

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 08/12/2021	APWS Task ID: A9CEF51CBFC4401FB96ED4B651641D5B	APWS Project ID: AF6F0204531F44EE953D9FC1C351B526
Procedure: SID MIDWAY SIX		Enroute: YES	Specialist: Cappabianco, Anthony		Agreement Number:
Airport ID: KMDW			Airport City: CHICAGO		State: IL
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
 CLEARS FDC NOTAM 1/5114

REQUEST TABLE TOP OF LATEST UPDATED COPY AS COORDINATED BY AFS; CHANGES BELOW DATED 04/27/2021

CONTACT JOHN BORDY 405-954-0980.

12/15/20: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 08/24/20.

1. RWY 4L/R TAKEOFF MINIMUMS CHANGED FROM "STANDARD WITH MINIMUM CLIMB OF 320 FT PER NM TO 2900" TO "RWY 4L/R: STANDARD WITH MINIMUM CLIMB OF 236 FT PER NM TO 2600".
2. RWY 13C/L TAKEOFF MINIMUMS CHANGED FROM "STANDARD WITH MINIMUM CLIMB OF 255 FT PER NM TO 2900" TO "STANDARD".
3. RWY 22L/R TAKEOFF MINIMUMS CHANGED FROM "STANDARD WITH MINIMUM CLIMB OF 232 FT PER NM TO 2800" TO "STANDARD".
4. RWY 31C/R TAKEOFF MINIMUMS CHANGED FROM "STANDARD WITH MINIMUM CLIMB OF 256 FT PER NM TO 2900" TO "STANDARD".
5. CONTROLLING OBSTACLES CHANGED FROM "RWYS 4L/R, 13C/L, 22L/R, 31C/R: 2325 FT MSL BUILDING 415244.00N/0873809.00W" TO "RWY 4L/R: 2099 FT MSL BUILDING 415355.62N/0873722.24W".
6. REMOVED "CHART DPA VOR/DME R-096" FROM ADDITIONAL FLIGHT DATA.
7. ADDED "WAIVER TO IGNORE 2325 FT MSL BUILDING 415244.00N/0873809.00W IN EVALUATION AT ATC REQUEST" TO REMARKS.

02/17/21: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 08/24/20.

1. RWY 4L/R TAKEOFF MINIMUMS CHANGED FROM "STANDARD WITH MINIMUM CLIMB OF 236 FT PER NM TO 2600" TO "STANDARD WITH MINIMUM CLIMB OF 320 FT PER NM TO 2900".
2. RWY 13C/L TAKEOFF MINIMUMS CHANGED FROM "STANDARD" TO "STANDARD WITH MINIMUM CLIMB OF 255 FT PER NM TO 2900".
3. RWY 22L/R TAKEOFF MINIMUMS CHANGED FROM "STANDARD" TO "STANDARD WITH MINIMUM CLIMB OF 232 FT PER NM TO 2800".
4. RWY 31C/R TAKEOFF MINIMUMS CHANGED FROM "STANDARD" TO "STANDARD WITH MINIMUM CLIMB OF 256 FT PER NM TO 2900".
5. ADDED "LOST COMM FOR EASTBOUND DEPARTURES RUNWAYS 31C/31R, COMPLETE INITIAL ASSIGNED TURN WITHIN 4 DME I-MXT, THEN RIGHT TURN HEADING 100. MAINTAIN 3000, EXPECT FILED ALTITUDE TEN MINUTES AFTER DEPARTURE" TO LOST COMMUNICATIONS PROCEDURES.
6. CONTROLLING OBSTACLES CHANGED FROM "RWY 4L/R: 2099 FT MSL BUILDING 415355.62N/0873722.24W" TO "RWYS 4L/R, 13C/L, 22L/R, 31C/R: 2325 FT MSL BUILDING 415244.00N/0873809.00W".
7. REMOVED "WAIVER TO IGNORE 2325 FT MSL BUILDING 415244.00N/0873809.00W IN EVALUATION AT ATC REQUEST" TO REMARKS.

04/27/21: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 08/24/20.

1. DP ROUTE DESCRIPTION CHANGED FROM "DME EQUIPPED AIRCRAFT: COMPLETE INITIALLY ASSIGNED TURN WITHIN 4 DME (I-MXT WHEN RWY 31C IS IN USE, I-MDW WHEN RWY 13C IS IN USE)" TO "ALL AIRCRAFT: COMPLETE INITIALLY ASSIGNED TURN WITHIN 4 NM OF KMDW AIRPORT".
2. ADDED "NOTE: FOR WAYPOINTS: RNAV 1 - GPS" TO PROCEDURAL DATA NOTES.
3. RWY 4L/R TAKEOFF MINIMUMS CHANGED FROM "STANDARD WITH MINIMUM CLIMB OF 320 FT PER NM TO 2900" TO "STANDARD".
4. RWY 13C/L TAKEOFF MINIMUMS CHANGED FROM "STANDARD WITH MINIMUM CLIMB OF 255 FT PER NM TO 2900" TO "STANDARD".
5. RWY 22L/R TAKEOFF MINIMUMS CHANGED FROM "STANDARD WITH MINIMUM CLIMB OF 232 FT PER NM TO 2800" TO "STANDARD".
6. RWY 31C/R TAKEOFF MINIMUMS CHANGED FROM "STANDARD WITH MINIMUM CLIMB OF 256 FT PER NM TO 2900" TO "STANDARD".
7. REMOVED "LOST COMM FOR EASTBOUND DEPARTURES RUNWAYS 31C/31R, COMPLETE INITIAL ASSIGNED TURN WITHIN 4 DME I-MXT, THEN RIGHT TURN HEADING 100. MAINTAIN 3000, EXPECT FILED ALTITUDE TEN MINUTES AFTER DEPARTURE" FROM LOST COMMUNICATIONS PROCEDURES.
8. ADDED "WAIVERS TO USE SMALLER TURN RADII WITHOUT SPEED RESTRICTIONS TO SIMULATE ATC TURN RESTRICTIONS AND TO TURN GREATER THAN 180 DEGREES FROM TAKEOFF RUNWAY" TO REMARKS.

06/09/21: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 08/24/20.

1. CHANGED "RWYS 4L/R, 13C/L, 22L/R, 31C/R: 2325 FT MSL BUILDING 415244.00N/0873809.00W" TO "OBSTACLES MANDATING DP ROUTE DEVELOPMENT: RWYS 4L/R, 13C/L, 22L/R, 31C/R: 2325 FT MSL BUILDING 415244.00N/0873809.00W" IN CONTROLLING OBSTACLES.

FIPC BASIC FORM							
PROCEDURE: SID MIDWAY SIX			AIRPORT NAME: CHICAGO MIDWAY INTL		AIRPORT ID: KMDW	SPECIAL CONTROL NO: BP-05-088-21	
FAC ID: MIDWAY6		CITY: CHICAGO			ST: IL	ORIG CHART DATE: 08/12/2021	
DFL TYPE: PROC/T	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: 06/01/2021		CREW #: VN118	N #:	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: donald mcgough @ 06/02/2021 15:08			PRINTED NAME: MCGOUGH, DONALD ALOYSIUS				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Changes coordinated with AFS, AJV and ATC are Satisfactory and do not require an airborne evaluation.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

FIPC BASIC FORM						
PROCEDURE: SID MIDWAY SIX			AIRPORT NAME: CHICAGO MIDWAY INTL		AIRPORT ID: KMDW	SPECIAL CONTROL NO: BP-01-065-21
FAC ID: MIDWAY6		CITY: CHICAGO			ST: IL	ORIG CHART DATE: 04/22/2021
DFL TYPE: PROC/T	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? <input checked="" type="checkbox"/> X <input type="checkbox"/> NO	
PROCEDURE RESULTS						
INSPECTION DATE: 02/09/2021	CREW #: VN329	N #: N84	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: glen b freeman @ 02/09/2021 16:14			PRINTED NAME: FREEMAN, GLEN BURSON			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: BP-01-065-21, CHICAGO MIDWAY INTL, CHICAGO, IL, SID MIDWAY SIX, Completed Satisfactory as proposed.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

