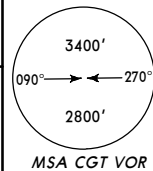


KMDW/MDW  
-MIDWAY INTL

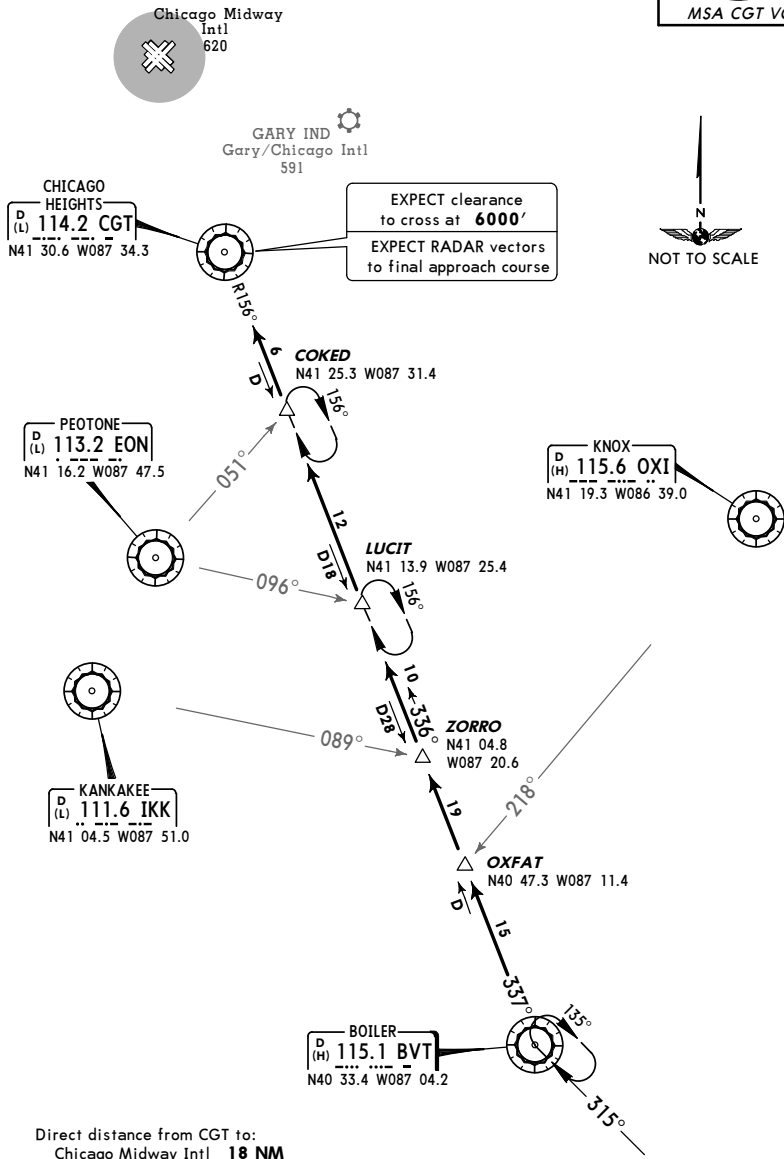
JEPPESEN  
9 MAR 07 (10-2) Eff 15 Mar

CHICAGO, ILL  
STAR

D-ATIS **132.75**  
Apt Elev See Graphic  
Alt Set: INCHES  
Trans level: FL 180 Trans alt: 18000'



### BOILER TWO ARRIVAL (BVT.BVT2)



Direct distance from CGT to:  
Chicago Midway Intl **18 NM**

#### ROUTING

From over BVT via BVT R-337 and CGT R-156 to CGT.  
EXPECT RADAR vectors to final approach course.

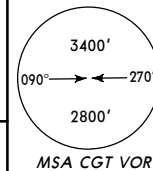
KMDW/MDW  
-MIDWAY INTL

JEPPESEN  
9 MAR 07 (10-2A) Eff 15 Mar

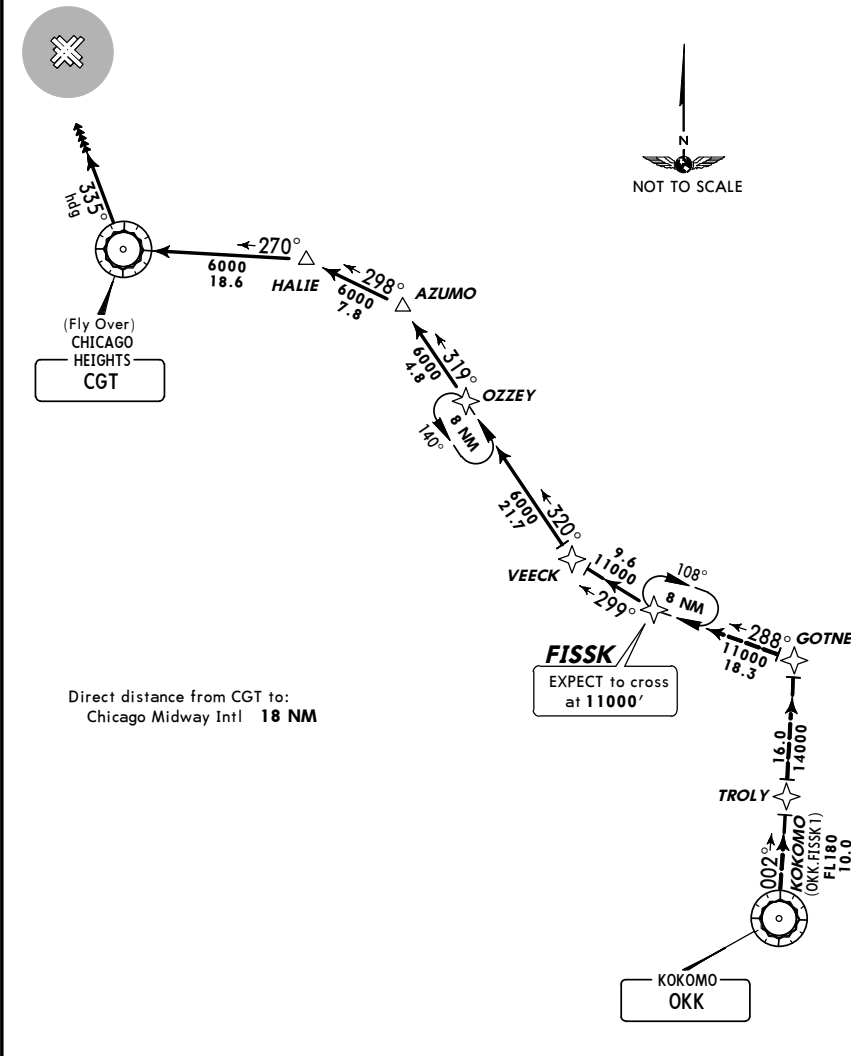
CHICAGO, ILL  
RNAV STAR

D-ATIS **132.75**  
Apt Elev **620'**

Alt Set: INCHES  
Trans level: FL 180 Trans alt: 18000'  
1. DME/DME/IRU or GPS required.  
2. RNAV 1. 3. RADAR required.  
4. For non-GPS equipped aircraft GSH must be operational.



### FISSK ONE RNAV ARRIVAL (FISSK.FISSK1)



Direct distance from CGT to:  
Chicago Midway Intl **18 NM**

EXPECT to cross at **11000'**

#### ROUTING

From FISSK via 299° track to VEECK, then as depicted to CGT. Depart CGT heading 335°.  
EXPECT RADAR vectors to final approach course.

KMDW/MDW  
 -MIDWAY INTL

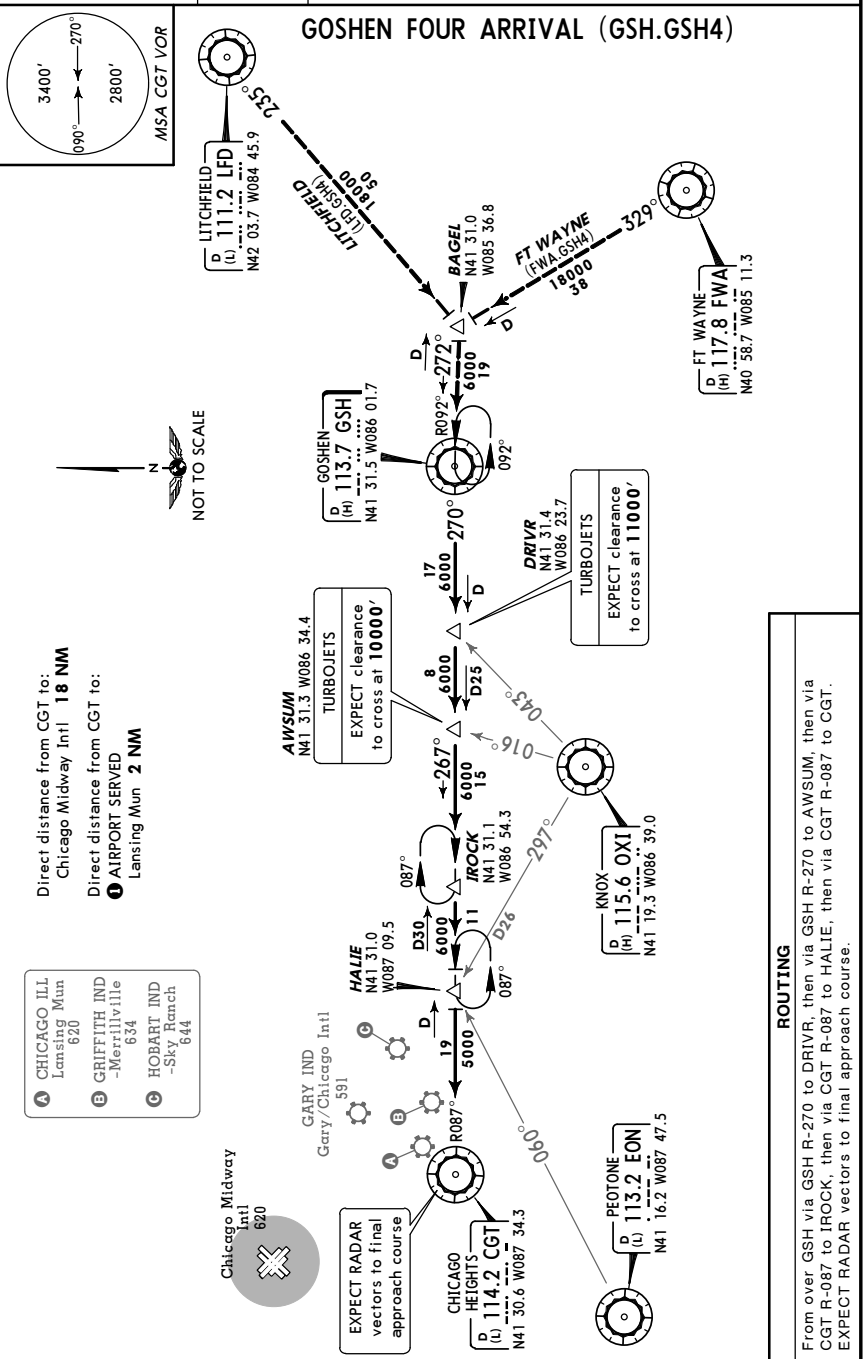
JEPPesen  
 20 FEB 09 10-2B

CHICAGO, ILL  
 STAR

CHICAGO MIDWAY INTL  
 D-ATIS  
**132.75**

Apt Elev  
 See graphic

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. RADAR and DME required.  
 2. Also Serves **1**



