

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 11/27/2025	APWS Task ID: 8454275F06A642C2AEF921671BBA5530	APWS Project ID: 9FCDF211ADE44E2586498C819B566D33
Procedure: ILS M RWY 31R ORIG		Enroute: NO	Specialist: Keefer, John		Agreement Number:
Airport ID: KMDW			Airport City: CHICAGO		State: IL
Facility ID: MDW	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments:</p> <p>Redesignated Rwy 31C to Rwy 31R. Airport pending data used. Update Three Existing Waivers. Cancel Missed Approach Section 1b Waiver.</p> <p>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.</p> <p>WAIVER CANCELATION: Specify landing minimums below the minimum prescribed HAT of 250 due to Missed Approach Section 1b penetration.</p> <p>Contact Casimir Tabaka 405-954-7931.</p> <p>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".</p> <p>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."</p>					

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QUALITY  
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<b>FIPC BASIC FORM</b>							
<b>PROCEDURE:</b> ILS M RWY 31R ORIG			<b>AIRPORT NAME:</b> CHICAGO MIDWAY INTL		<b>AIRPORT ID:</b> KMDW	<b>SPECIAL CONTROL NO:</b> BP-05-145-25	
<b>FAC ID:</b> MXT		<b>CITY:</b> CHICAGO			<b>ST:</b> IL	<b>ORIG CHART DATE:</b> 10/02/2025	
<b>DFL TYPE:</b> PROC/A	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.4	<b>REIMB. NUMBER:</b>		<b>PTS TASK ID:</b> 8454275F06A642C2AEF921671BBA5530		
<b>PREFLIGHT NOTES</b>							
<b>REVIEWER:</b> scott wiebe					<b>DATE:</b> 06/06/2025		
<b>COMMENTS:</b>					<b>CHECK ONE:</b>		
					<input type="checkbox"/> FLT CK REQ <input checked="" type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					<b>CPV COMPLETE?</b>		X
<b>PROCEDURE RESULTS</b>							
<b>INSPECTION DATE:</b> 06/06/2025		<b>CREW #:</b> VN219	<b>N #:</b>	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> scott wiebe @ 06/06/2025 11:59			<b>PRINTED NAME:</b> WIEBE, GREGORY SCOTT				<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b>							
<b>IN-FLIGHT OBSTACLE REPORT</b>							
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>		<b>GNSS ALTITUDE (MSL):</b>		<b>BAROMETRIC ALTITUDE (MSL):</b>		<b>HEIGHT ABOVE GROUND LEVEL:</b>

**1. FLIGHT PROCEDURE IDENTIFICATION:**

Chicago, IL,  
Chicago Midway Intl, (MDW)  
ILS M RWY 31R (Special)

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

To specify landing minimums 204 HAT, lower then prescribed by FAAO 8260.3G 10-2-3,c.

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

Due to final approach "W" and "X" surface penetrations, the minimum HAT should be 250 feet. This waiver permits lower than standard landing minimums based on additional aircraft equipment and additional pilot training/proficiency. Results in fewer flight diversions or cancellations due to inclement weather.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

1. The approach procedure is limited to use by flight crews that have received specialized training on the use of Heads-up Guidance (HGS) systems, autoflight or autocoupler systems. The aircraft used will have HGS and/or autocoupler system suitable for use on this procedure. Specific flight crew training and aircraft equipage operational requirements are documented on the accompanying 8260-10, as provided by Flight Standards and attached to the procedure. The following note is required on the approach procedure chart: "Special Aircrew and Aircraft Authorization Required."

2. Transition to visual acquisition of the runway is supplemented and assured by a requirement for lighting aids and RVR to be operating during use of the approach procedure. The following note is required on the approach procedure chart: "Lead-in lights (LDIN), Runway End Identifier Lights (REIL), Visual Approach Slope Indicator (VASI), High Intensity Runway Lights ((HIRL) and Runway Visual Range (RVR) for Runway 31R must be operating."

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

Relocation of existing facilities, or the installation of an approved approach light system is not feasible due to the urban infrastructure surrounding the airport.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

ZAU, C90, MDW ATCT

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
04/30/25	AJV-A430	MANAGER

*Digitally signed by*  
**CASIMIR L TABAKA**  
May 13, 2025

**SIGNATURE**

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
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**1. FLIGHT PROCEDURE IDENTIFICATION:**

Chicago, IL  
Chicago Midway Intl, (MDW)  
ILS M RWY 31R (Special)

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

To specify landing minimums 3000 RVR visibility, lower than prescribed by FAAO 8260.3G 3-3-2.