FIPC BASIC FORM						
PROCEDURE: SID MIDWAY SIX			AIRPORT NAME: CHICAGO MIDWAY INTL		AIRPORT ID: KMDW	SPECIAL CONTROL NO: BP-02-280-21
FAC ID: MIDWAY6		CITY: CHICAGO			ST: IL	ORIG CHART DATE: 06/17/2021
DFL TYPE: PROC/T	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: 03/23/2021	CREW #: VN357	N #: N84	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: james onieal @ 03/22/2021 19:08			PRINTED NAME: ONIEAL, JAMES BRIAN			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: No flight check required						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

1. FLIGHT PROCEDURE IDENTIFICATION:

Chicago, IL
Chicago Midway Intl Airport
MIDWAY SIX DEPARTURE

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:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

Chicago, IL
Chicago Midway Intl Airport
MIDWAY SIX DEPARTURE

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Waiver required is to evaluate a turn from takeoff runway in any one direction greater than 180 degrees. ATC turns aircraft left and right off each runway based on landing traffic. Some of these heading take the aircraft past 180 degrees from runway heading. This is not allowed by TERPS or in some cases TARGETS.

Order 8260.3, Paragraph 13-2-3a. "The maximum turn from the takeoff runway in any one direction is 180 degrees relative to takeoff runway heading."

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

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. Diverse assessments off each runway identify the Willis Tower as a 40:1 OCS penetration. 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 and turns greater than 180 degrees from runway heading (see TARGETS Maps). 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. 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 runway 22 L/R and 340-degree heading from Rwy 13C/L a 120-knot speed restriction, to simulate the ATC and Class B airspace restrictions, identifies that there are no OCS penetrations for runways 22 L/R and 13 C/L.
- b. The C90 LOA has been changed to indicate a 100-degree heading instead of a 90-degree heading when departing runway 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, MVA Sector E and the ATC Waiver.
- 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:

DATE	ROUTING SYMBOL	SIGNATURE
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MIDWAY SIX DEPARTURE

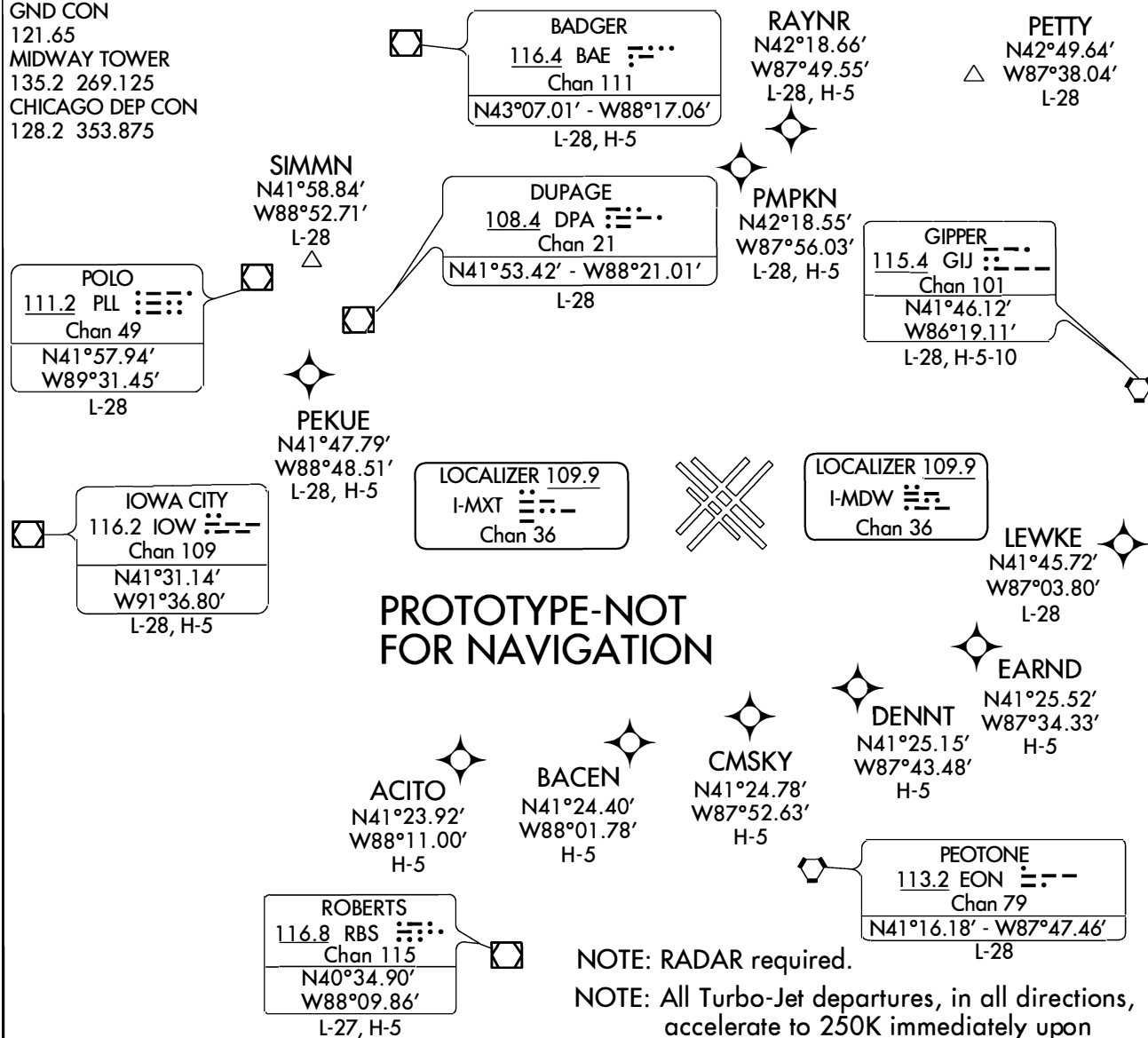
AL-81 (FAA)

CHICAGO MIDWAY INTL (MDW)

CHICAGO, ILLINOIS

D-ATIS 132.75
CLNC DEL
124.625
CPDLC
GND CON
121.65
MIDWAY TOWER
135.2 269.125
CHICAGO DEP CON
128.2 353.875

TOP ALTITUDE:
3000

**TAKEOFF MINIMUMS**

Rwy 4L/R: Standard
Rwy 13L/C: Standard
Rwy 22L/R: Standard
Rwy 31C/R: Standard

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION****ALL AIRCRAFT:**

TAKEOFF RUNWAYS 4L/R, 13 L/C, 22L/R, 31 C/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.

MIDWAY FIVE DEPARTURE

OLD

AL-81 (FAA)

CHICAGO MIDWAY INTL (MDW)

CHICAGO, ILLINOIS

D-ATIS 132.75
CLNC DEL
124.625
CPDLC
GND CON
121.65
MIDWAY TOWER
135.2 269.125
CHICAGO DEP CON
128.2 353.875

POLO
111.2 PLL
Chan 49
N41°57.94'
W89°31.45'
L-28

IOWA CITY
116.2 IOW
Chan 109
N41°31.14'
W91°36.80'
L-28, H-5

**TOP ALTITUDE:
3000**

TAKEOFF MINIMUMS

Rwys 4L/R, 13C/L,
22L/R, 31C/R: Standard.

NOTE: Chart not to scale.