KMDW/MDW  
 -MIDWAY INTL

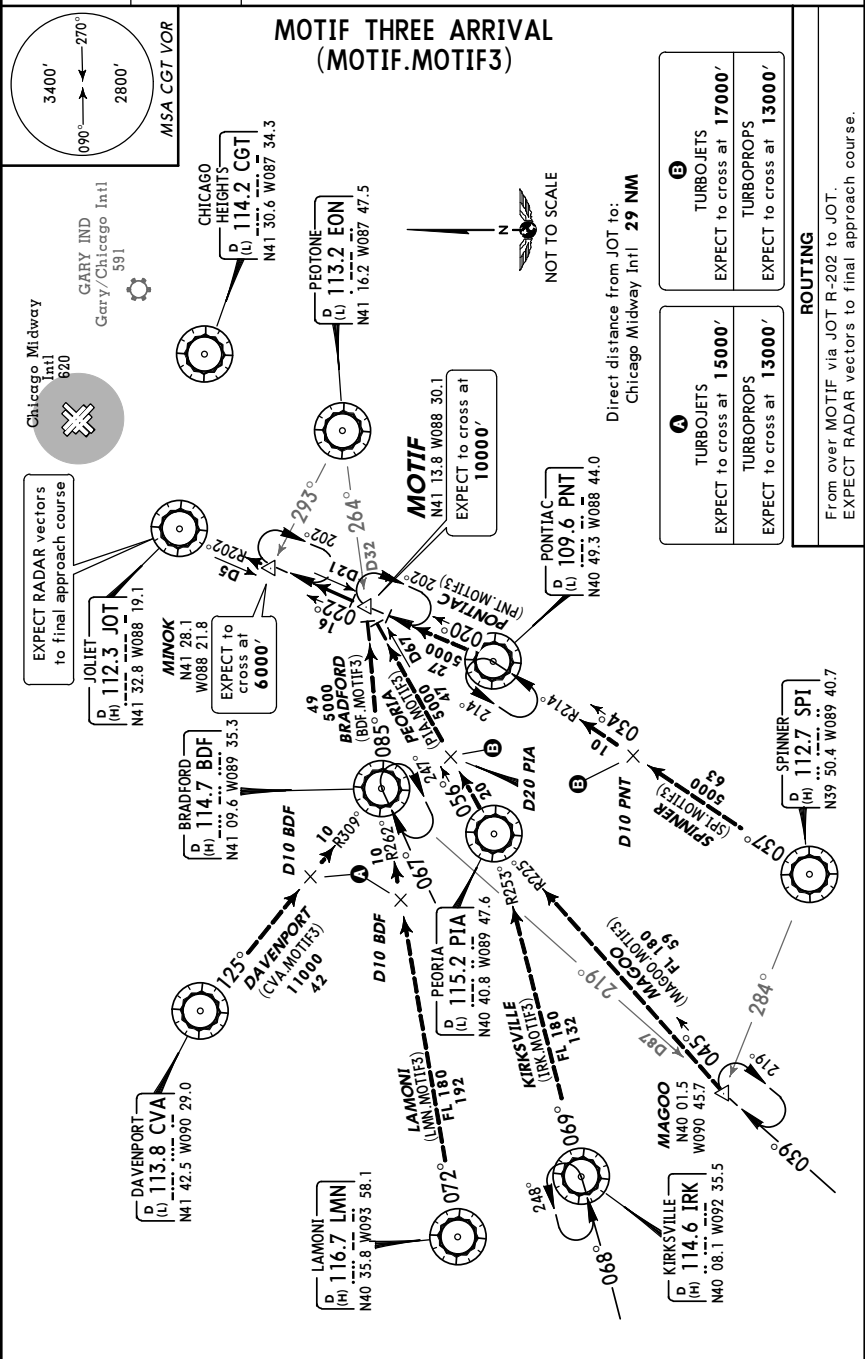
JEPPesen  
 20 FEB 09 10-2C

CHICAGO, ILL  
 STAR

D-ATIS  
**132.75**

Apt Elev  
 See graphic

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 DME required.



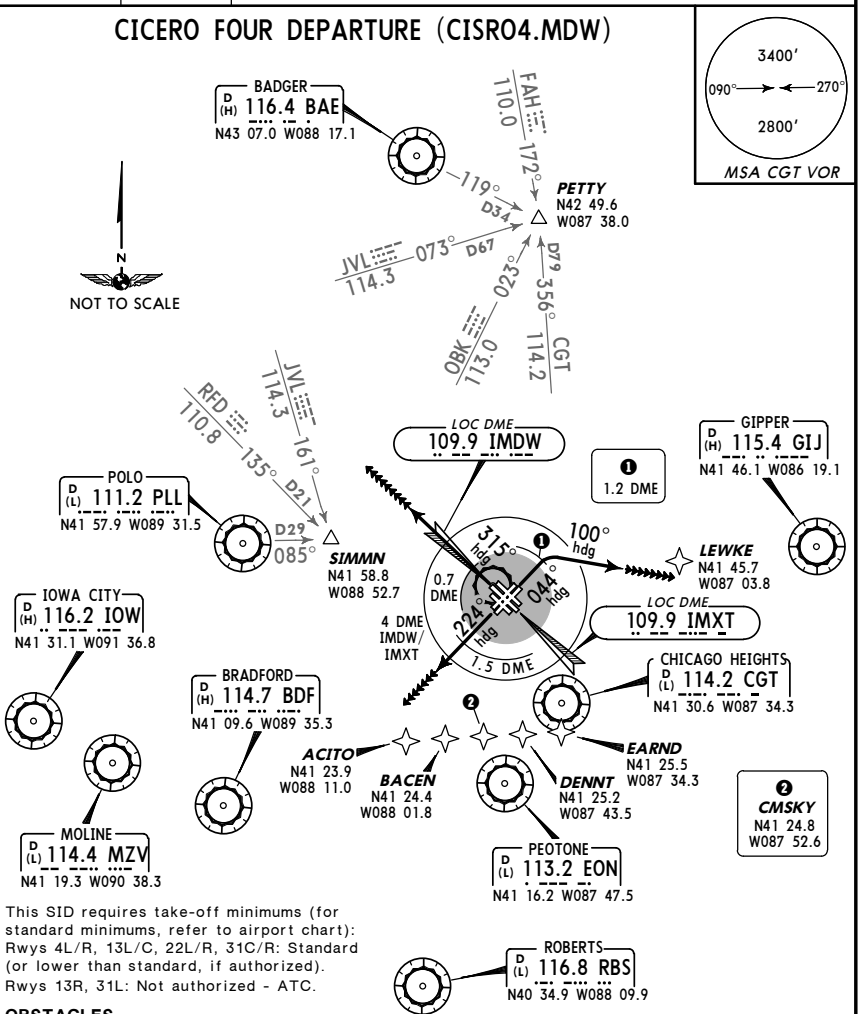
KMDW/MDW  
-MIDWAY INTL

JEPPesen  
6 FEB 09 10-3

CHICAGO, ILL  
SID

CHICAGO Departure (R) <b>118.4</b>	Apt Elev <b>620'</b>	Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. DME required. 3. All Turbojet departures routed over ACITO, BACEN, CMSKY, DENNT, EARND, EON, and RBS MAINTAIN <b>250 KT</b> until advised by ATC.
--	-------------------------	--

CICERO FOUR DEPARTURE (CISRO4.MDW)



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.

**OBSTACLES**  
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

INITIAL CLIMB	
All aircraft EXPECT RADAR vectors to first enroute fix. Complete initially assigned turn within 4 DME of Midway Intl.	
<b>RWY 4R</b>	NORTHBOUND departures assigned headings 360° clockwise through 080°, fly heading 044° to 1.2 DME, turn RIGHT, climb on heading 100° until leaving 2400'.
<b>RWY 22L</b>	Fly heading 224° to 1.5 DME. Continue climb to 1300'.
<b>RWY 31C</b>	Fly heading 315° to 0.7 DME. Continue climb to 1500'.
<b>ALL OTHER RWYS</b>	Fly assigned heading to 1.2 DME.
ROUTING	ALTITUDE
EXPECT clearance to requested altitude/flight level 10 (ten) minutes after departure. Then via tower assigned heading/vector to assigned route.	<b>MAINTAIN 3000'</b> or assigned lower altitude

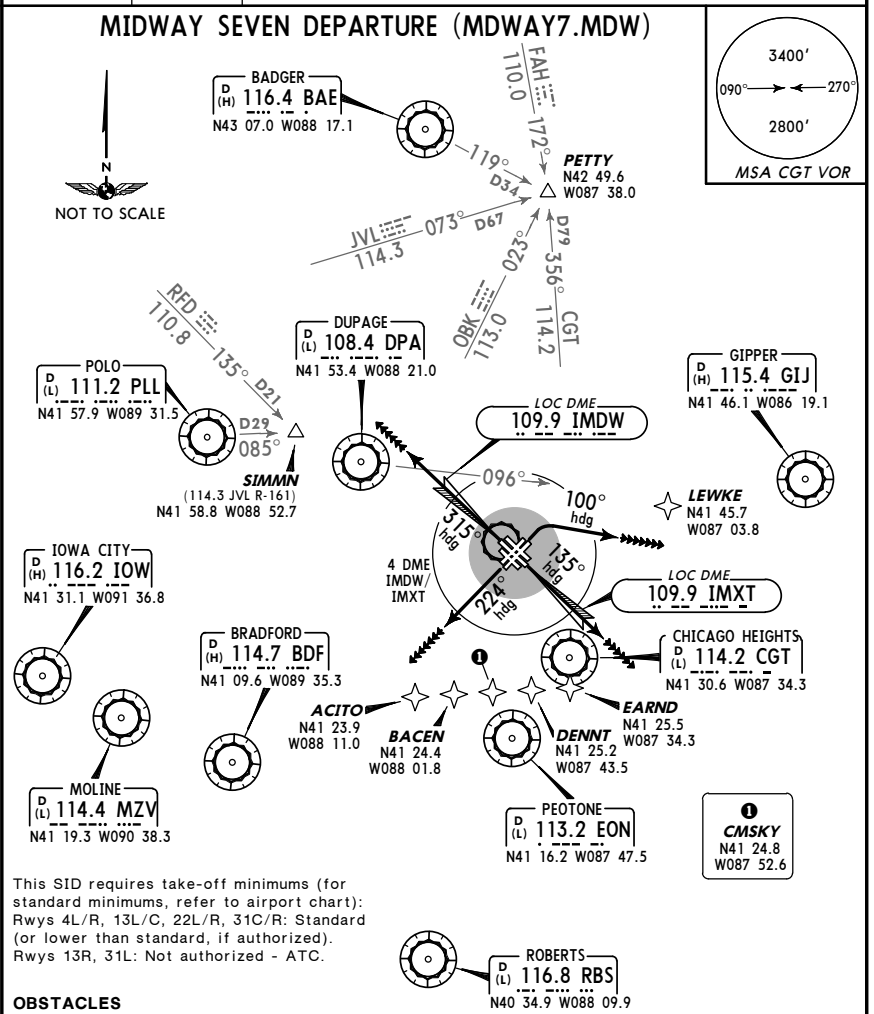
KMDW/MDW  
-MIDWAY INTL

JEPPesen  
6 FEB 09 10-3A

CHICAGO, ILL  
SID

CHICAGO Departure (R) <b>118.4</b>	Apt Elev <b>620'</b>	Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. All Turbojet departures routed over ACITO, BACEN, CMSKY, DENNT, EARND, EON, and RBS MAINTAIN <b>250 KT</b> until advised by ATC.
--	-------------------------	---

MIDWAY SEVEN DEPARTURE (MDWAY7.MDW)



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.

