC/DME RWY 4R | 1, 2 | | KMDW | CHICAGO | IL (US) |
| IAP | RNAV (GPS) RWY 13C | | | KMDW | CHICAGO | IL (US) |
| IAP | RNAV (GPS) RWY 13L | | | KMDW | CHICAGO | IL (US) |
| IAP | RNAV (GPS) RWY 22R | | | KMDW | CHICAGO | IL (US) |
| IAP | RNAV (GPS) RWY 31C | | | KMDW | CHICAGO | IL (US) |
| IAP | RNAV (GPS) RWY 31R | | | KMDW | CHICAGO | IL (US) |
| IAP | RNAV (GPS) RWY 4R | | | KMDW | CHICAGO | IL (US) |
| IAP | VOR/DME RNAV OR GPS RWY 22L | 1, 2 | | KMDW | CHICAGO | IL (US) |

**REQUIRED CHARTING:** IAP

**COMPULSORY REPORTING POINT:** NO

**RECORD REVISION NUMBER:** 4 **DATE OF REVISION:** 01/10/2013

**REASON FOR REVISION:**
ADDED NM DISTANCE FROM FAC FOR FAC 1 AND 2.
REMOVED CHICAGO HEIGHTS VORTAC USED TO ESTABLISH WAYPOINT REMARK.
ADDED FACILITIES USED TO ESTABLISH FIX COORDINATES.
UPDATED FIX USE.

**DEVELOPED BY:** **DATE:** 08/07/2012 **OFFICE:** AJV-353 **NAME:** JILL OLSON (DAVID DANNER)

**APPROVED BY:** **DATE:** **OFFICE:** AJV-353 **NAME:** LARRY STROUT

**SIGNATURE:**

**DISTRIBUTION:**
**NFDC**
**FPO:** CEN
**ARTCC:** ZAU
**ATC FACILITY:**
**OTHER:** ORD APP CON, MDW ATCT

QUALITY CHECKED

# RADIO FIX AND HOLDING DATA RECORD

**NAME:** PEOTONE VORTAC **STATE:** IL **COUNTRY:** US

**LATITUDE/LONGITUDE:** 411610.68N/0874727.79W **TYPE:**

**AIRSPACE DOCKET:** **FIX TYPE OF ACTION:** MODIFY

**FIX MAKE-UP FACILITIES:**

| FAC | NAME | IDENT | TYPE | CLASS | MAG BRG | TRUE BRG | DME | DIST FROM FAC NM | DIST FROM FAC FEET | MRA | MAA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | PEOTONE | EON | VORTAC | L | | | | | | | 17500 |

**HOLDING:** **HOLDING TYPE OF ACTION:** NO CHANGE

**PATTERNS:**

| PAT | DIR | IDENT | TYPE | RAD/CRS/BRG | CRS INBOUND | TURN (L OR R) | LEG LENGTH TIME | LEG LENGTH DME | HOLDING ALTITUDES MIN | HOLDING ALTITUDES MAX | TEMPLATES MIN | TEMPLATES MAX |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | N | EON | VORTAC | 001.00 | 181.00 | R | 1 | | 2600 | 6000 | 4 | 5 |
| 2 | N | | WP | 001.00 | 181.00 | R | | 4 | 2600 | 6000 | 5 | 6 |

**CONTROLLING OBSTRUCTIONS:**

| PAT | AIRSPEED | OBSTRUCTION | COORDINATES | ELEVATION | ACCURACY CODE |
|---|---|---|---|---|---|
| 1 | 200 | TOWER (17-001091) | 411804.00N/0874935.00W | 1236 | 5D |
| 2 | 200 | TOWER (17-001091) | 411804.00N/0874935.00W | 1236 | 5D |

