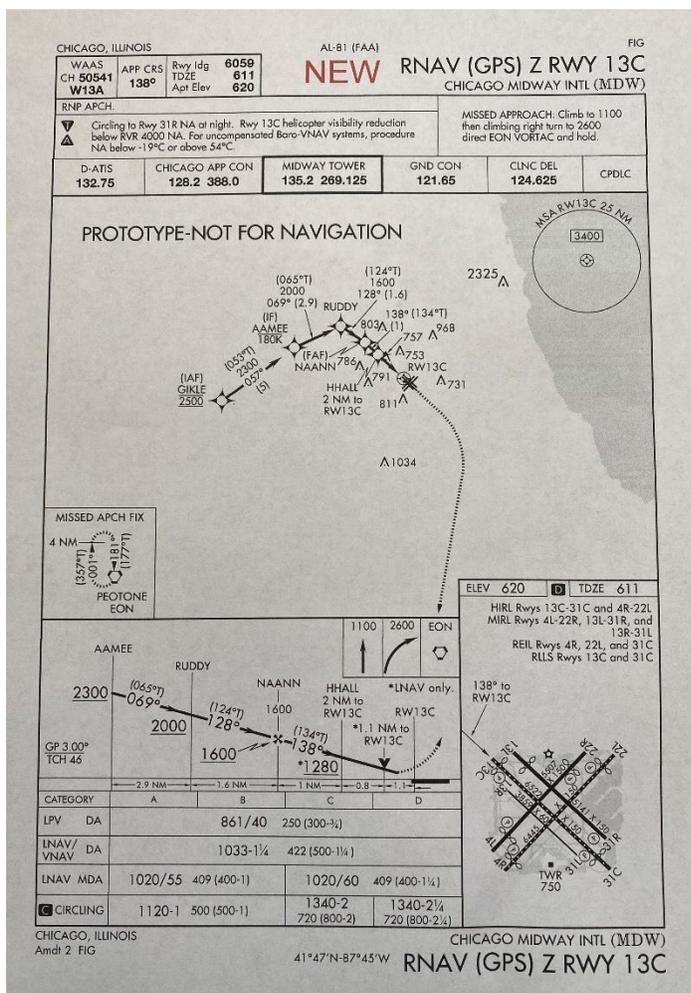


CABAA ATC Committee Update

3/9/2021

Even though COVID has delayed or slowed a lot of projects, the CABAA ATC committee has still been working behind the scenes to keep up what has been going on with the FAA in the Chicago area. The Three recent items to report are a new MDW RNAV 13C approach, an Ad Hoc committee to redesign the MDW Class C Airspace, and a proposed RNAV 34 KPWK.

MDW RNAV Z 13C – This new approach will allow a “curved” approach for aircraft that do not have or need an Authorization Required (AR) Approval. This approach will allow aircraft to execute this approach without conflict with KORD traffic. If there are not any unforeseen issues, it should be in the next cycle.



MDW Class C Redesign Ad Hoc – CABAA was intimately involved in the redesign of the MDW Class C. The issue at hand was traffic conflict from the MDW RNAV Rwy 22 and VFR traffic along the lakeshore. Below is the final letter from the committee. The FAA will utilize this letter to create the new MDW Class C design. Hopefully, it will be published in the next year to year and a half.

February 22nd, 2021

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

Dear Christopher,

The Chicago Midway Airport Class C Redesign Ad Hoc Committee has completed its meetings and requests that the FAA consider the options that the committee agreed upon presented in this letter.