**OBSTACLES**  
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB	
<b>4L/R</b>	NORTHBOUND departures assigned headings 360° clockwise through 080°, climbing RIGHT turn to 2400' heading 100° before proceeding on course.	
<b>13L/C</b>	Climb heading 135° to 1400' before turning.	
<b>22L/R</b>	Climb heading 224° to 1300' before turning.	
<b>31C/R</b>	Climb heading 315° to 1500' before turning.	
ROUTING		ALTITUDE
<b>DME EQUIPPED AIRCRAFT</b>	Complete initially assigned turn within 4 DME of Midway Intl.	<b>MAINTAIN 3000'</b>
<b>NON-DME EQUIPPED AIRCRAFT</b>	Complete initially assigned turn SOUTH of DPA R-096.	or assigned lower altitude
All aircraft EXPECT RADAR vectors to first enroute fix. EXPECT clearance to requested altitude/flight level 10 (ten) minutes after departure.		

KMDW/MDW

4 APR 08  
 Eff 10 Apr

JEPPESEN  
 10-30B1

CHICAGO, ILL  
 -MIDWAY INTL

**TAKEOFF OBSTACLE NOTES**

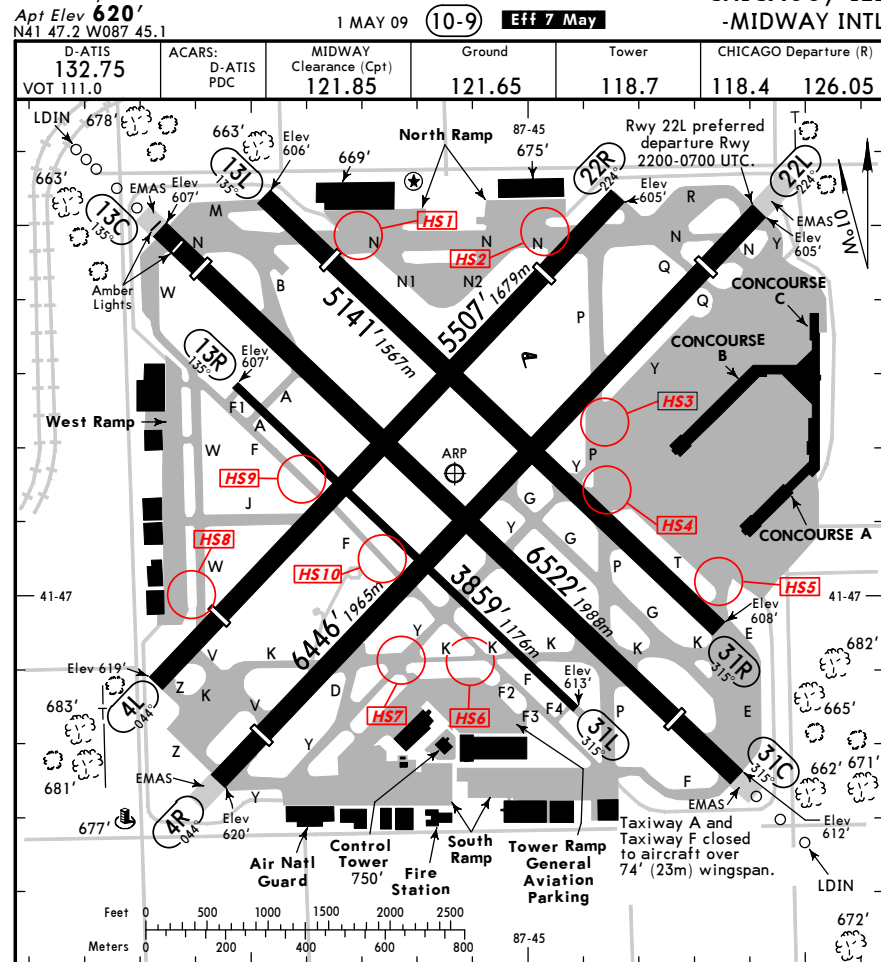
- RWY 4L:  
 FENCE 18' FROM DER, 257' LEFT OF CENTERLINE, 12' AGL/616' MSL. VEHICLE PLUS ROAD 143' FROM DER, 163' LEFT OF CENTERLINE, 16' AGL/620' MSL. BUILDING 251' FROM DER, 217' LEFT OF CENTERLINE, 26' AGL/630' MSL. SIGN 1912' FROM DER, 330' LEFT OF CENTERLINE, 88' AGL/692' MSL. MULTIPLE LIGHT POLES AND TREES BEGINNING 375' FROM DER, 98' RIGHT OF CENTERLINE, UP TO 75' AGL/679' MSL.
- RWY 4R:  
 LOCALIZER 300' FROM DER, ON CENTERLINE, 10' AGL/614' MSL. LIGHT POLE AND MULTIPLE TREES BEGINNING 40' FROM DER, 369' LEFT OF CENTERLINE, UP TO 75' AGL/679' MSL. BLAST FENCE 277' FROM DER, 45' LEFT OF CENTERLINE, 9' AGL/613' MSL. TOWER 3983' FROM DER, 1142' LEFT OF CENTERLINE, 109' AGL/708' MSL. MULTIPLE LIGHT POLES AND TREES BEGINNING 96' FROM DER, 21' RIGHT OF CENTERLINE, UP TO 53' AGL/657' MSL. TRAIN BEGINNING 1483' FROM DER, 570' RIGHT OF CENTERLINE, 48' AGL/654' MSL.
- RWY 13L:  
 MULTIPLE POLES AND TREES BEGINNING 362' FROM DER, 215' LEFT OF CENTERLINE, UP TO 71' AGL/675' MSL. TREES BEGINNING 1136' FROM DER, 54' RIGHT OF CENTERLINE, UP TO 76' AGL/680' MSL.
- RWY 13C:  
 LOCALIZER 248' FROM DER, ON CENTERLINE, 8' AGL/619' MSL. BUILDING 101' FROM DER, 254' LEFT OF CENTERLINE, 14' AGL/625' MSL. TREES BEGINNING 288' FROM DER, 459' LEFT OF CENTERLINE, UP TO 76' AGL/680' MSL. TREES BEGINNING 109' FROM DER, 402' RIGHT OF CENTERLINE, UP TO 86' AGL/700' MSL.
- RWY 22L:  
 MULTIPLE POLES AND TREES BEGINNING 74' FROM DER, 375' LEFT OF CENTERLINE, UP TO 70' AGL/689' MSL. MULTIPLE POLES AND TREES BEGINNING 465' FROM DER, 49' RIGHT OF CENTERLINE, UP TO 60' AGL/679' MSL. TANK 4100' FROM DER, 161' RIGHT OF CENTERLINE, 109' AGL/728' MSL.
- RWY 22R:  
 MULTIPLE POLES AND TREES BEGINNING 575' FROM DER, 168' LEFT OF CENTERLINE, UP TO 58' AGL/677' MSL. TANK 4100' FROM DER, 161' LEFT OF CENTERLINE, 109' AGL/728' MSL. FENCE 198' FROM DER, 3' RIGHT OF CENTERLINE, 12' AGL/630' MSL. TREES BEGINNING 183' FROM DER, 65' RIGHT OF CENTERLINE, UP TO 72' AGL/686' MSL.
- RWY 31C:  
 LOCALIZER 239' FROM DER, ON CENTERLINE, 10' AGL/617' MSL. TREES BEGINNING 452' FROM DER, 454' LEFT OF CENTERLINE, UP TO 63' AGL/667' MSL. SPIRE 2207' FROM DER, 699' LEFT OF CENTERLINE, 78' AGL/684' MSL. MULTIPLE POLES AND TREES BEGINNING 142' FROM DER, 28' RIGHT OF CENTERLINE, UP TO 73' AGL/672' MSL. DME 183' FROM DER, 309' RIGHT OF CENTERLINE, 17' AGL/624' MSL. SIGN 1528' FROM DER, 270' RIGHT OF CENTERLINE, 52' AGL/652' MSL. TANK 5576' FROM DER, 1430' RIGHT OF CENTERLINE, 162' AGL/756' MSL.
- RWY 31R:  
 MULTIPLE POLES AND TREES BEGINNING 379' FROM DER, 49' LEFT OF CENTERLINE, UP TO 65' AGL/664' MSL. POLE AND TREES BEGINNING 70' FROM DER, 50' RIGHT OF CENTERLINE, UP TO 68' AGL/667' MSL.

KMDW/MDW

1 MAY 09  
 Eff 7 May

JEPPESEN

CHICAGO, ILL  
 -MIDWAY INTL



**RUNWAY INCURSION HOT SPOTS**

- For information only, not to be construed as ATC instructions
- HS1** When approaching Runway 13L from November Taxiway, pilots should be aware of the following:
    1. The taxiway is not the standard 90° angle to the runway.
    2. Runway 13L has a displaced threshold.
  - HS2** When approaching Runway 22R from November Taxiway, the pilot should be aware of the following:
    1. The taxiway is not the standard 90° angle to the runway.
    2. Runway 22R has a displaced threshold.
  - HS3 & HS4** When approaching Runway 22L or 31R from Papa Taxiway, the pilot should be aware of the following:
    1. The hold bar for 22L is 180' from the runway and the hold bar for 31R is 200' from the runway instead of the standard 257'.
  - HS5** When approaching Runway 31R on Tango Taxiway from A Concourse area, pilots should be aware that the hold bar is immediately adjacent to the A Concourse apron.
  - HS6** If right turn onto Foxtrot Taxiway from Kilo taxiway is missed, the hold bar for Runway 31L is directly after Foxtrot Taxiway intersection.
  - HS7** When approaching Runway 4R from Kilo Taxiway, pilots should be aware that the hold bar for the runway is directly after the Yankee Taxiway intersection and before the Delta Taxiway intersection.
  - HS8** When approaching Runway 4L from Whiskey Taxiway, the pilot should be aware of the following:
    1. The taxiway is not the standard 90° angle to the runway.
    2. Runway 4L has a displaced threshold.
  - HS9 & HS10** When aircraft landing Runway 31C and taxiing to the South Ramp via Foxtrot Taxiway, the aircraft operator should be aware that Runways 22L/22R or 4L/R are usually also in use. Use caution in crossing these runways on Foxtrot Taxiway.

KMDW/MDW

JEPPesen  
1 MAY 09 (10-9A) Eff 7 May

CHICAGO, ILL  
-MIDWAY INTL

**GENERAL**

Birds in vicinity of airport.  
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.