SIMMN
N41°58.84'
W88°52.71'
L-28

PEKUE
N41°47.79'
W88°48.51'
L-28, H-5

ACITO
N41°23.92'
W88°11.00'
L-28, H-5

ROBERTS
116.8 RBS
Chan 115
N40°34.90'
W88°09.86'
L-27, H-5

BADGER
116.4 BAE
Chan 111
N43°07.01' - W88°17.06'
L-28, H-5

DUPAGE
108.4 DPA
Chan 21
N41°53.42' - W88°21.01'
L-28

LOCALIZER 109.9
I-MXT
Chan 36

BACEN
N41°24.40'
W88°01.78'
L-28, H-5

CMSKY
N41°24.78'
W87°52.63'
L-28, H-5

RAYNR
N42°18.66'
W87°49.55'
L-28, H-5

PMPKN
N42°18.55'
W87°56.03'
L-28, H-5

LOCALIZER 109.9
I-MDW
Chan 36

PEOTONE
113.2 EON
Chan 79
N41°16.18' - W87°47.46'
L-28

PETTY
N42°49.64'
W87°38.04'
L-28

GIPPER
115.4 GIJ
Chan 101
N41°46.12'
W86°19.11'
L-28, H-5-10

LEWKE
N41°45.72'
W87°03.80'
L-28

DENNT
N41°25.15'
W87°43.48'
L-28, H-5

EARND
N41°25.52'
W87°34.33'
L-28, H-5

NOTE: RADAR required.

NOTE: All Turbo-Jet departures, in all directions, accelerate to 250K immediately upon entering or outside the lateral confines of ORD Class B airspace, then maintain 250K until advised by ATC.

DEPARTURE ROUTE DESCRIPTION**ALL AIRCRAFT:**

TAKEOFF RUNWAYS 4L/R: Assigned headings 360° (CW) through 080°, climbing right turn to 2400 heading 100° before proceeding on course, thence. . . .

TAKEOFF RUNWAYS 13C/13L: Climb heading 138° to 1500 before turning, thence. . . .

TAKEOFF RUNWAYS 22L/22R: Climb heading 227° to 1300 before turning, thence. . . .

TAKEOFF RUNWAYS 31C/31R: Climb heading 318° to 1500 before turning, thence. . . .

DME EQUIPPED AIRCRAFT: Complete initially assigned turn within 4 DME (I-MXT when Rwy 31C in use, I-MDW when Rwy 13C in use). Maintain 3000 or assigned lower altitude, thence. . . .

NON-DME EQUIPPED AIRCRAFT: Complete initially assigned turn south of DPA R-096, maintain 3000 or assigned lower altitude, thence. . . .

. . . expect RADAR vectors to first enroute fix. Expect clearance to requested altitude/flight level 10 (ten) minutes after departure.

EC-3, 13 AUG 2020 to 10 SEP 2020

EC-3, 13 AUG 2020 to 10 SEP 2020

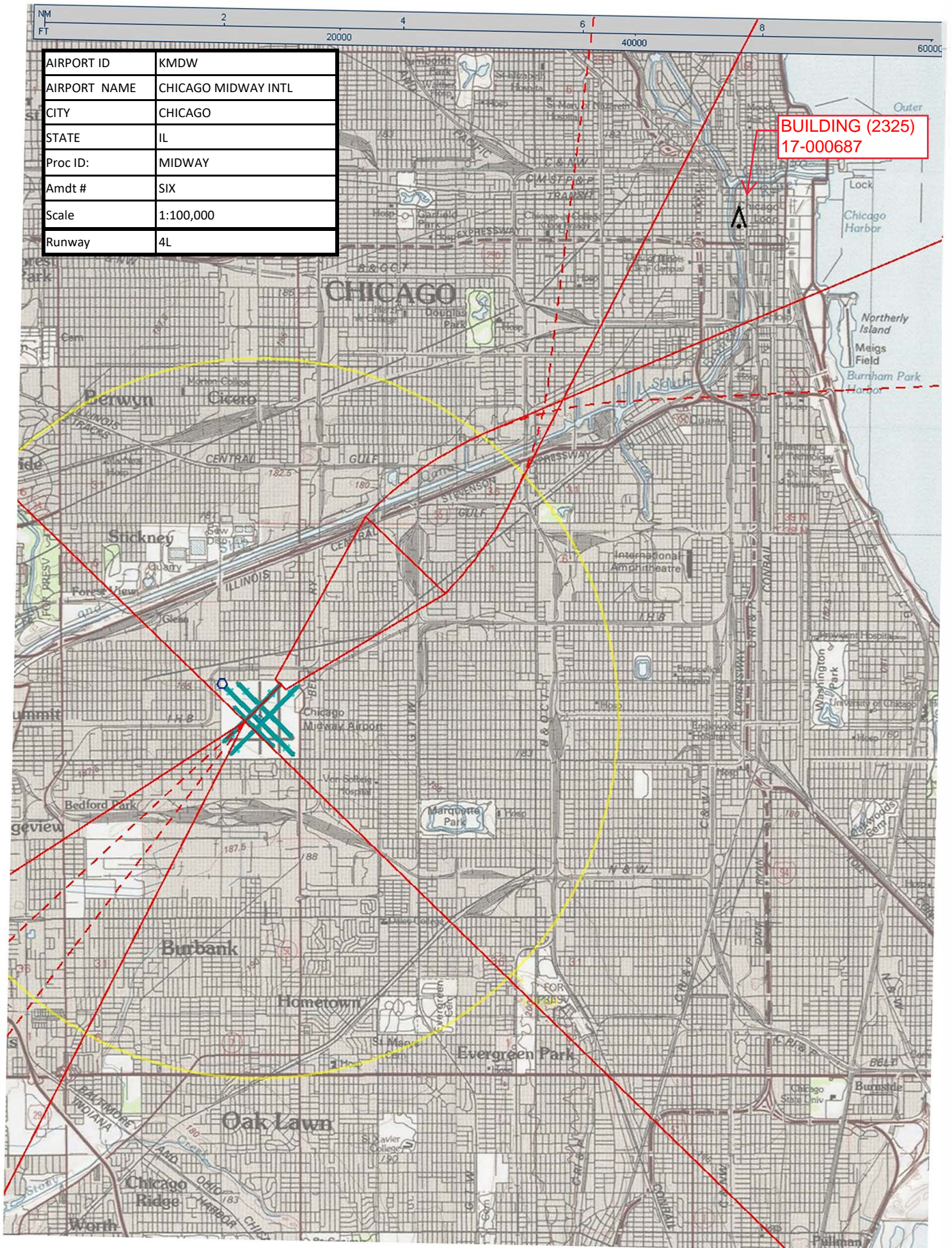
MIDWAY FIVE DEPARTURE

03JAN19

CHICAGO, ILLINOIS
CHICAGO MIDWAY INTL (MDW)

AIRPORT ID	KMDW
AIRPORT NAME	CHICAGO MIDWAY INTL
CITY	CHICAGO
STATE	IL
Proc ID:	MIDWAY
Amdt #	SIX
Scale	1:100,000
Runway	4L

