Ramp Charts

Exhibit 1-4 (12 of 22)

Ramp Charts


Chicago O'Hare International Airport

Draft Environmental Assessment

Terminal Area Plan and Air Traffic Procedures EA

Simulation Data Package - With Project Full Build

[1-21]
Ramp Charts


Chicago O'Hare International Airport
Draft Environmental Assessment
APPENDIX D

[Diagram of Ramp Charts]
Ramp Charts

EXHIBIT 1-4 (17 OF 22)


Terminal Area Plan and Air Traffic Procedures EA

Simulation Data Package - With Project Full Build

JUNE 2022
EXHIBIT 1-4 (28 OF 22)

Ramp Charts


D-628

APPENDIX D

June 2022

Terminal Area Plan and Air Traffic Procedures EA

Simulation Data Package - With Project Full Build
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**Ramp Charts**

### Ramp Charts

#### Exhibit 1-4 (22 of 22)

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#### Terminal Area Plan and Air Traffic Procedures EA

APPENDIX D

D-630

JUNE 2022
Repositioning Remote Locations

LEGEND
- Remote Positioning Location

NOTE
GA - General Aviation

1.6 Arrival Fixes by Departure Airport

Arrival fixes were assigned based on the location of the departure airport. Exhibits 1-7 and 1-8 depict the arrival fix assignments for West Flow and East Flow, respectively.

1.7 Taxi Speeds

Taxi speeds were established for taxiways and aprons. Exhibits 1-9 and 1-10 depict the taxi speeds for West Flow and East Flow, respectively.

1.8 Intersection Departure Procedures

Departures utilizing Runways 9R-27L and 10L-28R are encouraged to use intersection departure procedures whenever possible so that arrivals from the outboard runways (Runways 9L-27R, 9C-27C, 10C-28C, and 10R-28L) can taxi behind departing aircraft, reducing delay incurred by both arriving and departing aircraft. However, some departures cannot use intersection departure procedures due to runway length requirements. A subset of widebody operations that is representative of the characteristics of the operations that typically utilize the full length of the departure runway was restricted from using intersection departure procedures. This subset was defined based on the airline and the great circle distance from O’Hare to the destination airport. Tables 1-2 and 1-3 detail the air carrier operations and cargo operations, respectively, that were in the DDFS and restricted from using intersection departures.

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7 This refers to aircraft with a fuselage wide enough to accommodate two passenger aisles.

8 This is the shortest distance between two points on the surface of a sphere, measured along the surface of the sphere.
Arrival Fixes by Departure Airport
West Flow

NOTE
1/ Prop arrivals are restricted from using TRTLL. All prop arrivals from KDEC are assigned to BENKY.

1/ Prop arrivals are restricted from using SHAIN. All prop arrivals from KSEC and KBRL are assigned to TRTLL.
2/ KBMI, KCMI, KSPI, and KPIA arrivals are assigned to TRTLL but are offloaded to SHAIN when possible.