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

There is a 34:1 penetration that requires the visibility to be 3/4 mile (RVR 4000). Waiver permits lower than standard landing minimums based on additional aircraft equipment and additional pilot training/proficiency. Results in fewer flight diversions or cancellations due to inclement weather.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

1. The approach procedure is limited to use by flight crews that have received specialized training on the use of Heads-up Guidance (HGS) systems, autoflight or autocoupler systems. The aircraft used will have HGS and/or autocoupler system suitable for use on this procedure. Specific flight crew training and aircraft equipment operational requirements are documented on the accompanying 8260-10, as provided by Flight Standards and attached to the procedure. The following note is required on the approach procedure chart: "Special Aircrew and Aircraft Authorization Required."

2. Transition to visual acquisition of the runway is supplemented and assured by a requirement for lighting aids and RVR to be operating during use of the approach procedure. The following note is required on the approach procedure chart: "Lead-in lights (LDIN), Runway End Identifier Lights (REIL), Visual Approach Slope Indicator (VASI), High Intensity Runway Lights (HIRL) and Runway Visual Range (RVR) for Runway 31R must be operating."

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

Relocation of existing facilities, or the installation of an approved approach light system is not feasible due to the urban infrastructure surrounding the airport.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

ZAU, C90, MDW ATCT

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
04/30/25	AJV-A 430	MANAGER

**SIGNATURE**

*Digitally signed by*  
**CASIMIR L TABAKA**  
May 13, 2025

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

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**1. FLIGHT PROCEDURE IDENTIFICATION:**

Chicago, IL  
Chicago Midway Intl (MDW)  
ILS M RWY 31R

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

Waiver required to use an "at" altitude in the missed approach. Applicable Standard: FAAO 8260.3G, 2-8-8 c, 3, 4.

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

Air traffic has a need to keep aircraft that are executing a missed approach at 2100 ft until clear of overflight traffic.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

40:1 OCS and level surface evaluations were evaluated from the DA/MAP to IGECY to the clearance limit. The "at" altitude of 2100 MSL provides 1000 feet of ROC for the aircraft that level off at 2100 MSL. From IGECY to the clearance limit the OCS was evaluated beginning at 1100 MSL (2100 MSL less 1000 feet of ROC) at IGECY to simulate the first level surface portion of the missed approach.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

Climb to 2600 MSL from the MAP was deemed not feasible by ATC due to conflict with overflight traffic.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

ZAU, C90, MDW ATCT

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
04/30/25	AJV-A430	MANAGER

*Digitally signed by*  
**CASIMIR L TABAKA**  
May 13, 2025

**SIGNATURE**

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

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**1. FLIGHT PROCEDURE IDENTIFICATION:**

Chicago, IL,  
Chicago Midway Intl, (MDW)  
ILS M RWY 31R (Special)

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

To specify landing minimums 204 HAT, lower then prescribed by FAAO 8260.3G 2-8-8. a, b.

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

Due to missed approach section 1b and 1c penetrations, the minimum HAT should be 250 feet. This waiver permits lower than standard landing minimums based on additional aircraft equipment and additional pilot training/proficiency. Results in fewer flight diversions or cancellations due to inclement weather.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

1. The approach procedure is limited to use by flight crews that have received specialized training on the use of Heads-up Guidance (HGS) systems, autoflight or autocoupler systems. The aircraft used will have HGS and/or autocoupler system suitable for use on this procedure. Specific flight crew training and aircraft equipment operational requirements are documented on the accompanying 8260-10, as provided by Flight Standards and attached to the procedure. The following note is required on the approach procedure chart: "Special Aircrew and Aircraft Authorization Required."

2. Transition to visual acquisition of the runway is supplemented and assured by a requirement for lighting aids and RVR to be operating during use of the approach procedure. The following note is required on the approach procedure chart: "Lead-in lights (LDIN), Runway End Identifier Lights (REIL), Visual Approach Slope Indicator (VASI), High Intensity Runway Lights ((HIRL) and Runway Visual Range (RVR) for Runway 31R must be operating."