**ADDITIONAL RUNWAY INFORMATION**

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING Threshold	BEYOND Glide Slope		
4R	HIRL REIL PAPI-L (angle 3.4°)	grooved	RVR	5928' 1807m	4895' 1492m		150' 46m
	22L HIRL REIL PAPI-R (angle 3.0°)	grooved		5812' 1771m			
4L	MIRL VASI-R (angle 3.75°)	grooved		4749' 1447m			150' 46m
	22R MIRL PAPI-L (angle 3.0°)	grooved		4629' 1411m			
13R	MIRL						60' 18m
13C	HIRL LDIN PAPI-R (angle 3.0°)	grooved	RVR	6059' 1847m	5188' 1581m		150' 46m
	31C HIRL REIL VASI-L	grooved	RVR	5826' 1776m	4925' 1501m		
13L	MIRL	grooved		4389' 1338m			150' 46m
	31R MIRL PAPI-R (angle 3.0°)	grooved					

**TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**

**Rwy 13C/31C**

	Both RVRs are required and controlling.	Adequate Vis Ref	STD	
			3 & 4 Eng	1 & 2 Eng
	RCLM & HIRL			
	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
<b>Rwys 4L/R, 13L/R, 22L/R, 31L/R</b>				
	Adequate Vis Ref		STD	
1 & 2 Eng			RVR 50 or 1	
3 & 4 Eng	RVR 16 or 1/4		RVR 24 or 1/2	

**OBSTACLE DP**

Rwys 4L/R: Climbing right turn to 2400' heading 100° before proceeding on course.  
Rwys 13L/C/R: Climb heading 135° to 1400' before turning.  
Rwys 22L/R: Climb heading 224° to 1300' before turning.  
Rwys 31L/C/R: Climb heading 315° to 1500' before turning.

**FOR FILING AS ALTERNATE**

	ILS Rwy 4R ILS Rwy 13C ILS Rwy 31C	LOC Rwy 4R LOC/DME Rwy 13C LOC/DME Rwy 31C RNAV (GPS) Rwy 4R RNAV (GPS) Rwy 31C RNAV (RNP) Rwy 13C	VOR DME RNAV Rwy 22L	RNAV (GPS) Rwy 4L RNAV (GPS) Rwy 13L RNAV (GPS) Rwy 22R RNAV (GPS) Rwy 31R RNAV (GPS) Z Rwy 13C
A				
B	600-2	800-2	800-2	NA
C				
D			800-2 1/4	

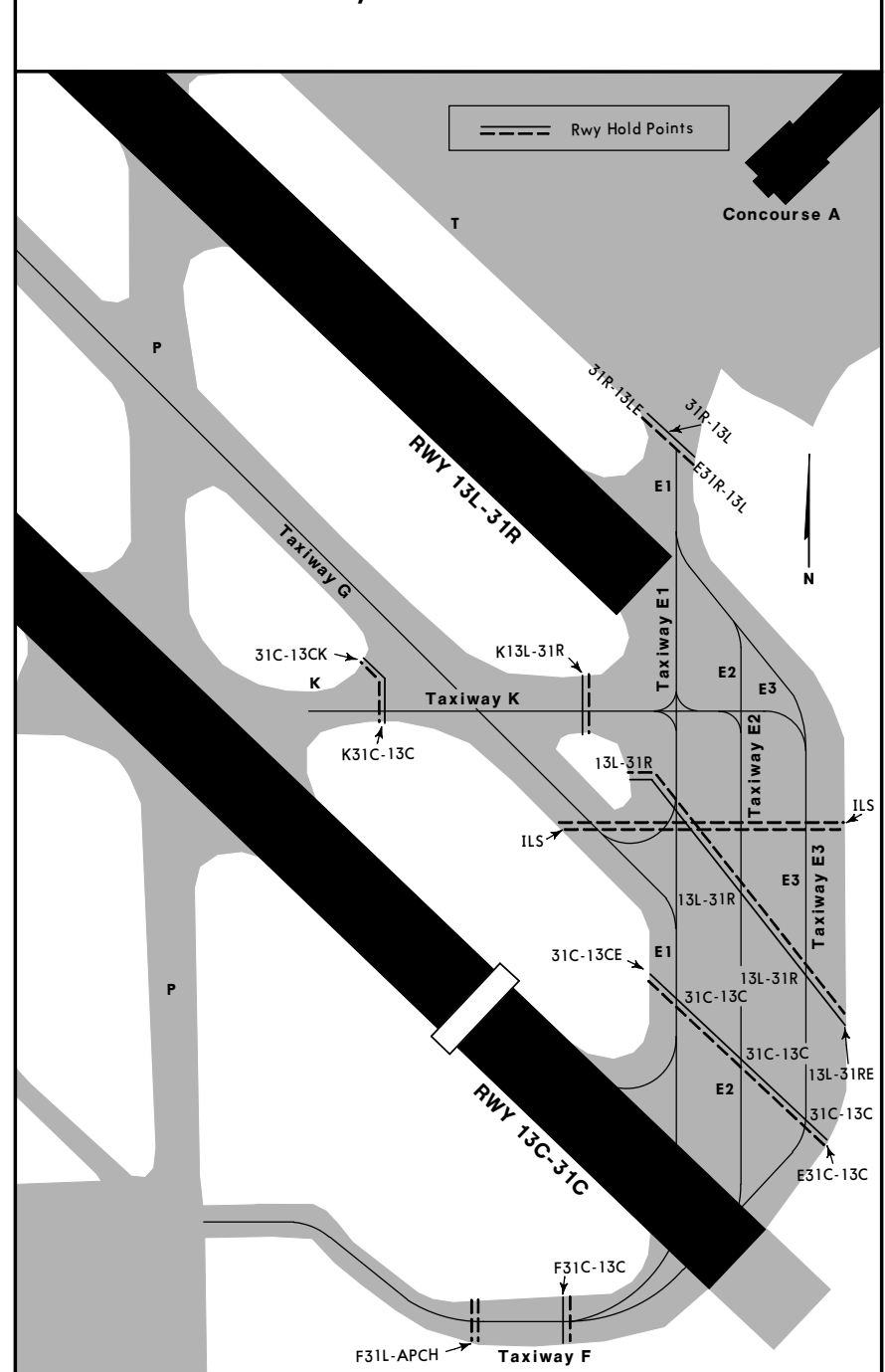
AMEND 10

KMDW/MDW

JEPPesen  
6 MAR 09 (10-9B) Eff 12 Mar

CHICAGO, ILL  
-MIDWAY INTL

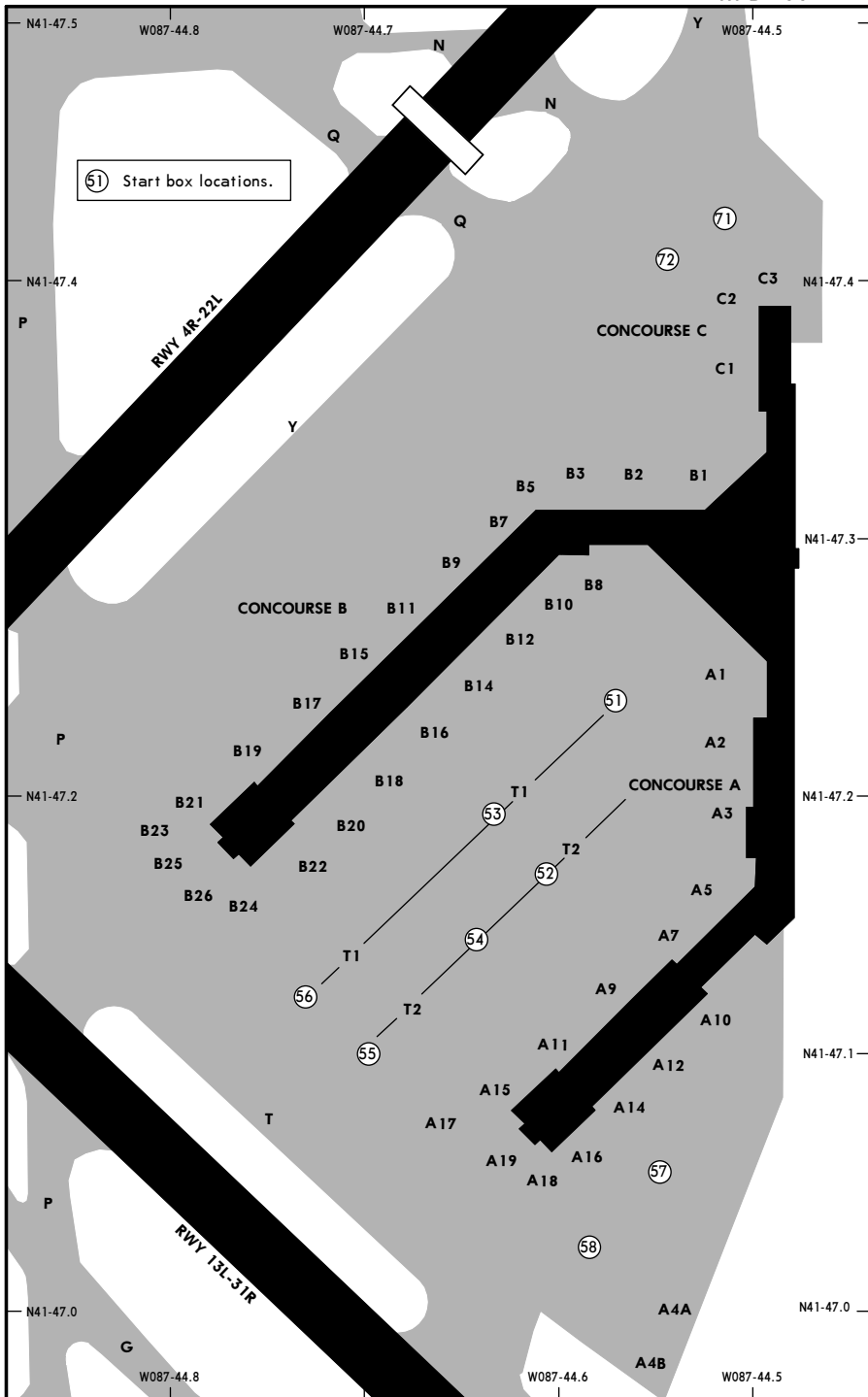
**Runway 31C Hold Pad Detail**



KMDW/MDW

**JEPPESEN**  
 5 SEP 08 (10-9C)

CHICAGO, ILL  
 -MIDWAY INTL



CHANGES: Twy E renamed T.

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KMDW/MDW

**JEPPESEN**  
 5 SEP 08 (10-9D)

CHICAGO, ILL  
 -MIDWAY INTL

PARKING SPOT COORDINATES			
GATE No.	COORDINATES	GATE No.	COORDINATES
<b>Concourse A</b>		<b>Concourse C</b>	
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		
<b>Concourse B</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		

CHANGES: None.

