

LEGEND	
■	25 knots
■	20 knots
■	12 knots
■	10 knots
■	7 knots

NOTES
 1/ B767 and larger aircraft limited to 20 knots.
 2/ All taxiways 15 knots unless otherwise indicated.
 3/ All lead-in lines 5 knots when entering a parking position.
 4/ Average speed of all aircraft traveling along the segment.

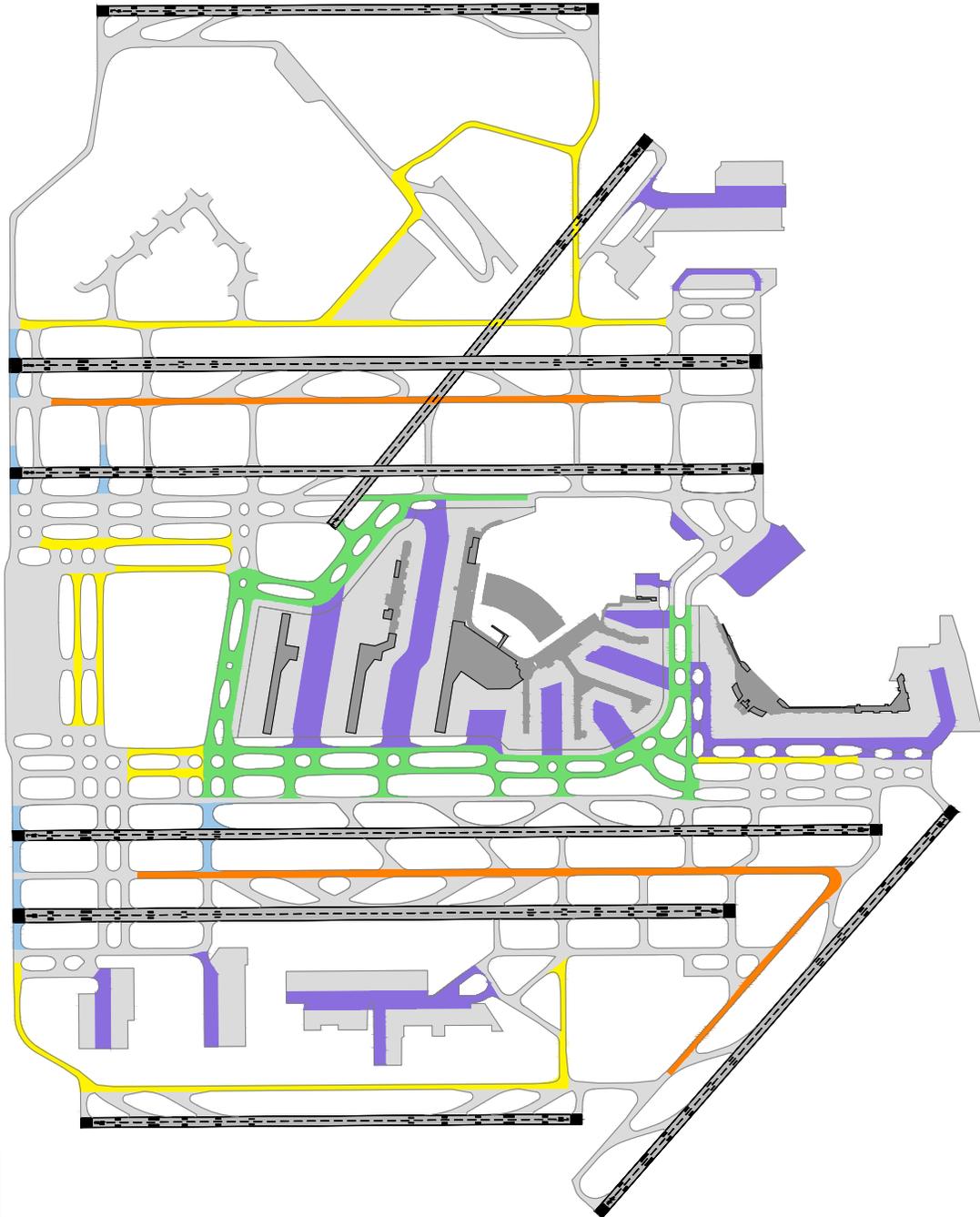
SOURCES: Ricondo & Associates, Inc., *O'Hare International Airport Draft Future Airport Layout Plan*, May 2019; Ricondo & Associates, Inc., June 2019.

EXHIBIT 1-9



**Taxi Speeds
West Flow**

Drawing: P:\Simulation\KORD_TAP_EA\Assumptions\02-Airfield\AutoCAD\TAP EA_Taxi Speeds_20200514.dwg; Layout: 01 - WP_Full Build - West Flow Plotted: Oct 30, 2020, 04:26PM



LEGEND	
■	25 knots
■	20 knots
■	12 knots
■	10 knots
■	7 knots

NOTES
 1/ B767 and larger aircraft limited to 20 knots.
 2/ All taxiways 15 knots unless otherwise indicated.
 3/ All lead-in lines 5 knots when entering a parking position.
 4/ Average speed of all aircraft traveling along the segment.

SOURCES: Ricondo & Associates, Inc., O'Hare International Airport Draft Future Airport Layout Plan, May 2019; Ricondo & Associates, Inc., June 2019.

EXHIBIT 1-10



Taxi Speeds East Flow

Drawing: P:\Simulation\KORD_TAP_EA\Assumptions\02-Airfield\AutoCAD\TAP EA_Taxi Speeds_20200514.dwg; Layout: 02 - WP_Full Build - East Flow Plotted: Oct 30, 2020, 04:26PM

TABLE 1-2: WIDEBODY AIRCRAFT RESTRICTED FROM USING INTERSECTION DEPARTURES – AIR CARRIER

All Destinations	Destinations with Great Circle Distance 5,000 NMs or Greater	Destinations with Great Circle Distance 4,500 NMs or Greater
Air China	United Airlines	Aer Lingus
Air India		Air France
Air New Zealand		American Airlines
All Nippon Airways		Austrian Airlines
Asiana Airlines		British Airways
Cathay Pacific Airways		Finnair
China Eastern Airlines		Iberia
Emirates		Icelandair
Ethiopian Airlines		KLM Royal Dutch Airlines
Etihad Airways		LOT Polish Airlines
EVA Air		Lufthansa
Hainan Airlines		Norwegian Air Shuttle
Japan Airlines		Norwegian Air UK
Korean Airlines		SAS Scandinavian Airlines
Qatar Airways		Swiss International Air Lines
Royal Jordanian Airlines		TAP Air Portugal
Turkish Airlines		

NOTE: NM – Nautical Mile

SOURCE: Terminal Area Plan and Air Traffic Procedures Environmental Assessment Air Traffic Workgroup, January 2020.

PREPARED BY: Ricondo & Associates, Inc., August 2020.

TABLE 1-3: WIDEBODY AIRCRAFT RESTRICTED FROM USING INTERSECTION DEPARTURES – CARGO

All Destinations	Destinations with Great Circle Distance 4,000 NMs or Greater
Emirates	AeroLogic
Qantas Airways	Air France
Qatar Airways	Atlas Air
	Cargolux Airlines
	Cathay Pacific Airways
	China Airlines
	China Southern Airlines
	EVA Air
	Kalitta Air
	Korean Airlines
	Lufthansa Cargo
	Nippon Cargo Airlines
	Polar Air Cargo
	Singapore Airlines Cargo
	Western Global Airlines

NOTE: NM – Nautical Mile

SOURCE: Terminal Area Plan and Air Traffic Procedures Environmental Assessment Air Traffic Workgroup, January 2020.

PREPARED BY: Ricondo & Associates, Inc., August 2020.

1.9 Runway Crossing Assumptions

Runway safety areas (RSAs) extend 250 feet to each side of the runway centerline. Aircraft enter the RSA and then exit on the opposite side of the RSA to complete a crossing. The time required for various aircraft to cross a runway depends on the type of crossing and whether the aircraft is repositioning.⁹

Two types of runway crossings were simulated:

- Free Flow Crossing: A crossing where aircraft proceed immediately across the runway without having to wait for arriving or departing aircraft.
 - All operations taxi across the runway at 15 knots.

⁹ Runway crossing assumptions for all free flow and non-repositioning impeded crossings were developed during the 2018 O'Hare Calibration. Air Traffic Control provided input for impeded crossings by repositioning aircraft.

- Impeded Crossing: A runway crossing where aircraft are required to stop and wait for arriving or departing aircraft.
 - Non-repositioning operations wait for 25 seconds after the landing or departing aircraft has passed the intersection where the crossing will occur, then taxi across the runway at 15 knots. The simulated total runway crossing time is approximately 50 seconds.
 - Repositioning operations wait for 25 seconds after the landing or departing aircraft has passed the intersection where the crossing will occur, then taxi across the runway at 5 knots. The slower taxi speed accounts for additional time that is necessary to accelerate aircraft being towed by an aircraft tractor.¹⁰ The simulated total runway crossing time is approximately 85 seconds.
 - All operations crossing a runway being utilized by arriving aircraft will be clear of the RSA before the next arrival aircraft is approximately one-half nautical mile from the runway threshold.

For aircraft crossing behind intersection departures, TAAM considers the aircraft ahead of them as occupying the runway. They wait for the preceding aircraft to completely cross the runway before crossing the runway themselves. The width of the RSA was reduced at these points to realistically model representative runway crossing times at these locations.

1.10 Aircraft Separation/Spacing Assumptions

Separation standards define the minimum longitudinal (in front of or behind), lateral (side by side), or vertical (above or below) distances between aircraft. The criterion for aircraft separation and spacing modeled for the TAP and ATP EA is based on the separation minima found in FAA Orders 7110.65Y and 7110.126A, with additional input provided by the Air Traffic Workgroup.

Tables 1-4 and **1-5** list the in-trail separation values for aircraft operating directly behind or on approach, respectively, based on the categories of the leading and following aircraft. The shaded area of Table 1-5 indicates those aircraft pairings that are eligible for a reduced separation of 2.5 nautical miles on approach.¹¹ **Table 1-6** lists the aircraft types from the DDFS included in each category.

¹⁰ TAAM cannot differentiate between repositioning operations towed by aircraft tractors or taxiing under their own power. Runway crossings were modeled assuming repositioning operations were towed by an aircraft tractor because these were anticipated to take longer than repositioning operations taxiing under their own power.

¹¹ All runways, except for Runway 10L, that were utilized for arrival operations in the TAP and ATP EA TAAM modeling are approved, or anticipated to be approved, for a reduced separation of 2.5 nautical miles on final approach.

TABLE 1-4: IN-TRAIL SEPARATION VALUES – DIRECTLY BEHIND

Lead Aircraft Category	Follower Aircraft Category								
	A	B	C	D	E	F	G	H	I
A	3.0	4.5	6.0	6.0	7.0	7.0	7.0	7.0	8.0
B	3.0	3.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0
C	3.0	3.0	3.0	3.0	3.5	3.5	3.5	5.0	5.0
D	3.0	3.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0
E	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0
F	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
G	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
H	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
I	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

NOTES:

1/ All separations are expressed in nautical miles.

2/ In accordance with Federal Aviation Administration (FAA) Order JO 7110.65Y, a 3–nautical mile separation was assumed for aircraft pairs where FAA Order JO 7110.126A does not specify a minimum separation.

SOURCES: U.S. Department of Transportation, Federal Aviation Administration, Order JO 7110.126A, *Consolidated Wake Turbulence Radar Separation Standards*, September 28, 2019; U.S. Department of Transportation, Federal Aviation Administration, Order JO 7110.65Y, *Air Traffic Control*, June 10, 2019.

PREPARED BY: Ricondo & Associates, Inc., August 2020.

TABLE 1-5: IN-TRAIL SEPARATION VALUES – ON APPROACH

Lead Aircraft Category	Follower Aircraft Category								
	A	B	C	D	E	F	G	H	I
A	3.0	4.5	6.0	6.0	7.0	7.0	7.0	7.0	8.0
B	3.0	3.0	4.0	4.0	5.0	5.0	5.0	5.0	6.0
C	3.0	3.0	3.0	3.0	3.5	3.5	3.5	5.0	6.0
D	3.0	3.0	4.0	4.0	5.0	5.0	5.0	6.0	6.0
E	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0
F	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0
G	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
H	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
I	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

NOTES:

1/ All separations are expressed in nautical miles.

2/ In accordance with Federal Aviation Administration (FAA) Order JO 7110.65Y, a 3–nautical mile separation was assumed for aircraft pairs where FAA Order JO 7110.126A does not specify a minimum separation.

3/ The shaded area indicates those aircraft pairings that are eligible for a reduced separation of 2.5 nautical miles on approach.

SOURCES: U.S. Department of Transportation, Federal Aviation Administration, Order JO 7110.126A, *Consolidated Wake Turbulence Radar Separation Standards*, September 28, 2019; U.S. Department of Transportation, Federal Aviation Administration, Order JO 7110.65Y, *Air Traffic Control*, June 10, 2019.

PREPARED BY: Ricondo & Associates, Inc., August 2020.

TABLE 1-6: AIRCRAFT TYPES BY CATEGORY

Aircraft Category								
A	B	C	D ^{1/}	E	F	G	H	I
A380-800	A330-200	A300-600F		B757-200	A220-100	CRJ-200	Citation 560XL	Cessna 208
	A330-900neo ^{1/}	B767-300		B757-200F	A220-300	CRJ-550	Citation 680	Cessna 402
	A350-900			B757-300	A319ceo	CRJ-700	Citation 680A	
	A350-1000 ^{1/}				A320ceo	CRJ-900	Citation 10	
	B747-400				A320neo	Embraer 145	Challenger 300	
	B747-400F				A321ceo	Embraer 170	Challenger 350	
	B747-8				A321neo	Embraer 175	Phenom 300	
	B747-8F				A321XLR		Learjet 45	
	B777-200ER				B737-800			
	B777-200LR				B737 MAX 8			
	B777-300ER				B737-900			
	B777F				B737 MAX 9			
	B777-300				B737 MAX 10			
	B787-8				B737-800			
	B787-9				B737 MAX 8			
	B787-10 ^{1/}				B737 MAX 9			
	B777-9 ^{1/}							

NOTE:

^{1/} Aircraft listed as Category D or No Weight (NOGWT) in Federal Aviation Administration Order JO 7360.1E were assumed to be Category B for Total Airspace and Airport Modeler (TAAM) modeling.

SOURCES: U.S. Department of Transportation, Federal Aviation Administration, Order JO 7360.1E, *Aircraft Type Designators*, September 17, 2019; Terminal Area Plan and Air Traffic Procedures Environmental Assessment Air Traffic Workgroup, January 2020.

PREPARED BY: Ricondo & Associates, Inc., August 2020.

The 2018 O'Hare Calibration analyzed historical Airport Noise Management System (ANMS) data to identify the maximum frequently occurring arrival and departure rates during visual flight rules (VFR) and instrument flight rules (IFR) conditions. The TAAM model settings were then adjusted accordingly to produce arrival rates consistent with those observed.

1.11 Fly Quiet Program (Noise Abatement Procedures)

The CDA has a nighttime noise abatement program (Fly Quiet Program) at the Airport that is intended to direct aircraft over less-populated areas, such as forest preserves, highways, and commercial or industrial areas. The Fly Quiet Program is a voluntary program that encourages pilots and FAA air traffic controllers to use designated nighttime preferential runways and flight tracks developed by the CDA in cooperation with the O'Hare Noise Compatibility Commission (ONCC), the airlines, and the air traffic controllers. The existing *Fly Quiet Program Manual* can be found in **Appendix D**.

As part of the Fly Quiet Program, the following runways are recommended for preferential use between 2200 and 0700 to minimize the effects of nighttime noise:

- Runway 10L-28R
- Runway 9R-27L
- Runway 4L-22R
- Runway 4R-22L

Deviations from the recommended runway use and procedures occur. Weather conditions, runway closures, loss of navigation aids, air traffic demand, airfield operating restrictions, and pilot requests can result in the use of runways other than those designated as Fly Quiet Program preferential runways.

The TAAM simulations are consistent with the existing Fly Quiet Program preferred runways and procedures. The CDA and the FAA provided guidance on the times that the Fly Quiet Program procedures should be implemented. Fly Quiet Program procedures were started at or after 2200 and stopped at or prior to 0700 based on the air traffic demands for each scenario. The specific noise abatement procedures for each operating configuration are included in Sections 3.1.7, 4.1.7, 5.1.7, 6.1.7, 7.1.7, and 8.1.7.

2. TAAM Simulation Summary Results

2.1 TAAM Reporting

Delay calculations were prepared using data contained in the TAAM report (.rep) and message (.msg) output files. The Total Airport Delay was an average of all flights and was calculated using the data contained in a report file. Each flight's delay is the summation of the following five delay categories:

- Arrival Sequencing and Vectoring Air Delay at O'Hare is an average of all arrivals and is calculated using data contained in the report file (apt_delay{rwy/seq delays}).
- Departure Ground Delay at O'Hare is an average of all departures. It is calculated using data contained in the report file and is the sum of taxi delays (taxi_usage{delay_time}) and runway delays (apt_delay{rwy/seq delays}).
- Arrival Ground Delay at O'Hare is an average of all arrivals, calculated using data contained in the report file, and is the sum of taxi delays (taxi_usage{delay_time}) and standoff delay (apt_standoff_delay{join_queue_time, leave_queue_time}). Standoff delay is the difference between when an aircraft enters and leaves the standoff queue.
- Arrival Pre-Departure Ground Delay at Origin is an average of all arrivals and is calculated using data contained in the message (.msg) file. Flights experiencing this delay are denoted by the phrase, "In-trail delay at start of (delay) sec due to (flight number)."
- Departure Gate Delay at O'Hare is an average of all departures, calculated using data contained in the report file, and is the sum of positioning delay (apt_delay{pos_delays}) and gate delay (apt_delay{gate}).

2.2 Peak Operations, Delay, and Travel Times

Multi-iteration statistical outputs from Experiments 931 through 936 are summarized in **Tables 2-1** through **2-9**. The iteration with the median delay was selected for post processing. The following definitions identify and describe each of the components shown in the tables:

- **Operations and terminations:** Scheduled operations are the number of flights in the timetable to be simulated. Processed operations are the number of flights actually simulated. The difference is the number of flights terminated during the simulation.
- **Peak operations:** To describe peak operations one must first define the operational peak. The operational peak is the simulation period during which the highest number of operations occurs based on a rolling-hour or rolling 15-minute count.
- **Rolling-hour count:** To perform a rolling-hour count of operations, each aircraft's time is first rounded down to the nearest 10 minutes. All aircraft having the same rounded time are aggregated into a 10-minute "bucket." The number of aircraft contained in the first six time buckets (#1 through

#6) is the first full-hour count. The second rolling-hour count is the number of aircraft contained in buckets #2 through #7. The remaining rolling-hour counts are determined by summing groups of six 10-minute buckets until the last bucket is counted in a rolling hour. The time coinciding with the last bucket in the largest rolling-hour count is identified as the peak hour.

- **Rolling 15-minute count:** To perform a rolling 15-minute count of operations, each aircraft's time is first rounded down to the nearest 5 minutes. All aircraft having the same rounded time are aggregated into a 5-minute bucket. The number of aircraft contained in the first three time buckets (#1 through #3) is the first full 15-minute count. The second rolling 15-minute count is the number of aircraft contained in buckets #2 through #4. The remaining rolling 15-minute counts are determined by summing groups of three 5-minute buckets until the last bucket is counted in a rolling 15 minutes. The time coinciding with the last bucket in the largest rolling 15-minute count is identified as the peak 15-minute period.
- **Peak departure operations (rolling hour):** This is the number of departures that occur during the peak departure period as identified in a rolling-hour count of departures.
- **Peak arrival operations (rolling hour):** This is the number of arrivals that occur during the peak arrival period as identified in a rolling-hour count of arrivals.
- **Peak total operations (rolling hour):** This is the number of operations that occur during the operational peak period as identified in a rolling-hour count of all operations.
- **Peak departure operations (rolling 15-minute):** This is the number of departures that occur during the departure peak period as identified in a rolling 15-minute count of departures.
- **Peak arrival operations (rolling 15-minute):** This is the number of arrivals that occur during the arrival peak period as identified in a rolling 15-minute count of arrivals.
- **Peak total operations (rolling 15-minute):** This is the number of operations that occur during the operational peak period as identified in a rolling 15-minute count of all operations.
- **Delay:** Delay is the additional operating time attributed to any impediment to the free flow of aircraft through the system. Unimpeded travel time is the time it would take an aircraft to travel from Point A to Point B if it were the only aircraft in the system. Increases in the travel time from Point A to Point B as a result of interactions with other aircraft in the system are considered delays. Thus, total delay for any given aircraft is the difference between the actual time it takes the aircraft to get from Point A to Point B while interacting with other aircraft and the unimpeded time it would theoretically take the aircraft to get from Point A to Point B without other aircraft in the system.

For statistical purposes, total delay was averaged across all aircraft moving through the system on the simulation day. Total delay is a combination of various key delay components, including departure gate delay, departure ground delay, arrival pre-departure ground delay, arrival ground delay, and arrival air delay, as defined:

- **Departure gate delay:** For departing aircraft, this delay is the extra time incurred after the aircraft is ready to push back from the gate due to other ground traffic preventing the aircraft from moving.

- **Arrival pre-departure ground delay:** For arriving aircraft, this delay is the extra time incurred on the ground at the origin airport due to sequencing at O'Hare. This delay is the result of sequencing actions taken by aircraft to ensure proper spacing on final approach to the arrival runways.
 - **Arrival ground delay:** For arriving aircraft, this is the total delay incurred between the time the flight touches down on the runway at O'Hare and the time it reaches the arrival gate. Arrival ground delay includes taxi-in delay, standoff delay, and runway crossing delay.
 - **Departure ground delay:** For departing aircraft, this is the total delay incurred between the time the flight completes its push back from the departure gate until it lifts off. Departure ground delay includes the sum of taxi-out delay, runway crossing delay, and runway queue delay.
 - **Arrival sequencing and vectoring air delay:** For arriving aircraft, this is the total airborne delay incurred due to holding, vectoring, and speed control within the sequencing boundary in the vicinity of O'Hare. This delay is the result of sequencing actions taken by aircraft to ensure proper spacing on final approach to the arrival runways.
- **Time in operational phase:** The average time in operational phase describes the operating time of aircraft in each phase of operation. The various components of total operating time include arrival airborne time, arrival ground time, departure airborne time, and departure ground time.
 - **Arrival airborne time:** For arriving aircraft, this is the time from when the aircraft departs the origin airport to when the aircraft touches down at O'Hare. It includes any sequencing or vectoring delay encountered at O'Hare, as well as the unimpeded flying time between the origin airport and touchdown on a runway at O'Hare.
 - **Arrival ground time:** For arriving aircraft, this is any time spent on the ground. It includes any delay imposed at the origin airport, rollout time after touching down on a runway at O'Hare, any ground delay (taxiing, runway crossing, or standoff [hold pad]) encountered at O'Hare, and unimpeded taxi time at O'Hare.
 - **Departure airborne time:** For departing aircraft, this is the time from when the aircraft lifts off of a runway at O'Hare to when the aircraft arrives at the destination airport.
 - **Departure ground time:** For departing aircraft, this is the time spent on the ground at O'Hare. It includes any gate delay imposed at O'Hare, any ground delay (taxiing, queuing, or runway crossing) encountered at O'Hare, the time it takes to push back from the gate, the unimpeded taxi time at O'Hare, and the takeoff roll time.
 - **Arrival runway violations:** An arrival runway violation occurs when multiple aircraft occupy the same runway at the same time.
 - **Average unimpeded travel time:** The unimpeded travel time describes the average operating time in each phase of operation. The various components of the operating phase include average

unimpeded airborne time and average unimpeded ground time. It does not include any delay. Average unimpeded travel time is heavily dependent on the city pairs that the DDFS utilizes in the simulation.

- **Average unimpeded airborne time:** Average unimpeded airborne time is the average time from when the aircraft departs to when the aircraft touches down on a runway at O'Hare. It does not include any delay. Average unimpeded airborne time is heavily dependent on the city pairs that the DDFS utilizes in the simulation.
- **Average unimpeded ground time:** Average unimpeded ground time is the average unimpeded time spent on the ground. It does not include any delay. For arriving aircraft, the average unimpeded ground time includes the time the aircraft touches down at O'Hare until the time the aircraft is at the gate. For departing aircraft, the average unimpeded ground time includes the time the aircraft begins pushing back until the time the aircraft ends its takeoff roll and becomes airborne.

2.3 TAAM Simulation Multi-Iteration and Annualized Results

Tables 2-1 through 2-28 provide the multi-iteration and annualized results for Experiments 931, 932, 933, 934, 935, and 936.

TABLE 2-1: MULTI-ITERATION STATISTICS – EXPERIMENT 931 (VFR WEST WITH LAHSO)

Run	Project Name	Schedule	Random Seed Number	Study Date	Schedule Randomization (On/Off)	TAAM Version	Step	Operations		Terminations				Peak Operations (Rolling Hour)				Peak Operations (Rolling 15-Minute)				Arr Rwy Violations		Average Delay per Phase of Operation (minutes per operation)						Average Unimpeded Travel Time (minutes per operation)						Average Time in Operational Phase (minutes per operation)											
								Scheduled	Processed	Dep	Arr	Tot	%	Dep	Dep Time	Arr	Arr Time	Tot	Tot Time	Dep	Dep Time	Arr	Arr Time	Tot	Tot Time	Overlaps	%	KORD Gate Delay at KORD	Dep Grnd Delay at KORD	Arr Grnd Del at Orig	KORD Arr Delay at KORD	Arr Grnd Delay at KORD	All KORD	Departures			Arrivals			Departures			Arrivals				
								Total	Total																								Air	Grnd	Total	Air	Grnd	Total	Air	Grnd	Total	Air	Grnd	Total			
1	KORD TAP EA	2030WP	535458	03/26/20	On	2019.2	1	2993	2989	1	3	4	0.13%	116	10:50	109	8:50	222	8:50	40	16:05	34	8:40	62	16:05	0	0.00%	1.6	2.3	0.1	1.3	1.9	3.6	127.5	10.3	137.8	134.7	14.0	148.6	127.5	14.2	141.7	136.0	15.9	151.8		
2	KORD TAP EA	2030WP	549467	03/26/20	On	2019.2	1	2993	2985	1	7	8	0.27%	116	10:50	113	9:00	224	8:50	37	19:45	37	8:40	64	8:35	0	0.00%	1.4	2.6	0.1	1.4	1.8	3.7	127.5	10.3	137.8	134.8	13.9	148.7	127.5	14.4	141.8	136.3	15.8	152.0		
3	KORD TAP EA	2030WP	563476	03/26/20	On	2019.2	1	2993	2983	5	5	10	0.33%	116	19:10	111	9:00	224	19:10	37	10:10	34	18:10	64	18:10	0	0.00%	1.5	2.8	0.1	1.3	2.1	3.9	127.5	10.3	137.8	135.1	14.0	149.1	127.5	14.5	142.0	136.4	16.1	152.6		
4	KORD TAP EA	2030WP	577485	03/26/20	On	2019.2	1	2993	2983	5	5	10	0.33%	117	10:40	111	9:00	225	19:00	39	19:50	34	18:10	65	10:15	0	0.00%	1.6	2.4	0.1	1.4	1.9	3.7	127.6	10.3	137.8	134.7	13.8	148.6	127.6	14.2	141.8	136.1	15.8	151.9		
5	KORD TAP EA	2030WP	591494	03/26/20	On	2019.2	1	2993	2987	3	3	6	0.20%	118	10:40	112	9:00	223	9:00	38	19:55	34	8:45	63	10:15	0	0.00%	1.5	2.5	0.1	1.2	2.0	3.6	127.5	10.3	137.8	135.0	13.9	148.9	127.5	14.4	141.9	136.2	15.9	152.1		
6	KORD TAP EA	2030WP	605503	03/26/20	On	2019.2	1	2993	2988	3	2	5	0.17%	115	10:40	112	9:00	222	9:00	39	10:15	36	8:40	68	10:15	0	0.00%	1.5	2.4	0.1	1.4	2.0	3.6	127.6	10.3	137.9	134.7	14.0	148.7	127.6	14.1	141.7	136.1	16.0	152.1		
7	KORD TAP EA	2030WP	619512	03/26/20	On	2019.2	1	2993	2985	4	4	8	0.27%	116	11:00	112	9:00	225	8:50	41	19:55	36	8:40	64	18:10	0	0.00%	1.5	2.5	0.1	1.5	1.9	3.7	127.3	10.3	137.6	134.4	13.9	148.3	127.3	14.3	141.6	135.8	15.9	151.7		
8	KORD TAP EA	2030WP	633521	03/26/20	On	2019.2	1	2993	2981	4	8	12	0.40%	116	10:40	111	9:00	224	19:00	38	10:10	32	18:15	62	10:20	0	0.00%	1.4	2.6	0.1	1.3	1.9	3.7	127.6	10.3	137.9	135.3	13.9	149.2	127.6	14.3	141.9	136.7	15.9	152.6		
9	KORD TAP EA	2030WP	647530	03/26/20	On	2019.2	1	2993	2983	4	6	10	0.33%	117	8:50	112	9:00	228	9:00	39	19:55	33	18:10	64	18:10	0	0.00%	1.5	2.4	0.1	1.2	1.8	3.4	127.6	10.3	137.9	134.9	13.8	148.7	127.6	14.1	141.7	136.1	15.7	151.8		
10	KORD TAP EA	2030WP	661539	03/26/20	On	2019.2	1	2993	2985	2	6	8	0.27%	118	10:40	112	9:00	226	8:50	38	10:10	35	18:10	63	10:20	0	0.00%	1.5	2.5	0.1	1.4	1.8	3.6	127.7	10.3	138.0	135.1	13.9	149.0	127.7	14.2	141.9	136.6	15.7	152.3		
11	KORD TAP EA	2030WP	675548	03/26/20	On	2019.2	1	2993	2987	4	2	6	0.20%	115	19:00	110	19:00	225	19:00	38	10:15	34	18:10	64	10:15	0	0.00%	1.6	2.4	0.1	1.4	2.1	3.7	127.5	10.3	137.8	135.0	13.9	148.9	127.5	14.2	141.7	136.4	16.0	152.4		
								Average Over Multi-Run =		2993	2985	3	5	8	0.26%	116	12:05	111	9:53	224	12:35	39	15:07	34	13:51	64	12:48	0	0.00%	1.5	2.5	0.1	1.3	1.9	3.7	127.5	10.3	137.8	134.9	13.9	148.8	127.5	14.3	141.8	136.2	15.9	152.1

NOTE: The Departure Gate Delay at KORD and Arrival Ground Delay at KORD categories include delay incurred by arrival and departure operations during repositioning movements between gates and remote locations.

SOURCE: Total Airspace and Airport Modeler Simulation Results, April 2020.

PREPARED BY: Ricondo & Associates, Inc., April 2020.

TABLE 2-3: MULTI-ITERATION STATISTICS – EXPERIMENT 933 (IFR WEST)

Run	Project Name	Schedule	Random Seed Number	Study Date	Schedule Randomization (On/Off)	TAAM Version	Step	Operations		Terminations				Peak Operations (Rolling Hour)				Peak Operations (Rolling 15-Minute)				Arr Rwy Violations		Average Delay per Phase of Operation (minutes per operation)						Average Unimpeded Travel Time (minutes per operation)						Average Time in Operational Phase (minutes per operation)											
								Scheduled	Processed	Dep	Arr	Tot	%	Dep	Dep	Arr	Arr	Tot	Tot	Dep	Dep	Arr	Arr	Tot	Tot	Overlaps	%	KORD Dep Gats Delay at KORD	Dep Grnd Delay at KORD	Arr Grnd Del at Orig	KORD Arr Air Delay at KORD	Arr Grnd Delay at KORD	All KORD	Departures			Arrivals			Departures			Arrivals				
								Total	Total					Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time								Air	Grnd	Total	Air	Grnd	Total	Air	Grnd	Total	Air	Grnd	Total			
1	KORD TAP EA	2030WP	535458	03/30/20	On	2019.2	1	2993	2982	3	8	11	0.37%	112	20:20	106	13:20	198	8:50	35	9:25	28	18:20	54	16:00	0	0.00%	1.4	8.7	0.2	4.8	2.6	8.8	127.8	10.4	138.2	135.4	15.6	151.0	127.8	20.5	148.3	140.2	18.4	158.5		
2	KORD TAP EA	2030WP	549467	03/30/20	On	2019.2	1	2993	2986	4	3	7	0.23%	111	20:50	109	19:10	204	19:10	33	16:00	30	18:25	54	18:25	0	0.00%	1.4	8.5	0.3	5.2	2.0	8.7	128.0	10.4	138.4	135.3	15.6	150.9	128.0	20.3	148.3	140.5	17.8	158.3		
3	KORD TAP EA	2030WP	563476	03/30/20	On	2019.2	1	2993	2984	4	5	9	0.30%	109	15:30	107	19:10	200	19:10	32	10:20	29	18:15	56	10:20	0	0.00%	1.3	9.8	0.2	5.3	2.3	9.5	128.0	10.6	138.6	135.5	15.6	151.0	128.0	21.6	149.7	140.8	18.1	158.9		
4	KORD TAP EA	2030WP	577485	03/30/20	On	2019.2	1	2993	2984	2	7	9	0.30%	109	10:50	108	19:10	200	19:10	33	10:05	29	18:25	54	18:15	0	0.00%	1.6	9.3	0.3	5.5	2.7	9.6	127.4	10.4	137.9	135.2	15.5	150.6	127.4	21.2	148.6	140.7	18.4	159.1		
5	KORD TAP EA	2030WP	591494	03/30/20	On	2019.2	1	2993	2983	3	7	10	0.33%	114	20:20	106	13:30	201	20:10	32	21:20	29	14:20	54	19:55	0	0.00%	1.4	7.8	0.2	4.9	2.3	8.3	127.9	10.4	138.3	135.1	15.5	150.6	127.9	19.6	147.5	140.1	18.0	158.1		
6	KORD TAP EA	2030WP	605503	03/30/20	On	2019.2	1	2993	2989	1	3	4	0.13%	110	9:40	110	13:20	196	8:50	35	9:20	29	18:20	55	10:20	0	0.00%	1.6	8.9	0.2	4.8	2.6	9.1	127.9	10.4	138.3	135.0	15.5	150.4	127.9	20.9	148.8	139.7	18.3	158.1		
7	KORD TAP EA	2030WP	619512	03/30/20	On	2019.2	1	2993	2990	1	2	3	0.10%	108	9:30	110	13:20	205	13:30	33	9:15	30	12:55	55	12:55	0	0.00%	1.4	8.3	0.2	4.9	2.1	8.5	127.9	10.3	138.2	135.4	15.4	150.7	127.9	20.0	147.9	140.3	17.7	158.0		
8	KORD TAP EA	2030WP	633521	03/30/20	On	2019.2	1	2993	2985	2	6	8	0.27%	110	9:40	108	19:10	200	19:20	35	9:20	30	13:00	55	10:20	0	0.00%	1.6	10.1	0.2	5.2	2.5	9.8	127.7	10.5	138.2	135.5	15.6	151.1	127.7	22.2	149.9	140.7	18.3	159.0		
9	KORD TAP EA	2030WP	647530	03/30/20	On	2019.2	1	2993	2985	5	3	8	0.27%	107	9:40	108	19:10	203	9:00	31	20:25	29	18:20	53	18:30	0	0.00%	1.5	9.1	0.3	5.0	2.0	8.9	127.5	10.4	138.0	135.4	15.6	151.0	127.5	21.0	148.5	140.4	17.9	158.3		
10	KORD TAP EA	2030WP	661539	03/30/20	On	2019.2	1	2993	2983	3	7	10	0.33%	111	20:20	107	13:30	197	9:00	35	9:20	30	12:45	54	18:15	0	0.00%	1.6	8.5	0.2	5.2	2.1	8.8	128.1	10.4	138.5	135.4	15.5	150.9	128.1	20.5	148.6	140.6	17.8	158.3		
11	KORD TAP EA	2030WP	675548	03/30/20	On	2019.2	1	2993	2986	4	3	7	0.23%	108	9:40	109	19:00	199	19:00	35	9:20	29	18:45	56	10:20	0	0.00%	1.5	8.1	0.2	5.1	2.4	8.7	127.5	10.3	137.8	135.3	15.6	150.9	127.5	19.9	147.4	140.4	18.2	158.6		
								Average Over Multi-Run =		2993	2985	3	5	8	0.26%	110	14:12	108	16:31	200	15:00	34	12:11	29	16:31	55	14:52	0	0.00%	1.5	8.8	0.2	5.1	2.3	9.0	127.8	10.4	138.2	135.3	15.5	150.8	127.8	20.7	148.5	140.4	18.1	158.5
																				Median =		8.8																									

NOTE: The Departure Gate Delay at KORD and Arrival Ground Delay at KORD categories include delay incurred by arrival and departure operations during repositioning movements between gates and remote locations.

SOURCE: Total Airspace and Airport Modeler Simulation Results, April 2020.

PREPARED BY: Ricondo & Associates, Inc., April 2020.

TABLE 2-4: MULTI-ITERATION STATISTICS – EXPERIMENT 934 (VFR EAST WITH LAHSO)

Run	Project Name	Schedule	Random Seed Number	Study Date	Schedule Randomization (On/Off)	TAAM Version	Step	Operations		Terminations				Peak Operations (Rolling Hour)				Peak Operations (Rolling 15-Minute)				Arr Rwy Violations		Average Delay per Phase of Operation (minutes per operation)						Average Unimpeded Travel Time (minutes per operation)						Average Time in Operational Phase (minutes per operation)																	
								Scheduled	Processed	Dep.	Arr.	Tot.	%	Dep	Dep	Arr	Arr	Tot	Tot	Dep	Dep	Arr	Arr	Tot	Tot	Overlaps	%	KORD Dep Gata Delay at KORD	Dep Grnd Delay at KORD	Arr Grnd Del at Orig	KORD Arr Air Delay at KORD	Arr Grnd Delay at KORD	All KORD	Air	Grnd	Total	Air	Grnd	Total	Air	Grnd	Total	Air	Grnd	Total								
								Total	Total					Dep	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time						
1	KORD TAP EA	2030WP	535458	03/26/20	On	2019.2	1	2993	2988	3	2	5	0.17%	114	9:00	116	19:00	221	19:00	32	20:00	36	8:35	64	8:35	0	0.00%	1.6	3.8	0.1	1.3	2.6	4.7	127.6	11.7	139.3	135.8	14.8	150.6	127.6	17.1	144.8	137.1	17.5	154.5								
2	KORD TAP EA	2030WP	549467	03/26/20	On	2019.2	1	2993	2984	6	3	9	0.30%	112	20:10	112	19:00	213	19:00	32	19:45	37	8:35	64	8:45	0	0.00%	1.5	3.5	0.1	1.3	2.6	4.5	127.6	11.7	139.3	135.1	14.8	150.0	127.6	16.7	144.3	136.5	17.5	153.9								
3	KORD TAP EA	2030WP	563476	03/26/20	On	2019.2	1	2993	2988	4	1	5	0.17%	110	11:00	113	19:00	221	19:10	32	19:50	36	8:30	64	18:05	0	0.00%	1.5	3.8	0.1	1.6	2.4	4.7	127.5	11.7	139.2	135.7	14.8	150.5	127.5	17.1	144.5	137.3	17.2	154.5								
4	KORD TAP EA	2030WP	577485	03/26/20	On	2019.2	1	2993	2984	4	5	9	0.30%	117	11:00	116	19:00	228	19:00	31	19:55	35	8:35	64	18:05	0	0.00%	1.3	3.3	0.1	1.3	2.5	4.2	127.4	11.7	139.1	135.6	14.9	150.5	127.4	16.3	143.7	136.9	17.4	154.3								
5	KORD TAP EA	2030WP	591494	03/26/20	On	2019.2	1	2993	2982	6	5	11	0.37%	112	11:00	114	19:00	219	19:00	31	18:10	35	8:40	64	8:40	0	0.00%	1.4	3.6	0.1	1.3	2.7	4.5	127.4	11.7	139.2	135.3	14.8	150.1	127.4	16.8	144.2	136.6	17.5	154.1								
6	KORD TAP EA	2030WP	605503	03/26/20	On	2019.2	1	2993	2986	5	2	7	0.23%	111	11:00	113	19:00	219	19:00	32	19:45	33	18:15	61	8:45	0	0.00%	1.4	3.6	0.1	1.5	2.5	4.5	127.5	11.7	139.2	135.5	14.8	150.2	127.5	16.7	144.2	137.0	17.3	154.3								
7	KORD TAP EA	2030WP	619512	03/26/20	On	2019.2	1	2993	2980	6	7	13	0.43%	115	11:00	117	19:00	226	19:00	32	19:50	36	8:35	63	18:15	0	0.00%	1.5	3.4	0.1	1.4	2.6	4.5	127.4	11.7	139.1	135.1	14.7	149.8	127.4	16.6	144.0	136.5	17.4	154.0								
8	KORD TAP EA	2030WP	633521	03/26/20	On	2019.2	1	2993	2986	2	5	7	0.23%	114	11:00	114	19:00	219	9:00	31	19:55	34	18:15	64	8:45	0	0.00%	1.5	3.8	0.1	1.4	2.5	4.6	127.6	11.7	139.4	135.6	14.8	150.4	127.6	17.0	144.6	137.0	17.4	154.3								
9	KORD TAP EA	2030WP	647530	03/26/20	On	2019.2	1	2993	2986	3	4	7	0.23%	114	11:00	114	19:00	222	19:10	31	10:30	36	18:15	64	18:10	0	0.00%	1.3	3.5	0.1	1.3	2.4	4.3	127.5	11.8	139.3	135.7	14.8	150.5	127.5	16.6	144.1	137.0	17.2	154.2								
10	KORD TAP EA	2030WP	661539	03/26/20	On	2019.2	1	2993	2986	1	6	7	0.23%	114	11:00	114	19:00	222	19:00	32	19:50	32	18:15	60	18:10	0	0.00%	1.6	3.7	0.1	1.5	2.5	4.7	127.7	11.7	139.4	135.6	14.6	150.2	127.7	17.0	144.7	137.1	17.1	154.2								
11	KORD TAP EA	2030WP	675548	03/26/20	On	2019.2	1	2993	2988	2	3	5	0.17%	113	11:00	118	19:00	227	19:00	32	19:45	34	18:15	63	18:05	0	0.00%	1.4	3.5	0.1	1.5	2.8	4.6	127.3	11.7	139.1	135.7	14.5	150.2	127.3	16.6	144.0	137.2	17.3	154.5								
Average Over Multi-Run =								2993	2985	4	4	8	0.26%	113	11:39	115	19:00	222	18:07	32	18:50	35	12:58	63	13:50	0	0.00%	1.5	3.6	0.1	1.4	2.5	4.5	127.5	11.7	139.2	135.5	14.8	150.3	127.5	16.8	144.3	136.9	17.4	154.3								
Median =																										4.5																											

NOTE: The Departure Gate Delay at KORD and Arrival Ground Delay at KORD categories include delay incurred by arrival and departure operations during repositioning movements between gates and remote locations.

SOURCE: Total Airspace and Airport Modeler Simulation Results, April 2020.

PREPARED BY: Ricondo & Associates, Inc., April 2020.

TABLE 2-5: MULTI-ITERATION STATISTICS – EXPERIMENT 935 (VFR EAST WITHOUT LAHSO)

Run	Project Name	Schedule	Random Seed Number	Study Date	Schedule Randomization (On/Off)	TAAM Version	Step	Operations		Terminations				Peak Operations (Rolling Hour)				Peak Operations (Rolling 15-Minute)				Arr Rwy Violations		Average Delay per Phase of Operation (minutes per operation)						Average Unimpeded Travel Time (minutes per operation)						Average Time in Operational Phase (minutes per operation)											
								Scheduled	Processed	Dep.	Arr.	Tot.	%	Dep	Dep	Arr	Arr	Tot	Tot	Dep	Dep	Arr	Arr	Tot	Tot	Overlaps	%	KORD		KORD		KORD		KORD		KORD		KORD		KORD		KORD					
								Total	Total	Dep	Arr	Tot	%	Dep	Time	Arr	Time	Tot	Time	Dep	Time	Arr	Time	Ops	Time			KORD Dep Gats Delay at KORD	Dep Grnd Delay at KORD	Arr Grnd Del at Orig	KORD Arr Air Delay at KORD	Arr Grnd Delay at KORD	All KORD	Air	Grnd	Total	Air	Grnd	Total	Air	Grnd	Total	Air	Grnd	Total		
1	KORD TAP EA	2030WP	535458	03/26/20	On	2019.2	1	2993	2985	3	5	8	0.27%	110	9:00	117	19:00	224	19:00	32	20:00	36	18:05	66	18:05	0	0.00%	1.5	4.2	0.1	1.6	2.1	4.7	127.7	11.7	139.4	134.7	14.9	149.6	127.7	17.5	145.1	136.3	17.1	153.4		
2	KORD TAP EA	2030WP	549467	03/26/20	On	2019.2	1	2993	2986	5	2	7	0.23%	109	15:10	115	19:00	221	19:00	31	19:55	36	8:40	64	8:40	0	0.00%	1.3	3.9	0.1	2.0	2.3	4.9	127.5	11.8	139.3	135.2	14.8	150.0	127.5	17.1	144.6	137.2	17.2	154.4		
3	KORD TAP EA	2030WP	563476	03/26/20	On	2019.2	1	2993	2989	2	2	4	0.13%	113	11:00	115	19:00	215	9:00	32	10:30	37	18:05	63	18:05	0	0.00%	1.6	4.6	0.1	1.7	2.2	5.0	127.4	11.8	139.2	135.4	15.0	150.4	127.4	17.9	145.4	137.1	17.2	154.3		
4	KORD TAP EA	2030WP	577485	03/26/20	On	2019.2	1	2993	2986	1	6	7	0.23%	115	11:00	116	19:00	223	19:00	31	19:50	38	18:10	64	18:10	0	0.00%	1.4	3.9	0.1	2.1	2.2	4.9	127.6	11.8	139.4	135.2	14.9	150.1	127.6	17.2	144.7	137.2	17.2	154.4		
5	KORD TAP EA	2030WP	591494	03/26/20	On	2019.2	1	2993	2978	5	10	15	0.50%	111	11:00	114	19:00	219	19:00	32	19:55	37	18:10	65	18:10	0	0.00%	1.6	4.5	0.1	1.8	2.3	5.1	127.7	11.8	139.4	134.7	14.9	149.6	127.7	17.8	145.4	136.5	17.3	153.8		
6	KORD TAP EA	2030WP	605503	03/26/20	On	2019.2	1	2993	2987	3	3	6	0.20%	111	11:00	111	19:00	219	19:00	31	19:50	34	18:05	63	8:45	0	0.00%	1.4	3.7	0.1	2.0	2.2	4.7	127.4	11.8	139.2	135.1	15.0	150.1	127.4	16.8	144.2	137.1	17.2	154.4		
7	KORD TAP EA	2030WP	619512	03/26/20	On	2019.2	1	2993	2981	3	9	12	0.40%	110	20:20	112	19:00	217	19:00	31	19:55	36	18:00	64	18:00	0	0.00%	1.4	3.9	0.1	2.0	2.3	4.9	127.5	11.8	139.2	134.3	14.9	149.2	127.5	17.1	144.5	136.4	17.3	153.6		
8	KORD TAP EA	2030WP	633521	03/26/20	On	2019.2	1	2993	2990	2	1	3	0.10%	113	11:00	117	19:00	221	19:00	32	19:50	38	8:40	66	8:40	0	0.00%	1.3	4.0	0.1	1.9	2.3	4.8	127.6	11.8	139.4	135.5	14.9	150.3	127.6	17.1	144.7	137.4	17.2	154.6		
9	KORD TAP EA	2030WP	647530	03/26/20	On	2019.2	1	2993	2988	3	2	5	0.17%	111	11:00	111	9:10	215	9:10	32	10:10	36	8:45	63	8:45	0	0.00%	1.4	4.2	0.1	1.9	2.2	4.9	127.5	11.8	139.3	135.4	14.8	150.2	127.5	17.3	144.8	137.4	17.1	154.5		
10	KORD TAP EA	2030WP	661539	03/26/20	On	2019.2	1	2993	2991	0	2	2	0.07%	113	11:00	115	19:00	220	19:00	32	19:55	35	11:30	63	18:05	0	0.00%	1.4	3.7	0.1	1.9	2.2	4.7	127.6	11.7	139.4	135.8	14.8	150.6	127.6	16.9	144.5	137.7	17.1	154.9		
11	KORD TAP EA	2030WP	675548	03/26/20	On	2019.2	1	2993	2987	3	3	6	0.20%	111	11:00	112	19:00	218	19:00	32	19:45	34	18:05	64	18:05	0	0.00%	1.4	3.9	0.1	2.2	2.0	4.8	127.2	11.8	139.0	135.3	15.0	150.3	127.2	17.0	144.2	137.5	17.1	154.6		
								Average Over Multi-Run =		2993	2986	3	4	7	0.23%	112	12:02	114	18:06	219	17:11	32	18:08	36	14:55	64	14:40	0	0.00%	1.4	4.0	0.1	1.9	2.2	4.8	127.5	11.8	139.3	135.2	14.9	150.0	127.5	17.2	144.8	137.1	17.2	154.3
																				Median =		4.9																									

NOTE: The Departure Gate Delay at KORD and Arrival Ground Delay at KORD categories include delay incurred by arrival and departure operations during repositioning movements between gates and remote locations.

SOURCE: Total Airspace and Airport Modeler Simulation Results, April 2020.

PREPARED BY: Ricondo & Associates, Inc., April 2020.



Table 2-7: Annualized Weighting of Operating Configurations
O'Hare TAP and ATP Environmental Assessment

<u>Experiment #</u>	<u>Operating Configuration</u>	<u>Weather Conditions</u>			<u>Annualized Weighting</u>
EXP 931	VFR West with LAHSO	VFR			37.2%
EXP 932	VFR West without LAHSO	VFR			14.2%
EXP 933	IFR West	IFR			2.2%
EXP 934	VFR East with LAHSO	VFR			24.6%
EXP 935	VFR East without LAHSO	VFR			16.6%
EXP 936	IFR East	IFR			5.2%
Totals					100.0%
		<u>Arrivals</u>	<u>Departures</u>	<u>Total</u>	
Flight Schedule Operations		1,502	1,491	2,993	
Annual Operations				1,013,856	
Average Daily Operations				2,778	
Design Day Ratio				0.93	

Sources: Table 7-8 in TAP EA - Annual Activity Forecast Technical Document_DRAFT - 20200124.pdf, January 2020; Total Airspace and Airport Modeler Simulation Results, April 2020.
Prepared by: Ricondo & Associates, Inc., April 2020.



Table 2-8: Multi-Iteration Summary
O'Hare TAP and ATP Environmental Assessment

This table contains averages over each experiment's multi-run. The "lumped" average delays and operational phase times were computed by adding times associated with all eleven iterations of the multi-run and dividing by the total of aircraft operations simulated in all eleven iterations. The peak operations shows are straight averages of the eleven iterations.

	Peak Operations (Rolling Hour)			Peak Operations (Rolling 15-Minute)			Average Delay per Phase of Operation (minutes per operation)						Average Delay Per All Airport Operations	Average Unimpeded Travel Times (minutes)						Average Time in Operational Phase (minutes)					
	Experiment	Peak Departure Operations	Peak Arrival Operations	Peak Total Operations	Peak Departure Operations	Peak Arrival Operations	Peak Total Operations	KORD Departure Gate Delay at KORD	Departure Ground Delay at KORD	KORD Arrival Predeparture Ground Delay at Origin	KORD Arrival Air Delay at KORD	Arrival Ground Delay at KORD		Total Airport Delay (minutes)	Departures			Arrivals			Departures			Arrivals	
													Airborne		Ground	Total	Airborne	Ground	Total	Airborne	Ground	Total	Airborne	Ground	Total
AVERAGE	931	116	111	224	39	34	64	1.5	2.5	0.1	1.3	1.9	3.7	127.5	10.3	137.8	134.9	13.9	148.8	127.5	14.3	141.8	136.2	15.9	152.1
	932	117	111	226	38	32	63	1.5	2.7	0.1	2.1	2.2	4.3	127.5	10.2	137.7	134.9	14.9	149.8	127.5	14.4	141.9	137.0	17.2	154.2
	933	110	108	200	34	29	55	1.5	8.8	0.2	5.1	2.3	9.0	127.8	10.4	138.2	135.3	15.5	150.8	127.8	20.7	148.5	140.4	18.1	158.5
	934	113	115	222	32	35	63	1.5	3.6	0.1	1.4	2.5	4.5	127.5	11.7	139.2	135.5	14.8	150.3	127.5	16.8	144.3	136.9	17.4	154.3
	935	112	114	219	32	36	64	1.4	4.0	0.1	1.9	2.2	4.8	127.5	11.8	139.3	135.2	14.9	150.0	127.5	17.2	144.8	137.1	17.2	154.3
	936	97	108	199	27	29	53	1.2	13.6	0.2	3.6	2.4	10.4	127.5	12.4	139.8	135.7	15.6	151.3	127.5	27.1	154.6	139.3	18.1	157.4
	Annualized	113.8	112.3	221.2	34.9	34.1	62.9	1.5	3.8	0.1	1.8	2.2	4.6	127.5	11.0	138.5	135.1	14.5	149.7	127.5	16.2	143.7	136.9	16.8	153.7

This table contains each experiment's median run as taken from the eleven iterations of each multi-run.

MEDIAN	931	116	113	224	37	37	64	1.4	2.6	0.1	1.4	1.8	3.7	127.5	10.3	137.8	134.8	13.9	148.7	127.5	14.4	141.8	136.3	15.8	152.0
	932	114	110	223	37	34	63	1.6	2.6	0.1	2.2	2.1	4.3	127.2	10.2	137.3	135.0	14.8	149.9	127.2	14.3	141.5	137.3	17.1	154.3
	933	112	106	198	35	28	54	1.4	8.7	0.2	4.8	2.6	8.8	127.8	10.4	138.2	135.4	15.6	151.0	127.8	20.5	148.3	140.2	18.4	158.5
	934	112	114	219	31	35	64	1.4	3.6	0.1	1.3	2.7	4.5	127.4	11.7	139.2	135.3	14.8	150.1	127.4	16.8	144.2	136.6	17.5	154.1
	935	109	115	221	31	36	64	1.3	3.9	0.1	2.0	2.3	4.9	127.5	11.8	139.3	135.2	14.8	150.0	127.5	17.1	144.6	137.2	17.2	154.4
	936	98	108	196	27	31	55	1.1	13.9	0.2	4.0	2.3	10.7	127.3	12.4	139.7	135.5	15.6	151.1	127.3	27.3	154.6	139.5	18.1	157.6
	Annualized	112.5	112.7	220.1	34.0	35.4	63.2	1.4	3.8	0.1	1.8	2.2	4.6	127.4	11.0	138.4	135.1	14.5	149.6	127.4	16.2	143.6	136.9	16.8	153.7

This table presents the difference between the averages of the multi-runs and the median runs.

DIFFERENCE	931	0	-2	0	2	-3	0	0.1	-0.2	0.0	-0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	-0.1	0.0	0.0	0.1	0.1
	932	3	1	3	1	-2	0	-0.1	0.2	0.0	-0.1	0.0	0.0	0.3	0.0	0.3	-0.2	0.0	-0.1	0.3	0.1	0.5	-0.3	0.1	-0.2
	933	-2	2	2	-1	1	1	0.1	0.1	0.0	0.3	-0.2	0.2	0.0	0.0	0.0	-0.1	0.0	-0.1	0.0	0.2	0.2	0.2	-0.3	-0.1
	934	1	1	3	1	0	-1	0.0	0.0	0.0	0.1	-0.2	0.0	0.1	0.0	0.1	0.2	-0.1	0.2	0.1	0.0	0.1	0.4	-0.2	0.2
	935	3	-1	-2	1	0	0	0.1	0.1	0.0	-0.1	-0.1	0.0	0.0	0.0	-0.1	0.0	0.1	0.0	0.0	0.2	0.2	-0.1	-0.1	-0.2
	936	-1	0	3	0	-2	-2	0.1	-0.3	0.0	-0.4	0.1	-0.3	0.2	0.0	0.1	0.3	0.0	0.2	0.2	-0.2	-0.1	-0.1	0.0	-0.2
	Annualized	1	0	1	1	-1	0	0.0	0.0	0.0	-0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0

Note: The Departure Gate Delay at KORD and Arrival Ground Delay at KORD categories include delay incurred by arrival and departure operations during repositioning movements between gates and remote locations.

Source: Total Airspace and Airport Modeler Simulation Results, April 2020.
Prepared by: Ricondo & Associates, Inc., April 2020.



Table 2-9: Multi-Iteration Summary - DDFS Conversion to AAD
O'Hare TAP and ATP Environmental Assessment

This table contains the design day flight schedule (DDFS) delays and travel times averaged over each experiment's multi-run as reported in Table 8.

	Average Delay per Phase of Operation (minutes per operation)						Average Delay Per All Airport Operations	Average Unimpeded Travel Times (minutes)						Average Time in Operational Phase (minutes)						
	Experiment	KORD Departure Gate Delay at KORD		KORD Arrival Predeparture Ground Delay at Origin		KORD Arrival Air Delay at KORD		Total Airport Delay (minutes)	Departures			Arrivals			Departures			Arrivals		
		Departure Ground Delay at KORD	Departure Ground Delay at KORD	Predeparture Ground Delay at Origin	Predeparture Ground Delay at Origin	Arrival Air Delay at KORD	Arrival Ground Delay at KORD		Airborne	Ground	Total	Airborne	Ground	Total	Airborne	Ground	Total	Airborne	Ground	Total
DDFS	931	1.5	2.5	0.1	1.3	1.9	3.7	127.5	10.3	137.8	134.9	13.9	148.8	127.5	14.3	141.8	136.2	15.9	152.1	
	932	1.5	2.7	0.1	2.1	2.2	4.3	127.5	10.2	137.7	134.9	14.9	149.8	127.5	14.4	141.9	137.0	17.2	154.2	
	933	1.5	8.8	0.2	5.1	2.3	9.0	127.8	10.4	138.2	135.3	15.5	150.8	127.8	20.7	148.5	140.4	18.1	158.5	
	934	1.5	3.6	0.1	1.4	2.5	4.5	127.5	11.7	139.2	135.5	14.8	150.3	127.5	16.8	144.3	136.9	17.4	154.3	
	935	1.4	4.0	0.1	1.9	2.2	4.8	127.5	11.8	139.3	135.2	14.8	150.0	127.5	17.2	144.8	137.1	17.2	154.3	
	936	1.2	13.6	0.2	3.6	2.4	10.4	127.5	12.4	139.8	135.7	15.6	151.3	127.5	27.1	154.6	139.3	18.1	157.4	
Annualized	1.5	3.8	0.1	1.8	2.2	4.6	127.5	11.0	138.5	135.1	14.5	149.7	127.5	16.2	143.7	136.9	16.8	153.7		

This table contains the average annual day (AAD) delays and travel times. They were computed by multiplying the DDFS values in the table above by a conversion factor of 0.93 percent.

AAD	931	1.4	2.3	0.1	1.2	1.8	3.4	118.6	9.6	128.2	125.4	12.9	138.4	118.6	13.3	131.9	126.7	14.8	141.5
	932	1.4	2.5	0.1	2.0	2.0	4.0	118.6	9.5	128.0	125.4	13.8	139.3	118.6	13.4	132.0	127.4	15.9	143.4
	933	1.4	8.2	0.2	4.7	2.2	8.3	118.8	9.7	128.5	125.8	14.4	140.3	118.8	19.3	138.1	130.6	16.8	147.4
	934	1.3	3.3	0.0	1.3	2.4	4.2	118.6	10.9	129.5	126.0	13.7	139.7	118.6	15.6	134.2	127.3	16.1	143.5
	935	1.3	3.8	0.1	1.8	2.0	4.5	118.6	10.9	129.5	125.7	13.8	139.5	118.6	16.0	134.6	127.5	16.0	143.5
	936	1.1	12.6	0.2	3.3	2.2	9.7	118.5	11.5	130.0	126.2	14.5	140.7	118.5	25.2	143.7	129.6	16.8	146.4
Annualized	1.4	3.5	0.1	1.6	2.0	4.3	118.6	10.2	128.8	125.7	13.5	139.2	118.6	15.1	133.7	127.3	15.6	142.9	

Note: The Departure Gate Delay at KORD and Arrival Ground Delay at KORD categories include delay incurred by arrival and departure operations during repositioning movements between gates and remote locations.

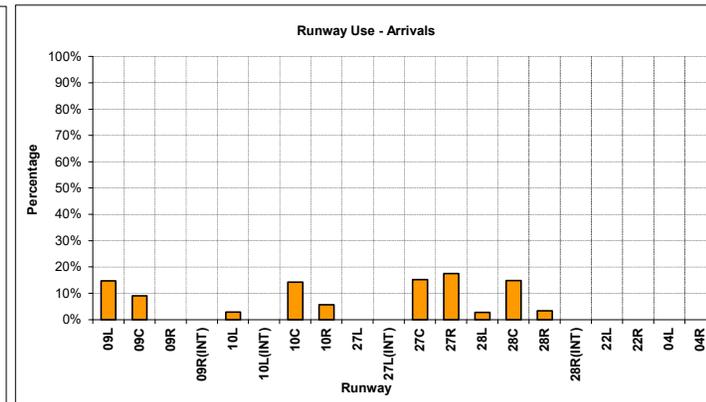
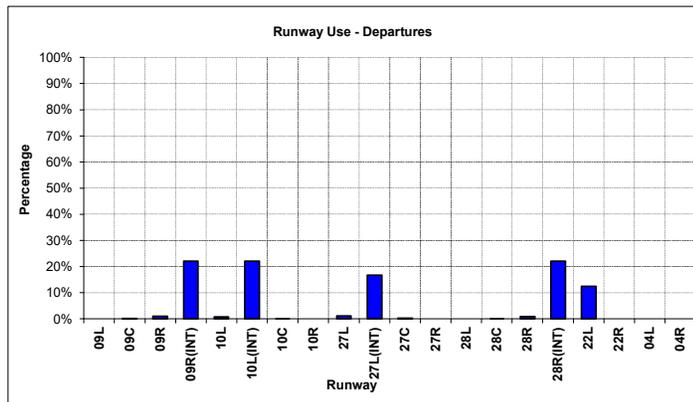
Source: Total Airspace and Airport Modeler Simulation Results, April 2020.

