

Flight Procedures Cover Page	Task Action: Abbreviated Amendment	Task Type: SID	Estimated Chart Date: 06/12/2025	APWS Task ID: 9DE8C93FA1334BFF944F897A75210EBF	APWS Project ID: BF8F533A26204AD18559D156B63B9308
Procedure: MIDWAY EIGHT		Enroute: YES	Specialist: Blanco, Joseph		Agreement Number:
Airport ID: KMDW			Airport City: CHICAGO		State: IL
Facility ID:	Facility Type:	Flight Inspection Remark Type:			
<div>Procedure Comments:</div> <div>PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021, SUBJECT: GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION</div> <div>PENDING DATA USED FOR AIRPORT AND RUNWAYS RUNWAY 13L/31R CLOSURE</div> <div>RUNWAY 13C/31C CHANGED TO 13L/31R.</div> <div>CONTACTS: CASIMIR TABAKA (AJV-A432) 405-954-7931</div> <div>BEVERLY L. BORDY (AJV-A430) 405-954-8293</div> <div><div>QUALITY 38 CHECKED</div><div>QUALITY 23 CHECKED</div></div>					

1. FLIGHT PROCEDURE IDENTIFICATION:

Chicago, IL
Chicago Midway Intl Airport
MIDWAY SIX DEPARTURE

INFORMATION ONLY

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Waiver required is to use a smaller radius turn to simulate ATC turn restrictions published on the procedure without publishing a speed restriction to mitigate OCS penetrations in C90 MVA Sector E.

Order 8260.3, Paragraph 13-3-4. **“Turning Segment Construction.** Construct turning segments when the course change is more than 15 degrees. Establish an ICA. For outer boundary radius use Table 13-3-2 and apply paragraphs 13-3-4.a through 13-3-4.d, as appropriate. Use next higher airspeed in Table 13-3-2 if specific speed is not given.”

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

Obstacles in MVA sector E cause a climb gradient up to 320 ft/NM (see attached MVA and TARGETS Map) to 2900 feet and a continued climb at 200 ft/NM. ATC requires all aircraft departing KMDW to climb and maintain 3000 feet to separate them from arrival traffic into KORD at 4000 feet. This level off does not provide required obstacle clearance of 1000' over the obstacles in MVA Sector E that penetrate the level surface and stops the climb required to mitigate the 40:1 OCS obstacle penetrations. Based on headings assigned by ATC in the C90 LOA (attached) only runways 31 C/R and 22L/R have a penetration when turning right to heading 090. All other headings listed in the C90 LOA do not have OCS penetrations. ATC has a restriction to complete the turn to the initial heading within 4 NM of the airport. The airport is under Class B airspace which limits airspeed to 200 knots. These restrictions cannot be evaluated using TERPS criteria. These restrictions can be simulated as a 120-knot speed restriction (see TARGETS Maps). The ATC turn and Class B airspace restrictions were simulated in TARGETS using an initial right turn heading 100-degrees from runways 31 C/R and 22 L/R and a 120 knot speed restriction. This results in no OCS penetrations for runways 31C/R and 22 L/R. C90 LOA and SOP outline ATC procedures for avoiding sector E until above the MVA (see attached paragraph from C90 SOP).