**HOLDING RESTRICTIONS:**
HOLDING LIMITED TO ESTABLISHED PATTERNS.

**REMARKS:**
PRECIPTIOUS TERRAIN EVALUATION COMPLETED.

**FIX USE:**

| USE TYPE | USE TITLE | FAC | PAT | AIRPORT IDENT | CITY | STATE |
|---|---|---|---|---|---|---|
| DP | CICERO | | | KMDW | CHICAGO | IL (US) |
| DP | O'HARE | | | KORD | CHICAGO | IL (US) |
| DP | PAL-WAUKEE | | | KPWK | CHICAGO/PROSPECT HGTS/WHEELING | IL (US) |
| EN ROUTE | V156 | | | | | (US) |
| EN ROUTE | V171 | | | | | (US) |
| EN ROUTE | V173 | | | | | (US) |
| EN ROUTE | V24-399 | | | | | (US) |
| EN ROUTE | V38 | | | | | (US) |
| IAP | LOC RWY 36 | | | KIGQ | CHICAGO | IL (US) |
| IAP | RNAV (GPS) RWY 36 | | | KIGQ | CHICAGO | IL (US) |
| IAP | RNAV (GPS) RWY 9 | | | KIGQ | CHICAGO | IL (US) |
| IAP | VOR-A | | | KIGQ | CHICAGO | IL (US) |
| IAP | BOILER | | | KMDW | CHICAGO | IL (US) |
| IAP | ILS OR LOC/DME RWY 13C | | 1 | KMDW | CHICAGO | IL (US) |
| IAP | ILS OR LOC/DME RWY 31C | | 1 | KMDW | CHICAGO | IL (US) |
| IAP | ILS OR LOC/DME RWY 4R | | 1 | KMDW | CHICAGO | IL (US) |
| IAP | RNAV (GPS) RWY 13L | | 2 | KMDW | CHICAGO | IL (US) |
| IAP | RNAV (GPS) RWY 22 | | 2 | KMDW | CHICAGO | IL (US) |
| IAP | RNAV (GPS) RWY 31R | | 2 | KMDW | CHICAGO | IL (US) |
| IAP | RNAV (GPS) RWY 4L | | | KMDW | CHICAGO | IL (US) |
| IAP | RNAV (GPS) RWY 4R | | 2 | KMDW | CHICAGO | IL (US) |
| IAP | RNAV (GPS) Z RWY 13C | | 2 | KMDW | CHICAGO | IL (US) |
| IAP | RNAV (RNP) Y RWY 13C | | 2 | KMDW | CHICAGO | IL (US) |
| IAP | VOR/DME RNAV OR GPS RWY 22L | | 1 | KMDW | CHICAGO | IL (US) |
| IAP | RNAV (GPS) RWY 2 | | | KLOT | CHICAGO/ROMEOVILLE | IL (US) |
| IAP | RNAV (GPS) RWY 16 | | | KIKK | KANKAKEE | IL (US) |
| IAP | RNAV (GPS) RWY 22 | | | KIKK | KANKAKEE | IL (US) |
| IAP | RNAV (GPS) RWY 34 | | | KIKK | KANKAKEE | IL (US) |
| IAP | VOR RWY 22 | | | KIKK | KANKAKEE | IL (US) |
| IAP | VOR RWY 4 | | | KIKK | KANKAKEE | IL (US) |
| IAP | RNAV (GPS) RWY 27 | | 2 | KC56 | MONEE | IL (US) |
| IAP | RNAV (GPS) RWY 9 | | 2 | KC56 | MONEE | IL (US) |
| IAP | VOR-A | | | KC09 | MORRIS | IL (US) |
| IAP | VOR/DME OR GPS RWY 2 | | | KGYY | GARY | IN (US) |
| IAP | VOR OR GPS-A | | | K50I | KENTLAND | IN (US) |
| IAP | VOR OR GPS-A | | 1 | KC97 | LOWELL | IN (US) |
| STAR | GOSHEN | | | KMDW | CHICAGO | IL (US) |
| STAR | MOTIF | | | KMDW | CHICAGO | IL (US) |
| STAR | MOTIF | | | KGYY | GARY | IN (US) |

**REQUIRED CHARTING:** DP, STAR, IAP, CONTROLLER, EN ROUTE LOW

**COMPULSORY REPORTING POINT:** NO

**RECORD REVISION NUMBER:** 13 **DATE OF REVISION:** 01/10/2013

QUALITY CHECKED

**REASON FOR REVISION:**
UPDATED FAC 1 TO MOVE FROM HISTORY TO ACTIVE FOR CODING.

| | | | |
|---|---|---|---|
| **DEVELOPED BY:** | **DATE:** 08/21/2012 | **OFFICE:** AJV-353 | **NAME:** JILL OLSON (DAVID DANNER) |
| **APPROVED BY:** | **DATE:** | **OFFICE:** AJV-353 | **NAME:** LARRY STROUT |
| | **SIGNATURE:** | | |

**DISTRIBUTION:**
**NFDC**
**FPO:** CEN
**ARTCC:** ZAU
**ATC FACILITY:** ORD APP CON, MDW ATCT
**OTHER:**

# RADIO FIX AND HOLDING DATA RECORD

**NAME:** RUNTS **STATE:** IL **COUNTRY:** US

**LATITUDE/LONGITUDE:** 414249.48N/0873906.88W **TYPE:** WP, DME

**AIRSPACE DOCKET:** **FIX TYPE OF ACTION:** MODIFY

**FIX MAKE-UP FACILITIES:**

| FAC | NAME | IDENT | TYPE | CLASS | MAG BRG | TRUE BRG | DME | DIST FROM FAC NM | DIST FROM FAC FEET | MRA | MAA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | CHICAGO MIDWAY | I-MXT | LOC/DME | | 134.57 | 133.57 | 6.80 | 6.81 | | 2500 | 5100 |