Prepared by: Ricondo & Associates, Inc., April 2020.



Table 2-10: Runway Use (24 Hour)
O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

Simulated Operations by Runway				Percentage of Runway Use			
Runway	Departures	Arrivals	Grand Total	Runway	Departures	Arrivals	Grand Total
09L	-	219.9	219.9	09L	0.0%	14.7%	7.4%
09C	2.7	134.2	136.9	09C	0.2%	9.0%	4.6%
09R	16.1	-	16.1	09R	1.1%	0.0%	0.5%
09R(INT)	329.0	-	329.0	09R(INT)	22.1%	0.0%	11.0%
10L	11.3	43.2	54.5	10L	0.8%	2.9%	1.8%
10L(INT)	329.6	-	329.6	10L(INT)	22.2%	0.0%	11.0%
10C	0.5	213.3	213.8	10C	0.0%	14.2%	7.2%
10R	-	84.4	84.4	10R	0.0%	5.6%	2.8%
27L	17.4	-	17.4	27L	1.2%	0.0%	0.6%
27L(INT)	249.5	-	249.5	27L(INT)	16.8%	0.0%	8.4%
27C	3.2	227.5	230.7	27C	0.2%	15.2%	7.7%
27R	-	261.5	261.5	27R	0.0%	17.5%	8.8%
28L	-	41.1	41.1	28L	0.0%	2.7%	1.4%
28C	0.5	221.8	222.3	28C	0.0%	14.8%	7.4%
28R	13.4	50.2	63.7	28R	0.9%	3.4%	2.1%
28R(INT)	329.2	-	329.2	28R(INT)	22.1%	0.0%	11.0%
22L	185.3	-	185.3	22L	12.5%	0.0%	6.2%
22R	-	-	-	22R	0.0%	0.0%	0.0%
04L	-	-	-	04L	0.0%	0.0%	0.0%
04R	-	-	-	04R	0.0%	0.0%	0.0%
Total	1,487.9	1,497.2	2,985.0	Total	100.0%	100.0%	100.0%

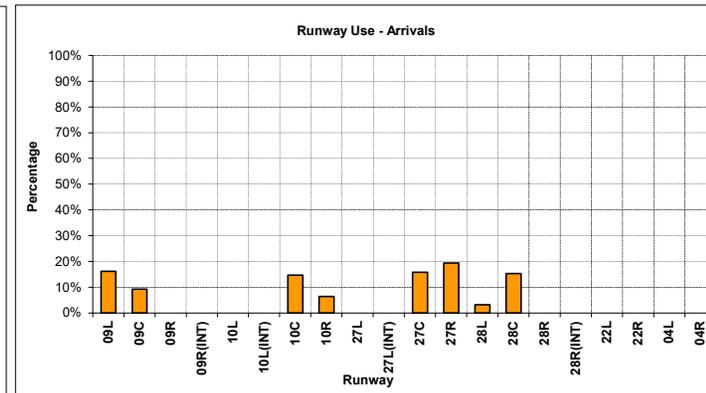
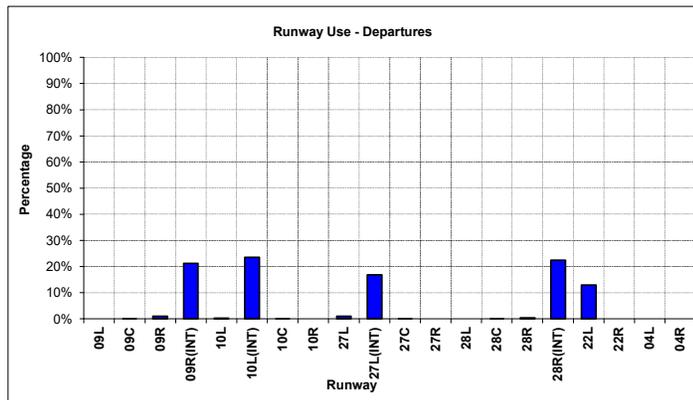


Source: Total Airspace and Airport Modeler Simulation Results, April 2020.
Prepared by: Ricondo & Associates, Inc., April 2020.



Table 2-11: Runway Use (Daytime)
O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

Simulated Operations by Runway				Percentage of Runway Use			
Runway	Departures	Arrivals	Grand Total	Runway	Departures	Arrivals	Grand Total
09L	-	208.1	208.1	09L	0.0%	16.2%	7.9%
09C	0.9	118.9	119.8	09C	0.1%	9.3%	4.6%
09R	13.3	-	13.3	09R	1.0%	0.0%	0.5%
09R(INT)	286.1	-	286.1	09R(INT)	21.3%	0.0%	10.9%
10L	3.4	-	3.4	10L	0.3%	0.0%	0.1%
10L(INT)	316.6	-	316.6	10L(INT)	23.5%	0.0%	12.0%
10C	0.5	187.6	188.1	10C	0.0%	14.6%	7.2%
10R	-	81.7	81.7	10R	0.0%	6.4%	3.1%
27L	14.1	-	14.1	27L	1.0%	0.0%	0.5%
27L(INT)	227.2	-	227.2	27L(INT)	16.9%	0.0%	8.6%
27C	1.1	203.2	204.3	27C	0.1%	15.8%	7.8%
27R	-	247.7	247.7	27R	0.0%	19.3%	9.4%
28L	-	41.1	41.1	28L	0.0%	3.2%	1.6%
28C	0.5	195.8	196.3	28C	0.0%	15.2%	7.5%
28R	5.0	-	5.0	28R	0.4%	0.0%	0.2%
28R(INT)	303.0	-	303.0	28R(INT)	22.5%	0.0%	11.5%
22L	173.5	-	173.5	22L	12.9%	0.0%	6.6%
22R	-	-	-	22R	0.0%	0.0%	0.0%
04L	-	-	-	04L	0.0%	0.0%	0.0%
04R	-	-	-	04R	0.0%	0.0%	0.0%
Total	1,345.1	1,284.2	2,629.3	Total	100.0%	100.0%	100.0%

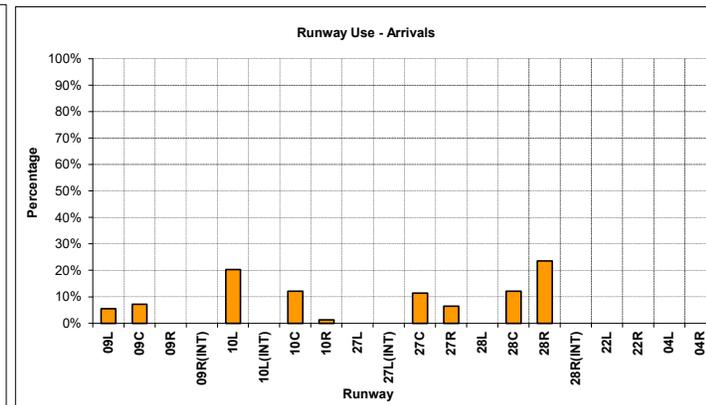
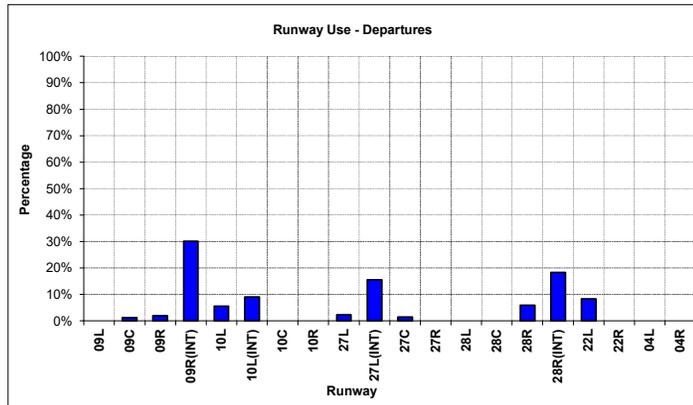


Source: Total Airspace and Airport Modeler Simulation Results, April 2020.
Prepared by: Ricondo & Associates, Inc., April 2020.



Table 2-12: Runway Use (Nighttime)
O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

Simulated Operations by Runway				Percentage of Runway Use			
Runway	Departures	Arrivals	Grand Total	Runway	Departures	Arrivals	Grand Total
09L	-	11.8	11.8	09L	0.0%	5.5%	3.3%
09C	1.8	15.3	17.1	09C	1.3%	7.2%	4.8%
09R	2.8	-	2.8	09R	2.0%	0.0%	0.8%
09R(INT)	43.0	-	43.0	09R(INT)	30.1%	0.0%	12.1%
10L	7.9	43.2	51.1	10L	5.5%	20.3%	14.4%
10L(INT)	13.0	-	13.0	10L(INT)	9.1%	0.0%	3.7%
10C	-	25.7	25.7	10C	0.0%	12.1%	7.2%
10R	-	2.7	2.7	10R	0.0%	1.3%	0.8%
27L	3.3	-	3.3	27L	2.3%	0.0%	0.9%
27L(INT)	22.3	-	22.3	27L(INT)	15.6%	0.0%	6.3%
27C	2.1	24.2	26.4	27C	1.5%	11.4%	7.4%
27R	-	13.8	13.8	27R	0.0%	6.5%	3.9%
28L	-	-	-	28L	0.0%	0.0%	0.0%
28C	-	26.0	26.0	28C	0.0%	12.2%	7.3%
28R	8.4	50.2	58.7	28R	5.9%	23.6%	16.5%
28R(INT)	26.2	-	26.2	28R(INT)	18.4%	0.0%	7.4%
22L	11.8	-	11.8	22L	8.3%	0.0%	3.3%
22R	-	-	-	22R	0.0%	0.0%	0.0%
04L	-	-	-	04L	0.0%	0.0%	0.0%
04R	-	-	-	04R	0.0%	0.0%	0.0%
Total	142.7	213.0	355.7	Total	100.0%	100.0%	100.0%



Source: Total Airspace and Airport Modeler Simulation Results, April 2020.
Prepared by: Ricondo & Associates, Inc., April 2020.



Table 2-13: Aircraft Fleet Mix By Runway (24 Hour)
O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

Category	Aircraft Type	Arrivals										Total	Departures										Total				
		09L	09C	10L	10C	10R	27C	27R	28L	28C	28R		09C	09R	09R(INT)	10L	10L(INT)	10C	27L	27L(INT)	27C	28C		28R	28R(INT)	22L	
Heavy	A306	0.0	0.5	0.9	0.4	0.0	0.0	0.0	0.0	1.1	1.1	4.0	0.0	0.0	0.5	0.9	0.5	0.0	0.0	0.0	1.1	1.1	0.0	4.0			
	A332	0.0	0.8	0.0	0.8	0.0	0.9	0.0	0.0	0.9	0.0	3.4	0.0	0.2	0.9	0.2	0.5	0.0	0.5	1.6	0.0	0.0	0.0	4.0			
	A339	0.0	0.0	0.0	0.4	0.0	0.2	0.0	0.0	0.4	0.0	0.9	0.0	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.0			
	A359	0.0	7.2	0.9	3.9	0.0	4.3	0.0	0.0	8.6	1.1	25.9	0.0	2.3	9.2	0.0	1.4	0.0	2.5	6.0	0.0	0.0	0.0	27.9			
	A35K	0.0	1.3	0.0	0.5	0.0	1.0	0.0	0.0	1.1	0.0	4.0	0.0	1.4	0.5	0.0	0.0	1.6	0.5	0.0	0.0	0.0	0.0	4.0			
	A388	0.0	0.7	0.0	0.7	0.0	0.7	0.0	0.0	0.9	0.0	3.0	0.9	0.0	0.0	0.0	0.5	0.0	0.0	1.1	0.5	0.0	0.0	3.0			
	B744	0.0	0.2	0.0	0.2	0.0	0.2	0.0	0.0	0.4	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.0	0.2	0.0	0.0	0.4	0.0	1.0			
	B744F	0.0	1.5	1.9	1.3	0.0	1.4	0.0	0.0	1.8	2.1	10.0	0.0	0.9	2.7	0.5	0.5	0.0	1.0	2.9	0.0	0.6	0.9	10.0			
	B748	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.5	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	1.0			
	B748F	0.0	1.2	0.0	2.5	0.0	2.2	0.0	0.0	2.1	0.0	8.0	1.8	0.0	0.0	1.4	0.5	0.0	0.0	2.1	0.0	1.6	0.5	7.9			
	B763	0.0	1.0	0.5	2.3	0.0	1.2	0.0	0.0	2.6	0.5	8.0	0.0	0.1	0.5	2.7	0.5	0.0	0.0	0.6	0.0	3.2	0.5	7.9			
	B772	0.0	0.7	0.0	0.2	0.0	0.7	0.0	0.0	0.4	0.0	2.0	0.0	0.5	0.5	0.0	0.0	0.5	0.6	0.0	0.0	0.0	0.0	2.0			
	B779	0.0	1.2	0.0	0.6	0.0	0.8	0.0	0.0	1.3	0.0	4.0	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	2.1	0.0	0.0	3.9			
	B77F	0.0	0.8	2.3	1.8	0.0	0.6	0.0	0.0	3.1	2.7	11.2	0.0	1.5	0.5	1.7	1.9	0.0	2.3	0.6	0.0	1.4	2.2	12.0			
	B77W	0.0	2.6	0.0	1.1	0.0	2.2	0.0	0.0	2.1	0.0	8.0	0.0	2.3	0.7	0.1	0.5	0.0	2.7	1.1	0.0	0.0	0.5	7.8			
	B788	0.0	2.4	1.1	1.6	0.0	1.8	0.0	0.0	2.8	1.2	11.0	0.0	2.8	1.9	0.0	0.9	0.0	2.8	2.2	0.0	0.4	1.1	12.0			
	B789	0.0	8.9	0.2	4.4	0.0	6.6	0.0	0.0	8.5	0.0	28.6	0.0	3.2	5.1	0.0	4.2	0.0	2.8	6.5	0.0	0.9	4.3	27.0			
	B78X	0.0	2.5	1.4	1.7	0.0	1.9	0.0	0.0	2.9	1.6	12.0	0.0	0.9	2.8	0.5	0.9	0.0	0.6	1.9	0.0	1.1	2.4	11.0			
	A20N	0.0	0.0	0.0	1.7	0.2	0.7	0.0	0.2	1.2	0.0	4.0	0.0	0.0	0.5	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.3	0.9	4.0		
	A21N	13.2	6.8	2.8	11.8	4.4	10.7	15.9	2.0	13.3	3.2	83.9	0.0	0.0	14.0	0.2	25.2	0.0	9.8	0.0	0.0	24.4	11.3	85.0			
A21NX	1.4	0.0	0.5	0.0	0.0	0.4	0.9	0.0	0.4	0.5	4.0	0.0	0.0	0.9	0.0	0.9	0.0	0.0	1.2	0.0	0.0	0.9	4.0				
A319	9.8	3.9	0.5	8.8	2.8	10.0	9.9	2.0	7.5	0.5	55.9	0.0	0.0	12.3	0.0	11.6	0.0	9.2	0.0	0.0	9.1	9.6	51.8				
A320	7.1	3.4	2.8	8.2	3.2	7.7	8.2	1.3	8.0	3.2	53.0	0.0	0.0	11.8	0.0	12.4	0.0	9.2	0.0	0.0	11.3	7.3	52.0				
A321	7.6	7.3	5.5	7.5	2.7	5.1	12.8	1.3	9.8	6.4	66.0	0.0	0.0	14.6	0.0	14.2	0.0	8.3	0.0	0.0	17.9	7.1	62.0				
B37M	13.9	5.2	3.7	8.4	2.9	6.9	17.2	1.7	9.2	4.3	73.4	0.0	0.0	19.2	0.0	16.5	0.0	13.0	0.0	0.0	24.8	3.5	77.0				
B38M	7.5	4.5	2.7	8.2	4.5	9.9	9.8	2.2	6.5	3.2	59.0	0.0	0.0	13.6	0.0	13.7	0.0	5.7	0.0	0.0	17.6	8.3	58.8				
B39M	6.2	5.2	5.0	8.9	2.9	8.8	7.4	2.0	8.3	5.9	60.6	0.0	0.0	14.8	0.0	11.9	0.0	12.0	0.0	0.0	11.0	8.1	57.8				
B738	12.5	4.2	3.7	11.8	5.4	12.1	15.1	2.7	9.2	4.3	81.0	0.0	0.0	16.7	0.0	19.0	0.0	10.1	0.0	0.0	20.6	10.6	77.0				
B739	6.3	2.8	2.7	4.6	1.2	4.3	9.5	0.9	2.5	3.2	38.0	0.0	0.0	8.9	0.0	8.7	0.0	6.3	0.0	0.0	10.1	4.0	38.0				
B752	0.5	0.0	0.0	0.0	0.0	0.1	0.4	0.0	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.0				
B752F	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	1.6	3.0	0.0	0.0	0.5	0.9	0.1	0.0	0.0	0.0	0.0	0.6	0.5	3.0				
BCS1	1.2	0.5	0.0	0.4	0.2	0.4	2.1	0.0	0.1	0.0	5.0	0.0	0.0	2.3	0.0	0.0	0.0	1.6	0.0	0.0	1.1	0.0	5.0				
BCS3	10.4	1.6	0.5	1.4	0.0	4.0	9.4	0.2	2.0	0.5	30.0	0.0	0.0	8.7	0.0	5.6	0.0	5.1	0.0	0.0	6.3	5.2	31.0				
CRJ2	17.0	6.2	0.3	11.1	5.3	11.5	17.9	4.3	11.7	0.7	86.0	0.0	0.0	19.3	0.0	20.0	0.0	18.3	0.0	0.0	15.7	11.6	84.9				
CRJ5	9.0	4.6	0.0	7.8	3.1	7.4	11.2	1.6	8.2	0.0	53.0	0.0	0.0	11.6	0.0	13.4	0.0	9.6	0.0	0.0	12.5	6.5	53.6				
CRJ7	21.2	11.6	0.2	24.7	12.4	30.3	27.2	4.6	19.2	0.2	151.8	0.0	0.0	34.1	0.0	35.5	0.0	25.1	0.0	0.0	27.9	27.9	150.5				
CRJ9	17.5	4.0	0.5	7.2	4.6	12.8	18.0	2.5	5.4	0.5	72.8	0.0	0.0	20.5	0.0	13.7	0.0	17.9	0.0	0.0	16.0	5.7	73.8				
E145	15.6	8.9	0.0	16.2	8.0	15.9	19.8	3.2	16.6	0.0	104.2	0.0	0.0	22.8	0.0	25.1	0.0	17.1	0.0	0.0	26.5	12.2	103.6				
E170	10.3	4.7	0.0	10.2	4.0	9.8	11.8	2.1	9.7	0.0	62.6	0.0	0.0	11.3	0.0	18.4	0.0	11.8	0.0	0.0	10.0	12.5	64.0				
E175	28.4	14.2	1.4	27.3	14.6	29.8	33.0	5.7	29.1	1.6	185.0	0.0	0.0	38.4	0.0	47.0	0.0	30.0	0.0	0.0	37.6	31.5	184.5				
C208	1.8	0.1	0.0	0.4	0.6	0.3	2.0	0.0	0.9	0.0	6.0	0.0	0.0	2.8	0.0	0.0	0.0	0.9	0.0	0.0	2.3	0.0	6.0				
C402	0.0	0.0	0.0	0.9	1.0	0.4	0.0	0.5	1.2	0.0	4.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	2.1	0.0	4.0				
C56X	0.0	0.2	0.0	0.2	0.1	0.0	0.5	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.0				
C680	0.0	0.2	0.0	0.2	0.1	0.0	0.4	0.2	0.0	0.0	1.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.0	1.0				
C68A	0.1	0.0	0.0	0.2	0.2	0.4	0.0	0.0	0.1	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.0				
C750	0.5	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.2	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.0				
CL30	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.0				
CL35	0.5	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.1	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	1.0				
E55P	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.0				
LJ45	0.0	0.2	0.0	0.2	0.1	0.0	0.5	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.0	1.0				
Totals		219.9	134.2	43.2	213.3	84.4	227.5	261.5	41.1	221.8	50.2	1497.2	2.7	16.1	329.0	11.3	329.6	0.5	17.4	249.5	3.2	0.5	13.4	329.2	185.3	1487.9	2985.0

Source: Total Airspace and Airport Modeler Simulation Results, April 2020.
Prepared by: Ricordo & Associates, Inc., May 2020.



Table 2-14: Aircraft Fleet Mix By Runway (Daytime)
O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

Category	Aircraft Type	Arrivals										Total	Departures										Total				
		09L	09C	10L	10C	10R	27C	27R	28L	28C	28R		09C	09R	09R(INT)	10L	10L(INT)	10C	27L	27L(INT)	27C	28C		28R	28R(INT)	22L	
Heavy	A306	0.0	0.5	0.0	0.4	0.0	0.0	0.0	0.0	1.1	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.5	2.5	
	A332	0.0	0.8	0.0	0.8	0.0	0.9	0.0	0.0	0.9	0.0	3.4	0.0	0.2	0.5	0.2	0.5	0.0	0.5	1.1	0.0	0.0	0.0	0.0	0.0	6.4	
	A339	0.0	0.0	0.0	0.4	0.0	0.2	0.0	0.0	0.4	0.0	0.9	0.0	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	1.9	
	A359	0.0	7.2	0.0	3.4	0.0	3.9	0.0	0.0	8.4	0.0	22.9	0.0	2.3	8.3	0.0	1.4	0.0	2.5	5.5	0.0	0.0	0.0	0.0	0.0	48.8	
	A35K	0.0	1.3	0.0	0.5	0.0	1.0	0.0	0.0	1.1	0.0	4.0	0.0	0.9	0.5	0.0	0.0	0.0	1.1	0.5	0.0	0.0	0.0	0.0	0.0	7.0	
	A388	0.0	0.7	0.0	0.7	0.0	0.7	0.0	0.0	0.9	0.0	3.0	0.9	0.0	0.0	0.0	0.5	0.0	0.0	1.1	0.5	0.0	0.0	0.0	0.0	6.0	
	B744	0.0	0.2	0.0	0.2	0.0	0.2	0.0	0.0	0.4	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.4	0.0	0.0	2.0	
	B744F	0.0	1.2	0.0	0.2	0.0	0.5	0.0	0.0	1.1	0.0	3.0	0.0	0.5	1.9	0.0	0.5	0.0	0.5	1.8	0.0	0.0	0.0	0.9	0.0	9.0	
	B748	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.5	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	2.0	
	B748F	0.0	0.2	0.0	0.7	0.0	0.6	0.0	0.0	0.5	0.0	2.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	3.0	
	B763	0.0	0.7	0.0	1.1	0.0	0.8	0.0	0.0	0.8	0.0	3.5	0.0	0.1	0.0	0.4	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.0	2.0	
	B772	0.0	0.7	0.0	0.2	0.0	0.7	0.0	0.0	0.4	0.0	2.0	0.0	0.5	0.5	0.0	0.0	0.0	0.5	0.6	0.0	0.0	0.0	0.0	0.0	4.0	
	B779	0.0	1.2	0.0	0.6	0.0	0.8	0.0	0.0	1.3	0.0	4.0	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	7.0	
	B77F	0.0	0.5	0.0	0.8	0.0	0.0	0.0	0.0	1.6	0.0	3.0	0.0	0.9	0.5	0.5	1.9	0.0	1.6	0.5	0.0	0.0	2.1	0.0	0.0	11.0	
	B77W	0.0	2.3	0.0	1.1	0.0	2.1	0.0	0.0	2.1	0.0	7.6	0.0	1.9	0.7	0.0	0.5	0.0	2.1	1.1	0.0	0.0	0.5	0.0	0.0	14.4	
	B788	0.0	2.1	0.0	1.6	0.0	1.5	0.0	0.0	2.8	0.0	8.0	0.0	2.8	1.9	0.0	0.9	0.0	2.8	1.8	0.0	0.4	1.1	0.0	0.0	11.6	
	B789	0.0	8.4	0.0	4.2	0.0	5.9	0.0	0.0	8.1	0.0	26.6	0.0	2.8	3.8	0.0	4.2	0.0	2.3	5.4	0.0	0.9	4.3	0.0	0.0	50.2	
	B78X	0.0	2.3	0.0	1.5	0.0	1.9	0.0	0.0	2.3	0.0	8.0	0.0	0.5	2.3	0.5	0.9	0.0	1.9	0.0	0.0	1.1	1.8	0.0	0.0	17.0	
	A20N	0.0	0.0	0.0	1.2	0.2	0.7	0.0	0.2	0.7	0.0	3.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.7	0.9	0.0	6.0	
	A21N	12.7	6.2	0.0	10.2	4.4	10.1	15.9	2.0	11.5	0.0	73.0	0.0	0.0	10.5	0.0	24.0	0.0	7.1	0.0	0.0	23.8	9.4	74.8	0.0	147.8	
A21NX	1.4	0.0	0.0	0.0	0.0	0.4	0.9	0.0	0.4	0.0	3.0	0.0	0.0	0.9	0.0	0.9	0.0	0.0	1.2	0.0	0.0	0.9	0.0	0.0	4.0		
A319	9.4	3.6	0.0	7.7	2.8	9.5	9.4	2.0	6.5	0.0	50.8	0.0	0.0	10.5	0.0	11.5	0.0	0.0	7.5	0.0	0.0	8.6	9.6	47.7	98.5		
A320	5.7	3.4	0.0	7.7	3.2	6.6	7.7	1.3	7.0	0.0	42.4	0.0	0.0	9.4	0.0	11.6	0.0	0.0	8.7	0.0	0.0	9.2	6.8	45.7	88.1		
A321	7.5	6.4	0.0	7.2	2.6	4.6	11.7	1.3	9.4	0.0	50.6	0.0	0.0	11.1	0.0	13.7	0.0	0.0	6.7	0.0	0.0	15.2	7.1	53.8	104.3		
B37M	12.9	4.9	0.0	6.7	2.7	6.1	16.5	1.7	7.0	0.0	58.4	0.0	0.0	15.7	0.0	15.7	0.0	0.0	11.9	0.0	0.0	21.7	3.0	68.0	126.4		
B38M	7.5	4.5	0.0	8.1	4.5	9.9	9.8	2.2	8.5	0.0	53.0	0.0	0.0	12.1	0.0	12.0	0.0	0.0	5.2	0.0	0.0	16.5	6.7	52.5	105.5		
B39M	5.5	4.4	0.0	8.5	2.9	8.0	6.4	2.0	8.3	0.0	46.0	0.0	0.0	11.1	0.0	11.4	0.0	0.0	8.8	0.0	0.0	9.9	7.5	48.7	94.7		
B738	12.5	3.7	0.0	11.1	5.3	11.3	14.9	2.7	8.4	0.0	69.8	0.0	0.0	15.7	0.0	18.4	0.0	0.0	9.6	0.0	0.0	20.0	10.1	73.8	143.6		
B739	6.0	2.0	0.0	3.8	1.2	3.3	8.5	0.9	2.3	0.0	28.0	0.0	0.0	7.1	0.0	7.3	0.0	0.0	6.3	0.0	0.0	8.0	2.4	31.0	58.9		
B752	0.5	0.0	0.0	0.0	0.0	0.1	0.4	0.0	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	2.0		
B752F	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
BCS1	1.2	0.5	0.0	0.4	0.2	0.4	2.1	0.0	0.1	0.0	5.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.1	0.0	0.0	10.0		
BCS3	10.4	1.1	0.0	1.0	0.0	3.6	9.4	0.2	1.3	0.0	27.0	0.0	0.0	6.9	0.0	5.6	0.0	0.0	4.5	0.0	0.0	4.2	5.2	26.5	53.4		
CRJ2	16.0	5.1	0.0	10.4	5.2	11.0	17.0	4.3	10.1	0.0	78.9	0.0	0.0	18.8	0.0	19.5	0.0	0.0	18.3	0.0	0.0	15.1	11.1	82.7	161.7		
CRJ5	6.8	4.1	0.0	7.0	3.0	6.1	8.6	1.6	7.7	0.0	44.9	0.0	0.0	10.7	0.0	12.9	0.0	0.0	9.6	0.0	0.0	11.4	6.5	51.1	96.0		
CRJ7	20.4	9.7	0.0	22.3	11.8	27.0	25.6	4.6	16.8	0.0	138.2	0.0	0.0	32.0	0.0	35.0	0.0	0.0	23.9	0.0	0.0	26.9	27.5	145.3	283.5		
CRJ9	17.0	2.9	0.0	6.1	4.4	10.3	17.4	2.5	5.2	0.0	65.8	0.0	0.0	18.2	0.0	13.5	0.0	0.0	17.4	0.0	0.0	14.4	5.7	69.2	134.9		
E145	14.3	8.1	0.0	14.5	7.9	14.8	18.9	3.2	14.6	0.0	96.3	0.0	0.0	20.0	0.0	24.4	0.0	0.0	14.8	0.0	0.0	25.9	11.3	96.4	192.8		
E170	9.6	4.2	0.0	8.9	3.7	8.5	11.1	2.1	8.4	0.0	56.6	0.0	0.0	10.1	0.0	18.3	0.0	0.0	11.2	0.0	0.0	9.6	12.5	61.8	118.4		
E175	28.0	13.0	0.0	24.0	14.0	27.7	32.0	5.7	26.3	0.0	170.5	0.0	0.0	35.6	0.0	44.5	0.0	0.0	29.0	0.0	0.0	35.4	29.4	173.9	344.4		
C208	1.3	0.0	0.0	0.4	0.6	0.1	1.6	0.0	0.9	0.0	5.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.9	0.0	0.0	2.3	0.0	0.0	11.0		
C402	0.0	0.0	0.0	0.9	1.0	0.4	0.0	0.5	1.2	0.0	4.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	2.1	0.0	4.0	8.0		
C56X	0.0	0.2	0.0	0.2	0.1	0.0	0.5	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.0	2.0		
C680	0.0	0.2	0.0	0.2	0.1	0.0	0.4	0.2	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.0	1.0	2.0		
C68A	0.1	0.0	0.0	0.2	0.2	0.4	0.0	0.0	0.1	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	1.0	2.0		
C750	0.5	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.2	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.0	2.0		
CL30	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	1.0	2.0		
CL35	0.5	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.1	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.5	0.0	1.0	2.0		
E55P	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	1.0	2.0		
LJ45	0.0	0.2	0.0	0.2	0.1	0.0	0.5	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0	1.0	2.0		
Totals		208.1	118.9	0.0	187.6	81.7	203.2	247.7	41.1	195.8	0.0	1284.2	0.9	13.3	286.1	3.4	316.6	0.5	14.1	227.2	1.1	0.5	5.0	303.0	173.5	1345.1	2629.3

Source: Total Airspace and Airport Modeler Simulation Results, April 2020.
Prepared by: Ricordo & Associates, Inc., May 2020.



Table 2-15: Aircraft Fleet Mix By Runway (Nighttime)
O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

Category	Aircraft Type	Arrivals										Total	Departures										Total				
		09L	09C	10L	10C	10R	27C	27R	28L	28C	28R		09C	09R	09R(INT)	10L	10L(INT)	10C	27L	27L(INT)	27C	28C		28R	28R(INT)	22L	
Heavy	A306	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	1.1	2.0	0.0	0.0	0.5	0.9	0.5	0.0	0.0	0.0	0.0	1.1	0.5	0.0	3.5		
	A332	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0		
	A339	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	A359	0.0	0.0	0.9	0.5	0.0	0.4	0.0	0.0	0.2	1.1	3.0	0.0	0.0	0.9	0.9	0.0	0.0	0.5	0.0	0.0	0.0	0.5	0.0	2.0		
	A35K	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	1.0		
	A388	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	B744	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	B744F	0.0	0.2	1.9	1.1	0.0	0.9	0.0	0.0	0.7	2.1	7.0	0.0	0.5	0.9	0.5	0.1	0.0	0.5	1.1	0.0	0.0	0.6	0.0	4.0		
	B748	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	B748F	0.0	0.9	0.0	1.9	0.0	1.6	0.0	0.0	1.6	0.0	6.0	1.8	0.0	0.0	1.4	0.0	0.0	0.0	2.1	0.0	1.6	0.0	0.0	6.9		
	B763	0.0	0.2	0.5	1.1	0.0	0.4	0.0	0.0	1.8	0.5	4.5	0.0	0.0	0.5	2.3	0.0	0.0	0.5	0.0	2.7	0.0	0.0	0.0	5.9		
	B772	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	B779	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.9		
	B77F	0.0	0.2	2.3	1.0	0.0	0.5	0.0	0.0	1.4	2.7	8.2	0.0	0.6	0.0	1.2	0.1	0.0	0.7	0.0	0.0	1.4	0.0	0.0	12.2		
	B77W	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.4	0.4	0.0	0.4	0.0	0.1	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	1.4		
	B788	0.0	0.3	1.1	0.0	0.0	0.4	0.0	0.0	0.0	1.2	3.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	3.4		
	B789	0.0	0.5	0.2	0.2	0.0	0.7	0.0	0.0	0.4	0.0	2.0	0.0	0.5	1.3	0.0	0.0	0.5	1.1	0.0	0.0	0.0	0.0	0.0	3.4		
	B78X	0.0	0.2	1.4	0.2	0.0	0.0	0.0	0.0	0.5	1.6	4.0	0.0	0.5	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0	6.0		
	Large	A20N	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.5	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	1.0	2.0		
		A21N	0.5	0.5	2.8	1.6	0.0	0.5	0.0	1.8	3.2	10.9	0.0	0.0	3.5	0.2	1.2	0.0	0.0	2.7	0.0	0.0	0.6	1.9	10.2		
A21NX		0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0		
A319		0.5	0.3	0.5	1.1	0.0	0.5	0.5	0.0	1.1	0.5	5.1	0.0	0.0	1.9	0.0	0.1	0.0	1.6	0.0	0.0	0.6	0.0	0.0	4.1		
A320		1.4	0.0	2.8	0.5	0.0	1.1	0.5	0.0	1.1	3.2	10.6	0.0	0.0	2.3	0.0	0.7	0.0	0.6	0.0	0.0	2.1	0.5	6.3	16.9		
A321		0.1	1.0	5.5	0.4	0.1	0.5	1.1	0.0	0.4	6.4	15.4	0.0	0.0	3.5	0.0	0.5	0.0	1.6	0.0	0.0	0.0	2.7	0.0	8.2		
B37M		1.0	0.2	3.7	1.8	0.3	0.9	0.7	0.0	2.2	4.3	15.0	0.0	0.0	3.5	0.0	0.8	0.0	1.1	0.0	0.0	3.1	0.5	9.0	24.0		
B38M		0.0	0.0	2.7	0.1	0.0	0.0	0.0	0.0	0.0	3.2	6.0	0.0	0.0	1.4	0.0	1.7	0.0	0.5	0.0	0.0	1.1	1.6	6.4	12.4		
B39M		0.7	0.8	5.0	0.4	0.0	0.8	0.9	0.0	0.0	5.9	14.6	0.0	0.0	3.7	0.0	0.6	0.0	0.0	3.2	0.0	0.0	1.1	0.6	9.1		
B738		0.0	0.5	3.7	0.8	0.2	0.8	0.2	0.0	0.9	4.3	11.2	0.0	0.0	1.0	0.0	0.6	0.0	0.5	0.0	0.0	0.5	0.5	3.2	14.4		
B739		0.3	0.8	2.7	0.8	0.1	0.9	1.1	0.0	0.2	3.2	10.0	0.0	0.0	1.9	0.0	1.4	0.0	0.0	0.0	0.0	2.1	1.6	7.0	17.0		
B752		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
B752F		0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	1.6	3.0	0.0	0.0	0.5	0.9	0.1	0.0	0.0	0.0	0.6	0.5	0.5	3.0	6.0		
BCS1		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
BCS3		0.0	0.5	0.5	0.5	0.0	0.4	0.0	0.0	0.7	0.5	3.0	0.0	0.0	1.9	0.0	0.0	0.0	0.5	0.0	0.0	2.1	0.0	4.5	7.6		
CRJ2		1.0	1.1	0.3	0.7	0.2	0.6	0.9	0.0	1.6	0.7	7.1	0.0	0.0	0.5	0.0	0.6	0.0	0.0	0.0	0.0	0.6	0.5	2.2	9.3		
CRJ5		2.3	0.5	0.0	0.9	0.1	1.3	2.7	0.0	0.5	0.0	8.1	0.0	0.0	0.9	0.0	0.5	0.0	0.0	0.0	0.0	1.1	0.0	2.5	10.6		
CRJ7		0.8	1.9	0.2	2.4	0.7	3.3	1.7	0.0	2.4	0.2	13.5	0.0	0.0	2.1	0.0	0.5	0.0	1.2	0.0	0.0	1.1	0.4	5.2	18.8		
CRJ9		0.5	1.1	0.5	1.0	0.2	2.5	0.6	0.0	0.2	0.5	7.0	0.0	0.0	2.3	0.0	0.2	0.0	0.6	0.0	0.0	1.6	0.0	4.7	11.7		
E145		1.3	0.7	0.0	1.7	0.1	1.1	0.9	0.0	2.0	0.0	7.9	0.0	0.0	2.8	0.0	0.6	0.0	2.3	0.0	0.0	0.6	0.9	7.2	15.1		
E170	0.7	0.5	0.0	1.2	0.3	1.3	0.7	0.0	1.2	0.0	6.0	0.0	0.0	1.2	0.0	0.1	0.0	0.6	0.0	0.0	0.4	0.0	2.2	8.2			
E175	0.4	1.2	1.4	3.3	0.6	2.0	1.1	0.0	2.8	1.6	14.5	0.0	0.0	2.8	0.0	2.4	0.0	1.1	0.0	0.0	2.2	2.2	10.6	25.1			
Small	C208	0.4	0.1	0.0	0.0	0.0	0.1	0.4	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0			
	C402	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
	C56X	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
	C680	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
	C68A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
	C750	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
	CL30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
	CL35	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
	E55P	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0		
	LI45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Totals		11.8	15.3	43.2	25.7	2.7	24.2	13.8	0.0	26.0	50.2	213.0	1.8	2.8	43.0	7.9	13.0	0.0	3.3	22.3	2.1	0.0	8.4	26.2	11.8	142.7	355.7

Source: Total Airspace and Airport Modeler Simulation Results, April 2020.
Prepared by: Ricordo & Associates, Inc., May 2020.



NOVEMBER 2020

Table 2-16: Travel and Delay Times
O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

DEPARTURES - ALL RUNWAYS

HOUR	DEPARTURES	AVERAGE DEPARTURE GROUND TIMES					
		UNIMPEDED TRAVEL GROUND	TAXI	DELAY			TOTAL
				DEP. QUEUE	GATE		
0	6.8	0:14:00	0:00:00	0:00:06	0:00:46	0:00:53	0:14:53
1	4.0	0:12:38	0:00:00	0:00:09	0:00:04	0:00:13	0:12:51
2	3.2	0:14:36	0:00:00	0:00:01	0:01:07	0:01:08	0:15:45
3	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
4	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
5	9.6	0:11:48	0:00:03	0:00:17	0:00:08	0:00:28	0:12:16
6	46.9	0:10:55	0:00:08	0:00:44	0:00:10	0:01:03	0:11:57
7	82.4	0:10:29	0:00:15	0:01:24	0:01:00	0:02:38	0:13:08
8	107.9	0:10:31	0:00:28	0:02:15	0:01:25	0:04:08	0:14:39
9	83.7	0:10:45	0:00:27	0:02:02	0:01:19	0:03:48	0:14:33
10	109.8	0:10:47	0:00:47	0:04:08	0:02:22	0:07:18	0:18:05
11	55.3	0:10:41	0:00:10	0:02:35	0:00:46	0:03:31	0:14:12
12	89.6	0:10:18	0:00:27	0:02:18	0:01:46	0:04:31	0:14:48
13	92.6	0:10:50	0:00:28	0:03:03	0:01:43	0:05:15	0:16:05
14	96.5	0:11:23	0:00:32	0:03:09	0:00:56	0:04:37	0:15:59
15	86.7	0:11:00	0:00:24	0:01:54	0:01:17	0:03:35	0:14:35
16	81.7	0:11:08	0:00:40	0:04:32	0:01:31	0:06:43	0:17:51
17	74.4	0:11:09	0:00:26	0:02:35	0:01:31	0:04:31	0:15:40
18	107.1	0:10:56	0:00:41	0:05:39	0:01:11	0:07:31	0:18:27
19	100.8	0:11:10	0:00:36	0:04:01	0:01:40	0:06:17	0:17:27
20	88.6	0:10:54	0:00:39	0:03:20	0:01:51	0:05:50	0:16:44
21	87.9	0:11:32	0:01:01	0:05:23	0:01:23	0:07:46	0:19:17
22	52.3	0:12:45	0:00:57	0:06:04	0:00:45	0:07:46	0:20:31
23	19.9	0:13:13	0:00:06	0:02:45	0:00:17	0:03:08	0:16:21
Totals	1487.9	0:11:02	0:00:32	0:03:15	0:01:23	0:05:10	0:16:12
Day	1345.1	0:10:54	0:00:33	0:03:17	0:01:29	0:05:19	0:16:13
Night	142.7	0:12:15	0:00:24	0:02:53	0:00:27	0:03:44	0:15:59
Day + Night	1487.9	0:11:02	0:00:32	0:03:15	0:01:23	0:05:10	0:16:12

DEPARTURE RUNWAY - 09C

HOUR	DEPARTURES	AVERAGE DEPARTURE GROUND TIMES					
		UNIMPEDED TRAVEL GROUND	TAXI	DELAY			TOTAL
				DEP. QUEUE	GATE		
0	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
1	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
2	0.9	0:16:30	0:00:00	0:00:01	0:02:12	0:02:13	0:18:43
3	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
4	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
5	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
6	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
7	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
8	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
9	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
10	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
11	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
12	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
13	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
14	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
15	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
16	0.5	0:14:42	0:02:31	0:16:49	0:06:45	0:26:05	0:40:48
17	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
18	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
19	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
20	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
21	0.5	0:15:36	0:00:05	0:07:28	0:00:00	0:07:33	0:23:09
22	0.5	0:17:43	0:00:00	0:04:31	0:00:00	0:04:31	0:22:14
23	0.4	0:15:09	0:00:00	0:00:16	0:00:00	0:00:16	0:15:26
Totals	2.7	0:16:03	0:00:26	0:04:56	0:01:54	0:07:16	0:23:19
Day	0.9	0:15:09	0:01:18	0:12:08	0:03:23	0:16:49	0:31:58
Night	1.8	0:16:30	0:00:00	0:01:14	0:01:08	0:02:22	0:18:52
Day + Night	2.7	0:16:03	0:00:26	0:04:56	0:01:54	0:07:16	0:23:19



NOVEMBER 2020

Table 2-16: Travel and Delay Times
O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

DEPARTURE RUNWAY - 09R

HOUR	DEPARTURES	AVERAGE DEPARTURE GROUND TIMES					
		UNIMPEDED TRAVEL GROUND	TAXI	DELAY			TOTAL
				DEP. QUEUE	GATE		
0	0.9	0:19:56	0:00:00	0:00:01	0:00:00	0:00:01	0:19:58
1	0.5	0:17:34	0:00:00	0:00:01	0:00:00	0:00:01	0:17:35
2	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
3	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
4	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
5	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
6	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
7	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
8	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
9	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
10	0.9	0:16:00	0:00:13	0:10:44	0:00:43	0:11:40	0:27:41
11	0.9	0:17:31	0:00:11	0:00:08	0:01:20	0:01:38	0:19:09
12	0.9	0:18:19	0:00:09	0:08:56	0:00:48	0:09:53	0:28:12
13	2.2	0:16:37	0:00:12	0:05:04	0:02:26	0:07:43	0:24:20
14	0.6	0:17:18	0:00:06	0:04:55	0:00:00	0:05:01	0:22:19
15	2.1	0:20:06	0:00:42	0:01:32	0:00:33	0:02:47	0:22:52
16	0.7	0:18:46	0:00:30	0:09:29	0:02:01	0:12:00	0:30:45
17	1.2	0:15:55	0:00:38	0:03:39	0:00:33	0:04:50	0:20:44
18	1.1	0:18:04	0:00:15	0:08:14	0:00:23	0:08:52	0:26:56
19	0.9	0:21:25	0:00:55	0:01:16	0:00:00	0:02:11	0:23:36
20	0.7	0:19:18	0:00:12	0:06:46	0:00:00	0:06:58	0:26:16
21	0.9	0:13:54	0:00:17	0:15:20	0:00:11	0:15:48	0:29:43
22	1.4	0:19:17	0:00:35	0:07:41	0:00:35	0:08:50	0:28:07
23	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
Totals	16.1	0:18:03	0:00:22	0:05:26	0:00:47	0:06:36	0:24:39
Day	13.3	0:17:48	0:00:23	0:05:45	0:00:54	0:07:02	0:24:51
Night	2.8	0:19:13	0:00:18	0:03:55	0:00:18	0:04:31	0:23:43
Day + Night	16.1	0:18:03	0:00:22	0:05:26	0:00:47	0:06:36	0:24:39

DEPARTURE RUNWAY - 09R(INT)

HOUR	DEPARTURES	AVERAGE DEPARTURE GROUND TIMES					
		UNIMPEDED TRAVEL GROUND	TAXI	DELAY			TOTAL
				DEP. QUEUE	GATE		
0	1.6	0:14:22	0:00:00	0:00:06	0:00:00	0:00:06	0:14:28
1	0.9	0:12:54	0:00:00	0:00:37	0:00:14	0:00:51	0:13:45
2	0.7	0:16:27	0:00:00	0:00:01	0:00:00	0:00:01	0:16:28
3	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
4	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
5	3.1	0:14:28	0:00:01	0:00:13	0:00:00	0:00:14	0:14:42
6	15.2	0:12:00	0:00:04	0:00:31	0:00:08	0:00:43	0:12:43
7	16.6	0:12:25	0:00:13	0:00:49	0:00:17	0:01:19	0:13:44
8	24.7	0:12:14	0:00:23	0:02:51	0:01:26	0:04:39	0:16:53
9	16.8	0:12:03	0:00:24	0:01:54	0:01:04	0:03:22	0:15:25
10	23.3	0:12:07	0:01:31	0:07:15	0:04:12	0:12:59	0:25:07
11	11.3	0:11:28	0:00:09	0:08:35	0:01:39	0:10:23	0:21:51
12	21.4	0:12:58	0:00:33	0:02:57	0:01:23	0:04:53	0:17:51
13	18.9	0:12:26	0:00:22	0:05:00	0:01:09	0:06:31	0:18:57
14	20.8	0:11:48	0:00:17	0:02:37	0:01:08	0:04:01	0:15:49
15	16.3	0:13:01	0:00:13	0:01:46	0:01:10	0:03:09	0:16:10
16	16.1	0:11:20	0:00:35	0:08:29	0:01:51	0:10:55	0:22:15
17	19.1	0:13:57	0:00:34	0:02:18	0:01:03	0:03:56	0:17:53
18	21.5	0:11:28	0:00:59	0:07:41	0:01:07	0:09:48	0:21:16
19	21.9	0:12:35	0:00:30	0:05:59	0:01:41	0:08:10	0:20:45
20	17.1	0:12:33	0:00:43	0:03:59	0:01:58	0:06:40	0:19:14
21	20.3	0:11:12	0:01:37	0:07:25	0:01:02	0:10:04	0:21:16
22	16.7	0:15:06	0:00:35	0:08:34	0:00:41	0:09:50	0:24:56
23	4.6	0:15:16	0:00:13	0:02:21	0:00:01	0:02:35	0:17:51
Totals	329.0	0:12:28	0:00:35	0:04:30	0:01:22	0:06:27	0:18:56
Day	286.1	0:12:15	0:00:38	0:04:37	0:01:31	0:06:46	0:19:01
Night	43.0	0:13:55	0:00:17	0:03:48	0:00:19	0:04:24	0:18:19
Day + Night	329.0	0:12:28	0:00:35	0:04:30	0:01:22	0:06:27	0:18:56



NOVEMBER 2020

Table 2-16: Travel and Delay Times
O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

DEPARTURE RUNWAY - 10L

HOUR	DEPARTURES	AVERAGE DEPARTURE GROUND TIMES					TOTAL	TOTAL GROUND
		UNIMPEDED TRAVEL GROUND	TAXI	DEP. QUEUE	GATE	DELAY		
0	0.5	0:14:18	0:00:01	0:00:01	0:00:43	0:00:45	0:15:03	
1	0.5	0:13:23	0:00:00	0:00:01	0:00:07	0:00:08	0:13:31	
2	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
3	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
4	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
5	1.1	0:12:15	0:00:14	0:01:06	0:00:06	0:01:25	0:13:40	
6	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
7	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
8	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
9	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
10	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
11	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
12	0.4	0:15:53	0:01:44	0:00:33	0:00:00	0:02:16	0:18:09	
13	0.1	0:15:52	0:01:02	0:29:38	0:00:00	0:30:40	0:46:32	
14	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
15	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
16	0.9	0:13:06	0:00:06	0:07:54	0:01:02	0:09:03	0:22:09	
17	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
18	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
19	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
20	0.2	0:14:20	0:00:00	0:10:12	0:02:00	0:12:12	0:26:32	
21	1.9	0:16:57	0:00:05	0:08:21	0:03:33	0:11:59	0:28:57	
22	1.7	0:15:22	0:00:00	0:01:59	0:00:49	0:02:49	0:18:11	
23	4.1	0:12:01	0:00:05	0:04:04	0:00:37	0:04:46	0:16:47	
Totals	11.3	0:13:48	0:00:09	0:04:15	0:01:06	0:05:29	0:19:17	
Day	3.4	0:15:39	0:00:18	0:07:45	0:02:19	0:10:22	0:26:01	
Night	7.9	0:13:00	0:00:05	0:02:43	0:00:34	0:03:21	0:16:21	
Day + Night	11.3	0:13:48	0:00:09	0:04:15	0:01:06	0:05:29	0:19:17	

DEPARTURE RUNWAY - 10L(INT)

HOUR	DEPARTURES	AVERAGE DEPARTURE GROUND TIMES					TOTAL	TOTAL GROUND
		UNIMPEDED TRAVEL GROUND	TAXI	DEP. QUEUE	GATE	DELAY		
0	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
1	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
2	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
3	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
4	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
5	0.5	0:08:46	0:00:00	0:00:03	0:00:00	0:00:03	0:08:49	
6	6.4	0:09:50	0:00:09	0:00:06	0:00:11	0:00:26	0:10:16	
7	21.4	0:10:06	0:00:20	0:01:19	0:00:53	0:02:32	0:12:38	
8	24.2	0:10:45	0:00:20	0:02:42	0:01:14	0:04:16	0:15:01	
9	21.0	0:10:12	0:00:33	0:03:17	0:01:11	0:05:01	0:15:14	
10	26.3	0:10:47	0:00:27	0:03:26	0:03:23	0:07:16	0:18:03	
11	14.7	0:09:53	0:00:10	0:01:14	0:00:25	0:01:50	0:11:43	
12	20.0	0:09:46	0:00:25	0:01:23	0:01:09	0:02:57	0:12:43	
13	19.8	0:10:23	0:00:35	0:02:21	0:01:27	0:04:23	0:14:46	
14	24.9	0:11:55	0:00:49	0:06:26	0:00:40	0:07:55	0:19:50	
15	20.7	0:10:41	0:00:16	0:03:15	0:01:14	0:04:44	0:15:25	
16	20.3	0:11:12	0:00:43	0:06:42	0:01:02	0:08:27	0:19:40	
17	13.7	0:11:36	0:00:22	0:03:39	0:01:12	0:05:14	0:16:49	
18	25.5	0:11:24	0:00:36	0:05:06	0:01:21	0:07:03	0:18:28	
19	25.5	0:10:39	0:00:25	0:05:24	0:01:29	0:07:18	0:17:57	
20	21.0	0:11:40	0:00:45	0:05:14	0:01:51	0:07:50	0:19:30	
21	17.7	0:11:30	0:01:07	0:07:52	0:00:59	0:09:58	0:21:28	
22	6.1	0:12:43	0:00:23	0:10:19	0:00:53	0:11:35	0:24:18	
23	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
Totals	329.6	0:10:52	0:00:31	0:04:04	0:01:19	0:05:54	0:16:46	
Day	316.6	0:10:51	0:00:32	0:04:02	0:01:21	0:05:55	0:16:46	
Night	13.0	0:11:09	0:00:15	0:04:54	0:00:30	0:05:39	0:16:48	
Day + Night	329.6	0:10:52	0:00:31	0:04:04	0:01:19	0:05:54	0:16:46	



NOVEMBER 2020

Table 2-16: Travel and Delay Times
O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

DEPARTURE RUNWAY - 10C

HOUR	DEPARTURES	AVERAGE DEPARTURE GROUND TIMES						TOTAL GROUND
		UNIMPEDED TRAVEL GROUND	TAXI	DELAY			TOTAL	
				DEP. QUEUE	GATE			
0	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
1	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
2	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
3	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
4	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
5	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
6	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
7	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
8	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
9	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
10	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
11	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
12	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
13	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
14	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
15	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
16	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
17	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
18	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
19	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
20	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
21	0.5	0:15:58	0:00:50	0:03:08	0:00:00	0:03:59	0:19:56	
22	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
23	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
Totals	0.5	0:15:58	0:00:50	0:03:08	0:00:00	0:03:59	0:19:56	
Day	0.5	0:15:58	0:00:50	0:03:08	0:00:00	0:03:59	0:19:56	
Night	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
Day + Night	0.5	0:15:58	0:00:50	0:03:08	0:00:00	0:03:59	0:19:56	

DEPARTURE RUNWAY - 27L

HOUR	DEPARTURES	AVERAGE DEPARTURE GROUND TIMES						TOTAL GROUND
		UNIMPEDED TRAVEL GROUND	TAXI	DELAY			TOTAL	
				DEP. QUEUE	GATE			
0	1.1	0:14:32	0:00:00	0:00:01	0:03:07	0:03:08	0:17:41	
1	0.5	0:13:32	0:00:00	0:00:01	0:00:00	0:00:01	0:13:33	
2	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
3	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
4	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
5	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
6	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
7	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
8	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
9	0.2	0:12:58	0:01:05	0:00:01	0:00:00	0:01:06	0:14:04	
10	0.5	0:18:46	0:00:15	0:07:47	0:00:07	0:08:09	0:26:55	
11	0.6	0:14:50	0:01:58	0:00:22	0:03:26	0:05:45	0:20:36	
12	1.1	0:13:11	0:01:19	0:00:22	0:00:15	0:01:56	0:15:06	
13	2.5	0:16:46	0:01:30	0:00:44	0:09:05	0:11:19	0:28:04	
14	0.6	0:10:31	0:01:24	0:01:09	0:01:28	0:04:01	0:14:32	
15	3.2	0:14:00	0:02:07	0:00:15	0:01:53	0:04:14	0:18:14	
16	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
17	1.8	0:12:36	0:02:05	0:00:17	0:00:34	0:02:57	0:15:32	
18	0.5	0:13:27	0:00:42	0:02:07	0:00:00	0:02:48	0:16:16	
19	1.1	0:16:35	0:05:46	0:01:04	0:00:00	0:06:50	0:23:25	
20	1.1	0:12:00	0:00:34	0:00:09	0:00:43	0:01:26	0:13:26	
21	1.1	0:16:31	0:00:34	0:03:26	0:02:26	0:06:25	0:22:56	
22	1.7	0:14:44	0:11:41	0:01:14	0:00:15	0:13:10	0:27:54	
23	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
Totals	17.4	0:14:32	0:02:37	0:00:58	0:02:19	0:05:53	0:20:25	
Day	14.1	0:14:32	0:01:48	0:01:02	0:02:35	0:05:26	0:19:58	
Night	3.3	0:14:29	0:06:01	0:00:38	0:01:08	0:07:48	0:22:16	
Day + Night	17.4	0:14:32	0:02:37	0:00:58	0:02:19	0:05:53	0:20:25	



NOVEMBER 2020

Table 2-16: Travel and Delay Times
O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

DEPARTURE RUNWAY - 27L(INT)

HOUR	DEPARTURES	AVERAGE DEPARTURE GROUND TIMES						TOTAL GROUND
		UNIMPEDED TRAVEL GROUND	TAXI	DEP. QUEUE	GATE	TOTAL	DELAY	
0	2.1	0:11:11	0:00:00	0:00:14	0:00:32	0:00:47	0:11:58	
1	1.1	0:10:00	0:00:00	0:00:01	0:00:00	0:00:01	0:10:02	
2	0.5	0:12:01	0:00:00	0:00:01	0:00:00	0:00:01	0:12:02	
3	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
4	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
5	1.8	0:09:41	0:00:07	0:00:17	0:00:00	0:00:24	0:10:05	
6	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
7	3.0	0:07:14	0:00:04	0:03:51	0:00:46	0:04:41	0:11:55	
8	26.8	0:09:33	0:00:29	0:01:47	0:01:23	0:03:39	0:13:12	
9	5.7	0:09:17	0:00:09	0:01:20	0:00:36	0:02:04	0:11:22	
10	24.1	0:09:56	0:00:52	0:04:01	0:00:53	0:05:46	0:15:42	
11	5.5	0:09:19	0:00:06	0:02:15	0:00:36	0:02:57	0:12:16	
12	22.9	0:09:00	0:00:13	0:02:52	0:02:21	0:05:26	0:14:26	
13	17.3	0:08:48	0:00:25	0:02:11	0:01:56	0:04:32	0:13:20	
14	17.8	0:10:05	0:00:34	0:02:20	0:01:08	0:04:02	0:14:07	
15	12.5	0:08:47	0:00:08	0:01:48	0:00:40	0:02:36	0:11:23	
16	8.0	0:10:30	0:01:02	0:02:49	0:01:56	0:05:47	0:16:18	
17	6.5	0:08:49	0:00:24	0:01:19	0:01:33	0:03:16	0:12:05	
18	27.1	0:10:02	0:00:30	0:04:09	0:01:16	0:05:55	0:15:57	
19	18.5	0:10:44	0:00:46	0:02:02	0:03:00	0:05:48	0:16:32	
20	12.6	0:09:03	0:00:20	0:01:12	0:00:42	0:02:14	0:11:17	
21	19.1	0:09:41	0:00:26	0:04:50	0:02:16	0:07:32	0:17:13	
22	11.9	0:10:28	0:01:00	0:04:35	0:01:00	0:06:35	0:17:04	
23	4.8	0:11:32	0:00:03	0:00:58	0:00:00	0:01:01	0:12:33	
Totals	249.5	0:09:41	0:00:30	0:02:46	0:01:27	0:04:43	0:14:24	
Day	227.2	0:09:35	0:00:29	0:02:47	0:01:32	0:04:48	0:14:24	
Night	22.3	0:10:43	0:00:34	0:02:42	0:00:35	0:03:51	0:14:34	
Day + Night	249.5	0:09:41	0:00:30	0:02:46	0:01:27	0:04:43	0:14:24	

DEPARTURE RUNWAY - 27C

HOUR	DEPARTURES	AVERAGE DEPARTURE GROUND TIMES						TOTAL GROUND
		UNIMPEDED TRAVEL GROUND	TAXI	DEP. QUEUE	GATE	TOTAL	DELAY	
0	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
1	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
2	1.1	0:13:03	0:00:00	0:00:01	0:01:29	0:01:30	0:14:33	
3	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
4	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
5	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
6	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
7	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
8	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
9	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
10	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
11	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
12	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
13	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
14	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
15	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
16	0.4	0:21:22	0:04:36	0:10:56	0:02:37	0:18:08	0:39:31	
17	0.1	0:21:18	0:00:44	0:00:01	1:14:00	1:14:45	1:36:03	
18	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
19	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
20	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
21	0.5	0:22:09	0:01:28	0:00:01	0:01:51	0:03:20	0:25:30	
22	0.5	0:14:14	0:03:32	0:13:00	0:00:00	0:16:32	0:30:47	
23	0.5	0:11:28	0:00:00	0:00:01	0:00:00	0:00:01	0:11:29	
Totals	3.2	0:15:53	0:01:26	0:03:31	0:04:24	0:09:20	0:25:13	
Day	1.1	0:21:45	0:02:31	0:04:02	0:11:41	0:18:14	0:39:59	
Night	2.1	0:12:57	0:00:53	0:03:16	0:00:45	0:04:54	0:17:50	
Day + Night	3.2	0:15:53	0:01:26	0:03:31	0:04:24	0:09:20	0:25:13	



NOVEMBER 2020

Table 2-16: Travel and Delay Times
O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

DEPARTURE RUNWAY - 28C

HOUR	DEPARTURES	AVERAGE DEPARTURE GROUND TIMES						TOTAL GROUND
		UNIMPEDED TRAVEL GROUND	TAXI	DELAY			TOTAL	
				DEP. QUEUE	GATE			
0	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
1	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
2	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
3	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
4	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
5	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
6	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
7	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
8	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
9	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
10	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
11	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
12	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
13	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
14	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
15	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
16	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
17	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
18	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
19	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
20	0.1	0:11:13	0:00:00	0:00:01	0:00:00	0:00:01	0:11:14	
21	0.4	0:11:18	0:00:00	0:01:48	0:00:44	0:02:32	0:13:49	
22	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
23	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
Totals	0.5	0:11:17	0:00:00	0:01:20	0:00:32	0:01:52	0:13:08	
Day	0.5	0:11:17	0:00:00	0:01:20	0:00:32	0:01:52	0:13:08	
Night	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
Day + Night	0.5	0:11:17	0:00:00	0:01:20	0:00:32	0:01:52	0:13:08	

DEPARTURE RUNWAY - 28R

HOUR	DEPARTURES	AVERAGE DEPARTURE GROUND TIMES						TOTAL GROUND
		UNIMPEDED TRAVEL GROUND	TAXI	DELAY			TOTAL	
				DEP. QUEUE	GATE			
0	0.5	0:12:34	0:00:00	0:00:01	0:00:42	0:00:43	0:13:16	
1	0.5	0:11:35	0:00:00	0:00:01	0:00:00	0:00:01	0:11:36	
2	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
3	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
4	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
5	1.1	0:13:18	0:00:00	0:00:09	0:01:05	0:01:14	0:14:32	
6	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
7	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
8	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
9	0.4	0:09:18	0:00:00	0:00:26	0:01:00	0:01:26	0:10:44	
10	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
11	0.5	0:13:33	0:00:00	0:00:01	0:00:00	0:00:01	0:13:34	
12	0.5	0:08:32	0:11:31	0:01:26	0:02:07	0:15:04	0:23:36	
13	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
14	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
15	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
16	0.9	0:13:58	0:00:45	0:02:47	0:09:22	0:12:54	0:26:52	
17	0.5	0:11:37	0:00:29	0:00:29	0:15:22	0:16:20	0:27:57	
18	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
19	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
20	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
21	2.1	0:13:50	0:05:58	0:04:00	0:00:20	0:10:17	0:24:07	
22	0.9	0:13:38	0:00:02	0:01:36	0:00:45	0:02:23	0:16:02	
23	5.4	0:13:58	0:00:04	0:04:09	0:00:33	0:04:46	0:18:43	
Totals	13.4	0:13:16	0:01:31	0:02:42	0:01:46	0:05:59	0:19:15	
Day	5.0	0:12:42	0:03:59	0:02:28	0:03:44	0:10:11	0:22:52	
Night	8.4	0:13:36	0:00:03	0:02:51	0:00:37	0:03:30	0:17:06	
Day + Night	13.4	0:13:16	0:01:31	0:02:42	0:01:46	0:05:59	0:19:15	



NOVEMBER 2020

Table 2-16: Travel and Delay Times
O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

DEPARTURE RUNWAY - 28R(INT)

HOUR	DEPARTURES	AVERAGE DEPARTURE GROUND TIMES						TOTAL GROUND
		UNIMPEDED TRAVEL GROUND	TAXI	DEP. QUEUE	GATE	TOTAL	DELAY	
0	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
1	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
2	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
3	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
4	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
5	1.1	0:09:39	0:00:00	0:00:03	0:00:02	0:00:05	0:09:44	
6	19.3	0:10:14	0:00:09	0:01:00	0:00:08	0:01:17	0:11:31	
7	22.0	0:09:22	0:00:15	0:01:24	0:01:41	0:03:21	0:12:42	
8	29.2	0:09:37	0:00:33	0:01:45	0:01:41	0:03:58	0:13:35	
9	20.4	0:09:45	0:00:23	0:01:37	0:01:50	0:03:51	0:13:36	
10	21.1	0:09:40	0:00:24	0:03:31	0:01:38	0:05:33	0:15:13	
11	12.8	0:10:08	0:00:06	0:00:40	0:00:31	0:01:16	0:11:24	
12	20.0	0:08:48	0:00:11	0:01:53	0:02:29	0:04:32	0:13:20	
13	25.5	0:10:05	0:00:25	0:01:39	0:01:05	0:03:09	0:13:13	
14	21.4	0:10:09	0:00:18	0:01:26	0:01:04	0:02:47	0:12:56	
15	16.1	0:09:01	0:00:23	0:00:32	0:01:52	0:02:47	0:11:48	
16	18.0	0:10:18	0:00:25	0:01:24	0:01:50	0:03:39	0:13:57	
17	20.4	0:09:21	0:00:18	0:02:53	0:01:22	0:04:32	0:13:53	
18	25.8	0:10:34	0:00:43	0:05:36	0:01:06	0:07:25	0:17:59	
19	18.9	0:10:09	0:00:18	0:03:12	0:00:56	0:04:26	0:14:34	
20	19.8	0:09:18	0:00:30	0:01:49	0:02:42	0:05:01	0:14:19	
21	11.6	0:10:38	0:00:26	0:02:37	0:01:01	0:04:05	0:14:43	
22	5.8	0:09:39	0:00:15	0:03:59	0:00:44	0:04:58	0:14:37	
23	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
Totals	329.2	0:09:48	0:00:22	0:02:10	0:01:26	0:03:59	0:13:47	
Day	303.0	0:09:47	0:00:23	0:02:13	0:01:32	0:04:09	0:13:55	
Night	26.2	0:10:05	0:00:10	0:01:37	0:00:16	0:02:03	0:12:08	
Day + Night	329.2	0:09:48	0:00:22	0:02:10	0:01:26	0:03:59	0:13:47	

DEPARTURE RUNWAY - 22L

HOUR	DEPARTURES	AVERAGE DEPARTURE GROUND TIMES						TOTAL GROUND
		UNIMPEDED TRAVEL GROUND	TAXI	DEP. QUEUE	GATE	TOTAL	DELAY	
0	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
1	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
2	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
3	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
4	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
5	0.9	0:08:35	0:00:00	0:00:01	0:00:00	0:00:01	0:08:36	
6	5.9	0:11:29	0:00:13	0:01:09	0:00:22	0:01:44	0:13:13	
7	19.4	0:11:04	0:00:11	0:01:36	0:00:58	0:02:45	0:13:50	
8	3.1	0:11:47	0:01:30	0:02:38	0:00:32	0:04:40	0:16:27	
9	19.4	0:11:42	0:00:34	0:01:27	0:01:21	0:03:23	0:15:04	
10	13.6	0:11:05	0:00:45	0:00:41	0:01:17	0:02:42	0:13:47	
11	8.9	0:11:30	0:00:14	0:00:41	0:00:31	0:01:26	0:12:56	
12	2.4	0:10:49	0:01:18	0:01:08	0:00:00	0:02:26	0:13:15	
13	6.3	0:11:32	0:00:27	0:07:27	0:03:06	0:11:00	0:22:33	
14	10.5	0:13:42	0:00:47	0:01:16	0:00:36	0:02:39	0:16:21	
15	15.8	0:11:19	0:00:34	0:02:09	0:01:20	0:04:03	0:15:22	
16	15.9	0:11:05	0:00:41	0:01:20	0:00:38	0:02:39	0:13:44	
17	11.2	0:09:33	0:00:15	0:02:18	0:01:36	0:04:09	0:13:42	
18	5.6	0:11:06	0:00:44	0:07:30	0:01:00	0:09:15	0:20:20	
19	14.1	0:10:43	0:00:50	0:02:36	0:01:27	0:04:53	0:15:36	
20	16.0	0:11:04	0:00:55	0:03:41	0:01:46	0:06:22	0:17:27	
21	11.4	0:13:19	0:00:42	0:01:08	0:01:26	0:03:16	0:16:35	
22	5.0	0:09:40	0:00:17	0:01:17	0:00:33	0:02:07	0:11:47	
23	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
Totals	185.3	0:11:20	0:00:35	0:02:06	0:01:11	0:03:53	0:15:13	
Day	173.5	0:11:24	0:00:37	0:02:10	0:01:14	0:04:02	0:15:25	
Night	11.8	0:10:30	0:00:14	0:01:07	0:00:25	0:01:46	0:12:16	
Day + Night	185.3	0:11:20	0:00:35	0:02:06	0:01:11	0:03:53	0:15:13	

Source: Total Airspace and Airport Modeler Simulation Results, April 2020.
Prepared by: Ricondo & Associates, Inc., April 2020.