BUILDING (2325)
17-000687



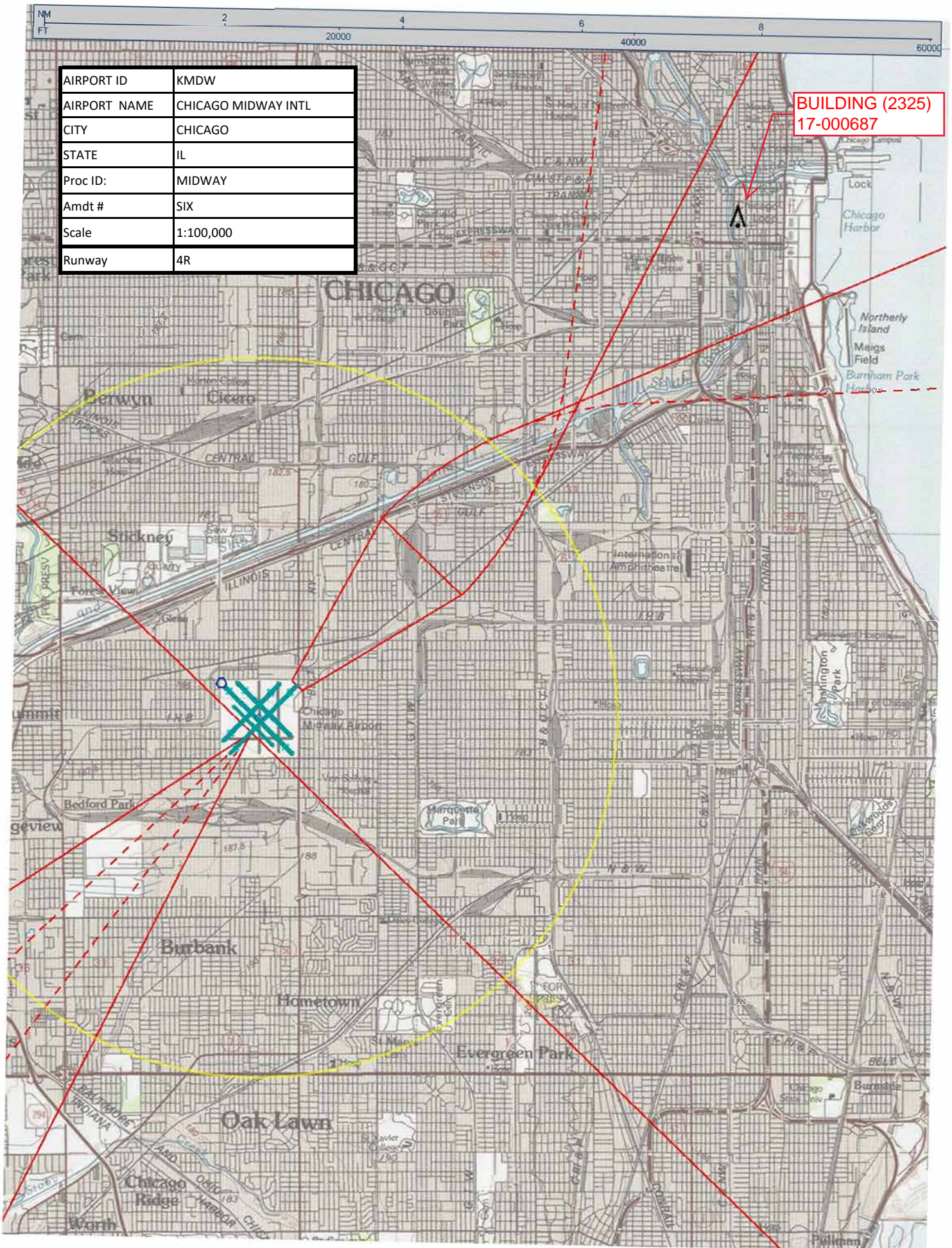


AIRPORT ID	KMDW
AIRPORT NAME	CHICAGO MIDWAY INTL
CITY	CHICAGO
STATE	IL
Proc ID:	MIDWAY
Amdt #	SIX
Scale	1:500,000
Runway	4L



AIRPORT ID	KMDW
AIRPORT NAME	CHICAGO MIDWAY INTL
CITY	CHICAGO
STATE	IL
Proc ID:	MIDWAY
Amdt #	SIX
Scale	1:100,000
Runway	4R

BUILDING (2325)
17-000687





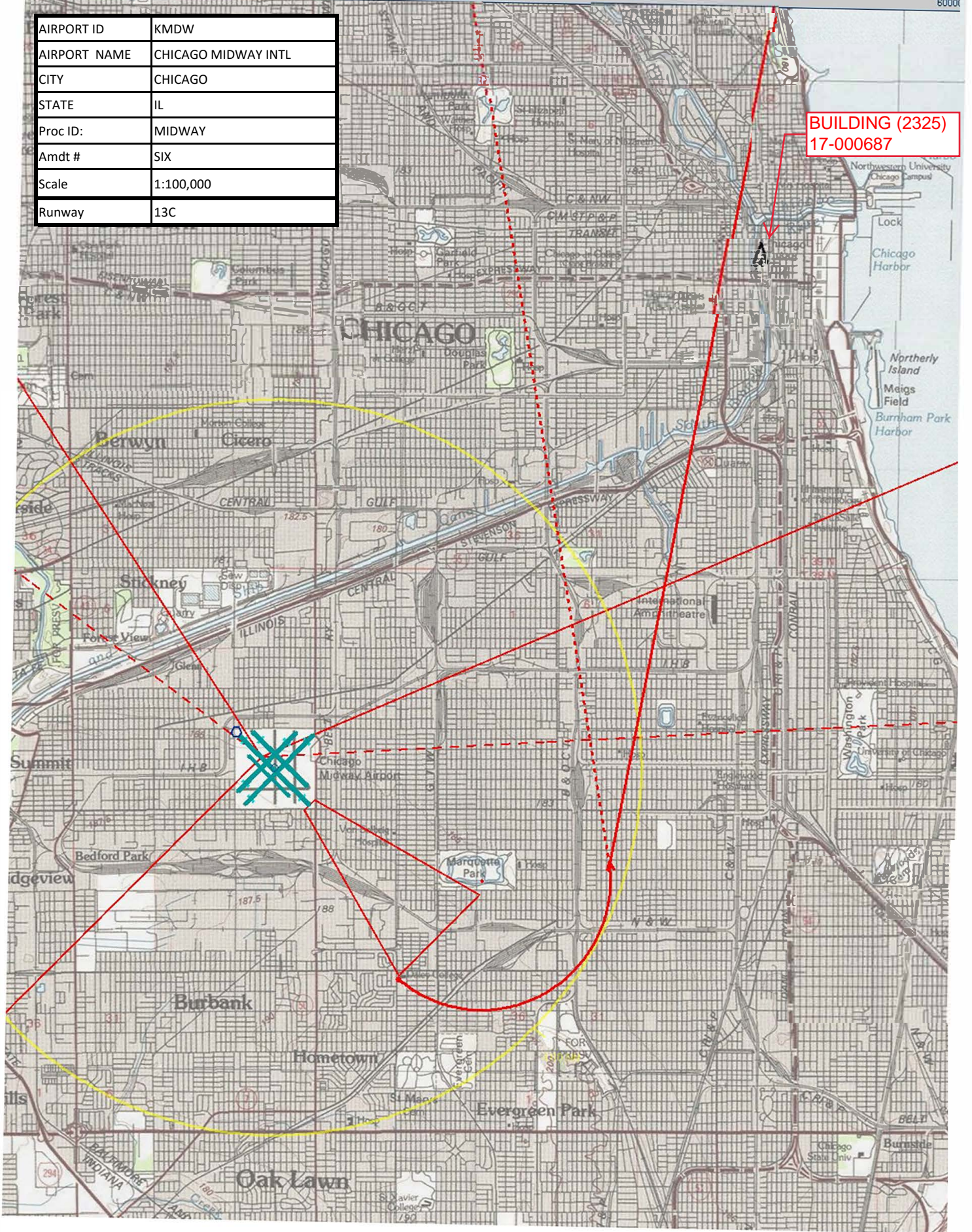
AIRPORT ID	KMDW
AIRPORT NAME	CHICAGO MIDWAY INTL
CITY	CHICAGO
STATE	IL
Proc ID:	MIDWAY
Amdt #	SIX
Scale	1:500,000
Runway	4R





AIRPORT ID	KMDW
AIRPORT NAME	CHICAGO MIDWAY INTL
CITY	CHICAGO
STATE	IL
Proc ID:	MIDWAY
Amdt #	SIX
Scale	1:100,000
Runway	13C

**BUILDING (2325)
17-000687**



AIRPORT ID	KMDW
AIRPORT NAME	CHICAGO MIDWAY INTL
CITY	CHICAGO
STATE	IL
Proc ID:	MIDWAY
Amdt #	SIX
Scale	1:500,000
Runway	13C

CAUTION: Be prepared for loss of horizontal reference at low altitude over lake during hazy conditions and at night.