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**KMDW/MDW -MIDWAY INTL** **JEPPESEN** **CHICAGO, ILL**  
 8 FEB 08 Eff 14 Feb (11-1) **ILS or LOC Rwy 4R**

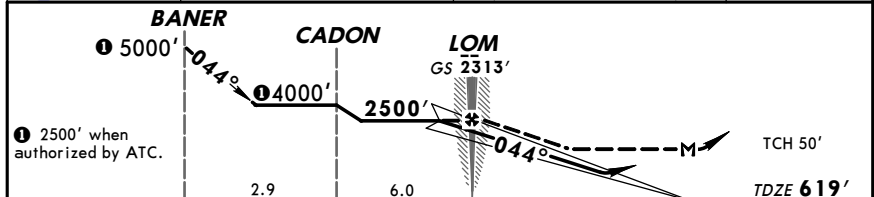
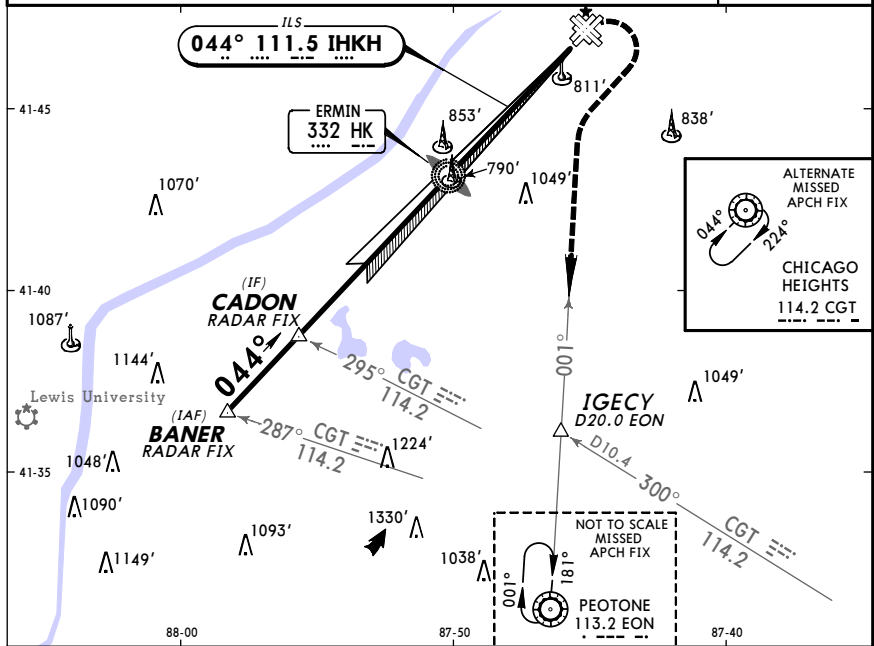
D-ATIS	CHICAGO Approach (R)	MIDWAY Tower	Ground
132.75	118.4 126.05	118.7	121.65
LOC IHKH	Final Apch Crs	GS LOM	ILS DA(H) Apt Elev 620'
111.5	044°	2313' (1694')	869' (250') TDZE 619'

**MISSED APCH:** Climb to 1100', then climbing RIGHT turn to 2100' inbound via EON VOR R-001 until crossing IGEY INT/D20.0 EON, then climb to 2600' to PEOTONE VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. RADAR required. 2.VGSI and ILS glidepath not coincident.

MSA HK LOM



TO DISPL THRESH	14.0	2.9	11.1	6.0	5.1	0
Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	377	484	538	646	753
LOM to MAP	5.1	4:22	3:24	3:04	2:33	2:11

REIL 1100' 2100' EON

PAPI-L via RT 113.2 R-001

STRAIGHT-IN LANDING RWY 4R		CIRCLE-TO-LAND	
ILS DA(H) 869' (250')	LOC (GS out) MDA(H) 1040' (421')	Max Kts	MDA(H)
RVR 50 or 1	RVR 50 or 1/4	90	1120'(500')-1
		120	1120'(500')-1 1/2
		140	1120'(500')-1 1/2
		165	1180'(560')-2

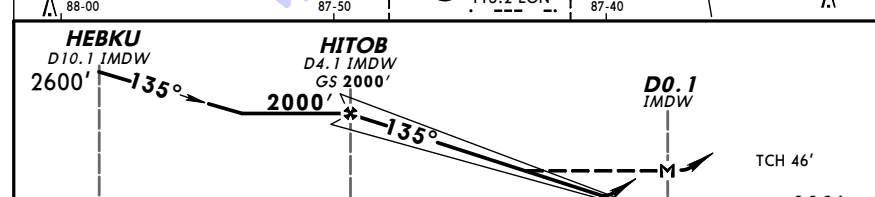
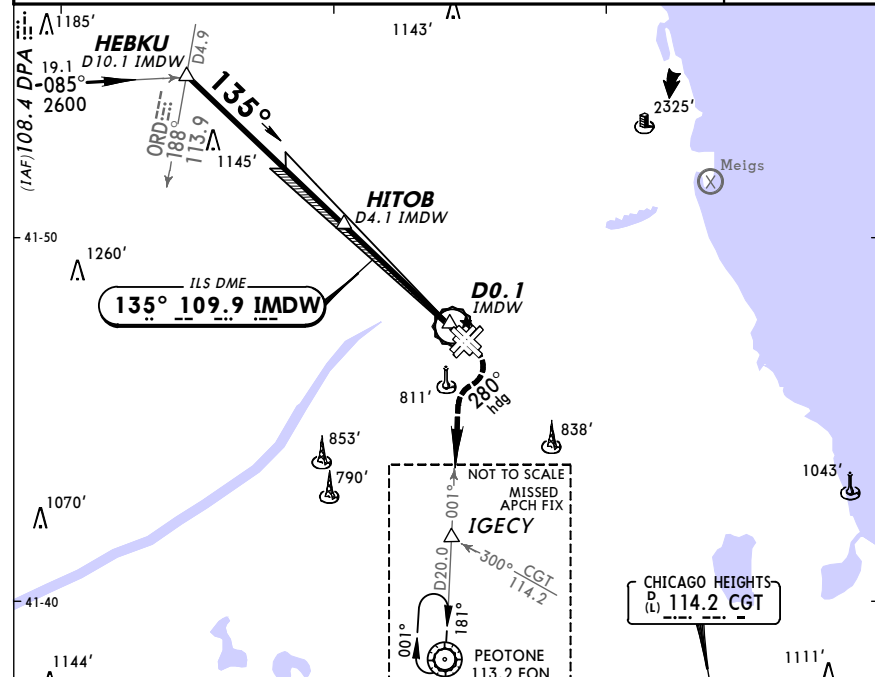
**KMDW/MDW -MIDWAY INTL** **JEPPESEN** **CHICAGO, ILL**  
 8 FEB 08 Eff 14 Feb (11-2) **ILS or LOC DME Rwy 13C**

D-ATIS	CHICAGO Approach (R)	MIDWAY Tower	Ground
132.75	118.4 126.05	118.7	121.65
LOC IMDW	Final Apch Crs	GS HITOB	ILS DA(H) Apt Elev 620'
109.9	135°	2000' (1389')	861' (250') TDZE 611'

**MISSED APCH:** Climb to 1100', then climbing RIGHT turn to 2100' via heading 280° and EON VOR R-001 until crossing IGEY INT, then climb to 2600' to EON VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

MSA CGT VOR



TO DISPL THRESH	14.0	6.0	4.0	0
Gnd speed-Kts	70	90	100	120
GS	3.00°	377	484	538
MAP at DO.1 IMDW	5.1	4:22	3:24	3:04

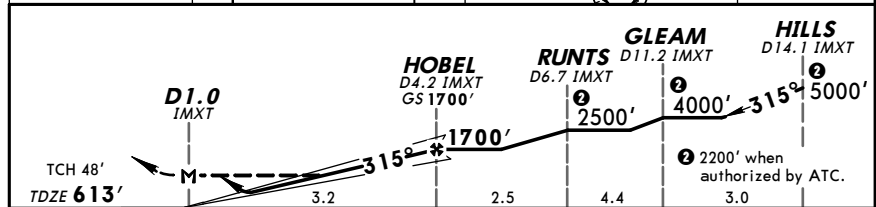
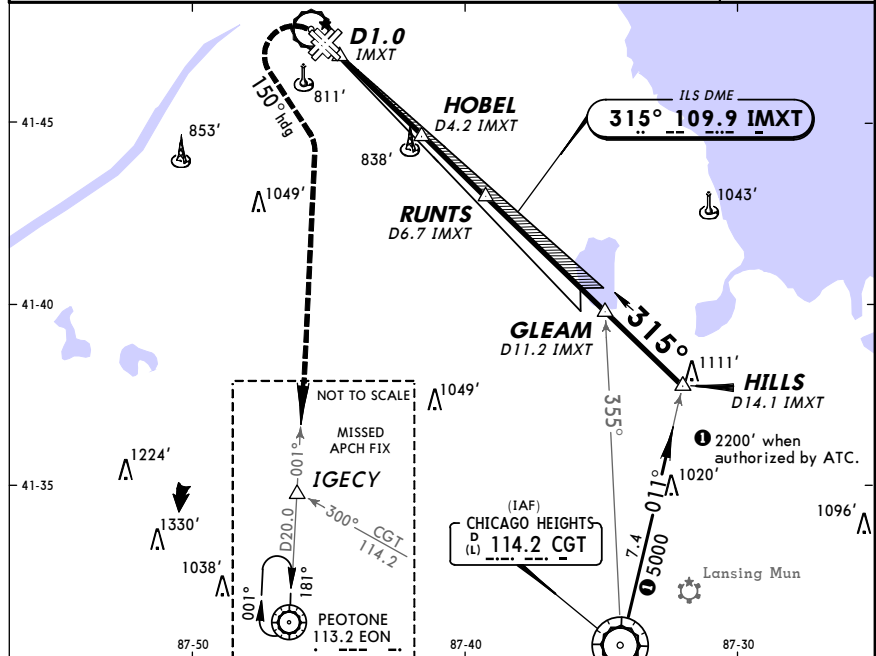
LDIN 1100' 2100' EON

PAPI via RT 280° and 113.2 R-001

STRAIGHT-IN LANDING RWY 13C		CIRCLE-TO-LAND	
ILS DA(H) 861' (250')	LOC (GS out) MDA(H) 1000' (389')	Max Kts	MDA(H)
RVR 50 or 1	RVR 50 or 1	90	1120'(500')-1
		120	1120'(500')-1 1/2
		140	1120'(500')-1 1/2
		165	1180'(560')-2

**KMDW/MDW -MIDWAY INTL** 10 MAR 06 **(11-3)** **CHICAGO, ILL**  
**ILS or LOC DME Rwy 31C**

D-ATIS 132.75		CHICAGO Approach (R) 118.4 126.05		MIDWAY Tower 118.7	Ground 121.65
LOC IMXT <b>109.9</b>	Final Apch Crs <b>315°</b>	GS HOBEL <b>1700'</b> (1087')	ILS DA(H) <b>863'</b> (250')	Apt Elev 620' TDZE <b>613'</b>	
MISSED APCH: Climb to 1100' then climbing LEFT turn to 2100' via heading 150° and EON VOR R-001 until crossing IGENCY INT, then climb to 2600' to EON VOR and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' MSA CGT VOR					