NOVEMBER 2020

Table 2-17: Travel and Delay Times

O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

ARRIVALS - ALL RUNWAYS

HOUR	ARRIVALS	AVERAGE ARRIVAL GROUND TIMES					TOTAL	TOTAL GROUND
		UNIMPEDED TRAVEL GROUND	TAXI	STAND OFF	ORIGIN GRND	DELAY		
0	14.2	0:07:04	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:07:04
1	5.7	0:06:04	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:06:04
2	1.7	0:06:56	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:06:56
3	3.7	0:06:31	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:06:31
4	22.0	0:07:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:07:00
5	36.3	0:09:50	0:00:09	0:00:00	0:00:10	0:00:19	0:00:19	0:10:08
6	71.5	0:13:45	0:00:33	0:01:19	0:00:09	0:02:01	0:02:01	0:15:46
7	89.6	0:14:53	0:00:26	0:01:42	0:00:04	0:02:12	0:02:12	0:17:05
8	109.1	0:16:14	0:00:39	0:01:34	0:00:07	0:02:21	0:02:21	0:18:35
9	53.5	0:14:00	0:00:22	0:02:11	0:00:08	0:02:41	0:02:41	0:16:41
10	76.2	0:14:55	0:00:15	0:01:19	0:00:05	0:01:39	0:01:39	0:16:34
11	97.7	0:13:54	0:00:20	0:01:01	0:00:06	0:01:26	0:01:26	0:15:20
12	106.7	0:16:35	0:00:40	0:02:04	0:00:04	0:02:48	0:02:48	0:19:23
13	90.7	0:15:59	0:00:40	0:01:56	0:00:04	0:02:40	0:02:40	0:18:39
14	93.6	0:16:13	0:00:36	0:01:50	0:00:05	0:02:31	0:02:31	0:18:44
15	80.7	0:15:57	0:00:52	0:01:57	0:00:02	0:02:51	0:02:51	0:18:48
16	91.7	0:14:19	0:00:35	0:01:25	0:00:01	0:02:01	0:02:01	0:16:20
17	86.6	0:15:35	0:00:56	0:01:39	0:00:07	0:02:42	0:02:42	0:18:17
18	110.7	0:16:21	0:00:51	0:01:49	0:00:08	0:02:48	0:02:48	0:19:09
19	99.1	0:16:11	0:00:46	0:01:55	0:00:08	0:02:48	0:02:48	0:18:59
20	66.7	0:14:42	0:00:30	0:01:32	0:00:02	0:02:04	0:02:04	0:16:46
21	31.7	0:12:41	0:00:32	0:00:07	0:00:01	0:00:39	0:00:39	0:13:21
22	28.2	0:09:27	0:00:09	0:00:29	0:00:00	0:00:38	0:00:38	0:10:05
23	29.7	0:06:34	0:00:02	0:00:01	0:00:00	0:00:03	0:00:03	0:06:37
Totals	1497.2	0:14:40	0:00:34	0:01:30	0:00:05	0:02:09	0:02:09	0:16:49
Day	1284.2	0:15:26	0:00:37	0:01:40	0:00:05	0:02:22	0:02:22	0:17:48
Night	213.0	0:09:59	0:00:14	0:00:30	0:00:05	0:00:49	0:00:49	0:10:48
Day + Night	1497.2	0:14:40	0:00:34	0:01:30	0:00:05	0:02:09	0:02:09	0:16:49

ARRIVAL RUNWAY - 09L

HOUR	ARRIVALS	AVERAGE ARRIVAL GROUND TIMES					TOTAL	TOTAL GROUND
		UNIMPEDED TRAVEL GROUND	TAXI	STAND OFF	ORIGIN GRND	DELAY		
0	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
1	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
2	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
3	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
4	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
5	0.3	0:20:37	0:00:41	0:00:00	0:00:00	0:00:41	0:00:41	0:21:18
6	11.5	0:18:20	0:01:12	0:01:24	0:00:09	0:02:45	0:02:45	0:21:04
7	13.7	0:19:28	0:00:26	0:01:19	0:00:03	0:01:47	0:01:47	0:21:15
8	16.5	0:18:23	0:00:37	0:01:36	0:00:16	0:02:29	0:02:29	0:20:51
9	9.2	0:19:14	0:00:11	0:01:41	0:00:26	0:02:18	0:02:18	0:21:32
10	11.5	0:20:03	0:00:24	0:02:03	0:00:01	0:02:28	0:02:28	0:22:31
11	14.2	0:17:54	0:00:22	0:01:14	0:00:05	0:01:41	0:01:41	0:19:36
12	17.6	0:18:43	0:00:45	0:03:55	0:00:03	0:04:43	0:04:43	0:23:26
13	15.5	0:20:12	0:00:58	0:02:56	0:00:06	0:03:59	0:03:59	0:24:11
14	14.5	0:19:17	0:00:46	0:03:08	0:00:05	0:03:59	0:03:59	0:23:15
15	15.2	0:21:16	0:01:12	0:02:31	0:00:02	0:03:45	0:03:45	0:25:01
16	17.6	0:18:22	0:00:54	0:02:16	0:00:07	0:03:17	0:03:17	0:21:38
17	16.7	0:21:02	0:00:51	0:02:12	0:00:07	0:03:09	0:03:09	0:24:12
18	17.8	0:20:03	0:00:55	0:04:54	0:00:09	0:05:58	0:05:58	0:26:01
19	17.4	0:18:50	0:00:49	0:03:26	0:00:09	0:04:24	0:04:24	0:23:14
20	9.8	0:19:12	0:00:46	0:02:50	0:00:06	0:03:42	0:03:42	0:22:53
21	1.0	0:18:31	0:01:24	0:00:12	0:00:00	0:01:36	0:01:36	0:20:07
22	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
23	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
Totals	219.9	0:19:22	0:00:46	0:02:35	0:00:07	0:03:28	0:03:28	0:22:49
Day	208.1	0:19:25	0:00:44	0:02:39	0:00:07	0:03:30	0:03:30	0:22:55
Night	11.8	0:18:23	0:01:11	0:01:22	0:00:09	0:02:42	0:02:42	0:21:05
Day + Night	219.9	0:19:22	0:00:46	0:02:35	0:00:07	0:03:28	0:03:28	0:22:49



NOVEMBER 2020

Table 2-17: Travel and Delay Times

O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

ARRIVAL RUNWAY - 09C

HOUR	ARRIVALS	AVERAGE ARRIVAL GROUND TIMES					TOTAL	TOTAL GROUND
		UNIMPEDED TRAVEL GROUND	TAXI	STAND OFF	ORIGIN GRND	DELAY		
0	0.5	0:03:40	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:03:40
1	0.5	0:03:21	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:03:21
2	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
3	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
4	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
5	4.9	0:13:22	0:00:24	0:00:00	0:00:18	0:00:00	0:00:42	0:14:04
6	6.4	0:15:46	0:01:07	0:01:10	0:00:00	0:00:00	0:02:17	0:18:03
7	7.1	0:15:13	0:00:44	0:03:18	0:00:00	0:00:00	0:04:02	0:19:15
8	8.6	0:15:07	0:00:45	0:02:23	0:00:06	0:00:00	0:03:14	0:18:22
9	5.7	0:14:43	0:00:14	0:05:09	0:00:00	0:00:00	0:05:22	0:20:05
10	6.9	0:14:44	0:00:09	0:01:17	0:00:09	0:00:00	0:01:35	0:16:19
11	8.6	0:14:27	0:00:32	0:01:06	0:00:04	0:00:00	0:01:42	0:16:09
12	11.8	0:15:13	0:00:42	0:03:09	0:00:01	0:00:00	0:03:51	0:19:04
13	8.8	0:15:51	0:00:32	0:02:13	0:00:00	0:00:00	0:02:45	0:18:36
14	7.1	0:14:23	0:00:40	0:01:23	0:00:11	0:00:00	0:02:13	0:16:36
15	6.9	0:16:13	0:01:08	0:01:54	0:00:00	0:00:00	0:03:01	0:19:14
16	5.9	0:13:31	0:00:32	0:01:52	0:00:00	0:00:00	0:02:25	0:15:56
17	6.4	0:15:40	0:01:22	0:02:11	0:00:00	0:00:00	0:03:33	0:19:13
18	10.7	0:14:38	0:00:42	0:00:49	0:00:08	0:00:00	0:01:39	0:16:17
19	11.0	0:14:40	0:00:41	0:03:49	0:00:08	0:00:00	0:04:38	0:19:18
20	6.5	0:15:30	0:00:33	0:02:03	0:00:07	0:00:00	0:02:43	0:18:13
21	7.0	0:12:38	0:00:19	0:00:06	0:00:00	0:00:00	0:00:26	0:13:04
22	3.0	0:13:35	0:00:03	0:00:00	0:00:00	0:00:00	0:00:03	0:13:38
23	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
Totals	134.2	0:14:44	0:00:38	0:02:00	0:00:04	0:00:00	0:02:42	0:17:27
Day	118.9	0:14:51	0:00:39	0:02:12	0:00:04	0:00:00	0:02:54	0:17:46
Night	15.3	0:13:50	0:00:37	0:00:29	0:00:06	0:00:00	0:01:12	0:15:01
Day + Night	134.2	0:14:44	0:00:38	0:02:00	0:00:04	0:00:00	0:02:42	0:17:27

ARRIVAL RUNWAY - 10L

HOUR	ARRIVALS	AVERAGE ARRIVAL GROUND TIMES					TOTAL	TOTAL GROUND
		UNIMPEDED TRAVEL GROUND	TAXI	STAND OFF	ORIGIN GRND	DELAY		
0	5.8	0:06:19	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:06:19
1	1.6	0:05:59	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:05:59
2	0.5	0:06:06	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:06:06
3	1.6	0:05:25	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:05:25
4	10.3	0:06:27	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:06:27
5	4.8	0:06:17	0:00:01	0:00:00	0:00:00	0:00:00	0:00:01	0:06:18
6	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
7	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
8	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
9	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
10	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
11	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
12	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
13	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
14	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
15	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
16	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
17	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
18	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
19	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
20	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
21	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
22	4.0	0:05:59	0:00:03	0:00:54	0:00:00	0:00:00	0:00:56	0:06:55
23	14.6	0:06:18	0:00:04	0:00:02	0:00:00	0:00:00	0:00:06	0:06:24
Totals	43.2	0:06:16	0:00:02	0:00:05	0:00:00	0:00:00	0:00:07	0:06:23
Day	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
Night	43.2	0:06:16	0:00:02	0:00:05	0:00:00	0:00:00	0:00:07	0:06:23
Day + Night	43.2	0:06:16	0:00:02	0:00:05	0:00:00	0:00:00	0:00:07	0:06:23



NOVEMBER 2020

Table 2-17: Travel and Delay Times

O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

ARRIVAL RUNWAY - 10C

HOUR	ARRIVALS	AVERAGE ARRIVAL GROUND TIMES					TOTAL	TOTAL GROUND
		UNIMPEDED TRAVEL GROUND	TAXI	STAND OFF	ORIGIN GRND	DELAY		
0	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
1	0.8	0:03:18	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:03:18
2	0.2	0:04:07	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:04:07
3	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
4	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
5	5.9	0:12:00	0:00:14	0:00:01	0:00:05	0:00:21	0:00:21	0:12:20
6	13.5	0:11:37	0:00:21	0:01:43	0:00:33	0:02:37	0:02:37	0:14:14
7	14.2	0:12:01	0:00:17	0:01:57	0:00:00	0:02:13	0:02:13	0:14:14
8	14.8	0:12:13	0:00:20	0:02:29	0:00:08	0:02:57	0:02:57	0:15:10
9	10.0	0:11:16	0:00:41	0:01:53	0:00:00	0:02:34	0:02:34	0:13:50
10	11.5	0:10:53	0:00:07	0:01:24	0:00:13	0:01:43	0:01:43	0:12:37
11	13.3	0:10:42	0:00:07	0:01:39	0:00:01	0:01:46	0:01:46	0:12:29
12	12.8	0:11:56	0:00:30	0:02:35	0:00:04	0:03:10	0:03:10	0:15:06
13	13.0	0:11:47	0:00:26	0:02:28	0:00:01	0:02:55	0:02:55	0:14:42
14	14.3	0:10:47	0:00:20	0:01:42	0:00:04	0:02:06	0:02:06	0:12:53
15	11.7	0:12:28	0:00:27	0:02:54	0:00:07	0:03:28	0:03:28	0:15:56
16	14.7	0:11:27	0:00:20	0:01:21	0:00:00	0:01:41	0:01:41	0:13:08
17	11.6	0:12:12	0:00:53	0:01:32	0:00:05	0:02:30	0:02:30	0:14:42
18	14.9	0:11:30	0:00:23	0:01:32	0:00:08	0:02:03	0:02:03	0:13:33
19	12.3	0:12:15	0:00:20	0:02:02	0:00:06	0:02:28	0:02:28	0:14:43
20	12.3	0:11:36	0:00:40	0:01:05	0:00:00	0:01:45	0:01:45	0:13:20
21	6.2	0:10:49	0:00:16	0:00:22	0:00:00	0:00:37	0:00:37	0:11:26
22	5.5	0:09:33	0:00:07	0:00:05	0:00:00	0:00:12	0:00:12	0:09:45
23	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
Totals	213.3	0:11:32	0:00:23	0:01:44	0:00:06	0:02:13	0:02:13	0:13:45
Day	187.6	0:11:37	0:00:24	0:01:51	0:00:04	0:02:19	0:02:19	0:13:55
Night	25.7	0:10:58	0:00:16	0:00:55	0:00:18	0:01:29	0:01:29	0:12:27
Day + Night	213.3	0:11:32	0:00:23	0:01:44	0:00:06	0:02:13	0:02:13	0:13:45

ARRIVAL RUNWAY - 10R

HOUR	ARRIVALS	AVERAGE ARRIVAL GROUND TIMES					TOTAL	TOTAL GROUND
		UNIMPEDED TRAVEL GROUND	TAXI	STAND OFF	ORIGIN GRND	DELAY		
0	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
1	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
2	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
3	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
4	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
5	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
6	2.7	0:16:54	0:00:23	0:00:28	0:00:00	0:00:52	0:00:52	0:17:46
7	6.3	0:17:46	0:00:13	0:01:32	0:00:00	0:01:45	0:01:45	0:19:31
8	9.4	0:17:57	0:00:27	0:01:38	0:00:01	0:02:05	0:02:05	0:20:02
9	2.0	0:16:03	0:00:13	0:00:28	0:00:00	0:00:41	0:00:41	0:16:44
10	4.9	0:15:57	0:00:08	0:00:03	0:00:14	0:00:25	0:00:25	0:16:22
11	8.4	0:17:08	0:00:14	0:00:13	0:00:02	0:00:29	0:00:29	0:17:38
12	8.1	0:18:19	0:00:23	0:00:08	0:00:04	0:00:35	0:00:35	0:18:54
13	5.0	0:17:51	0:00:31	0:00:36	0:00:00	0:01:07	0:01:07	0:18:59
14	6.9	0:16:28	0:00:30	0:01:30	0:00:01	0:02:02	0:02:02	0:18:30
15	4.6	0:17:52	0:00:30	0:00:53	0:00:00	0:01:23	0:01:23	0:19:15
16	5.4	0:17:19	0:00:23	0:00:01	0:00:00	0:00:24	0:00:24	0:17:43
17	2.8	0:18:26	0:04:31	0:00:36	0:00:01	0:05:08	0:05:08	0:23:34
18	8.9	0:16:54	0:00:32	0:01:44	0:00:03	0:02:19	0:02:19	0:19:13
19	7.0	0:17:08	0:00:33	0:00:49	0:00:00	0:01:22	0:01:22	0:18:30
20	1.7	0:18:11	0:00:25	0:01:35	0:00:00	0:01:59	0:01:59	0:20:10
21	0.4	0:18:08	0:00:12	0:00:00	0:00:00	0:00:12	0:00:12	0:18:20
22	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
23	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
Totals	84.4	0:17:22	0:00:32	0:00:52	0:00:02	0:01:26	0:01:26	0:18:48
Day	81.7	0:17:23	0:00:32	0:00:53	0:00:02	0:01:27	0:01:27	0:18:50
Night	2.7	0:16:54	0:00:23	0:00:28	0:00:00	0:00:52	0:00:52	0:17:46
Day + Night	84.4	0:17:22	0:00:32	0:00:52	0:00:02	0:01:26	0:01:26	0:18:48



NOVEMBER 2020

Table 2-17: Travel and Delay Times

O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

ARRIVAL RUNWAY - 27C

HOUR	ARRIVALS	AVERAGE ARRIVAL GROUND TIMES					TOTAL	TOTAL GROUND
		UNIMPEDED TRAVEL GROUND	TAXI	STAND OFF	ORIGIN GRND	DELAY		
0	0.5	0:06:42	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:06:42
1	0.5	0:06:41	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:06:41
2	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
3	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
4	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
5	6.8	0:08:28	0:00:04	0:00:00	0:00:24	0:00:28	0:00:28	0:08:56
6	12.8	0:08:19	0:00:07	0:01:28	0:00:03	0:01:37	0:01:37	0:09:56
7	13.5	0:11:47	0:00:21	0:03:25	0:00:13	0:03:58	0:03:58	0:15:46
8	17.2	0:15:16	0:00:41	0:02:03	0:00:00	0:02:44	0:02:44	0:18:00
9	8.7	0:09:50	0:00:13	0:03:16	0:00:02	0:03:30	0:03:30	0:13:21
10	12.7	0:13:06	0:00:16	0:00:43	0:00:00	0:01:00	0:01:00	0:14:06
11	18.3	0:10:00	0:00:17	0:01:41	0:00:13	0:02:10	0:02:10	0:12:10
12	14.2	0:14:39	0:00:46	0:00:44	0:00:00	0:01:30	0:01:30	0:16:09
13	12.0	0:14:44	0:00:34	0:02:22	0:00:00	0:02:56	0:02:56	0:17:40
14	14.0	0:16:33	0:00:40	0:01:44	0:00:00	0:02:24	0:02:24	0:18:57
15	11.7	0:12:44	0:00:48	0:01:56	0:00:00	0:02:44	0:02:44	0:15:28
16	13.7	0:09:38	0:00:24	0:01:55	0:00:00	0:02:19	0:02:19	0:11:57
17	15.6	0:13:15	0:00:44	0:02:20	0:00:15	0:03:20	0:03:20	0:16:35
18	16.6	0:16:10	0:01:02	0:01:23	0:00:12	0:02:37	0:02:37	0:18:47
19	13.6	0:13:42	0:00:52	0:01:22	0:00:03	0:02:17	0:02:17	0:15:59
20	13.6	0:12:46	0:00:11	0:01:58	0:00:00	0:02:08	0:02:08	0:14:54
21	7.8	0:14:15	0:00:24	0:00:00	0:00:00	0:00:24	0:00:24	0:14:39
22	3.7	0:12:51	0:00:14	0:00:00	0:00:00	0:00:14	0:00:14	0:13:06
23	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
Totals	227.5	0:12:50	0:00:31	0:01:42	0:00:05	0:02:17	0:02:17	0:15:07
Day	203.2	0:13:17	0:00:34	0:01:48	0:00:04	0:02:26	0:02:26	0:15:44
Night	24.2	0:08:58	0:00:07	0:00:46	0:00:08	0:01:01	0:01:01	0:09:59
Day + Night	227.5	0:12:50	0:00:31	0:01:42	0:00:05	0:02:17	0:02:17	0:15:07

ARRIVAL RUNWAY - 27R

HOUR	ARRIVALS	AVERAGE ARRIVAL GROUND TIMES					TOTAL	TOTAL GROUND
		UNIMPEDED TRAVEL GROUND	TAXI	STAND OFF	ORIGIN GRND	DELAY		
0	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
1	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
2	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
3	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
4	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
5	0.5	0:14:51	0:00:01	0:00:00	0:00:05	0:00:06	0:00:06	0:14:57
6	13.4	0:15:30	0:00:41	0:01:25	0:00:07	0:02:14	0:02:14	0:17:44
7	18.7	0:16:10	0:00:25	0:00:32	0:00:09	0:01:06	0:01:06	0:17:16
8	21.1	0:18:48	0:00:35	0:00:47	0:00:17	0:01:39	0:01:39	0:20:27
9	9.7	0:15:21	0:00:15	0:01:55	0:00:00	0:02:10	0:02:10	0:17:31
10	13.9	0:18:39	0:00:19	0:02:00	0:00:04	0:02:22	0:02:22	0:21:02
11	17.3	0:15:55	0:00:29	0:00:33	0:00:02	0:01:03	0:01:03	0:16:58
12	22.4	0:20:23	0:00:43	0:02:23	0:00:12	0:03:19	0:03:19	0:23:42
13	19.6	0:17:40	0:00:47	0:01:20	0:00:10	0:02:17	0:02:17	0:19:57
14	20.2	0:18:41	0:00:42	0:01:21	0:00:07	0:02:10	0:02:10	0:20:51
15	17.1	0:17:57	0:01:07	0:01:55	0:00:03	0:03:06	0:03:06	0:21:02
16	20.0	0:16:10	0:00:57	0:01:11	0:00:00	0:02:08	0:02:08	0:18:18
17	16.8	0:16:01	0:00:49	0:01:37	0:00:09	0:02:35	0:02:35	0:18:36
18	19.3	0:18:49	0:01:03	0:01:10	0:00:12	0:02:24	0:02:24	0:21:13
19	19.5	0:19:32	0:00:59	0:01:10	0:00:10	0:02:20	0:02:20	0:21:52
20	10.1	0:17:54	0:00:28	0:01:10	0:00:03	0:01:41	0:01:41	0:19:35
21	2.0	0:17:38	0:02:53	0:00:15	0:00:09	0:03:17	0:03:17	0:20:56
22	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
23	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
Totals	261.5	0:17:44	0:00:44	0:01:20	0:00:08	0:02:12	0:02:12	0:19:55
Day	247.7	0:17:51	0:00:44	0:01:20	0:00:08	0:02:12	0:02:12	0:20:03
Night	13.8	0:15:29	0:00:40	0:01:22	0:00:07	0:02:09	0:02:09	0:17:38
Day + Night	261.5	0:17:44	0:00:44	0:01:20	0:00:08	0:02:12	0:02:12	0:19:55



NOVEMBER 2020

Table 2-17: Travel and Delay Times

O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

ARRIVAL RUNWAY - 28L

HOUR	ARRIVALS	AVERAGE ARRIVAL GROUND TIMES					TOTAL	TOTAL GROUND
		UNIMPEDED TRAVEL GROUND	TAXI	STAND OFF	ORIGIN GRND	DELAY		
0	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
1	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
2	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
3	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
4	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
5	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
6	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
7	0.5	0:19:21	0:00:43	0:01:48	0:00:00	0:02:31	0:21:52	
8	8.4	0:17:41	0:01:13	0:01:03	0:00:00	0:02:16	0:19:57	
9	0.5	0:14:37	0:01:18	0:00:04	0:00:00	0:01:22	0:15:58	
10	0.1	0:14:30	0:00:08	0:04:21	0:00:00	0:04:29	0:18:58	
11	0.8	0:16:37	0:00:23	0:00:25	0:00:07	0:00:55	0:17:32	
12	7.0	0:18:11	0:00:33	0:00:08	0:00:00	0:00:41	0:18:52	
13	2.2	0:16:50	0:00:33	0:00:25	0:00:00	0:00:58	0:17:48	
14	4.3	0:20:00	0:00:41	0:01:26	0:00:00	0:02:07	0:22:07	
15	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
16	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
17	4.6	0:21:08	0:00:55	0:01:36	0:00:00	0:02:32	0:23:40	
18	7.7	0:19:36	0:01:21	0:01:15	0:00:01	0:02:37	0:22:13	
19	4.9	0:16:57	0:00:55	0:00:27	0:00:00	0:01:23	0:18:20	
20	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
21	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
22	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
23	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
Totals	41.1	0:18:34	0:00:57	0:00:55	0:00:00	0:01:52	0:20:26	
Day	41.1	0:18:34	0:00:57	0:00:55	0:00:00	0:01:52	0:20:26	
Night	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
Day + Night	41.1	0:18:34	0:00:57	0:00:55	0:00:00	0:01:52	0:20:26	

ARRIVAL RUNWAY - 28C

HOUR	ARRIVALS	AVERAGE ARRIVAL GROUND TIMES					TOTAL	TOTAL GROUND
		UNIMPEDED TRAVEL GROUND	TAXI	STAND OFF	ORIGIN GRND	DELAY		
0	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
1	0.5	0:08:06	0:00:00	0:00:00	0:00:00	0:00:00	0:08:06	
2	0.5	0:09:31	0:00:00	0:00:00	0:00:00	0:00:00	0:09:31	
3	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
4	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
5	7.9	0:10:45	0:00:05	0:00:00	0:00:02	0:00:07	0:10:53	
6	11.3	0:13:47	0:00:07	0:00:46	0:00:00	0:00:53	0:14:40	
7	15.5	0:13:08	0:00:37	0:01:02	0:00:01	0:01:40	0:14:48	
8	13.0	0:13:47	0:00:52	0:00:53	0:00:00	0:01:45	0:15:32	
9	7.7	0:13:08	0:00:35	0:00:41	0:00:23	0:01:39	0:14:47	
10	14.7	0:11:49	0:00:17	0:00:56	0:00:03	0:01:16	0:13:04	
11	16.7	0:13:12	0:00:18	0:00:26	0:00:08	0:00:52	0:14:04	
12	12.9	0:13:07	0:00:45	0:01:15	0:00:00	0:02:00	0:15:07	
13	14.5	0:13:18	0:00:37	0:01:25	0:00:05	0:02:07	0:15:26	
14	12.3	0:14:08	0:00:30	0:01:57	0:00:09	0:02:35	0:16:43	
15	13.5	0:12:27	0:00:32	0:00:56	0:00:00	0:01:28	0:13:55	
16	14.5	0:13:22	0:00:17	0:00:35	0:00:00	0:00:52	0:14:14	
17	12.1	0:10:57	0:00:25	0:00:06	0:00:06	0:00:37	0:11:34	
18	14.8	0:12:58	0:00:50	0:00:45	0:00:07	0:01:42	0:14:40	
19	13.4	0:14:28	0:00:45	0:01:03	0:00:15	0:02:03	0:16:31	
20	12.7	0:12:55	0:00:29	0:00:32	0:00:00	0:01:01	0:13:56	
21	7.4	0:10:17	0:00:22	0:00:00	0:00:00	0:00:22	0:10:39	
22	5.8	0:08:44	0:00:26	0:00:00	0:00:00	0:00:26	0:09:10	
23	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	
Totals	221.8	0:12:47	0:00:30	0:00:48	0:00:04	0:01:22	0:14:10	
Day	195.8	0:12:57	0:00:33	0:00:52	0:00:05	0:01:29	0:14:26	
Night	26.0	0:11:33	0:00:10	0:00:20	0:00:01	0:00:31	0:12:04	
Day + Night	221.8	0:12:47	0:00:30	0:00:48	0:00:04	0:01:22	0:14:10	



NOVEMBER 2020

Table 2-17: Travel and Delay Times

O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

ARRIVAL RUNWAY - 28R

HOUR	ARRIVALS	AVERAGE ARRIVAL GROUND TIMES					TOTAL	TOTAL GROUND
		UNIMPEDED TRAVEL GROUND	TAXI	STAND OFF	ORIGIN GRND	DELAY		
0	7.3	0:07:54	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:07:54
1	1.8	0:07:15	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:07:15
2	0.5	0:05:56	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:05:56
3	2.1	0:07:19	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:07:19
4	11.7	0:07:29	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:07:30
5	5.4	0:06:45	0:00:06	0:00:00	0:00:09	0:00:15	0:00:15	0:07:01
6	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
7	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
8	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
9	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
10	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
11	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
12	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
13	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
14	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
15	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
16	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
17	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
18	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
19	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
20	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
21	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
22	6.3	0:08:15	0:00:01	0:01:30	0:00:00	0:01:31	0:09:46	0:09:46
23	15.0	0:06:50	0:00:00	0:00:00	0:00:00	0:00:00	0:06:50	0:06:50
Totals	50.2	0:07:20	0:00:01	0:00:11	0:00:01	0:00:13	0:07:33	
Day	0.0	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
Night	50.2	0:07:20	0:00:01	0:00:11	0:00:01	0:00:13	0:07:33	
Day + Night	50.2	0:07:20	0:00:01	0:00:11	0:00:01	0:00:13	0:07:33	

Source: Total Airspace and Airport Modeler Simulation Results, April 2020.

Prepared by: Ricondo & Associates, Inc., April 2020.



NOVEMBER 2020

Table 2-18: Unimpaired Taxi Times - Departure Gate to Runway (24 Hour)
O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

TERMINAL	GATE	#	AVG	TOTAL																																										
Concourse B	B10	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.9	0.0615	0.0835	0.0	0.0000	0.0000	2.4	0.1231	0.2941	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.9	0.0839	0.1634	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.5	0.1148	0.0533	2.1	0.1406	0.2927	7.8	0.1133	1.2950						
Concourse B	B11	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.7	0.0686	0.1541	0.0	0.0000	0.0000	2.1	0.1140	0.2321	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.7	0.0834	0.2321	0.0	0.0000	0.0000	1.4	0.1165	0.1558	1.1	0.1413	0.1053	8.7	0.1017	1.2904									
Concourse B	B12	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.7	0.0822	0.1421	0.0	0.0000	0.0000	2.1	0.1135	0.2415	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.5	0.0804	0.1150	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.6	0.1153	0.1922	1.2	0.1431	0.1738	8.1	0.1046	1.2732						
Concourse B	B14	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.9	0.0833	0.1618	0.0	0.0000	0.0000	1.4	0.1149	0.1628	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.2	0.0810	0.0153	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.6	0.1229	0.1948	2.3	0.1432	0.3353	7.4	0.1152	1.2820			
Concourse B	B15A	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.6	0.0758	0.1332	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.7	0.0744	0.1246	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000			
Concourse B	B16	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.5	0.0827	0.0355	0.0	0.0000	0.0000	0.5	0.1145	0.0527	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.6	0.0757	0.0426	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.4	0.1511	0.0559	2.0	0.1041	0.2136						
Concourse B	B16W	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.9	0.1017	0.0932	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.9	0.0949	0.0908	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.0	0.1030	0.2100						
Concourse B	B17	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.9	0.0813	0.1516	0.0	0.0000	0.0000	2.3	0.1358	0.3224	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.6	0.0658	0.0421	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.4	0.1454	0.2012	2.3	0.1806	0.4210	8.5	0.1329	1.5423			
Concourse B	B18	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.5	0.0813	0.1236	0.0	0.0000	0.0000	2.9	0.1344	0.4023	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.2	0.0629	0.0112	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.8	0.1458	0.4214	1.8	0.1614	0.3242	9.3	0.1355	2.0907						
Concourse B	B19	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.3	0.0807	0.1022	0.0	0.0000	0.0000	2.5	0.1358	0.3507	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.1	0.0607	0.0052	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.7	0.1447	0.3938	1.5	0.1801	0.2625	8.1	0.1355	1.5224						
Concourse B	B20	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.4	0.0813	0.1928	0.0	0.0000	0.0000	1.1	0.1249	0.1402	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.3	0.0608	0.0743	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.9	0.1448	0.2819	1.4	0.1803	0.2516	8.0	0.1148	1.3448						
Concourse B	B21	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.9	0.0821	0.1539	0.0	0.0000	0.0000	2.3	0.1503	0.3455	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.1	0.0558	0.0624	0.0	0.0000	0.0000	0.0	0.0000	0.0000	3.1	0.1458	0.4542	0.7	0.1816	0.1247	9.0	0.1249	1.5518						
Concourse B	B22	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.6	0.0822	0.2155	0.0	0.0000	0.0000	0.7	0.1507	0.1018	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.1	0.0551	0.0631	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.9	0.1505	0.4313	0.3	0.1822	0.0513	7.6	0.1131	1.2711						
Concourse B	B23	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.1	0.0847	0.0936	0.0	0.0000	0.0000	2.1	0.1518	0.3145	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.1	0.0544	0.1203	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	6.5	0.1120	1.1341						
Concourse B	B6	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.7	0.0945	0.0710	0.0	0.0000	0.0000	3.0	0.1031	0.3100	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.1	0.0938	0.1026	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.0	0.1055	0.1052	2.2	0.1318	0.2932	8.0	0.1109	1.2854						
Concourse B	B7	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.3	0.0858	0.1821	0.0	0.0000	0.0000	2.2	0.1108	0.2434	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.2	0.0927	0.0510	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.5	0.1104	0.1544	2.0	0.1330	0.2626	7.5	0.1124	1.2321						
Concourse B	B8	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.6	0.0939	0.1502	0.0	0.0000	0.0000	2.3	0.1036	0.2453	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.8	0.0917	0.0737	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.4	0.1120	0.1551	1.7	0.1344	0.2318	7.8	0.1105	1.2642						
Concourse B	B9	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.5	0.0923	0.0451	0.0	0.0000	0.0000	2.7	0.1137	0.3125	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.3	0.0857	0.0256	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.5	0.1133	0.2849	1.4	0.1352	0.2001	7.5	0.1146	1.2803						
Concourse C	C18A	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.9	0.0939	0.0645	0.0	0.0000	0.0000	2.1	0.1655	0.0350	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000						
Concourse C	C10C	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.5	0.0943	0.0431	0.0	0.0000	0.0000	0.1	0.1557	0.0050	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.6	0.1014	0.0543	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.0	0.1317	0.0153	0.4	0.1632	0.0609	1.8	0.1201	0.1905
Concourse C	C11	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.1	0.1030	0.2151	0.0	0.0000	0.0000	2.2	0.1014	0.2217	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.6	0.0920	0.1500	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.0	0.1051	0.1034	2.8	0.1314	0.3704	9.6	0.1105	1.4627						
Concourse C	C15	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.0	0.0949	0.0937	0.0	0.0000	0.0000	3.1	0.0948	0.3019	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.5	0.0926	0.1415	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.8	0.1045	0.1109	0.9	0.1254	0.1126	8.3	0.1016	1.2445						
Concourse C	C16A	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.3	0.0901	0.0226	0.0	0.0000	0.0000	0.3	0.1327	0.0401	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.5	0.0956	0.0519	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.2	0.1255	0.0207	0.0	0.0000	0.0000	1.3	0.1057	0.1353						
Concourse C	C16B	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.9	0.1122	0.1033	0.2	0.1248	0.0207	1.0	0.1339	0.1413	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.0	0.1059	0.1118	0.0	0.0000	0.0000	0.4	0.1824	0.0715	0.9	0.1446	0.1344	4.0	0.0000	0.0000	4.5	0.1511	0.5910						
Concourse C	C16C	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.7	0.0851	0.0285	0.0	0.0000	0.0000	0.7	0.1155	0.0928	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.5	0.1027	0.0522	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000						
Concourse C	C17	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.4	0.1013	0.1414	0.0	0.0000	0.0000	2.3	0.1046	0.2500	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.7	0.0922	0.0633	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.2	0.1109	0.2425	1.4	0.1328	0.1910	8.0	0.1108	1.2921						
Concourse C	C18A	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.7	0.0855	0.0605	0.0	0.0000	0.0000	0.4	0.1425	0.0556	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.2	0.0956	0.1293	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.5	0.1037	0.2615						
Concourse C	C18B	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.1	0.1054	0.1810	0.0	0.0000	0.0000	1.1	0.1425	0.1031	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.2	0.1054	0.1425	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.7	0.1443	0.1545	0.2	0.1102	0.1910	5.2	0.1093	1.0913						
Concourse C	C18C	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.4	0.0920	0.1300	0.0	0.0000	0.0000	0.4	0.1623	0.0645	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.7	0.1010	0																					



Table 3-18: Unimpaired Taxi Times - Departure Gate to Runway (24 Hour)
O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

TERMINAL	GATE	#	AVG	TOTAL																																										
Concourse L	L1	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.9	0.1311	0.2429	0.0	0.0000	0.0000	0.9	0.1236	0.1141	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.6	0.0643	0.1057	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.7	0.0909	0.0612	0.9	0.0917	0.0826	6.0	0.1018	1.0145			
Concourse L	L10B	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.9	0.1347	0.1247	0.0	0.0000	0.0000	2.1	0.1160	0.2445	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.6	0.0732	0.2355	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.1	0.0826	0.0442	6.2	0.0826	0.1745	6.0	0.1011	1.0108			
Concourse L	L10C	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.0	0.1318	0.2605	0.0	0.0000	0.0000	1.3	0.1121	0.1512	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.4	0.0634	0.0911	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.3	0.0802	0.1017	1.1	0.0806	0.0841	7.1	0.0951	1.0926			
Concourse L	L12A	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.6	0.1228	0.1926	0.0	0.0000	0.0000	2.2	0.1166	0.2604	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000
Concourse L	L12B	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.9	0.1231	0.1137	0.0	0.0000	0.0000	1.4	0.1112	0.1536	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.5	0.0550	0.0308	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.0	0.0825	0.1639	5.4	0.0934	0.5126						
Concourse L	L13	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.5	0.1235	0.1844	0.0	0.0000	0.0000	1.8	0.1148	0.2040	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.6	0.0559	0.0320	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.1	0.0839	0.1821	0.5	0.0821	0.0429	6.0	0.0944	0.5823						
Concourse L	L14	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.4	0.1301	0.1808	0.0	0.0000	0.0000	1.4	0.1233	0.1728	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.1	0.0623	0.0951	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.8	0.0919	0.1630	0.4	0.0825	0.0324	6.0	0.1024	1.0221						
Concourse L	L21	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.4	0.1244	0.1823	0.0	0.0000	0.0000	1.8	0.1217	0.2210	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.2	0.0617	0.0746	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.4	0.0857	0.0308	1.8	0.0852	0.1554	6.6	0.1010	1.0721						
Concourse L	L22	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.4	0.1243	0.1742	0.0	0.0000	0.0000	1.4	0.1205	0.1650	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.6	0.0614	0.1022	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.1	0.0835	0.0912	0.9	0.0749	0.0706	6.4	0.0933	1.0051						
Concourse L	L24	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.5	0.1430	0.2119	0.0	0.0000	0.0000	2.2	0.1200	0.2028	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.3	0.0751	0.1757	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.4	0.0915	0.0339	2.1	0.0912	0.1943	2.6	0.1041	1.0329						
Concourse L	L25	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.9	0.1249	0.1154	0.0	0.0000	0.0000	1.6	0.1021	0.1933	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.6	0.0543	0.0311	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.9	0.0951	0.1852	0.7	0.1001	0.0727	5.8	0.1039	1.0116						
Concourse L	L26	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.9	0.1256	0.1201	0.0	0.0000	0.0000	2.3	0.1233	0.2908	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.1	0.0550	0.0615	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.7	0.1004	0.0729	1.9	0.1004	0.1920	7.0	0.1038	1.1423						
Concourse L	L27A	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.9	0.1238	0.2471	0.0	0.0000	0.0000	1.4	0.1240	0.1738	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.1	0.0555	0.0921	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.6	0.1010	0.1523	1.2	0.1017	0.1447	7.0	0.1043	1.1025						
Concourse L	L2A	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.0	0.1408	0.2836	0.0	0.0000	0.0000	1.2	0.1219	0.1506	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.8	0.0751	0.1344	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.5	0.0908	0.1336	0.9	0.0904	0.0802	7.4	0.1043	1.1903						
Concourse L	L3	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.4	0.1258	0.1803	0.0	0.0000	0.0000	1.4	0.1225	0.1717	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.1	0.0646	0.0725	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.2	0.0901	0.1057	0.9	0.0913	0.0823	6.0	0.1021	1.0204						
Concourse L	L4	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.5	0.1413	0.0636	0.0	0.0000	0.0000	2.8	0.1218	0.3414	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.6	0.0811	0.0434	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.0	0.0902	0.1805	7.1	0.1035	1.1533									
Concourse L	LEA	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.4	0.1414	0.2034	0.0	0.0000	0.0000	1.3	0.1214	0.1624	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.1	0.0739	0.1625	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.7	0.0907	0.0623	0.4	0.0858	0.0320	6.0	0.1031	1.0305						
Concourse L	LEB	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.9	0.1400	0.1259	0.0	0.0000	0.0000	1.9	0.1201	0.2219	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.7	0.0721	0.0509	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.6	0.0904	0.0515	1.9	0.0841	0.1648	6.0	0.1025	1.0231						
Concourse L	L7	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.4	0.1240	0.1738	0.0	0.0000	0.0000	1.9	0.1219	0.2251	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.7	0.0644	0.0443	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.2	0.0856	0.1921	0.9	0.0902	0.0800	7.0	0.1022	1.1233						
Concourse L	L9	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.4	0.1237	0.1142	0.0	0.0000	0.0000	2.8	0.1209	0.3350	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0558	0.0908	0.0	0.0000	0.0000	0.0	0.0000	0.0000	3.3	0.0900	0.3002	0.9	0.0852	0.0815	8.0	0.1030	1.2558						
Concourse M	M10	0.0	0.0000	0.0000	0.1	0.1943	0.0102	0.8	0.1619	0.1327	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.6	0.1146	0.0655	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.2	0.0805	0.0130	0.4	0.0952	0.0340	2.0	0.1310	0.2649						
Concourse M	M11	0.0	0.0000	0.0000	0.4	0.1947	0.0707	0.5	0.1619	0.1327	0.0	0.0000	0.0000	0.4	0.1621	0.0447	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.6	0.1146	0.0655	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.4	0.0952	0.0340	2.0	0.1310	0.2649									
Concourse M	M12	0.0	0.0000	0.0000	0.9	0.1947	0.1720	0.5	0.1740	0.0936	0.0	0.0000	0.0000	0.2	0.1209	0.0239	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.8	0.1401	0.2214	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	3.3	0.1558	0.5212						
Concourse M	M13	0.0	0.0000	0.0000	0.9	0.1919	0.1755	0.0	0.0000	0.0000	0.4	0.1622	0.0644	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.7	0.1340	0.0916	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.9	0.0925	0.0833	0.0	0.0000	0.0000	2.9	0.1431	0.4229						
Concourse M	M15	0.0	0.0000	0.0000	1.0	0.2007	0.1943	0.1	0.1726	0.0149	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.1	0.1438	0.1510	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.2	0.1701	0.3641									
Concourse M	M16	0.0	0.0000	0.0000	1.6	0.2017	0.3136	0.1	0.1707	0.0053	0.0	0.0000	0.0000	0.1	0.1210	0.0038	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.1	0.1459	0.3149	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	3.8	0.1710	1.0456						
Concourse M	M18A	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.5	0.1627	0.0830	0.0	0.0000	0.0000	0.8	0.1221	0.0950	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.5	0.1146	0.0618	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.5	0.0806	0.0421	0.1	0.0722	0.0103	2.5	0.1153	0.3001						
Concourse M	M18B	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.3	0.1636	0.3831	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	2.6	0.1152	0.3102	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	5.0	0.1404	1.0943									
Concourse M	M19A	0.0	0.0000	0.0000	0.9	0.2050	0.1815	0.0	0.0000	0.0000	0.1	0.1835	0.0058	0.0	0.0000	0.0000	0.0	0.0000	0.0000	0.0	0.0000	0.0000	1.1	0.1532	0.1639	0.0	0.0000	0.0000	0.0	0.0000	0.0000															



Table 2-19: Unimpaired Taxi Times - Departure Gate to Runway (Daytime) O'Hare TAP and ATP Environmental Assessment Annualized (Experiments 931 through 936)

Table with columns for TERMINAL, GATE, #, AVG, TOTAL, and ALL RUNWAYS. It lists taxi times for various gates from Concourse B to Concourse K9, including Southwest Camp, O'Hare Global Terminal, and General Aviation.



Table 2-20. Unimpeded Taxi Times - Departure Gate to Runway (Nighttime) O'Hare TAP and ATP Environmental Assessment Annualized (Experiments 931 through 936)

Table with columns: TERMINAL, GATE, #, AVG, TOTAL, #, AVG, TOTAL, #, 09R(INT), TOTAL, #, 10L, TOTAL, #, 10L(INT), TOTAL, #, 10C, TOTAL, #, 27L, TOTAL, #, 27L(INT), TOTAL, #, 27C, TOTAL, #, 28C, TOTAL, #, 28R, TOTAL, #, 28R(INT), TOTAL, #, 22L, TOTAL, #, ALL RUNWAYS, TOTAL. Rows include Concourse B (B10-B23), Concourse C (C10C-C25), Concourse G (G11-G29), Concourse H (H11-H20), Concourse K (K10-K19), and Concourse M (M10-M19).



Table 2-20: Unimpeded Taxi Times - Departure Gate to Runway (Nighttime) O'Hare TAP and ATP Environmental Assessment Annualized (Experiments 931 through 936)

Table with columns for Terminal, Gate, and various taxi time metrics (AVG, TOTAL) for different runways (09C, 09R, 09R(INT), 10L, 10L(INT), 10C, 27L, 27L(INT), 27C, 28C, 28R, 28R(INT), 22L, ALL RUNWAYS). Rows list various gates from Concourse L to South East Cargo.