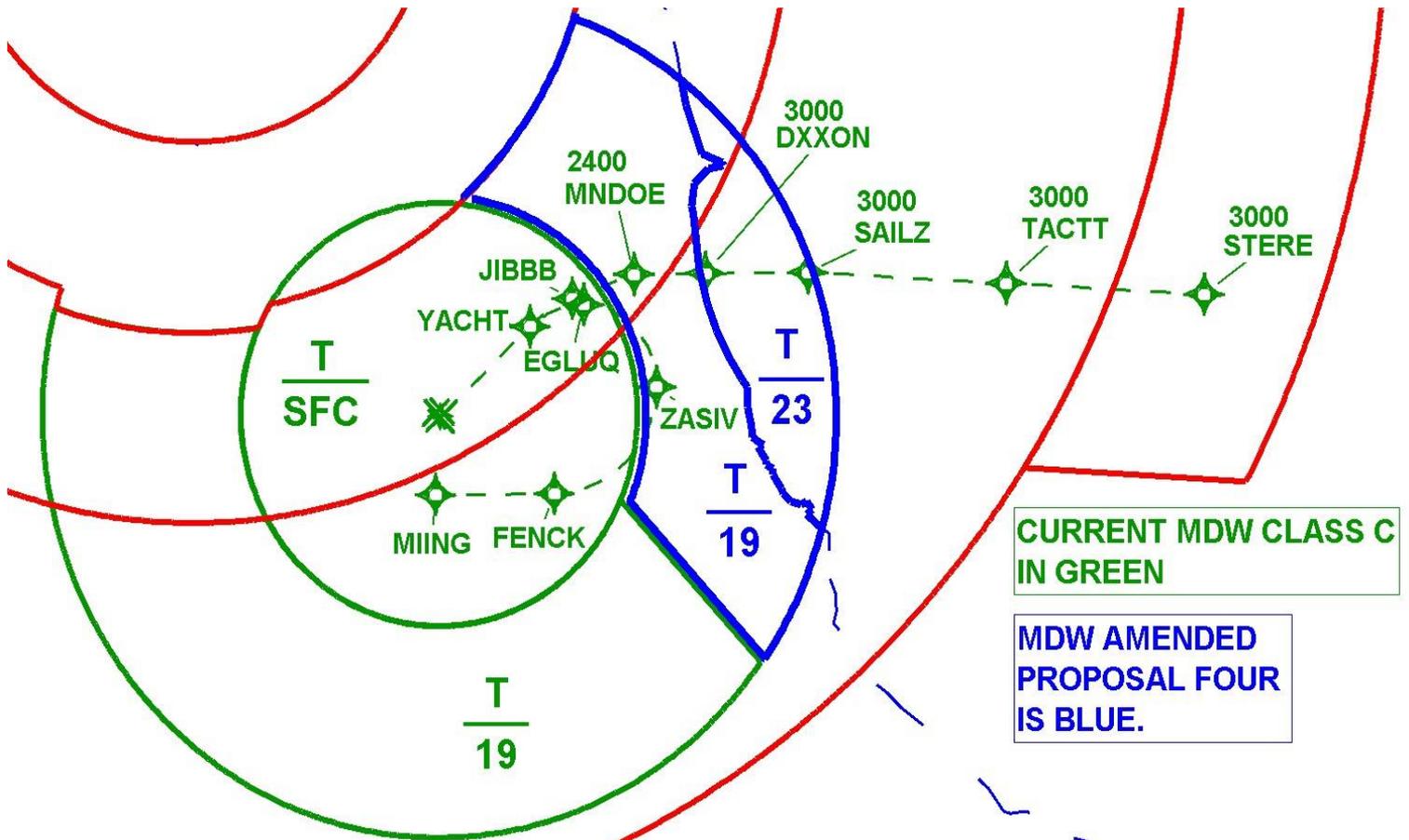
Overview

The committee was formed for the purpose of safety, with the primary goal being to protect the airspace being utilized for the recently implemented MDW Rwy 22L RNAV approach and to prevent Resolution Advisories (RA's) to the traffic utilizing that approach. The safety issue at hand is the VFR traffic utilizing the Lake Michigan lakeshore to transition below the Chicago O'Hare Class B airspace. It has been shown that VFR pilots prefer a physical landmark for transitional airspaces which is why the shoreline is to be utilized. The current Class B airspace in this area has a base of 3600' MSL. Aircraft on the MDW Rwy 22L approach descend in this area to a mandatory crossing altitude of 3000' at SAILZ and DXXON.