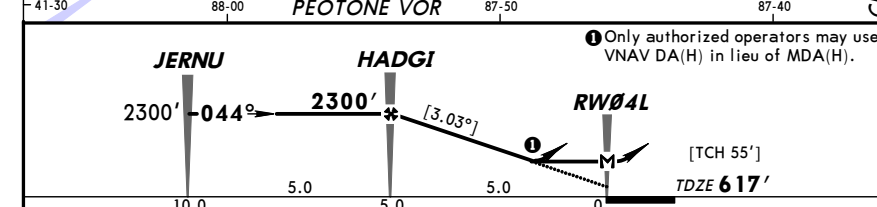
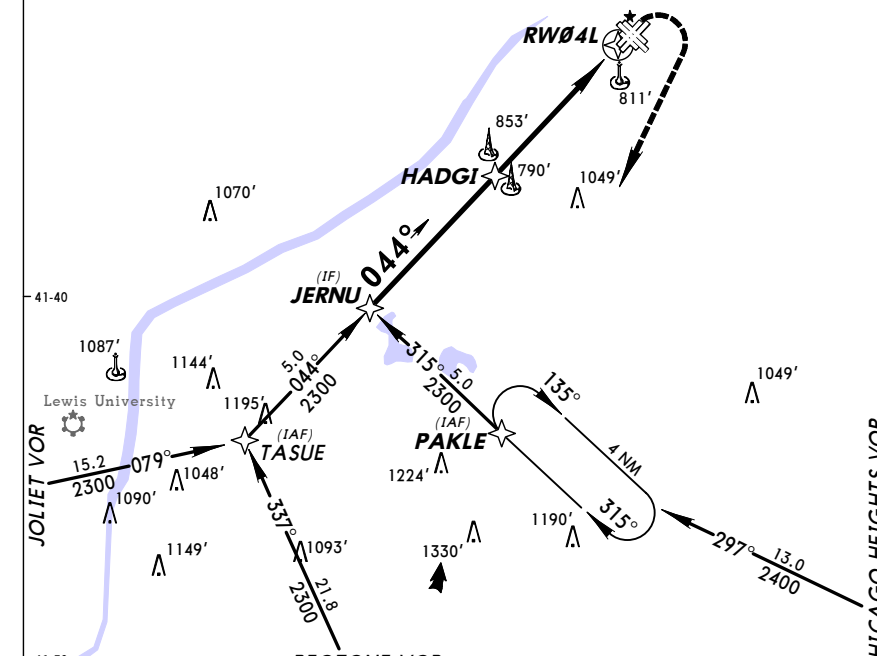


Gnd speed-Kts	70	90	100	120	140	160	LDIN	1100'	2100'	150°	EON
GS	3.00°	377	484	538	646	861	REIL	↑	←	via hdg	113.2
MAP at D1.0 IMXT											

STRAIGHT-IN LANDING RWY 31C		CIRCLE-TO-LAND	
ILS DA(H) <b>863'</b> (250')	LOC (GS out) MDA(H) <b>1020'</b> (407')	MDA(H)	
LDIN out	LDIN out	Max Kts	
A		90	1120' (500') -1
B	RVR 50 or 1/4	120	
C	RVR 40 or 3/4	140	1120' (500') -1 1/2
D	RVR 60 or 1/4	165	1180' (560') -2

**KMDW/MDW -MIDWAY INTL** 25 JUL 08 **(12-1)** **CHICAGO, ILL**  
**RNAV (GPS) Rwy 4L**

D-ATIS 132.75		CHICAGO Approach (R) 118.4 126.05		MIDWAY Tower 118.7	Ground 121.65
RNAV	Final Apch Crs <b>044°</b>	Minimum Alt HADGI <b>2300'</b> (1683')	LNAV MDA(H) (CONDITIONAL) <b>1080'</b> (463')	Apt Elev 620' TDZE <b>617'</b>	
MISSED APCH: Climbing RIGHT turn to 2400' direct PAKLE and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized. 3. VGS1 and descent angles not coincident. MSA RW04L					



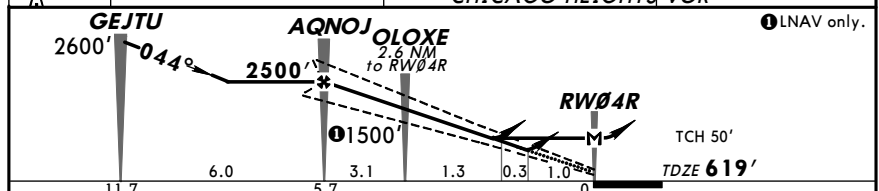
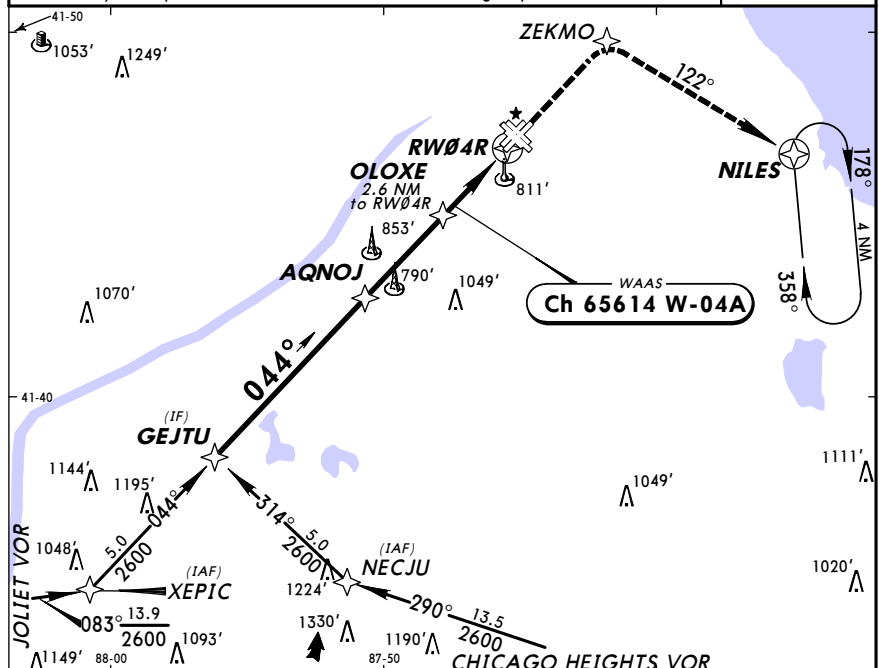
Gnd speed-Kts	70	90	100	120	140	160	LDIN	2400'	PAKLE
Descent angle	[3.03°]	375	482	536	643	858	REIL	↻	→
MAP at RW04L									

STRAIGHT-IN LANDING RWY 4L		CIRCLE-TO-LAND	
LNAV MDA(H) <b>1080'</b> (463')		MDA(H)	
DAY	NIGHT	Max Kts	
A		90	1120' (500') -1
B		120	
C	NA	140	1120' (500') -1 1/2
D		165	1180' (560') -2



**KMDW/MDW -MIDWAY INTL** **CHICAGO, ILL**  
 25 JUL 08 (12-2) **Eff 31 Jul** RNAV (GPS) Rwy 4R

D-ATIS 132.75	CHICAGO Approach (R) 118.4 126.05	MIDWAY Tower 118.7	Ground 121.65
WAAS <b>Ch 65614</b> W-04A	Final Apch Crs <b>044°</b>	Minimum Alt AQNOJ <b>2500'</b> (1881')	LPV DA(H) <b>980'</b> (361')
Apt Elev 620'			3400'
TDZE <b>619'</b>			
MISSED APCH: Climb to 2600' direct ZEKMO and via 122° track to NILES and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.3 not authorized. 3. Visibility reduction by helicopters not authorized. 4. VGSI and RNAV glidepath not coincident.			



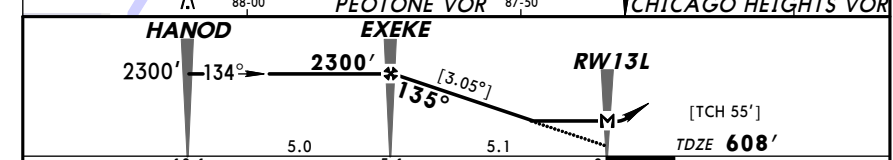
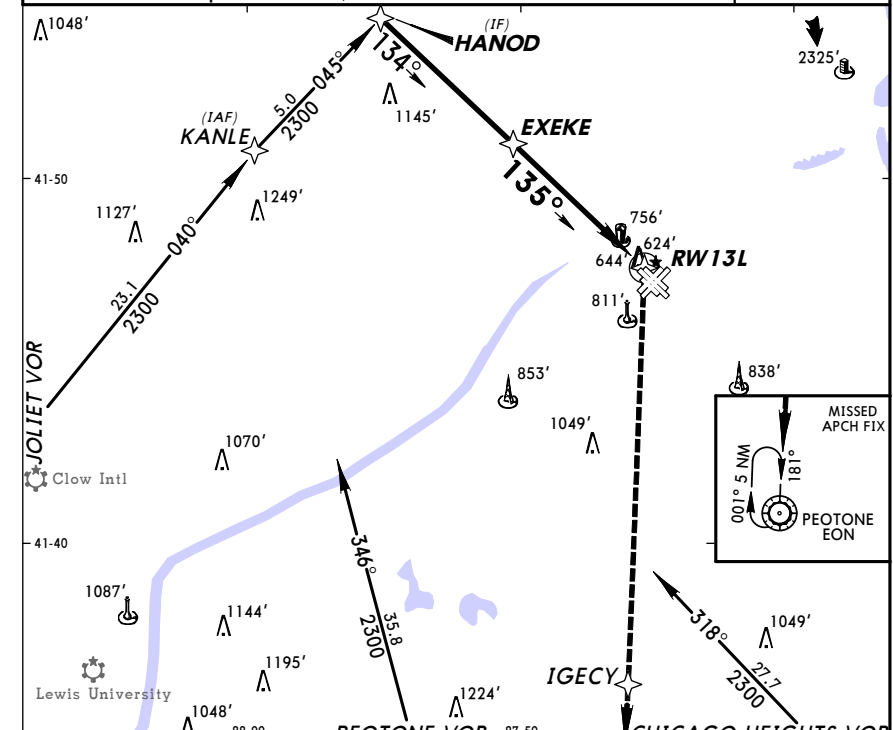
Gnd speed-Kts	70	90	100	120	140	160	REIL	2600'	D	ZEKMO
Glide Path Angle	3.00°	372	478	531	637	743	849			
MAP at RW04R										

STRAIGHT-IN LANDING RWY 4R				CIRCLE-TO-LAND			
LPV	LNAV/VNAV	LNAV	Max Kts	MDA(H)			MDA(H)
DA(H) 980' (361')	DA(H) 1080' (461')	MDA(H) 1080' (461')		90	120	140	
A			90	1120' (500')-1			
B			120	1120' (500')-1			
C	RVR 60 or 1/4	1 1/2	140	1120' (500')-1 1/2			
D			165	1180' (560')-2			

CHANGES: Notes, OLOXE distance to RW04R, circling minimums.

**KMDW/MDW -MIDWAY INTL** **CHICAGO, ILL**  
 11 JAN 08 (12-3) RNAV (GPS) Rwy 13L

D-ATIS 132.75	CHICAGO Approach (R) 118.4 126.05	MIDWAY Tower 118.7	Ground 121.65
RNAV	Final Apch Crs <b>135°</b>	Minimum Alt EXEKE <b>2300'</b> (1692')	LNAV MDA(H) (CONDITIONAL) <b>1020'</b> (412')
Apt Elev 620'			3400'
TDZE <b>608'</b>			
MISSED APCH: Climbing RIGHT turn to 2100' direct IGE CY, then climbing LEFT turn to 2600' direct EON VOR and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized.			



