

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 07/16/2020	APWS Task ID: 003905A2FCF1469189AAD44EBB346307	APWS Request ID: 086B3970636F48CA8074BD146F9180C2
Procedure: RNAV (GPS) Z RWY 22L AMDT 2		Enroute: NO	Specialist: Barnes, Kellie		Agreement Number:
Airport ID: KMDW	Airport Name: CHICAGO MIDWAY INTL		Airport City: CHICAGO		State: IL
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: ACTIVE DATA USED FOR KMDW</div> <div>APPROVAL LETTER</div> <div>CONTACT ALLAN WILL 405-954-6103</div> <div><div>QUALITY 12 QUALITY CHECKED 16 CHECKED</div><div>J ZEDER 03/31/2020</div></div>					

FIPC BASIC FORM						
PROCEDURE: RNAV (GPS) Z RWY 22L AMDT 2			AIRPORT NAME: CHICAGO MIDWAY INTL		AIRPORT ID: KMDW	SPECIAL CONTROL NO: BG-05-009-20
FAC ID: KMDW22L.02Z		CITY: CHICAGO			ST: IL	ORIG CHART DATE: 07/16/2020
DFL TYPE: PROC/W	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID:		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						YES
					CPV COMPLETE?	X
PROCEDURE RESULTS						
INSPECTION DATE: 05/20/2020	CREW #: VN409	N #: N67	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: patrick murray @ 05/20/2020 14:48			PRINTED NAME: MURRAY, PATRICK MICHAEL			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Special Number: BG-05-009-20. Chicago Midway INTL, Chicago, IL, RNAV (GPS) Z RWY 22L Amdt 2, complete Sat/Gold. SIAP verified satisfactory in accordance with FAA Order 8200.1, Chapter 6.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

RNAV (GPS) Z RWY 22L

CHICAGO MIDWAY INTL CHICAGO IL (KMDW) ATC REQUIRES THE USE OF A MANDATORY 3000 FT ALTITUDE RESTRICTION IN THE INTERMEDIATE SEGMENT, AS WAS PREVIOUSLY PUBLISHED AT THE IF FIX SAILZ.

ATC REQUESTS TO MAINTAIN THE MANDATORY 3000 FT ALTITUDE RESTRICTION AT SAILZ IN ADDITION TO THE NEW INTERMEDIATE STEPDOWN FIX DXXON. THIS MANDATORY ALTITUDE HAS BEEN PREVIOUSLY APPROVED ON THE RNAV (RNP) Y RWY 22L APPROACH AT CHICAGO MIDWAY.

1. FLIGHT PROCEDURE IDENTIFICATION:

CHICAGO, IL
CHICAGO MIDWAY INTL
RNAV (GPS) Z RWY 22L

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.58A PARAGRAPH 3-1-4B(1): ALIGNMENT (MAXIMUM COURSE CHANGE AT THE PFAF). LNAV & LP. ALIGN THE INTERMEDIATE WITHIN 30 DEGREES OF THE FINAL APPROACH COURSE.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

A TURN OF 32.68 DEGREES AT THE PFAF AND A FINAL APPROACH COURSE OFFSET OF 10 DEGREES IS REQUIRED TO ELIMINATE THE WILLIS TOWER (FORMERLY SEARS TOWER) OBSTACLE CONSIDERATION AND TO COMPLY WITH THE CITY OF CHICAGO SECURITY AND NOISE ABATEMENT REQUIREMENTS. THIS COMBINATION PERMITS CAT D OP CIRCLE TO LAND OPERATION CURRENTLY USED AT MIDWAY FOR RWY 22L. THIS IS UNDESIRABLE TO BOTH ATC AND USERS.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