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

- a. TERPS evaluation using TARGETS with an initial right turn heading 100-degrees from runways 31 C/L and 22 L/R and a 120-knot speed restriction, to simulate the ATC and Class B airspace restrictions, identifies that there are no OCS penetrations for runways 31C/R and 22 L/R.
- b. The C90 LOA has been changed to indicate a 100-degree heading instead of a 90-degree heading when departing runways 31 C/R and 22 L/R.
- c. C90 and MDW Air Traffic Control (ATC) facilities display the MVA sector E when needed on their video maps for departures using the MIDWAY SID.
- d. C90 or MDW ATC comply with the SOP, LOA and FS Memo (attached) outlining the responsibilities concerning Initial Departure headings, radar vectors and MVA Sector E.
- e. The SID is annotated with "Radar Required"
- f. The ATC restriction and initial SID assigned headings diverge from sector E and ATC are annually trained not to turn aircraft towards sector E without being above the MVA.
- g. Chart procedural note with departure route description: All AIRCRAFT: RWYS 4 L/R, 22 L/R, 31 C/R COMPLETE INITIALLY ASSIGNED TURN WITHIN 4 NM OF KMDW AIRPORT
- h. ATC will ensure an unrestricted climb to the Top Altitude of 3000'. If ATC stops the climb below 3000', it will be above the MVA and the aircraft is off the procedure.
- i. ATC will monitor departures for compliance with the 4 NM restriction. If an aircraft is not complying with the restriction they are off the procedure.
- j. Industry (AA and SWA) stated that they are capable of meeting the 4 NM restriction.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Publishing a route to avoid sector E is not feasible because significant redesign of the C90 airspace would be required since it would not be possible to emulate the assigned headings that ATC issues as part of the MIDWAY SID.

Criteria does not allow for single heading sectors based on the C90 LOA.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

ATO: C90, NATCA, AJV-P, AJV-A and AVS: AFS-410, AFS-420 and Industry (AA and SWA)

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
05/12/2021	AJV-A422	MANAGER

SIGNATURE

Digitally signed by
JOHN BORDY
May 14, 2021

8. AFS ACTIONS:

☒ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

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

DATE	ROUTING SYMBOL	SIGNATURE
		Wayne C Radicke Signed By: Wayne C Radicke Tue Jun 22 2021 16:12:08 GMT-05:00:00 (Central Standard Time)

FAA FORM 8260-1 (01/14) Supersedes Previous Edition Electronic Version

INFORMATION ONLY

1. FLIGHT PROCEDURE IDENTIFICATION:

Chicago, IL (KMDW)
Chicago Midway Intl Airport
MIDWAY EIGHT DEPARTURE

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

In accordance with Flight Standards memo dated May 23, 2023, Clarification to FAA Order 8260.46, Departure Procedure (DP) Program, Standard Instrument Departure (SID), a diverse departure assessment was used to evaluate obstacle clearance for this operation.

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

Midway Eight SID is designed by applying both diverse assessment area and diverse vector area (DVA) evaluation criteria for RADAR vectors to the minimum IFR altitude (MIA) and with an ATC - assigned top altitude. Chicago Center (ZAU) requested a SID that permits flexible vectoring of departing KMDW aircraft below ZAU minimum IFR altitude (MIA) sectors overlying the KMDW aerodrome. The requirements of the SID are that it must protect aircraft in a dispersed and continuous climb from obstacles using a sloping obstacle clearance surface (OCS) while below the MIA and does not terminate at a common point or en route fix.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

a. Runway 4L/R, 13L, 22R/L, 360 degree diverse assessment criteria applied a 200 ft/NM climb to 10,200 applying evaluation criteria in 8260.3, 13-2. ATC lowest assigned altitude of at or above 3,000 will be allowed by following:

1. When the MIDWAY EIGHT SID is in use, ATC acknowledges the following requirements must be met:
2. ATC may vector aircraft on the MIDWAY Departure below the MIA in the sectors lower than the assigned altitude provided an unrestricted climb to the assigned altitude.
3. Aircraft must not be allowed to enter any MIA sector above the assigned altitude until the aircraft is at or above that MIA sector altitude.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Establish a routed SID: The airspace south of KMDW belongs to KORD. ZAU needs flexibility to remain clear of conflicting flight paths and airspace.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

ATO: C90, NATCA, AJV-P, AJV-A and AVS: AFS-410, AFS-420 and Industry (AA and SWA)