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

Relocation of existing facilities, or the installation of an approved approach light system is not feasible due to the urban infrastructure surrounding the airport.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

ZAU, C90, MDW ATCT

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
04/30/25	AJV-A 430	MANAGER

**SIGNATURE**

*Digitally signed by*  
**CASIMIR L TABAKA**  
May 13, 2025

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

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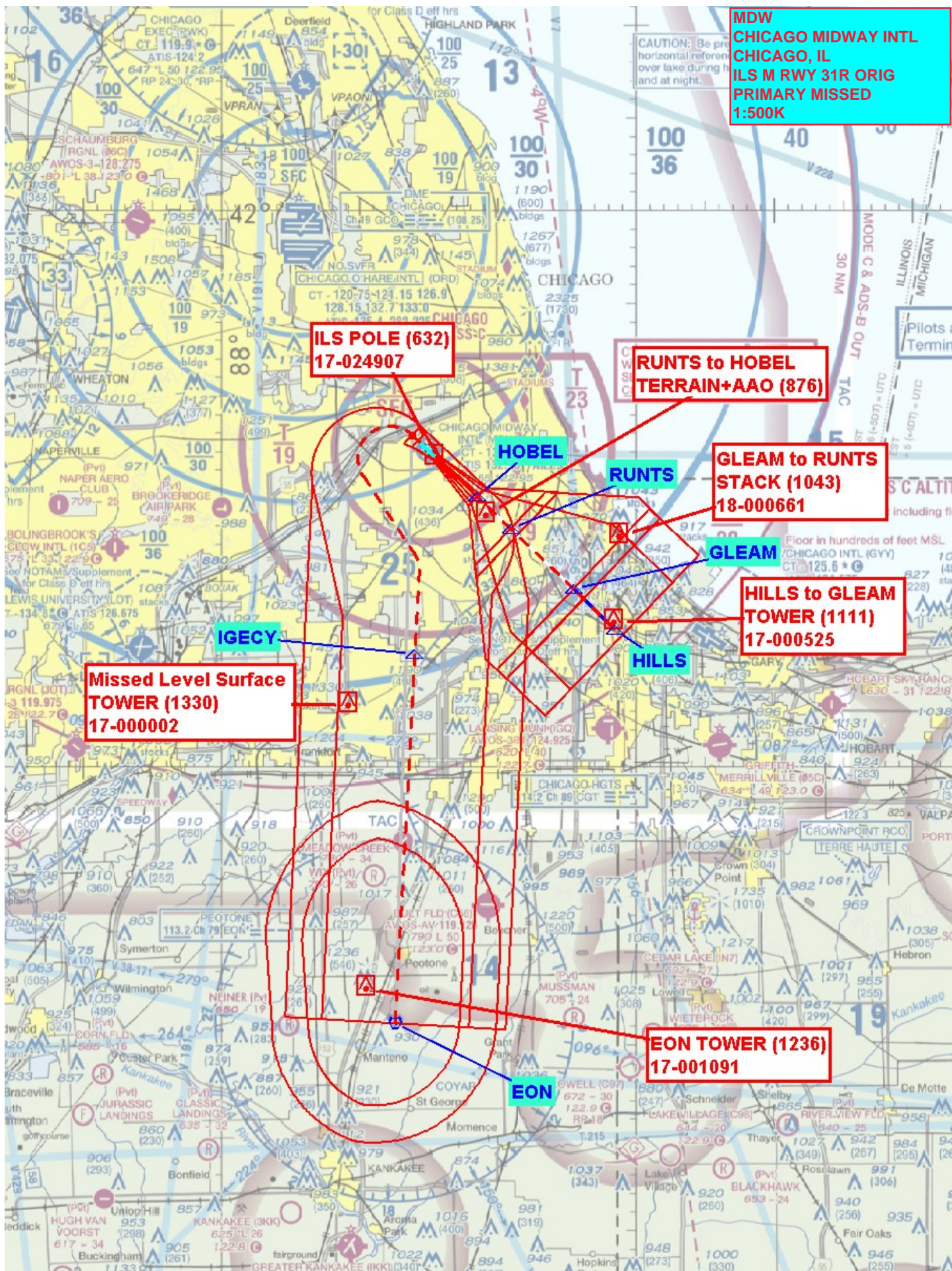
This waiver is canceled effective November 27, 2025.