THE INITIAL SEGMENT IS 10NM LONG AT 3000 AND IS ALIGNED WITHIN 4 DEGREES OF THE INTERMEDIATE SEGMENT COURSE (IF ALTITUDE IS 3000). DESCENT GRADIENT IN THE INTERMEDIATE SEGMENT IS 278.32 FT PER NM AS CALCULATED BY TARGETS (PFAF AT 2500). THE AIRCRAFT CAN SLOW AND CONFIGURE PRIOR TO SAILZ AND THEN DESCEND AT DXXON. THE 278.32 FT/NM DOES NOT EXCEED THE MAXIMUM DESCENT GRADIENT OF 318 FT/NM FOR THE INTERMEDIATE SEGMENT. THE FAF HAS A 170 KIAS VIA PROCEDURE NOTE TO ALSO ASSIST IN AIRCRAFT SLOWING AND CONFIGURING PRIOR TO THE FINAL SEGMENT.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

INCREASING THE FINAL ANGLE TO 3.25 DEGREES TO SHORTEN FINAL AND DECREASE THE AMOUNT OF TURN AT THE PFAF IS NOT DESIREABLE. RELOCATING THE FIX IS NOT FEASIBLE AS IT IS USED ON THE RNAV (RNP) Y RWY 22L APPROACH AS WELL AS THE FISSK AND PANGG STARS, REQUIRING EACH OF THOSE TO BE REDESIGNED.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AJV-A420

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
03/16/20	AJV-A4	MANAGER

SIGNATURE

ALLAN
DEAN WILL

Digitally signed by
ALLAN DEAN WILL
Date: 2020.05.04
10:23:50 -05'00'

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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CHICAGO, ILLINOIS

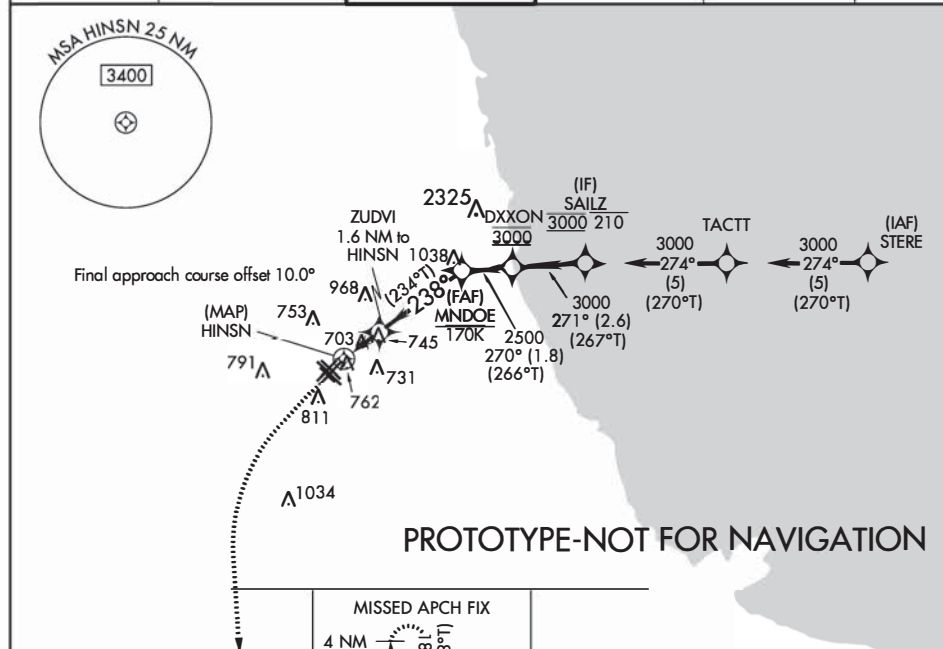
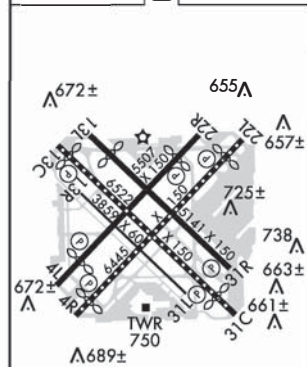
AL-81 (FAA)

FIG

WAAS CH 87132 W22A	APP CRS 238°	Rwy Idg TDZE 611 Apt Elev 620
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RNAV (GPS) Z RWY 22L CHICAGO MIDWAY INTL (MDW)

