NextGen Airport - Chicago Midway International Airport

Chicago Midway International Airport (MDW) is the 25th busiest airport in North America in terms of passenger traffic, which grew 5% in 2013 to reach 20.5 million. During this time the number of operations (landings and take-offs) decreased by 0.9%, to 252,126. In 2013, 23,587 metric tons (25,946 U.S. tons) of cargo moved through MDW's facilities, a decrease of 6.6% from the previous year.

Southwest Airlines is the busiest carrier at MDW in terms of average daily domestic flights. Several NextGen capabilities and enabling improvements have been implemented, including Airport Surface Detection Equipment — Model X (ASDE-X), Automated Terminal Proximity Alert (ATPA), and Performance Based Navigation (PBN) procedures.

All airport information shown above is reported by Calendar Year (CY); results in the table below are reported by Fiscal Year (FY), October 1 — September 30.

Scorecard

Performance Indicator (FY)	2009	2010	2011	2012	2013
Average Gate Arrival Delay *Minutes per Flight* During reportable hours, the yearly average of the difference between the Actual Gate-In Time and the Scheduled Gate-In Time for flights to the selected airport from any of the Aviation System Performance Metrics (ASPM) airports. The delay for each fiscal year is calculated based on the 0.5 — 99.5 percentile of the distributions for the year. Flights may depart outside reportable hours, but must arrive during them. The reportable hours vary by airport.	0.0	1.1	2.7	-2.2	2.9
Average Number of Level-offs Per Flight *Counts per Flight* The count of instances of level-offs as flights descend from cruise altitudes to the arrival airport, averaged for the fiscal year.	*	*	4.1	3.9	4.0
Distance in Level Flight from Top of Descent to Runway Threshold *Nautical Miles per Flight* The distance flown in level flight as flights descend from cruise altitudes to the arrival airport, averaged for the fiscal year.	*	*	58.8	54.4	55.7
Effective Gate-to-Gate Time *Minutes per Flight* During reportable hours, the difference between the Actual Gate-In Time at the destination (selected) airport and the Scheduled Gate-Out Time at the origin airport. Flights may depart outside reportable hours, but must	134.0	133.9	138.6	136.0	138.4

arrive during them. The reportable hours vary by airport and the results are reported by fiscal year.					
Taxi-In Time *Minutes per Flight* During reportable hours, the yearly average of the difference between Wheels-On Time and Gate-In Time for flights arriving at the selected airport from any of the Aviation System Performance Metrics (ASPM) airports. Flights may depart outside reportable hours, but must arrive during them. The reportable hours vary by airport.	5.2	5.4	5.4	5.4	6.3
Taxi-Out Time *Minutes per Flight* During reportable hours, the yearly average of the difference between Gate-Out Time and Wheels-Off time for flights from the selected airport to any of the Aviation System Performance Metrics (ASPM) airports. Flights must depart during reportable hours, but may arrive outside them. The reportable hours vary by airport.	11.3	11.9	11.6	10.7	11.6

* Consistent data for the time period prior to FY 2011 is not available.

Efficiency addresses the operational and economic cost-effectiveness of gate-to-gate flight operations from a single-flight perspective. In all phases of flight, airspace users want to depart and arrive at the times they select and fly the trajectory they determine to be optimum.

Performance Indicator (FY)	2009	2010	2011	2012	2013
Average Daily Capacity *Operations (arrivals plus departures)* During reportable hours, the average daily sum of the Airport Departure Rate (ADR) and Efficiency Airport Arrival Rate (Eff AAR) reported by fiscal year. The Reportable Hours vary by airport. Additional ADR and Eff AAR information is provided in the Average Daily Capacity entry of the Reference Guide.	881	869	857	863	863

Utilize available airport capacity to meet the National Airspace System users' demand at all times and in all approach conditions.

Reportable Hours for MDW
07:00 - 20:59 local time

NextGen Implementation Plan Portfolio

Improved Approaches and Low-Visibility Operations (IALVO)

Outlines ways to increase access and flexibility for approach operations through a combination of procedural changes, improved aircraft capabilities and improved precision approach guidance.

Improved Multiple Runway Operations (IMRO)

Improves runway access through the use of improved technology, updated standards, safety

analysis and modifications to air traffic monitoring tools and operating procedures that will enable more arrival and departure operations.

Improved Surface Operations

Focuses on improved airport surveillance information, automation to support airport configuration management and runway assignments and enhanced cockpit displays to provide increased situational awareness for controllers and pilots; a key step is sharing airport surface information with authorized stakeholders.

Performance Based Navigation (PBN)

Addresses ways to leverage emerging technologies, such as satellite-based Area Navigation and Required Navigation Performance, to improve access and flexibility for point-to-point operations.

Separation Management

Provides controllers with tools to manage aircraft in a mixed environment of varying navigation equipment and wake performance capabilities.

Time Based Flow Management (TBFM)

Enhances system efficiency and improves traffic flow by leveraging the capabilities of the Traffic Management Advisor decision-support tool, a system that is already deployed to all contiguous U.S. Air Route Traffic Control Centers.

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