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Table 2-21: Unimpeded Taxi Times - Arrival Runway to Gate (24 Hour)
O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

TERMINAL	GATE	#	AVG	TOTAL	#	AVG	TOTAL	#	AVG	TOTAL	#	AVG	TOTAL	#	AVG	TOTAL																				
			09L		09C		10L		10C		10R		27C		27R		28L		28C		28R	ALL RUNWAYS														
Concourse B	B10	0.6	0:16:53	0:10:38	0.8	0:11:19	0:08:56	0.0	0:00:00	0:00:00	0.8	0:11:41	0:09:55	0.9	0:17:44	0:15:58	1.4	0:15:11	0:21:35	0.6	0:14:28	0:08:04	0.7	0:18:36	0:13:50	1.2	0:16:10	0:19:16	0.0	0:00:00	0:00:00	7.1	0:15:17	1:48:13		
Concourse B	B11	0.7	0:16:56	0:12:01	1.0	0:11:07	0:11:12	0.0	0:00:00	0:00:00	1.3	0:11:26	0:14:43	1.0	0:16:56	0:16:07	1.2	0:22:35	0:26:12	1.6	0:15:21	0:24:21	0.6	0:20:54	0:13:15	1.0	0:16:42	0:15:54	0.5	0:07:58	0:04:16	8.8	0:15:38	2:18:02		
Concourse B	B12	1.7	0:17:57	0:24:41	0.2	0:12:46	0:12:32	0.0	0:00:00	0:00:00	1.4	0:12:48	0:10:11	0.3	0:12:48	0:10:11	0.9	0:16:44	0:15:06	2.0	0:23:44	0:18:33	0.3	0:23:44	0:06:44	1.0	0:15:04	0:15:30	0.0	0:00:00	0:00:00	8.1	0:17:56	2:24:26		
Concourse B	B14	0.4	0:17:24	0:24:13	0.2	0:10:48	0:02:39	0.0	0:00:00	0:00:00	1.3	0:12:04	0:15:26	1.8	0:17:16	0:06:38	1.5	0:21:34	0:32:05	1.8	0:21:25	0:37:29	0.1	0:21:31	0:01:25	0.8	0:14:39	0:12:20	0.0	0:00:00	0:00:00	7.4	0:17:46	2:12:16		
Concourse B	B16A	0.0	0:00:00	0:00:00	0.5	0:12:16	0:06:02	0.4	0:08:15	0:03:24	0.7	0:11:24	0:08:22	0.0	0:00:00	0:00:00	0.4	0:17:40	0:07:21	0.0	0:24:13	0:00:32	0.0	0:17:55	0:00:24	0.7	0:15:40	0:10:37	0.5	0:08:31	0:04:23	3.3	0:12:29	0:41:04		
Concourse B	B16B	0.5	0:16:18	0:08:24	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.2	0:12:23	0:03:03	0.2	0:17:47	0:03:53	0.4	0:29:24	0:01:53	1.1	0:22:25	0:24:02	0.0	0:29:24	0:00:39	0.2	0:14:41	0:02:24	0.0	0:00:00	0:00:00	2.6	0:16:59	0:44:18		
Concourse B	B16W	0.0	0:00:00	0:00:00	0.2	0:11:00	0:02:42	0.5	0:10:33	0:04:54	0.2	0:11:38	0:02:32	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:19:15	0:10:19	0.5	0:11:36	0:06:13	2.0	0:13:20	0:26:40		
Concourse B	B17	0.9	0:17:18	0:16:04	0.2	0:10:29	0:01:44	0.3	0:09:13	0:02:45	0.7	0:11:26	0:08:00	1.7	0:17:29	0:29:15	1.9	0:16:39	0:30:59	0.7	0:17:22	0:12:10	0.1	0:21:25	0:02:21	1.1	0:18:35	0:10:30	0.2	0:11:10	0:01:50	7.7	0:16:19	2:05:38		
Concourse B	B18	1.5	0:17:20	0:26:50	0.5	0:10:43	0:05:16	0.0	0:00:00	0:00:00	1.9	0:11:49	0:22:04	0.6	0:18:14	0:10:22	1.3	0:18:16	0:22:59	1.5	0:24:45	0:12:11	1.3	0:18:04	0:23:31	1.0	0:18:04	0:23:31	0.0	0:00:00	0:00:00	9.3	0:17:41	2:44:03		
Concourse B	B19	0.9	0:17:20	0:16:05	0.5	0:11:46	0:06:24	0.0	0:00:00	0:00:00	1.2	0:13:48	0:16:40	0.6	0:18:24	0:11:55	1.3	0:17:12	0:22:01	0.8	0:25:27	0:13:39	0.6	0:21:45	0:12:08	1.0	0:18:13	0:18:19	0.0	0:00:00	0:00:00	6.7	0:17:28	1:57:11		
Concourse B	B20	1.5	0:18:46	0:27:17	0.2	0:12:19	0:03:02	0.0	0:00:00	0:00:00	1.4	0:14:08	0:19:20	0.6	0:17:24	0:11:13	1.9	0:18:49	0:35:26	1.1	0:20:25	0:21:53	0.6	0:25:06	0:15:55	0.5	0:19:14	0:09:02	0.0	0:00:00	0:00:00	7.8	0:18:25	2:23:06		
Concourse B	B21	1.2	0:19:47	0:24:15	0.7	0:12:44	0:09:24	0.0	0:00:00	0:00:00	0.8	0:11:27	0:08:48	1.0	0:18:01	0:17:39	0.5	0:07:50	0:04:01	1.6	0:28:47	0:46:17	0.3	0:22:17	0:08:49	0.9	0:19:51	0:36:56	0.0	0:00:00	0:00:00	8.0	0:19:16	2:34:09		
Concourse B	B22	1.1	0:19:59	0:22:14	0.1	0:11:13	0:00:35	0.0	0:00:00	0:00:00	0.9	0:12:58	0:11:43	0.9	0:21:58	0:20:31	1.9	0:14:11	0:26:23	1.5	0:25:46	0:37:47	0.3	0:26:08	0:08:34	0.4	0:19:18	0:08:39	0.0	0:00:00	0:00:00	7.1	0:19:12	2:16:26		
Concourse B	B23	1.1	0:17:59	0:20:36	0.7	0:13:43	0:10:07	0.0	0:00:00	0:00:00	0.7	0:12:25	0:09:07	0.6	0:18:19	0:11:02	1.1	0:15:59	0:18:11	0.8	0:19:16	0:16:13	0.6	0:23:35	0:14:57	0.9	0:24:08	0:21:23	0.0	0:00:00	0:00:00	6.7	0:18:06	2:01:37		
Concourse B	B6	2.1	0:18:50	0:40:03	0.7	0:13:21	0:09:29	0.0	0:00:00	0:00:00	0.4	0:11:37	0:04:47	0.4	0:15:57	0:06:57	1.7	0:15:04	0:24:54	1.7	0:19:29	0:32:11	0.4	0:17:53	0:08:01	0.5	0:16:54	0:09:04	0.0	0:00:00	0:00:00	8.0	0:16:59	2:15:26		
Concourse B	B7	2.1	0:20:20	0:42:45	0.3	0:12:57	0:03:52	0.0	0:00:00	0:00:00	0.7	0:12:05	0:08:35	0.4	0:18:56	0:08:15	1.5	0:20:33	0:31:02	1.5	0:19:00	0:29:17	0.5	0:23:40	0:11:07	0.5	0:15:47	0:08:28	0.0	0:00:00	0:00:00	7.6	0:18:51	2:23:20		
Concourse B	B8	1.7	0:18:30	0:31:27	0.3	0:11:48	0:03:31	0.0	0:00:00	0:00:00	1.5	0:11:18	0:16:44	0.4	0:16:28	0:07:01	1.4	0:16:29	0:27:15	1.4	0:17:34	0:25:22	0.6	0:18:22	0:10:26	0.6	0:13:38	0:08:31	0.0	0:00:00	0:00:00	8.2	0:15:54	2:10:15		
Concourse B	B9	1.3	0:19:57	0:25:29	0.5	0:11:32	0:05:40	0.0	0:00:00	0:00:00	1.1	0:11:26	0:12:49	0.7	0:17:09	0:12:07	1.1	0:17:00	0:18:59	1.9	0:22:19	0:42:44	0.6	0:19:01	0:11:02	1.2	0:17:23	0:20:43	0.0	0:00:00	0:00:00	8.4	0:17:48	2:29:33		
Concourse C	C10A	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:10:27	0:05:08	0.2	0:14:52	0:03:14	0.4	0:20:37	0:07:40	0.0	0:25:38	0:00:34	0.0	0:26:10	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.1	0:15:16	0:17:11		
Concourse C	C10B	0.0	0:00:00	0:00:00	2.2	0:14:48	0:32:18	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.4	0:22:07	0:30:28	0.0	0:00:00	0:00:00	0.4	0:20:11	0:07:30	1.3	0:18:42	0:24:46	0.0	0:00:00	0:00:00	6.1	0:17:04	1:43:42		
Concourse C	C10C	0.5	0:16:47	0:07:47	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:15:23	0:00:48	0.5	0:24:29	0:12:35	0.4	0:25:47	0:10:10	0.2	0:21:25	0:03:31	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.6	0:21:57	0:34:51		
Concourse C	C11	1.5	0:19:30	0:29:10	0.5	0:13:31	0:07:21	0.0	0:00:00	0:00:00	1.3	0:11:44	0:15:44	0.4	0:15:53	0:06:06	1.1	0:12:31	0:13:25	2.5	0:20:24	0:51:19	0.0	0:15:49	0:00:42	1.1	0:13:47	0:14:28	0.0	0:00:00	0:00:00	8.4	0:16:22	2:18:15		
Concourse C	C15	1.5	0:18:44	0:28:12	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.0	0:11:15	0:10:45	0.5	0:16:07	0:08:42	1.0	0:14:58	0:15:23	1.2	0:18:29	0:21:51	0.6	0:23:48	0:14:34	0.7	0:12:26	0:08:42	0.0	0:00:00	0:00:00	6.5	0:16:35	1:48:10		
Concourse C	C16A	0.5	0:14:31	0:06:44	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:14:52	0:01:33	0.0	0:00:00	0:00:00	0.5	0:23:17	0:11:58	0.2	0:19:46	0:03:15	0.0	0:00:00	0:00:00	1.3	0:18:48	0:23:51					
Concourse C	C16B	0.0	0:00:00	0:00:00	0.7	0:11:03	0:08:09	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:17:36	0:12:19	0.1	0:23:24	0:12:19	0.1	0:21:02	0:03:19	0.1	0:21:02	0:02:59	0.7	0:16:44	0:12:27	0.0	0:00:00	0:00:00	3.4	0:14:33	0:49:30		
Concourse C	C16C	0.3	0:14:56	0:04:27	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.3	0:19:23	0:05:47	0.2	0:23:59	0:05:14	0.4	0:24:15	0:09:01	0.9	0:22:34	0:21:00	0.1	0:24:07	0:10:48	0.0	0:16:16	0:00:21	0.0	0:00:00	0:00:00	2.6	0:21:54	0:56:38		
Concourse C	C17	0.2	0:17:26	0:02:54	0.7	0:14:12	0:10:29	0.5	0:07:00	0:03:15	1.6	0:12:16	0:19:27	1.2	0:16:39	0:19:28	1.3	0:18:25	0:23:34	0.5	0:21:31	0:11:04	0.3	0:23:51	0:06:01	1.7	0:16:39	0:28:46	0.5	0:06:47	0:03:38	8.4	0:15:15	2:08:35		
Concourse C	C18A	0.2	0:14:53	0:24:41	0.2	0:13:27	0:03:19	0.0	0:00:00	0:00:00	1.6	0:11:53	0:19:35	0.4	0:15:11	0:04:06	0.4	0:23:23	0:09:13	0.7	0:17:04	0:11:34	0.0	0:22:44	0:01:00	0.8	0:19:46	0:15:46	0.0	0:00:00	0:00:00	3.2	0:16:46	0:54:04		
Concourse C	C18B	0.0	0:00:00	0:00:00	1.5	0:10:24	0:15:50	0.5	0:09:04	0:04:12	0.3	0:10:26	0:03:28	0.0	0:00:00	0:00:00	1.2	0:20:34	0:25:26	0.0	0:24:59	0:00:3														



Table 2-21: Unimpeded Taxi Times - Arrival Runway to Gate (24 Hour)
O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

TERMINAL	GATE	#	AVG	TOTAL																																									
		09L				09C				10L				10C				10R				27C				27R				28L				28C				28R				ALL RUNWAYS			
Concourse H	H16	0.6	0:18:56	0:11:56	1.0	0:14:01	0:13:47	0.5	0:03:40	0:01:42	1.3	0:09:43	0:12:45	0.3	0:15:16	0:04:55	0.4	0:10:36	0:04:11	0.8	0:16:29	0:12:59	0.5	0:12:34	0:06:44	2.0	0:08:26	0:17:10	0.5	0:03:24	0:01:49	8.0	0:11:00	1:27:58											
Concourse H	H17	1.4	0:20:41	0:29:53	0.5	0:16:03	0:07:54	0.0	0:00:00	0:00:00	1.3	0:10:57	0:14:07	0.3	0:16:18	0:04:24	1.3	0:10:08	0:12:58	1.2	0:14:04	0:17:24	0.0	0:10:19	0:00:14	1.6	0:07:00	0:11:07	0.0	0:00:00	0:00:00	7.6	0:12:52	1:37:59											
Concourse H	H18	1.0	0:19:59	0:14:35	0.4	0:14:35	0:06:47	0.0	0:00:00	0:00:00	1.1	0:10:33	0:11:50	0.3	0:15:47	0:04:16	1.1	0:10:08	0:16:34	0.3	0:12:48	0:04:12	0.7	0:15:58	0:10:50	0.0	0:00:00	0:14:15	0.0	0:00:00	0:00:00	6.3	0:14:15	1:25:29											
Concourse H	H1A	0.9	0:21:08	0:19:37	0.5	0:20:09	0:09:55	0.0	0:00:00	0:00:00	1.5	0:11:52	0:17:53	0.1	0:16:54	0:13:17	1.3	0:12:42	0:16:16	1.1	0:16:38	0:17:50	0.2	0:13:24	0:02:12	1.8	0:13:08	0:23:16	0.0	0:00:00	0:00:00	8.0	0:15:02	2:00:15											
Concourse H	H1B	0.9	0:20:41	0:19:12	0.5	0:19:42	0:10:43	0.0	0:00:00	0:00:00	1.0	0:12:31	0:13:02	0.3	0:16:40	0:04:30	1.1	0:11:24	0:12:43	0.7	0:17:12	0:11:40	0.0	0:12:48	0:00:34	1.4	0:09:10	0:12:38	0.0	0:00:00	0:00:00	6.0	0:14:10	1:25:02											
Concourse H	H2	2.1	0:22:09	0:47:06	1.2	0:17:28	0:20:06	0.0	0:00:00	0:00:00	0.6	0:10:49	0:06:15	0.3	0:22:37	0:06:06	1.3	0:13:06	0:16:45	2.7	0:17:14	0:47:18	0.1	0:28:09	0:04:00	0.5	0:09:07	0:04:41	0.0	0:00:00	0:00:00	8.8	0:17:18	2:32:18											
Concourse H	H3A	1.7	0:21:24	0:36:09	0.4	0:15:09	0:06:15	0.0	0:00:00	0:00:00	1.2	0:14:21	0:17:36	0.4	0:16:19	0:06:16	0.9	0:12:38	0:11:45	2.0	0:17:43	0:34:42	0.1	0:26:33	0:03:46	1.4	0:11:01	0:15:25	0.0	0:00:00	0:00:00	8.1	0:16:12	2:11:54											
Concourse H	H4	0.9	0:21:28	0:19:19	1.0	0:17:33	0:17:16	0.5	0:04:57	0:02:18	0.6	0:14:51	0:08:35	0.3	0:16:33	0:04:28	0.5	0:13:06	0:16:44	1.5	0:16:39	0:24:24	0.1	0:14:09	0:02:01	1.1	0:13:26	0:14:24	0.5	0:04:38	0:02:29	6.9	0:14:43	1:41:59											
Concourse H	H5	1.5	0:20:53	0:31:28	0.5	0:15:15	0:08:18	0.0	0:00:00	0:00:00	1.4	0:12:21	0:17:32	0.7	0:16:27	0:11:36	1.5	0:11:36	0:17:16	1.4	0:16:59	0:23:47	0.9	0:13:25	0:11:36	1.1	0:13:47	0:14:47	0.0	0:00:00	0:00:00	9.0	0:15:09	2:16:18											
Concourse H	H6	0.5	0:19:48	0:09:11	0.7	0:18:01	0:13:18	0.5	0:04:36	0:02:08	0.8	0:15:33	0:13:11	0.8	0:18:14	0:14:20	0.8	0:12:29	0:09:34	1.1	0:16:19	0:17:08	0.2	0:14:54	0:03:06	1.2	0:09:17	0:11:05	0.5	0:05:08	0:02:45	7.1	0:13:35	1:35:45											
Concourse H	H8	0.5	0:20:01	0:09:17	0.7	0:14:29	0:10:41	0.0	0:00:00	0:00:00	1.7	0:09:37	0:16:35	0.7	0:21:05	0:15:28	1.7	0:11:34	0:19:07	0.3	0:16:00	0:04:33	0.2	0:14:16	0:02:39	2.2	0:14:17	0:30:56	0.0	0:00:00	0:00:00	7.9	0:13:45	1:49:16											
Concourse H	H9	0.7	0:21:04	0:14:22	0.7	0:16:09	0:11:28	0.5	0:04:09	0:01:55	1.2	0:11:44	0:13:46	0.4	0:16:47	0:07:19	1.3	0:10:31	0:13:27	0.7	0:14:54	0:10:45	0.6	0:11:41	0:06:31	1.2	0:07:59	0:08:31	0.5	0:05:00	0:02:41	7.8	0:11:50	1:31:45											
Concourse K	K1	0.9	0:23:56	0:22:13	0.5	0:18:31	0:09:07	0.0	0:00:00	0:00:00	1.3	0:13:37	0:17:32	0.5	0:19:24	0:10:29	0.8	0:09:27	0:10:29	1.2	0:14:23	0:17:09	0.0	0:12:16	0:00:32	1.8	0:14:59	0:15:25	0.0	0:00:00	0:00:00	7.0	0:14:15	1:39:42											
Concourse K	K10	1.1	0:21:16	0:24:23	0.5	0:15:28	0:07:36	0.0	0:00:00	0:00:00	1.3	0:12:31	0:15:42	0.8	0:16:41	0:13:41	1.1	0:10:13	0:11:24	2.1	0:14:26	0:30:57	0.2	0:13:25	0:02:48	0.8	0:19:29	0:15:59	0.0	0:00:00	0:00:00	8.0	0:15:19	2:02:29											
Concourse K	K12	0.0	0:00:00	0:00:00	0.2	0:16:07	0:03:58	0.5	0:03:40	0:01:42	0.9	0:12:16	0:11:23	0.4	0:16:22	0:06:17	1.1	0:10:00	0:11:23	0.0	0:06:53	0:00:00	0.4	0:10:48	0:04:15	0.6	0:06:53	0:04:04	0.5	0:04:42	0:02:31	4.7	0:09:44	0:45:33											
Concourse K	K13	1.1	0:23:32	0:26:58	1.0	0:18:51	0:18:33	0.0	0:00:00	0:00:00	0.8	0:14:56	0:12:40	0.3	0:18:43	0:05:03	0.7	0:09:36	0:06:31	1.6	0:14:23	0:23:08	0.0	0:11:23	0:00:15	1.4	0:12:37	0:18:13	0.0	0:00:00	0:00:00	7.0	0:15:54	1:51:21											
Concourse K	K15	0.5	0:22:16	0:10:20	0.5	0:17:15	0:08:29	0.9	0:05:10	0:04:47	1.1	0:13:51	0:15:09	0.2	0:13:03	0:04:48	1.3	0:09:19	0:11:43	0.2	0:13:03	0:02:08	0.2	0:24:05	0:04:29	1.0	0:08:17	0:08:30	1.1	0:05:28	0:05:52	6.9	0:11:03	1:16:15											
Concourse K	K16	1.1	0:19:18	0:22:08	0.8	0:15:58	0:12:37	0.5	0:03:21	0:01:33	0.6	0:12:52	0:08:07	0.2	0:16:25	0:03:35	0.4	0:09:27	0:04:08	1.6	0:14:16	0:22:19	0.0	0:10:02	0:00:13	1.2	0:14:38	0:17:07	0.5	0:05:15	0:02:49	0.0	0:00:00	0:00:00	13.3	0:13:33	1:34:36								
Concourse K	K18	0.8	0:21:18	0:16:14	1.4	0:15:07	0:21:54	0.0	0:00:00	0:00:00	1.5	0:12:06	0:18:38	0.4	0:19:52	0:09:28	1.1	0:09:15	0:09:55	1.2	0:14:08	0:17:28	0.0	0:26:58	0:03:50	2.4	0:09:09	0:21:32	0.0	0:00:00	0:00:00	9.0	0:13:08	1:57:58											
Concourse K	K19	0.5	0:22:46	0:10:34	0.2	0:16:39	0:04:06	0.0	0:00:00	0:00:00	1.1	0:14:33	0:16:20	0.7	0:19:23	0:13:54	1.1	0:10:05	0:10:35	0.5	0:14:33	0:07:29	0.2	0:25:39	0:06:20	1.1	0:15:13	0:16:19	0.0	0:00:00	0:00:00	5.4	0:15:43	1:24:36											
Concourse K	K2	0.5	0:24:06	0:12:26	1.0	0:18:07	0:17:50	0.0	0:00:00	0:00:00	1.2	0:13:58	0:16:09	0.6	0:19:44	0:11:41	0.9	0:10:25	0:09:13	1.1	0:14:22	0:15:24	0.6	0:13:20	0:07:27	1.2	0:08:47	0:10:51	0.0	0:00:00	0:00:00	7.0	0:14:26	1:41:02											
Concourse K	K20	2.3	0:22:17	0:51:05	1.0	0:16:34	0:15:05	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.3	0:10:35	0:13:33	2.3	0:14:37	0:34:04	0.0	0:00:00	0:00:00	0.4	0:06:38	0:02:28	0.0	0:00:00	0:00:00	7.2	0:16:11	1:57:00											
Concourse K	K3	1.3	0:24:55	0:33:24	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.9	0:13:38	0:11:56	0.5	0:18:59	0:09:48	1.6	0:10:25	0:17:00	0.7	0:14:34	0:10:31	0.2	0:14:59	0:02:47	0.7	0:17:19	0:12:07	0.0	0:00:00	0:00:00	6.0	0:16:20	1:37:32											
Concourse K	K4	0.5	0:23:06	0:10:43	1.1	0:18:24	0:20:01	0.0	0:00:00	0:00:00	1.5	0:13:56	0:21:27	0.4	0:19:27	0:07:49	2.2	0:09:30	0:13:56	0.6	0:14:34	0:08:07	0.5	0:22:53	0:06:37	0.5	0:09:17	0:04:46	0.0	0:00:00	0:00:00	7.2	0:13:49	1:40:05											
Concourse K	K5	0.9	0:23:23	0:20:29	1.1	0:18:30	0:20:07	0.2	0:06:06	0:01:01	0.7	0:14:38	0:10:54	0.1	0:13:57	0:19:20	0.6	0:10:51	0:18:47	1.1	0:16:02	0:14:57	0.5	0:13:02	0:06:42	0.6	0:08:37	0:04:48	0.0	0:00:00	0:00:00	6.9	0:14:59	1:44:09											
Concourse K	K6	0.8	0:21:09	0:17:21	1.0	0:15:56	0:15:41	0.0	0:04:03	0:01:53	0.6	0:11:32	0:06:52	0.4	0:16:49	0:06:27	1.1	0:11:09	0:12:27	1.6	0:15:32	0:25:20	0.2	0:25:27	0:04:10	0.3	0:07:36	0:02:20	0.5	0:04:56	0:02:39	7.0	0:13:36	1:35:09											
Concourse K	K8	1.7	0:21:30	0:37:27	0.2	0:15:36	0:03:50	0.5	0:04:01	0:01:52	1.3	0:11:33	0:15:29	0.2	0:16:34	0:03:37	1.0	0:10:05	0:10:22	2.1	0:15:10	0:32:11	0.0	0:00:00	0:00:00	0.7	0:07:25	0:05:31	0.5	0:04:53	0:02:37	8.4	0:13:23	1:52:57											
Concourse K	K9	0.0	0:00:00	0:00:00	0.5	0:19:20	0:12:07	0.0	0:00:00	0:00:00	1.8	0:12:57	0:22:41	0.5	0:20:05	0:09:46	0.7	0:10:36	0:07:53	0.0	0:00:00	0:00:00	0.2	0:11:42	0:00:15	0.8	0:09:05	0:06:12	0.3	0:11:39	0:05:05														
Concourse L	L1	0.9	0:23:36	0:21:54	0.5	0:19:48	0:10:46	0.0	0:00:00	0:00:00	1.0	0:14:18	0:10:54	0.3	0:19:17	0:05:12	1.5	0:08:00	0:12:05	0.6	0:13:09	0:07:38																							



Table 2-21: Unimpeded Taxi Times - Arrival Runway to Gate (24 Hour)
O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

TERMINAL	GATE	# 09L		# 09C		# 10L		# 10C		# 10R		# 27C		# 27R		# 28L		# 28C		# 28R		ALL RUNWAYS												
		#	AVG	TOTAL	#	AVG	TOTAL	#	AVG	TOTAL	#	AVG	TOTAL	#	AVG	TOTAL	#	AVG	TOTAL	#	AVG	TOTAL	#	AVG	TOTAL									
Satellite 1 Concourse	S103A	0.6	0:15:14	0:08:49	0.5	0:11:39	0:05:44	0.5	0:06:09	0:02:51	0.8	0:08:51	0:07:18	0.3	0:14:41	0:04:44	0.5	0:14:48	0:07:56	0.3	0:20:47	0:06:22	0.2	0:17:05	0:02:48	0.7	0:17:20	0:12:08	0.5	0:06:53	0:03:42	4.9	0:12:40	1:02:21
Satellite 1 Concourse	S103B	0.0	0:00:00	0:00:00	0.3	0:13:36	0:04:03	0.0	0:00:00	0:00:00	0.2	0:13:07	0:02:51	0.0	0:00:00	0:00:00	0.6	0:16:31	0:09:13	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:14:14	0:10:35	0.0	0:00:00	0:00:00	1.8	0:14:42	0:26:43
Satellite 1 Concourse	S103C	0.2	0:14:47	0:03:13	0.2	0:09:41	0:02:23	0.5	0:05:59	0:02:46	0.8	0:10:24	0:08:35	0.7	0:14:45	0:10:49	0.5	0:12:17	0:06:35	0.5	0:24:47	0:12:44	0.1	0:19:08	0:01:16	0.8	0:14:16	0:11:23	0.5	0:06:42	0:03:36	4.9	0:12:50	1:03:20
Satellite 1 Concourse	S104A	0.1	0:14:54	0:00:46	1.0	0:10:35	0:10:25	0.0	0:00:00	0:00:00	0.6	0:09:40	0:06:05	0.2	0:15:48	0:02:28	1.0	0:14:11	0:14:35	0.4	0:11:51	0:04:24	0.0	0:16:04	0:00:21	1.3	0:12:35	0:16:23	0.0	0:05:06	0:00:07	4.6	0:12:10	0:55:35
Satellite 1 Concourse	S104B	0.0	0:00:00	0:00:00	0.6	0:11:59	0:07:33	0.0	0:00:00	0:00:00	0.6	0:12:11	0:07:41	0.0	0:00:00	0:00:00	0.3	0:15:54	0:04:31	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.4	0:19:29	0:07:40	0.0	0:00:00	0:00:00	1.9	0:14:09	0:27:25
Satellite 1 Concourse	S104C	0.5	0:15:37	0:07:15	0.2	0:14:22	0:03:32	0.5	0:05:35	0:02:35	0.2	0:11:47	0:01:57	0.1	0:17:28	0:00:54	0.5	0:08:48	0:04:31	0.9	0:22:11	0:20:38	0.0	0:00:00	0:00:00	0.5	0:17:48	0:09:33	0.5	0:06:23	0:03:25	3.9	0:13:55	0:54:21
Satellite 1 Concourse	S105A	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:05:20	0:02:29	0.1	0:08:50	0:00:28	0.9	0:15:00	0:13:55	0.7	0:12:30	0:09:18	0.0	0:21:08	0:00:28	0.2	0:16:23	0:02:41	0.4	0:14:39	0:06:14	0.5	0:06:09	0:03:18	3.3	0:11:39	0:38:50
Satellite 1 Concourse	S105B	0.0	0:00:00	0:00:00	0.7	0:15:46	0:11:11	0.0	0:00:00	0:00:00	0.6	0:11:29	0:07:14	0.0	0:00:00	0:00:00	0.4	0:19:49	0:08:53	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.8	0:16:25	0:12:35	0.0	0:00:00	0:00:00	2.6	0:15:37	0:39:53
Satellite 1 Concourse	S105C	0.5	0:15:33	0:08:01	0.0	0:00:00	0:00:00	0.5	0:05:13	0:02:25	0.5	0:09:58	0:04:54	0.4	0:14:58	0:06:31	0.9	0:15:08	0:13:25	0.5	0:19:14	0:10:18	0.2	0:23:34	0:03:52	0.2	0:12:57	0:02:07	0.5	0:06:01	0:03:13	4.2	0:13:04	0:54:48
Satellite 1 Concourse	S106A	0.1	0:15:05	0:00:47	0.1	0:11:37	0:01:12	0.5	0:04:56	0:02:18	1.6	0:06:56	0:11:12	0.6	0:12:36	0:06:56	1.3	0:14:13	0:18:11	0.0	0:00:00	0:00:00	0.1	0:15:16	0:01:00	1.2	0:15:06	0:14:25	0.5	0:05:47	0:03:06	5.9	0:10:06	0:59:08
Satellite 1 Concourse	S106B	0.0	0:00:00	0:00:00	0.3	0:14:02	0:04:11	0.0	0:00:00	0:00:00	0.3	0:05:34	0:01:30	0.0	0:00:00	0:00:00	0.3	0:17:43	0:05:25	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:13:09	0:06:46	0.0	0:00:00	0:00:00	1.4	0:12:52	0:17:52
Satellite 1 Concourse	S106C	0.0	0:00:00	0:00:00	0.5	0:10:35	0:05:13	0.5	0:04:47	0:02:13	1.0	0:09:34	0:09:29	0.3	0:13:23	0:04:19	0.5	0:14:17	0:07:39	0.4	0:25:46	0:10:09	0.5	0:21:13	0:11:22	0.8	0:12:00	0:09:27	0.5	0:05:13	0:02:48	5.1	0:12:23	1:02:39
Satellite 1 Concourse	S107A	1.6	0:19:23	0:30:13	0.2	0:13:19	0:03:17	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.0	0:20:37	0:19:38	0.1	0:17:17	0:19:38	0.1	0:17:17	0:19:38	0.4	0:19:18	0:07:11	0.0	0:00:00	0:00:00	3.3	0:19:11	1:02:45
Satellite 1 Concourse	S107B	0.0	0:00:00	0:00:00	0.6	0:20:30	0:11:39	0.2	0:04:36	0:00:46	0.7	0:12:57	0:08:31	0.0	0:00:00	0:00:00	1.1	0:09:20	0:10:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.4	0:11:42	0:04:21	0.2	0:04:05	0:00:40	3.0	0:11:59	0:35:57
Satellite 1 Concourse	S107C	0.5	0:20:36	0:09:33	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.8	0:10:08	0:08:21	0.3	0:18:32	0:05:00	0.5	0:15:18	0:11:23	0.0	0:23:56	0:12:50	0.2	0:14:27	0:02:22	0.0	0:21:42	0:00:29	0.0	0:00:00	0:00:00	3.0	0:16:31	0:49:58
Satellite 1 Concourse	S108A	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Satellite 1 Concourse	S108B	0.0	0:00:00	0:00:00	0.8	0:14:28	0:12:11	0.0	0:00:00	0:00:00	0.8	0:11:32	0:09:47	0.0	0:00:00	0:00:00	0.3	0:18:15	0:05:59	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.3	0:16:31	0:21:31	0.0	0:00:00	0:00:00	3.3	0:14:54	0:49:28
Satellite 1 Concourse	S108C	0.2	0:23:08	0:05:41	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.2	0:23:08	0:05:41
Satellite 1 Concourse	S109A	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Satellite 1 Concourse	S109B	0.0	0:00:00	0:00:00	1.4	0:14:51	0:20:10	0.5	0:05:13	0:02:25	0.5	0:09:46	0:04:52	0.0	0:00:00	0:00:00	0.4	0:15:08	0:05:18	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.3	0:12:57	0:16:34	0.5	0:05:20	0:02:51	4.5	0:11:38	0:52:11
Satellite 1 Concourse	S110A	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.1	0:19:11	0:02:43	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.1	0:19:11	0:02:43
Satellite 1 Concourse	S110B	0.0	0:00:00	0:00:00	0.5	0:16:16	0:08:51	0.5	0:05:43	0:02:39	0.4	0:15:38	0:06:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.0	0:18:10	0:18:41	0.5	0:05:22	0:02:53	3.4	0:14:29	0:48:50			
Satellite 1 Concourse	S111	1.7	0:20:25	0:34:31	0.7	0:15:38	0:11:32	0.0	0:00:00	0:00:00	1.3	0:14:22	0:18:59	0.4	0:19:58	0:08:30	0.7	0:17:55	0:12:09	2.2	0:21:27	0:46:28	0.0	0:00:00	0:00:00	1.4	0:15:32	0:22:26	0.0	0:00:00	0:00:00	8.5	0:18:16	2:34:36
Satellite 1 Concourse	S112	0.2	0:18:42	0:03:06	1.3	0:14:03	0:18:00	0.0	0:00:00	0:00:00	1.5	0:09:36	0:14:17	0.3	0:15:38	0:04:53	0.7	0:12:57	0:08:30	0.5	0:25:17	0:13:33	0.4	0:16:00	0:05:36	2.2	0:11:36	0:25:39	0.0	0:00:00	0:00:00	7.0	0:13:22	1:33:33
Satellite 1 Concourse	S113	0.8	0:18:53	0:14:24	0.3	0:15:05	0:04:30	0.9	0:06:05	0:03:39	1.0	0:10:35	0:11:02	0.4	0:17:51	0:07:47	0.0	0:26:08	0:00:34	0.7	0:16:22	0:11:27	0.0	0:26:34	0:00:35	1.6	0:12:55	0:20:29	1.1	0:05:55	0:06:21	6.9	0:12:03	1:22:47
Satellite 1 Concourse	S114	0.9	0:19:47	0:18:22	0.5	0:12:29	0:06:09	0.5	0:06:17	0:02:55	1.3	0:11:30	0:14:49	0.5	0:15:57	0:07:47	1.6	0:14:46	0:24:04	0.8	0:21:07	0:17:19	0.0	0:15:34	0:00:41	1.0	0:13:43	0:13:48	0.5	0:06:08	0:03:17	7.7	0:14:11	1:49:11
Satellite 2 Concourse	S201	2.1	0:14:50	0:30:45	0.7	0:10:19	0:07:37	0.0	0:00:00	0:00:00	1.0	0:07:16	0:07:07	0.4	0:13:33	0:05:55	1.1	0:13:09	0:14:58	2.1	0:19:18	0:41:22	0.6	0:19:13	0:10:44	1.2	0:18:51	0:22:52	0.0	0:00:00	0:00:00	9.3	0:15:14	2:21:20
Satellite 2 Concourse	S202	0.9	0:14:59	0:13:54	0.8	0:10:08	0:08:00	0.5	0:06:50	0:03:10	2.1	0:08:25	0:17:26	0.4	0:13:56	0:06:05	1.2	0:21:16	0:24:41	1.4	0:25:16	0:34:48	0.9	0:20:22	0:17:36	1.2	0:15:56	0:19:21	0.5	0:08:55	0:04:47	9.8	0:15:13	2:29:48
Satellite 2 Concourse	S203	0.6	0:15:41	0:09:53	1.0	0:10:02	0:10:24	0.0	0:00:00	0:00:00	1.9	0:08:41	0:16:49	1.0	0:14:00																			



Table 2-22: Unimpeded Taxi Times - Arrival Runway to Gate (Daytime)
O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

TERMINAL	GATE	#	AVG	TOTAL	#	AVG	TOTAL																											
		09L			09C			10L			10C			10R			27C			27R			28L			28C			28R			ALL RUNWAYS		
Concourse B	B10	0.2	0:16:55	0:02:48	0.8	0:11:19	0:08:56	0.0	0:00:00	0:00:00	0.7	0:11:22	0:07:45	0.9	0:17:44	0:15:58	1.4	0:15:11	0:21:35	0.0	0:23:26	0:00:31	0.7	0:18:36	0:13:50	1.2	0:16:10	0:19:16	0.0	0:00:00	0:00:00	5.9	0:15:19	1:30:40
Concourse B	B11	0.7	0:16:58	0:11:10	0.5	0:11:07	0:06:03	0.0	0:00:00	0:00:00	1.3	0:11:26	0:14:43	1.0	0:16:56	0:16:07	1.1	0:22:55	0:26:05	1.6	0:15:21	0:24:21	0.6	0:20:54	0:13:15	1.0	0:16:42	0:15:54	0.0	0:00:00	0:00:00	7.8	0:16:28	2:07:37
Concourse B	B12	1.5	0:17:19	0:25:25	0.9	0:12:46	0:11:32	0.0	0:00:00	0:00:00	0.6	0:12:48	0:16:15	0.3	0:17:50	0:05:45	0.8	0:18:31	0:14:11	1.7	0:25:29	0:44:19	0.3	0:23:44	0:06:44	1.0	0:15:30	0:15:30	0.0	0:00:00	0:00:00	7.1	0:18:40	2:16:38
Concourse B	B14	1.4	0:17:24	0:24:13	0.2	0:10:48	0:02:39	0.0	0:00:00	0:00:00	1.0	0:12:18	0:12:03	0.2	0:17:10	0:03:44	1.5	0:21:34	0:32:05	1.8	0:21:25	0:37:29	0.1	0:21:31	0:01:25	0.3	0:15:26	0:04:43	0.0	0:00:00	0:00:00	6.4	0:18:22	1:58:23
Concourse B	B16A	0.0	0:00:00	0:00:00	0.5	0:12:16	0:06:02	0.0	0:00:00	0:00:00	0.7	0:11:27	0:07:48	0.0	0:00:00	0:00:00	0.4	0:17:40	0:07:21	0.0	0:24:13	0:00:32	0.0	0:17:55	0:00:24	0.7	0:15:42	0:10:18	0.0	0:00:00	0:00:00	2.3	0:14:09	0:32:25
Concourse B	B16B	0.5	0:16:18	0:08:24	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.2	0:12:23	0:03:03	0.2	0:22:25	0:03:53	0.4	0:05:05	0:01:53	1.1	0:22:25	0:24:02	0.0	0:29:24	0:00:39	0.2	0:14:41	0:02:24	0.0	0:00:00	0:00:00	2.6	0:16:59	0:44:18
Concourse B	B16W	0.0	0:00:00	0:00:00	0.2	0:11:00	0:02:42	0.0	0:00:00	0:00:00	0.2	0:11:38	0:02:32	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:19:15	0:10:19	0.0	0:00:00	0:00:00	1.0	0:15:33	0:15:33
Concourse B	B17	0.9	0:17:18	0:16:04	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.7	0:11:26	0:08:00	1.7	0:17:29	0:29:15	1.5	0:19:35	0:29:09	0.7	0:17:22	0:12:10	0.1	0:21:25	0:00:21	1.1	0:18:35	0:20:30	0.0	0:00:00	0:00:00	6.0	0:17:32	1:59:29
Concourse B	B18	1.5	0:17:20	0:26:50	0.2	0:10:39	0:02:37	0.0	0:00:00	0:00:00	1.6	0:11:53	0:19:35	0.6	0:18:14	0:10:22	1.1	0:19:57	0:22:16	1.8	0:23:20	0:40:51	0.5	0:24:45	0:12:11	0.9	0:18:22	0:16:41	0.0	0:00:00	0:00:00	8.3	0:18:17	2:31:22
Concourse B	B19	0.9	0:17:20	0:16:05	0.5	0:11:46	0:06:24	0.0	0:00:00	0:00:00	0.8	0:14:37	0:11:38	0.6	0:18:31	0:11:02	0.9	0:22:11	0:20:08	0.5	0:25:27	0:13:39	0.6	0:21:45	0:12:08	0.8	0:18:23	0:15:29	0.0	0:00:00	0:00:00	5.7	0:18:40	1:46:33
Concourse B	B20	1.5	0:18:46	0:27:17	0.2	0:12:19	0:03:02	0.0	0:00:00	0:00:00	1.1	0:14:29	0:16:15	1.9	0:18:49	0:34:59	1.1	0:20:25	0:21:53	0.6	0:25:06	0:15:55	0.3	0:19:43	0:08:28	0.0	0:00:00	0:00:00	7.3	0:18:37	2:16:05			
Concourse B	B21	1.2	0:19:47	0:24:15	0.7	0:12:44	0:09:24	0.0	0:00:00	0:00:00	0.8	0:11:27	0:08:48	1.0	0:18:01	0:17:39	0.5	0:07:50	0:04:01	1.6	0:28:47	0:46:17	0.3	0:22:17	0:08:49	1.9	0:19:51	0:36:56	0.0	0:00:00	0:00:00	8.0	0:19:16	2:34:09
Concourse B	B22	1.1	0:19:59	0:22:14	0.1	0:11:13	0:00:35	0.0	0:00:00	0:00:00	0.9	0:12:58	0:11:43	1.5	0:14:16	0:21:13	1.5	0:14:16	0:21:13	0.3	0:25:45	0:34:06	0.3	0:26:08	0:08:34	0.4	0:19:18	0:08:39	0.0	0:00:00	0:00:00	6.6	0:19:22	2:07:35
Concourse B	B23	0.7	0:17:47	0:12:08	0.7	0:13:43	0:10:07	0.0	0:00:00	0:00:00	0.7	0:12:25	0:09:07	0.6	0:18:19	0:11:02	1.1	0:15:59	0:18:11	0.3	0:25:28	0:07:48	0.6	0:23:35	0:14:57	0.9	0:24:08	0:21:23	0.0	0:00:00	0:00:00	5.7	0:18:18	1:44:43
Concourse B	B6	2.1	0:18:50	0:40:03	0.2	0:15:06	0:03:43	0.0	0:00:00	0:00:00	0.4	0:11:37	0:04:47	0.4	0:19:29	0:06:57	1.1	0:17:53	0:21:13	1.7	0:19:29	0:32:11	0.4	0:17:53	0:08:01	0.4	0:14:59	0:05:54	0.0	0:00:00	0:00:00	6.8	0:17:59	2:02:49
Concourse B	B7	2.1	0:20:20	0:42:45	0.3	0:12:57	0:03:52	0.0	0:00:00	0:00:00	0.7	0:12:05	0:08:35	0.4	0:18:56	0:08:15	1.5	0:20:33	0:31:02	1.5	0:19:00	0:29:17	0.5	0:23:40	0:11:07	0.5	0:15:47	0:08:28	0.0	0:00:00	0:00:00	7.6	0:18:51	2:23:20
Concourse B	B8	1.7	0:18:30	0:31:27	0.3	0:11:48	0:03:31	0.0	0:00:00	0:00:00	1.2	0:11:23	0:14:04	0.2	0:17:34	0:03:30	1.3	0:19:38	0:24:42	1.4	0:17:34	0:25:22	0.6	0:18:22	0:10:26	0.5	0:13:47	0:06:38	0.0	0:00:00	0:00:00	7.2	0:16:38	1:59:40
Concourse B	B9	1.3	0:19:57	0:25:29	0.2	0:11:30	0:02:50	0.0	0:00:00	0:00:00	0.9	0:11:39	0:10:32	0.7	0:17:09	0:12:07	0.7	0:22:24	0:16:40	1.9	0:22:19	0:42:44	0.6	0:19:01	0:11:02	0.7	0:15:29	0:10:09	0.0	0:00:00	0:00:00	7.0	0:18:43	2:11:32
Concourse C	C10A	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:10:27	0:05:08	0.2	0:14:52	0:03:14	0.4	0:20:37	0:07:40	0.0	0:26:10	0:00:34	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.1	0:15:16	0:17:11			
Concourse C	C10B	0.0	0:00:00	0:00:00	2.2	0:14:48	0:32:18	0.0	0:00:00	0:00:00	0.8	0:10:39	0:08:11	0.0	0:00:00	0:00:00	1.4	0:22:07	0:30:28	0.0	0:00:00	0:00:00	0.4	0:00:00	0:00:00	0.4	0:00:00	0:00:00	0.0	0:00:00	0:00:00	8.0	0:17:08	1:43:14
Concourse C	C10C	0.5	0:16:47	0:07:47	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.1	0:15:23	0:00:48	0.5	0:24:29	0:12:35	0.4	0:25:47	0:10:10	0.2	0:21:25	0:03:31	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.6	0:21:57	0:34:51
Concourse C	C11	1.3	0:19:41	0:25:09	0.3	0:12:17	0:03:40	0.0	0:00:00	0:00:00	1.3	0:11:44	0:15:44	0.4	0:15:53	0:06:06	1.1	0:12:31	0:13:25	2.0	0:21:47	0:43:36	0.0	0:15:49	0:00:42	1.1	0:13:47	0:14:28	0.0	0:00:00	0:00:00	7.5	0:16:27	2:02:50
Concourse C	C15	1.5	0:18:44	0:28:12	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.0	0:11:15	0:10:45	0.5	0:16:03	0:07:50	1.0	0:14:58	0:15:23	1.2	0:18:29	0:21:51	0.6	0:23:48	0:14:34	0.7	0:12:25	0:08:25	0.0	0:00:00	0:00:00	6.5	0:16:36	1:47:01
Concourse C	C16A	0.5	0:14:31	0:06:44	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.1	0:14:52	0:01:33	0.0	0:00:00	0:00:00	0.5	0:23:17	0:11:58	0.2	0:19:46	0:03:15	0.0	0:00:00	0:00:00	1.3	0:18:48	0:23:51			
Concourse C	C16B	0.0	0:00:00	0:00:00	0.5	0:11:56	0:05:52	0.0	0:00:00	0:00:00	0.7	0:10:34	0:07:01	0.1	0:14:56	0:01:33	0.5	0:21:10	0:11:21	0.1	0:23:24	0:03:19	0.1	0:21:02	0:02:59	0.4	0:16:25	0:06:06	0.0	0:00:00	0:00:00	2.5	0:15:35	0:38:12
Concourse C	C16C	0.3	0:14:56	0:04:27	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.3	0:19:23	0:05:47	0.2	0:23:59	0:05:14	0.4	0:24:15	0:09:01	0.9	0:22:34	0:21:00	0.4	0:24:07	0:10:48	0.0	0:16:16	0:00:21	0.0	0:00:00	0:00:00	2.6	0:21:54	0:56:38
Concourse C	C17	0.2	0:17:26	0:02:54	0.7	0:14:12	0:10:29	0.0	0:00:00	0:00:00	1.3	0:12:08	0:16:16	1.0	0:16:42	0:16:46	1.3	0:18:25	0:23:34	0.5	0:21:31	0:11:04	0.3	0:23:51	0:06:01	1.7	0:16:39	0:28:46	0.0	0:00:00	0:00:00	7.0	0:16:30	1:55:49
Concourse C	C18A	0.2	0:18:53	0:03:15	0.1	0:13:27	0:03:19	0.0	0:00:00	0:00:00	0.6	0:10:59	0:05:52	0.3	0:15:11	0:04:06	0.4	0:13:23	0:09:13	2.7	0:17:04	0:11:34	0.4	0:22:44	0:01:00	0.8	0:19:46	0:15:46	0.0	0:00:00	0:00:00	4.0	0:19:46	0:54:04
Concourse C	C18B	0.0	0:00:00	0:00:00	1.5	0:10:24	0:15:50	0.0	0:00:00	0:00:00	0.3	0:10:26	0:03:28	0.0	0:00:00	0:00:00	1.2	0:20:34	0:25:26	0.0	0:24:59	0:00:33	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00						



Table 2-22: Unimpeded Taxi Times - Arrival Runway to Gate (Daytime)
O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

TERMINAL	GATE	09L				09C				10L				10C				10R				27C				27R				28L				28C				28R				ALL RUNWAYS			
		#	AVG	TOTAL																																									
Concourse H	H16	0.6	0:18:56	0:11:56	1.0	0:14:01	0:13:47	0.0	0:00:00	0:00:00	0.8	0:09:44	0:08:15	0.3	0:15:16	0:04:55	0.4	0:10:36	0:04:11	0.8	0:16:29	0:12:59	0.5	0:12:34	0:06:44	1.5	0:08:30	0:12:45	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	6.0	0:12:35	1:15:32								
Concourse H	H17	1.4	0:20:41	0:29:53	0.5	0:16:03	0:07:54	0.0	0:00:00	0:00:00	0.8	0:10:58	0:09:03	0.3	0:16:18	0:04:24	1.3	0:10:08	0:12:58	1.2	0:14:04	0:17:24	0.0	0:10:19	0:00:14	1.1	0:06:54	0:07:14	0.0	0:00:00	0:00:00	6.6	0:13:27	1:29:03											
Concourse H	H18	1.0	0:19:59	0:19:35	0.4	0:14:95	0:06:01	0.0	0:00:00	0:00:00	1.1	0:10:33	0:11:50	0.3	0:16:07	0:04:16	1.1	0:10:08	0:12:12	1.1	0:15:08	0:16:34	0.3	0:12:48	0:04:12	0.7	0:15:58	0:10:50	0.0	0:00:00	0:00:00	6.9	0:14:15	1:25:29											
Concourse H	H1A	0.9	0:21:08	0:19:37	0.5	0:20:09	0:09:55	0.0	0:00:00	0:00:00	1.0	0:12:19	0:12:50	0.8	0:16:54	0:13:17	1.3	0:12:42	0:15:11	0.0	0:16:38	0:17:50	0.2	0:13:24	0:02:12	1.2	0:14:42	0:11:00	0.0	0:00:00	0:00:00	7.0	0:15:44	1:50:07											
Concourse H	H1B	0.9	0:20:41	0:19:12	0.5	0:19:42	0:10:43	0.0	0:00:00	0:00:00	1.0	0:12:31	0:13:02	0.3	0:16:40	0:04:30	1.1	0:11:24	0:12:43	0.7	0:17:12	0:11:40	0.0	0:12:48	0:00:34	1.4	0:09:10	0:12:38	0.0	0:00:00	0:00:00	6.0	0:14:10	1:25:02											
Concourse H	H2	1.6	0:21:52	0:35:12	0.9	0:18:05	0:16:21	0.0	0:00:00	0:00:00	0.4	0:10:44	0:04:25	0.3	0:22:37	0:06:06	0.8	0:14:13	0:10:53	2.3	0:17:04	0:39:45	0.1	0:28:09	0:04:00	0.5	0:09:07	0:04:41	0.0	0:00:00	0:00:00	6.9	0:17:28	2:01:25											
Concourse H	H3A	1.7	0:21:24	0:36:09	0.4	0:15:09	0:06:15	0.0	0:00:00	0:00:00	1.0	0:15:13	0:14:54	0.2	0:15:54	0:02:38	0.9	0:12:38	0:11:45	2.0	0:17:43	0:34:42	0.1	0:26:33	0:03:46	0.9	0:12:13	0:10:33	0.0	0:00:00	0:00:00	7.1	0:16:54	2:00:43											
Concourse H	H4	0.9	0:21:28	0:19:19	1.0	0:17:33	0:17:16	0.0	0:00:00	0:00:00	0.6	0:14:51	0:08:35	0.3	0:16:33	0:04:28	0.5	0:13:06	0:06:44	1.5	0:16:39	0:24:24	0.1	0:14:09	0:02:01	1.1	0:13:26	0:10:33	0.0	0:00:00	0:00:00	5.9	0:16:24	1:37:12											
Concourse H	H5	1.5	0:20:53	0:31:28	0.5	0:15:15	0:08:18	0.0	0:00:00	0:00:00	1.4	0:12:21	0:17:32	0.7	0:16:27	0:11:36	1.5	0:11:36	0:17:16	1.4	0:16:59	0:23:47	0.9	0:13:25	0:11:36	1.1	0:13:47	0:14:47	0.0	0:00:00	0:00:00	9.0	0:15:09	2:16:18											
Concourse H	H6	0.5	0:19:48	0:09:11	0.7	0:18:01	0:13:18	0.0	0:00:00	0:00:00	0.8	0:15:33	0:13:11	0.7	0:18:22	0:13:29	0.8	0:12:29	0:09:34	1.1	0:16:19	0:17:08	0.2	0:14:54	0:03:06	1.2	0:09:17	0:11:05	0.0	0:00:00	0:00:00	6.0	0:15:00	1:30:01											
Concourse H	H8	0.5	0:20:01	0:09:17	0.7	0:14:29	0:10:41	0.0	0:00:00	0:00:00	1.7	0:09:37	0:16:35	0.7	0:21:05	0:15:28	1.7	0:11:34	0:19:07	0.3	0:16:00	0:04:33	0.2	0:14:16	0:02:39	1.8	0:12:48	0:22:58	0.0	0:00:00	0:00:00	7.6	0:13:22	1:41:18											
Concourse H	H9	0.7	0:21:04	0:14:22	0.2	0:16:42	0:04:06	0.0	0:00:00	0:00:00	1.2	0:11:44	0:13:46	0.4	0:16:47	0:07:19	0.8	0:10:09	0:07:46	0.7	0:14:50	0:10:23	0.6	0:11:41	0:06:31	1.2	0:07:59	0:05:51	0.0	0:00:00	0:00:00	5.8	0:14:49	1:13:46											
Concourse K	K1	0.9	0:23:56	0:22:13	0.5	0:18:31	0:09:07	0.0	0:00:00	0:00:00	0.8	0:13:45	0:11:20	0.5	0:19:24	0:10:29	0.8	0:09:27	0:07:15	1.2	0:14:23	0:17:09	0.0	0:12:16	0:00:32	1.2	0:08:54	0:10:48	0.0	0:00:00	0:00:00	6.0	0:14:49	1:28:52											
Concourse K	K10	1.1	0:21:16	0:24:23	0.5	0:15:28	0:07:36	0.0	0:00:00	0:00:00	1.3	0:12:31	0:15:42	0.8	0:16:41	0:13:41	1.1	0:10:13	0:11:24	2.1	0:14:26	0:30:57	0.2	0:13:25	0:02:48	0.8	0:19:29	0:15:59	0.0	0:00:00	0:00:00	8.0	0:15:19	2:02:29											
Concourse K	K12	0.0	0:00:00	0:00:00	0.2	0:16:07	0:03:58	0.0	0:00:00	0:00:00	0.9	0:12:16	0:11:23	0.4	0:16:22	0:06:17	1.1	0:10:10	0:11:23	0.0	0:00:00	0:00:00	0.4	0:10:48	0:04:15	0.6	0:06:53	0:04:04	0.0	0:00:00	0:00:00	3.7	0:11:14	0:41:20											
Concourse K	K13	0.7	0:24:23	0:16:38	1.0	0:18:51	0:18:33	0.0	0:00:00	0:00:00	0.8	0:14:56	0:12:40	0.3	0:18:43	0:05:03	0.7	0:09:36	0:06:31	1.6	0:14:23	0:23:08	0.1	0:11:23	0:00:15	1.4	0:12:37	0:18:13	0.0	0:00:00	0:00:00	6.5	0:15:27	1:41:01											
Concourse K	K15	0.5	0:22:16	0:10:20	0.5	0:13:51	0:08:29	0.0	0:00:00	0:00:00	1.1	0:13:51	0:17:15	0.9	0:21:59	0:10:48	1.3	0:09:19	0:11:43	0.2	0:13:03	0:02:08	0.2	0:24:05	0:04:29	1.0	0:10:37	0:08:30	0.0	0:00:00	0:00:00	4.9	0:13:23	1:05:36											
Concourse K	K16	1.1	0:19:18	0:22:08	0.8	0:15:58	0:12:37	0.0	0:00:00	0:00:00	0.6	0:12:52	0:08:07	0.2	0:16:25	0:03:35	0.4	0:09:27	0:04:08	1.6	0:14:16	0:22:19	0.0	0:10:02	0:00:13	1.2	0:14:38	0:17:07	0.0	0:00:00	0:00:00	6.0	0:15:06	1:30:14											
Concourse K	K18	0.8	0:21:18	0:16:14	0.9	0:15:00	0:13:34	0.0	0:00:00	0:00:00	1.2	0:12:22	0:14:57	0.4	0:19:58	0:07:28	0.5	0:09:15	0:04:57	1.2	0:14:08	0:17:28	0.1	0:26:58	0:03:50	2.4	0:09:09	0:21:32	0.0	0:00:00	0:00:00	7.5	0:13:18	1:40:00											
Concourse K	K19	0.5	0:22:46	0:10:34	0.2	0:16:39	0:04:06	0.0	0:00:00	0:00:00	0.9	0:15:09	0:13:16	0.5	0:20:35	0:10:02	0.7	0:11:10	0:07:34	0.5	0:14:33	0:07:29	0.2	0:25:39	0:05:20	0.9	0:08:20	0:15:07	0.0	0:00:00	0:00:00	4.9	0:16:48	1:13:27											
Concourse K	K2	0.5	0:24:12	0:11:14	0.7	0:18:07	0:13:22	0.0	0:00:00	0:00:00	1.0	0:13:59	0:13:51	0.6	0:19:44	0:11:41	0.9	0:10:25	0:09:13	0.5	0:14:39	0:07:51	0.6	0:13:20	0:07:27	1.2	0:08:47	0:10:51	0.0	0:00:00	0:00:00	6.0	0:14:15	1:25:31											
Concourse K	K20	2.3	0:22:17	0:51:05	1.0	0:16:34	0:10:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.3	0:10:35	0:13:33	2.3	0:14:37	0:34:04	0.0	0:00:00	0:00:00	0.2	0:06:38	0:02:28	0.0	0:00:00	0:00:00	7.2	0:16:11	1:57:00											
Concourse K	K3	1.3	0:24:55	0:33:24	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.9	0:13:38	0:11:56	0.5	0:18:59	0:09:48	1.6	0:10:25	0:17:00	0.2	0:14:34	0:10:31	0.2	0:14:59	0:02:47	0.7	0:17:19	0:12:07	0.0	0:00:00	0:00:00	6.0	0:16:20	1:37:32											
Concourse K	K4	0.5	0:23:06	0:10:43	0.5	0:18:56	0:09:19	0.0	0:00:00	0:00:00	1.2	0:14:00	0:16:54	0.4	0:19:27	0:07:49	1.5	0:09:25	0:14:00	0.2	0:14:27	0:02:22	0.5	0:12:53	0:06:37	0.5	0:09:17	0:04:46	0.0	0:00:00	0:00:00	5.2	0:13:49	1:12:31											
Concourse K	K5	0.9	0:23:23	0:20:29	0.8	0:18:32	0:14:38	0.0	0:00:00	0:00:00	0.7	0:14:38	0:10:54	0.4	0:19:20	0:06:14	1.1	0:12:41	0:13:36	1.0	0:13:57	0:14:57	0.5	0:13:02	0:06:42	0.7	0:08:37	0:04:48	0.0	0:00:00	0:00:00	5.9	0:15:31	1:32:19											
Concourse K	K6	0.6	0:21:00	0:12:39	0.7	0:16:00	0:11:48	0.0	0:00:00	0:00:00	0.6	0:11:32	0:06:52	0.4	0:16:49	0:06:27	1.1	0:15:17	0:16:43	0.2	0:25:27	0:04:10	0.3	0:07:36	0:02:20	0.0	0:00:00	0:00:00	5.0	0:14:41	1:13:27														
Concourse K	K8	1.7	0:21:30	0:37:27	0.2	0:15:36	0:03:50	0.0	0:00:00	0:00:00	1.3	0:11:33	0:15:29	0.2	0:16:34	0:03:37	1.0	0:10:05	0:10:22	2.1	0:15:10	0:32:11	0.0	0:00:00	0:00:00	0.7	0:07:25	0:05:31	0.0	0:00:00	0:00:00	7.4	0:14:35	1:48:28											
Concourse K	K9	0.0	0:00:00	0:00:00	0.5	0:19:20	0:09:31	0.0	0:00:00	0:00:00	0.8	0:13:19	0:10:08	0.4	0:19:49	0:08:38	0.7	0:10:36	0:07:53	0.0	0:12:29	0:13:06	0.2	0:11:42	0:00:15	1.2	0:09:05	0:07:39	0.0	0:00:00	0:00:00	3.3	0:13:22	1:35:38											
Concourse L	L1	0.9	0:23:40	0:20:44	0.3	0:21:31	0:06:25	0.0	0:00:00	0:00:00	0.9	0:14:27	0:12:40	0.3	0:19:17	0:05:12	1.1	0:08:00	0:09:07																										



Table 2-22: Unimpeded Taxi Times - Arrival Runway to Gate (Daytime)
O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

TERMINAL	GATE	09L			09C			10L			10C			10R			27C			27R			28L			28C			28R			ALL RUNWAYS		
		#	AVG	TOTAL																														
Satellite 1 Concourse	S103A	0.6	0:15:14	0:08:49	0.5	0:11:39	0:05:44	0.0	0:00:00	0:00:00	0.8	0:08:51	0:07:18	0.3	0:14:41	0:04:44	0.5	0:14:48	0:07:56	0.3	0:20:47	0:06:22	0.2	0:17:05	0:02:48	0.7	0:17:20	0:12:08	0.0	0:00:00	0:00:00	3.9	0:14:14	0:55:48
Satellite 1 Concourse	S103B	0.0	0:00:00	0:00:00	0.3	0:13:36	0:04:03	0.0	0:00:00	0:00:00	0.2	0:13:07	0:02:51	0.0	0:00:00	0:00:00	0.6	0:16:31	0:09:13	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.7	0:14:14	0:10:35	0.0	0:00:00	0:00:00	1.8	0:14:42	0:26:43
Satellite 1 Concourse	S103C	0.2	0:14:47	0:03:13	0.2	0:09:41	0:02:23	0.0	0:00:00	0:00:00	0.8	0:10:24	0:08:35	0.7	0:14:45	0:10:49	0.5	0:12:17	0:06:35	0.5	0:24:47	0:12:44	0.1	0:19:08	0:01:16	0.8	0:14:16	0:11:23	0.0	0:00:00	0:00:00	3.9	0:14:28	0:56:58
Satellite 1 Concourse	S104A	0.1	0:14:54	0:00:46	1.0	0:10:35	0:10:25	0.0	0:00:00	0:00:00	0.6	0:09:40	0:06:05	0.2	0:15:48	0:02:28	1.0	0:14:11	0:14:35	0.4	0:11:51	0:04:24	0.0	0:16:04	0:00:21	1.3	0:12:35	0:16:23	0.0	0:00:00	0:00:00	4.5	0:12:12	0:55:28
Satellite 1 Concourse	S104B	0.0	0:00:00	0:00:00	0.6	0:11:59	0:07:33	0.0	0:00:00	0:00:00	0.6	0:12:11	0:07:41	0.0	0:00:00	0:00:00	0.3	0:15:54	0:04:31	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.4	0:19:29	0:07:40	0.0	0:00:00	0:00:00	1.9	0:14:09	0:27:25
Satellite 1 Concourse	S104C	0.5	0:15:37	0:07:15	0.2	0:14:22	0:03:32	0.0	0:00:00	0:00:00	0.2	0:11:47	0:01:57	0.1	0:17:28	0:00:54	0.5	0:08:48	0:04:31	0.9	0:22:11	0:20:38	0.0	0:00:00	0:00:00	0.5	0:17:48	0:09:33	0.0	0:00:00	0:00:00	2.9	0:16:38	0:48:21
Satellite 1 Concourse	S105A	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.1	0:08:50	0:00:28	0.9	0:15:00	0:13:55	0.7	0:12:30	0:09:18	0.0	0:21:08	0:00:28	0.2	0:16:23	0:02:41	0.4	0:14:39	0:06:14	0.0	0:00:00	0:00:00	2.3	0:14:09	0:33:04
Satellite 1 Concourse	S105B	0.0	0:00:00	0:00:00	0.7	0:15:46	0:11:11	0.0	0:00:00	0:00:00	0.6	0:11:29	0:07:14	0.0	0:00:00	0:00:00	0.4	0:19:49	0:08:53	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.8	0:16:25	0:12:35	0.0	0:00:00	0:00:00	2.6	0:15:37	0:39:53
Satellite 1 Concourse	S105C	0.5	0:15:33	0:08:01	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:09:58	0:04:54	0.0	0:14:58	0:06:31	0.9	0:15:08	0:13:25	0.5	0:19:14	0:10:18	0.2	0:23:34	0:03:52	0.2	0:12:57	0:02:07	0.0	0:00:00	0:00:00	3.2	0:15:23	0:49:09
Satellite 1 Concourse	S106A	0.1	0:15:05	0:00:47	0.1	0:11:37	0:01:12	0.0	0:00:00	0:00:00	1.6	0:06:56	0:11:12	0.6	0:12:36	0:06:56	1.3	0:14:13	0:18:11	0.0	0:00:00	0:00:00	0.1	0:15:16	0:01:00	1.2	0:12:06	0:14:25	0.0	0:00:00	0:00:00	4.9	0:11:04	0:53:45
Satellite 1 Concourse	S106B	0.0	0:00:00	0:00:00	0.3	0:14:02	0:04:11	0.0	0:00:00	0:00:00	0.3	0:05:34	0:01:30	0.0	0:00:00	0:00:00	0.3	0:17:43	0:05:25	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:13:09	0:06:46	0.0	0:00:00	0:00:00	1.4	0:14:52	0:17:52
Satellite 1 Concourse	S106C	0.0	0:00:00	0:00:00	0.5	0:10:35	0:05:13	0.0	0:00:00	0:00:00	1.0	0:09:34	0:09:29	0.3	0:13:23	0:04:19	0.5	0:14:17	0:07:39	0.4	0:25:46	0:10:09	0.5	0:21:13	0:11:22	0.8	0:12:00	0:09:27	0.0	0:00:00	0:00:00	4.1	0:14:12	0:57:38
Satellite 1 Concourse	S107A	1.6	0:19:23	0:30:13	0.2	0:13:19	0:03:17	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.0	0:20:37	0:19:38	0.1	0:17:17	0:02:27	0.4	0:19:18	0:07:11	0.0	0:00:00	0:00:00	3.3	0:19:11	1:02:45			
Satellite 1 Concourse	S107B	0.0	0:00:00	0:00:00	0.3	0:27:32	0:07:26	0.0	0:00:00	0:00:00	0.7	0:12:57	0:08:31	0.0	0:00:00	0:00:00	0.7	0:10:06	0:07:04	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.4	0:11:42	0:04:21	0.0	0:00:00	0:00:00	2.0	0:13:41	0:27:23
Satellite 1 Concourse	S107C	0.5	0:20:36	0:09:33	0.0	0:00:00	0:00:00	0.8	0:10:08	0:00:00	0.3	0:18:32	0:08:21	0.3	0:18:32	0:05:00	0.7	0:15:18	0:11:23	0.5	0:23:56	0:12:50	0.2	0:14:27	0:02:22	0.0	0:21:42	0:00:29	0.0	0:00:00	0:00:00	3.0	0:16:31	0:49:58
Satellite 1 Concourse	S108A	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Satellite 1 Concourse	S108B	0.0	0:00:00	0:00:00	0.8	0:14:28	0:12:11	0.0	0:00:00	0:00:00	0.8	0:11:42	0:09:19	0.0	0:00:00	0:00:00	0.3	0:18:15	0:05:59	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.3	0:16:31	0:21:31	0.0	0:00:00	0:00:00	3.3	0:15:00	0:49:00
Satellite 1 Concourse	S108C	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Satellite 1 Concourse	S108A	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Satellite 1 Concourse	S109B	0.0	0:00:00	0:00:00	1.4	0:14:51	0:22:10	0.0	0:00:00	0:00:00	0.5	0:09:46	0:04:52	0.0	0:00:00	0:00:00	0.4	0:15:08	0:05:18	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.3	0:12:57	0:16:34	0.0	0:00:00	0:00:00	3.5	0:13:27	0:46:54
Satellite 1 Concourse	S110A	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.1	0:19:11	0:02:43	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.1	0:19:11	0:02:43
Satellite 1 Concourse	S110B	0.0	0:00:00	0:00:00	0.5	0:16:16	0:08:51	0.0	0:00:00	0:00:00	0.4	0:15:38	0:06:00	0.0	0:00:00	0:00:00	0.4	0:23:30	0:09:46	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.0	0:18:10	0:18:41	0.0	0:00:00	0:00:00	2.4	0:18:15	0:43:18
Satellite 1 Concourse	S111	1.7	0:20:25	0:34:31	0.7	0:15:38	0:11:32	0.0	0:00:00	0:00:00	1.3	0:14:22	0:18:59	0.7	0:19:58	0:08:30	2.2	0:21:27	0:12:09	2.5	0:21:27	0:46:28	0.0	0:00:00	0:00:00	1.4	0:15:32	0:22:26	0.0	0:00:00	0:00:00	8.5	0:18:16	2:34:36
Satellite 1 Concourse	S112	0.2	0:18:42	0:03:06	1.3	0:14:03	0:03:06	1.1	0:09:37	0:10:21	0.3	0:15:36	0:04:03	0.7	0:12:57	0:08:30	0.5	0:25:17	0:13:33	0.4	0:16:00	0:05:36	1.7	0:11:40	0:19:32	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	6.0	0:13:47	1:22:42
Satellite 1 Concourse	S113	0.8	0:18:53	0:14:24	0.3	0:15:05	0:04:30	0.0	0:00:00	0:00:00	0.6	0:11:11	0:06:28	0.4	0:17:51	0:07:47	0.0	0:26:08	0:00:34	0.7	0:16:22	0:11:27	0.0	0:26:34	0:00:35	1.1	0:13:08	0:13:48	0.0	0:00:00	0:00:00	3.9	0:15:24	0:59:33
Satellite 1 Concourse	S114	0.9	0:19:47	0:18:22	0.5	0:12:29	0:06:09	0.0	0:00:00	0:00:00	0.9	0:11:00	0:09:38	0.4	0:15:27	0:06:44	1.3	0:15:25	0:19:24	0.8	0:21:07	0:17:19	0.0	0:15:34	0:00:41	0.8	0:12:15	0:10:19	0.0	0:00:00	0:00:00	5.7	0:15:33	1:28:36
Satellite 2 Concourse	S201	1.9	0:14:58	0:27:47	0.5	0:09:51	0:04:51	0.0	0:00:00	0:00:00	1.0	0:07:16	0:07:07	1.1	0:13:09	0:14:58	1.6	0:20:24	0:32:48	0.6	0:19:13	0:10:44	1.2	0:18:51	0:22:52	0.0	0:00:00	0:00:00	8.3	0:15:20	2:07:01			
Satellite 2 Concourse	S202	0.9	0:14:59	0:13:54	0.8	0:10:08	0:08:00	0.0	0:00:00	0:00:00	2.0	0:08:27	0:17:05	0.4	0:13:56	0:06:05	1.2	0:21:16	0:24:41	1.4	0:25:16	0:34:48	0.9	0:20:22	0:17:36	1.2	0:15:56	0:19:21	0.0	0:00:00	0:00:00	8.4	0:16:06	2:21:29
Satellite 2 Concourse	S203	0.2	0:13:55	0:02:19	0.7	0:10:28	0:07:43	0.0	0:00:00	0:00:00	1.8	0:08:47	0:15:34	1.0	0:14:00	0:1																		