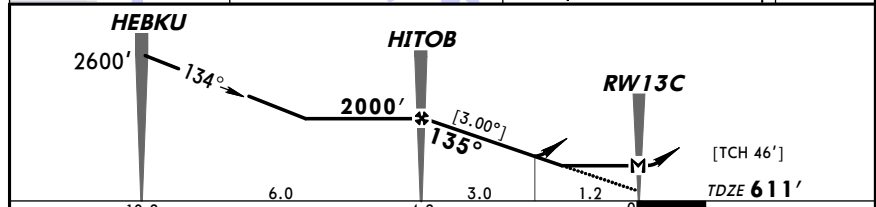
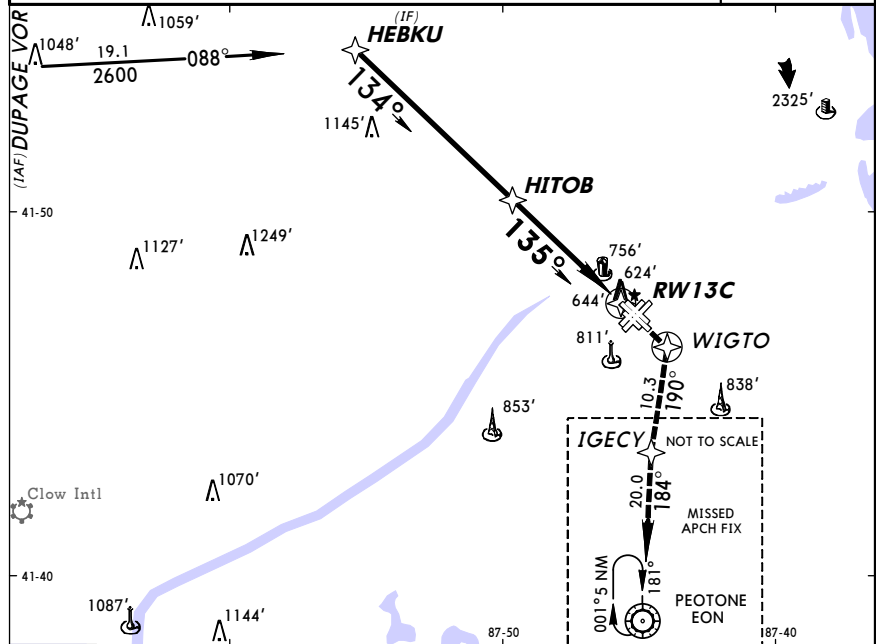
Gnd speed-Kts	70	90	100	120	140	160	REIL	2100'	D	IGECY
Descent angle	3.05°	378	486	540	648	755	863			
MAP at RW13L										

STRAIGHT-IN LANDING RWY 13L				CIRCLE-TO-LAND			
LNAV	NIGHT	Max Kts	MDA(H)			MDA(H)	
MDA(H) 1020' (412')			90	120	140		165
A		90	1120' (500')-1				
B		120	1120' (500')-1				
C	NA	140	1120' (500')-1 1/2				
D		165	1180' (560')-2				

CHANGES: EON VOR holding distance.

**KMDW/MDW -MIDWAY INTL** 11 JAN 08 (12-4) **CHICAGO, ILL**  
**RNAV (GPS) Z Rwy 13C**

D-ATIS 132.75		CHICAGO Approach (R) 118.4 126.05		MIDWAY Tower 118.7	Ground 121.65
RNAV	Final Apch Crs 135°	Minimum Alt HITOB 2000' (1389')	LNAV MDA(H) 1020' (409')	Apt Elev 620' TDZE 611'	3400' MSA RW13C
MISSED APCH: Climb to 2100' direct WIGTO, and 190° track to IGECY, then continue climb to 2600' via 184° track to EON VOR and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized. 3. Baro-VNAV not authorized below -16°C (4°F). 4. When VGSI inop, procedure not authorized at night.					

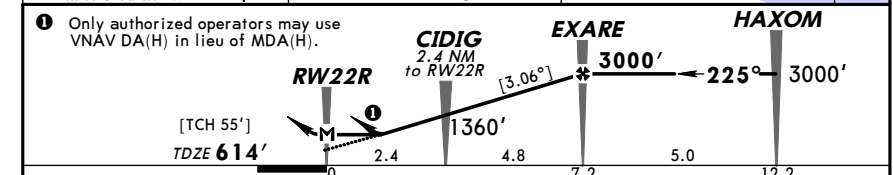


Gnd speed-Kts	70	90	100	120	140	160	LDIN PAPI	2100'	D	WIGTO
Descent angle [3.00°]	372	478	531	637	743	849				

STRAIGHT-IN LANDING RWY 13C		CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 1040' (429')	LNAV MDA(H) 1020' (409')	Max Kts	MDA(H)
LDIN out	LDIN out	90	
	RVR 50 or 1	120	1120' (500')-1½
1½		140	
	RVR 60 or 1¼	165	1180' (560')-2

**KMDW/MDW -MIDWAY INTL** 1 MAY 09 (12-5) Eff 7 May **CHICAGO, ILL**  
**RNAV (GPS) Rwy 22R**

D-ATIS 132.75		CHICAGO Approach (R) 118.4 126.05		MIDWAY Tower 118.7	Ground 121.65
RNAV	Final Apch Crs 225°	Minimum Alt EXARE 3000' (2386')	LNAV MDA(H) (CONDITIONAL) 1020' (406')	Apt Elev 620' TDZE 614'	3400' MSA RW22R
MISSED APCH: Climb to 2100' direct to IGECY, then climbing RIGHT turn to 3000' direct to EON VOR and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident.					

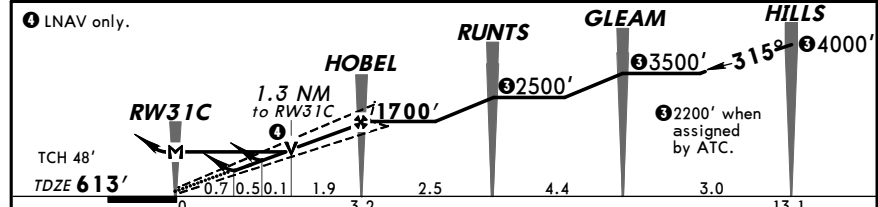
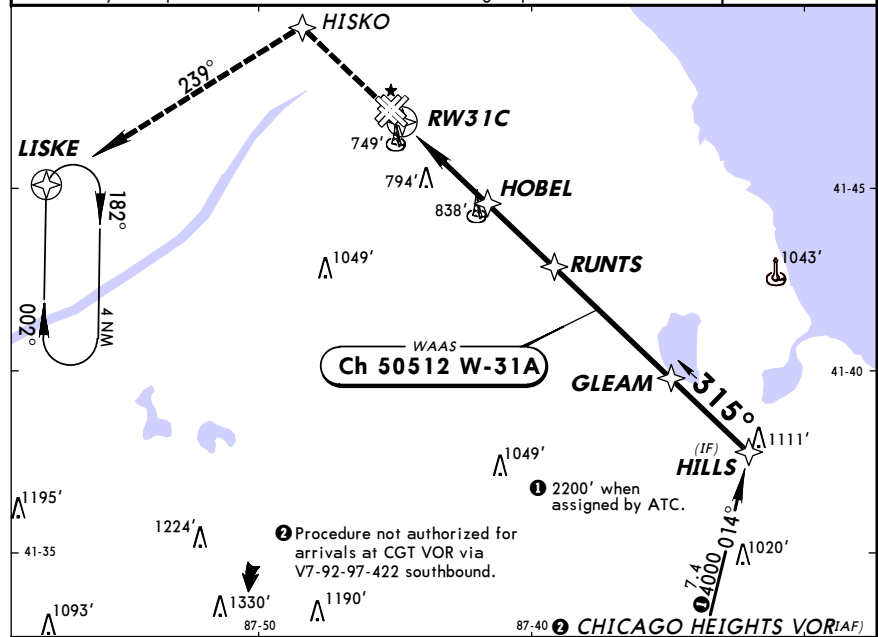


Gnd speed-Kts	70	90	100	120	140	160	LDIN PAPI-L	2100'	D	IGECY
Descent angle [3.06°]	379	487	541	650	758	866				

STRAIGHT-IN LANDING RWY 22R		CIRCLE-TO-LAND	
LNAV MDA(H) 1020' (406')	NIGHT	Max Kts	MDA(H)
DAY		90	
1	NA	120	1120' (500')-1
		140	1120' (500')-1½
1¼		165	1180' (560')-2

**KMDW/MDW -MIDWAY INTL** **JEPPesen** **CHICAGO, ILL**  
1 MAY 09 (12-6) **Eff 7 May** RNAV (GPS) Rwy 31C

D-ATIS 132.75		CHICAGO Approach (R) 118.4 126.05		MIDWAY Tower 118.7	Ground 121.65
WAAS <b>Ch 50512</b> W-31A	Final Apch Crs <b>315°</b>	Minimum Alt <b>HOBEL</b> 1700' (1087')	LPV DA(H) <b>886'</b> (273')	Apt Elev 620' TDZE <b>613'</b>	3400'
MISSED APCH: Climb to 2500' direct HISKO, and via 239° track to LISKE and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					MSA RW31C
1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 46°C (114°F). 3. Visibility reduction by helicopters not authorized. 4. VGSI and RNAV glidepath not coincident.					



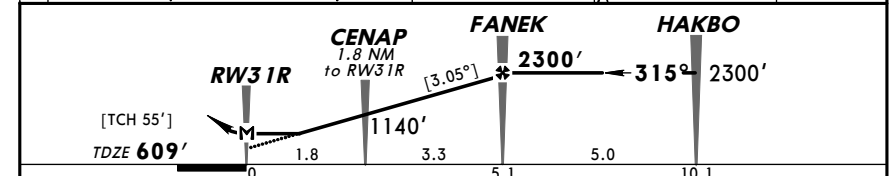
Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	2500'	D	HISKO
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW31C										

STRAIGHT-IN LANDING RWY 31C			CIRCLE-TO-LAND		
LPV DA(H) <b>886'</b> (273')	LNAV/VNAV DA(H) <b>1049'</b> (436')	LNAV MDA(H) <b>1080'</b> (467')	Max Kts	MDA(H)	
A B C D	RVR 50 or 1	1 1/2	90	1120' (500')-1	
			120	1120' (500')-1 1/2	
			140	1120' (500')-1 1/2	
			165	1180' (560')-2	

Not authorized at night to Rwy 4L, 13L-31R, 13R-31L.

**KMDW/MDW -MIDWAY INTL** **JEPPesen** **CHICAGO, ILL**  
1 MAY 09 (12-7) **Eff 7 May** RNAV (GPS) Rwy 31R

D-ATIS 132.75		CHICAGO Approach (R) 118.4 126.05		MIDWAY Tower 118.7	Ground 121.65
RNAV	Final Apch Crs <b>315°</b>	Minimum Alt <b>FANEK</b> 2300' (1691')	LNAV MDA(H) (CONDITIONAL) <b>1060'</b> (451')	Apt Elev 620' TDZE <b>609'</b>	3400'
MISSED APCH: Climbing LEFT turn to 2300' direct IGENCY, then climbing RIGHT turn to 2600' direct EON VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					MSA RW31R
1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized.					