**HOLDING:** **HOLDING TYPE OF ACTION:** NO CHANGE

**FIX USE:**

| USE TYPE | USE TITLE | FAC | PAT | AIRPORT IDENT | CITY | STATE |
|---|---|---|---|---|---|---|
| IAP | ILS OR LOC/DME RWY 31C | 1 | | KMDW | CHICAGO | IL (US) |
| IAP | RNAV (GPS) RWY 31C | | | KMDW | CHICAGO | IL (US) |

**REQUIRED CHARTING:** IAP

**COMPULSORY REPORTING POINT:** NO

**RECORD REVISION NUMBER:** 6 **DATE OF REVISION:** 01/10/2013

**REASON FOR REVISION:**
REMOVED REMARKS FOR DISPLACED THRESHOLD AND DME ANTENNA.
UPDATED FIX COORDINATES; FIX MOVED 363.96 FT SOUTHEAST.
DELETED FAC 2.
FAC 1 MRA RAISED FROM 2200 TO 2500.
UPDATED FIX USE FORMAT.
FAC 1 TRUE BRG CHANGED FROM 133.56 TO 133.57 AND DME DISTANCE CHANGED FROM 6.74 TO 6.8.
ADDED DISTANCE FROM FAC IN NM.

**DEVELOPED BY:** **DATE:** 08/06/2012 **OFFICE:** AJV-353 **NAME:** JILL OLSON (DAVID DANNER)

**APPROVED BY:** **DATE:** **OFFICE:** AJV-353 **NAME:** LARRY STROUT

**SIGNATURE:**

**DISTRIBUTION:**
**NFDC**
**FPO:** CEN
**ARTCC:** ZAU
**ATC FACILITY:** ORD APP CON, MDW ATCT
**OTHER:**

QUALITY CHECKED

# RADIO FIX AND HOLDING DATA RECORD

INFO ONLY

**NAME:** CHICAGO HEIGHTS VORTAC **STATE:** IL **COUNTRY:** US

**LATITUDE/LONGITUDE:** 413036.02N/0873417.57W **TYPE:**

**AIRSPACE DOCKET:** **FIX TYPE OF ACTION:** NO CHANGE

**FIX MAKE-UP FACILITIES:**

| FAC | NAME | IDENT | TYPE | CLASS | MAG BRG | TRUE BRG | DME | DIST FROM FAC NM | DIST FROM FAC FEET | MRA | MAA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | CHICAGO HEIGHTS | CGT | VORTAC | L | | | | | | | 17500 |

**HOLDING:** **HOLDING TYPE OF ACTION:** MODIFY

**PATTERNS:**

| PAT | DIR | IDENT | TYPE | RAD/CRS/BRG | CRS INBOUND | TURN (L OR R) | LEG LENGTH TIME | LEG LENGTH DME | HOLDING ALTITUDES MIN | HOLDING ALTITUDES MAX | TEMPLATES MIN | TEMPLATES MAX |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | SE | CGT | VORTAC | 156.00 | 336.00 | R | 1 | | 2300 | 6000 | 4 | 5 |
| 2 | SW | CGT | VORTAC | 223.93 | 043.93 | R | 1 | | 2300 | 6000 | 4 | 5 |
| 3 | SW | CGT | VORTAC | 226.27 | 046.27 | R | 1 | | 2300 | 6000 | 4 | 5 |
| 4 | W | CGT | VORTAC | 263.90 | 083.90 | R | 1 | | 2300 | 6000 | 4 | 5 |
| 5 | SW | CGT | VORTAC | 229.20 | 049.20 | R | 1 | | 2300 | 6000 | 4 | 5 |
| 6 | NW | CGT | VORTAC | 332.74 | 152.74 | R | 1 | | 2300 | 6000 | 4 | 5 |