Table 2-23: Unimpeded Taxi Times - Arrival Runway to Gate (Nighttime)
O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

TERMINAL	GATE	#	AVG	TOTAL	#	AVG	TOTAL	#	AVG	TOTAL	#	AVG	TOTAL	#	AVG	TOTAL																					
			09L		09C		10L		10C		10R		27C		27R		28L		28C		28R	ALL RUNWAYS															
Concourse B	B10	0.5	0:16:53	0:07:50	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.2	0:12:59	0:02:09	0.0	0:00:00	0:00:00	0.5	0:14:06	0:07:33	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.2	0:15:03	0:17:32
Concourse B	B11	0.1	0:16:29	0:00:51	0.5	0:11:07	0:05:10	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:07:58	0:04:16	1.0	0:09:41	0:10:24	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Concourse B	B12	0.5	0:16:30	0:07:39	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.4	0:11:22	0:04:14	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Concourse B	B14	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.3	0:11:20	0:03:23	0.2	0:17:25	0:02:53	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:14:12	0:07:37	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.0	0:12:48	0:12:48
Concourse B	B16A	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.4	0:08:15	0:03:24	0.1	0:10:43	0:00:33	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:14:47	0:00:20	0.5	0:08:31	0:04:23	1.0	0:08:39	0:08:39			
Concourse B	B16B	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Concourse B	B16W	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:10:33	0:04:54	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:11:36	0:06:13	1.0	0:11:07	0:11:07			
Concourse B	B17	0.0	0:00:00	0:00:00	0.2	0:10:29	0:01:44	0.3	0:09:13	0:02:45	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.4	0:04:55	0:01:50	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.2	0:11:10	0:01:50	1.0	0:08:09	0:08:09
Concourse B	B18	0.0	0:00:00	0:00:00	0.2	0:10:46	0:02:39	0.0	0:00:00	0:00:00	0.2	0:11:23	0:02:29	0.0	0:00:00	0:00:00	0.1	0:05:04	0:00:43	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.4	0:17:23	0:06:51	0.0	0:00:00	0:00:00	1.0	0:12:42	0:12:42
Concourse B	B19	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.4	0:12:13	0:05:02	0.1	0:17:02	0:00:53	0.4	0:05:03	0:01:53	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.2	0:17:19	0:02:50	0.0	0:00:00	0:00:00	1.0	0:10:38	0:10:38			
Concourse B	B20	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.2	0:12:34	0:03:05	0.1	0:17:35	0:00:55	0.0	0:18:58	0:00:26	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.1	0:18:05	0:02:34	0.0	0:00:00	0:00:00	0.5	0:15:11	0:07:01			
Concourse B	B21	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Concourse B	B22	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.4	0:13:52	0:05:10	0.1	0:25:58	0:03:41	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:17:13	0:08:51			
Concourse B	B23	0.5	0:18:16	0:08:29	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:15:43	0:08:26	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.0	0:16:54	0:16:54			
Concourse B	B6	0.0	0:00:00	0:00:00	0.5	0:12:26	0:05:46	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:06:53	0:03:41	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.1	0:22:14	0:03:09	0.0	0:00:00	0:00:00	1.1	0:11:03	0:12:37			
Concourse B	B7	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00			
Concourse B	B8	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.2	0:10:50	0:02:40	0.2	0:16:04	0:03:30	0.4	0:06:27	0:02:33	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.1	0:13:09	0:01:52	0.0	0:00:00	0:00:00	1.0	0:10:35	0:10:35			
Concourse B	B9	0.0	0:00:00	0:00:00	0.2	0:11:33	0:02:50	0.0	0:00:00	0:00:00	0.2	0:10:31	0:02:18	0.0	0:00:00	0:00:00	0.4	0:06:13	0:02:19	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:19:43	0:10:34	0.0	0:00:00	0:00:00	1.4	0:13:08	0:18:01			
Concourse C	C10A	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00			
Concourse C	C10B	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00			
Concourse C	C10C	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Concourse C	C11	0.2	0:18:24	0:04:01	0.2	0:15:00	0:03:41	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:15:01	0:07:43	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.0	0:15:46	0:15:25			
Concourse C	C15	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.1	0:16:44	0:00:52	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.1	0:15:36	0:01:09			
Concourse C	C16A	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00			
Concourse C	C16B	0.0	0:00:00	0:00:00	0.2	0:09:17	0:02:17	0.0	0:00:00	0:00:00	0.2	0:10:08	0:01:41	0.0	0:00:00	0:00:00	0.2	0:05:57	0:00:59	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.4	0:11:04	0:06:21	0.0	0:00:00	0:00:00	0.9	0:11:55	0:01:00			
Concourse C	C16C	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00			
Concourse C	C17	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:07:00	0:03:15	0.2	0:12:55	0:03:11	0.2	0:16:19	0:02:43	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:06:47	0:03:38	1.4	0:09:03	0:12:46			
Concourse C	C18A	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.4	0:11:42	0:04:49	0.0	0:18:49	0:00:59	0.4	0:14:14	0:04:59	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00												



Table 2-23: Unimpeded Taxi Times - Arrival Runway to Gate (Nighttime)
O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

TERMINAL	GATE	09L			09C			10L			10C			10R			27C			27R			28L			28C			28R			ALL RUNWAYS		
		#	AVG	TOTAL																														
Concourse H	H16	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:03:40	0:01:42	0.5	0:09:42	0:04:30	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:08:15	0:04:25	0.5	0:03:24	0:01:49	2.0	0:06:13	0:12:26
Concourse H	H17	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:10:55	0:05:04	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:07:13	0:03:52	0.0	0:00:00	0:00:00	1.0	0:08:56	0:08:56
Concourse H	H18	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Concourse H	H1A	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:10:52	0:05:03	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:09:30	0:05:05	0.0	0:00:00	0:00:00	1.0	0:10:08	0:10:08
Concourse H	H1B	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Concourse H	H2	0.5	0:23:02	0:11:53	0.2	0:15:13	0:03:45	0.0	0:00:00	0:00:00	0.2	0:11:01	0:01:50	0.0	0:00:00	0:00:00	0.5	0:11:25	0:05:52	0.4	0:18:10	0:07:33	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.9	0:16:37	0:30:53
Concourse H	H3A	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.2	0:10:56	0:02:41	0.2	0:16:38	0:03:38	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:09:05	0:04:52	0.0	0:00:00	0:00:00	1.0	0:11:11	0:11:11
Concourse H	H4	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:04:57	0:02:18	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:04:38	0:02:29	1.0	0:04:47	0:04:47
Concourse H	H5	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Concourse H	H6	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:04:36	0:02:08	0.0	0:00:00	0:00:00	0.0	0:16:19	0:00:51	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:05:08	0:02:45	1.1	0:05:27	0:05:44
Concourse H	H8	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.4	0:21:26	0:07:58	0.0	0:00:00	0:00:00	0.4	0:21:26	0:07:58
Concourse H	H9	0.0	0:00:00	0:00:00	0.5	0:15:51	0:07:21	0.5	0:04:09	0:01:55	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:11:03	0:05:41	0.0	0:16:38	0:00:22	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:05:00	0:02:41	2.0	0:09:00	0:18:00
Concourse K	K1	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:13:22	0:06:12	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:08:37	0:04:37	0.0	0:00:00	0:00:00	1.0	0:10:49	0:10:49
Concourse K	K10	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Concourse K	K12	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:03:40	0:01:42	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:04:42	0:02:31	1.0	0:04:13	0:04:13
Concourse K	K13	0.5	0:22:16	0:10:20	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:22:16	0:10:20
Concourse K	K15	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.9	0:05:10	0:04:47	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.1	0:05:28	0:05:52	2.0	0:05:20	0:10:40
Concourse K	K16	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:03:21	0:01:33	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:05:15	0:02:49	1.0	0:04:22	0:04:22
Concourse K	K18	0.0	0:00:00	0:00:00	0.5	0:15:19	0:08:20	0.0	0:00:00	0:00:00	0.3	0:11:05	0:03:41	0.1	0:19:09	0:01:00	0.5	0:09:16	0:04:58	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.5	0:12:17	0:17:59
Concourse K	K19	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.2	0:12:28	0:03:04	0.2	0:17:43	0:03:52	0.4	0:09:06	0:03:01	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.2	0:07:19	0:01:12	0.0	0:00:00	0:00:00	1.0	0:11:09	0:11:09
Concourse K	K2	0.1	0:23:15	0:11:13	0.2	0:18:08	0:04:28	0.0	0:00:00	0:00:00	0.2	0:13:53	0:02:18	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:14:05	0:07:33	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.0	0:15:31	0:15:31
Concourse K	K20	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Concourse K	K3	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Concourse K	K4	0.0	0:00:00	0:00:00	0.6	0:17:58	0:10:42	0.0	0:00:00	0:00:00	0.3	0:13:43	0:04:33	0.0	0:00:00	0:00:00	0.7	0:09:41	0:06:34	0.4	0:14:36	0:05:45	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	2.0	0:13:47	0:27:35
Concourse K	K5	0.0	0:00:00	0:00:00	0.3	0:18:23	0:05:29	0.2	0:06:06	0:01:01	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:10:04	0:05:11	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.0	0:11:50	0:11:50
Concourse K	K6	0.2	0:21:35	0:04:42	0.2	0:15:44	0:03:52	0.5	0:04:03	0:01:53	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:16:04	0:08:37	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:04:56	0:02:39	2.0	0:10:51	0:21:43
Concourse K	K8	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:04:01	0:01:52	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:04:53	0:02:37	1.0	0:04:29	0:04:29
Concourse K	K9	0.0	0:00:00	0:00:00	0.2	0:16:39	0:04:17	0.0	0:00:00	0:00:00	0.1	0:12:33	0:00:59	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:06:12	0:03:19	0.0	0:00:00	0:00:00	1.0	0:06:00	0:06:00
Concourse L	L1	0.1	0:22:21	0:01:10	0.2	0:17:43	0:04:21	0.0	0:00:00	0:00:00	0.2	0:13:30	0:02:14	0.0	0:00:00	0:00:00	0.4	0:08:00	0:02:59	0.0	0:14:31	0:00:19	0.0											



Table 2-23: Unimpeded Taxi Times - Arrival Runway to Gate (Nighttime)
O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

TERMINAL	GATE	09L			09C			10L			10C			10R			27C			27R			28L			28C			28R			ALL RUNWAYS					
		#	AVG	TOTAL	#	AVG	TOTAL																														
Satellite 1 Concourse	S103A	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:06:09	0:02:51	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:06:53	0:03:42	1.0	0:06:33	0:06:33
Satellite 1 Concourse	S103B	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Satellite 1 Concourse	S103C	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:05:59	0:02:46	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:06:42	0:03:36	1.0	0:06:22	0:06:22
Satellite 1 Concourse	S104A	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Satellite 1 Concourse	S104B	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Satellite 1 Concourse	S104C	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:05:35	0:02:35	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:06:23	0:03:25	1.0	0:06:01	0:06:01
Satellite 1 Concourse	S105A	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:05:20	0:02:29	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:06:09	0:03:18	1.0	0:05:46	0:05:46
Satellite 1 Concourse	S105B	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Satellite 1 Concourse	S105C	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:05:13	0:02:25	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:06:01	0:03:13	1.0	0:05:38	0:05:38
Satellite 1 Concourse	S106A	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:04:56	0:02:18	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:05:47	0:03:06	1.0	0:05:23	0:05:23
Satellite 1 Concourse	S106B	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Satellite 1 Concourse	S106C	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:04:47	0:02:13	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:05:13	0:02:48	1.0	0:05:01	0:05:01
Satellite 1 Concourse	S107A	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Satellite 1 Concourse	S107B	0.0	0:00:00	0:00:00	0.3	0:14:08	0:04:13	0.2	0:04:36	0:00:46	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.4	0:07:53	0:02:56	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.2	0:04:05	0:00:40	1.0	0:08:34	0:08:34			
Satellite 1 Concourse	S107C	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Satellite 1 Concourse	S108A	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Satellite 1 Concourse	S108B	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.1	0:08:51	0:00:28	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.1	0:08:51	0:00:28
Satellite 1 Concourse	S108C	0.2	0:23:08	0:05:41	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.2	0:23:08	0:05:41			
Satellite 1 Concourse	S108A	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Satellite 1 Concourse	S109B	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:05:13	0:02:25	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:05:20	0:02:51	1.0	0:05:17	0:05:17
Satellite 1 Concourse	S110A	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Satellite 1 Concourse	S110B	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:05:43	0:02:39	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:05:22	0:02:53	1.0	0:05:32	0:05:32
Satellite 1 Concourse	S111	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00
Satellite 1 Concourse	S112	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.4	0:09:32	0:03:56	0.1	0:15:45	0:00:49	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:11:24	0:06:06	0.0	0:00:00	0:00:00	1.0	0:10:51	0:10:51			
Satellite 1 Concourse	S113	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.9	0:06:05	0:05:39	0.5	0:09:51	0:04:34	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	1.1	0:05:55	0:06:21	3.0	0:07:45	0:23:15
Satellite 1 Concourse	S114	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.5	0:06:17	0:02:55	0.4	0:12:35	0:05:11	0.1	0:20:09	0:01:03	0.4	0:12:32	0:04:40	0.0	0:00:00	0:00:00	0.0	0:00:00	0:00:00	0.2	0:21:18	0:03:30	0.5	0:06:08	0:03:17	2.0	0:10:18	0:20:35			
Satellite 2 Concourse	S201	0.2	0:13:39	0:02:59	0.2	0:11:14	0:02:46	0.0	0:00:00	0:00:00	0.0	0:00:00	0:0																								



Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse B	B10	A319	0.1	0.1	0.3
Concourse B	B10	B37M	0.1	0.1	0.3
Concourse B	B10	B739	0.0	0.0	0.0
Concourse B	B10	CRJ2	0.2	0.2	0.4
Concourse B	B10	CRJ5	2.6	2.6	5.2
Concourse B	B10	CRJ9	1.1	1.1	2.2
Concourse B	B10	E145	2.9	3.5	6.4
Concourse B	B10	E175	0.0	0.0	0.0
Concourse B	B11	A319	1.0	0.8	1.8
Concourse B	B11	A320	0.5	0.5	1.0
Concourse B	B11	B37M	0.4	0.4	0.7
Concourse B	B11	B738	0.0	0.0	0.0
Concourse B	B11	B739	0.5	0.5	1.0
Concourse B	B11	CRJ2	4.3	4.3	8.7
Concourse B	B11	CRJ5	0.8	0.8	1.7
Concourse B	B11	CRJ9	0.0	0.0	0.0
Concourse B	B11	E145	0.9	0.9	1.7
Concourse B	B11	E175	0.4	0.4	0.7
Concourse B	B12	A320	0.1	0.1	0.3
Concourse B	B12	B37M	1.4	1.4	2.7
Concourse B	B12	B39M	0.2	0.2	0.4
Concourse B	B12	B738	0.1	0.1	0.2
Concourse B	B12	B739	1.2	1.2	2.5
Concourse B	B12	CRJ2	2.6	2.6	5.3
Concourse B	B12	CRJ5	1.0	1.0	2.0
Concourse B	B12	CRJ7	1.0	1.0	2.0
Concourse B	B12	E145	0.2	0.2	0.5
Concourse B	B12	E170	0.2	0.1	0.3
Concourse B	B14	B37M	0.0	0.0	0.0
Concourse B	B14	B39M	0.8	0.8	1.6
Concourse B	B14	B739	0.4	0.4	0.7
Concourse B	B14	CRJ2	3.6	3.6	7.2
Concourse B	B14	CRJ5	0.0	0.0	0.0
Concourse B	B14	E145	2.0	2.0	4.0
Concourse B	B14	E170	0.6	0.6	1.2
Concourse B	B14	E175	0.1	0.1	0.1
Concourse B	B16A	A320	0.0	0.0	0.0
Concourse B	B16A	B37M	0.2	0.2	0.5
Concourse B	B16A	B39M	1.0	1.0	2.0
Concourse B	B16A	B738	0.0	0.0	0.0
Concourse B	B16A	CRJ2	1.0	1.0	2.0



Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse B	B16A	E145	1.0	1.0	2.0
Concourse B	B16B	B739	0.0	0.0	0.0
Concourse B	B16B	CRJ2	1.6	1.0	2.6
Concourse B	B16B	E145	1.0	1.0	2.0
Concourse B	B16W	A359	1.0	1.0	2.0
Concourse B	B16W	B789	1.0	1.0	2.0
Concourse B	B17	B738	0.1	0.1	0.3
Concourse B	B17	CRJ2	3.6	3.6	7.2
Concourse B	B17	CRJ5	0.2	0.2	0.5
Concourse B	B17	CRJ7	1.9	1.9	3.7
Concourse B	B17	E145	1.0	1.0	2.0
Concourse B	B17	E170	0.0	0.8	0.8
Concourse B	B17	E175	0.9	0.9	1.8
Concourse B	B18	CRJ2	1.1	1.1	2.1
Concourse B	B18	CRJ5	2.8	3.8	6.7
Concourse B	B18	CRJ9	2.0	1.0	3.0
Concourse B	B18	E145	2.6	2.6	5.1
Concourse B	B18	E170	0.6	0.6	1.3
Concourse B	B18	E175	0.2	0.2	0.4
Concourse B	B19	CRJ2	2.3	2.3	4.6
Concourse B	B19	CRJ5	0.0	1.0	1.0
Concourse B	B19	CRJ9	1.4	1.4	2.8
Concourse B	B19	E145	1.8	1.8	3.6
Concourse B	B19	E170	0.6	1.0	1.6
Concourse B	B19	E175	0.6	0.6	1.2
Concourse B	B20	CRJ2	2.1	1.7	3.7
Concourse B	B20	CRJ5	1.1	1.1	2.3
Concourse B	B20	CRJ7	0.4	0.4	0.7
Concourse B	B20	CRJ9	0.1	0.1	0.3
Concourse B	B20	E145	0.2	0.7	0.9
Concourse B	B20	E170	2.3	2.3	4.7
Concourse B	B20	E175	1.6	1.7	3.3
Concourse B	B21	CRJ2	2.4	2.4	4.7
Concourse B	B21	CRJ5	2.0	2.0	4.0
Concourse B	B21	E145	1.0	2.0	3.0
Concourse B	B21	E170	0.6	0.6	1.3
Concourse B	B21	E175	2.0	2.0	4.0
Concourse B	B22	CRJ5	1.5	1.5	3.1
Concourse B	B22	CRJ7	0.1	0.1	0.3
Concourse B	B22	CRJ9	0.7	1.7	2.5
Concourse B	B22	E145	0.4	0.8	1.2



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Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse B	B22	E170	3.0	2.0	5.0
Concourse B	B22	E175	1.3	1.3	2.7
Concourse B	B23	CRJ2	0.8	0.8	1.5
Concourse B	B23	CRJ5	0.6	0.6	1.2
Concourse B	B23	CRJ7	1.6	1.6	3.3
Concourse B	B23	CRJ9	0.3	0.3	0.6
Concourse B	B23	E145	0.5	0.5	1.0
Concourse B	B23	E170	1.9	0.9	2.8
Concourse B	B23	E175	1.1	1.8	2.9
Concourse B	B6	A320	0.4	0.4	0.7
Concourse B	B6	B37M	0.1	0.1	0.1
Concourse B	B6	B39M	0.2	0.2	0.3
Concourse B	B6	CRJ2	3.2	3.2	6.5
Concourse B	B6	CRJ5	2.8	2.8	5.5
Concourse B	B6	CRJ7	0.8	0.8	1.7
Concourse B	B6	E145	0.1	0.1	0.3
Concourse B	B6	E170	0.2	0.2	0.5
Concourse B	B6	E175	0.2	0.2	0.3
Concourse B	B7	A319	0.0	0.0	0.0
Concourse B	B7	B39M	0.0	0.0	0.0
Concourse B	B7	B738	1.0	0.0	1.0
Concourse B	B7	CRJ2	4.3	4.3	8.6
Concourse B	B7	CRJ5	0.1	1.1	1.3
Concourse B	B7	CRJ9	1.0	1.0	2.0
Concourse B	B7	E170	0.2	0.1	0.3
Concourse B	B7	E175	0.9	0.9	1.9
Concourse B	B8	B37M	0.1	0.1	0.1
Concourse B	B8	B738	0.0	1.0	1.0
Concourse B	B8	CRJ2	2.6	2.6	5.2
Concourse B	B8	CRJ5	3.6	2.2	5.8
Concourse B	B8	CRJ9	0.0	0.0	0.0
Concourse B	B8	E145	0.1	0.1	0.3
Concourse B	B8	E170	0.5	0.5	1.1
Concourse B	B8	E175	1.3	1.3	2.6
Concourse B	B9	CRJ2	3.2	3.2	6.4
Concourse B	B9	CRJ5	2.7	2.7	5.4
Concourse B	B9	CRJ9	0.8	0.8	1.7
Concourse B	B9	E145	1.7	0.8	2.5
Concourse C	C10A	CRJ2	0.0	0.0	0.0
Concourse C	C10A	E170	0.0	0.1	0.1
Concourse C	C10A	E175	1.1	1.1	2.2



Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse C	C10B	A319	0.4	0.4	0.7
Concourse C	C10B	A359	2.5	4.9	7.3
Concourse C	C10B	B37M	0.2	0.2	0.3
Concourse C	C10B	B739	0.2	0.2	0.3
Concourse C	C10B	B788	0.9	0.0	0.9
Concourse C	C10B	B789	2.1	1.2	3.2
Concourse C	C10C	CRJ5	0.0	0.0	0.0
Concourse C	C10C	E175	1.6	1.6	3.1
Concourse C	C11	B37M	1.0	1.1	2.1
Concourse C	C11	B739	0.0	0.0	0.0
Concourse C	C11	CRJ2	0.7	0.7	1.4
Concourse C	C11	CRJ5	0.9	0.9	1.8
Concourse C	C11	CRJ7	0.8	0.8	1.7
Concourse C	C11	CRJ9	1.4	1.4	2.8
Concourse C	C11	E170	2.3	2.3	4.6
Concourse C	C11	E175	1.3	2.3	3.5
Concourse C	C15	A319	0.1	0.1	0.3
Concourse C	C15	B37M	1.2	1.7	2.8
Concourse C	C15	B39M	0.1	0.1	0.3
Concourse C	C15	B738	0.0	0.1	0.1
Concourse C	C15	B739	0.0	0.0	0.0
Concourse C	C15	CRJ2	0.4	0.4	0.7
Concourse C	C15	CRJ5	1.2	1.2	2.5
Concourse C	C15	CRJ9	1.5	1.5	2.9
Concourse C	C15	E170	1.3	2.2	3.4
Concourse C	C15	E175	0.7	0.9	1.6
Concourse C	C16A	CRJ2	0.3	0.3	0.5
Concourse C	C16A	E170	0.9	0.9	1.8
Concourse C	C16A	E175	0.1	0.1	0.2
Concourse C	C16B	A359	1.0	1.0	2.0
Concourse C	C16B	B37M	0.6	0.6	1.1
Concourse C	C16B	B738	0.1	0.1	0.1
Concourse C	C16B	B739	0.3	0.3	0.6
Concourse C	C16B	B788	0.6	0.7	1.2
Concourse C	C16B	B789	0.9	1.3	2.2
Concourse C	C16B	B78X	0.0	0.6	0.6
Concourse C	C16C	CRJ2	0.9	0.9	1.7
Concourse C	C16C	CRJ5	0.5	0.5	1.0
Concourse C	C16C	E145	0.1	0.1	0.1
Concourse C	C16C	E170	0.4	0.4	0.8
Concourse C	C16C	E175	0.7	0.7	1.5



Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse C	C17	A319	0.0	0.0	0.0
Concourse C	C17	B738	1.0	0.0	1.0
Concourse C	C17	B739	1.0	1.0	2.0
Concourse C	C17	CRJ5	0.9	0.9	1.8
Concourse C	C17	CRJ9	1.0	1.0	2.0
Concourse C	C17	E170	1.0	1.6	2.6
Concourse C	C17	E175	3.5	3.5	7.1
Concourse C	C18A	CRJ2	0.8	0.8	1.5
Concourse C	C18A	CRJ9	0.1	0.1	0.3
Concourse C	C18A	E170	0.0	0.2	0.2
Concourse C	C18A	E175	2.3	1.3	3.7
Concourse C	C18B	A359	4.4	4.4	8.8
Concourse C	C18B	B738	0.0	0.0	0.0
Concourse C	C18B	B788	0.4	0.4	0.8
Concourse C	C18B	B789	0.0	0.2	0.2
Concourse C	C18B	B78X	0.1	0.1	0.3
Concourse C	C18C	CRJ2	1.0	1.0	2.0
Concourse C	C18C	CRJ5	0.1	0.1	0.3
Concourse C	C18C	E170	2.0	2.2	4.2
Concourse C	C18C	E175	0.2	0.2	0.5
Concourse C	C19A	B37M	0.3	0.0	0.3
Concourse C	C19A	B739	0.1	0.1	0.1
Concourse C	C19A	CRJ2	0.3	0.3	0.6
Concourse C	C19A	CRJ5	0.4	0.4	0.8
Concourse C	C19A	CRJ9	0.8	0.8	1.5
Concourse C	C19A	E170	3.0	4.4	7.4
Concourse C	C19A	E175	2.7	3.1	5.9
Concourse C	C19B	A319	0.4	0.4	0.8
Concourse C	C19B	B738	0.5	0.5	1.0
Concourse C	C19B	B739	0.9	0.9	1.9
Concourse C	C19B	CRJ2	0.2	0.2	0.3
Concourse C	C19B	CRJ5	0.2	0.2	0.4
Concourse C	C19B	CRJ7	0.1	0.1	0.3
Concourse C	C19B	CRJ9	0.2	0.2	0.5
Concourse C	C19B	E170	1.6	1.6	3.2
Concourse C	C19B	E175	4.9	5.9	10.7
Concourse C	C20A	CRJ2	2.0	2.0	4.0
Concourse C	C20A	CRJ5	1.8	1.8	3.6
Concourse C	C20A	E170	1.0	1.0	2.0
Concourse C	C20B	A359	0.0	0.1	0.1
Concourse C	C20B	B739	0.1	0.1	0.3



Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse C	C20B	B78X	2.7	2.8	5.5
Concourse C	C20C	CRJ2	0.1	0.1	0.3
Concourse C	C20C	CRJ9	1.0	1.0	2.0
Concourse C	C20C	E170	1.9	1.9	3.7
Concourse C	C20C	E175	1.8	1.8	3.5
Concourse C	C21	A319	0.6	0.6	1.3
Concourse C	C21	B37M	0.0	0.3	0.3
Concourse C	C21	B738	0.6	0.6	1.2
Concourse C	C21	CRJ2	1.0	1.0	2.0
Concourse C	C21	CRJ5	0.2	0.2	0.3
Concourse C	C21	CRJ7	0.0	0.0	0.0
Concourse C	C21	E170	0.8	0.8	1.5
Concourse C	C21	E175	4.7	5.9	10.6
Concourse C	C22	B37M	2.3	2.1	4.4
Concourse C	C22	B39M	0.2	0.1	0.3
Concourse C	C22	B738	0.9	0.9	1.7
Concourse C	C22	B739	0.0	0.0	0.0
Concourse C	C22	CRJ2	0.0	0.0	0.0
Concourse C	C22	CRJ5	0.1	0.1	0.3
Concourse C	C22	CRJ7	1.0	1.0	2.0
Concourse C	C22	E145	1.0	1.0	2.0
Concourse C	C22	E170	1.9	1.9	3.7
Concourse C	C22	E175	0.9	0.9	1.7
Concourse C	C23	A319	1.0	1.0	2.1
Concourse C	C23	A320	0.1	0.1	0.1
Concourse C	C23	B37M	0.7	0.7	1.5
Concourse C	C23	B738	0.4	0.4	0.7
Concourse C	C23	CRJ5	0.8	0.8	1.5
Concourse C	C23	CRJ9	0.5	0.5	1.0
Concourse C	C23	E170	2.8	3.4	6.2
Concourse C	C23	E175	1.3	1.5	2.8
Concourse C	C24	B37M	1.0	1.0	2.0
Concourse C	C24	B739	1.0	1.0	2.0
Concourse C	C24	CRJ2	1.0	1.0	2.0
Concourse C	C24	CRJ5	0.8	0.8	1.6
Concourse C	C24	CRJ9	1.0	1.0	2.0
Concourse C	C24	E170	1.4	1.4	2.7
Concourse C	C24	E175	2.2	2.2	4.5
Concourse C	C24A	B738	0.0	0.0	0.0
Concourse C	C25	B738	0.3	0.3	0.6
Concourse C	C25	CRJ2	1.7	1.7	3.4



Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse C	C25	CRJ9	1.4	1.4	2.7
Concourse C	C25	E145	0.4	0.4	0.7
Concourse C	C25	E170	2.9	2.8	5.7
Concourse C	C25	E175	2.0	2.0	4.0
Concourse C	C26	CRJ2	1.4	1.4	2.7
Concourse C	C26	CRJ5	0.9	1.9	2.9
Concourse C	C26	CRJ7	1.0	1.0	2.0
Concourse C	C26	E145	1.0	1.0	2.0
Concourse C	C26	E170	0.9	0.9	1.7
Concourse C	C26	E175	2.8	2.8	5.6
Concourse C	C27	B37M	0.2	0.2	0.5
Concourse C	C27	CRJ2	1.6	1.6	3.2
Concourse C	C27	CRJ5	0.9	0.9	1.9
Concourse C	C27	CRJ9	1.0	1.0	2.0
Concourse C	C27	E145	0.8	0.4	1.2
Concourse C	C27	E170	1.5	0.0	1.5
Concourse C	C27	E175	3.3	2.3	5.6
Concourse C	C28	CRJ2	1.0	2.0	3.0
Concourse C	C28	CRJ9	0.1	0.1	0.1
Concourse C	C28	E145	2.5	1.9	4.5
Concourse C	C28	E170	0.2	0.2	0.3
Concourse C	C28	E175	3.5	3.5	7.0
Concourse C	C29	A319	0.1	0.1	0.1
Concourse C	C29	B37M	2.5	2.4	4.9
Concourse C	C29	B738	0.1	0.1	0.3
Concourse C	C29	CRJ9	1.0	0.0	1.0
Concourse C	C29	E170	0.3	0.3	0.6
Concourse C	C29	E175	0.6	0.6	1.2
Concourse C	C29W	A359	0.5	0.5	1.1
Concourse C	C29W	B788	1.0	1.0	2.0
Concourse C	C29W	B789	1.0	1.5	2.5
Concourse C	C30	CRJ2	2.0	2.0	4.1
Concourse C	C30	CRJ9	1.0	1.0	2.0
Concourse C	C30	E145	0.6	0.6	1.2
Concourse C	C30	E170	3.2	2.8	6.0
Concourse C	C30	E175	1.6	1.6	3.2
Concourse C	C31	CRJ5	2.6	2.6	5.1
Concourse C	C31	CRJ9	1.0	0.2	1.2
Concourse C	C31	E170	0.3	0.3	0.6
Concourse G	G11	A21N	3.0	3.0	5.9
Concourse G	G11	A21NX	1.0	1.0	2.0



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Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse G	G11	A319	1.0	1.0	2.0
Concourse G	G11	A321	1.0	0.0	1.0
Concourse G	G11	B38M	2.0	2.0	4.0
Concourse G	G11	B738	1.0	1.0	2.0
Concourse G	G12	A21N	1.1	1.5	2.7
Concourse G	G12	A319	1.0	1.0	2.0
Concourse G	G12	A321	1.6	1.6	3.3
Concourse G	G12	B38M	4.0	3.0	7.0
Concourse G	G12	E145	0.9	0.9	1.7
Concourse G	G13	A21N	2.2	2.2	4.5
Concourse G	G13	A319	1.0	1.0	2.0
Concourse G	G13	A321	0.8	0.8	1.6
Concourse G	G13	B38M	2.4	2.4	4.8
Concourse G	G13	B738	1.0	1.0	2.0
Concourse G	G13	E145	0.6	0.6	1.2
Concourse G	G14	A21N	2.0	1.0	3.0
Concourse G	G14	A321	1.0	1.0	2.0
Concourse G	G14	B38M	3.0	3.0	6.0
Concourse G	G14	E145	0.1	1.1	1.3
Concourse G	G15	A21N	1.1	1.1	2.3
Concourse G	G15	A321	0.0	0.0	0.0
Concourse G	G15	B38M	2.9	1.9	4.9
Concourse G	G15	B738	0.5	0.5	1.0
Concourse G	G15	CRJ7	1.0	1.0	2.0
Concourse G	G15	E145	2.4	2.4	4.8
Concourse G	G16	A21N	1.0	0.1	1.1
Concourse G	G16	A21NX	1.0	1.0	2.0
Concourse G	G16	A319	1.0	1.0	2.0
Concourse G	G16	B38M	1.0	1.0	2.0
Concourse G	G16	CRJ2	1.0	1.0	2.0
Concourse G	G16	CRJ7	1.0	0.0	1.0
Concourse G	G16	CRJ9	0.0	0.0	0.0
Concourse G	G17	A21N	3.6	4.6	8.3
Concourse G	G17	A319	1.0	1.0	2.0
Concourse G	G17	B38M	1.1	1.1	2.1
Concourse G	G17	B738	1.0	0.0	1.0
Concourse G	G17	E145	1.0	1.0	2.0
Concourse G	G1A	CRJ2	0.1	0.1	0.1
Concourse G	G1A	CRJ7	1.0	1.0	2.0
Concourse G	G1A	E145	7.9	7.8	15.7
Concourse G	G1B	CRJ2	1.9	1.9	3.9



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Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse G	G1B	CRJ7	2.1	2.1	4.1
Concourse G	G1B	E145	6.0	5.0	11.0
Concourse G	G3	CRJ7	2.0	2.0	4.0
Concourse G	G3	E145	7.0	7.0	14.0
Concourse G	G5	CRJ2	1.0	1.0	2.0
Concourse G	G5	E145	5.6	5.6	11.3
Concourse G	G7	E145	10.0	10.0	20.0
Concourse G	G9	CRJ7	0.0	0.2	0.2
Concourse G	G9	E145	7.1	7.1	14.1
Concourse H	H10	A21N	2.0	1.0	3.0
Concourse H	H10	A319	1.0	1.0	2.0
Concourse H	H10	B38M	3.0	3.0	6.0
Concourse H	H10	B738	2.0	2.0	4.0
Concourse H	H10	CRJ9	1.0	1.0	2.0
Concourse H	H11A	A21N	4.2	5.2	9.3
Concourse H	H11A	A321	1.0	1.0	2.0
Concourse H	H11A	B38M	1.0	0.0	1.0
Concourse H	H11A	B738	0.8	0.8	1.7
Concourse H	H11B	A21N	3.0	4.0	7.0
Concourse H	H11B	A321	2.0	2.0	4.0
Concourse H	H11B	B38M	3.0	2.0	5.0
Concourse H	H12	A21N	4.9	4.9	9.7
Concourse H	H12	B38M	3.0	3.0	6.0
Concourse H	H12	B738	1.0	1.0	2.0
Concourse H	H14	A21N	3.6	3.6	7.3
Concourse H	H14	B38M	3.4	3.4	6.7
Concourse H	H14	B738	1.0	0.0	1.0
Concourse H	H14	CRJ7	1.0	1.0	2.0
Concourse H	H15	A21N	6.0	6.0	12.0
Concourse H	H15	B38M	1.0	1.0	2.0
Concourse H	H15	B738	1.0	1.0	2.0
Concourse H	H16	A21N	3.4	4.4	7.7
Concourse H	H16	B38M	3.0	2.0	5.0
Concourse H	H16	B738	1.6	1.6	3.3
Concourse H	H17	A21N	4.0	5.0	9.0
Concourse H	H17	B38M	1.0	1.0	2.0
Concourse H	H17	B738	2.0	1.0	3.0
Concourse H	H17	E175	0.6	0.6	1.2
Concourse H	H18	A21N	2.9	3.9	6.7
Concourse H	H18	B38M	2.0	1.0	3.0
Concourse H	H18	B738	1.1	1.1	2.3



Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse H	H1A	CRJ7	6.0	6.0	12.0
Concourse H	H1A	E145	2.0	2.0	4.0
Concourse H	H1B	CRJ2	1.0	1.0	2.0
Concourse H	H1B	CRJ7	3.0	4.0	7.0
Concourse H	H1B	E145	2.0	2.0	4.0
Concourse H	H2	CRJ7	4.8	4.8	9.6
Concourse H	H2	E145	4.0	4.0	8.0
Concourse H	H3A	CRJ7	7.1	8.1	15.3
Concourse H	H3A	E145	1.0	1.0	2.0
Concourse H	H4	A21N	0.1	1.1	1.3
Concourse H	H4	A319	0.6	0.6	1.3
Concourse H	H4	A321	2.0	1.0	3.0
Concourse H	H4	B38M	1.2	2.2	3.4
Concourse H	H4	B738	1.4	1.4	2.8
Concourse H	H4	CRJ7	1.0	1.0	2.0
Concourse H	H4	E175	0.5	0.5	1.1
Concourse H	H5	A21N	1.6	1.6	3.3
Concourse H	H5	A319	2.0	2.0	4.0
Concourse H	H5	A321	0.4	0.4	0.7
Concourse H	H5	B38M	4.0	4.0	8.0
Concourse H	H5	B738	1.0	1.0	2.0
Concourse H	H6	A21N	1.0	0.0	1.0
Concourse H	H6	A319	2.0	2.0	4.0
Concourse H	H6	A321	0.9	0.9	1.8
Concourse H	H6	B38M	1.0	1.5	2.5
Concourse H	H6	B738	1.5	2.5	4.0
Concourse H	H6	E175	0.6	0.6	1.2
Concourse H	H8	A21N	1.4	1.4	2.7
Concourse H	H8	A321	2.0	2.0	3.9
Concourse H	H8	B38M	3.0	2.5	5.5
Concourse H	H8	B738	1.6	1.7	3.3
Concourse H	H8	E175	0.0	0.0	0.0
Concourse H	H9	A21N	4.8	5.8	10.5
Concourse H	H9	A321	3.0	2.0	5.0
Concourse K	K1	A21N	1.0	0.0	1.0
Concourse K	K1	B738	1.0	1.0	2.0
Concourse K	K1	CRJ7	1.0	1.0	2.0
Concourse K	K1	E175	4.0	4.0	8.0
Concourse K	K10	A21N	2.0	2.0	4.0
Concourse K	K10	A321	2.0	3.0	5.0
Concourse K	K10	E175	4.0	4.0	8.0



Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse K	K12	A21N	2.7	1.7	4.4
Concourse K	K12	A321	1.0	1.0	2.0
Concourse K	K12	A332	0.0	0.3	0.3
Concourse K	K12	B788	0.0	1.0	1.0
Concourse K	K12	B789	0.0	1.0	1.0
Concourse K	K12	CRJ9	1.0	1.0	2.0
Concourse K	K13	A21N	1.0	1.4	2.4
Concourse K	K13	A320	1.0	1.0	2.0
Concourse K	K13	B788	1.0	0.0	1.0
Concourse K	K13	B789	1.0	1.0	2.0
Concourse K	K13	CRJ7	1.0	1.0	2.0
Concourse K	K13	CRJ9	1.0	1.0	2.0
Concourse K	K13	E175	1.0	1.0	2.0
Concourse K	K15	A321	2.0	1.0	3.0
Concourse K	K15	B38M	1.0	1.0	2.0
Concourse K	K15	B788	0.0	1.0	1.0
Concourse K	K15	B789	0.7	0.0	0.7
Concourse K	K15	CRJ7	0.2	0.0	0.2
Concourse K	K15	E175	3.0	3.3	6.3
Concourse K	K16	A21N	3.0	2.0	5.0
Concourse K	K16	A359	2.0	2.0	4.0
Concourse K	K16	B789	0.0	1.0	1.0
Concourse K	K16	E175	2.0	2.0	4.0
Concourse K	K18	A21N	1.0	0.0	1.0
Concourse K	K18	A321	3.0	3.0	6.0
Concourse K	K18	CRJ9	1.0	1.0	2.0
Concourse K	K18	E175	4.0	4.0	8.0
Concourse K	K19	A21N	1.0	1.0	2.0
Concourse K	K19	A320	0.6	0.6	1.3
Concourse K	K19	A321	0.8	0.0	0.8
Concourse K	K19	B77W	0.0	1.8	1.8
Concourse K	K19	CRJ9	2.0	2.0	4.0
Concourse K	K19	E175	1.0	1.0	2.0
Concourse K	K2	CRJ2	1.0	1.0	2.0
Concourse K	K2	CRJ7	6.0	6.0	12.0
Concourse K	K20	A21N	1.0	1.0	2.0
Concourse K	K20	A320	0.4	0.4	0.7
Concourse K	K20	A321	2.8	2.8	5.7
Concourse K	K20	CRJ9	0.0	0.0	0.0
Concourse K	K20	E175	3.0	3.0	6.0
Concourse K	K3	A21N	0.0	0.6	0.6



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Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse K	K3	A319	1.0	1.0	2.0
Concourse K	K3	B38M	0.0	0.1	0.1
Concourse K	K3	CRJ7	1.0	1.0	2.0
Concourse K	K3	E145	0.4	0.4	0.7
Concourse K	K3	E175	3.6	4.5	8.1
Concourse K	K4	A321	2.2	2.0	4.2
Concourse K	K4	CRJ7	2.0	2.0	4.0
Concourse K	K4	CRJ9	2.0	2.0	4.0
Concourse K	K4	E175	1.0	1.0	2.0
Concourse K	K5	A332	0.9	1.0	1.9
Concourse K	K5	B789	1.0	1.0	2.0
Concourse K	K5	CRJ7	1.0	1.0	2.0
Concourse K	K5	CRJ9	1.0	1.0	2.0
Concourse K	K5	E175	3.0	3.0	6.0
Concourse K	K6	A21N	3.3	4.3	7.6
Concourse K	K6	A321	1.0	1.0	2.0
Concourse K	K6	B38M	1.0	0.0	1.0
Concourse K	K6	E175	1.7	1.7	3.4
Concourse K	K8	A21N	5.2	5.2	10.4
Concourse K	K8	A321	0.2	0.2	0.3
Concourse K	K8	CRJ9	1.0	1.0	2.0
Concourse K	K8	E175	2.1	2.1	4.1
Concourse K	K9	A332	0.0	0.7	0.7
Concourse K	K9	B738	1.0	1.0	2.0
Concourse K	K9	B788	1.0	1.0	2.0
Concourse K	K9	B789	1.3	1.0	2.3
Concourse K	K9	E175	1.0	1.0	2.0
Concourse L	L1	CRJ7	5.8	5.8	11.5
Concourse L	L1	E175	0.2	0.2	0.5
Concourse L	L10A	CRJ7	4.8	4.0	8.8
Concourse L	L10A	E145	1.2	1.2	2.5
Concourse L	L10A	E175	1.0	1.0	2.0
Concourse L	L10B	CRJ7	1.0	1.0	2.0
Concourse L	L10B	E145	1.0	1.0	2.0
Concourse L	L10B	E175	4.0	4.0	8.0
Concourse L	L10C	CRJ7	6.0	5.0	11.0
Concourse L	L10C	E175	2.1	2.1	4.1
Concourse L	L11	CRJ7	6.0	6.0	12.0
Concourse L	L11	E145	1.0	1.0	2.0
Concourse L	L11	E175	1.0	1.0	2.0
Concourse L	L12A	E145	5.0	5.4	10.4



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Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse L	L12B	E145	6.0	6.0	12.0
Concourse L	L13	CRJ7	5.0	5.0	10.0
Concourse L	L13	E145	1.0	1.0	2.0
Concourse L	L13	E175	2.0	1.0	3.0
Concourse L	L20	CRJ7	4.0	4.0	8.0
Concourse L	L20	CRJ9	1.0	1.0	2.0
Concourse L	L20	E175	1.0	1.0	2.0
Concourse L	L21	CRJ7	5.6	6.6	12.3
Concourse L	L21	E175	1.0	0.0	1.0
Concourse L	L22	CRJ7	5.4	4.4	9.7
Concourse L	L22	CRJ9	1.0	1.0	2.0
Concourse L	L22	E175	1.0	1.0	2.0
Concourse L	L23	CRJ7	4.8	5.8	10.5
Concourse L	L23	CRJ9	0.0	0.2	0.2
Concourse L	L23	E175	1.1	1.1	2.1
Concourse L	L24	CRJ7	6.0	5.8	11.8
Concourse L	L24	CRJ9	1.0	1.0	2.0
Concourse L	L25	CRJ7	4.0	2.8	6.8
Concourse L	L25	E175	3.0	3.0	6.0
Concourse L	L26	CRJ7	5.0	5.0	10.0
Concourse L	L26	E175	2.0	2.0	4.0
Concourse L	L27	CRJ7	4.0	4.0	8.0
Concourse L	L27	CRJ9	1.0	1.0	2.0
Concourse L	L27	E145	1.0	1.0	2.0
Concourse L	L27	E175	0.0	1.0	1.0
Concourse L	L27A	A319	1.0	1.0	2.0
Concourse L	L2A	A21N	0.9	0.0	0.9
Concourse L	L2A	A319	0.4	0.4	0.7
Concourse L	L2A	B738	0.4	0.4	0.7
Concourse L	L2A	CRJ7	1.0	1.0	2.0
Concourse L	L2A	E175	5.0	5.6	10.6
Concourse L	L2C	CRJ7	4.0	4.0	8.0
Concourse L	L2C	CRJ9	1.8	1.8	3.5
Concourse L	L2C	E175	3.0	3.0	6.0
Concourse L	L3	CRJ7	4.0	4.0	8.0
Concourse L	L3	CRJ9	1.0	1.0	2.0
Concourse L	L3	E175	1.0	1.0	2.0
Concourse L	L4	CRJ7	3.0	3.0	6.0
Concourse L	L4	CRJ9	1.0	1.0	2.0
Concourse L	L4	E175	4.1	3.1	7.3
Concourse L	L5	CRJ7	4.0	4.0	8.0



Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse L	L5	E175	2.0	3.0	5.0
Concourse L	L6A	CRJ7	2.0	2.0	4.0
Concourse L	L6A	CRJ9	1.0	1.0	2.0
Concourse L	L6A	E145	1.0	1.0	2.0
Concourse L	L6A	E175	2.0	2.0	4.0
Concourse L	L6B	CRJ2	1.0	1.0	2.0
Concourse L	L6B	CRJ7	1.0	1.0	2.0
Concourse L	L6B	E175	3.0	4.0	7.0
Concourse L	L7	CRJ7	4.0	4.0	8.0
Concourse L	L7	E175	3.0	3.0	6.0
Concourse L	L8	CRJ7	2.2	2.2	4.5
Concourse L	L8	E145	2.4	2.4	4.8
Concourse L	L8	E175	2.4	1.4	3.8
Concourse L	L9	CRJ7	4.0	4.0	8.0
Concourse L	L9	CRJ9	2.0	2.0	4.0
Concourse L	L9	E175	2.0	2.0	4.0
Concourse M	M10	A20N	0.3	0.0	0.3
Concourse M	M10	A320	0.0	0.0	0.0
Concourse M	M10	A321	1.0	1.0	1.9
Concourse M	M10	A339	0.0	0.0	0.0
Concourse M	M10	A35K	0.0	0.0	0.0
Concourse M	M10	B752	0.9	0.9	1.9
Concourse M	M10	B77W	0.1	0.1	0.1
Concourse M	M10	B789	0.0	0.0	0.0
Concourse M	M11	A20N	1.7	1.0	2.7
Concourse M	M11	A320	0.0	0.0	0.1
Concourse M	M11	A321	0.0	0.0	0.1
Concourse M	M11	A339	0.9	0.9	1.9
Concourse M	M11	A35K	0.3	0.3	0.6
Concourse M	M11	B752	0.0	0.0	0.0
Concourse M	M11	B789	0.1	0.1	0.1
Concourse M	M12	A20N	0.1	0.1	0.1
Concourse M	M12	A321	0.5	0.5	0.9
Concourse M	M12	A359	0.1	0.1	0.1
Concourse M	M12	A35K	0.7	0.7	1.4
Concourse M	M12	B77W	1.0	1.0	2.0
Concourse M	M12	B789	1.0	1.0	2.0
Concourse M	M13	A35K	0.9	0.9	1.9
Concourse M	M13	B779	0.9	0.9	1.9
Concourse M	M13	B788	0.1	0.1	0.1
Concourse M	M13	B789	1.0	1.0	2.0



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Table 2-24: Fleet Mix by Modeled Gates (24 Hour)
 O'Hare TAP and ATP Environmental Assessment
 Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse M	M15	A321	0.1	0.1	0.1
Concourse M	M15	A35K	0.1	0.1	0.1
Concourse M	M15	B77W	1.0	1.0	2.0
Concourse M	M15	B788	0.9	0.9	1.9
Concourse M	M15	B789	0.1	0.1	0.2
Concourse M	M15	B78X	0.7	0.0	0.7
Concourse M	M16	A20N	0.6	0.6	1.2
Concourse M	M16	A359	0.9	0.9	1.9
Concourse M	M16	B39M	0.1	0.1	0.3
Concourse M	M16	B779	0.1	0.1	0.1
Concourse M	M16	B789	1.2	1.2	2.4
Concourse M	M17	A321	0.1	0.1	0.1
Concourse M	M17	B752	0.1	0.1	0.1
Concourse M	M17	B772	0.1	0.1	0.1
Concourse M	M17	B77W	0.9	0.9	1.9
Concourse M	M17	B788	1.0	1.0	2.0
Concourse M	M17	B789	0.7	0.7	1.4
Concourse M	M17	B78X	0.3	1.0	1.3
Concourse M	M18A	A20N	0.3	0.3	0.6
Concourse M	M18A	A320	1.0	1.0	2.0
Concourse M	M18A	A321	0.2	1.2	1.4
Concourse M	M18A	B39M	0.5	0.0	0.5
Concourse M	M18A	BCS3	0.1	0.1	0.1
Concourse M	M18B	A332	0.8	0.8	1.7
Concourse M	M18B	A359	1.0	1.0	2.0
Concourse M	M19A	A20N	0.0	0.0	0.0
Concourse M	M19A	A320	2.0	2.0	3.9
Concourse M	M19A	A321	1.0	1.0	2.0
Concourse M	M19A	B39M	0.5	1.0	1.5
Concourse M	M19A	B738	1.0	1.0	2.0
Concourse M	M19B	B77W	1.0	1.0	2.0
Concourse M	M19B	B789	1.0	1.0	2.0
Concourse M	M19C	A321	0.7	0.7	1.5
Concourse M	M19C	B39M	2.2	2.2	4.5
Concourse M	M19C	B738	0.0	0.0	0.0
Concourse M	M1A	C208	2.0	2.0	4.0
Concourse M	M1A	C402	4.0	4.0	8.0
Concourse M	M1B	C208	4.0	4.0	8.0
Concourse M	M1C	A319	2.0	2.0	4.0
Concourse M	M1C	A320	3.0	3.0	6.0
Concourse M	M1C	B738	1.0	1.0	2.0



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Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

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Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse M	M1C	BCS3	2.0	2.0	4.0
Concourse M	M1C	CRJ9	1.0	1.0	2.0
Concourse M	M1E	B739	4.0	4.0	8.0
Concourse M	M1E	BCS3	1.0	1.0	2.0
Concourse M	M1E	CRJ9	1.0	1.0	2.0
Concourse M	M1E	E175	1.0	0.0	1.0
Concourse M	M2	B739	1.0	1.0	2.0
Concourse M	M2	BCS3	2.0	2.0	4.0
Concourse M	M2	CRJ2	1.0	1.0	2.0
Concourse M	M2	CRJ9	3.0	3.0	6.0
Concourse M	M2	E175	0.0	1.0	1.0
Concourse M	M20A	A20N	0.0	1.0	1.0
Concourse M	M20A	A320	1.0	0.0	1.0
Concourse M	M20A	A321	1.0	1.0	2.0
Concourse M	M20B	A388	1.0	1.0	2.0
Concourse M	M20B	B748	1.0	1.0	2.0
Concourse M	M20B	B772	0.9	0.9	1.9
Concourse M	M20C	A20N	1.0	1.0	2.0
Concourse M	M20C	A320	1.0	1.0	2.0
Concourse M	M20C	A321	1.4	0.4	1.7
Concourse M	M21A	A320	2.0	3.0	5.0
Concourse M	M21A	A321	4.4	3.4	7.9
Concourse M	M22A	A320	2.0	2.0	4.0
Concourse M	M22A	A321	2.4	1.4	3.8
Concourse M	M22A	B39M	2.6	2.6	5.2
Concourse M	M22C	A320	2.0	2.0	4.0
Concourse M	M22C	A321	2.0	2.0	4.0
Concourse M	M22C	B39M	2.0	2.0	4.0
Concourse M	M24A	A320	2.9	2.9	5.9
Concourse M	M24A	A321	3.1	3.1	6.2
Concourse M	M25A	A320	1.0	1.0	2.1
Concourse M	M25A	A321	6.0	6.0	12.0
Concourse M	M25C	A320	2.0	2.0	4.0
Concourse M	M25C	A321	6.8	6.8	13.7
Concourse M	M26A	A321	2.0	2.0	4.0
Concourse M	M26A	B738	1.0	1.0	2.0
Concourse M	M26A	B739	2.0	2.0	4.0
Concourse M	M26A	E175	1.0	0.0	1.0
Concourse M	M26C	A321	2.0	2.0	4.0
Concourse M	M26C	B738	1.0	1.0	2.0
Concourse M	M26C	B739	2.0	2.0	4.0



Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse M	M27	B738	1.0	1.0	2.0
Concourse M	M27	BCS3	6.9	6.9	13.9
Concourse M	M3	A320	0.0	1.0	1.0
Concourse M	M3	B738	1.0	1.0	2.0
Concourse M	M3	BCS1	2.0	2.0	4.0
Concourse M	M3	BCS3	4.0	4.0	8.0
Concourse M	M3	CRJ7	1.0	1.0	2.0
Concourse M	M4	A320	2.0	1.0	3.0
Concourse M	M4	B739	1.0	1.0	2.0
Concourse M	M4	BCS1	1.0	1.0	2.0
Concourse M	M4	BCS3	4.0	4.0	8.0
Concourse M	M4	CRJ7	1.0	1.0	2.0
Concourse M	M5	BCS1	2.0	2.0	4.0
Concourse M	M5	BCS3	4.0	4.0	8.0
Concourse M	M5	CRJ2	1.0	1.0	2.0
Concourse M	M6	A319	0.0	0.0	0.0
Concourse M	M6	B738	1.0	1.0	2.0
Concourse M	M6	B739	1.0	1.0	2.0
Concourse M	M6	BCS3	5.0	5.0	10.0
Concourse M	M7A	CRJ9	1.0	1.0	2.0
Concourse M	M7A	E175	5.0	5.0	10.0
Concourse M	M7C	A21N	1.0	1.0	2.0
Concourse M	M7C	A320	1.0	1.0	2.0
Concourse M	M7C	B738	2.0	2.0	4.0
Concourse M	M7C	B739	2.0	2.0	4.0
Concourse M	M8	A321	0.4	0.4	0.7
Concourse M	M8	A332	0.0	0.2	0.2
Concourse M	M8	A339	0.0	0.1	0.1
Concourse M	M8	B772	1.0	1.0	2.0
Concourse M	M8	B789	0.9	0.9	1.9
Concourse M	M9	A359	1.0	1.0	2.0
Concourse M	M9	B789	2.0	2.0	4.0
General Aviation	GA1	C56X	1.0	1.0	2.0
General Aviation	GA1	C680	0.4	0.4	0.8
General Aviation	GA1	C68A	0.6	0.6	1.2
General Aviation	GA1	CL30	1.0	1.0	2.0
General Aviation	GA1	E55P	1.0	1.0	2.0
General Aviation	GA1	LJ45	0.6	0.6	1.2
General Aviation	GA10	C680	0.6	0.6	1.2
General Aviation	GA10	C68A	0.4	0.4	0.8
General Aviation	GA10	C750	1.0	1.0	2.0



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Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
General Aviation	GA10	CL35	1.0	1.0	2.0
General Aviation	GA10	LJ45	0.4	0.4	0.8
Northeast Cargo	NEC01	B744F	1.0	1.0	2.0
Northeast Cargo	NEC01	B748F	2.6	0.9	3.5
Northeast Cargo	NEC01	B77F	1.4	1.0	2.4
Northeast Cargo	NEC02	B744F	2.0	2.0	4.0
Northeast Cargo	NEC02	B748F	0.4	1.0	1.4
Northeast Cargo	NEC02	B763	0.0	1.0	1.0
Northeast Cargo	NEC02	B77F	0.6	0.8	1.4
Northeast Cargo	NEC03	B744F	1.0	1.0	2.0
Northeast Cargo	NEC03	B748F	0.0	1.0	1.0
Northeast Cargo	NEC03	B77F	0.0	0.2	0.2
Northeast Cargo	NEC04	B744F	0.5	0.5	0.9
Northeast Cargo	NEC04	B77F	0.5	0.5	1.1
Northeast Cargo	NEC05	B744F	0.5	0.5	1.1
Northeast Cargo	NEC05	B748F	0.2	0.2	0.5
Northeast Cargo	NEC05	B77F	0.2	0.2	0.4
Northeast Cargo	NEC06	B744F	0.2	0.2	0.5
Northeast Cargo	NEC06	B748F	0.8	0.8	1.5
Northeast Cargo	NEC07	B744F	0.8	0.8	1.5
Northeast Cargo	NEC07	B763	0.2	0.0	0.2
Northeast Cargo	NEC07	B77F	0.0	0.2	0.2
Northeast Cargo	NEC08	B763	0.8	0.0	0.8
O'Hare Global Terminal	GT01	B738	0.8	0.1	1.0
O'Hare Global Terminal	GT01	CRJ2	3.7	3.7	7.5
O'Hare Global Terminal	GT01	CRJ5	2.0	2.0	4.0
O'Hare Global Terminal	GT01	CRJ7	0.2	0.2	0.3
O'Hare Global Terminal	GT01	CRJ9	0.3	0.3	0.5
O'Hare Global Terminal	GT01	E175	2.0	1.0	3.0
O'Hare Global Terminal	GT02	B739	0.0	1.0	1.0
O'Hare Global Terminal	GT02	CRJ2	5.2	5.2	10.4
O'Hare Global Terminal	GT02	CRJ5	0.2	0.2	0.5
O'Hare Global Terminal	GT02	CRJ9	0.8	0.8	1.5
O'Hare Global Terminal	GT02	E175	1.0	1.0	2.0
O'Hare Global Terminal	GT03	B38M	0.2	0.2	0.5
O'Hare Global Terminal	GT03	B39M	1.0	1.0	2.0
O'Hare Global Terminal	GT03	B738	0.3	0.5	0.8
O'Hare Global Terminal	GT03	B739	0.2	0.2	0.5
O'Hare Global Terminal	GT03	CRJ2	1.4	1.4	2.7
O'Hare Global Terminal	GT03	CRJ5	2.0	2.0	4.0
O'Hare Global Terminal	GT03	CRJ9	0.0	0.0	0.0