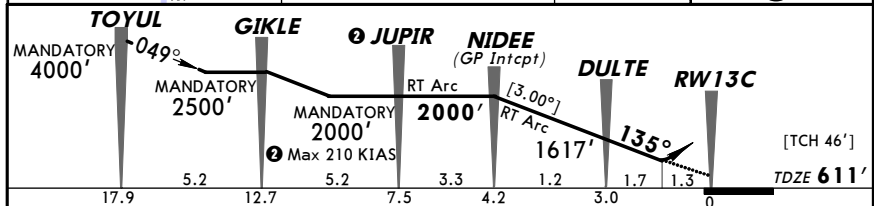
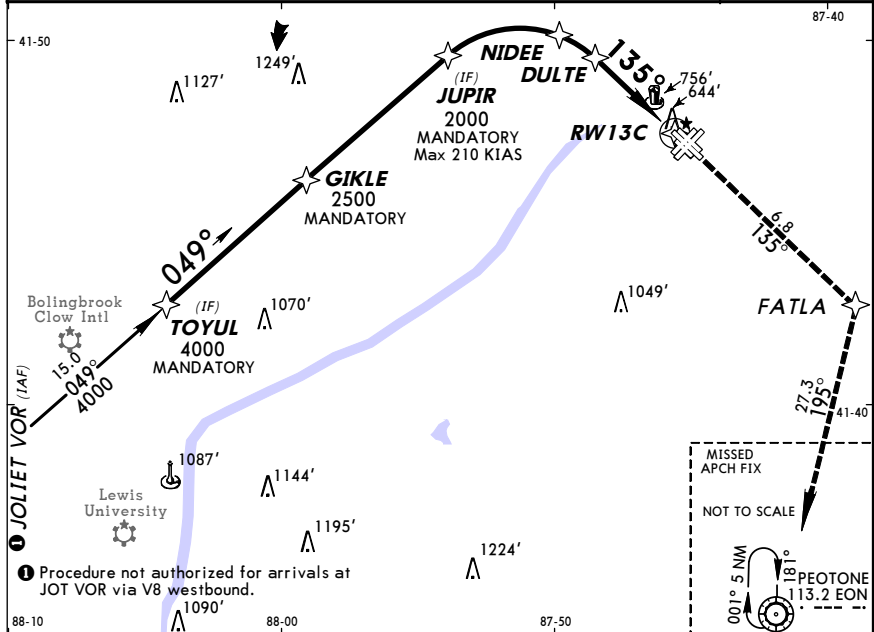
Gnd speed-Kts	70	90	100	120	140	160	PAPI-R	2300'	D	IGECY
Descent angle [3.05°]	378	486	540	648	755	863				
MAP at RW31R										

STRAIGHT-IN LANDING RWY 31R			CIRCLE-TO-LAND		
LNAV MDA(H) <b>1060'</b> (451')	NIGHT		Max Kts	MDA(H)	
A B C D	1	NA	90	1120' (500')-1	
			120	1120' (500')-1 1/2	
			140	1120' (500')-1 1/2	
			165	1180' (560')-2	

CHANGES: Chart reindexed.

**KMDW/MDW -MIDWAY INTL** **JEPPESEN** **CHICAGO, ILL**  
 1 MAY 09 (12-20) Eff 7 May RNAV (RNP) Y Rwy 13C

D-ATIS 132.75	CHICAGO Approach (R) 118.4 126.05	MIDWAY Tower 118.7	Ground 121.65
RNAV	Final Apch Crs 135°	Minimum Alt NIDEE 2000' (1389')	RNP 0.30 DA(H) 1065' (454')
MISSED APCH: Climb to 2600' via 135° track to FATLA and 195° track to EON VOR and hold.			3400' MSA RW13C
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. RF, GPS and RADAR required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 47°C (116°F). 4. When VGSI inop, procedure not authorized at night.			



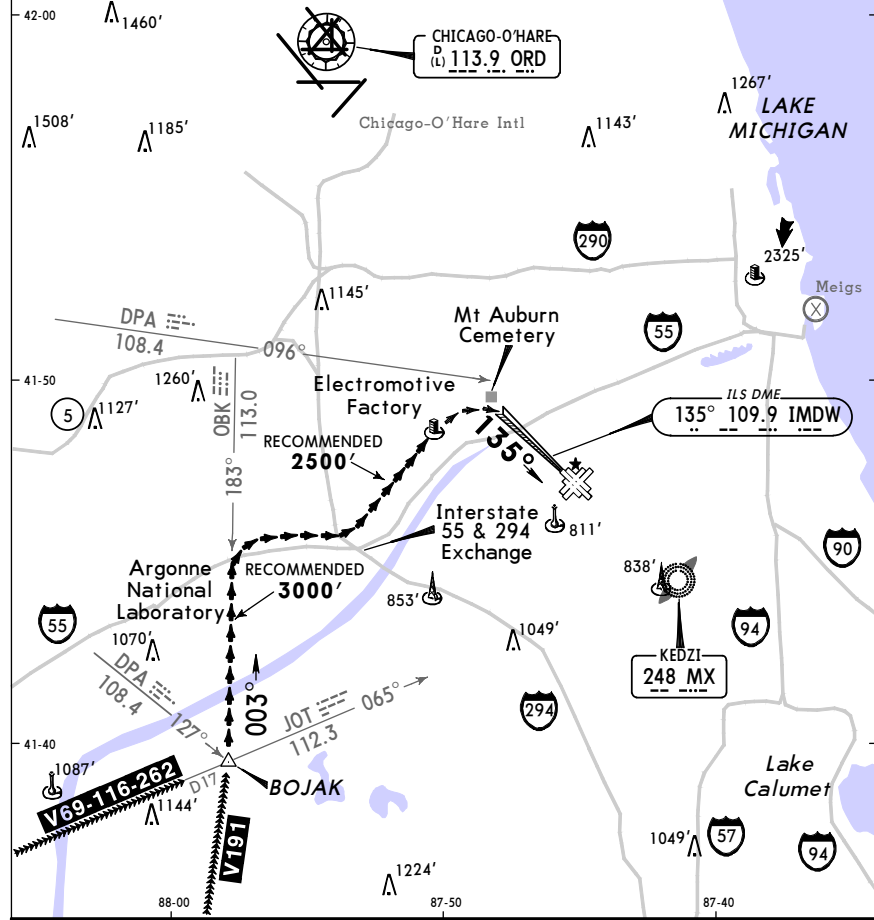
Gnd speed-Kts	70	90	100	120	140	160	LDIN	2600'	via	135°	FATLA
Descent angle	[3.00°]	372	478	531	637	743	849				
MAP at DA											

STRAIGHT-IN LANDING RWY 13C  
 RNP 0.30  
 DA(H) 1065' (454')

A	
B	
C	
D	1 1/2

**KMDW/MDW -MIDWAY INTL** **JEPPESEN** **CHICAGO, ILL**  
 10 MAR 06 (19-1) I-55 VISUAL Rwy 13C

D-ATIS 132.75	CHICAGO Approach (R) 118.4 126.05	MIDWAY Tower 118.7	Ground 121.65
NAVAIDS- See Planview	Final Apch Crs 135°	No FAF	Minimum Alt Refer to Minimums
MISSED APCH: No Missed Approach procedure.			3400' 090° → ← 270° 2800' MSA MX LOM
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. RADAR required. 2. Vertical guidance Navaid and Angle: ILS DME IMDW (GS 3.00°).			

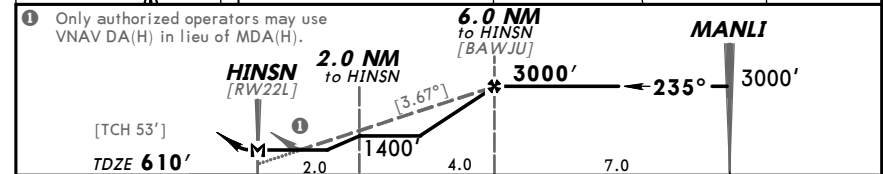
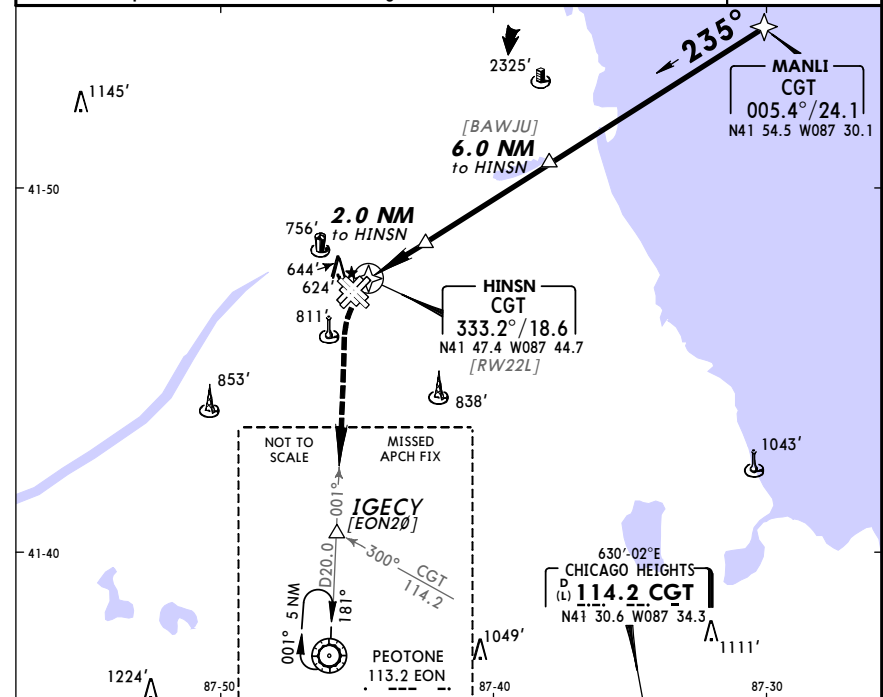


**I-55 VISUAL APPROACH RWY 13C**  
 Radar vectors will be provided to BOJAK INT via V69-116-262 or V191. When cleared for the I-55 Visual Approach aircraft are to depart BOJAK INT on a 003° heading until reaching Interstate 55. Aircraft will then parallel the north side of Interstate 55 until reaching Mt Auburn Cemetery. Aircraft will proceed from Mt Auburn via 135° heading/IMDW Localizer (109.9) to Runway 13C. All aircraft shall remain south of the DPA VOR R-096 at all times.

<b>WEATHER MINIMUMS</b> Ceiling 2500'-VIS 5
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**KMDW/MDW** **JEPPESEN** **CHICAGO, ILL**  
**-MIDWAY INTL** 11 JAN 08 **(19-11)** **VOR DME RNAV or GPS Rwy 22L**

D-ATIS <b>132.75</b>	CHICAGO Approach (R) <b>118.4</b>	MIDWAY Tower <b>126.05</b>	Ground <b>121.65</b>
VOR CGT <b>114.2</b>	Final Apch Crs <b>235°</b>	Minimum Alt <b>6.0 NM</b> to HINSN <b>3000'</b> (2390')	MDA(H) <b>1300'</b> (690') Apt Elev <b>620'</b> TDZE <b>610'</b>
MISSED APCH: Climb to 1300', then climbing LEFT turn to 2000' inbound via EON VOR R-001 until crossing IGEKY INT, then climb to 2600' to EON VOR and hold.			3400'  MSA HINSN
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			



Gnd speed-Kts	70	90	100	120	140	160			
Descent angle [3.67°]	455	585	650	779	909	1039	REIL	1300'	2000'
MAP at HINSN							PAPI-R	↑	←

EON R-001 via 113.2

STRAIGHT-IN LANDING RWY 22L		CIRCLE-TO-LAND	
MDA(H) 1300' (690')		MDA(H)	
A		Max Kts	
B	1	90	1300' (680')-1
C	2	120	1300' (680')-2
D	2 1/4	140	1300' (680')-2 1/4