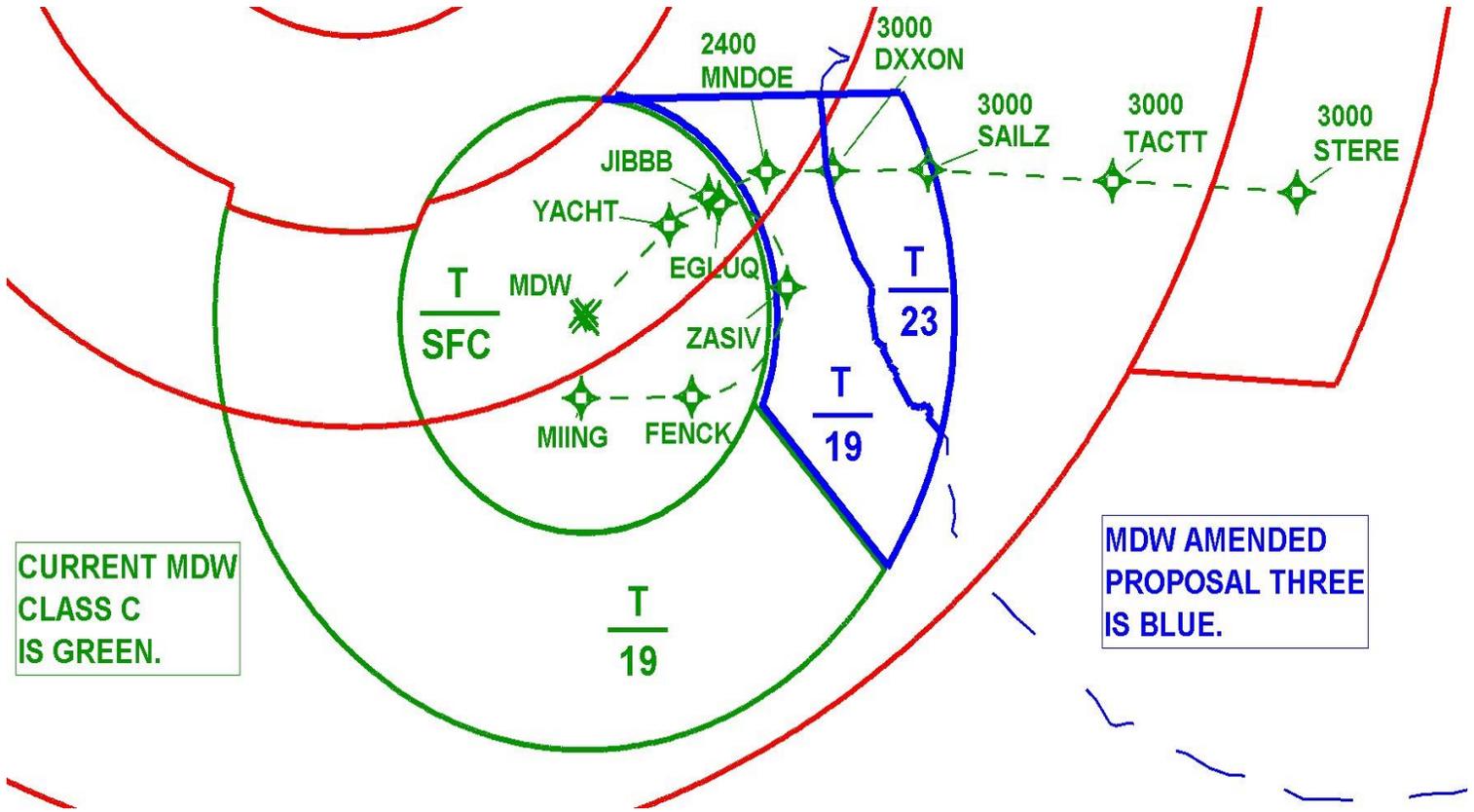
The Ad Hoc Committee was given an FAA Staff Study written on May 18, 2018 by Al Qualiardi as a starting point for our discussions. The issues at hand are: What will the Class C airspace look like (boundaries etc.), and what altitudes will be implemented in each sector. After two meetings we agreed upon two designs as described below.

Class C Airspace connected to Class B

The design shown below utilizes the Lake Michigan shoreline as a dividing line between tier 2 and 3, with the 3rd tier having a base of 2300'. The 10-mile ring arcs to join the ORD 1900' ring.



Design Utilizing Interstate 290 as Northern Boundary



CURRENT MDW CLASS C IS GREEN.

MDW AMENDED PROPOSAL THREE IS BLUE.

Conclusion

After having received input on the sightseeing operations, preference would be to lean toward the second design. In addition to the design, we also request the following:

1. Update the VFR Flyway chart to reflect the status of the RNAV Rwy 22L approach until the new TAC chart is published
2. Anytime an aircraft arriving from the east is allowed to visually fly to Rwy 22L, we request, if possible, that the tower inform the traffic to maintain 3000' to the shoreline or DXXON Intersection.
3. When Rwy 22L is not being utilized and traffic allows, have MDW tower/C90 TRACON to allow aircraft to fly through the Class C airspace east of the shoreline.
4. Work with the agency that produces the Oshkosh Airshow NOTAM to include detailed instructions to fly through this airspace.
5. Try to utilize a single frequency for operations down the shoreline in the MDW airspace. It is understood that there is currently a staffing issue to do this now but consider it for the chart publication.