7. SUBMITTED BY:

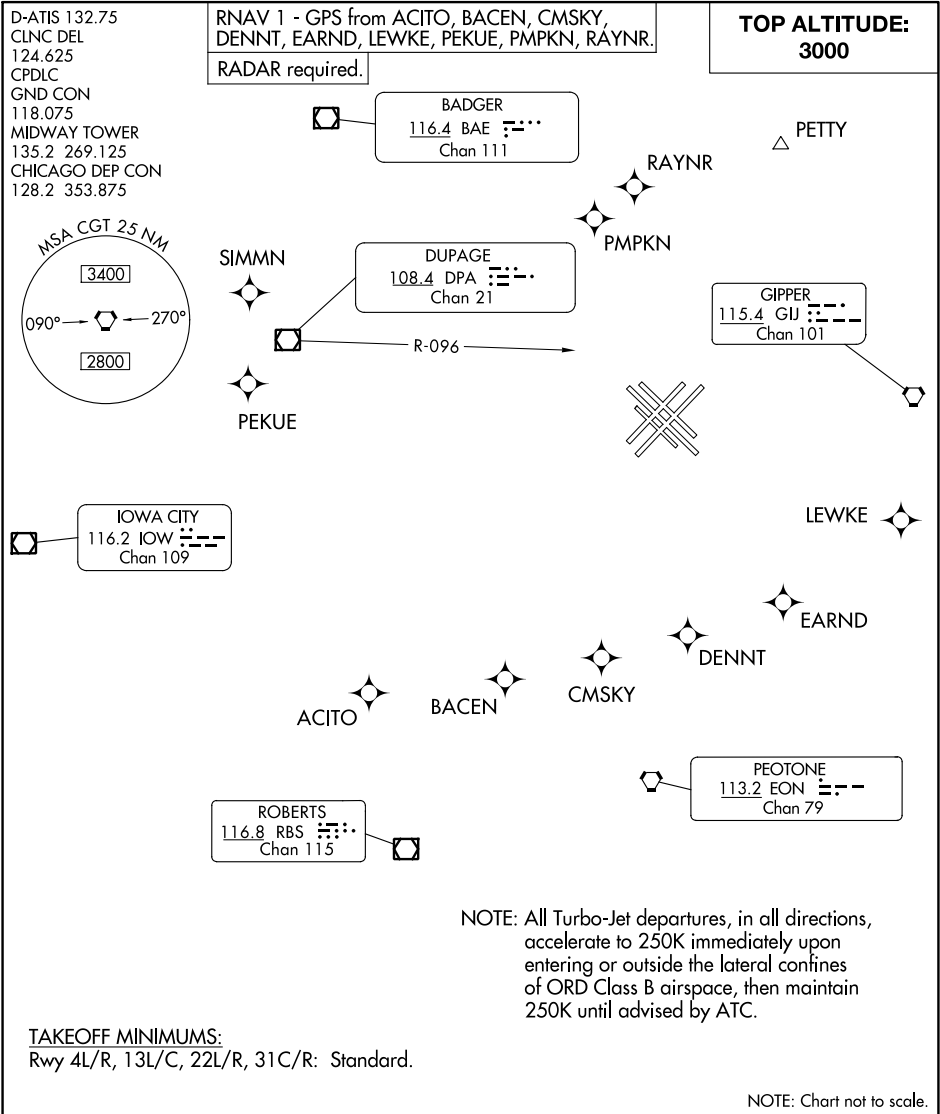
DATE	OFFICE IDENTIFICATION	TITLE	<i>Digitally signed by</i> CASIMIR L TABAKA May 16, 2025	SIGNATURE
5/16/25	AJV-A43	MGR		

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT:
TAKEOFF RUNWAYS 4L/R, 13L/C, 22L/R, 31C/R: Climb on assigned heading for
RADAR vectors to filed/assigned route or depicted fix. Maintain 3000, expect
filed altitude ten minutes after departure.

ALL AIRCRAFT: Complete initially assigned turn within 4 NM of KMDW airport.