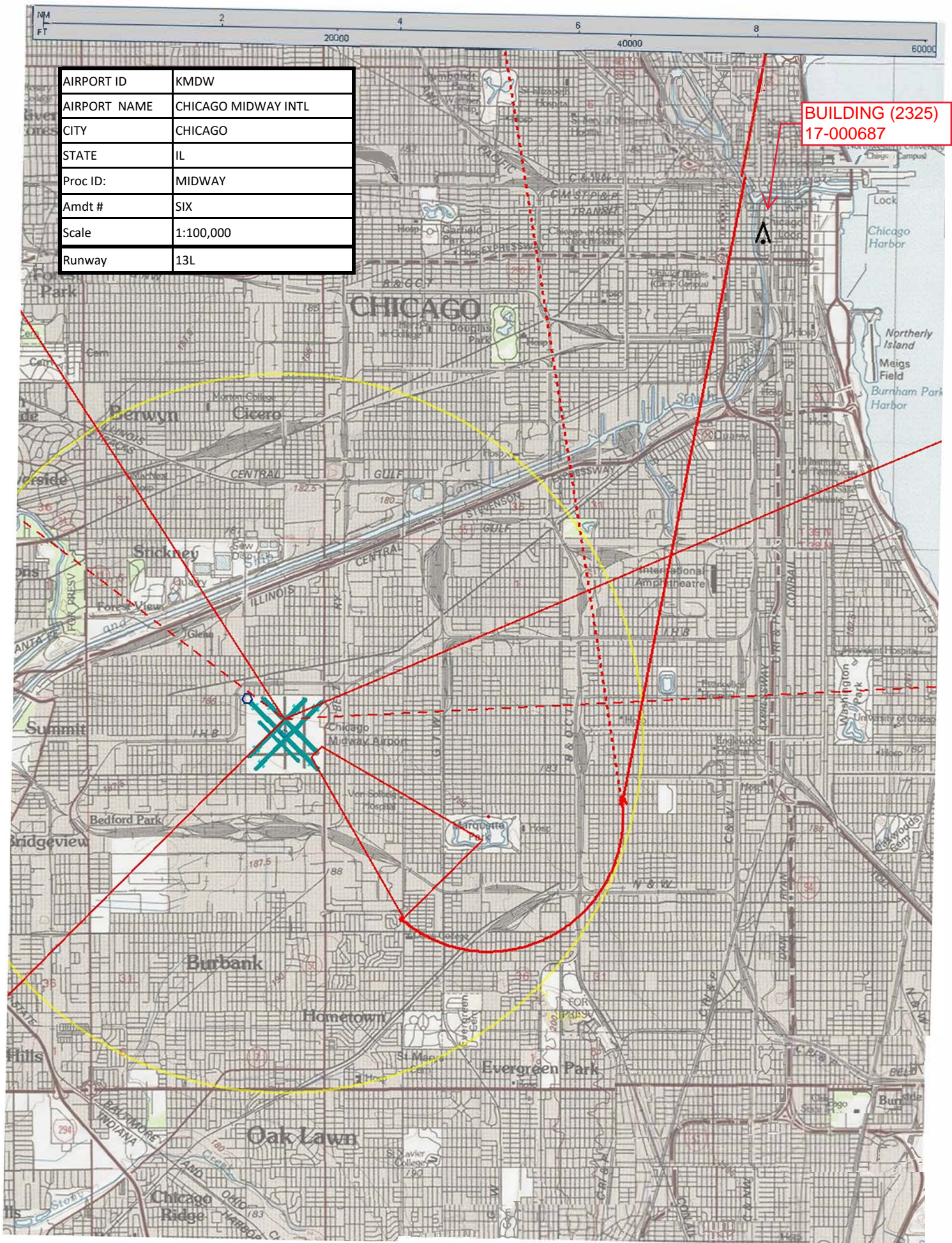
BUILDING (2325) 17-000687

CTC CHICAGO MIDWAY APP
WITHIN 15 NM ON 119.45 269.125
SERVICE AVAILABLE IN CHARTED
CLASS C AIRSPACE ONLY

EXAMPLES OF CLASS C AIRSPACE
--- Ceiling is to but not above
--- Floor in hundreds of feet
GARY/CHICAGO INTL (GYY)
CT 125.6 * C
ATIS 134.575
597 * L 88

AIRPORT ID	KMDW
AIRPORT NAME	CHICAGO MIDWAY INTL
CITY	CHICAGO
STATE	IL
Proc ID:	MIDWAY
Amdt #	SIX
Scale	1:100,000
Runway	13L

BUILDING (2325)
17-000687



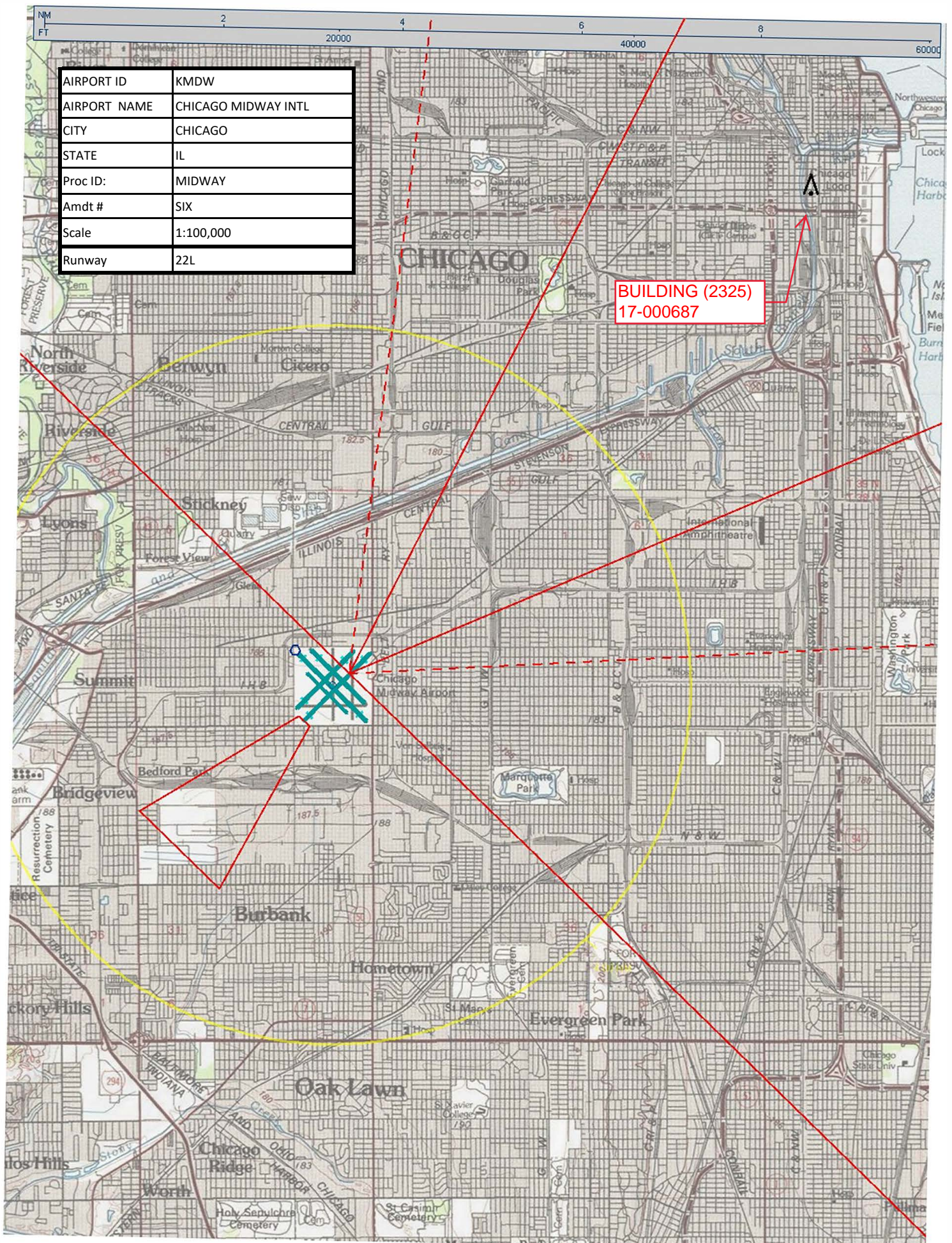


AIRPORT ID	KMDW
AIRPORT NAME	CHICAGO MIDWAY INTL
CITY	CHICAGO
STATE	IL
Proc ID:	MIDWAY
Amdt #	SIX
Scale	1:500,000
Runway	13L