RNP APCH.			MISSED APPROACH: Climb to 1300 then climbing left turn to 2600 direct EON VORTAC and hold.		
▼ Circling Rwy 31R NA at night. ▲ Rwy 22L helicopter visibility reduction below RVR 4000 NA.					
D-ATIS 132.75	CHICAGO APP CON 128.2 353.875	MIDWAY TOWER 135.2 269.125	GND CON 121.65	CLNC DEL 124.625	CPDLC

ELEV 620 **D** TDZE 611

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

CHICAGO, ILLINOIS

Amdt 2 FIG

41°47'N-87°45'W

CHICAGO MIDWAY INTL (MDW) **RNAV (GPS) Z RWY 22L**

MISSED APCH FIX		VGS and descent angles not coincident (VGS Angle 3.00/TCH 43).	
1300	2600	EON	
ZUDVI 1.6 NM to HINSN		MNDOE	DXDXON (266°T)
0.7 NM to HINSN		2500	SAILZ 3000
HINSN		1260	
0.3 0.7 0.9 NM		3.7 NM	1.8 NM 2.6 NM
CATEGORY	A	B	C D
LP MDA	960/55 349 (400-1)		
LNAV MDA	1020/55	409 (400-1)	1020/60 409 (400-1¼)
CIRCLING	1120-1	500 (500-1)	1340-2 720 (800-2) 1340-2¼ 720 (800-2¼)

20030

CHICAGO MIDWAY INTL (MDW)

MISSED APPROACH: Climb to 1300 then climbing left turn to 2600 direct EON VORTAC and hold.

