

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS SPECIAL INSTRUMENT APPROACH PROCEDURE
SPECIFICATION -- NOT FOR COCKPIT USE**

Bearings, headings, courses, tracks 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 feet RVR.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be conducted in accordance with a charted instrument approach procedure predicted on the specifications contained herein, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Minimum altitudes shall correspond with those established for enroute operations in the particular area or as set forth below.

<u>AIRPORT ID</u> MDW	<u>PROCEDURE NAME</u> ILS M RWY 31R	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>CITY</u> CHICAGO	<u>STATE</u> IL		
<u>AIRPORT ELEVATION</u> 620	<u>TDZE</u> 613	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u> NONE	<u>DATED</u>	<u>MAG VAR</u> 4W	<u>EPOCH YEAR</u> 2015
<u>FACILITY</u> I-MXT	<u>COORDINATES OF FACILITIES</u> 414731.44N/0874542.34W	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
HILLS INT/14.59 DME	IAF	GLEAM INT/11.45 DME					317.56 (I-MXT)	3.14	4000
GLEAM INT/11.45 DME	IF	RUNTS/6.74 DME					317.56 (I-MXT)	4.71	2500
RUNTS/6.74 DME		HOBEL/4.23 DME	PFAF				317.56 (I-MXT)	2.51	1700

MISSED APPROACH

MAP:

ILS: DA

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 2100 ON HEADING ON 150 AND ON EON VORTAC R-001 UNTIL CROSSING IGE CY INT/EON 19.95 DME THEN CLIMB TO 2600 DIRECT EON VORTAC AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 2300 DIRECT CGT VORTAC AND HOLD.

PROFILE:

- PT**
- SIDE OF COURSE**
- OUTBOUND**
- FT WITHIN**
- MILES OF (IAF)**
- 1. PT**
- 2. PROFILE STARTS AT HILLS INT/14.59 DME**
- 3. FAC: 317.56 PFAF: HOBEL/4.23 DME DIST FAF TO MAP: DIST FAF TO THLD:**
- 4. MIN ALT: HILLS INT/14.59 DME 5000, GLEAM INT/11.45 DME 4000, RUNTS/6.74 DME 2500, HOBEL/4.23 DME 1700**
- 5. DIST TO THLD FROM OM: 3.27 MM: IM: 150 HAT: GS ANT: 900**
- 6. MIN GS INCPT: 1700 GS ALT AT PFAF: HOBEL/4.23 DME 1700 OM: MM: IM:**
- 7. GS ANGLE: 3.00 34:1 20:1 TCH: 47.9**
- 8. MSA FROM: CGT VORTAC 090-270 2800, 270-090 3400**



EQUIPMENT REQUIREMENTS NOTES:

RADAR REQUIRED FOR PROCEDURE ENTRY.
DME REQUIRED.

NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.
CHART NOTE: SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED.
CHART NOTE: RUNWAY LEAD-IN LIGHTING SYSTEM (RLLS), RUNWAY END IDENTIFIER LIGHTING (REIL), VISUAL GLIDE SLOPE INDICATOR (VGSI), HIGH INTENSITY RUNWAY LIGHTS (HIRL), AND RUNWAY VISUAL RANGE (RVR) FOR RUNWAY 31R MUST BE OPERATING.
CHART NOTE: NON-STANDARD VISIBILITY 1/2 SM.
CHART NOTE: THE USE OF HUD OR AP TO DA REQUIRED.

ADDITIONAL FLIGHT DATA:

CHART MANDATORY 2100 AT IGE CY.
HOLD N, RT, 181.00 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SW CGT VORTAC, RT, 043.93 INBOUND.
CHART IN PLANVIEW: CGT VORTAC.
CHART MANDATORY 5000 AT HILLS.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 31R	817	3000	204	817	3000	204	817	3000	204	817	3000	204			

CHANGES - REASONS

ORIGINAL

06/17/2025: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 05/23/2025.
MISSED APPROACH INSTRUCTIONS: CORRECTED "IGECY INT/EON 19.5 DME" TO "IGECY INT/EON 19.95 DME"

06/24/2025: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 05/23/2025
CHANGED NOTE: RUNWAY LEAD-IN LIGHTING SYSTEM (RLLS), RUNWAY END IDENTIFIER LIGHTING (REIL), VISUAL GLIDE SLOPE INDICATOR (VGSI), HIGH INTENSITY RUNWAY LIGHTS (HIRL), AND RUNWAY VISUAL RANGE (RVR) FOR RUNWAY 31R MUST BE OPERATING TO "LEAD-IN LIGHTS (LDIN), RUNWAY END IDENTIFIER LIGHTS (REIL), PRECISION APPROACH PATH INDICATOR (PAPI), HIGH INTENSITY RUNWAY LIGHTS (HIRL), AND RUNWAY VISUAL RANGE (RVR) FOR RUNWAY 31R MUST BE OPERATIONAL."