AIRPORT ID	KMDW
AIRPORT NAME	CHICAGO MIDWAY INTL
CITY	CHICAGO
STATE	IL
Proc ID:	MIDWAY
Amdt #	SIX
Scale	1:100,000
Runway	22L

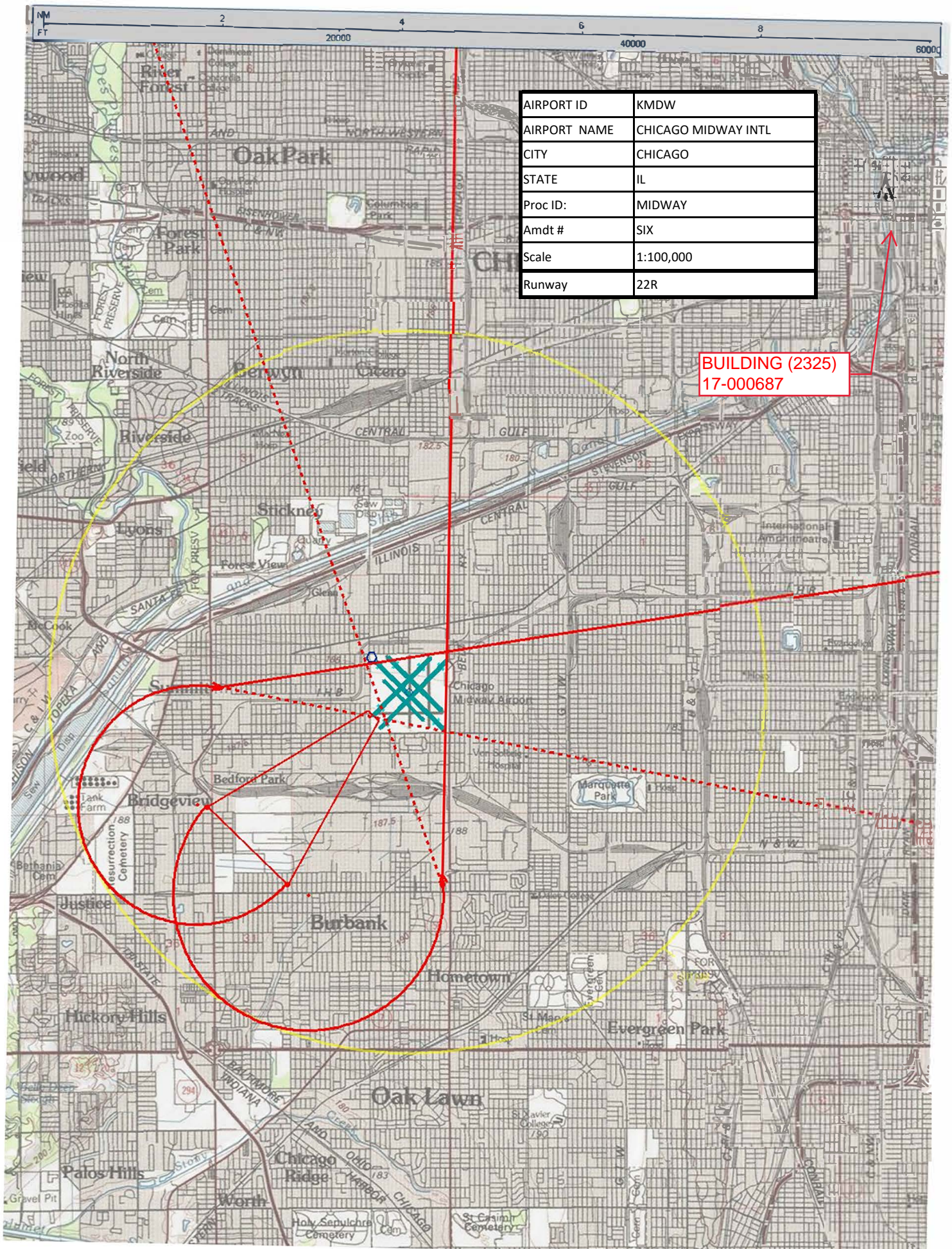
BUILDING (2325)
17-000687





AIRPORT ID	KMDW
AIRPORT NAME	CHICAGO MIDWAY INTL
CITY	CHICAGO
STATE	IL
Proc ID:	MIDWAY
Amdt #	SIX
Scale	1:500,000
Runway	22L