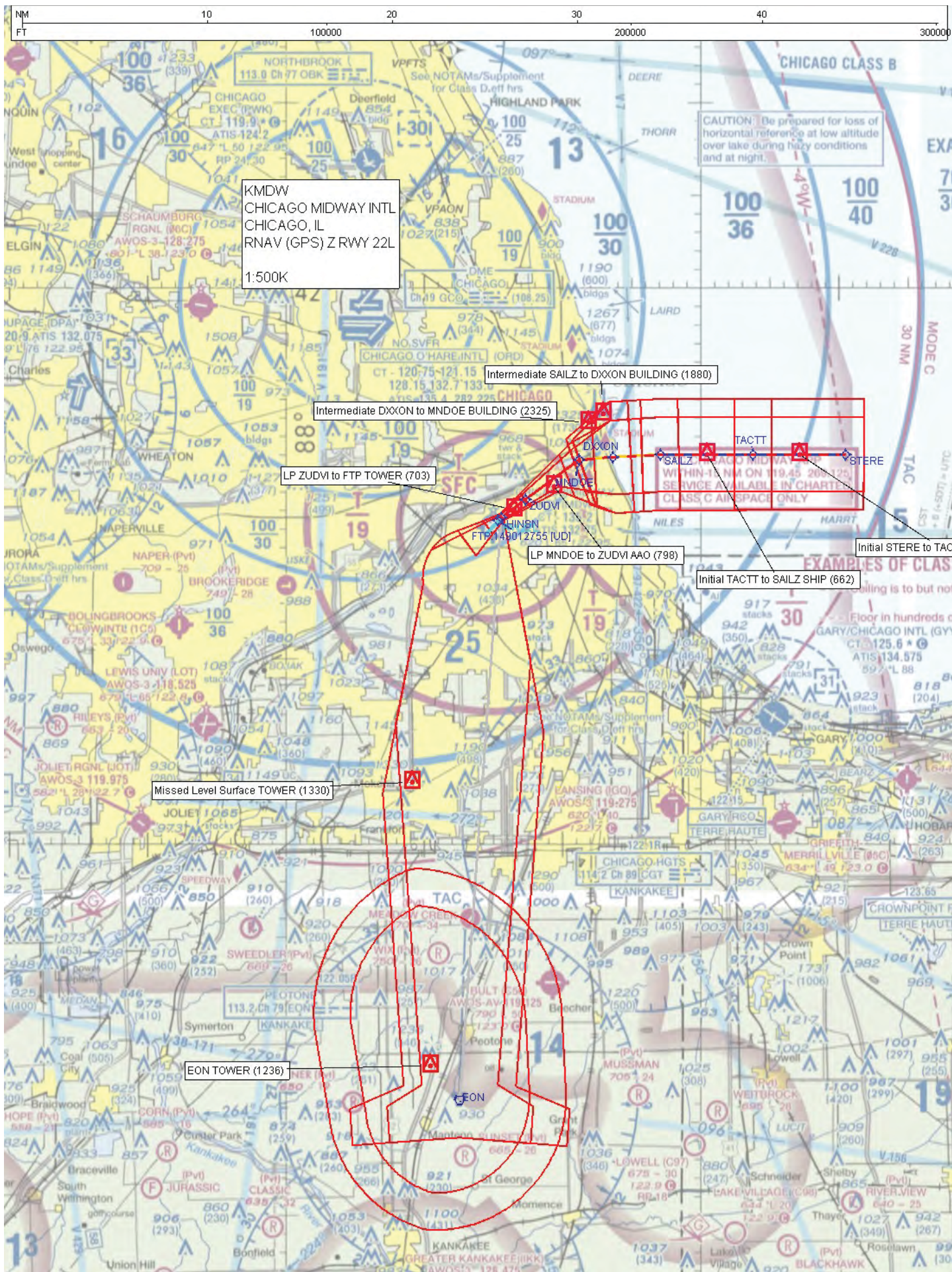
EC-3, 30 JAN 2020 to 27 FEB 2020

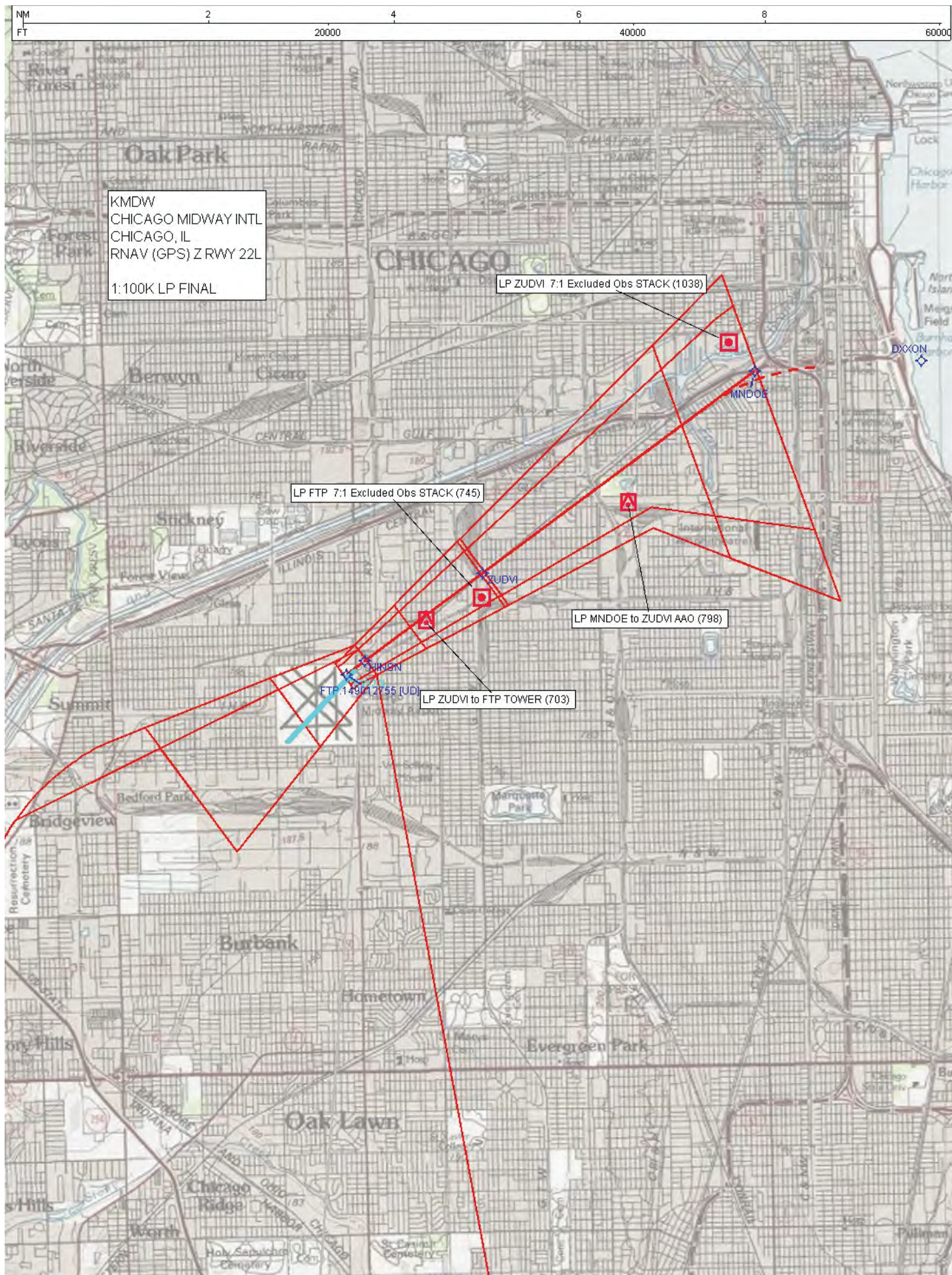
CATEGORY	A	B	C	D
LP MDA	960/55 349 (400-1)			
LNAV MDA	1020/55 409 (400-1)	1020/60 409 (400-1¼)		
C CIRCLING	1120-1 500 (500-1)	1340-2 720 (800-2)	1340-2¼ 720 (800-2¼)	