TARGETS indicates there is no Missed Approach Obstruction penetration with a 204 HAT.

(Signature) \_\_\_\_\_

(Title, Office Symbol) \_\_\_\_\_



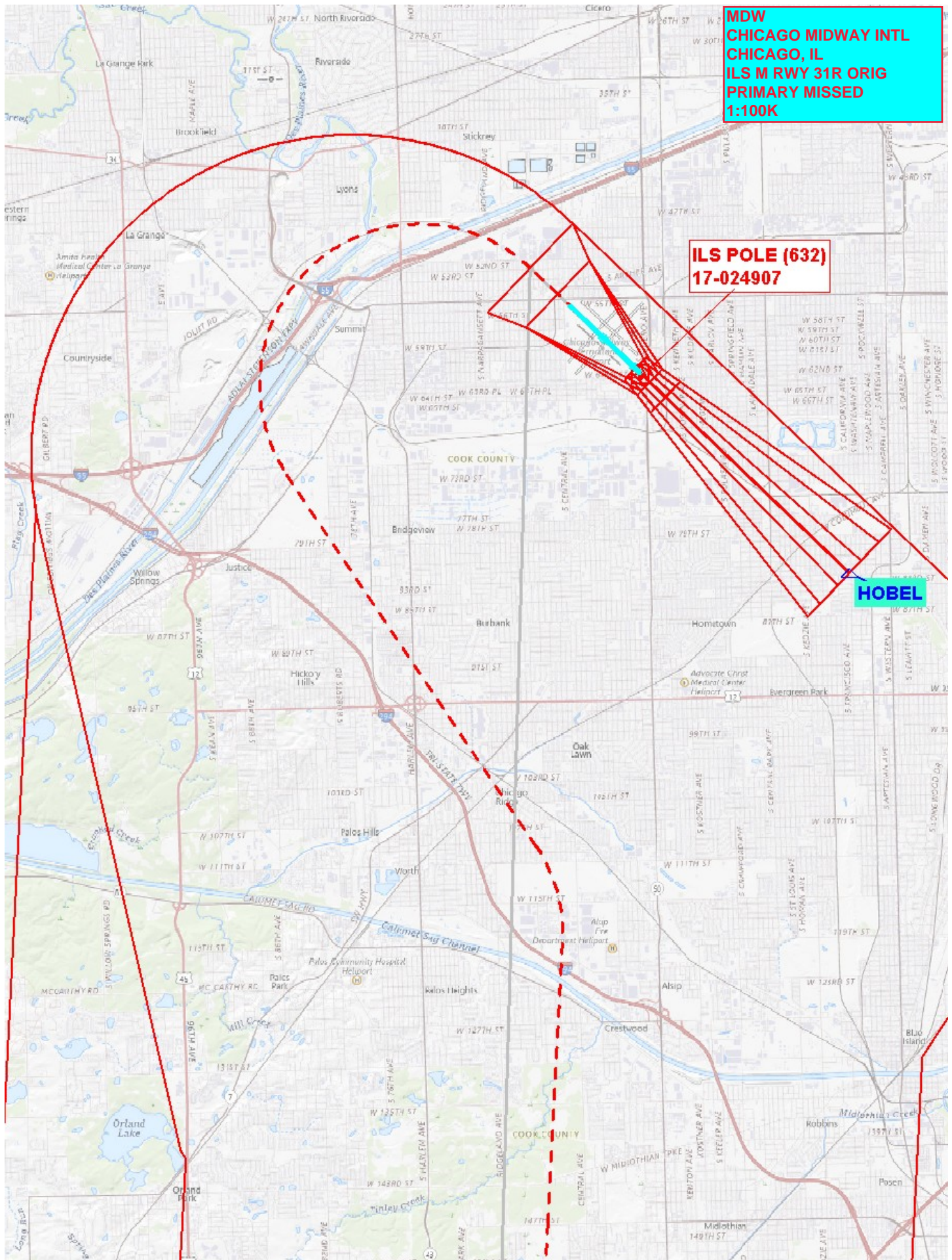




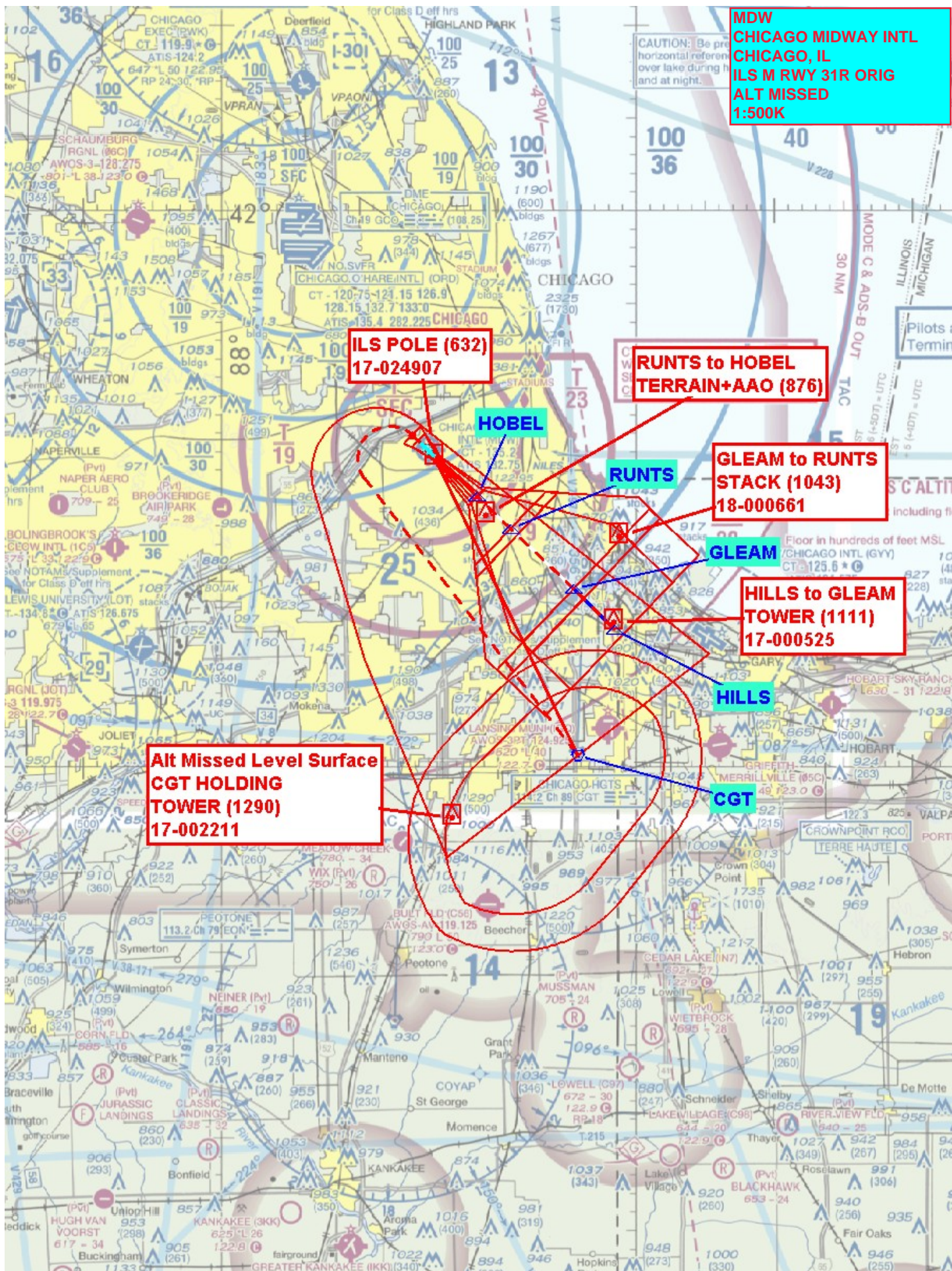
**MDW  
CHICAGO MIDWAY INTL  
CHICAGO, IL  
ILS M RWY 31R ORIG  
PRIMARY MISSED  
1:100K**

**ILS POLE (632)  
17-024907**

**HOBEL**









**MDW**  
**CHICAGO MIDWAY INTL**  
**CHICAGO, IL**  
**ILS M RWY 31R ORIG**  
**ALT MISSED**  
**1:100K**

**ILS POLE (632)**  
**17-024907**

**HOBEL**