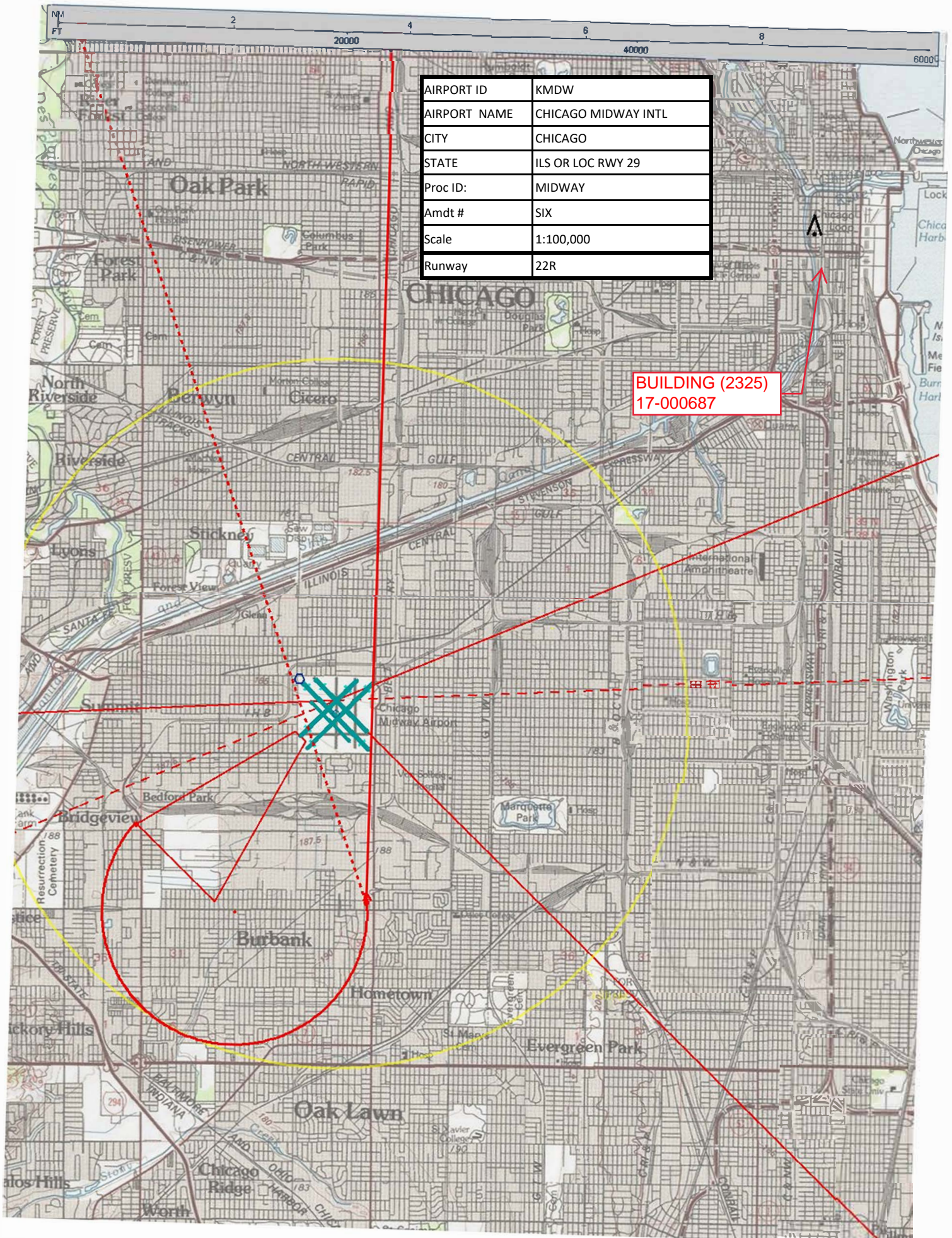


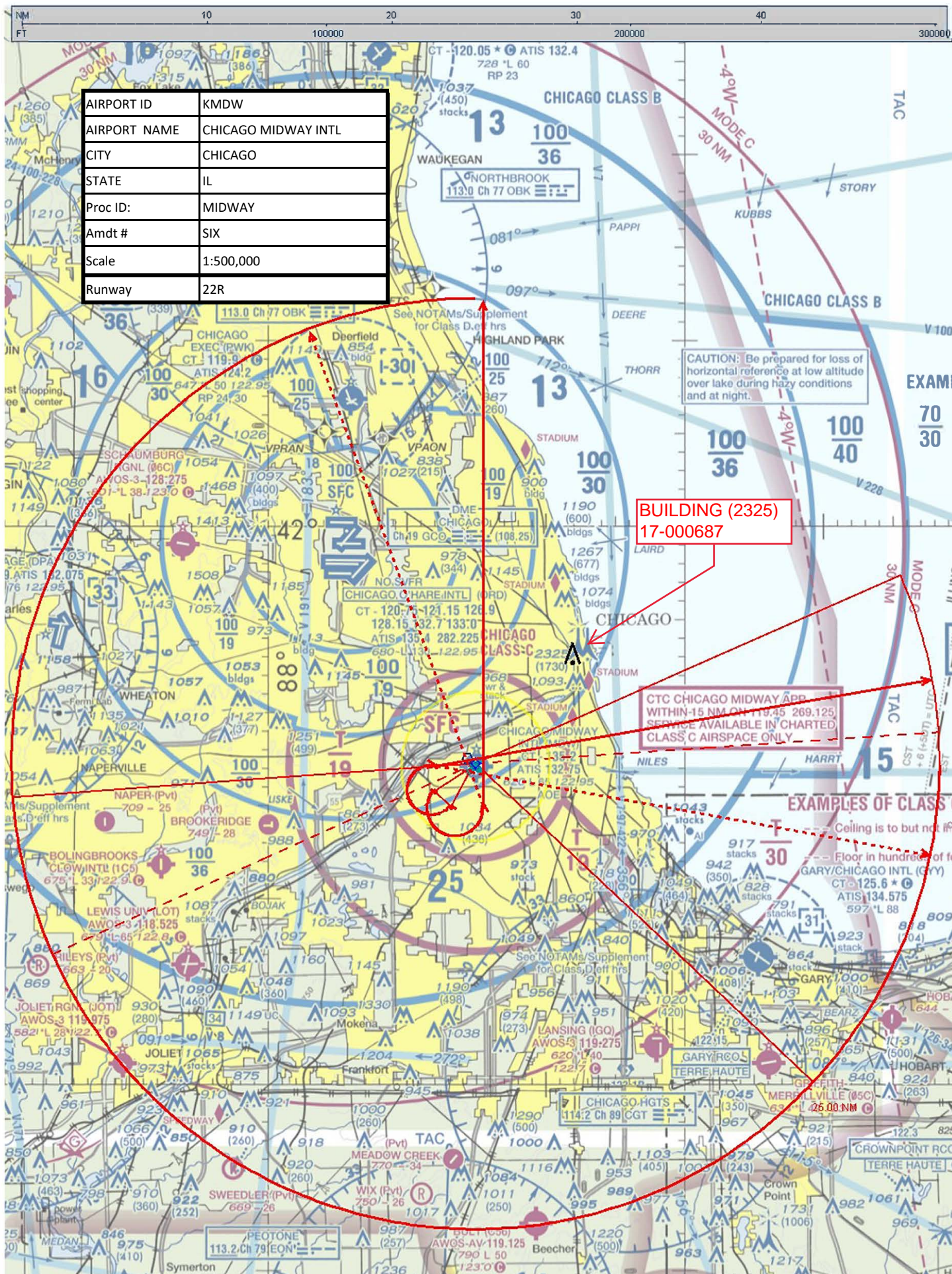
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AIRPORT NAME	CHICAGO MIDWAY INTL
CITY	CHICAGO
STATE	IL
Proc ID:	MIDWAY
Amdt #	SIX
Scale	1:100,000
Runway	22R

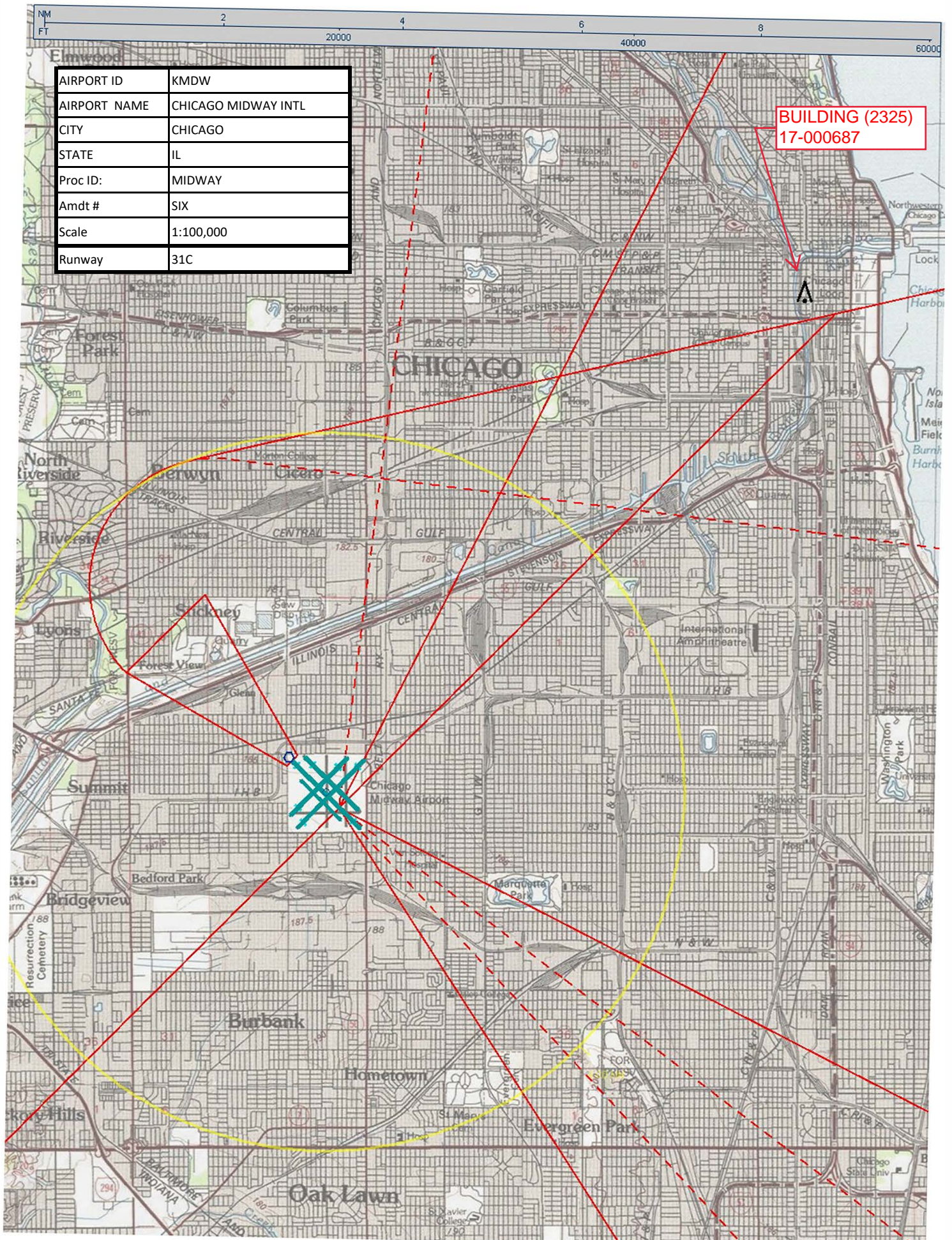
BUILDING (2325)
17-000687

AIRPORT ID	KMDW
AIRPORT NAME	CHICAGO MIDWAY INTL
CITY	CHICAGO
STATE	ILS OR LOC RWY 29
Proc ID:	MIDWAY
Amdt #	SIX
Scale	1:100,000
Runway	22R