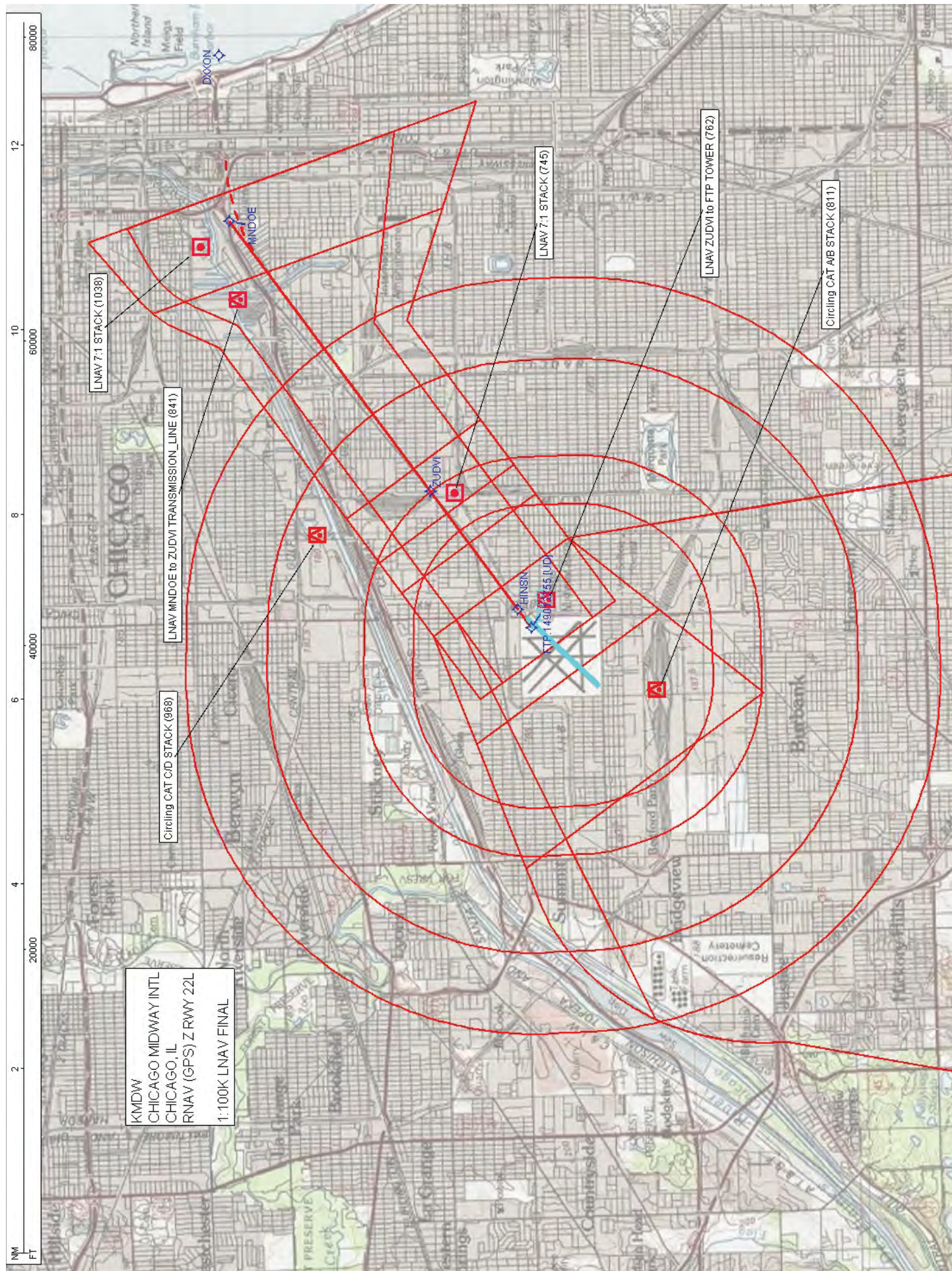
CHICAGO MIDWAY INTL (MDW)