<u>AIRPORT ID</u> MDW	<u>PROCEDURE NAME</u> ILS M RWY 31R	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>CITY</u> CHICAGO	<u>STATE</u> IL
<u>SUBMITTED BY</u>		<u>OFFICE</u>	<u>DATE</u>	
<u>FLIGHT CHECKED BY</u> SCOTT WIEBE	<i>Digitally signed by</i> CASIMIR L TABAKA Jun 09, 2025	<u>OFFICE</u> AJF	<u>DATE</u> 06/06/2025	
<u>DEVELOPED BY</u> JOHN KEEFER	<i>Digitally signed by</i> CASIMIR L TABAKA May 23, 2025	<u>OFFICE</u> AJV-A432	<u>DATE</u> 04/29/2025	
<u>RECOMMENDED BY</u> CASIMIR L. TABAKA	<i>Digitally signed by</i> CASIMIR L TABAKA May 23, 2025	<u>OFFICE</u> AJV-A430	<u>DATE</u>	<u>TITLE</u> MANAGER
<u>APPROVED BY</u>	<i>Digitally signed by</i> CASIMIR L TABAKA May 28, 2025	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
MDW	ILS M RWY 31R	ORIG	CHICAGO	IL	620	I-MXT

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM HILLS INT/14.59 DME **TO** GLEAM INT/11.45 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	3.14				

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (17-000525)	413749.69N/0873140.54W	1111	250	50	4D	1000				AT1889	4000
TERRAIN	413918.00N/0873448.00W	738 (700)								AS1500	2200

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM GLEAM INT/11.45 DME **TO** RUNTS/6.74 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	4.71				

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
STACK (18-000661)	414228.00N/0873116.00W	1043	500	50	5D	500				AT957	2500
TERRAIN	413924.00N/0873451.00W	695 (700)								AS1500	2200

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE: STEPDOWN

FROM

RUNTS/6.74 DME

TO

HOBEL/4.23 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	2.51										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	414333.00N/0874057.00W	876	215	8	4B	500					1400
TERRAIN	414333.00N/0874057.00W	675 (700)								AS1000	1700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

HOBEL/4.23 DME

TO

RW31R

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	3.27		DA		204						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
POLE (17-024907)	414642.60N/0874437.68W	632	20	3	1A		34.00:1				817

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

SEE WAIVERS FOR DA.

TRANSCRIPTION FROM ILS Z RWY 31C AMDT 3
- SPECIAL SUBMITTED WITH 250 FT HAT, AFS-420 PROCEDURE
REVIEW BOARD SUGGESTS 204 HAT AND RVR 3000. THEY
PROVIDED THE EQUIVELENT LEVEL OF SAFETY. ALL WAIVERS
COMPLETED AND APPROVED BASED ON EQUIVALENT LEVEL OF SAFETY.



MISSSED APPROACH: ILS

FROM

DA

TO

EON VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 650			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2600
TOWER (17-000002)	413320.00N/0875055.00W	1330	50	50	2D	1000					2400
TERRAIN	412448.00N/0874600.00W	836 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

SEE WAIVER FOR MISSED HOLD DOWN AT 2100 MSL.