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Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
O'Hare Global Terminal	GT03	E175	1.3	1.3	2.6
O'Hare Global Terminal	GT04	B37M	0.0	0.0	0.0
O'Hare Global Terminal	GT04	B738	0.0	0.4	0.4
O'Hare Global Terminal	GT04	CRJ2	1.0	1.0	2.0
O'Hare Global Terminal	GT04	CRJ5	3.0	3.0	6.0
O'Hare Global Terminal	GT04	CRJ9	2.0	1.8	3.8
O'Hare Global Terminal	GT04	E145	1.0	0.0	1.0
O'Hare Global Terminal	GT04	E170	0.1	0.1	0.1
O'Hare Global Terminal	GT04	E175	1.5	1.0	2.4
O'Hare Global Terminal	GT05A	B738	0.0	0.1	0.1
O'Hare Global Terminal	GT05A	E170	1.0	0.9	1.8
O'Hare Global Terminal	GT05A	E175	0.8	0.8	1.6
O'Hare Global Terminal	GT05B	A359	1.5	2.0	3.5
O'Hare Global Terminal	GT05B	B789	0.4	0.2	0.6
O'Hare Global Terminal	GT05B	B78X	0.8	0.4	1.2
O'Hare Global Terminal	GT05C	B39M	0.0	0.1	0.1
O'Hare Global Terminal	GT05C	B739	0.2	0.2	0.3
O'Hare Global Terminal	GT05C	E175	2.6	1.6	4.2
O'Hare Global Terminal	GT06A	E170	0.8	0.0	0.8
O'Hare Global Terminal	GT06A	E175	2.8	2.8	5.7
O'Hare Global Terminal	GT06B	A359	1.7	0.8	2.5
O'Hare Global Terminal	GT06B	B779	0.0	0.1	0.1
O'Hare Global Terminal	GT06B	B77W	0.0	0.0	0.0
O'Hare Global Terminal	GT06B	B789	0.5	0.3	0.8
O'Hare Global Terminal	GT06B	B78X	1.3	1.5	2.8
O'Hare Global Terminal	GT06C	A320	0.9	0.9	1.7
O'Hare Global Terminal	GT06C	B39M	1.8	1.8	3.6
O'Hare Global Terminal	GT06C	E170	0.8	0.0	0.8
O'Hare Global Terminal	GT07A	B38M	1.0	2.0	3.0
O'Hare Global Terminal	GT07A	B738	2.0	2.0	4.0
O'Hare Global Terminal	GT07A	E175	0.0	0.0	0.0
O'Hare Global Terminal	GT07B	A35K	1.0	1.0	2.0
O'Hare Global Terminal	GT07B	B789	1.0	0.0	1.0
O'Hare Global Terminal	GT07C	A21NX	0.4	0.4	0.7
O'Hare Global Terminal	GT07C	B38M	2.0	3.0	5.0
O'Hare Global Terminal	GT07C	E175	0.6	0.6	1.1
O'Hare Global Terminal	GT08A	A320	2.0	2.0	4.0
O'Hare Global Terminal	GT08A	E175	1.0	1.0	2.0
O'Hare Global Terminal	GT08B	A359	1.0	1.0	2.0
O'Hare Global Terminal	GT08B	A388	1.0	1.0	2.0
O'Hare Global Terminal	GT08C	B38M	2.0	2.8	4.8



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Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
O'Hare Global Terminal	GT09A	A21N	1.0	1.0	2.0
O'Hare Global Terminal	GT09A	A319	1.0	1.0	2.0
O'Hare Global Terminal	GT09A	B38M	1.0	1.0	2.0
O'Hare Global Terminal	GT09A	B738	0.0	1.0	1.0
O'Hare Global Terminal	GT09B	B77W	1.0	0.0	1.0
O'Hare Global Terminal	GT09B	B789	2.0	1.0	3.0
O'Hare Global Terminal	GT09C	A319	1.0	1.0	2.0
O'Hare Global Terminal	GT09C	B38M	1.0	2.0	3.0
O'Hare Global Terminal	GT10A	A21N	0.0	0.0	0.0
O'Hare Global Terminal	GT10A	B38M	1.0	1.0	2.0
O'Hare Global Terminal	GT10B	A359	1.0	1.0	2.0
O'Hare Global Terminal	GT10B	B77W	0.0	0.0	0.0
O'Hare Global Terminal	GT10B	B788	0.0	1.0	1.0
O'Hare Global Terminal	GT10B	B789	1.0	1.0	2.0
O'Hare Global Terminal	GT10C	B38M	1.0	1.0	2.0
O'Hare Global Terminal	GT10C	B738	0.0	1.0	1.0
O'Hare Global Terminal	GT11A	B38M	0.0	1.0	1.0
O'Hare Global Terminal	GT11B	A332	1.0	1.0	2.0
O'Hare Global Terminal	GT11B	A35K	1.0	1.0	2.0
O'Hare Global Terminal	GT11B	B744	1.0	1.0	2.0
O'Hare Global Terminal	GT11C	B38M	0.0	1.0	1.0
O'Hare Global Terminal	GT12A	A21N	1.0	0.0	1.0
O'Hare Global Terminal	GT12A	A21NX	1.6	0.6	2.3
O'Hare Global Terminal	GT12A	A321	0.0	1.0	1.0
O'Hare Global Terminal	GT12A	B38M	0.1	0.1	0.1
O'Hare Global Terminal	GT12A	E175	0.4	0.4	0.7
O'Hare Global Terminal	GT12B	B77W	1.0	0.0	1.0
O'Hare Global Terminal	GT12B	B788	1.0	0.0	1.0
O'Hare Global Terminal	GT12B	B789	0.0	1.0	1.0
O'Hare Global Terminal	GT12C	A21N	0.8	1.4	2.3
O'Hare Global Terminal	GT12C	A21NX	0.0	1.0	1.0
O'Hare Global Terminal	GT12C	A321	0.4	1.4	1.8
O'Hare Global Terminal	GT12C	B38M	0.9	0.9	1.9
O'Hare Global Terminal	GT12C	B738	1.0	0.0	1.0
O'Hare Global Terminal	GT12C	E175	0.1	0.1	0.1
O'Hare Global Terminal	GT13B	A332	0.6	0.0	0.6
O'Hare Global Terminal	GT13B	B789	3.0	2.0	5.0
O'Hare Global Terminal	GT13C	A21N	1.0	1.0	2.0
Satellite 1 Concourse	S101A	B37M	2.7	2.0	4.8
Satellite 1 Concourse	S101A	B739	0.0	0.0	0.0
Satellite 1 Concourse	S101A	E170	1.0	1.0	2.0



Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Satellite 1 Concourse	S101A	E175	0.7	0.7	1.4
Satellite 1 Concourse	S101B	A359	1.3	0.0	1.3
Satellite 1 Concourse	S101B	B77W	0.3	0.3	0.6
Satellite 1 Concourse	S101B	B788	0.5	0.6	1.1
Satellite 1 Concourse	S101B	B78X	0.2	0.3	0.5
Satellite 1 Concourse	S101C	B37M	1.4	1.4	2.8
Satellite 1 Concourse	S101C	B738	0.5	0.5	1.1
Satellite 1 Concourse	S101C	B739	0.6	1.6	2.2
Satellite 1 Concourse	S101C	E175	1.0	0.0	1.0
Satellite 1 Concourse	S102A	B37M	2.2	2.0	4.3
Satellite 1 Concourse	S102A	B738	2.3	1.5	3.8
Satellite 1 Concourse	S102A	B739	0.2	1.2	1.4
Satellite 1 Concourse	S102A	E170	1.0	1.0	2.0
Satellite 1 Concourse	S102A	E175	1.0	1.0	2.0
Satellite 1 Concourse	S102B	A359	0.5	0.0	0.5
Satellite 1 Concourse	S102B	B779	0.2	0.1	0.2
Satellite 1 Concourse	S102B	B788	0.1	0.3	0.4
Satellite 1 Concourse	S102B	B789	0.6	0.4	1.0
Satellite 1 Concourse	S102B	B78X	0.7	0.0	0.7
Satellite 1 Concourse	S102C	B37M	3.1	3.0	6.1
Satellite 1 Concourse	S102C	B738	0.7	0.6	1.3
Satellite 1 Concourse	S102C	E175	1.9	1.9	3.8
Satellite 1 Concourse	S103A	A320	0.1	0.1	0.3
Satellite 1 Concourse	S103A	B37M	0.7	0.7	1.3
Satellite 1 Concourse	S103A	B38M	0.1	0.1	0.3
Satellite 1 Concourse	S103A	B738	2.4	2.4	4.8
Satellite 1 Concourse	S103A	E170	1.0	1.0	2.0
Satellite 1 Concourse	S103A	E175	0.6	0.6	1.2
Satellite 1 Concourse	S103B	A359	0.0	0.3	0.3
Satellite 1 Concourse	S103B	B779	0.8	0.5	1.3
Satellite 1 Concourse	S103B	B77W	0.4	0.4	0.7
Satellite 1 Concourse	S103B	B788	0.2	0.2	0.3
Satellite 1 Concourse	S103B	B789	0.4	0.4	0.9
Satellite 1 Concourse	S103B	B78X	0.0	0.0	0.0
Satellite 1 Concourse	S103C	B37M	2.0	2.0	4.0
Satellite 1 Concourse	S103C	B738	0.6	0.6	1.3
Satellite 1 Concourse	S103C	B739	0.7	0.7	1.5
Satellite 1 Concourse	S103C	E170	0.0	0.0	0.0
Satellite 1 Concourse	S103C	E175	1.6	1.6	3.1
Satellite 1 Concourse	S104A	A319	0.2	0.2	0.5
Satellite 1 Concourse	S104A	B37M	1.3	1.1	2.4



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Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Satellite 1 Concourse	S104A	B38M	0.4	0.4	0.7
Satellite 1 Concourse	S104A	B39M	0.1	0.0	0.1
Satellite 1 Concourse	S104A	B738	0.8	0.8	1.5
Satellite 1 Concourse	S104A	B739	0.2	1.2	1.5
Satellite 1 Concourse	S104A	E170	0.1	0.1	0.1
Satellite 1 Concourse	S104A	E175	1.5	1.5	3.1
Satellite 1 Concourse	S104B	A359	0.5	0.3	0.8
Satellite 1 Concourse	S104B	B763	0.2	0.2	0.5
Satellite 1 Concourse	S104B	B779	0.7	0.7	1.4
Satellite 1 Concourse	S104B	B77W	0.3	0.3	0.6
Satellite 1 Concourse	S104B	B789	0.0	0.0	0.0
Satellite 1 Concourse	S104B	B78X	0.2	0.1	0.2
Satellite 1 Concourse	S104C	B37M	1.0	1.0	2.0
Satellite 1 Concourse	S104C	B738	0.5	0.5	1.0
Satellite 1 Concourse	S104C	E170	2.0	2.0	4.0
Satellite 1 Concourse	S104C	E175	0.4	0.4	0.7
Satellite 1 Concourse	S105A	A319	0.1	0.1	0.1
Satellite 1 Concourse	S105A	B37M	1.2	1.0	2.2
Satellite 1 Concourse	S105A	B738	0.1	0.0	0.1
Satellite 1 Concourse	S105A	B739	1.0	1.0	2.0
Satellite 1 Concourse	S105A	E175	1.0	1.0	2.0
Satellite 1 Concourse	S105B	A359	0.5	1.1	1.6
Satellite 1 Concourse	S105B	B779	0.0	0.2	0.2
Satellite 1 Concourse	S105B	B77W	0.4	0.4	0.9
Satellite 1 Concourse	S105B	B788	0.2	0.2	0.5
Satellite 1 Concourse	S105B	B789	1.0	0.5	1.5
Satellite 1 Concourse	S105B	B78X	0.3	0.0	0.3
Satellite 1 Concourse	S105C	A319	0.1	0.1	0.3
Satellite 1 Concourse	S105C	A320	1.0	1.0	2.0
Satellite 1 Concourse	S105C	B37M	1.9	1.9	3.7
Satellite 1 Concourse	S105C	B39M	0.1	0.0	0.1
Satellite 1 Concourse	S105C	B739	0.1	0.1	0.1
Satellite 1 Concourse	S105C	E170	1.0	1.0	2.0
Satellite 1 Concourse	S106A	A319	0.6	0.6	1.2
Satellite 1 Concourse	S106A	B37M	2.0	2.0	4.0
Satellite 1 Concourse	S106A	B39M	0.9	0.0	0.9
Satellite 1 Concourse	S106A	B738	0.1	0.7	0.7
Satellite 1 Concourse	S106A	E170	1.0	1.0	2.0
Satellite 1 Concourse	S106A	E175	1.2	1.2	2.5
Satellite 1 Concourse	S106B	A359	0.0	0.1	0.1
Satellite 1 Concourse	S106B	B779	0.1	0.0	0.1



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Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Satellite 1 Concourse	S106B	B77W	0.4	0.4	0.8
Satellite 1 Concourse	S106B	B789	0.3	0.3	0.6
Satellite 1 Concourse	S106B	B78X	0.6	0.4	1.0
Satellite 1 Concourse	S106C	B37M	1.0	1.0	2.0
Satellite 1 Concourse	S106C	B39M	1.7	0.9	2.5
Satellite 1 Concourse	S106C	B738	1.0	1.0	2.0
Satellite 1 Concourse	S106C	CRJ9	0.0	0.0	0.0
Satellite 1 Concourse	S106C	E175	1.4	1.4	2.7
Satellite 1 Concourse	S107A	B37M	0.1	0.1	0.3
Satellite 1 Concourse	S107A	B39M	1.0	1.0	2.0
Satellite 1 Concourse	S107A	E170	1.3	1.0	2.3
Satellite 1 Concourse	S107A	E175	0.9	0.9	1.7
Satellite 1 Concourse	S107B	A388	1.0	1.0	2.0
Satellite 1 Concourse	S107B	B788	2.0	1.0	3.0
Satellite 1 Concourse	S107C	A319	1.9	1.9	3.7
Satellite 1 Concourse	S107C	E170	1.0	1.0	2.0
Satellite 1 Concourse	S107C	E175	0.2	0.2	0.4
Satellite 1 Concourse	S108A	E175	0.0	0.2	0.2
Satellite 1 Concourse	S108B	A359	2.1	2.2	4.3
Satellite 1 Concourse	S108B	B763	0.4	0.4	0.7
Satellite 1 Concourse	S108B	B779	0.2	0.0	0.2
Satellite 1 Concourse	S108B	B77W	0.2	0.2	0.3
Satellite 1 Concourse	S108B	B788	0.1	1.1	1.1
Satellite 1 Concourse	S108B	B789	0.1	0.1	0.3
Satellite 1 Concourse	S108B	B78X	0.3	0.2	0.5
Satellite 1 Concourse	S108C	B37M	0.2	0.2	0.5
Satellite 1 Concourse	S108C	E175	0.0	0.5	0.5
Satellite 1 Concourse	S109A	B37M	0.0	0.0	0.0
Satellite 1 Concourse	S109B	A359	0.5	0.5	0.9
Satellite 1 Concourse	S109B	B779	1.0	1.4	2.4
Satellite 1 Concourse	S109B	B788	0.0	0.0	0.0
Satellite 1 Concourse	S109B	B789	1.0	1.1	2.1
Satellite 1 Concourse	S109B	B78X	2.0	2.0	4.0
Satellite 1 Concourse	S110A	CRJ9	0.1	0.1	0.3
Satellite 1 Concourse	S110B	A359	1.0	1.7	2.7
Satellite 1 Concourse	S110B	B763	0.4	0.4	0.8
Satellite 1 Concourse	S110B	B788	0.0	0.5	0.5
Satellite 1 Concourse	S110B	B789	0.2	0.4	0.6
Satellite 1 Concourse	S110B	B78X	1.7	1.5	3.3
Satellite 1 Concourse	S111	CRJ2	1.2	0.2	1.3
Satellite 1 Concourse	S111	CRJ5	1.0	1.0	2.0



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Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Satellite 1 Concourse	S111	CRJ9	1.1	2.1	3.1
Satellite 1 Concourse	S111	E170	3.2	4.7	7.9
Satellite 1 Concourse	S111	E175	2.0	2.1	4.1
Satellite 1 Concourse	S112	B37M	2.0	2.0	4.0
Satellite 1 Concourse	S112	B39M	1.0	1.0	2.0
Satellite 1 Concourse	S112	B738	1.0	1.0	2.0
Satellite 1 Concourse	S112	CRJ2	1.0	1.0	2.0
Satellite 1 Concourse	S112	E170	2.0	2.0	4.0
Satellite 1 Concourse	S113	B37M	2.0	2.0	4.0
Satellite 1 Concourse	S113	B38M	0.2	0.2	0.5
Satellite 1 Concourse	S113	B39M	2.0	2.0	4.0
Satellite 1 Concourse	S113	CRJ2	1.0	1.0	2.0
Satellite 1 Concourse	S113	E145	0.5	0.5	1.0
Satellite 1 Concourse	S113	E175	1.1	1.1	2.3
Satellite 1 Concourse	S114	A319	1.4	1.4	2.7
Satellite 1 Concourse	S114	B37M	1.1	0.0	1.1
Satellite 1 Concourse	S114	B738	1.0	1.0	2.0
Satellite 1 Concourse	S114	CRJ5	0.2	0.2	0.5
Satellite 1 Concourse	S114	CRJ9	0.9	1.7	2.6
Satellite 1 Concourse	S114	E170	0.6	0.6	1.3
Satellite 1 Concourse	S114	E175	2.4	2.4	4.8
Satellite 2 Concourse	S201	A319	0.9	0.9	1.7
Satellite 2 Concourse	S201	A320	0.4	0.4	0.8
Satellite 2 Concourse	S201	B39M	6.9	7.9	14.8
Satellite 2 Concourse	S201	B738	0.0	0.0	0.0
Satellite 2 Concourse	S201	CRJ5	1.0	1.0	2.0
Satellite 2 Concourse	S201	E145	0.0	0.4	0.4
Satellite 2 Concourse	S201	E170	0.1	0.1	0.3
Satellite 2 Concourse	S202	A319	0.1	0.1	0.3
Satellite 2 Concourse	S202	B37M	0.0	0.0	0.0
Satellite 2 Concourse	S202	B39M	6.6	8.5	15.1
Satellite 2 Concourse	S202	B738	1.4	0.4	1.8
Satellite 2 Concourse	S202	CRJ5	1.7	1.7	3.3
Satellite 2 Concourse	S203	A319	1.0	1.0	2.0
Satellite 2 Concourse	S203	A320	1.4	1.4	2.8
Satellite 2 Concourse	S203	B37M	0.0	1.0	1.0
Satellite 2 Concourse	S203	B39M	7.2	6.2	13.4
Satellite 2 Concourse	S203	CRJ2	0.4	0.4	0.7
Satellite 2 Concourse	S204	A319	1.0	1.9	2.9
Satellite 2 Concourse	S204	B37M	0.1	1.0	1.1
Satellite 2 Concourse	S204	B39M	5.6	4.8	10.4



Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Satellite 2 Concourse	S204	CRJ2	2.0	2.0	4.0
Satellite 2 Concourse	S204	CRJ9	1.0	1.0	2.0
Satellite 2 Concourse	S205	A319	3.8	3.8	7.6
Satellite 2 Concourse	S205	B37M	0.1	0.1	0.3
Satellite 2 Concourse	S205	B39M	4.0	3.0	7.0
Satellite 2 Concourse	S205	B738	1.0	1.0	2.0
Satellite 2 Concourse	S205	B739	0.1	0.1	0.1
Satellite 2 Concourse	S205	CRJ5	1.0	1.0	2.0
Satellite 2 Concourse	S205	E175	0.2	0.2	0.3
Satellite 2 Concourse	S206	A319	1.9	1.9	3.7
Satellite 2 Concourse	S206	A320	1.1	1.1	2.2
Satellite 2 Concourse	S206	B37M	1.0	2.0	3.0
Satellite 2 Concourse	S206	B39M	2.0	2.0	4.0
Satellite 2 Concourse	S206	CRJ5	2.0	1.0	3.0
Satellite 2 Concourse	S207	A319	4.4	3.4	7.9
Satellite 2 Concourse	S207	A320	0.5	0.5	1.0
Satellite 2 Concourse	S207	B37M	1.0	1.0	2.1
Satellite 2 Concourse	S207	B39M	2.0	2.0	4.0
Satellite 2 Concourse	S207	B738	1.0	1.0	2.0
Satellite 2 Concourse	S207	CRJ2	1.0	1.0	2.0
Satellite 2 Concourse	S207	CRJ5	0.4	0.4	0.7
Satellite 2 Concourse	S207	E175	0.4	0.4	0.7
Satellite 2 Concourse	S208	A319	2.7	2.7	5.4
Satellite 2 Concourse	S208	A320	3.9	2.9	6.8
Satellite 2 Concourse	S208	B37M	1.1	1.1	2.3
Satellite 2 Concourse	S208	B39M	1.0	1.0	2.0
Satellite 2 Concourse	S208	B739	1.0	1.0	2.0
Satellite 2 Concourse	S209	A319	1.4	2.4	3.8
Satellite 2 Concourse	S209	A320	2.2	2.2	4.4
Satellite 2 Concourse	S209	B37M	0.4	0.4	0.7
Satellite 2 Concourse	S209	B39M	1.0	1.0	2.0
Satellite 2 Concourse	S209	B738	0.9	0.9	1.9
Satellite 2 Concourse	S209	CRJ2	0.1	0.1	0.1
Satellite 2 Concourse	S209	CRJ5	1.1	0.1	1.1
Satellite 2 Concourse	S209	E170	0.1	1.3	1.4
Satellite 2 Concourse	S209	E175	1.2	1.2	2.5
Satellite 2 Concourse	S210	A319	2.2	1.2	3.4
Satellite 2 Concourse	S210	A320	3.8	3.8	7.5
Satellite 2 Concourse	S210	B37M	0.6	0.6	1.2
Satellite 2 Concourse	S210	B39M	1.0	1.0	2.0
Satellite 2 Concourse	S210	B738	1.7	1.7	3.4



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Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Satellite 2 Concourse	S210	B739	0.1	0.1	0.1
Satellite 2 Concourse	S210	CRJ7	1.0	1.0	2.0
Satellite 2 Concourse	S210	E175	1.1	1.1	2.3
Satellite 2 Concourse	S211	A319	4.0	3.0	7.0
Satellite 2 Concourse	S211	A320	3.7	3.7	7.4
Satellite 2 Concourse	S211	B37M	1.0	1.0	2.0
Satellite 2 Concourse	S211	B39M	0.1	0.1	0.3
Satellite 2 Concourse	S211	B738	1.1	1.1	2.3
Satellite 2 Concourse	S212	A319	2.1	2.1	4.3
Satellite 2 Concourse	S212	A320	0.9	0.9	1.7
Satellite 2 Concourse	S212	B37M	2.0	2.0	4.0
Satellite 2 Concourse	S212	B738	4.0	3.0	7.0
Satellite 2 Concourse	S212	B739	1.0	1.0	2.0
Satellite 2 Concourse	S213	A320	2.1	2.1	4.3
Satellite 2 Concourse	S213	B37M	3.8	3.8	7.6
Satellite 2 Concourse	S213	B39M	1.1	0.1	1.1
Satellite 2 Concourse	S213	CRJ2	1.0	1.0	2.0
Satellite 2 Concourse	S213	CRJ5	0.1	0.1	0.1
Satellite 2 Concourse	S214	A319	2.0	1.0	3.0
Satellite 2 Concourse	S214	A320	1.0	1.0	2.0
Satellite 2 Concourse	S214	B37M	0.7	1.7	2.3
Satellite 2 Concourse	S214	B39M	1.0	1.0	2.0
Satellite 2 Concourse	S214	B738	2.6	2.6	5.1
Satellite 2 Concourse	S214	B739	1.0	1.0	1.9
Satellite 2 Concourse	S214	CRJ9	0.1	0.1	0.2
Satellite 2 Concourse	S214	E145	0.4	0.4	0.7
Satellite 2 Concourse	S214	E175	0.1	0.1	0.1
Satellite 2 Concourse	S215	A319	1.0	1.0	2.0
Satellite 2 Concourse	S215	A320	0.0	0.0	0.0
Satellite 2 Concourse	S215	B37M	1.9	2.9	4.9
Satellite 2 Concourse	S215	B738	3.0	2.0	4.9
Satellite 2 Concourse	S215	B739	1.8	1.8	3.6
Satellite 2 Concourse	S215	CRJ5	0.4	0.4	0.8
Satellite 2 Concourse	S215	CRJ7	0.9	0.0	0.9
Satellite 2 Concourse	S215	CRJ9	0.1	0.1	0.3
Satellite 2 Concourse	S215	E170	0.2	0.2	0.3
Satellite 2 Concourse	S215	E175	0.9	0.9	1.9
Satellite 2 Concourse	S216	B37M	5.0	4.0	9.1
Satellite 2 Concourse	S216	B738	2.2	3.1	5.3
Satellite 2 Concourse	S216	B739	1.4	1.4	2.8
Satellite 2 Concourse	S216	CRJ9	0.0	0.1	0.1



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Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Satellite 2 Concourse	S216	E170	0.9	0.9	1.9
Satellite 2 Concourse	S216	E175	0.0	0.0	0.0
Satellite 2 Concourse	S217	A319	0.1	0.1	0.3
Satellite 2 Concourse	S217	B37M	3.0	3.0	6.0
Satellite 2 Concourse	S217	B39M	0.1	0.1	0.3
Satellite 2 Concourse	S217	B738	1.7	1.7	3.3
Satellite 2 Concourse	S217	B739	2.1	1.1	3.1
Satellite 2 Concourse	S217	CRJ5	0.7	0.7	1.4
Satellite 2 Concourse	S217	CRJ9	2.2	2.1	4.3
Satellite 2 Concourse	S217	E175	0.2	0.2	0.5
Satellite 2 Concourse	S218	A319	0.0	0.0	0.0
Satellite 2 Concourse	S218	B37M	4.6	4.6	9.2
Satellite 2 Concourse	S218	B738	3.0	3.0	6.0
Satellite 2 Concourse	S218	B739	1.8	0.8	2.6
Satellite 2 Concourse	S218	CRJ2	0.0	0.0	0.0
Satellite 2 Concourse	S218	CRJ5	0.2	0.2	0.5
Satellite 2 Concourse	S218	CRJ9	0.7	0.7	1.3
Satellite 2 Concourse	S218	E175	0.8	0.8	1.5
Satellite 2 Concourse	S219	A319	1.2	0.1	1.3
Satellite 2 Concourse	S219	A320	1.0	1.0	2.0
Satellite 2 Concourse	S219	B37M	3.9	3.9	7.9
Satellite 2 Concourse	S219	B738	2.0	2.0	4.0
Satellite 2 Concourse	S219	B739	0.6	0.6	1.3
Satellite 2 Concourse	S219	BCS3	0.1	1.1	1.1
Satellite 2 Concourse	S219	CRJ9	1.1	1.1	2.2
Satellite 2 Concourse	S220	A319	0.9	0.0	0.9
Satellite 2 Concourse	S220	BCS3	0.9	0.9	1.9
Satellite 2 Concourse	S220	CRJ9	3.9	4.8	8.7
Satellite 2 Concourse	S221	CRJ9	7.2	7.2	14.5
Satellite 2 Concourse	S221	E175	0.9	0.9	1.9
Satellite 2 Concourse	S222	A320	0.1	0.1	0.1
Satellite 2 Concourse	S222	B37M	0.2	0.2	0.4
Satellite 2 Concourse	S222	B738	1.6	1.6	3.3
Satellite 2 Concourse	S222	B739	2.0	1.0	3.0
Satellite 2 Concourse	S222	CRJ2	2.0	2.0	4.0
Satellite 2 Concourse	S222	CRJ5	0.2	0.2	0.5
Satellite 2 Concourse	S222	CRJ7	0.1	0.0	0.1
Satellite 2 Concourse	S222	CRJ9	1.4	1.4	2.8
Satellite 2 Concourse	S222	E145	0.2	0.1	0.3
Satellite 2 Concourse	S222	E175	1.0	1.0	2.0
Satellite 2 Concourse	S223	A319	0.0	0.0	0.0



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Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Satellite 2 Concourse	S223	B37M	2.5	3.5	6.1
Satellite 2 Concourse	S223	B738	0.3	0.5	0.8
Satellite 2 Concourse	S223	B739	1.8	1.8	3.7
Satellite 2 Concourse	S223	CRJ2	0.8	0.8	1.6
Satellite 2 Concourse	S223	CRJ5	0.8	0.8	1.5
Satellite 2 Concourse	S223	CRJ7	0.0	0.1	0.1
Satellite 2 Concourse	S223	CRJ9	2.6	2.6	5.1
Satellite 2 Concourse	S223	E145	0.9	0.0	0.9
Satellite 2 Concourse	S223	E175	1.0	0.0	1.0
Satellite 2 Concourse	S224	A319	0.0	0.1	0.1
Satellite 2 Concourse	S224	A320	0.9	0.9	1.9
Satellite 2 Concourse	S224	B37M	2.0	3.0	5.1
Satellite 2 Concourse	S224	B39M	0.8	0.8	1.6
Satellite 2 Concourse	S224	B738	2.2	2.2	4.4
Satellite 2 Concourse	S224	B739	1.3	0.3	1.6
Satellite 2 Concourse	S224	CRJ2	0.1	0.1	0.3
Satellite 2 Concourse	S224	CRJ5	0.6	0.6	1.3
Satellite 2 Concourse	S224	CRJ7	0.0	0.9	0.9
Satellite 2 Concourse	S224	CRJ9	0.1	0.1	0.3
Satellite 2 Concourse	S224	E170	1.0	1.0	2.0
South Central Cargo	UALC1	B77F	1.0	1.0	2.0
Southeast Cargo	SEC01	B744F	0.0	1.0	1.0
Southeast Cargo	SEC01	B748F	1.9	2.9	4.9
Southeast Cargo	SEC01	B752F	1.0	0.0	1.0
Southeast Cargo	SEC01	B763	0.1	0.1	0.1
Southeast Cargo	SEC02	A306	1.0	1.0	2.0
Southeast Cargo	SEC02	B748F	1.0	0.0	1.0
Southeast Cargo	SEC02	B77F	0.0	0.2	0.2
Southeast Cargo	SEC03	B752F	1.0	1.0	2.0
Southeast Cargo	SEC04	B744F	1.6	0.8	2.4
Southeast Cargo	SEC04	B748F	1.1	1.1	2.1
Southeast Cargo	SEC04	B763	0.1	0.1	0.3
Southeast Cargo	SEC04	B77F	0.8	1.1	1.9
Southeast Cargo	SEC05	B744F	1.2	1.0	2.2
Southeast Cargo	SEC06	A306	1.0	1.0	2.0
Southeast Cargo	SEC07	B77F	1.0	1.0	2.0
Southeast Cargo	SEC08	B744F	0.3	0.3	0.7
Southeast Cargo	SEC08	B763	0.8	0.8	1.6
Southeast Cargo	SEC08	B77F	0.1	0.1	0.1
Southeast Cargo	SEC09	B752F	0.0	1.0	1.0
Southeast Cargo	SEC09	B763	0.7	0.7	1.4



Table 2-24: Fleet Mix by Modeled Gates (24 Hour)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Southeast Cargo	SEC09	B77F	0.3	0.3	0.6
Southeast Cargo	SEC10	B77F	1.0	1.0	2.0
Southeast Cargo	SEC12	B763	0.3	0.2	0.5
Southeast Cargo	SEC12	B77F	0.7	0.7	1.4
Southeast Cargo	SEC13	B744F	0.4	0.4	0.8
Southeast Cargo	SEC13	B77F	0.6	0.6	1.2
Southeast Cargo	SEC14	A306	0.6	0.6	1.1
Southeast Cargo	SEC14	B744F	0.4	0.4	0.9
Southeast Cargo	SEC15	A306	0.4	0.4	0.9
Southeast Cargo	SEC17	B77F	0.0	0.1	0.1
Southwest Cargo	FDX1	B752F	0.4	0.4	0.8
Southwest Cargo	FDX1	B763	0.6	0.6	1.2
Southwest Cargo	FDX1	B77F	0.4	0.4	0.9
Southwest Cargo	FDX2	B752F	0.2	0.2	0.3
Southwest Cargo	FDX2	B763	0.8	0.8	1.7
Southwest Cargo	FDX3	B752F	0.4	0.4	0.8
Southwest Cargo	FDX3	B763	0.6	0.6	1.2
Southwest Cargo	FDX3	B77F	0.6	0.6	1.1
Southwest Cargo	FDX4	B752F	0.1	0.1	0.1
Southwest Cargo	FDX4	B763	0.9	1.5	2.5
Southwest Cargo	FDX5	B763	0.5	0.0	0.5
Southwest Cargo	FDX5	B77F	2.0	1.0	3.0
Southwest Cargo	FDX6	A306	1.0	1.0	2.0
Southwest Cargo	FDX6	B763	0.0	0.4	0.4
Southwest Cargo	FDX7	B763	0.5	0.0	0.5
Southwest Cargo	FDX7	B77F	0.0	1.0	1.0
Totals			1497.2	1487.9	2985.0

Source: Total Airspace and Airport Modeler Simulation Results, April 2020.

Prepared by: Ricondo & Associates, Inc., May 2020.



Table 2-25: Fleet Mix by Modeled Gates (Daytime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse B	B10	A319	0.1	0.1	0.3
Concourse B	B10	B37M	0.1	0.1	0.3
Concourse B	B10	B739	0.0	0.0	0.0
Concourse B	B10	CRJ2	0.2	0.2	0.4
Concourse B	B10	CRJ5	1.4	2.6	4.1
Concourse B	B10	CRJ9	1.1	1.1	2.2
Concourse B	B10	E145	2.9	3.5	6.3
Concourse B	B10	E175	0.0	0.0	0.0
Concourse B	B11	A319	1.0	0.8	1.8
Concourse B	B11	A320	0.5	0.5	1.0
Concourse B	B11	B37M	0.4	0.4	0.7
Concourse B	B11	B738	0.0	0.0	0.0
Concourse B	B11	B739	0.5	0.5	1.0
Concourse B	B11	CRJ2	3.3	3.3	6.6
Concourse B	B11	CRJ5	0.8	0.8	1.7
Concourse B	B11	CRJ9	0.0	0.0	0.0
Concourse B	B11	E145	0.9	0.9	1.7
Concourse B	B11	E175	0.4	0.4	0.7
Concourse B	B12	A320	0.1	0.1	0.3
Concourse B	B12	B37M	1.4	1.4	2.7
Concourse B	B12	B39M	0.2	0.2	0.4
Concourse B	B12	B738	0.1	0.1	0.2
Concourse B	B12	B739	1.2	1.2	2.4
Concourse B	B12	CRJ2	1.6	2.6	4.3
Concourse B	B12	CRJ5	1.0	1.0	2.0
Concourse B	B12	CRJ7	1.0	1.0	2.0
Concourse B	B12	E145	0.2	0.2	0.5
Concourse B	B12	E170	0.2	0.1	0.3
Concourse B	B14	B37M	0.0	0.0	0.0
Concourse B	B14	B39M	0.8	0.8	1.6
Concourse B	B14	B739	0.4	0.4	0.7
Concourse B	B14	CRJ2	2.6	3.6	6.2
Concourse B	B14	CRJ5	0.0	0.0	0.0
Concourse B	B14	E145	2.0	2.0	4.0
Concourse B	B14	E170	0.6	0.6	1.2
Concourse B	B14	E175	0.1	0.1	0.1
Concourse B	B16A	A320	0.0	0.0	0.0
Concourse B	B16A	B37M	0.2	0.2	0.5
Concourse B	B16A	B39M	0.0	0.0	0.0
Concourse B	B16A	B738	0.0	0.0	0.0
Concourse B	B16A	CRJ2	1.0	1.0	2.0



Table 2-25: Fleet Mix by Modeled Gates (Daytime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse B	B16A	E145	1.0	1.0	2.0
Concourse B	B16B	B739	0.0	0.0	0.0
Concourse B	B16B	CRJ2	1.6	1.0	2.6
Concourse B	B16B	E145	1.0	1.0	2.0
Concourse B	B16W	A359	0.0	1.0	1.0
Concourse B	B16W	B789	1.0	1.0	2.0
Concourse B	B17	B738	0.1	0.1	0.3
Concourse B	B17	CRJ2	2.6	3.6	6.2
Concourse B	B17	CRJ5	0.2	0.2	0.5
Concourse B	B17	CRJ7	1.9	1.9	3.7
Concourse B	B17	E145	1.0	1.0	2.0
Concourse B	B17	E170	0.0	0.8	0.8
Concourse B	B17	E175	0.9	0.9	1.8
Concourse B	B18	CRJ2	1.1	1.1	2.1
Concourse B	B18	CRJ5	2.8	3.3	6.2
Concourse B	B18	CRJ9	2.0	1.0	3.0
Concourse B	B18	E145	1.6	2.6	4.1
Concourse B	B18	E170	0.6	0.6	1.3
Concourse B	B18	E175	0.2	0.2	0.4
Concourse B	B19	CRJ2	2.3	2.2	4.5
Concourse B	B19	CRJ5	0.0	0.0	0.0
Concourse B	B19	CRJ9	1.4	1.4	2.8
Concourse B	B19	E145	0.8	1.8	2.6
Concourse B	B19	E170	0.6	1.0	1.6
Concourse B	B19	E175	0.6	0.6	1.2
Concourse B	B20	CRJ2	2.1	1.7	3.7
Concourse B	B20	CRJ5	1.1	1.0	2.1
Concourse B	B20	CRJ7	0.4	0.4	0.7
Concourse B	B20	CRJ9	0.1	0.1	0.3
Concourse B	B20	E145	0.1	0.7	0.8
Concourse B	B20	E170	1.9	2.3	4.2
Concourse B	B20	E175	1.6	1.7	3.3
Concourse B	B21	CRJ2	2.4	2.4	4.7
Concourse B	B21	CRJ5	2.0	2.0	4.0
Concourse B	B21	E145	1.0	2.0	3.0
Concourse B	B21	E170	0.6	0.6	1.3
Concourse B	B21	E175	2.0	2.0	4.0
Concourse B	B22	CRJ5	1.5	1.5	3.1
Concourse B	B22	CRJ7	0.1	0.1	0.3
Concourse B	B22	CRJ9	0.2	0.7	1.0
Concourse B	B22	E145	0.4	0.8	1.2



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Table 2-25: Fleet Mix by Modeled Gates (Daytime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse B	B22	E170	3.0	2.0	5.0
Concourse B	B22	E175	1.3	1.3	2.7
Concourse B	B23	CRJ2	0.8	0.8	1.5
Concourse B	B23	CRJ5	0.6	0.6	1.2
Concourse B	B23	CRJ7	0.6	1.6	2.3
Concourse B	B23	CRJ9	0.3	0.3	0.6
Concourse B	B23	E145	0.5	0.5	1.0
Concourse B	B23	E170	1.9	0.9	2.8
Concourse B	B23	E175	1.1	1.8	2.8
Concourse B	B6	A320	0.4	0.4	0.7
Concourse B	B6	B37M	0.1	0.1	0.1
Concourse B	B6	B39M	0.2	0.2	0.3
Concourse B	B6	CRJ2	3.2	3.2	6.4
Concourse B	B6	CRJ5	1.6	2.8	4.4
Concourse B	B6	CRJ7	0.8	0.8	1.7
Concourse B	B6	E145	0.1	0.1	0.3
Concourse B	B6	E170	0.2	0.2	0.5
Concourse B	B6	E175	0.2	0.2	0.3
Concourse B	B7	A319	0.0	0.0	0.0
Concourse B	B7	B39M	0.0	0.0	0.0
Concourse B	B7	B738	1.0	0.0	1.0
Concourse B	B7	CRJ2	4.3	4.3	8.6
Concourse B	B7	CRJ5	0.1	1.1	1.3
Concourse B	B7	CRJ9	1.0	1.0	2.0
Concourse B	B7	E170	0.2	0.1	0.3
Concourse B	B7	E175	0.9	0.9	1.9
Concourse B	B8	B37M	0.1	0.1	0.1
Concourse B	B8	B738	0.0	0.0	0.0
Concourse B	B8	CRJ2	2.4	2.6	5.0
Concourse B	B8	CRJ5	3.3	2.2	5.5
Concourse B	B8	CRJ9	0.0	0.0	0.0
Concourse B	B8	E145	0.1	0.1	0.3
Concourse B	B8	E170	0.0	0.5	0.5
Concourse B	B8	E175	1.3	1.3	2.6
Concourse B	B9	CRJ2	2.4	3.2	5.6
Concourse B	B9	CRJ5	2.1	2.7	4.8
Concourse B	B9	CRJ9	0.8	0.8	1.7
Concourse B	B9	E145	1.7	0.8	2.5
Concourse C	C10A	CRJ2	0.0	0.0	0.0
Concourse C	C10A	E170	0.0	0.1	0.1
Concourse C	C10A	E175	1.1	1.1	2.2



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Table 2-25: Fleet Mix by Modeled Gates (Daytime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse C	C10B	A319	0.4	0.4	0.7
Concourse C	C10B	A359	2.5	3.9	6.3
Concourse C	C10B	B37M	0.2	0.2	0.3
Concourse C	C10B	B739	0.2	0.2	0.3
Concourse C	C10B	B788	0.9	0.0	0.9
Concourse C	C10B	B789	2.0	1.2	3.2
Concourse C	C10C	CRJ5	0.0	0.0	0.0
Concourse C	C10C	E175	1.6	1.6	3.1
Concourse C	C11	B37M	1.0	1.1	2.1
Concourse C	C11	B739	0.0	0.0	0.0
Concourse C	C11	CRJ2	0.7	0.7	1.4
Concourse C	C11	CRJ5	0.9	0.9	1.8
Concourse C	C11	CRJ7	0.8	0.8	1.7
Concourse C	C11	CRJ9	1.4	1.4	2.8
Concourse C	C11	E170	1.3	2.3	3.7
Concourse C	C11	E175	1.3	2.3	3.5
Concourse C	C15	A319	0.1	0.1	0.3
Concourse C	C15	B37M	1.2	1.6	2.8
Concourse C	C15	B39M	0.1	0.1	0.3
Concourse C	C15	B738	0.0	0.1	0.1
Concourse C	C15	B739	0.0	0.0	0.0
Concourse C	C15	CRJ2	0.4	0.4	0.7
Concourse C	C15	CRJ5	1.2	1.2	2.5
Concourse C	C15	CRJ9	1.5	1.5	2.9
Concourse C	C15	E170	1.3	2.2	3.4
Concourse C	C15	E175	0.6	0.9	1.5
Concourse C	C16A	CRJ2	0.3	0.3	0.5
Concourse C	C16A	E170	0.9	0.9	1.8
Concourse C	C16A	E175	0.1	0.1	0.2
Concourse C	C16B	A359	1.0	1.0	2.0
Concourse C	C16B	B37M	0.6	0.6	1.1
Concourse C	C16B	B738	0.1	0.1	0.1
Concourse C	C16B	B739	0.3	0.3	0.6
Concourse C	C16B	B788	0.6	0.7	1.2
Concourse C	C16B	B789	0.0	1.3	1.3
Concourse C	C16B	B78X	0.0	0.6	0.6
Concourse C	C16C	CRJ2	0.9	0.9	1.7
Concourse C	C16C	CRJ5	0.5	0.5	1.0
Concourse C	C16C	E145	0.1	0.1	0.1
Concourse C	C16C	E170	0.4	0.4	0.8
Concourse C	C16C	E175	0.7	0.7	1.5



Table 2-25: Fleet Mix by Modeled Gates (Daytime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse C	C17	A319	0.0	0.0	0.0
Concourse C	C17	B738	0.0	0.0	0.0
Concourse C	C17	B739	1.0	1.0	2.0
Concourse C	C17	CRJ5	0.9	0.9	1.8
Concourse C	C17	CRJ9	1.0	1.0	2.0
Concourse C	C17	E170	1.0	1.6	2.6
Concourse C	C17	E175	3.1	3.5	6.7
Concourse C	C18A	CRJ2	0.8	0.8	1.5
Concourse C	C18A	CRJ9	0.1	0.1	0.3
Concourse C	C18A	E170	0.0	0.2	0.2
Concourse C	C18A	E175	2.3	1.3	3.7
Concourse C	C18B	A359	3.4	4.4	7.8
Concourse C	C18B	B738	0.0	0.0	0.0
Concourse C	C18B	B788	0.4	0.4	0.8
Concourse C	C18B	B789	0.0	0.2	0.2
Concourse C	C18B	B78X	0.1	0.1	0.3
Concourse C	C18C	CRJ2	1.0	1.0	2.0
Concourse C	C18C	CRJ5	0.1	0.1	0.3
Concourse C	C18C	E170	2.0	1.9	3.9
Concourse C	C18C	E175	0.2	0.2	0.5
Concourse C	C19A	B37M	0.3	0.0	0.3
Concourse C	C19A	B739	0.1	0.1	0.1
Concourse C	C19A	CRJ2	0.3	0.3	0.6
Concourse C	C19A	CRJ5	0.2	0.4	0.7
Concourse C	C19A	CRJ9	0.8	0.8	1.5
Concourse C	C19A	E170	2.8	3.6	6.4
Concourse C	C19A	E175	2.1	3.1	5.3
Concourse C	C19B	A319	0.4	0.4	0.8
Concourse C	C19B	B738	0.5	0.3	0.8
Concourse C	C19B	B739	0.9	0.9	1.9
Concourse C	C19B	CRJ2	0.2	0.2	0.3
Concourse C	C19B	CRJ5	0.1	0.2	0.3
Concourse C	C19B	CRJ7	0.1	0.1	0.3
Concourse C	C19B	CRJ9	0.2	0.2	0.5
Concourse C	C19B	E170	1.6	1.6	3.2
Concourse C	C19B	E175	3.9	4.9	8.8
Concourse C	C20A	CRJ2	2.0	2.0	4.0
Concourse C	C20A	CRJ5	1.8	1.8	3.6
Concourse C	C20A	E170	1.0	0.9	1.9
Concourse C	C20B	A359	0.0	0.1	0.1
Concourse C	C20B	B739	0.1	0.1	0.3



Table 2-25: Fleet Mix by Modeled Gates (Daytime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse C	C20B	B78X	0.7	1.8	2.5
Concourse C	C20C	CRJ2	0.1	0.1	0.3
Concourse C	C20C	CRJ9	1.0	0.9	1.9
Concourse C	C20C	E170	1.9	1.9	3.7
Concourse C	C20C	E175	1.8	1.8	3.5
Concourse C	C21	A319	0.6	0.6	1.3
Concourse C	C21	B37M	0.0	0.3	0.3
Concourse C	C21	B738	0.4	0.6	1.0
Concourse C	C21	CRJ2	1.0	1.0	2.0
Concourse C	C21	CRJ5	0.2	0.2	0.3
Concourse C	C21	CRJ7	0.0	0.0	0.0
Concourse C	C21	E170	0.0	0.8	0.8
Concourse C	C21	E175	4.7	5.2	9.9
Concourse C	C22	B37M	1.3	2.1	3.4
Concourse C	C22	B39M	0.2	0.1	0.3
Concourse C	C22	B738	0.9	0.9	1.7
Concourse C	C22	B739	0.0	0.0	0.0
Concourse C	C22	CRJ2	0.0	0.0	0.0
Concourse C	C22	CRJ5	0.1	0.1	0.3
Concourse C	C22	CRJ7	1.0	1.0	2.0
Concourse C	C22	E145	1.0	1.0	2.0
Concourse C	C22	E170	1.9	0.9	2.7
Concourse C	C22	E175	0.9	0.9	1.7
Concourse C	C23	A319	1.0	1.0	2.1
Concourse C	C23	A320	0.0	0.1	0.1
Concourse C	C23	B37M	0.6	0.7	1.3
Concourse C	C23	B738	0.4	0.4	0.7
Concourse C	C23	CRJ5	0.0	0.8	0.8
Concourse C	C23	CRJ9	0.5	0.5	1.0
Concourse C	C23	E170	2.8	3.4	6.2
Concourse C	C23	E175	1.3	1.5	2.8
Concourse C	C24	B37M	1.0	1.0	2.0
Concourse C	C24	B739	0.0	1.0	1.0
Concourse C	C24	CRJ2	1.0	1.0	2.0
Concourse C	C24	CRJ5	0.8	0.8	1.6
Concourse C	C24	CRJ9	1.0	1.0	2.0
Concourse C	C24	E170	1.4	1.3	2.7
Concourse C	C24	E175	2.2	2.2	4.5
Concourse C	C24A	B738	0.0	0.0	0.0
Concourse C	C25	B738	0.3	0.3	0.6
Concourse C	C25	CRJ2	1.7	1.7	3.4



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Table 2-25: Fleet Mix by Modeled Gates (Daytime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse C	C25	CRJ9	1.4	1.3	2.7
Concourse C	C25	E145	0.4	0.4	0.7
Concourse C	C25	E170	2.9	2.8	5.7
Concourse C	C25	E175	1.0	2.0	3.0
Concourse C	C26	CRJ2	0.4	1.4	1.7
Concourse C	C26	CRJ5	0.9	1.1	2.1
Concourse C	C26	CRJ7	1.0	1.0	2.0
Concourse C	C26	E145	1.0	1.0	2.0
Concourse C	C26	E170	0.9	0.9	1.7
Concourse C	C26	E175	2.8	2.8	5.6
Concourse C	C27	B37M	0.2	0.2	0.5
Concourse C	C27	CRJ2	1.6	1.6	3.2
Concourse C	C27	CRJ5	0.9	0.9	1.9
Concourse C	C27	CRJ9	1.0	0.9	1.9
Concourse C	C27	E145	0.8	0.4	1.2
Concourse C	C27	E170	1.5	0.0	1.5
Concourse C	C27	E175	2.3	2.3	4.6
Concourse C	C28	CRJ2	1.0	1.0	2.0
Concourse C	C28	CRJ9	0.1	0.0	0.1
Concourse C	C28	E145	2.5	1.9	4.5
Concourse C	C28	E170	0.2	0.2	0.3
Concourse C	C28	E175	2.5	3.5	6.0
Concourse C	C29	A319	0.1	0.1	0.1
Concourse C	C29	B37M	2.5	2.4	4.9
Concourse C	C29	B738	0.1	0.1	0.3
Concourse C	C29	CRJ9	0.0	0.0	0.0
Concourse C	C29	E170	0.3	0.3	0.6
Concourse C	C29	E175	0.6	0.6	1.2
Concourse C	C29W	A359	0.5	0.5	1.1
Concourse C	C29W	B788	0.0	1.0	1.0
Concourse C	C29W	B789	1.0	1.5	2.5
Concourse C	C30	CRJ2	2.0	2.0	4.1
Concourse C	C30	CRJ9	1.0	0.9	1.9
Concourse C	C30	E145	0.6	0.6	1.2
Concourse C	C30	E170	2.2	2.8	5.0
Concourse C	C30	E175	1.6	1.6	3.2
Concourse C	C31	CRJ5	2.6	2.6	5.1
Concourse C	C31	CRJ9	1.0	0.2	1.2
Concourse C	C31	E170	0.3	0.3	0.6
Concourse G	G11	A21N	3.0	3.0	5.9
Concourse G	G11	A21NX	0.0	1.0	1.0



Table 2-25: Fleet Mix by Modeled Gates (Daytime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse G	G11	A319	0.8	0.0	0.8
Concourse G	G11	A321	0.0	0.0	0.0
Concourse G	G11	B38M	2.0	2.0	4.0
Concourse G	G11	B738	1.0	1.0	2.0
Concourse G	G12	A21N	1.1	1.5	2.7
Concourse G	G12	A319	0.0	1.0	1.0
Concourse G	G12	A321	1.6	1.6	3.3
Concourse G	G12	B38M	3.0	2.0	5.0
Concourse G	G12	E145	0.9	0.9	1.7
Concourse G	G13	A21N	2.2	2.2	4.5
Concourse G	G13	A319	0.2	0.0	0.2
Concourse G	G13	A321	0.8	0.8	1.6
Concourse G	G13	B38M	2.4	2.4	4.8
Concourse G	G13	B738	1.0	1.0	2.0
Concourse G	G13	E145	0.6	0.6	1.2
Concourse G	G14	A21N	1.0	1.0	2.0
Concourse G	G14	A321	1.0	1.0	2.0
Concourse G	G14	B38M	3.0	2.0	5.0
Concourse G	G14	E145	0.1	1.1	1.3
Concourse G	G15	A21N	1.1	0.1	1.3
Concourse G	G15	A321	0.0	0.0	0.0
Concourse G	G15	B38M	1.9	1.9	3.9
Concourse G	G15	B738	0.5	0.5	1.0
Concourse G	G15	CRJ7	1.0	1.0	2.0
Concourse G	G15	E145	1.6	2.4	4.0
Concourse G	G16	A21N	0.0	0.1	0.1
Concourse G	G16	A21NX	1.0	1.0	2.0
Concourse G	G16	A319	0.0	1.0	1.0
Concourse G	G16	B38M	1.0	1.0	2.0
Concourse G	G16	CRJ2	1.0	1.0	2.0
Concourse G	G16	CRJ7	1.0	0.0	1.0
Concourse G	G16	CRJ9	0.0	0.0	0.0
Concourse G	G17	A21N	3.6	3.6	7.3
Concourse G	G17	A319	1.0	1.0	2.0
Concourse G	G17	B38M	1.1	1.1	2.1
Concourse G	G17	B738	0.0	0.0	0.0
Concourse G	G17	E145	1.0	1.0	2.0
Concourse G	G1A	CRJ2	0.1	0.1	0.1
Concourse G	G1A	CRJ7	0.0	1.0	1.0
Concourse G	G1A	E145	7.5	6.8	14.3
Concourse G	G1B	CRJ2	1.9	1.9	3.9



Table 2-25: Fleet Mix by Modeled Gates (Daytime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse G	G1B	CRJ7	1.1	2.1	3.1
Concourse G	G1B	E145	6.0	4.9	10.9
Concourse G	G3	CRJ7	2.0	2.0	4.0
Concourse G	G3	E145	6.2	6.0	12.2
Concourse G	G5	CRJ2	1.0	1.0	2.0
Concourse G	G5	E145	4.6	4.6	9.3
Concourse G	G7	E145	9.0	9.0	18.0
Concourse G	G9	CRJ7	0.0	0.2	0.2
Concourse G	G9	E145	6.1	6.1	12.1
Concourse H	H10	A21N	1.6	1.0	2.6
Concourse H	H10	A319	1.0	1.0	2.0
Concourse H	H10	B38M	3.0	3.0	6.0
Concourse H	H10	B738	2.0	2.0	4.0
Concourse H	H10	CRJ9	1.0	1.0	2.0
Concourse H	H11A	A21N	4.2	5.1	9.3
Concourse H	H11A	A321	1.0	1.0	2.0
Concourse H	H11A	B38M	0.0	0.0	0.0
Concourse H	H11A	B738	0.8	0.8	1.7
Concourse H	H11B	A21N	3.0	3.9	6.9
Concourse H	H11B	A321	2.0	2.0	4.0
Concourse H	H11B	B38M	2.0	2.0	4.0
Concourse H	H12	A21N	4.9	3.9	8.7
Concourse H	H12	B38M	3.0	3.0	6.0
Concourse H	H12	B738	1.0	1.0	2.0
Concourse H	H14	A21N	2.6	3.6	6.3
Concourse H	H14	B38M	3.4	3.4	6.7
Concourse H	H14	B738	1.0	0.0	1.0
Concourse H	H14	CRJ7	1.0	1.0	2.0
Concourse H	H15	A21N	5.0	5.0	10.0
Concourse H	H15	B38M	1.0	1.0	2.0
Concourse H	H15	B738	1.0	1.0	2.0
Concourse H	H16	A21N	2.4	3.4	5.7
Concourse H	H16	B38M	2.0	2.0	4.0
Concourse H	H16	B738	1.6	1.6	3.3
Concourse H	H17	A21N	4.0	5.0	9.0
Concourse H	H17	B38M	1.0	1.0	2.0
Concourse H	H17	B738	1.0	1.0	2.0
Concourse H	H17	E175	0.6	0.6	1.2
Concourse H	H18	A21N	2.9	3.9	6.7
Concourse H	H18	B38M	2.0	1.0	3.0
Concourse H	H18	B738	1.1	1.1	2.3



Table 2-25: Fleet Mix by Modeled Gates (Daytime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse H	H1A	CRJ7	5.0	5.0	10.0
Concourse H	H1A	E145	2.0	1.9	3.9
Concourse H	H1B	CRJ2	1.0	1.0	2.0
Concourse H	H1B	CRJ7	3.0	4.0	7.0
Concourse H	H1B	E145	2.0	2.0	4.0
Concourse H	H2	CRJ7	3.8	4.8	8.6
Concourse H	H2	E145	3.1	4.0	7.1
Concourse H	H3A	CRJ7	6.1	7.1	13.3
Concourse H	H3A	E145	1.0	1.0	2.0
Concourse H	H4	A21N	0.1	1.1	1.3
Concourse H	H4	A319	0.6	0.6	1.3
Concourse H	H4	A321	1.0	1.0	2.0
Concourse H	H4	B38M	1.2	2.2	3.4
Concourse H	H4	B738	1.4	1.4	2.8
Concourse H	H4	CRJ7	1.0	0.0	1.0
Concourse H	H4	E175	0.5	0.5	1.1
Concourse H	H5	A21N	1.6	1.6	3.3
Concourse H	H5	A319	2.0	2.0	4.0
Concourse H	H5	A321	0.4	0.4	0.7
Concourse H	H5	B38M	4.0	3.0	7.0
Concourse H	H5	B738	1.0	1.0	2.0
Concourse H	H6	A21N	0.0	0.0	0.0
Concourse H	H6	A319	2.0	2.0	4.0
Concourse H	H6	A321	0.8	0.9	1.7
Concourse H	H6	B38M	1.0	1.4	2.5
Concourse H	H6	B738	1.5	2.5	4.0
Concourse H	H6	E175	0.6	0.6	1.2
Concourse H	H8	A21N	1.4	1.4	2.7
Concourse H	H8	A321	1.6	2.0	3.6
Concourse H	H8	B38M	3.0	2.5	5.5
Concourse H	H8	B738	1.6	1.7	3.3
Concourse H	H8	E175	0.0	0.0	0.0
Concourse H	H9	A21N	4.8	4.5	9.3
Concourse H	H9	A321	1.0	2.0	3.0
Concourse K	K1	A21N	1.0	0.0	1.0
Concourse K	K1	B738	1.0	1.0	2.0
Concourse K	K1	CRJ7	1.0	1.0	2.0
Concourse K	K1	E175	3.0	4.0	7.0
Concourse K	K10	A21N	2.0	1.0	3.0
Concourse K	K10	A321	2.0	2.0	4.0
Concourse K	K10	E175	4.0	4.0	8.0



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Table 2-25: Fleet Mix by Modeled Gates (Daytime)

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Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse K	K12	A21N	1.7	1.7	3.4
Concourse K	K12	A321	1.0	1.0	2.0
Concourse K	K12	A332	0.0	0.3	0.3
Concourse K	K12	B788	0.0	1.0	1.0
Concourse K	K12	B789	0.0	1.0	1.0
Concourse K	K12	CRJ9	1.0	1.0	2.0
Concourse K	K13	A21N	0.5	1.4	1.9
Concourse K	K13	A320	1.0	0.0	1.0
Concourse K	K13	B788	1.0	0.0	1.0
Concourse K	K13	B789	1.0	1.0	2.0
Concourse K	K13	CRJ7	1.0	1.0	2.0
Concourse K	K13	CRJ9	1.0	1.0	2.0
Concourse K	K13	E175	1.0	1.0	2.0
Concourse K	K15	A321	0.0	1.0	1.0
Concourse K	K15	B38M	1.0	1.0	2.0
Concourse K	K15	B788	0.0	1.0	1.0
Concourse K	K15	B789	0.7	0.0	0.7
Concourse K	K15	CRJ7	0.2	0.0	0.2
Concourse K	K15	E175	3.0	3.3	6.3
Concourse K	K16	A21N	2.0	2.0	4.0
Concourse K	K16	A359	2.0	2.0	4.0
Concourse K	K16	B789	0.0	1.0	1.0
Concourse K	K16	E175	2.0	2.0	4.0
Concourse K	K18	A21N	0.0	0.0	0.0
Concourse K	K18	A321	3.0	3.0	6.0
Concourse K	K18	CRJ9	1.0	1.0	2.0
Concourse K	K18	E175	3.5	4.0	7.5
Concourse K	K19	A21N	1.0	1.0	2.0
Concourse K	K19	A320	0.6	0.6	1.3
Concourse K	K19	A321	0.8	0.0	0.8
Concourse K	K19	B77W	0.0	1.8	1.8
Concourse K	K19	CRJ9	1.0	2.0	3.0
Concourse K	K19	E175	1.0	1.0	2.0
Concourse K	K2	CRJ2	1.0	1.0	2.0
Concourse K	K2	CRJ7	5.0	6.0	11.0
Concourse K	K20	A21N	1.0	1.0	2.0
Concourse K	K20	A320	0.4	0.4	0.7
Concourse K	K20	A321	2.8	2.8	5.7
Concourse K	K20	CRJ9	0.0	0.0	0.0
Concourse K	K20	E175	3.0	3.0	6.0
Concourse K	K3	A21N	0.0	0.6	0.6



Table 2-25: Fleet Mix by Modeled Gates (Daytime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse K	K3	A319	1.0	1.0	2.0
Concourse K	K3	B38M	0.0	0.1	0.1
Concourse K	K3	CRJ7	1.0	1.0	2.0
Concourse K	K3	E145	0.4	0.0	0.4
Concourse K	K3	E175	3.6	3.2	6.8
Concourse K	K4	A321	2.2	2.0	4.2
Concourse K	K4	CRJ7	2.0	2.0	4.0
Concourse K	K4	CRJ9	0.0	1.0	1.0
Concourse K	K4	E175	1.0	1.0	2.0
Concourse K	K5	A332	0.9	1.0	1.9
Concourse K	K5	B789	0.0	1.0	1.0
Concourse K	K5	CRJ7	1.0	1.0	2.0
Concourse K	K5	CRJ9	1.0	1.0	2.0
Concourse K	K5	E175	3.0	2.0	5.0
Concourse K	K6	A21N	3.3	3.3	6.6
Concourse K	K6	A321	1.0	1.0	2.0
Concourse K	K6	B38M	0.0	0.0	0.0
Concourse K	K6	E175	0.7	1.7	2.4
Concourse K	K8	A21N	4.2	4.4	8.6
Concourse K	K8	A321	0.2	0.2	0.3
Concourse K	K8	CRJ9	1.0	1.0	2.0
Concourse K	K8	E175	2.1	2.1	4.1
Concourse K	K9	A332	0.0	0.7	0.7
Concourse K	K9	B738	1.0	1.0	2.0
Concourse K	K9	B788	0.0	1.0	1.0
Concourse K	K9	B789	1.3	1.0	2.3
Concourse K	K9	E175	1.0	1.0	2.0
Concourse L	L1	CRJ7	4.8	5.8	10.5
Concourse L	L1	E175	0.2	0.2	0.5
Concourse L	L10A	CRJ7	3.8	4.0	7.8
Concourse L	L10A	E145	1.2	1.0	2.2
Concourse L	L10A	E175	1.0	1.0	2.0
Concourse L	L10B	CRJ7	1.0	1.0	2.0
Concourse L	L10B	E145	1.0	1.0	2.0
Concourse L	L10B	E175	4.0	3.9	7.9
Concourse L	L10C	CRJ7	5.0	5.0	10.0
Concourse L	L10C	E175	2.1	2.1	4.1
Concourse L	L11	CRJ7	6.0	5.0	11.0
Concourse L	L11	E145	1.0	1.0	2.0
Concourse L	L11	E175	1.0	1.0	2.0
Concourse L	L12A	E145	5.0	5.4	10.4