41°47'N-87°45'W

RNAV (GPS) Z RWY 22L







**Federal Aviation Administration
Categorical Exclusion Declaration
Chicago Midway International Airport
Chicago, Illinois**

Description of Action:

This action is to add a fix on the approaches at Chicago Midway International Airport (MDW): RNAV (GPS) Z RWY 22L and RNAV (RNP) Y RWY 22L. The new fix, DXXON is needed to increase safety and to facilitate a reduction in conflicts between Instrument Flight Rule (IFR) aircraft participating in air traffic control services and Visual Flight Rule (VFR) aircraft not participating in ATC services. The proposed changes were coordinated between airlines representatives and representatives from the Federal Aviation Administration. The Chicago Tracon has determined that the ground track will not change and the altitude will not be lower as a result of this additional fix. Attachment One contains the draft chart showing the fix and attachment Two shows a land use map of the location of the new fix, DXXON.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to Order 1050.1F, "Environmental Impacts: Policies and Procedures". The implementation of this action will not result in any extraordinary circumstances in accordance with Order 1050.1F.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1C, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1F. The implementation of the proposed actions will not create any extraordinary circumstances, as described in these orders.

The applicable categorical exclusion(s) are: FAA Order 1050.1F, **5-6.5.:**

p. Establishment of new procedures that routinely route aircraft over non-noise sensitive areas. (ATO, AVS)


Recommended by:

 Date: 09/26/2019
Al Qualiardi, Support Manager, Chicago District, Air Traffic Services (TCAU)

Concurrence:

NAN L TERRY Digitally signed by NAN L TERRY
Date: 2019.09.26 10:44:34 -05'00' Date: _____
Nan Terry – Central Service Center Environmental Specialist

Approved by:

 Digitally signed by STEVEN L SZUKALA
STEVEN L SZUKALA Digitally signed by STEVEN L SZUKALA
Date: 2019.09.27 08:11:54 -05'00'
Steve Szukala, Manager (A), Operations Support Group, ATO Central Service Center, AJV-C2



FAA

Aviation Safety

Memorandum

Date:

To: Manager, Instrument Flight Procedures Coordination Team

From: Manager, Flight Technologies and Procedures Division

Prepared by: Flight Procedures & Airspace Group

Subject: Approval Request; Memorandum Dated 12/17/2019

Wade Terrell
Signed By: Wade Terrell Fri Dec 20
2019 14:48:07 GMT-06:00:00
(Central Standard Time)

Your request to maintain the mandatory 3000 feet altitude restriction at SAILZ in addition to the new intermediate stepdown fix DXXON on the "RNAV (RNP) Y RWY 22L, AMDT 3" at Chicago Midway Intl, Chicago, IL was discussed at the Flight Standards Procedure Review Board on 12/05/2019 and is approved.