BUILDING (2325)
17-000687





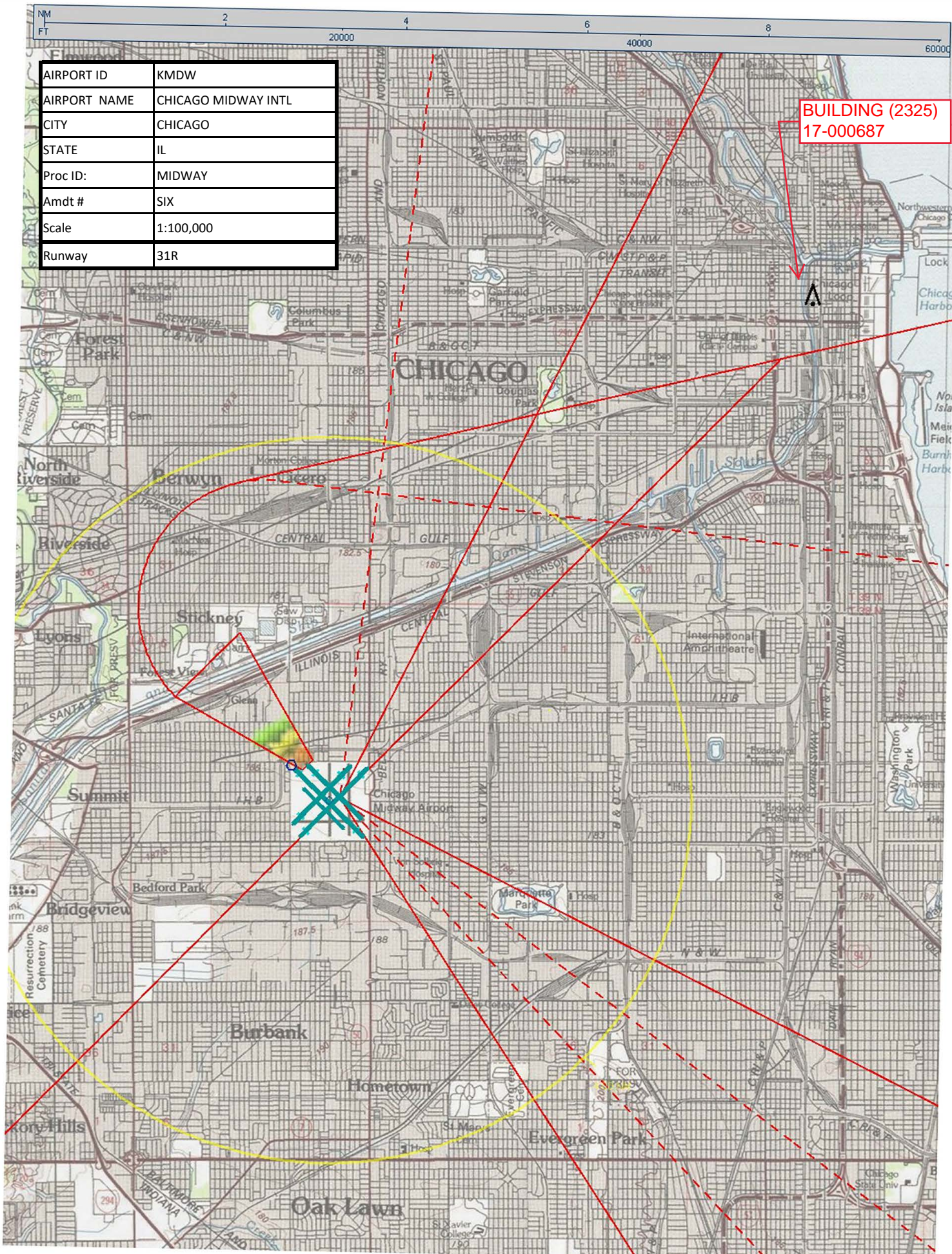






AIRPORT ID	KMDW
AIRPORT NAME	CHICAGO MIDWAY INTL
CITY	CHICAGO
STATE	IL
Proc ID:	MIDWAY
Amdt #	SIX
Scale	1:100,000
Runway	31R

BUILDING (2325)
17-000687





Federal Aviation Administration Categorical Exclusion Declaration

Date: 01/21/21

IFP: Barber, Ponce (ponce.barber@faa.gov)

Airport Contact: -

Request ID: KMDW_2116

Single or Multiple Procedure: Single

Procedure Name(s): MIDWAY FIVE changing to MIDWAY SIX

Procedure Request Description:

DP ROUTE DESCRIPTION CHANGED FROM...

"ALL AIRCRAFT RWY 4L, 4R: ASSIGNED HEADINGS 360 (CW) THROUGH 080, CLIMBING RIGHT TURN TO 2400 HEADING 100 BEFORE PROCEEDING ON COURSE, THENCE... RWY 13C: CLIMB HEADING 137.55 TO 1500 BEFORE TURNING, THENCE...; RWY 13L: CLIMB HEADING 137.53 TO 1500 BEFORE TURNING, THENCE...; RWY 22L: CLIMB HEADING 227.48 TO 1300 BEFORE TURNING, THENCE...; RWY 22R: CLIMB HEADING 227.47 TO 1300 BEFORE TURNING, THENCE...; RWY 31C: CLIMB HEADING 317.57 TO 1500 BEFORE TURNING, THENCE...; RWY 31R: CLIMB HEADING 317.53 TO 1500 BEFORE TURNING, THENCE...; DME EQUIPPED AIRCRAFT: COMPLETE INITIALLY ASSIGNED TURN WITHIN 4 DME (I-MXT WHEN RWY 31C IN USE, I-MDW WHEN RWY 13C IN USE). MAINTAIN 3000 OR ASSIGNED LOWER ALTITUDE, THENCE...; NON-DME EQUIPPED AIRCRAFT: COMPLETE INITIALLY ASSIGNED TURN SOUTH OF DPA R-096, MAINTAIN 3000 OR ASSIGNED LOWER ALTITUDE, THENCE...; ... EXPECT RADAR VECTORS TO FIRST ENROUTE FIX. EXPECT CLEARANCE TO REQUESTED ALTITUDE/FLIGHT LEVEL 10 (TEN) MINUTES AFTER DEPARTURE"

TO..... "ALL AIRCRAFT: TAKEOFF RWYS 4L/R, 13C/L, 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. DME EQUIPPED AIRCRAFT: COMPLETE INITIALLY ASSIGNED TURN WITHIN 4 DME (I-MXT WHEN RWY 31C IS IN USE, I-MDW WHEN RWY 13C IS IN USE)" - ATC REQUEST DUE TO PILOT CONFUSION.

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 FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

The applicable Categorical Exclusion is:

5-6.5.k: Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By: **GREGORY L HINES** Digitally signed by GREGORY L HINES
Date: 2021.01.21 10:38:29 -06'00'

Date: _____

Title: Gregory L. Hines
Environmental Protection Specialist, Operations Support Group, ATO Central Service Center, AJV-C25

Approved By: **CHRISTOPHER L SOUTHERLAND** Digitally signed by CHRISTOPHER L SOUTHERLAND
Date: 2021.01.21 12:47:44 -06'00'

Date: _____

Title: Christopher L. Southerland,
Manager, Operations Support Group, ATO Central Service Center, AJV-C2