**CONTROLLING OBSTRUCTIONS:**

| PAT | AIRSPEED | OBSTRUCTION | COORDINATES | ELEVATION | ACCURACY CODE |
|---|---|---|---|---|---|
| UPN | 200 | TOWER (17-002211) | 412715.00N/0874322.00W | 1290 | 5D |
| 1 | 200 | TOWER (18-000501) | 412552.00N/0872937.00W | 1103 | 5D |
| 2 | 200 | TOWER (17-002211) | 412715.00N/0874322.00W | 1290 | 5D |
| 3 | 200 | TOWER (17-002211) | 412715.00N/0874322.00W | 1290 | 5D |
| 4 | 200 | TOWER (17-002211) | 412715.00N/0874322.00W | 1290 | 5D |
| 5 | 200 | TOWER (17-002211) | 412715.00N/0874322.00W | 1290 | 5D |
| 6 | 200 | TOWER (17-002719) | 413715.00N/0874055.00W | 1049 | 5D |

**HOLDING RESTRICTIONS:**
UNPLANNED HOLDING AUTHORIZED AT OR ABOVE 2800.

**REMARKS:**
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

**FIX USE:**

| USE TYPE | USE TITLE | FAC | PAT | AIRPORT IDENT | CITY | STATE |
|---|---|---|---|---|---|---|
| EN ROUTE | V422 | | | | | (US) |
| EN ROUTE | V51 | | | | | (US) |
| EN ROUTE | V7 | | | | | (US) |
| EN ROUTE | V8 | | | | | (US) |
| EN ROUTE | V92 | | | | | (US) |
| EN ROUTE | V97 | | | | | (US) |
| IAP | LOC RWY 36 | | 6 | KIGQ | CHICAGO | IL (US) |
| IAP | VOR-A | | 5 | KIGQ | CHICAGO | IL (US) |
| IAP | ILS OR LOC/DME RWY 13C | | | KMDW | CHICAGO | IL (US) |
| IAP | ILS OR LOC/DME RWY 31C | | | KMDW | CHICAGO | IL (US) |
| IAP | ILS OR LOC/DME RWY 4R | | 2 | KMDW | CHICAGO | IL (US) |
| IAP | RNAV (GPS) RWY 13L | | | KMDW | CHICAGO | IL (US) |
| IAP | RNAV (GPS) RWY 22R | | | KMDW | CHICAGO | IL (US) |
| IAP | RNAV (GPS) RWY 31C | | | KMDW | CHICAGO | IL (US) |
| IAP | RNAV (GPS) RWY 31R | | | KMDW | CHICAGO | IL (US) |
| IAP | RNAV (GPS) RWY 4L | | | KMDW | CHICAGO | IL (US) |
| IAP | VOR/DME RNAV OR GPS RWY 22L | | | KMDW | CHICAGO | IL (US) |
| IAP | ILS OR LOC RWY 10 | | | KORD | CHICAGO | IL (US) |
| IAP | ILS OR LOC RWY 14L | | | KORD | CHICAGO | IL (US) |
| IAP | ILS OR LOC RWY 14R | | | KORD | CHICAGO | IL (US) |
| IAP | ILS OR LOC RWY 22L | | | KORD | CHICAGO | IL (US) |
| IAP | ILS OR LOC RWY 27L | | | KORD | CHICAGO | IL (US) |
| IAP | ILS OR LOC RWY 32L | | | KORD | CHICAGO | IL (US) |
| IAP | ILS OR LOC RWY 32R | | | KORD | CHICAGO | IL (US) |
| IAP | ILS OR LOC RWY 4R | | | KORD | CHICAGO | IL (US) |
| IAP | ILS OR LOC RWY 9L | | | KORD | CHICAGO | IL (US) |
| IAP | ILS OR LOC RWY 9R | | | KORD | CHICAGO | IL (US) |
| IAP | ILS RWY 10 (CAT II) | | | KORD | CHICAGO | IL (US) |
| IAP | ILS RWY 10 (CAT III) | | | KORD | CHICAGO | IL (US) |
| IAP | ILS RWY 14L (CAT II, III) | | | KORD | CHICAGO | IL (US) |
| IAP | ILS RWY 14R (CAT II, III) | | | KORD | CHICAGO | IL (US) |
| IAP | ILS RWY 27L (CAT II, III) | | | KORD | CHICAGO | IL (US) |
| IAP | ILS RWY 9L (CAT II) | | | KORD | CHICAGO | IL (US) |
| IAP | ILS RWY 9L (CAT III) | | | KORD | CHICAGO | IL (US) |
| IAP | RNAV (GPS) RWY 32L | | | KORD | CHICAGO | IL (US) |
| IAP | RNAV (GPS) RWY 32R | | | KORD | CHICAGO | IL (US) |
| IAP | LOC/DME RWY 09 | | | KLOT | CHICAGO/ROMEOVILLE | IL (US) |
| IAP | RNAV (GPS) RWY 27 | | | KLOT | CHICAGO/ROMEOVILLE | IL (US) |
| IAP | RNAV (GPS) RWY 27 | | | KC56 | MONEE | IL (US) |
| IAP | RNAV (GPS) RWY 9 | | | KC56 | MONEE | IL (US) |