Please direct all inquiries to Thomas J. Nichols, Section S Manager, Flight Procedures and Airspace Group, at (405) 954-4164.

Attachments



FAA

Aviation Safety

Memorandum

Date:

To: Manager, Instrument Flight Procedures Coordination Team

From: Manager, Flight Technologies and Procedures Division

Prepared by: Flight Procedures & Airspace Group

Subject: Waiver Request; Memorandum Dated 12/17/2019

Wade Terrell
Signed By: Wade Terrell Fri Dec 20
2019 14:47:55 GMT-06:00:00
(Central Standard Time)

The attached waiver for the "RNAV (GPS) Z RWY 22L, AMDT 1" at Chicago Midway Intl, Chicago, IL is approved and forwarded for your action.

Please direct all inquiries to Thomas J. Nichols, Section S Manager, Flight Procedures and Airspace Group, at (405) 954-4164.

Attachments

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURE STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY
CONTROL NO:

1. FLIGHT PROCEDURE IDENTIFICATION:

CHICAGO, IL
CHICAGO MIDWAY INTL
RNAV (GPS) Z RWY 22L

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAAO Order 8260.58A, paragraph 3-1-4b(2). 8260.58A PARAGRAPH 3-1-4B(1): ALIGNMENT (MAXIMUM COURSE CHANGE AT THE PFAF). LNAV & LP. ALIGN THE INTERMEDIATE WITHIN 30 DEGREES OF THE FINAL APPROACH COURSE.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

A TURN OF 32.87 DEGREES AT THE PFAF AND A FINAL APPROACH COURSE OFFSET OF 10 DEGREES IS REQUIRED TO ELIMINATE THE WILLIS TOWER (FORMERLY SEARS TOWER) OBSTACLE CONSIDERATION AND TO COMPLY WITH THE CITY OF CHICAGO SECURITY AND NOISE ABATEMENT REQUIREMENTS. THIS COMBINATION PERMITS CATEGORY D OPERATION TO LAND OPERATION CURRENTLY USED AT MIDWAY FOR RWY 22L. THIS IS UNDESIRABLE TO BOTH ATC AND USERS.

4. EQUIVALENT LEVEL FOR SAFETY PROVIDED:

THE INITIAL SEGMENT IS 10NM LONG AT 3000 AND IS ALIGNED WITHIN 4 DEGREES OF THE INTERMEDIATE SEGMENT COURSE (IF ALTITUDE IS 3000). DESCENT GRADIENT INTERMEDIATE SEGMENT IS 137 FT PER NM (PFAF AT 2400). THIS ALLOWS FOR THE AIRCRAFT TO SLOW AND CONFIGURE PRIOR TO THE FINAL SEGMENT. THE PFAF HAS A 170 KIAS VIA PROCEDURE NOTE TO ALSO ASSIST IN AIRCRAFT SLOWING AND CONFIGURING PRIOR TO THE FINAL SEGMENT.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

INCREASING THE FINAL ANGLE TO 3.25 DEGREES TO SHORTEN FINAL AND DECREASE THE AMOUNT OF TURN AT THE PFAF IS NOT DESIREABLE. RELOCATING THE FIX SA FEASIBLE AS IT IS USED ON THE RNAV (RNP) Y RWY 22L APPROACH AS WELL AS THE FISSK AND PANGG STARS, REQUIRING EACH OF THOSE TO BE REDESIGNED.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AJV-A420

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
09/23/2019	AJV-A4	ACTING MANAGER, IFP GROUP	LONNIE EVERHART

Digitally signed by

DAVID DANNER

Dec 17, 2019

8. AFS ACTIONS:

☒ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

Approved Based on the Equivalent Level of Safety in Block 4.