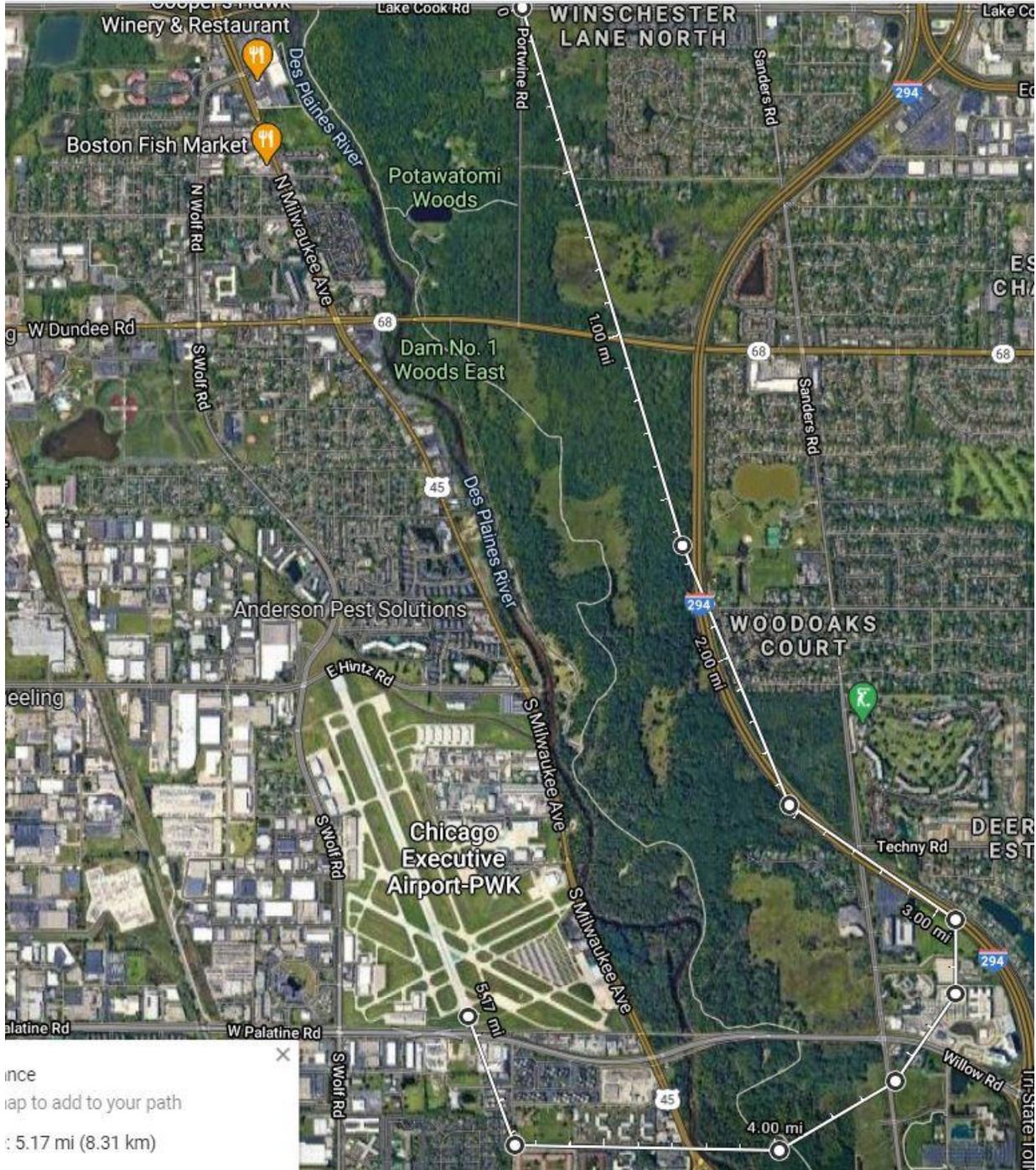
I thank you for the opportunity to run this committee and want to thank everyone that participated.

Sincerely,



Mark Zakula
Ad Hoc Chairman, Midway Class C Redesign
ATC Chairman, Chicago Area Business Aviation Association
Director of Training and Global Compliance
The Duchossois Group
Mzakula@duch.com
414-698-7558

KPWK RNAV 34 – This approach has been worked on for a few years with various scenarios. It is still to be determined if it will be an Authorization Required (AR) approach or not. This is in the preliminary stage and is for information only. The CABAA committee has already been in discussion with suggestions for this approach. The main issue with this approach is conflict with the ILS 27R/9L at ORD.



If you have any questions, please contact Mark Zakula (ATC Committee Chairman) at mzakula@duch.com