QUALITY CHECKED

| | | | | | |
|---|---|---|---|---|---|
| IAP | COPTER ILS RWY 30 | 1 | KGYY | GARY | IN (US) |
| IAP | ILS OR LOC RWY 30 | 1 | KGYY | GARY | IN (US) |
| IAP | NDB OR GPS RWY 30 | 1 | KGYY | GARY | IN (US) |
| IAP | RNAV (GPS) RWY 30 | | KGYY | GARY | IN (US) |
| IAP | VOR/DME OR GPS RWY 2 | 3 | KGYY | GARY | IN (US) |
| IAP | RNAV (GPS) RWY 26 | | K05C | GRIFFITH | IN (US) |
| IAP | VOR RWY 8 | 4 | K05C | GRIFFITH | IN (US) |
| IAP | VOR OR GPS-A | | KC97 | LOWELL | IN (US) |
| IAP | ILS RWY 27 | | KVPZ | VALPARAISO | IN (US) |
| IAP | RNAV (GPS) RWY 27 | | KVPZ | VALPARAISO | IN (US) |
| STAR | GOSHEN | | KIGQ | CHICAGO | IL (US) |
| STAR | BOILER | | KMDW | CHICAGO | IL (US) |
| STAR | FISSK | | KMDW | CHICAGO | IL (US) |
| STAR | GOSHEN | | KMDW | CHICAGO | IL (US) |
| STAR | BOILER | | KGYY | GARY | IN (US) |
| STAR | GOSHEN | | KGYY | GARY | IN (US) |
| STAR | GOSHEN | | K05C | GRIFFITH | IN (US) |
| STAR | GOSHEN | | K3HO | HOBART | IN (US) |

**REQUIRED CHARTING:** STAR, IAP, AREA, CONTROLLER, EN ROUTE LOW

**COMPULSORY REPORTING POINT:** NO

**RECORD REVISION NUMBER:** 18 **DATE OF REVISION:** 11/18/2010

**REASON FOR REVISION:**
UPDATED FIX USE.
UPDATED HOLDING OBSTRUCTION IDS FOR ALL PATS.
CONDUCTED/DOCUMENTED PRECIPITOUS TERRAIN EVALUATION.

**DEVELOPED BY:** **DATE:** 03/16/2010 **OFFICE:** AVN-120 **NAME:** PATRICK HARRINGTON

**APPROVED BY:** **DATE:** 08/03/2010 **OFFICE:** AVN-120 **NAME:** SUE CRUMB

**SIGNATURE:**

**DISTRIBUTION:** **NFDC**
**FPO:** CEN
**ARTCC:** ZAU
**ATC FACILITY:** ORD, MDW
**OTHER:**

QUALITY CHECKED

# TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **CHICAGO** STATE: **IL**

AIRPORT NAME: **CHICAGO MIDWAY INTL** ID: **KMDW**

PROCEDURE: **ILS OR LOC/DME RWY 31C** AMDT: **1**

DOCKET # :
(96-AXX-X/Required/Not Required)

**ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.**

1. Distance from **THLD** to 1000' point **3.27**
   (Enter THLD, FAF, ARP, FACILITY, as appropriate)
2. Width of **FINAL** segment at 1000' point **0.93**
   (Enter appropriate segment , final, intermediate, etc.)
3. True Course of **FINAL** segment containing 1000' point **313.57**
4. High Terrain in **FINAL** segment containing 1000' point **664**
5. Distance from **THLD** to 1500' point **4.84**
   (If 1500' point in PT maneuvering area or holding pattern note in remarks)
6. Width of **INTERMEDIATE** segment at 1500' point **1.26**
7. True Course of **INTERMEDIATE** segment containing 1500' point **313.57**
8. High Terrain in **INTERMEDIATE** segment containing 1500' point **683**
9. Threshold Coordinates (if straight-in) ... **414650.00** / **0874444.12W**
10. ARP Coordinates ..... **414709.50N** / **0874508.70W**
11. Runway Approach End and distance furthest from ARP.....RWY **31C**
    Distance **0.65** NM
12. FAF Coordinates ..... **414434.81N** / **0874134.43W**
    (Click to Select)

**REMARKS: Approach/Drawing attached.**
THRESHOLD DISPLACED 696 FT; ACTUAL THRESHOLD COORDINATES: 414645.27N/0874437.47W