MISSSED APPROACH ALTERNATE: ILS

FROM

DA

TO

CGT VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 650			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2300
TOWER (17-002211)	412715.00N/0874322.00W	1290	500	50	5D	1000					2300
TERRAIN	412518.00N/0874348.00W	807 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☐ CAT A

☐ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☒ NOT AUTHORIZED



MSA

CENTER

CGT VORTAC

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
090-270	TOWER (18-000994)	412059.34N/0872358.09W	139	12.4	1735	250	50	4D	1000			2800
270-090	BUILDING (17-000687)	415244.00N/0873809.00W	351	22.3	2325	50	50	2D	1000			3400

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZAU ARTCC, ORD APP CON, MDW TOWER

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	MDW	24	MDW	0	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS

WX REMARKS:

24 HOUR ATCT HAS REDUNDANT ALTIMETER REPORTING EQUIPMENT. NO BACK UP ALTIMETER SOURCE NEEDED.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
I-MXT	MDW ATCT	24	1

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW13R - MIRL	BSC-G	
RW31L - MIRL	BSC-G	
RW04L - MIRL, PAPI-4L	NPI-G	
RW22R - MIRL, PAPI-4L	NPI-G	
RW04R - C/LINE, HIRL, REIL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW13L - LDIN, HIRL, C/LINE, PAPI-4R	PIR-G	APPROACH, ROLL OUT
RW13C - LDIN, C/LINE, HIRL, PAPI-4R	PIR-G	APPROACH, ROLL OUT
RW22L - REIL, C/LINE, HIRL, PAPI-4R	PIR-G	APPROACH, ROLL OUT
RW31C - LDIN, REIL, C/LINE, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW31R - LDIN, HIRL, REIL, C/LINE, PAPI-4L	PIR-G	APPROACH, ROLL OUT

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	611.9	47.9	611.0	900	3.00	63.4

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	696
ON CENTERLINE	X	FT FROM CENTERLINE		

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	RWY 31R
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<u>AIRPORT ID</u> MDW	<u>PROCEDURE NAME</u> ILS M RWY 31R	<u>AMDT NO.</u> ORIG	<u>CITY</u> CHICAGO	<u>STATE</u> IL	<u>AIRPORT ELEVATION</u> 620	<u>FACILITY</u> I-MXT
34:1						
				632 POLE (17-024907) 414642.6000N/0874437.6800W (0.4)		
PENETRATIONS REMARKS:						
SEE VISIBILITY WAIVER.						

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

100 FOOT VEGETATION USED PER FPT.
THIS AMENDMENT IS A RUNWAY NUMBER CHANGE FROM 31C TO 31R.

WAIVER (1): SPECIFY LANDING MINIMUMS BELOW THE MINIMUM PRESCRIBED HAT OF 250 DUE TO "W" SURFACE PENETRATION.
WAIVER (2): SPECIFY VISIBILITY LOWER THAN THE PRESCRIBED MINIMUM OF 3/4 SM/4000 RVR.
WAIVER (3): SPECIFY ALTITUDE RESTRICTION (HOLD DOWN) IN MISSED APPROACH SEGMENT.

PRECIPITOUS TERRAIN EVALUATED.

TRANSCRIBED NOTE FROM GENERAL REMARKS FROM ILS Z RWY 31C, AMDT 3:
- SPECIAL SUBMITTED WITH 250 FT HAT, AFS-420 PROCEDURE
REVIEW BOARD SUGGESTS 204 HAT AND RVR 3000. THEY
PROVIDED THE EQUIVELENT LEVEL OF SAFETY. ALL WAIVERS
COMPLETED AND APPROVED BASED ON EQUIVALENT LEVEL OF SAFETY.



<u>AIRPORT ID</u> MDW	<u>PROCEDURE NAME</u> ILS M RWY 31R	<u>AMDT NO.</u> ORIG	<u>CITY</u> CHICAGO	<u>STATE</u> IL	<u>AIRPORT ELEVATION</u> 620	<u>FACILITY</u> I-MXT
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	2.95
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.86
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	313.56
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	600
DISTANCE FROM	FAF	TO 1500FT POINT	1.91
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	3.02
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	313.56
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	700

THRESHOLD COORDINATES (IF STR-IN)

414650.00N/0874444.12W

ARP COORDINATES

414708.32N/0874509.82W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 22L DISTANCE 0.58 NM

FAF COORDINATES

414434.81N/0874134.43W

FIX NAME COORDINATES

IF RUNTS 414250.79N/0873908.71W

REMARKS

THLD DISPLACED 696FT, ACTUAL COORDINATES: 414645.27N/0874437.47W

PART E: PREPARED BY

<u>NAME</u> JOHN KEEFER	<u>OFFICE</u> AJV-A432	<u>DATE</u> 04/29/2025	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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