DATE	ROUTING SYMBOL	SIGNATURE
		Wade Terrell Signed By: Wade Terrell Fri Dec 20 2019 14:47:55 GMT-06:00:00 (Central Standard Time)

PREVIOUS WAIVER



Federal Aviation Administration

Memorandum

Date:

To: Manager, Production Integration Team, AJV-341

From: Manager, Flight Technologies and Procedures Division, AFS-460

Prepared by: Flight Procedure Implementation & Oversight Branch, AFS-460

Subject: Waiver Request; AJV-341 Memorandum Dated 04/16/2013

Gary L. Powell **SIGN HERE**
Signed By: Gary L. Powell
Wed Sep 04 2013 15:16:35 GMT-0400 (Eastern Daylight Time)

The attached waiver for the "RNAV (GPS) Z RWY 22L, ORIG" at Chicago Midway Intl, Chicago, IL is approved and forwarded for your action.

Please direct all inquiries to Danny E. Hamilton, AFS-460, at (405) 954-9359.

Attachment

cc:

AJV-341

AGL-220

AFS-400/410/420/440/460/470

PREVIOUS

US Department of Transportation Federal Aviation Administration		FLIGHT PROCEDURES STANDARDS WAIVER		FLIGHT STANDARDS USE ONLY
				CONTROL NO:
1. Flight Procedure Identification: RNAV (GPS) Z RWY 22L CHICAGO MIDWAY INTL CHICAGO, IL				
2. Waiver Required and Applicable Standard: 8260.58, VOLUME 6, PARAGRAPH 1.9.1; ALIGNMENT (MAXIMUM COURSE CHANGE AT THE PFAF). LNAV & LP. ALIGN THE INTERMEDIATE COURSE WITHIN 30 DEGREES OF THE FINAL APPROACH COURSE (30 DEGREES MAXIMUM COURSE CHANGE).				
3. Reason for Waiver (<i>Justification for nonstandard treatment</i>): A TURN OF 32.95 DEGREES AT THE PFAF AND A FINAL APPROACH COURSE OFFSET OF 10 DEGREES IS REQUIRED TO ELIMINATE THE WILLIS TOWER (FORMERLY SEARS TOWER FROM OBSTACLE CONSIDERATION AND TO COMPLY WITH THE CITY OF CHICAGO SECURITY AND NOISE ABATEMENT REQUIREMENTS. THIS COMBINATION PERMITS CAT D OPERATIONS AND ELIMINATES THE CIRCLE TO LAND OPERATION CURRENTLY USED AT MIDWAY FOR RWY 22L. THIS IS UNDESIRABLE TO BOTH ATC AND USERS.				
4. Equivalent Level of Safety Provided: THE INITIAL SEGMENT IS 10NM LONG AT 3000 AND IS ALIGNED WITHIN 4 DEGREES OF THE INTERMEDIATE SEGMENT COURSE (IF ALTITUDE IS 3000). DESCENT GRADIENT IN THE INTERMEDIATE SEGMENT IS 137 FT PER NM (PFAF AT 2400). THIS ALLOWS FOR THE AIRCRAFT TO SLOW AND CONFIGURE PRIOR TO THE FINAL SEGMENT. THE FAF HAS ALSO BEEN LIMITED TO 170 KIAS VIA PROCEDURE NOTE TO ALSO ASSIST IN AIRCRAFT SLOWING AND CONFIGURING PRIOR TO THE FINAL SEGMENT.				
5. How Relocation or Additional Facilities Will Affect Waiver Requirement: NA. RNAV (GPS) PROCEDURE.				
6. Coordination With User Organizations (Specify): AJV-353 <u>JMO</u>				
7. SUBMITTED BY				
DATE: JUL 31 2013	Office Identification: AJV-35	Title: MANAGER, TRML PRODUCTS GRP	Signature:  GREGORY YAMAMOTO	