Table 2-25: Fleet Mix by Modeled Gates (Daytime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse L	L12B	E145	6.0	5.0	11.0
Concourse L	L13	CRJ7	4.2	4.0	8.2
Concourse L	L13	E145	1.0	1.0	2.0
Concourse L	L13	E175	2.0	1.0	3.0
Concourse L	L20	CRJ7	4.0	3.9	7.9
Concourse L	L20	CRJ9	1.0	1.0	2.0
Concourse L	L20	E175	1.0	1.0	2.0
Concourse L	L21	CRJ7	5.6	6.6	12.3
Concourse L	L21	E175	1.0	0.0	1.0
Concourse L	L22	CRJ7	5.4	4.4	9.7
Concourse L	L22	CRJ9	1.0	1.0	2.0
Concourse L	L22	E175	1.0	1.0	2.0
Concourse L	L23	CRJ7	4.8	5.8	10.5
Concourse L	L23	CRJ9	0.0	0.2	0.2
Concourse L	L23	E175	0.1	1.1	1.1
Concourse L	L24	CRJ7	6.0	5.8	11.8
Concourse L	L24	CRJ9	0.0	0.1	0.1
Concourse L	L25	CRJ7	4.0	2.8	6.8
Concourse L	L25	E175	3.0	3.0	6.0
Concourse L	L26	CRJ7	5.0	5.0	10.0
Concourse L	L26	E175	1.0	2.0	3.0
Concourse L	L27	CRJ7	4.0	3.9	7.9
Concourse L	L27	CRJ9	1.0	1.0	2.0
Concourse L	L27	E145	1.0	1.0	2.0
Concourse L	L27	E175	0.0	1.0	1.0
Concourse L	L27A	A319	1.0	0.0	1.0
Concourse L	L2A	A21N	0.9	0.0	0.9
Concourse L	L2A	A319	0.4	0.4	0.7
Concourse L	L2A	B738	0.4	0.4	0.7
Concourse L	L2A	CRJ7	0.5	1.0	1.5
Concourse L	L2A	E175	5.0	4.6	9.6
Concourse L	L2C	CRJ7	3.1	4.0	7.1
Concourse L	L2C	CRJ9	1.8	1.8	3.5
Concourse L	L2C	E175	3.0	2.0	5.0
Concourse L	L3	CRJ7	4.0	4.0	8.0
Concourse L	L3	CRJ9	1.0	1.0	2.0
Concourse L	L3	E175	1.0	1.0	2.0
Concourse L	L4	CRJ7	2.2	3.0	5.2
Concourse L	L4	CRJ9	1.0	1.0	2.0
Concourse L	L4	E175	3.1	3.1	6.3
Concourse L	L5	CRJ7	4.0	3.9	7.9



Table 2-25: Fleet Mix by Modeled Gates (Daytime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse L	L5	E175	2.0	3.0	5.0
Concourse L	L6A	CRJ7	2.0	2.0	4.0
Concourse L	L6A	CRJ9	1.0	1.0	2.0
Concourse L	L6A	E145	1.0	1.0	2.0
Concourse L	L6A	E175	2.0	1.0	3.0
Concourse L	L6B	CRJ2	1.0	1.0	2.0
Concourse L	L6B	CRJ7	1.0	1.0	2.0
Concourse L	L6B	E175	2.0	4.0	6.0
Concourse L	L7	CRJ7	4.0	3.9	7.9
Concourse L	L7	E175	3.0	3.0	6.0
Concourse L	L8	CRJ7	2.2	2.2	4.5
Concourse L	L8	E145	2.4	2.0	4.4
Concourse L	L8	E175	2.4	1.0	3.4
Concourse L	L9	CRJ7	4.0	4.0	8.0
Concourse L	L9	CRJ9	1.0	2.0	3.0
Concourse L	L9	E175	2.0	1.0	3.0
Concourse M	M10	A20N	0.3	0.0	0.3
Concourse M	M10	A320	0.0	0.0	0.0
Concourse M	M10	A321	0.9	1.0	1.9
Concourse M	M10	A339	0.0	0.0	0.0
Concourse M	M10	A35K	0.0	0.0	0.0
Concourse M	M10	B752	0.9	0.9	1.9
Concourse M	M10	B77W	0.1	0.1	0.1
Concourse M	M10	B789	0.0	0.0	0.0
Concourse M	M11	A20N	1.7	1.0	2.7
Concourse M	M11	A320	0.0	0.0	0.1
Concourse M	M11	A321	0.0	0.0	0.1
Concourse M	M11	A339	0.9	0.9	1.9
Concourse M	M11	A35K	0.3	0.0	0.3
Concourse M	M11	B752	0.0	0.0	0.0
Concourse M	M11	B789	0.1	0.1	0.1
Concourse M	M12	A20N	0.1	0.1	0.1
Concourse M	M12	A321	0.5	0.5	0.9
Concourse M	M12	A359	0.1	0.0	0.1
Concourse M	M12	A35K	0.7	0.0	0.7
Concourse M	M12	B77W	1.0	1.0	2.0
Concourse M	M12	B789	1.0	0.8	1.8
Concourse M	M13	A35K	0.9	0.9	1.9
Concourse M	M13	B779	0.9	0.9	1.9
Concourse M	M13	B788	0.1	0.1	0.1
Concourse M	M13	B789	1.0	1.0	2.0



Table 2-25: Fleet Mix by Modeled Gates (Daytime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse M	M15	A321	0.1	0.1	0.1
Concourse M	M15	A35K	0.1	0.1	0.1
Concourse M	M15	B77W	0.6	1.0	1.6
Concourse M	M15	B788	0.9	0.9	1.9
Concourse M	M15	B789	0.1	0.1	0.2
Concourse M	M15	B78X	0.7	0.0	0.7
Concourse M	M16	A20N	0.6	0.6	1.2
Concourse M	M16	A359	0.9	0.0	0.9
Concourse M	M16	B39M	0.1	0.1	0.3
Concourse M	M16	B779	0.1	0.1	0.1
Concourse M	M16	B789	1.2	1.2	2.4
Concourse M	M17	A321	0.1	0.1	0.1
Concourse M	M17	B752	0.1	0.1	0.1
Concourse M	M17	B772	0.1	0.1	0.1
Concourse M	M17	B77W	0.9	0.9	1.9
Concourse M	M17	B788	1.0	1.0	2.0
Concourse M	M17	B789	0.7	0.0	0.7
Concourse M	M17	B78X	0.3	0.0	0.3
Concourse M	M18A	A20N	0.3	0.3	0.6
Concourse M	M18A	A320	0.0	1.0	1.0
Concourse M	M18A	A321	0.2	0.2	0.4
Concourse M	M18A	B39M	0.0	0.0	0.0
Concourse M	M18A	BCS3	0.1	0.1	0.1
Concourse M	M18B	A332	0.8	0.8	1.7
Concourse M	M18B	A359	1.0	1.0	2.0
Concourse M	M19A	A20N	0.0	0.0	0.0
Concourse M	M19A	A320	1.0	1.0	2.0
Concourse M	M19A	A321	0.0	0.0	0.0
Concourse M	M19A	B39M	0.0	0.0	0.0
Concourse M	M19A	B738	1.0	1.0	2.0
Concourse M	M19B	B77W	1.0	0.0	1.0
Concourse M	M19B	B789	1.0	1.0	2.0
Concourse M	M19C	A321	0.7	0.7	1.5
Concourse M	M19C	B39M	0.2	1.2	1.5
Concourse M	M19C	B738	0.0	0.0	0.0
Concourse M	M1A	C208	1.0	2.0	3.0
Concourse M	M1A	C402	4.0	4.0	8.0
Concourse M	M1B	C208	4.0	4.0	8.0
Concourse M	M1C	A319	2.0	2.0	4.0
Concourse M	M1C	A320	3.0	2.0	5.0
Concourse M	M1C	B738	1.0	1.0	2.0



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Table 2-25: Fleet Mix by Modeled Gates (Daytime)

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Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse M	M1C	BCS3	2.0	2.0	4.0
Concourse M	M1C	CRJ9	1.0	1.0	2.0
Concourse M	M1E	B739	3.0	3.0	6.0
Concourse M	M1E	BCS3	1.0	1.0	2.0
Concourse M	M1E	CRJ9	1.0	1.0	2.0
Concourse M	M1E	E175	1.0	0.0	1.0
Concourse M	M2	B739	1.0	1.0	2.0
Concourse M	M2	BCS3	2.0	2.0	4.0
Concourse M	M2	CRJ2	1.0	1.0	2.0
Concourse M	M2	CRJ9	3.0	3.0	6.0
Concourse M	M2	E175	0.0	0.0	0.0
Concourse M	M20A	A20N	0.0	0.0	0.0
Concourse M	M20A	A320	0.4	0.0	0.4
Concourse M	M20A	A321	0.0	1.0	1.0
Concourse M	M20B	A388	1.0	1.0	2.0
Concourse M	M20B	B748	1.0	1.0	2.0
Concourse M	M20B	B772	0.9	0.9	1.9
Concourse M	M20C	A20N	0.0	1.0	1.0
Concourse M	M20C	A320	0.0	0.0	0.0
Concourse M	M20C	A321	0.4	0.0	0.4
Concourse M	M21A	A320	2.0	2.0	4.0
Concourse M	M21A	A321	3.4	2.8	6.3
Concourse M	M22A	A320	1.0	2.0	3.0
Concourse M	M22A	A321	1.4	1.4	2.8
Concourse M	M22A	B39M	2.6	1.6	4.2
Concourse M	M22C	A320	2.0	1.8	3.8
Concourse M	M22C	A321	1.0	1.0	2.0
Concourse M	M22C	B39M	2.0	2.0	4.0
Concourse M	M24A	A320	2.0	2.0	3.9
Concourse M	M24A	A321	3.1	3.1	6.2
Concourse M	M25A	A320	1.0	1.0	2.1
Concourse M	M25A	A321	5.0	5.5	10.6
Concourse M	M25C	A320	2.0	2.0	4.0
Concourse M	M25C	A321	4.8	4.8	9.7
Concourse M	M26A	A321	2.0	2.0	4.0
Concourse M	M26A	B738	0.0	0.2	0.2
Concourse M	M26A	B739	1.0	2.0	3.0
Concourse M	M26A	E175	1.0	0.0	1.0
Concourse M	M26C	A321	2.0	2.0	4.0
Concourse M	M26C	B738	1.0	1.0	2.0
Concourse M	M26C	B739	1.0	1.0	2.0



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Table 2-25: Fleet Mix by Modeled Gates (Daytime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse M	M27	B738	1.0	1.0	2.0
Concourse M	M27	BCS3	4.9	4.9	9.9
Concourse M	M3	A320	0.0	1.0	1.0
Concourse M	M3	B738	1.0	1.0	2.0
Concourse M	M3	BCS1	2.0	2.0	4.0
Concourse M	M3	BCS3	4.0	3.5	7.4
Concourse M	M3	CRJ7	1.0	1.0	2.0
Concourse M	M4	A320	2.0	1.0	3.0
Concourse M	M4	B739	0.0	0.0	0.0
Concourse M	M4	BCS1	1.0	1.0	2.0
Concourse M	M4	BCS3	4.0	4.0	8.0
Concourse M	M4	CRJ7	0.5	1.0	1.5
Concourse M	M5	BCS1	2.0	2.0	4.0
Concourse M	M5	BCS3	3.0	3.0	6.0
Concourse M	M5	CRJ2	1.0	1.0	2.0
Concourse M	M6	A319	0.0	0.0	0.0
Concourse M	M6	B738	1.0	1.0	2.0
Concourse M	M6	B739	1.0	1.0	2.0
Concourse M	M6	BCS3	5.0	5.0	10.0
Concourse M	M7A	CRJ9	1.0	1.0	2.0
Concourse M	M7A	E175	5.0	4.0	9.0
Concourse M	M7C	A21N	1.0	1.0	2.0
Concourse M	M7C	A320	1.0	1.0	2.0
Concourse M	M7C	B738	2.0	2.0	4.0
Concourse M	M7C	B739	2.0	2.0	4.0
Concourse M	M8	A321	0.4	0.4	0.7
Concourse M	M8	A332	0.0	0.2	0.2
Concourse M	M8	A339	0.0	0.1	0.1
Concourse M	M8	B772	1.0	1.0	2.0
Concourse M	M8	B789	0.9	0.9	1.9
Concourse M	M9	A359	1.0	1.0	2.0
Concourse M	M9	B789	2.0	1.6	3.6
General Aviation	GA1	C56X	1.0	1.0	2.0
General Aviation	GA1	C680	0.4	0.4	0.8
General Aviation	GA1	C68A	0.6	0.6	1.2
General Aviation	GA1	CL30	1.0	1.0	2.0
General Aviation	GA1	E55P	0.0	1.0	1.0
General Aviation	GA1	LJ45	0.6	0.6	1.2
General Aviation	GA10	C680	0.6	0.6	1.2
General Aviation	GA10	C68A	0.4	0.4	0.8
General Aviation	GA10	C750	1.0	1.0	2.0



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Table 2-25: Fleet Mix by Modeled Gates (Daytime)

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Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
General Aviation	GA10	CL35	1.0	1.0	2.0
General Aviation	GA10	LJ45	0.4	0.4	0.8
Northeast Cargo	NEC01	B744F	0.0	1.0	1.0
Northeast Cargo	NEC01	B748F	1.0	0.0	1.0
Northeast Cargo	NEC01	B77F	0.0	1.0	1.0
Northeast Cargo	NEC02	B744F	1.0	1.0	2.0
Northeast Cargo	NEC02	B748F	0.0	0.0	0.0
Northeast Cargo	NEC02	B763	0.0	0.0	0.0
Northeast Cargo	NEC02	B77F	0.0	0.0	0.0
Northeast Cargo	NEC03	B744F	0.0	0.0	0.0
Northeast Cargo	NEC03	B748F	0.0	0.0	0.0
Northeast Cargo	NEC03	B77F	0.0	0.0	0.0
Northeast Cargo	NEC04	B744F	0.0	0.5	0.5
Northeast Cargo	NEC04	B77F	0.0	0.5	0.5
Northeast Cargo	NEC05	B744F	0.0	0.5	0.5
Northeast Cargo	NEC05	B748F	0.0	0.0	0.0
Northeast Cargo	NEC05	B77F	0.0	0.2	0.2
Northeast Cargo	NEC06	B744F	0.0	0.0	0.0
Northeast Cargo	NEC06	B748F	0.0	0.0	0.0
Northeast Cargo	NEC07	B744F	0.0	0.0	0.0
Northeast Cargo	NEC07	B763	0.2	0.0	0.2
Northeast Cargo	NEC07	B77F	0.0	0.2	0.2
Northeast Cargo	NEC08	B763	0.2	0.0	0.2
O'Hare Global Terminal	GT01	B738	0.8	0.1	1.0
O'Hare Global Terminal	GT01	CRJ2	3.7	3.7	7.5
O'Hare Global Terminal	GT01	CRJ5	1.0	2.0	3.0
O'Hare Global Terminal	GT01	CRJ7	0.2	0.2	0.3
O'Hare Global Terminal	GT01	CRJ9	0.3	0.3	0.5
O'Hare Global Terminal	GT01	E175	2.0	1.0	3.0
O'Hare Global Terminal	GT02	B739	0.0	0.0	0.0
O'Hare Global Terminal	GT02	CRJ2	4.2	5.1	9.4
O'Hare Global Terminal	GT02	CRJ5	0.2	0.2	0.5
O'Hare Global Terminal	GT02	CRJ9	0.8	0.8	1.5
O'Hare Global Terminal	GT02	E175	1.0	1.0	2.0
O'Hare Global Terminal	GT03	B38M	0.2	0.2	0.5
O'Hare Global Terminal	GT03	B39M	1.0	1.0	2.0
O'Hare Global Terminal	GT03	B738	0.3	0.5	0.8
O'Hare Global Terminal	GT03	B739	0.2	0.2	0.5
O'Hare Global Terminal	GT03	CRJ2	1.4	1.4	2.7
O'Hare Global Terminal	GT03	CRJ5	1.0	2.0	3.0
O'Hare Global Terminal	GT03	CRJ9	0.0	0.0	0.0



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Table 2-25: Fleet Mix by Modeled Gates (Daytime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
O'Hare Global Terminal	GT03	E175	1.3	1.3	2.6
O'Hare Global Terminal	GT04	B37M	0.0	0.0	0.0
O'Hare Global Terminal	GT04	B738	0.0	0.4	0.4
O'Hare Global Terminal	GT04	CRJ2	1.0	1.0	2.0
O'Hare Global Terminal	GT04	CRJ5	2.0	3.0	5.0
O'Hare Global Terminal	GT04	CRJ9	2.0	1.8	3.8
O'Hare Global Terminal	GT04	E145	1.0	0.0	1.0
O'Hare Global Terminal	GT04	E170	0.1	0.1	0.1
O'Hare Global Terminal	GT04	E175	1.5	0.9	2.4
O'Hare Global Terminal	GT05A	B738	0.0	0.1	0.1
O'Hare Global Terminal	GT05A	E170	1.0	0.9	1.8
O'Hare Global Terminal	GT05A	E175	0.8	0.8	1.6
O'Hare Global Terminal	GT05B	A359	0.6	2.0	2.6
O'Hare Global Terminal	GT05B	B789	0.4	0.2	0.6
O'Hare Global Terminal	GT05B	B78X	0.8	0.4	1.2
O'Hare Global Terminal	GT05C	B39M	0.0	0.1	0.1
O'Hare Global Terminal	GT05C	B739	0.2	0.2	0.3
O'Hare Global Terminal	GT05C	E175	2.6	1.6	4.2
O'Hare Global Terminal	GT06A	E170	0.8	0.0	0.8
O'Hare Global Terminal	GT06A	E175	1.8	2.8	4.6
O'Hare Global Terminal	GT06B	A359	1.7	0.8	2.5
O'Hare Global Terminal	GT06B	B779	0.0	0.1	0.1
O'Hare Global Terminal	GT06B	B77W	0.0	0.0	0.0
O'Hare Global Terminal	GT06B	B789	0.5	0.3	0.8
O'Hare Global Terminal	GT06B	B78X	1.3	1.5	2.8
O'Hare Global Terminal	GT06C	A320	0.9	0.8	1.7
O'Hare Global Terminal	GT06C	B39M	0.8	1.8	2.6
O'Hare Global Terminal	GT06C	E170	0.8	0.0	0.8
O'Hare Global Terminal	GT07A	B38M	1.0	2.0	3.0
O'Hare Global Terminal	GT07A	B738	2.0	2.0	4.0
O'Hare Global Terminal	GT07A	E175	0.0	0.0	0.0
O'Hare Global Terminal	GT07B	A35K	1.0	1.0	2.0
O'Hare Global Terminal	GT07B	B789	1.0	0.0	1.0
O'Hare Global Terminal	GT07C	A21NX	0.4	0.4	0.7
O'Hare Global Terminal	GT07C	B38M	2.0	3.0	5.0
O'Hare Global Terminal	GT07C	E175	0.6	0.6	1.1
O'Hare Global Terminal	GT08A	A320	2.0	2.0	4.0
O'Hare Global Terminal	GT08A	E175	1.0	1.0	2.0
O'Hare Global Terminal	GT08B	A359	1.0	1.0	2.0
O'Hare Global Terminal	GT08B	A388	1.0	1.0	2.0
O'Hare Global Terminal	GT08C	B38M	2.0	1.8	3.8



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Table 2-25: Fleet Mix by Modeled Gates (Daytime)
 O'Hare TAP and ATP Environmental Assessment
 Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
O'Hare Global Terminal	GT09A	A21N	1.0	1.0	2.0
O'Hare Global Terminal	GT09A	A319	1.0	1.0	2.0
O'Hare Global Terminal	GT09A	B38M	1.0	1.0	2.0
O'Hare Global Terminal	GT09A	B738	0.0	1.0	1.0
O'Hare Global Terminal	GT09B	B77W	1.0	0.0	1.0
O'Hare Global Terminal	GT09B	B789	2.0	0.0	2.0
O'Hare Global Terminal	GT09C	A319	1.0	1.0	2.0
O'Hare Global Terminal	GT09C	B38M	1.0	1.0	2.0
O'Hare Global Terminal	GT10A	A21N	0.0	0.0	0.0
O'Hare Global Terminal	GT10A	B38M	1.0	1.0	2.0
O'Hare Global Terminal	GT10B	A359	1.0	1.0	2.0
O'Hare Global Terminal	GT10B	B77W	0.0	0.0	0.0
O'Hare Global Terminal	GT10B	B788	0.0	1.0	1.0
O'Hare Global Terminal	GT10B	B789	1.0	0.0	1.0
O'Hare Global Terminal	GT10C	B38M	1.0	1.0	2.0
O'Hare Global Terminal	GT10C	B738	0.0	1.0	1.0
O'Hare Global Terminal	GT11A	B38M	0.0	0.7	0.7
O'Hare Global Terminal	GT11B	A332	1.0	0.0	1.0
O'Hare Global Terminal	GT11B	A35K	1.0	1.0	2.0
O'Hare Global Terminal	GT11B	B744	1.0	1.0	2.0
O'Hare Global Terminal	GT11C	B38M	0.0	1.0	1.0
O'Hare Global Terminal	GT12A	A21N	1.0	0.0	1.0
O'Hare Global Terminal	GT12A	A21NX	1.6	0.6	2.3
O'Hare Global Terminal	GT12A	A321	0.0	0.2	0.2
O'Hare Global Terminal	GT12A	B38M	0.1	0.0	0.1
O'Hare Global Terminal	GT12A	E175	0.4	0.4	0.7
O'Hare Global Terminal	GT12B	B77W	1.0	0.0	1.0
O'Hare Global Terminal	GT12B	B788	1.0	0.0	1.0
O'Hare Global Terminal	GT12B	B789	0.0	1.0	1.0
O'Hare Global Terminal	GT12C	A21N	0.8	1.4	2.3
O'Hare Global Terminal	GT12C	A21NX	0.0	1.0	1.0
O'Hare Global Terminal	GT12C	A321	0.4	1.4	1.8
O'Hare Global Terminal	GT12C	B38M	0.9	0.0	0.9
O'Hare Global Terminal	GT12C	B738	0.0	0.0	0.0
O'Hare Global Terminal	GT12C	E175	0.1	0.1	0.1
O'Hare Global Terminal	GT13B	A332	0.6	0.0	0.6
O'Hare Global Terminal	GT13B	B789	3.0	2.0	5.0
O'Hare Global Terminal	GT13C	A21N	1.0	0.0	1.0
Satellite 1 Concourse	S101A	B37M	1.7	2.0	3.8
Satellite 1 Concourse	S101A	B739	0.0	0.0	0.0
Satellite 1 Concourse	S101A	E170	1.0	1.0	2.0



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Table 2-25: Fleet Mix by Modeled Gates (Daytime)
 O'Hare TAP and ATP Environmental Assessment
 Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Satellite 1 Concourse	S101A	E175	0.7	0.7	1.4
Satellite 1 Concourse	S101B	A359	1.3	0.0	1.3
Satellite 1 Concourse	S101B	B77W	0.3	0.3	0.6
Satellite 1 Concourse	S101B	B788	0.5	0.6	1.1
Satellite 1 Concourse	S101B	B78X	0.2	0.3	0.5
Satellite 1 Concourse	S101C	B37M	0.8	1.4	2.2
Satellite 1 Concourse	S101C	B738	0.5	0.5	1.1
Satellite 1 Concourse	S101C	B739	0.6	0.6	1.3
Satellite 1 Concourse	S101C	E175	1.0	0.0	1.0
Satellite 1 Concourse	S102A	B37M	2.2	2.0	4.2
Satellite 1 Concourse	S102A	B738	2.3	1.5	3.8
Satellite 1 Concourse	S102A	B739	0.2	0.2	0.4
Satellite 1 Concourse	S102A	E170	0.0	1.0	1.0
Satellite 1 Concourse	S102A	E175	1.0	1.0	2.0
Satellite 1 Concourse	S102B	A359	0.5	0.0	0.5
Satellite 1 Concourse	S102B	B779	0.2	0.1	0.2
Satellite 1 Concourse	S102B	B788	0.1	0.3	0.4
Satellite 1 Concourse	S102B	B789	0.6	0.4	1.0
Satellite 1 Concourse	S102B	B78X	0.7	0.0	0.7
Satellite 1 Concourse	S102C	B37M	2.1	3.0	5.1
Satellite 1 Concourse	S102C	B738	0.7	0.6	1.3
Satellite 1 Concourse	S102C	E175	1.9	1.9	3.8
Satellite 1 Concourse	S103A	A320	0.1	0.1	0.3
Satellite 1 Concourse	S103A	B37M	0.7	0.6	1.3
Satellite 1 Concourse	S103A	B38M	0.1	0.1	0.3
Satellite 1 Concourse	S103A	B738	1.4	2.4	3.8
Satellite 1 Concourse	S103A	E170	1.0	1.0	2.0
Satellite 1 Concourse	S103A	E175	0.6	0.6	1.2
Satellite 1 Concourse	S103B	A359	0.0	0.3	0.3
Satellite 1 Concourse	S103B	B779	0.8	0.2	1.1
Satellite 1 Concourse	S103B	B77W	0.4	0.4	0.7
Satellite 1 Concourse	S103B	B788	0.2	0.2	0.3
Satellite 1 Concourse	S103B	B789	0.4	0.4	0.9
Satellite 1 Concourse	S103B	B78X	0.0	0.0	0.0
Satellite 1 Concourse	S103C	B37M	1.0	2.0	3.0
Satellite 1 Concourse	S103C	B738	0.6	0.6	1.3
Satellite 1 Concourse	S103C	B739	0.7	0.0	0.7
Satellite 1 Concourse	S103C	E170	0.0	0.0	0.0
Satellite 1 Concourse	S103C	E175	1.6	1.6	3.1
Satellite 1 Concourse	S104A	A319	0.2	0.2	0.5
Satellite 1 Concourse	S104A	B37M	1.3	1.1	2.4



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Table 2-25: Fleet Mix by Modeled Gates (Daytime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Satellite 1 Concourse	S104A	B38M	0.4	0.4	0.7
Satellite 1 Concourse	S104A	B39M	0.1	0.0	0.1
Satellite 1 Concourse	S104A	B738	0.7	0.8	1.5
Satellite 1 Concourse	S104A	B739	0.2	1.0	1.2
Satellite 1 Concourse	S104A	E170	0.1	0.1	0.1
Satellite 1 Concourse	S104A	E175	1.5	1.5	3.1
Satellite 1 Concourse	S104B	A359	0.5	0.3	0.8
Satellite 1 Concourse	S104B	B763	0.2	0.2	0.5
Satellite 1 Concourse	S104B	B779	0.7	0.0	0.7
Satellite 1 Concourse	S104B	B77W	0.3	0.3	0.6
Satellite 1 Concourse	S104B	B789	0.0	0.0	0.0
Satellite 1 Concourse	S104B	B78X	0.2	0.1	0.2
Satellite 1 Concourse	S104C	B37M	0.0	1.0	1.0
Satellite 1 Concourse	S104C	B738	0.5	0.5	1.0
Satellite 1 Concourse	S104C	E170	2.0	2.0	4.0
Satellite 1 Concourse	S104C	E175	0.4	0.4	0.7
Satellite 1 Concourse	S105A	A319	0.1	0.1	0.1
Satellite 1 Concourse	S105A	B37M	0.2	1.0	1.2
Satellite 1 Concourse	S105A	B738	0.1	0.0	0.1
Satellite 1 Concourse	S105A	B739	1.0	1.0	2.0
Satellite 1 Concourse	S105A	E175	1.0	1.0	2.0
Satellite 1 Concourse	S105B	A359	0.5	1.1	1.6
Satellite 1 Concourse	S105B	B779	0.0	0.2	0.2
Satellite 1 Concourse	S105B	B77W	0.4	0.4	0.9
Satellite 1 Concourse	S105B	B788	0.2	0.2	0.5
Satellite 1 Concourse	S105B	B789	1.0	0.5	1.5
Satellite 1 Concourse	S105B	B78X	0.3	0.0	0.3
Satellite 1 Concourse	S105C	A319	0.1	0.1	0.3
Satellite 1 Concourse	S105C	A320	1.0	1.0	2.0
Satellite 1 Concourse	S105C	B37M	0.9	1.9	2.7
Satellite 1 Concourse	S105C	B39M	0.1	0.0	0.1
Satellite 1 Concourse	S105C	B739	0.1	0.1	0.1
Satellite 1 Concourse	S105C	E170	1.0	1.0	2.0
Satellite 1 Concourse	S106A	A319	0.6	0.6	1.2
Satellite 1 Concourse	S106A	B37M	1.0	2.0	3.0
Satellite 1 Concourse	S106A	B39M	0.9	0.0	0.9
Satellite 1 Concourse	S106A	B738	0.1	0.7	0.7
Satellite 1 Concourse	S106A	E170	1.0	1.0	2.0
Satellite 1 Concourse	S106A	E175	1.2	1.2	2.5
Satellite 1 Concourse	S106B	A359	0.0	0.1	0.1
Satellite 1 Concourse	S106B	B779	0.1	0.0	0.1



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Table 2-25: Fleet Mix by Modeled Gates (Daytime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Satellite 1 Concourse	S106B	B77W	0.4	0.4	0.8
Satellite 1 Concourse	S106B	B789	0.3	0.3	0.6
Satellite 1 Concourse	S106B	B78X	0.6	0.4	1.0
Satellite 1 Concourse	S106C	B37M	0.0	1.0	1.0
Satellite 1 Concourse	S106C	B39M	1.7	0.9	2.5
Satellite 1 Concourse	S106C	B738	1.0	1.0	2.0
Satellite 1 Concourse	S106C	CRJ9	0.0	0.0	0.0
Satellite 1 Concourse	S106C	E175	1.4	1.4	2.7
Satellite 1 Concourse	S107A	B37M	0.1	0.1	0.3
Satellite 1 Concourse	S107A	B39M	1.0	1.0	2.0
Satellite 1 Concourse	S107A	E170	1.3	1.0	2.3
Satellite 1 Concourse	S107A	E175	0.9	0.9	1.7
Satellite 1 Concourse	S107B	A388	1.0	1.0	2.0
Satellite 1 Concourse	S107B	B788	1.0	1.0	2.0
Satellite 1 Concourse	S107C	A319	1.9	1.9	3.7
Satellite 1 Concourse	S107C	E170	1.0	1.0	2.0
Satellite 1 Concourse	S107C	E175	0.2	0.2	0.4
Satellite 1 Concourse	S108A	E175	0.0	0.2	0.2
Satellite 1 Concourse	S108B	A359	2.0	2.2	4.2
Satellite 1 Concourse	S108B	B763	0.4	0.4	0.7
Satellite 1 Concourse	S108B	B779	0.2	0.0	0.2
Satellite 1 Concourse	S108B	B77W	0.2	0.2	0.3
Satellite 1 Concourse	S108B	B788	0.1	1.1	1.1
Satellite 1 Concourse	S108B	B789	0.1	0.1	0.3
Satellite 1 Concourse	S108B	B78X	0.3	0.2	0.5
Satellite 1 Concourse	S108C	B37M	0.0	0.2	0.2
Satellite 1 Concourse	S108C	E175	0.0	0.5	0.5
Satellite 1 Concourse	S109A	B37M	0.0	0.0	0.0
Satellite 1 Concourse	S109B	A359	0.5	0.5	0.9
Satellite 1 Concourse	S109B	B779	1.0	1.4	2.4
Satellite 1 Concourse	S109B	B788	0.0	0.0	0.0
Satellite 1 Concourse	S109B	B789	1.0	1.1	2.1
Satellite 1 Concourse	S109B	B78X	1.0	2.0	3.0
Satellite 1 Concourse	S110A	CRJ9	0.1	0.1	0.3
Satellite 1 Concourse	S110B	A359	1.0	1.7	2.7
Satellite 1 Concourse	S110B	B763	0.4	0.4	0.8
Satellite 1 Concourse	S110B	B788	0.0	0.2	0.2
Satellite 1 Concourse	S110B	B789	0.2	0.4	0.6
Satellite 1 Concourse	S110B	B78X	0.7	1.5	2.3
Satellite 1 Concourse	S111	CRJ2	1.2	0.2	1.3
Satellite 1 Concourse	S111	CRJ5	1.0	1.0	2.0



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Table 2-25: Fleet Mix by Modeled Gates (Daytime)
 O'Hare TAP and ATP Environmental Assessment
 Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Satellite 1 Concourse	S111	CRJ9	1.1	2.1	3.1
Satellite 1 Concourse	S111	E170	3.2	4.7	7.9
Satellite 1 Concourse	S111	E175	2.0	2.1	4.1
Satellite 1 Concourse	S112	B37M	2.0	2.0	4.0
Satellite 1 Concourse	S112	B39M	1.0	1.0	2.0
Satellite 1 Concourse	S112	B738	1.0	1.0	2.0
Satellite 1 Concourse	S112	CRJ2	1.0	1.0	2.0
Satellite 1 Concourse	S112	E170	1.0	2.0	3.0
Satellite 1 Concourse	S113	B37M	1.0	1.0	2.0
Satellite 1 Concourse	S113	B38M	0.2	0.2	0.5
Satellite 1 Concourse	S113	B39M	0.0	1.0	1.0
Satellite 1 Concourse	S113	CRJ2	1.0	1.0	2.0
Satellite 1 Concourse	S113	E145	0.5	0.5	1.0
Satellite 1 Concourse	S113	E175	1.1	1.1	2.3
Satellite 1 Concourse	S114	A319	1.4	1.4	2.7
Satellite 1 Concourse	S114	B37M	1.1	0.0	1.1
Satellite 1 Concourse	S114	B738	0.0	0.0	0.0
Satellite 1 Concourse	S114	CRJ5	0.2	0.2	0.5
Satellite 1 Concourse	S114	CRJ9	0.9	0.7	1.6
Satellite 1 Concourse	S114	E170	0.6	0.6	1.3
Satellite 1 Concourse	S114	E175	1.4	2.4	3.8
Satellite 2 Concourse	S201	A319	0.9	0.8	1.7
Satellite 2 Concourse	S201	A320	0.4	0.4	0.8
Satellite 2 Concourse	S201	B39M	5.9	6.9	12.8
Satellite 2 Concourse	S201	B738	0.0	0.0	0.0
Satellite 2 Concourse	S201	CRJ5	1.0	1.0	2.0
Satellite 2 Concourse	S201	E145	0.0	0.4	0.4
Satellite 2 Concourse	S201	E170	0.1	0.1	0.3
Satellite 2 Concourse	S202	A319	0.1	0.1	0.3
Satellite 2 Concourse	S202	B37M	0.0	0.0	0.0
Satellite 2 Concourse	S202	B39M	6.6	6.6	13.2
Satellite 2 Concourse	S202	B738	0.4	0.4	0.8
Satellite 2 Concourse	S202	CRJ5	1.7	1.7	3.3
Satellite 2 Concourse	S203	A319	1.0	1.0	2.0
Satellite 2 Concourse	S203	A320	1.4	1.4	2.8
Satellite 2 Concourse	S203	B37M	0.0	0.0	0.0
Satellite 2 Concourse	S203	B39M	5.2	6.1	11.3
Satellite 2 Concourse	S203	CRJ2	0.4	0.4	0.7
Satellite 2 Concourse	S204	A319	1.0	1.9	2.9
Satellite 2 Concourse	S204	B37M	0.1	0.1	0.1
Satellite 2 Concourse	S204	B39M	4.9	4.7	9.7



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Table 2-25: Fleet Mix by Modeled Gates (Daytime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Satellite 2 Concourse	S204	CRJ2	2.0	2.0	4.0
Satellite 2 Concourse	S204	CRJ9	1.0	1.0	2.0
Satellite 2 Concourse	S205	A319	3.8	3.8	7.6
Satellite 2 Concourse	S205	B37M	0.1	0.1	0.3
Satellite 2 Concourse	S205	B39M	3.0	2.0	5.0
Satellite 2 Concourse	S205	B738	1.0	1.0	2.0
Satellite 2 Concourse	S205	B739	0.1	0.1	0.1
Satellite 2 Concourse	S205	CRJ5	0.0	1.0	1.0
Satellite 2 Concourse	S205	E175	0.2	0.2	0.3
Satellite 2 Concourse	S206	A319	1.9	1.9	3.7
Satellite 2 Concourse	S206	A320	1.1	1.1	2.2
Satellite 2 Concourse	S206	B37M	0.0	1.0	1.0
Satellite 2 Concourse	S206	B39M	2.0	2.0	4.0
Satellite 2 Concourse	S206	CRJ5	2.0	1.0	3.0
Satellite 2 Concourse	S207	A319	4.4	3.4	7.9
Satellite 2 Concourse	S207	A320	0.5	0.5	1.0
Satellite 2 Concourse	S207	B37M	1.0	1.0	2.1
Satellite 2 Concourse	S207	B39M	1.0	2.0	3.0
Satellite 2 Concourse	S207	B738	1.0	0.9	1.9
Satellite 2 Concourse	S207	CRJ2	1.0	1.0	2.0
Satellite 2 Concourse	S207	CRJ5	0.4	0.4	0.7
Satellite 2 Concourse	S207	E175	0.4	0.4	0.7
Satellite 2 Concourse	S208	A319	2.7	2.6	5.3
Satellite 2 Concourse	S208	A320	3.9	2.9	6.8
Satellite 2 Concourse	S208	B37M	1.1	1.1	2.3
Satellite 2 Concourse	S208	B39M	0.0	1.0	1.0
Satellite 2 Concourse	S208	B739	1.0	1.0	2.0
Satellite 2 Concourse	S209	A319	1.4	1.4	2.8
Satellite 2 Concourse	S209	A320	1.2	2.2	3.4
Satellite 2 Concourse	S209	B37M	0.4	0.4	0.7
Satellite 2 Concourse	S209	B39M	1.0	1.0	2.0
Satellite 2 Concourse	S209	B738	0.9	0.9	1.9
Satellite 2 Concourse	S209	CRJ2	0.1	0.1	0.1
Satellite 2 Concourse	S209	CRJ5	1.1	0.1	1.1
Satellite 2 Concourse	S209	E170	0.1	1.3	1.4
Satellite 2 Concourse	S209	E175	1.2	1.2	2.5
Satellite 2 Concourse	S210	A319	1.2	1.2	2.4
Satellite 2 Concourse	S210	A320	3.8	3.7	7.5
Satellite 2 Concourse	S210	B37M	0.6	0.6	1.2
Satellite 2 Concourse	S210	B39M	0.0	1.0	1.0
Satellite 2 Concourse	S210	B738	1.7	1.7	3.4



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Table 2-25: Fleet Mix by Modeled Gates (Daytime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Satellite 2 Concourse	S210	B739	0.1	0.1	0.1
Satellite 2 Concourse	S210	CRJ7	1.0	1.0	2.0
Satellite 2 Concourse	S210	E175	1.1	1.1	2.3
Satellite 2 Concourse	S211	A319	4.0	3.0	7.0
Satellite 2 Concourse	S211	A320	2.7	3.7	6.4
Satellite 2 Concourse	S211	B37M	1.0	1.0	2.0
Satellite 2 Concourse	S211	B39M	0.1	0.1	0.3
Satellite 2 Concourse	S211	B738	1.1	1.1	2.3
Satellite 2 Concourse	S212	A319	1.1	2.1	3.3
Satellite 2 Concourse	S212	A320	0.9	0.9	1.7
Satellite 2 Concourse	S212	B37M	2.0	2.0	4.0
Satellite 2 Concourse	S212	B738	4.0	3.0	7.0
Satellite 2 Concourse	S212	B739	1.0	1.0	2.0
Satellite 2 Concourse	S213	A320	1.1	2.1	3.3
Satellite 2 Concourse	S213	B37M	3.8	3.8	7.6
Satellite 2 Concourse	S213	B39M	1.1	0.1	1.1
Satellite 2 Concourse	S213	CRJ2	1.0	1.0	2.0
Satellite 2 Concourse	S213	CRJ5	0.1	0.1	0.1
Satellite 2 Concourse	S214	A319	2.0	1.0	3.0
Satellite 2 Concourse	S214	A320	0.0	1.0	1.0
Satellite 2 Concourse	S214	B37M	0.7	0.7	1.3
Satellite 2 Concourse	S214	B39M	1.0	1.0	2.0
Satellite 2 Concourse	S214	B738	2.6	2.6	5.1
Satellite 2 Concourse	S214	B739	0.9	1.0	1.9
Satellite 2 Concourse	S214	CRJ9	0.1	0.1	0.2
Satellite 2 Concourse	S214	E145	0.4	0.4	0.7
Satellite 2 Concourse	S214	E175	0.1	0.1	0.1
Satellite 2 Concourse	S215	A319	1.0	1.0	2.0
Satellite 2 Concourse	S215	A320	0.0	0.0	0.0
Satellite 2 Concourse	S215	B37M	1.9	2.2	4.1
Satellite 2 Concourse	S215	B738	2.0	1.9	3.9
Satellite 2 Concourse	S215	B739	0.8	1.8	2.6
Satellite 2 Concourse	S215	CRJ5	0.4	0.4	0.8
Satellite 2 Concourse	S215	CRJ7	0.9	0.0	0.9
Satellite 2 Concourse	S215	CRJ9	0.1	0.1	0.3
Satellite 2 Concourse	S215	E170	0.2	0.2	0.3
Satellite 2 Concourse	S215	E175	0.9	0.9	1.9
Satellite 2 Concourse	S216	B37M	4.0	4.0	8.1
Satellite 2 Concourse	S216	B738	2.0	3.1	5.2
Satellite 2 Concourse	S216	B739	1.4	1.4	2.8
Satellite 2 Concourse	S216	CRJ9	0.0	0.1	0.1



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Table 2-25: Fleet Mix by Modeled Gates (Daytime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Satellite 2 Concourse	S216	E170	0.9	0.9	1.9
Satellite 2 Concourse	S216	E175	0.0	0.0	0.0
Satellite 2 Concourse	S217	A319	0.1	0.1	0.3
Satellite 2 Concourse	S217	B37M	2.0	3.0	4.9
Satellite 2 Concourse	S217	B39M	0.1	0.1	0.3
Satellite 2 Concourse	S217	B738	1.7	1.7	3.3
Satellite 2 Concourse	S217	B739	1.1	1.1	2.1
Satellite 2 Concourse	S217	CRJ5	0.7	0.7	1.4
Satellite 2 Concourse	S217	CRJ9	2.2	2.1	4.3
Satellite 2 Concourse	S217	E175	0.2	0.2	0.5
Satellite 2 Concourse	S218	A319	0.0	0.0	0.0
Satellite 2 Concourse	S218	B37M	4.6	4.6	9.2
Satellite 2 Concourse	S218	B738	2.0	3.0	5.0
Satellite 2 Concourse	S218	B739	0.6	0.8	1.4
Satellite 2 Concourse	S218	CRJ2	0.0	0.0	0.0
Satellite 2 Concourse	S218	CRJ5	0.2	0.2	0.5
Satellite 2 Concourse	S218	CRJ9	0.7	0.7	1.3
Satellite 2 Concourse	S218	E175	0.8	0.8	1.5
Satellite 2 Concourse	S219	A319	1.2	0.1	1.3
Satellite 2 Concourse	S219	A320	1.0	1.0	2.0
Satellite 2 Concourse	S219	B37M	2.9	3.9	6.9
Satellite 2 Concourse	S219	B738	2.0	2.0	4.0
Satellite 2 Concourse	S219	B739	0.6	0.6	1.3
Satellite 2 Concourse	S219	BCS3	0.1	0.1	0.1
Satellite 2 Concourse	S219	CRJ9	1.1	1.1	2.2
Satellite 2 Concourse	S220	A319	0.9	0.0	0.9
Satellite 2 Concourse	S220	BCS3	0.9	0.9	1.9
Satellite 2 Concourse	S220	CRJ9	3.9	4.4	8.3
Satellite 2 Concourse	S221	CRJ9	7.2	7.2	14.5
Satellite 2 Concourse	S221	E175	0.9	0.9	1.9
Satellite 2 Concourse	S222	A320	0.0	0.1	0.1
Satellite 2 Concourse	S222	B37M	0.2	0.2	0.4
Satellite 2 Concourse	S222	B738	0.9	1.6	2.6
Satellite 2 Concourse	S222	B739	2.0	1.0	3.0
Satellite 2 Concourse	S222	CRJ2	2.0	2.0	4.0
Satellite 2 Concourse	S222	CRJ5	0.2	0.2	0.5
Satellite 2 Concourse	S222	CRJ7	0.1	0.0	0.1
Satellite 2 Concourse	S222	CRJ9	1.2	1.4	2.5
Satellite 2 Concourse	S222	E145	0.2	0.1	0.3
Satellite 2 Concourse	S222	E175	1.0	1.0	2.0
Satellite 2 Concourse	S223	A319	0.0	0.0	0.0



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Table 2-25: Fleet Mix by Modeled Gates (Daytime)
 O'Hare TAP and ATP Environmental Assessment
 Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Satellite 2 Concourse	S223	B37M	2.5	2.1	4.7
Satellite 2 Concourse	S223	B738	0.3	0.5	0.8
Satellite 2 Concourse	S223	B739	1.0	1.8	2.8
Satellite 2 Concourse	S223	CRJ2	0.8	0.8	1.6
Satellite 2 Concourse	S223	CRJ5	0.8	0.8	1.5
Satellite 2 Concourse	S223	CRJ7	0.0	0.1	0.1
Satellite 2 Concourse	S223	CRJ9	2.4	2.6	4.9
Satellite 2 Concourse	S223	E145	0.9	0.0	0.9
Satellite 2 Concourse	S223	E175	0.0	0.0	0.0
Satellite 2 Concourse	S224	A319	0.0	0.1	0.1
Satellite 2 Concourse	S224	A320	0.0	0.9	0.9
Satellite 2 Concourse	S224	B37M	2.0	1.4	3.5
Satellite 2 Concourse	S224	B39M	0.8	0.8	1.6
Satellite 2 Concourse	S224	B738	2.2	2.2	4.4
Satellite 2 Concourse	S224	B739	0.3	0.3	0.6
Satellite 2 Concourse	S224	CRJ2	0.1	0.1	0.3
Satellite 2 Concourse	S224	CRJ5	0.6	0.6	1.3
Satellite 2 Concourse	S224	CRJ7	0.0	0.9	0.9
Satellite 2 Concourse	S224	CRJ9	0.1	0.1	0.2
Satellite 2 Concourse	S224	E170	1.0	1.0	2.0
South Central Cargo	UALC1	B77F	0.3	0.0	0.3
Southeast Cargo	SEC01	B744F	0.0	0.0	0.0
Southeast Cargo	SEC01	B748F	0.9	0.9	1.9
Southeast Cargo	SEC01	B752F	0.0	0.0	0.0
Southeast Cargo	SEC01	B763	0.0	0.0	0.0
Southeast Cargo	SEC02	A306	0.0	0.5	0.5
Southeast Cargo	SEC02	B748F	0.0	0.0	0.0
Southeast Cargo	SEC02	B77F	0.0	0.0	0.0
Southeast Cargo	SEC03	B752F	0.0	0.0	0.0
Southeast Cargo	SEC04	B744F	0.8	0.8	1.6
Southeast Cargo	SEC04	B748F	0.1	0.1	0.1
Southeast Cargo	SEC04	B763	0.0	0.0	0.0
Southeast Cargo	SEC04	B77F	0.8	1.1	1.9
Southeast Cargo	SEC05	B744F	0.2	1.0	1.2
Southeast Cargo	SEC06	A306	0.0	0.0	0.0
Southeast Cargo	SEC07	B77F	0.0	0.0	0.0
Southeast Cargo	SEC08	B744F	0.1	0.3	0.5
Southeast Cargo	SEC08	B763	0.0	0.0	0.0
Southeast Cargo	SEC08	B77F	0.1	0.1	0.1
Southeast Cargo	SEC09	B752F	0.0	0.0	0.0
Southeast Cargo	SEC09	B763	0.0	0.0	0.0



Table 2-25: Fleet Mix by Modeled Gates (Daytime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Southeast Cargo	SEC09	B77F	0.2	0.1	0.3
Southeast Cargo	SEC10	B77F	0.0	1.0	1.0
Southeast Cargo	SEC12	B763	0.0	0.0	0.0
Southeast Cargo	SEC12	B77F	0.0	0.7	0.7
Southeast Cargo	SEC13	B744F	0.4	0.4	0.8
Southeast Cargo	SEC13	B77F	0.6	0.0	0.6
Southeast Cargo	SEC14	A306	0.6	0.0	0.6
Southeast Cargo	SEC14	B744F	0.4	0.4	0.9
Southeast Cargo	SEC15	A306	0.4	0.0	0.4
Southeast Cargo	SEC17	B77F	0.0	0.1	0.1
Southwest Cargo	FDX1	B752F	0.0	0.0	0.0
Southwest Cargo	FDX1	B763	0.4	0.0	0.4
Southwest Cargo	FDX1	B77F	0.0	0.4	0.4
Southwest Cargo	FDX2	B752F	0.0	0.0	0.0
Southwest Cargo	FDX2	B763	0.4	0.0	0.4
Southwest Cargo	FDX3	B752F	0.0	0.0	0.0
Southwest Cargo	FDX3	B763	0.6	0.0	0.6
Southwest Cargo	FDX3	B77F	0.0	0.6	0.6
Southwest Cargo	FDX4	B752F	0.0	0.0	0.0
Southwest Cargo	FDX4	B763	0.6	0.6	1.1
Southwest Cargo	FDX5	B763	0.0	0.0	0.0
Southwest Cargo	FDX5	B77F	0.9	1.0	1.9
Southwest Cargo	FDX6	A306	1.0	0.0	1.0
Southwest Cargo	FDX6	B763	0.0	0.4	0.4
Southwest Cargo	FDX7	B763	0.0	0.0	0.0
Southwest Cargo	FDX7	B77F	0.0	1.0	1.0
Totals			1284.2	1345.1	2629.3

Source: Total Airspace and Airport Modeler Simulation Results, April 2020.

Prepared by: Ricondo & Associates, Inc., May 2020.



Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse B	B10	A319	0.0	0.0	0.0
Concourse B	B10	B37M	0.0	0.0	0.0
Concourse B	B10	B739	0.0	0.0	0.0
Concourse B	B10	CRJ2	0.0	0.0	0.0
Concourse B	B10	CRJ5	1.2	0.0	1.2
Concourse B	B10	CRJ9	0.0	0.0	0.0
Concourse B	B10	E145	0.0	0.1	0.1
Concourse B	B10	E175	0.0	0.0	0.0
Concourse B	B11	A319	0.0	0.0	0.0
Concourse B	B11	A320	0.0	0.0	0.0
Concourse B	B11	B37M	0.0	0.0	0.0
Concourse B	B11	B738	0.0	0.0	0.0
Concourse B	B11	B739	0.0	0.0	0.0
Concourse B	B11	CRJ2	1.1	1.0	2.1
Concourse B	B11	CRJ5	0.0	0.0	0.0
Concourse B	B11	CRJ9	0.0	0.0	0.0
Concourse B	B11	E145	0.0	0.0	0.0
Concourse B	B11	E175	0.0	0.0	0.0
Concourse B	B12	A320	0.0	0.0	0.0
Concourse B	B12	B37M	0.0	0.0	0.0
Concourse B	B12	B39M	0.0	0.0	0.0
Concourse B	B12	B738	0.0	0.0	0.0
Concourse B	B12	B739	0.0	0.0	0.0
Concourse B	B12	CRJ2	1.0	0.0	1.0
Concourse B	B12	CRJ5	0.0	0.0	0.0
Concourse B	B12	CRJ7	0.0	0.0	0.0
Concourse B	B12	E145	0.0	0.0	0.0
Concourse B	B12	E170	0.0	0.0	0.0
Concourse B	B14	B37M	0.0	0.0	0.0
Concourse B	B14	B39M	0.0	0.0	0.0
Concourse B	B14	B739	0.0	0.0	0.0
Concourse B	B14	CRJ2	1.0	0.0	1.0
Concourse B	B14	CRJ5	0.0	0.0	0.0
Concourse B	B14	E145	0.0	0.0	0.0
Concourse B	B14	E170	0.0	0.0	0.0
Concourse B	B14	E175	0.0	0.0	0.0
Concourse B	B16A	A320	0.0	0.0	0.0
Concourse B	B16A	B37M	0.0	0.0	0.0
Concourse B	B16A	B39M	1.0	1.0	2.0
Concourse B	B16A	B738	0.0	0.0	0.0
Concourse B	B16A	CRJ2	0.0	0.0	0.0



Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse B	B16A	E145	0.0	0.0	0.0
Concourse B	B16B	B739	0.0	0.0	0.0
Concourse B	B16B	CRJ2	0.0	0.0	0.0
Concourse B	B16B	E145	0.0	0.0	0.0
Concourse B	B16W	A359	1.0	0.0	1.0
Concourse B	B16W	B789	0.0	0.0	0.0
Concourse B	B17	B738	0.0	0.0	0.0
Concourse B	B17	CRJ2	1.0	0.0	1.0
Concourse B	B17	CRJ5	0.0	0.0	0.0
Concourse B	B17	CRJ7	0.0	0.0	0.0
Concourse B	B17	E145	0.0	0.0	0.0
Concourse B	B17	E170	0.0	0.0	0.0
Concourse B	B17	E175	0.0	0.0	0.0
Concourse B	B18	CRJ2	0.0	0.0	0.0
Concourse B	B18	CRJ5	0.0	0.5	0.5
Concourse B	B18	CRJ9	0.0	0.0	0.0
Concourse B	B18	E145	1.0	0.0	1.0
Concourse B	B18	E170	0.0	0.0	0.0
Concourse B	B18	E175	0.0	0.0	0.0
Concourse B	B19	CRJ2	0.0	0.1	0.1
Concourse B	B19	CRJ5	0.0	1.0	1.0
Concourse B	B19	CRJ9	0.0	0.0	0.0
Concourse B	B19	E145	1.0	0.0	1.0
Concourse B	B19	E170	0.0	0.0	0.0
Concourse B	B19	E175	0.0	0.0	0.0
Concourse B	B20	CRJ2	0.0	0.0	0.0
Concourse B	B20	CRJ5	0.0	0.1	0.1
Concourse B	B20	CRJ7	0.0	0.0	0.0
Concourse B	B20	CRJ9	0.0	0.0	0.0
Concourse B	B20	E145	0.0	0.0	0.0
Concourse B	B20	E170	0.4	0.0	0.4
Concourse B	B20	E175	0.0	0.0	0.0
Concourse B	B21	CRJ2	0.0	0.0	0.0
Concourse B	B21	CRJ5	0.0	0.0	0.0
Concourse B	B21	E145	0.0	0.0	0.0
Concourse B	B21	E170	0.0	0.0	0.0
Concourse B	B21	E175	0.0	0.0	0.0
Concourse B	B22	CRJ5	0.0	0.0	0.0
Concourse B	B22	CRJ7	0.0	0.0	0.0
Concourse B	B22	CRJ9	0.5	1.0	1.5
Concourse B	B22	E145	0.0	0.0	0.0



Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse B	B22	E170	0.0	0.0	0.0
Concourse B	B22	E175	0.0	0.0	0.0
Concourse B	B23	CRJ2	0.0	0.0	0.0
Concourse B	B23	CRJ5	0.0	0.0	0.0
Concourse B	B23	CRJ7	1.0	0.0	1.0
Concourse B	B23	CRJ9	0.0	0.0	0.0
Concourse B	B23	E145	0.0	0.0	0.0
Concourse B	B23	E170	0.0	0.0	0.0
Concourse B	B23	E175	0.0	0.1	0.1
Concourse B	B6	A320	0.0	0.0	0.0
Concourse B	B6	B37M	0.0	0.0	0.0
Concourse B	B6	B39M	0.0	0.0	0.0
Concourse B	B6	CRJ2	0.0	0.1	0.1
Concourse B	B6	CRJ5	1.1	0.0	1.1
Concourse B	B6	CRJ7	0.0	0.0	0.0
Concourse B	B6	E145	0.0	0.0	0.0
Concourse B	B6	E170	0.0	0.0	0.0
Concourse B	B6	E175	0.0	0.0	0.0
Concourse B	B7	A319	0.0	0.0	0.0
Concourse B	B7	B39M	0.0	0.0	0.0
Concourse B	B7	B738	0.0	0.0	0.0
Concourse B	B7	CRJ2	0.0	0.0	0.0
Concourse B	B7	CRJ5	0.0	0.0	0.0
Concourse B	B7	CRJ9	0.0	0.0	0.0
Concourse B	B7	E170	0.0	0.0	0.0
Concourse B	B7	E175	0.0	0.0	0.0
Concourse B	B8	B37M	0.0	0.0	0.0
Concourse B	B8	B738	0.0	1.0	1.0
Concourse B	B8	CRJ2	0.2	0.0	0.2
Concourse B	B8	CRJ5	0.3	0.0	0.3
Concourse B	B8	CRJ9	0.0	0.0	0.0
Concourse B	B8	E145	0.0	0.0	0.0
Concourse B	B8	E170	0.5	0.0	0.5
Concourse B	B8	E175	0.0	0.0	0.0
Concourse B	B9	CRJ2	0.8	0.0	0.8
Concourse B	B9	CRJ5	0.5	0.0	0.5
Concourse B	B9	CRJ9	0.0	0.0	0.0
Concourse B	B9	E145	0.0	0.0	0.0
Concourse C	C10A	CRJ2	0.0	0.0	0.0
Concourse C	C10A	E170	0.0	0.0	0.0
Concourse C	C10A	E175	0.0	0.0	0.0



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Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

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Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse C	C10B	A319	0.0	0.0	0.0
Concourse C	C10B	A359	0.0	1.0	1.0
Concourse C	C10B	B37M	0.0	0.0	0.0
Concourse C	C10B	B739	0.0	0.0	0.0
Concourse C	C10B	B788	0.0	0.0	0.0
Concourse C	C10B	B789	0.1	0.0	0.1
Concourse C	C10C	CRJ5	0.0	0.0	0.0
Concourse C	C10C	E175	0.0	0.0	0.0
Concourse C	C11	B37M	0.0	0.1	0.1
Concourse C	C11	B739	0.0	0.0	0.0
Concourse C	C11	CRJ2	0.0	0.0	0.0
Concourse C	C11	CRJ5	0.0	0.0	0.0
Concourse C	C11	CRJ7	0.0	0.0	0.0
Concourse C	C11	CRJ9	0.0	0.0	0.0
Concourse C	C11	E170	1.0	0.0	1.0
Concourse C	C11	E175	0.0	0.0	0.0
Concourse C	C15	A319	0.0	0.0	0.0
Concourse C	C15	B37M	0.0	0.1	0.1
Concourse C	C15	B39M	0.0	0.0	0.0
Concourse C	C15	B738	0.0	0.0	0.0
Concourse C	C15	B739	0.0	0.0	0.0
Concourse C	C15	CRJ2	0.0	0.0	0.0
Concourse C	C15	CRJ5	0.0	0.0	0.0
Concourse C	C15	CRJ9	0.0	0.0	0.0
Concourse C	C15	E170	0.0	0.0	0.0
Concourse C	C15	E175	0.1	0.0	0.1
Concourse C	C16A	CRJ2	0.0	0.0	0.0
Concourse C	C16A	E170	0.0	0.0	0.0
Concourse C	C16A	E175	0.0	0.0	0.0
Concourse C	C16B	A359	0.0	0.0	0.0
Concourse C	C16B	B37M	0.0	0.0	0.0
Concourse C	C16B	B738	0.0	0.0	0.0
Concourse C	C16B	B739	0.0	0.0	0.0
Concourse C	C16B	B788	0.0	0.0	0.0
Concourse C	C16B	B789	0.9	0.0	0.9
Concourse C	C16B	B78X	0.0	0.0	0.0
Concourse C	C16C	CRJ2	0.0	0.0	0.0
Concourse C	C16C	CRJ5	0.0	0.0	0.0
Concourse C	C16C	E145	0.0	0.0	0.0
Concourse C	C16C	E170	0.0	0.0	0.0
Concourse C	C16C	E175	0.0	0.0	0.0



Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse C	C17	A319	0.0	0.0	0.0
Concourse C	C17	B738	1.0	0.0	1.0
Concourse C	C17	B739	0.0	0.0	0.0
Concourse C	C17	CRJ5	0.0	0.0	0.0
Concourse C	C17	CRJ9	0.0	0.0	0.0
Concourse C	C17	E170	0.0	0.0	0.0
Concourse C	C17	E175	0.4	0.0	0.4
Concourse C	C18A	CRJ2	0.0	0.0	0.0
Concourse C	C18A	CRJ9	0.0	0.0	0.0
Concourse C	C18A	E170	0.0	0.0	0.0
Concourse C	C18A	E175	0.0	0.0	0.0
Concourse C	C18B	A359	1.0	0.0	1.0
Concourse C	C18B	B738	0.0	0.0	0.0
Concourse C	C18B	B788	0.0	0.0	0.0
Concourse C	C18B	B789	0.0	0.0	0.0
Concourse C	C18B	B78X	0.0	0.0	0.0
Concourse C	C18C	CRJ2	0.0	0.0	0.0
Concourse C	C18C	CRJ5	0.0	0.0	0.0
Concourse C	C18C	E170	0.0	0.2	0.2
Concourse C	C18C	E175	0.0	0.0	0.0
Concourse C	C19A	B37M	0.0	0.0	0.0
Concourse C	C19A	B739	0.0	0.0	0.0
Concourse C	C19A	CRJ2	0.0	0.0	0.0
Concourse C	C19A	CRJ5	0.2	0.0	0.2
Concourse C	C19A	CRJ9	0.0	0.0	0.0
Concourse C	C19A	E170	0.2	0.8	1.1
Concourse C	C19A	E175	0.6	0.0	0.6
Concourse C	C19B	A319	0.0	0.0	0.0
Concourse C	C19B	B738	0.0	0.2	0.2
Concourse C	C19B	B739	0.0	0.0	0.0
Concourse C	C19B	CRJ2	0.0	0.0	0.0
Concourse C	C19B	CRJ5	0.1	0.0	0.1
Concourse C	C19B	CRJ7	0.0	0.0	0.0
Concourse C	C19B	CRJ9	0.0	0.0	0.0
Concourse C	C19B	E170	0.0	0.0	0.0
Concourse C	C19B	E175	0.9	1.0	1.9
Concourse C	C20A	CRJ2	0.0	0.0	0.0
Concourse C	C20A	CRJ5	0.0	0.0	0.0
Concourse C	C20A	E170	0.0	0.1	0.1
Concourse C	C20B	A359	0.0	0.0	0.0
Concourse C	C20B	B739	0.0	0.0	0.0



Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse C	C20B	B78X	2.0	1.0	3.0
Concourse C	C20C	CRJ2	0.0	0.0	0.0
Concourse C	C20C	CRJ9	0.0	0.1	0.1
Concourse C	C20C	E170	0.0	0.0	0.0
Concourse C	C20C	E175	0.0	0.0	0.0
Concourse C	C21	A319	0.0	0.0	0.0
Concourse C	C21	B37M	0.0	0.0	0.0
Concourse C	C21	B738	0.2	0.0	0.2
Concourse C	C21	CRJ2	0.0	0.0	0.0
Concourse C	C21	CRJ5	0.0	0.0	0.0
Concourse C	C21	CRJ7	0.0	0.0	0.0
Concourse C	C21	E170	0.8	0.0	0.8
Concourse C	C21	E175	0.0	0.7	0.7
Concourse C	C22	B37M	1.0	0.0	1.0
Concourse C	C22	B39M	0.0	0.0	0.0
Concourse C	C22	B738	0.0	0.0	0.0
Concourse C	C22	B739	0.0	0.0	0.0
Concourse C	C22	CRJ2	0.0	0.0	0.0
Concourse C	C22	CRJ5	0.0	0.0	0.0
Concourse C	C22	CRJ7	0.0	0.0	0.0
Concourse C	C22	E145	0.0	0.0	0.0
Concourse C	C22	E170	0.0	1.0	1.0
Concourse C	C22	E175	0.0	0.0	0.0
Concourse C	C23	A319	0.0	0.0	0.0
Concourse C	C23	A320	0.1	0.0	0.1
Concourse C	C23	B37M	0.2	0.0	0.2
Concourse C	C23	B738	0.0	0.0	0.0
Concourse C	C23	CRJ5	0.8	0.0	0.8
Concourse C	C23	CRJ9	0.0	0.0	0.0
Concourse C	C23	E170	0.0	0.0	0.0
Concourse C	C23	E175	0.0	0.0	0.0
Concourse C	C24	B37M	0.0	0.0	0.0
Concourse C	C24	B739	1.0	0.0	1.0
Concourse C	C24	CRJ2	0.0	0.0	0.0
Concourse C	C24	CRJ5	0.0	0.0	0.0
Concourse C	C24	CRJ9	0.0	0.0	0.0
Concourse C	C24	E170	0.0	0.1	0.1
Concourse C	C24	E175	0.0	0.0	0.0
Concourse C	C24A	B738	0.0	0.0	0.0
Concourse C	C25	B738	0.0	0.0	0.0
Concourse C	C25	CRJ2	0.0	0.0	0.0



Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse C	C25	CRJ9	0.0	0.1	0.1
Concourse C	C25	E145	0.0	0.0	0.0
Concourse C	C25	E170	0.0	0.0	0.0
Concourse C	C25	E175	1.0	0.0	1.0
Concourse C	C26	CRJ2	1.0	0.0	1.0
Concourse C	C26	CRJ5	0.0	0.8	0.8
Concourse C	C26	CRJ7	0.0	0.0	0.0
Concourse C	C26	E145	0.0	0.0	0.0
Concourse C	C26	E170	0.0	0.0	0.0
Concourse C	C26	E175	0.0	0.0	0.0
Concourse C	C27	B37M	0.0	0.0	0.0
Concourse C	C27	CRJ2	0.0	0.0	0.0
Concourse C	C27	CRJ5	0.0	0.0	0.0
Concourse C	C27	CRJ9	0.0	0.1	0.1
Concourse C	C27	E145	0.0	0.0	0.0
Concourse C	C27	E170	0.0	0.0	0.0
Concourse C	C27	E175	1.0	0.0	1.0
Concourse C	C28	CRJ2	0.0	1.0	1.0
Concourse C	C28	CRJ9	0.0	0.1	0.1
Concourse C	C28	E145	0.0	0.0	0.0
Concourse C	C28	E170	0.0	0.0	0.0
Concourse C	C28	E175	1.0	0.0	1.0
Concourse C	C29	A319	0.0	0.0	0.0
Concourse C	C29	B37M	0.0	0.0	0.0
Concourse C	C29	B738	0.0	0.0	0.0
Concourse C	C29	CRJ9	1.0	0.0	1.0
Concourse C	C29	E170	0.0	0.0	0.0
Concourse C	C29	E175	0.0	0.0	0.0
Concourse C	C29W	A359	0.0	0.0	0.0
Concourse C	C29W	B788	1.0	0.0	1.0
Concourse C	C29W	B789	0.0	0.0	0.0
Concourse C	C30	CRJ2	0.0	0.0	0.0
Concourse C	C30	CRJ9	0.0	0.1	0.1
Concourse C	C30	E145	0.0	0.0	0.0
Concourse C	C30	E170	1.0	0.0	1.0
Concourse C	C30	E175	0.0	0.0	0.0
Concourse C	C31	CRJ5	0.0	0.0	0.0
Concourse C	C31	CRJ9	0.0	0.0	0.0
Concourse C	C31	E170	0.0	0.0	0.0
Concourse G	G11	A21N	0.0	0.0	0.0
Concourse G	G11	A21NX	1.0	0.0	1.0



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Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse G	G11	A319	0.2	1.0	1.2
Concourse G	G11	A321	1.0	0.0	1.0
Concourse G	G11	B38M	0.0	0.0	0.0
Concourse G	G11	B738	0.0	0.0	0.0
Concourse G	G12	A21N	0.0	0.0	0.0
Concourse G	G12	A319	1.0	0.0	1.0
Concourse G	G12	A321	0.0	0.0	0.0
Concourse G	G12	B38M	1.0	1.0	2.0
Concourse G	G12	E145	0.0	0.0	0.0
Concourse G	G13	A21N	0.0	0.0	0.0
Concourse G	G13	A319	0.8	1.0	1.8
Concourse G	G13	A321	0.0	0.0	0.0
Concourse G	G13	B38M	0.0	0.0	0.0
Concourse G	G13	B738	0.0	0.0	0.0
Concourse G	G13	E145	0.0	0.0	0.0
Concourse G	G14	A21N	1.0	0.0	1.0
Concourse G	G14	A321	0.0	0.0	0.0
Concourse G	G14	B38M	0.0	1.0	1.0
Concourse G	G14	E145	0.0	0.0	0.0
Concourse G	G15	A21N	0.0	1.0	1.0
Concourse G	G15	A321	0.0	0.0	0.0
Concourse G	G15	B38M	1.0	0.0	1.0
Concourse G	G15	B738	0.0	0.0	0.0
Concourse G	G15	CRJ7	0.0	0.0	0.0
Concourse G	G15	E145	0.8	0.0	0.8
Concourse G	G16	A21N	1.0	0.0	1.0
Concourse G	G16	A21NX	0.0	0.0	0.0
Concourse G	G16	A319	1.0	0.0	1.0
Concourse G	G16	B38M	0.0	0.0	0.0
Concourse G	G16	CRJ2	0.0	0.0	0.0
Concourse G	G16	CRJ7	0.0	0.0	0.0
Concourse G	G16	CRJ9	0.0	0.0	0.0
Concourse G	G17	A21N	0.0	1.0	1.0
Concourse G	G17	A319	0.0	0.0	0.0
Concourse G	G17	B38M	0.0	0.0	0.0
Concourse G	G17	B738	1.0	0.0	1.0
Concourse G	G17	E145	0.0	0.0	0.0
Concourse G	G1A	CRJ2	0.0	0.0	0.0
Concourse G	G1A	CRJ7	1.0	0.0	1.0
Concourse G	G1A	E145	0.4	1.0	1.4
Concourse G	G1B	CRJ2	0.0	0.0	0.0



Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse G	G1B	CRJ7	1.0	0.0	1.0
Concourse G	G1B	E145	0.0	0.1	0.1
Concourse G	G3	CRJ7	0.0	0.0	0.0
Concourse G	G3	E145	0.8	1.0	1.8
Concourse G	G5	CRJ2	0.0	0.0	0.0
Concourse G	G5	E145	1.0	1.0	2.0
Concourse G	G7	E145	1.0	1.0	2.0
Concourse G	G9	CRJ7	0.0	0.0	0.0
Concourse G	G9	E145	1.0	1.0	2.0
Concourse H	H10	A21N	0.4	0.0	0.4
Concourse H	H10	A319	0.0	0.0	0.0
Concourse H	H10	B38M	0.0	0.0	0.0
Concourse H	H10	B738	0.0	0.1	0.1
Concourse H	H10	CRJ9	0.0	0.0	0.0
Concourse H	H11A	A21N	0.0	0.1	0.1
Concourse H	H11A	A321	0.0	0.0	0.0
Concourse H	H11A	B38M	1.0	0.0	1.0
Concourse H	H11A	B738	0.0	0.0	0.0
Concourse H	H11B	A21N	0.0	0.1	0.1
Concourse H	H11B	A321	0.0	0.0	0.0
Concourse H	H11B	B38M	1.0	0.0	1.0
Concourse H	H12	A21N	0.0	1.0	1.0
Concourse H	H12	B38M	0.0	0.0	0.0
Concourse H	H12	B738	0.0	0.0	0.0
Concourse H	H14	A21N	1.0	0.0	1.0
Concourse H	H14	B38M	0.0	0.0	0.0
Concourse H	H14	B738	0.0	0.0	0.0
Concourse H	H14	CRJ7	0.0	0.0	0.0
Concourse H	H15	A21N	1.0	1.0	2.0
Concourse H	H15	B38M	0.0	0.0	0.0
Concourse H	H15	B738	0.0	0.0	0.0
Concourse H	H16	A21N	1.0	1.0	2.0
Concourse H	H16	B38M	1.0	0.0	1.0
Concourse H	H16	B738	0.0	0.0	0.0
Concourse H	H17	A21N	0.0	0.0	0.0
Concourse H	H17	B38M	0.0	0.0	0.0
Concourse H	H17	B738	1.0	0.0	1.0
Concourse H	H17	E175	0.0	0.0	0.0
Concourse H	H18	A21N	0.0	0.0	0.0
Concourse H	H18	B38M	0.0	0.0	0.0
Concourse H	H18	B738	0.0	0.0	0.0



Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse H	H1A	CRJ7	1.0	1.0	2.0
Concourse H	H1A	E145	0.0	0.1	0.1
Concourse H	H1B	CRJ2	0.0	0.0	0.0
Concourse H	H1B	CRJ7	0.0	0.0	0.0
Concourse H	H1B	E145	0.0	0.0	0.0
Concourse H	H2	CRJ7	1.0	0.0	1.0
Concourse H	H2	E145	0.9	0.0	0.9
Concourse H	H3A	CRJ7	1.0	1.0	2.0
Concourse H	H3A	E145	0.0	0.0	0.0
Concourse H	H4	A21N	0.0	0.0	0.0
Concourse H	H4	A319	0.0	0.0	0.0
Concourse H	H4	A321	1.0	0.0	1.0
Concourse H	H4	B38M	0.0	0.0	0.0
Concourse H	H4	B738	0.0	0.0	0.0
Concourse H	H4	CRJ7	0.0	1.0	1.0
Concourse H	H4	E175	0.0	0.0	0.0
Concourse H	H5	A21N	0.0	0.0	0.0
Concourse H	H5	A319	0.0	0.0	0.0
Concourse H	H5	A321	0.0	0.0	0.0
Concourse H	H5	B38M	0.0	1.0	1.0
Concourse H	H5	B738	0.0	0.0	0.0
Concourse H	H6	A21N	1.0	0.0	1.0
Concourse H	H6	A319	0.0	0.0	0.0
Concourse H	H6	A321	0.1	0.0	0.1
Concourse H	H6	B38M	0.0	0.1	0.1
Concourse H	H6	B738	0.0	0.0	0.0
Concourse H	H6	E175	0.0	0.0	0.0
Concourse H	H8	A21N	0.0	0.0	0.0
Concourse H	H8	A321	0.4	0.0	0.4
Concourse H	H8	B38M	0.0	0.0	0.0
Concourse H	H8	B738	0.0	0.0	0.0
Concourse H	H8	E175	0.0	0.0	0.0
Concourse H	H9	A21N	0.0	1.2	1.2
Concourse H	H9	A321	2.0	0.0	2.0
Concourse K	K1	A21N	0.0	0.0	0.0
Concourse K	K1	B738	0.0	0.0	0.0
Concourse K	K1	CRJ7	0.0	0.0	0.0
Concourse K	K1	E175	1.0	0.0	1.0
Concourse K	K10	A21N	0.0	1.0	1.0
Concourse K	K10	A321	0.0	1.0	1.0
Concourse K	K10	E175	0.0	0.0	0.0



Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse K	K12	A21N	1.0	0.0	1.0
Concourse K	K12	A321	0.0	0.0	0.0
Concourse K	K12	A332	0.0	0.0	0.0
Concourse K	K12	B788	0.0	0.0	0.0
Concourse K	K12	B789	0.0	0.0	0.0
Concourse K	K12	CRJ9	0.0	0.0	0.0
Concourse K	K13	A21N	0.5	0.0	0.5
Concourse K	K13	A320	0.0	1.0	1.0
Concourse K	K13	B788	0.0	0.0	0.0
Concourse K	K13	B789	0.0	0.0	0.0
Concourse K	K13	CRJ7	0.0	0.0	0.0
Concourse K	K13	CRJ9	0.0	0.0	0.0
Concourse K	K13	E175	0.0	0.0	0.0
Concourse K	K15	A321	2.0	0.0	2.0
Concourse K	K15	B38M	0.0	0.0	0.0
Concourse K	K15	B788	0.0	0.0	0.0
Concourse K	K15	B789	0.0	0.0	0.0
Concourse K	K15	CRJ7	0.0	0.0	0.0
Concourse K	K15	E175	0.0	0.0	0.0
Concourse K	K16	A21N	1.0	0.0	1.0
Concourse K	K16	A359	0.0	0.0	0.0
Concourse K	K16	B789	0.0	0.0	0.0
Concourse K	K16	E175	0.0	0.0	0.0
Concourse K	K18	A21N	1.0	0.0	1.0
Concourse K	K18	A321	0.0	0.0	0.0
Concourse K	K18	CRJ9	0.0	0.0	0.0
Concourse K	K18	E175	0.5	0.0	0.5
Concourse K	K19	A21N	0.0	0.0	0.0
Concourse K	K19	A320	0.0	0.0	0.0
Concourse K	K19	A321	0.0	0.0	0.0
Concourse K	K19	B77W	0.0	0.0	0.0
Concourse K	K19	CRJ9	1.0	0.0	1.0
Concourse K	K19	E175	0.0	0.0	0.0
Concourse K	K2	CRJ2	0.0	0.0	0.0
Concourse K	K2	CRJ7	1.0	0.0	1.0
Concourse K	K20	A21N	0.0	0.0	0.0
Concourse K	K20	A320	0.0	0.0	0.0
Concourse K	K20	A321	0.0	0.0	0.0
Concourse K	K20	CRJ9	0.0	0.0	0.0
Concourse K	K20	E175	0.0	0.0	0.0
Concourse K	K3	A21N	0.0	0.0	0.0



Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse K	K3	A319	0.0	0.0	0.0
Concourse K	K3	B38M	0.0	0.0	0.0
Concourse K	K3	CRJ7	0.0	0.0	0.0
Concourse K	K3	E145	0.0	0.4	0.4
Concourse K	K3	E175	0.0	1.3	1.3
Concourse K	K4	A321	0.0	0.0	0.0
Concourse K	K4	CRJ7	0.0	0.0	0.0
Concourse K	K4	CRJ9	2.0	1.0	3.0
Concourse K	K4	E175	0.0	0.0	0.0
Concourse K	K5	A332	0.0	0.0	0.0
Concourse K	K5	B789	1.0	0.0	1.0
Concourse K	K5	CRJ7	0.0	0.0	0.0
Concourse K	K5	CRJ9	0.0	0.0	0.0
Concourse K	K5	E175	0.0	1.0	1.0
Concourse K	K6	A21N	0.0	1.0	1.0
Concourse K	K6	A321	0.0	0.0	0.0
Concourse K	K6	B38M	1.0	0.0	1.0
Concourse K	K6	E175	1.0	0.0	1.0
Concourse K	K8	A21N	1.0	0.9	1.9
Concourse K	K8	A321	0.0	0.0	0.0
Concourse K	K8	CRJ9	0.0	0.0	0.0
Concourse K	K8	E175	0.0	0.0	0.0
Concourse K	K9	A332	0.0	0.0	0.0
Concourse K	K9	B738	0.0	0.0	0.0
Concourse K	K9	B788	1.0	0.0	1.0
Concourse K	K9	B789	0.0	0.0	0.0
Concourse K	K9	E175	0.0	0.0	0.0
Concourse L	L1	CRJ7	1.0	0.0	1.0
Concourse L	L1	E175	0.0	0.0	0.0
Concourse L	L10A	CRJ7	1.0	0.0	1.0
Concourse L	L10A	E145	0.0	0.2	0.2
Concourse L	L10A	E175	0.0	0.0	0.0
Concourse L	L10B	CRJ7	0.0	0.0	0.0
Concourse L	L10B	E145	0.0	0.0	0.0
Concourse L	L10B	E175	0.0	0.1	0.1
Concourse L	L10C	CRJ7	1.0	0.0	1.0
Concourse L	L10C	E175	0.0	0.0	0.0
Concourse L	L11	CRJ7	0.0	1.0	1.0
Concourse L	L11	E145	0.0	0.0	0.0
Concourse L	L11	E175	0.0	0.0	0.0
Concourse L	L12A	E145	0.0	0.0	0.0



Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse L	L12B	E145	0.0	1.0	1.0
Concourse L	L13	CRJ7	0.8	1.0	1.8
Concourse L	L13	E145	0.0	0.0	0.0
Concourse L	L13	E175	0.0	0.0	0.0
Concourse L	L20	CRJ7	0.0	0.1	0.1
Concourse L	L20	CRJ9	0.0	0.0	0.0
Concourse L	L20	E175	0.0	0.0	0.0
Concourse L	L21	CRJ7	0.0	0.0	0.0
Concourse L	L21	E175	0.0	0.0	0.0
Concourse L	L22	CRJ7	0.0	0.0	0.0
Concourse L	L22	CRJ9	0.0	0.0	0.0
Concourse L	L22	E175	0.0	0.0	0.0
Concourse L	L23	CRJ7	0.0	0.0	0.0
Concourse L	L23	CRJ9	0.0	0.0	0.0
Concourse L	L23	E175	1.0	0.0	1.0
Concourse L	L24	CRJ7	0.0	0.0	0.0
Concourse L	L24	CRJ9	1.0	0.9	1.9
Concourse L	L25	CRJ7	0.0	0.0	0.0
Concourse L	L25	E175	0.0	0.0	0.0
Concourse L	L26	CRJ7	0.0	0.0	0.0
Concourse L	L26	E175	1.0	0.0	1.0
Concourse L	L27	CRJ7	0.0	0.1	0.1
Concourse L	L27	CRJ9	0.0	0.0	0.0
Concourse L	L27	E145	0.0	0.0	0.0
Concourse L	L27	E175	0.0	0.0	0.0
Concourse L	L27A	A319	0.0	1.0	1.0
Concourse L	L2A	A21N	0.0	0.0	0.0
Concourse L	L2A	A319	0.0	0.0	0.0
Concourse L	L2A	B738	0.0	0.0	0.0
Concourse L	L2A	CRJ7	0.5	0.0	0.5
Concourse L	L2A	E175	0.0	1.0	1.0
Concourse L	L2C	CRJ7	0.9	0.0	0.9
Concourse L	L2C	CRJ9	0.0	0.0	0.0
Concourse L	L2C	E175	0.0	1.0	1.0
Concourse L	L3	CRJ7	0.0	0.0	0.0
Concourse L	L3	CRJ9	0.0	0.0	0.0
Concourse L	L3	E175	0.0	0.0	0.0
Concourse L	L4	CRJ7	0.8	0.0	0.8
Concourse L	L4	CRJ9	0.0	0.0	0.0
Concourse L	L4	E175	1.0	0.0	1.0
Concourse L	L5	CRJ7	0.0	0.1	0.1



Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse L	L5	E175	0.0	0.0	0.0
Concourse L	L6A	CRJ7	0.0	0.0	0.0
Concourse L	L6A	CRJ9	0.0	0.0	0.0
Concourse L	L6A	E145	0.0	0.0	0.0
Concourse L	L6A	E175	0.0	1.0	1.0
Concourse L	L6B	CRJ2	0.0	0.0	0.0
Concourse L	L6B	CRJ7	0.0	0.0	0.0
Concourse L	L6B	E175	1.0	0.0	1.0
Concourse L	L7	CRJ7	0.0	0.1	0.1
Concourse L	L7	E175	0.0	0.0	0.0
Concourse L	L8	CRJ7	0.0	0.0	0.0
Concourse L	L8	E145	0.0	0.4	0.4
Concourse L	L8	E175	0.0	0.4	0.4
Concourse L	L9	CRJ7	0.0	0.0	0.0
Concourse L	L9	CRJ9	1.0	0.0	1.0
Concourse L	L9	E175	0.0	1.0	1.0
Concourse M	M10	A20N	0.0	0.0	0.0
Concourse M	M10	A320	0.0	0.0	0.0
Concourse M	M10	A321	0.0	0.0	0.0
Concourse M	M10	A339	0.0	0.0	0.0
Concourse M	M10	A35K	0.0	0.0	0.0
Concourse M	M10	B752	0.0	0.0	0.0
Concourse M	M10	B77W	0.0	0.0	0.0
Concourse M	M10	B789	0.0	0.0	0.0
Concourse M	M11	A20N	0.0	0.0	0.0
Concourse M	M11	A320	0.0	0.0	0.0
Concourse M	M11	A321	0.0	0.0	0.0
Concourse M	M11	A339	0.0	0.0	0.0
Concourse M	M11	A35K	0.0	0.3	0.3
Concourse M	M11	B752	0.0	0.0	0.0
Concourse M	M11	B789	0.0	0.0	0.0
Concourse M	M12	A20N	0.0	0.0	0.0
Concourse M	M12	A321	0.0	0.0	0.0
Concourse M	M12	A359	0.0	0.1	0.1
Concourse M	M12	A35K	0.0	0.7	0.7
Concourse M	M12	B77W	0.0	0.0	0.0
Concourse M	M12	B789	0.0	0.2	0.2
Concourse M	M13	A35K	0.0	0.0	0.0
Concourse M	M13	B779	0.0	0.0	0.0
Concourse M	M13	B788	0.0	0.0	0.0
Concourse M	M13	B789	0.0	0.0	0.0



Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse M	M15	A321	0.0	0.0	0.0
Concourse M	M15	A35K	0.0	0.0	0.0
Concourse M	M15	B77W	0.4	0.0	0.4
Concourse M	M15	B788	0.0	0.0	0.0
Concourse M	M15	B789	0.0	0.1	0.1
Concourse M	M15	B78X	0.0	0.0	0.0
Concourse M	M16	A20N	0.0	0.0	0.0
Concourse M	M16	A359	0.0	0.9	0.9
Concourse M	M16	B39M	0.0	0.0	0.0
Concourse M	M16	B779	0.0	0.0	0.0
Concourse M	M16	B789	0.0	0.0	0.0
Concourse M	M17	A321	0.0	0.0	0.0
Concourse M	M17	B752	0.0	0.0	0.0
Concourse M	M17	B772	0.0	0.0	0.0
Concourse M	M17	B77W	0.0	0.0	0.0
Concourse M	M17	B788	0.0	0.0	0.0
Concourse M	M17	B789	0.0	0.7	0.7
Concourse M	M17	B78X	0.0	1.0	1.0
Concourse M	M18A	A20N	0.0	0.0	0.0
Concourse M	M18A	A320	1.0	0.0	1.0
Concourse M	M18A	A321	0.0	1.0	1.0
Concourse M	M18A	B39M	0.5	0.0	0.5
Concourse M	M18A	BCS3	0.0	0.0	0.0
Concourse M	M18B	A332	0.0	0.0	0.0
Concourse M	M18B	A359	0.0	0.0	0.0
Concourse M	M19A	A20N	0.0	0.0	0.0
Concourse M	M19A	A320	1.0	1.0	2.0
Concourse M	M19A	A321	1.0	1.0	2.0
Concourse M	M19A	B39M	0.5	1.0	1.5
Concourse M	M19A	B738	0.0	0.0	0.0
Concourse M	M19B	B77W	0.0	1.0	1.0
Concourse M	M19B	B789	0.0	0.0	0.0
Concourse M	M19C	A321	0.0	0.0	0.0
Concourse M	M19C	B39M	2.0	1.0	3.0
Concourse M	M19C	B738	0.0	0.0	0.0
Concourse M	M1A	C208	1.0	0.0	1.0
Concourse M	M1A	C402	0.0	0.0	0.0
Concourse M	M1B	C208	0.0	0.0	0.0
Concourse M	M1C	A319	0.0	0.0	0.0
Concourse M	M1C	A320	0.0	1.0	1.0
Concourse M	M1C	B738	0.0	0.0	0.0



Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse M	M1C	BCS3	0.0	0.0	0.0
Concourse M	M1C	CRJ9	0.0	0.0	0.0
Concourse M	M1E	B739	1.0	1.0	2.0
Concourse M	M1E	BCS3	0.0	0.0	0.0
Concourse M	M1E	CRJ9	0.0	0.0	0.0
Concourse M	M1E	E175	0.0	0.0	0.0
Concourse M	M2	B739	0.0	0.0	0.0
Concourse M	M2	BCS3	0.0	0.0	0.0
Concourse M	M2	CRJ2	0.0	0.0	0.0
Concourse M	M2	CRJ9	0.0	0.0	0.0
Concourse M	M2	E175	0.0	1.0	1.0
Concourse M	M20A	A20N	0.0	1.0	1.0
Concourse M	M20A	A320	0.6	0.0	0.6
Concourse M	M20A	A321	1.0	0.0	1.0
Concourse M	M20B	A388	0.0	0.0	0.0
Concourse M	M20B	B748	0.0	0.0	0.0
Concourse M	M20B	B772	0.0	0.0	0.0
Concourse M	M20C	A20N	1.0	0.0	1.0
Concourse M	M20C	A320	1.0	1.0	2.0
Concourse M	M20C	A321	1.0	0.4	1.4
Concourse M	M21A	A320	0.0	1.0	1.0
Concourse M	M21A	A321	1.0	0.6	1.6
Concourse M	M22A	A320	1.0	0.0	1.0
Concourse M	M22A	A321	1.0	0.0	1.0
Concourse M	M22A	B39M	0.0	1.0	1.0
Concourse M	M22C	A320	0.0	0.2	0.2
Concourse M	M22C	A321	1.0	1.0	2.0
Concourse M	M22C	B39M	0.0	0.0	0.0
Concourse M	M24A	A320	1.0	1.0	2.0
Concourse M	M24A	A321	0.0	0.0	0.0
Concourse M	M25A	A320	0.0	0.0	0.0
Concourse M	M25A	A321	1.0	0.5	1.4
Concourse M	M25C	A320	0.0	0.0	0.0
Concourse M	M25C	A321	2.0	2.0	4.0
Concourse M	M26A	A321	0.0	0.0	0.0
Concourse M	M26A	B738	1.0	0.8	1.8
Concourse M	M26A	B739	1.0	0.0	1.0
Concourse M	M26A	E175	0.0	0.0	0.0
Concourse M	M26C	A321	0.0	0.0	0.0
Concourse M	M26C	B738	0.0	0.0	0.0
Concourse M	M26C	B739	1.0	1.0	2.0



Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Concourse M	M27	B738	0.0	0.0	0.0
Concourse M	M27	BCS3	2.0	2.0	4.0
Concourse M	M3	A320	0.0	0.0	0.0
Concourse M	M3	B738	0.0	0.0	0.0
Concourse M	M3	BCS1	0.0	0.0	0.0
Concourse M	M3	BCS3	0.0	0.5	0.6
Concourse M	M3	CRJ7	0.0	0.0	0.0
Concourse M	M4	A320	0.0	0.0	0.0
Concourse M	M4	B739	1.0	1.0	2.0
Concourse M	M4	BCS1	0.0	0.0	0.0
Concourse M	M4	BCS3	0.0	0.0	0.0
Concourse M	M4	CRJ7	0.5	0.0	0.5
Concourse M	M5	BCS1	0.0	0.0	0.0
Concourse M	M5	BCS3	1.0	1.0	2.0
Concourse M	M5	CRJ2	0.0	0.0	0.0
Concourse M	M6	A319	0.0	0.0	0.0
Concourse M	M6	B738	0.0	0.0	0.0
Concourse M	M6	B739	0.0	0.0	0.0
Concourse M	M6	BCS3	0.0	0.0	0.0
Concourse M	M7A	CRJ9	0.0	0.0	0.0
Concourse M	M7A	E175	0.0	1.0	1.0
Concourse M	M7C	A21N	0.0	0.0	0.0
Concourse M	M7C	A320	0.0	0.0	0.0
Concourse M	M7C	B738	0.0	0.0	0.0
Concourse M	M7C	B739	0.0	0.0	0.0
Concourse M	M8	A321	0.0	0.0	0.0
Concourse M	M8	A332	0.0	0.0	0.0
Concourse M	M8	A339	0.0	0.0	0.0
Concourse M	M8	B772	0.0	0.0	0.0
Concourse M	M8	B789	0.0	0.0	0.0
Concourse M	M9	A359	0.0	0.0	0.0
Concourse M	M9	B789	0.0	0.4	0.4
General Aviation	GA1	C56X	0.0	0.0	0.0
General Aviation	GA1	C680	0.0	0.0	0.0
General Aviation	GA1	C68A	0.0	0.0	0.0
General Aviation	GA1	CL30	0.0	0.0	0.0
General Aviation	GA1	E55P	1.0	0.0	1.0
General Aviation	GA1	LJ45	0.0	0.0	0.0
General Aviation	GA10	C680	0.0	0.0	0.0
General Aviation	GA10	C68A	0.0	0.0	0.0
General Aviation	GA10	C750	0.0	0.0	0.0



Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
General Aviation	GA10	CL35	0.0	0.0	0.0
General Aviation	GA10	LJ45	0.0	0.0	0.0
Northeast Cargo	NEC01	B744F	1.0	0.0	1.0
Northeast Cargo	NEC01	B748F	1.6	0.9	2.5
Northeast Cargo	NEC01	B77F	1.4	0.0	1.4
Northeast Cargo	NEC02	B744F	1.0	1.0	2.0
Northeast Cargo	NEC02	B748F	0.4	1.0	1.4
Northeast Cargo	NEC02	B763	0.0	1.0	1.0
Northeast Cargo	NEC02	B77F	0.6	0.8	1.4
Northeast Cargo	NEC03	B744F	1.0	1.0	2.0
Northeast Cargo	NEC03	B748F	0.0	1.0	1.0
Northeast Cargo	NEC03	B77F	0.0	0.2	0.2
Northeast Cargo	NEC04	B744F	0.5	0.0	0.5
Northeast Cargo	NEC04	B77F	0.5	0.0	0.5
Northeast Cargo	NEC05	B744F	0.5	0.0	0.5
Northeast Cargo	NEC05	B748F	0.2	0.2	0.5
Northeast Cargo	NEC05	B77F	0.2	0.0	0.2
Northeast Cargo	NEC06	B744F	0.2	0.2	0.5
Northeast Cargo	NEC06	B748F	0.8	0.8	1.5
Northeast Cargo	NEC07	B744F	0.8	0.8	1.5
Northeast Cargo	NEC07	B763	0.0	0.0	0.0
Northeast Cargo	NEC07	B77F	0.0	0.0	0.0
Northeast Cargo	NEC08	B763	0.5	0.0	0.5
O'Hare Global Terminal	GT01	B738	0.0	0.0	0.0
O'Hare Global Terminal	GT01	CRJ2	0.0	0.0	0.0
O'Hare Global Terminal	GT01	CRJ5	1.0	0.0	1.0
O'Hare Global Terminal	GT01	CRJ7	0.0	0.0	0.0
O'Hare Global Terminal	GT01	CRJ9	0.0	0.0	0.0
O'Hare Global Terminal	GT01	E175	0.0	0.0	0.0
O'Hare Global Terminal	GT02	B739	0.0	1.0	1.0
O'Hare Global Terminal	GT02	CRJ2	1.0	0.1	1.1
O'Hare Global Terminal	GT02	CRJ5	0.0	0.0	0.0
O'Hare Global Terminal	GT02	CRJ9	0.0	0.0	0.0
O'Hare Global Terminal	GT02	E175	0.0	0.0	0.0
O'Hare Global Terminal	GT03	B38M	0.0	0.0	0.0
O'Hare Global Terminal	GT03	B39M	0.0	0.0	0.0
O'Hare Global Terminal	GT03	B738	0.0	0.0	0.0
O'Hare Global Terminal	GT03	B739	0.0	0.0	0.0
O'Hare Global Terminal	GT03	CRJ2	0.0	0.0	0.0
O'Hare Global Terminal	GT03	CRJ5	1.0	0.0	1.0
O'Hare Global Terminal	GT03	CRJ9	0.0	0.0	0.0



Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment
Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
O'Hare Global Terminal	GT03	E175	0.0	0.0	0.0
O'Hare Global Terminal	GT04	B37M	0.0	0.0	0.0
O'Hare Global Terminal	GT04	B738	0.0	0.0	0.0
O'Hare Global Terminal	GT04	CRJ2	0.0	0.0	0.0
O'Hare Global Terminal	GT04	CRJ5	1.0	0.0	1.0
O'Hare Global Terminal	GT04	CRJ9	0.0	0.0	0.0
O'Hare Global Terminal	GT04	E145	0.0	0.0	0.0
O'Hare Global Terminal	GT04	E170	0.0	0.0	0.0
O'Hare Global Terminal	GT04	E175	0.0	0.0	0.0
O'Hare Global Terminal	GT05A	B738	0.0	0.0	0.0
O'Hare Global Terminal	GT05A	E170	0.0	0.0	0.0
O'Hare Global Terminal	GT05A	E175	0.0	0.0	0.0
O'Hare Global Terminal	GT05B	A359	0.9	0.0	0.9
O'Hare Global Terminal	GT05B	B789	0.0	0.0	0.0
O'Hare Global Terminal	GT05B	B78X	0.0	0.0	0.0
O'Hare Global Terminal	GT05C	B39M	0.0	0.0	0.0
O'Hare Global Terminal	GT05C	B739	0.0	0.0	0.0
O'Hare Global Terminal	GT05C	E175	0.0	0.0	0.0
O'Hare Global Terminal	GT06A	E170	0.0	0.0	0.0
O'Hare Global Terminal	GT06A	E175	1.0	0.1	1.1
O'Hare Global Terminal	GT06B	A359	0.0	0.0	0.0
O'Hare Global Terminal	GT06B	B779	0.0	0.0	0.0
O'Hare Global Terminal	GT06B	B77W	0.0	0.0	0.0
O'Hare Global Terminal	GT06B	B789	0.0	0.0	0.0
O'Hare Global Terminal	GT06B	B78X	0.0	0.0	0.0
O'Hare Global Terminal	GT06C	A320	0.0	0.1	0.1
O'Hare Global Terminal	GT06C	B39M	1.0	0.0	1.0
O'Hare Global Terminal	GT06C	E170	0.0	0.0	0.0
O'Hare Global Terminal	GT07A	B38M	0.0	0.0	0.0
O'Hare Global Terminal	GT07A	B738	0.0	0.0	0.0
O'Hare Global Terminal	GT07A	E175	0.0	0.0	0.0
O'Hare Global Terminal	GT07B	A35K	0.0	0.0	0.0
O'Hare Global Terminal	GT07B	B789	0.0	0.0	0.0
O'Hare Global Terminal	GT07C	A21NX	0.0	0.0	0.0
O'Hare Global Terminal	GT07C	B38M	0.0	0.0	0.0
O'Hare Global Terminal	GT07C	E175	0.0	0.0	0.0
O'Hare Global Terminal	GT08A	A320	0.0	0.0	0.0
O'Hare Global Terminal	GT08A	E175	0.0	0.0	0.0
O'Hare Global Terminal	GT08B	A359	0.0	0.0	0.0
O'Hare Global Terminal	GT08B	A388	0.0	0.0	0.0
O'Hare Global Terminal	GT08C	B38M	0.0	1.0	1.0



Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
O'Hare Global Terminal	GT09A	A21N	0.0	0.0	0.0
O'Hare Global Terminal	GT09A	A319	0.0	0.0	0.0
O'Hare Global Terminal	GT09A	B38M	0.0	0.0	0.0
O'Hare Global Terminal	GT09A	B738	0.0	0.0	0.0
O'Hare Global Terminal	GT09B	B77W	0.0	0.0	0.0
O'Hare Global Terminal	GT09B	B789	0.0	1.0	1.0
O'Hare Global Terminal	GT09C	A319	0.0	0.0	0.0
O'Hare Global Terminal	GT09C	B38M	0.0	1.0	1.0
O'Hare Global Terminal	GT10A	A21N	0.0	0.0	0.0
O'Hare Global Terminal	GT10A	B38M	0.0	0.0	0.0
O'Hare Global Terminal	GT10B	A359	0.0	0.0	0.0
O'Hare Global Terminal	GT10B	B77W	0.0	0.0	0.0
O'Hare Global Terminal	GT10B	B788	0.0	0.0	0.0
O'Hare Global Terminal	GT10B	B789	0.0	1.0	1.0
O'Hare Global Terminal	GT10C	B38M	0.0	0.0	0.0
O'Hare Global Terminal	GT10C	B738	0.0	0.0	0.0
O'Hare Global Terminal	GT11A	B38M	0.0	0.3	0.3
O'Hare Global Terminal	GT11B	A332	0.0	1.0	1.0
O'Hare Global Terminal	GT11B	A35K	0.0	0.0	0.0
O'Hare Global Terminal	GT11B	B744	0.0	0.0	0.0
O'Hare Global Terminal	GT11C	B38M	0.0	0.0	0.0
O'Hare Global Terminal	GT12A	A21N	0.0	0.0	0.0
O'Hare Global Terminal	GT12A	A21NX	0.0	0.0	0.0
O'Hare Global Terminal	GT12A	A321	0.0	0.7	0.7
O'Hare Global Terminal	GT12A	B38M	0.0	0.1	0.1
O'Hare Global Terminal	GT12A	E175	0.0	0.0	0.0
O'Hare Global Terminal	GT12B	B77W	0.0	0.0	0.0
O'Hare Global Terminal	GT12B	B788	0.0	0.0	0.0
O'Hare Global Terminal	GT12B	B789	0.0	0.0	0.0
O'Hare Global Terminal	GT12C	A21N	0.0	0.0	0.0
O'Hare Global Terminal	GT12C	A21NX	0.0	0.0	0.0
O'Hare Global Terminal	GT12C	A321	0.0	0.0	0.0
O'Hare Global Terminal	GT12C	B38M	0.0	0.9	0.9
O'Hare Global Terminal	GT12C	B738	1.0	0.0	1.0
O'Hare Global Terminal	GT12C	E175	0.0	0.0	0.0
O'Hare Global Terminal	GT13B	A332	0.0	0.0	0.0
O'Hare Global Terminal	GT13B	B789	0.0	0.0	0.0
O'Hare Global Terminal	GT13C	A21N	0.0	1.0	1.0
Satellite 1 Concourse	S101A	B37M	1.0	0.0	1.0
Satellite 1 Concourse	S101A	B739	0.0	0.0	0.0
Satellite 1 Concourse	S101A	E170	0.0	0.0	0.0



Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Satellite 1 Concourse	S101A	E175	0.0	0.0	0.0
Satellite 1 Concourse	S101B	A359	0.0	0.0	0.0
Satellite 1 Concourse	S101B	B77W	0.0	0.0	0.0
Satellite 1 Concourse	S101B	B788	0.0	0.0	0.0
Satellite 1 Concourse	S101B	B78X	0.0	0.0	0.0
Satellite 1 Concourse	S101C	B37M	0.6	0.0	0.6
Satellite 1 Concourse	S101C	B738	0.0	0.0	0.0
Satellite 1 Concourse	S101C	B739	0.0	1.0	1.0
Satellite 1 Concourse	S101C	E175	0.0	0.0	0.0
Satellite 1 Concourse	S102A	B37M	0.0	0.0	0.0
Satellite 1 Concourse	S102A	B738	0.0	0.0	0.0
Satellite 1 Concourse	S102A	B739	0.0	1.0	1.0
Satellite 1 Concourse	S102A	E170	1.0	0.0	1.0
Satellite 1 Concourse	S102A	E175	0.0	0.0	0.0
Satellite 1 Concourse	S102B	A359	0.0	0.0	0.0
Satellite 1 Concourse	S102B	B779	0.0	0.0	0.0
Satellite 1 Concourse	S102B	B788	0.0	0.0	0.0
Satellite 1 Concourse	S102B	B789	0.0	0.0	0.0
Satellite 1 Concourse	S102B	B78X	0.0	0.0	0.0
Satellite 1 Concourse	S102C	B37M	1.0	0.0	1.0
Satellite 1 Concourse	S102C	B738	0.0	0.0	0.0
Satellite 1 Concourse	S102C	E175	0.0	0.0	0.0
Satellite 1 Concourse	S103A	A320	0.0	0.0	0.0
Satellite 1 Concourse	S103A	B37M	0.0	0.1	0.1
Satellite 1 Concourse	S103A	B38M	0.0	0.0	0.0
Satellite 1 Concourse	S103A	B738	1.0	0.0	1.0
Satellite 1 Concourse	S103A	E170	0.0	0.0	0.0
Satellite 1 Concourse	S103A	E175	0.0	0.0	0.0
Satellite 1 Concourse	S103B	A359	0.0	0.0	0.0
Satellite 1 Concourse	S103B	B779	0.0	0.2	0.2
Satellite 1 Concourse	S103B	B77W	0.0	0.0	0.0
Satellite 1 Concourse	S103B	B788	0.0	0.0	0.0
Satellite 1 Concourse	S103B	B789	0.0	0.0	0.0
Satellite 1 Concourse	S103B	B78X	0.0	0.0	0.0
Satellite 1 Concourse	S103C	B37M	1.0	0.0	1.0
Satellite 1 Concourse	S103C	B738	0.0	0.0	0.0
Satellite 1 Concourse	S103C	B739	0.0	0.7	0.7
Satellite 1 Concourse	S103C	E170	0.0	0.0	0.0
Satellite 1 Concourse	S103C	E175	0.0	0.0	0.0
Satellite 1 Concourse	S104A	A319	0.0	0.0	0.0
Satellite 1 Concourse	S104A	B37M	0.0	0.0	0.0



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Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Satellite 1 Concourse	S104A	B38M	0.0	0.0	0.0
Satellite 1 Concourse	S104A	B39M	0.0	0.0	0.0
Satellite 1 Concourse	S104A	B738	0.0	0.0	0.0
Satellite 1 Concourse	S104A	B739	0.0	0.2	0.2
Satellite 1 Concourse	S104A	E170	0.0	0.0	0.0
Satellite 1 Concourse	S104A	E175	0.0	0.0	0.0
Satellite 1 Concourse	S104B	A359	0.0	0.0	0.0
Satellite 1 Concourse	S104B	B763	0.0	0.0	0.0
Satellite 1 Concourse	S104B	B779	0.0	0.7	0.7
Satellite 1 Concourse	S104B	B77W	0.0	0.0	0.0
Satellite 1 Concourse	S104B	B789	0.0	0.0	0.0
Satellite 1 Concourse	S104B	B78X	0.0	0.0	0.0
Satellite 1 Concourse	S104C	B37M	1.0	0.0	1.0
Satellite 1 Concourse	S104C	B738	0.0	0.0	0.0
Satellite 1 Concourse	S104C	E170	0.0	0.0	0.0
Satellite 1 Concourse	S104C	E175	0.0	0.0	0.0
Satellite 1 Concourse	S105A	A319	0.0	0.0	0.0
Satellite 1 Concourse	S105A	B37M	1.0	0.0	1.0
Satellite 1 Concourse	S105A	B738	0.0	0.0	0.0
Satellite 1 Concourse	S105A	B739	0.0	0.0	0.0
Satellite 1 Concourse	S105A	E175	0.0	0.0	0.0
Satellite 1 Concourse	S105B	A359	0.0	0.0	0.0
Satellite 1 Concourse	S105B	B779	0.0	0.0	0.0
Satellite 1 Concourse	S105B	B77W	0.0	0.0	0.0
Satellite 1 Concourse	S105B	B788	0.0	0.0	0.0
Satellite 1 Concourse	S105B	B789	0.0	0.0	0.0
Satellite 1 Concourse	S105B	B78X	0.0	0.0	0.0
Satellite 1 Concourse	S105C	A319	0.0	0.0	0.0
Satellite 1 Concourse	S105C	A320	0.0	0.0	0.0
Satellite 1 Concourse	S105C	B37M	1.0	0.0	1.0
Satellite 1 Concourse	S105C	B39M	0.0	0.0	0.0
Satellite 1 Concourse	S105C	B739	0.0	0.0	0.0
Satellite 1 Concourse	S105C	E170	0.0	0.0	0.0
Satellite 1 Concourse	S106A	A319	0.0	0.0	0.0
Satellite 1 Concourse	S106A	B37M	1.0	0.0	1.0
Satellite 1 Concourse	S106A	B39M	0.0	0.0	0.0
Satellite 1 Concourse	S106A	B738	0.0	0.0	0.0
Satellite 1 Concourse	S106A	E170	0.0	0.0	0.0
Satellite 1 Concourse	S106A	E175	0.0	0.0	0.0
Satellite 1 Concourse	S106B	A359	0.0	0.0	0.0
Satellite 1 Concourse	S106B	B779	0.0	0.0	0.0



Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Satellite 1 Concourse	S106B	B77W	0.0	0.0	0.0
Satellite 1 Concourse	S106B	B789	0.0	0.0	0.0
Satellite 1 Concourse	S106B	B78X	0.0	0.0	0.0
Satellite 1 Concourse	S106C	B37M	1.0	0.0	1.0
Satellite 1 Concourse	S106C	B39M	0.0	0.0	0.0
Satellite 1 Concourse	S106C	B738	0.0	0.0	0.0
Satellite 1 Concourse	S106C	CRJ9	0.0	0.0	0.0
Satellite 1 Concourse	S106C	E175	0.0	0.0	0.0
Satellite 1 Concourse	S107A	B37M	0.0	0.0	0.0
Satellite 1 Concourse	S107A	B39M	0.0	0.0	0.0
Satellite 1 Concourse	S107A	E170	0.0	0.0	0.0
Satellite 1 Concourse	S107A	E175	0.0	0.0	0.0
Satellite 1 Concourse	S107B	A388	0.0	0.0	0.0
Satellite 1 Concourse	S107B	B788	1.0	0.0	1.0
Satellite 1 Concourse	S107C	A319	0.0	0.0	0.0
Satellite 1 Concourse	S107C	E170	0.0	0.0	0.0
Satellite 1 Concourse	S107C	E175	0.0	0.0	0.0
Satellite 1 Concourse	S108A	E175	0.0	0.0	0.0
Satellite 1 Concourse	S108B	A359	0.1	0.0	0.1
Satellite 1 Concourse	S108B	B763	0.0	0.0	0.0
Satellite 1 Concourse	S108B	B779	0.0	0.0	0.0
Satellite 1 Concourse	S108B	B77W	0.0	0.0	0.0
Satellite 1 Concourse	S108B	B788	0.0	0.0	0.0
Satellite 1 Concourse	S108B	B789	0.0	0.0	0.0
Satellite 1 Concourse	S108B	B78X	0.0	0.0	0.0
Satellite 1 Concourse	S108C	B37M	0.2	0.0	0.2
Satellite 1 Concourse	S108C	E175	0.0	0.0	0.0
Satellite 1 Concourse	S109A	B37M	0.0	0.0	0.0
Satellite 1 Concourse	S109B	A359	0.0	0.0	0.0
Satellite 1 Concourse	S109B	B779	0.0	0.0	0.0
Satellite 1 Concourse	S109B	B788	0.0	0.0	0.0
Satellite 1 Concourse	S109B	B789	0.0	0.0	0.0
Satellite 1 Concourse	S109B	B78X	1.0	0.0	1.0
Satellite 1 Concourse	S110A	CRJ9	0.0	0.0	0.0
Satellite 1 Concourse	S110B	A359	0.0	0.0	0.0
Satellite 1 Concourse	S110B	B763	0.0	0.0	0.0
Satellite 1 Concourse	S110B	B788	0.0	0.4	0.4
Satellite 1 Concourse	S110B	B789	0.0	0.0	0.0
Satellite 1 Concourse	S110B	B78X	1.0	0.0	1.0
Satellite 1 Concourse	S111	CRJ2	0.0	0.0	0.0
Satellite 1 Concourse	S111	CRJ5	0.0	0.0	0.0



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Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Satellite 1 Concourse	S111	CRJ9	0.0	0.0	0.0
Satellite 1 Concourse	S111	E170	0.0	0.0	0.0
Satellite 1 Concourse	S111	E175	0.0	0.0	0.0
Satellite 1 Concourse	S112	B37M	0.0	0.0	0.0
Satellite 1 Concourse	S112	B39M	0.0	0.0	0.0
Satellite 1 Concourse	S112	B738	0.0	0.0	0.0
Satellite 1 Concourse	S112	CRJ2	0.0	0.0	0.0
Satellite 1 Concourse	S112	E170	1.0	0.0	1.0
Satellite 1 Concourse	S113	B37M	1.0	1.0	2.0
Satellite 1 Concourse	S113	B38M	0.0	0.0	0.0
Satellite 1 Concourse	S113	B39M	2.0	1.0	3.0
Satellite 1 Concourse	S113	CRJ2	0.0	0.0	0.0
Satellite 1 Concourse	S113	E145	0.0	0.0	0.0
Satellite 1 Concourse	S113	E175	0.0	0.0	0.0
Satellite 1 Concourse	S114	A319	0.0	0.0	0.0
Satellite 1 Concourse	S114	B37M	0.0	0.0	0.0
Satellite 1 Concourse	S114	B738	1.0	1.0	2.0
Satellite 1 Concourse	S114	CRJ5	0.0	0.0	0.0
Satellite 1 Concourse	S114	CRJ9	0.0	1.0	1.0
Satellite 1 Concourse	S114	E170	0.0	0.0	0.0
Satellite 1 Concourse	S114	E175	1.0	0.0	1.0
Satellite 2 Concourse	S201	A319	0.0	0.0	0.0
Satellite 2 Concourse	S201	A320	0.0	0.0	0.0
Satellite 2 Concourse	S201	B39M	1.0	1.0	2.0
Satellite 2 Concourse	S201	B738	0.0	0.0	0.0
Satellite 2 Concourse	S201	CRJ5	0.0	0.0	0.0
Satellite 2 Concourse	S201	E145	0.0	0.0	0.0
Satellite 2 Concourse	S201	E170	0.0	0.0	0.0
Satellite 2 Concourse	S202	A319	0.0	0.0	0.0
Satellite 2 Concourse	S202	B37M	0.0	0.0	0.0
Satellite 2 Concourse	S202	B39M	0.0	2.0	2.0
Satellite 2 Concourse	S202	B738	1.1	0.0	1.1
Satellite 2 Concourse	S202	CRJ5	0.0	0.0	0.0
Satellite 2 Concourse	S203	A319	0.0	0.0	0.0
Satellite 2 Concourse	S203	A320	0.0	0.0	0.0
Satellite 2 Concourse	S203	B37M	0.0	1.0	1.0
Satellite 2 Concourse	S203	B39M	2.0	0.1	2.1
Satellite 2 Concourse	S203	CRJ2	0.0	0.0	0.0
Satellite 2 Concourse	S204	A319	0.0	0.0	0.0
Satellite 2 Concourse	S204	B37M	0.0	1.0	1.0
Satellite 2 Concourse	S204	B39M	0.6	0.1	0.7



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Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Satellite 2 Concourse	S204	CRJ2	0.0	0.0	0.0
Satellite 2 Concourse	S204	CRJ9	0.0	0.0	0.0
Satellite 2 Concourse	S205	A319	0.0	0.0	0.0
Satellite 2 Concourse	S205	B37M	0.0	0.0	0.0
Satellite 2 Concourse	S205	B39M	1.0	1.0	2.0
Satellite 2 Concourse	S205	B738	0.0	0.0	0.0
Satellite 2 Concourse	S205	B739	0.0	0.0	0.0
Satellite 2 Concourse	S205	CRJ5	1.0	0.0	1.0
Satellite 2 Concourse	S205	E175	0.0	0.0	0.0
Satellite 2 Concourse	S206	A319	0.0	0.0	0.0
Satellite 2 Concourse	S206	A320	0.0	0.0	0.0
Satellite 2 Concourse	S206	B37M	1.0	1.0	2.0
Satellite 2 Concourse	S206	B39M	0.0	0.0	0.0
Satellite 2 Concourse	S206	CRJ5	0.0	0.0	0.0
Satellite 2 Concourse	S207	A319	0.0	0.0	0.0
Satellite 2 Concourse	S207	A320	0.0	0.0	0.0
Satellite 2 Concourse	S207	B37M	0.0	0.0	0.0
Satellite 2 Concourse	S207	B39M	1.0	0.0	1.0
Satellite 2 Concourse	S207	B738	0.0	0.1	0.1
Satellite 2 Concourse	S207	CRJ2	0.0	0.0	0.0
Satellite 2 Concourse	S207	CRJ5	0.0	0.0	0.0
Satellite 2 Concourse	S207	E175	0.0	0.0	0.0
Satellite 2 Concourse	S208	A319	0.0	0.1	0.1
Satellite 2 Concourse	S208	A320	0.0	0.0	0.0
Satellite 2 Concourse	S208	B37M	0.0	0.0	0.0
Satellite 2 Concourse	S208	B39M	1.0	0.0	1.0
Satellite 2 Concourse	S208	B739	0.0	0.0	0.0
Satellite 2 Concourse	S209	A319	0.0	1.0	1.0
Satellite 2 Concourse	S209	A320	0.9	0.0	0.9
Satellite 2 Concourse	S209	B37M	0.0	0.0	0.0
Satellite 2 Concourse	S209	B39M	0.0	0.0	0.0
Satellite 2 Concourse	S209	B738	0.0	0.0	0.0
Satellite 2 Concourse	S209	CRJ2	0.0	0.0	0.0
Satellite 2 Concourse	S209	CRJ5	0.0	0.0	0.0
Satellite 2 Concourse	S209	E170	0.0	0.0	0.0
Satellite 2 Concourse	S209	E175	0.0	0.0	0.0
Satellite 2 Concourse	S210	A319	1.0	0.0	1.0
Satellite 2 Concourse	S210	A320	0.0	0.0	0.0
Satellite 2 Concourse	S210	B37M	0.0	0.0	0.0
Satellite 2 Concourse	S210	B39M	1.0	0.0	1.0
Satellite 2 Concourse	S210	B738	0.0	0.0	0.0



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Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Satellite 2 Concourse	S210	B739	0.0	0.0	0.0
Satellite 2 Concourse	S210	CRJ7	0.0	0.0	0.0
Satellite 2 Concourse	S210	E175	0.0	0.0	0.0
Satellite 2 Concourse	S211	A319	0.0	0.0	0.0
Satellite 2 Concourse	S211	A320	1.0	0.0	1.0
Satellite 2 Concourse	S211	B37M	0.0	0.0	0.0
Satellite 2 Concourse	S211	B39M	0.0	0.0	0.0
Satellite 2 Concourse	S211	B738	0.0	0.0	0.0
Satellite 2 Concourse	S212	A319	1.0	0.0	1.0
Satellite 2 Concourse	S212	A320	0.0	0.0	0.0
Satellite 2 Concourse	S212	B37M	0.0	0.0	0.0
Satellite 2 Concourse	S212	B738	0.0	0.0	0.0
Satellite 2 Concourse	S212	B739	0.0	0.0	0.0
Satellite 2 Concourse	S213	A320	1.0	0.0	1.0
Satellite 2 Concourse	S213	B37M	0.0	0.0	0.0
Satellite 2 Concourse	S213	B39M	0.0	0.0	0.0
Satellite 2 Concourse	S213	CRJ2	0.0	0.0	0.0
Satellite 2 Concourse	S213	CRJ5	0.0	0.0	0.0
Satellite 2 Concourse	S214	A319	0.0	0.0	0.0
Satellite 2 Concourse	S214	A320	1.0	0.0	1.0
Satellite 2 Concourse	S214	B37M	0.0	1.0	1.0
Satellite 2 Concourse	S214	B39M	0.0	0.0	0.0
Satellite 2 Concourse	S214	B738	0.0	0.0	0.0
Satellite 2 Concourse	S214	B739	0.0	0.0	0.0
Satellite 2 Concourse	S214	CRJ9	0.0	0.0	0.0
Satellite 2 Concourse	S214	E145	0.0	0.0	0.0
Satellite 2 Concourse	S214	E175	0.0	0.0	0.0
Satellite 2 Concourse	S215	A319	0.0	0.0	0.0
Satellite 2 Concourse	S215	A320	0.0	0.0	0.0
Satellite 2 Concourse	S215	B37M	0.0	0.8	0.8
Satellite 2 Concourse	S215	B738	1.0	0.1	1.1
Satellite 2 Concourse	S215	B739	1.0	0.0	1.0
Satellite 2 Concourse	S215	CRJ5	0.0	0.0	0.0
Satellite 2 Concourse	S215	CRJ7	0.0	0.0	0.0
Satellite 2 Concourse	S215	CRJ9	0.0	0.0	0.0
Satellite 2 Concourse	S215	E170	0.0	0.0	0.0
Satellite 2 Concourse	S215	E175	0.0	0.0	0.0
Satellite 2 Concourse	S216	B37M	1.0	0.0	1.0
Satellite 2 Concourse	S216	B738	0.2	0.0	0.2
Satellite 2 Concourse	S216	B739	0.0	0.0	0.0
Satellite 2 Concourse	S216	CRJ9	0.0	0.0	0.0



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Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Satellite 2 Concourse	S216	E170	0.0	0.0	0.0
Satellite 2 Concourse	S216	E175	0.0	0.0	0.0
Satellite 2 Concourse	S217	A319	0.0	0.0	0.0
Satellite 2 Concourse	S217	B37M	1.0	0.0	1.0
Satellite 2 Concourse	S217	B39M	0.0	0.0	0.0
Satellite 2 Concourse	S217	B738	0.0	0.0	0.0
Satellite 2 Concourse	S217	B739	1.0	0.0	1.0
Satellite 2 Concourse	S217	CRJ5	0.0	0.0	0.0
Satellite 2 Concourse	S217	CRJ9	0.0	0.0	0.0
Satellite 2 Concourse	S217	E175	0.0	0.0	0.0
Satellite 2 Concourse	S218	A319	0.0	0.0	0.0
Satellite 2 Concourse	S218	B37M	0.0	0.0	0.0
Satellite 2 Concourse	S218	B738	1.0	0.0	1.0
Satellite 2 Concourse	S218	B739	1.2	0.0	1.2
Satellite 2 Concourse	S218	CRJ2	0.0	0.0	0.0
Satellite 2 Concourse	S218	CRJ5	0.0	0.0	0.0
Satellite 2 Concourse	S218	CRJ9	0.0	0.0	0.0
Satellite 2 Concourse	S218	E175	0.0	0.0	0.0
Satellite 2 Concourse	S219	A319	0.0	0.0	0.0
Satellite 2 Concourse	S219	A320	0.0	0.0	0.0
Satellite 2 Concourse	S219	B37M	1.0	0.0	1.0
Satellite 2 Concourse	S219	B738	0.0	0.0	0.0
Satellite 2 Concourse	S219	B739	0.0	0.0	0.0
Satellite 2 Concourse	S219	BCS3	0.0	1.0	1.0
Satellite 2 Concourse	S219	CRJ9	0.0	0.0	0.0
Satellite 2 Concourse	S220	A319	0.0	0.0	0.0
Satellite 2 Concourse	S220	BCS3	0.0	0.0	0.0
Satellite 2 Concourse	S220	CRJ9	0.0	0.4	0.4
Satellite 2 Concourse	S221	CRJ9	0.0	0.0	0.0
Satellite 2 Concourse	S221	E175	0.0	0.0	0.0
Satellite 2 Concourse	S222	A320	0.1	0.0	0.1
Satellite 2 Concourse	S222	B37M	0.0	0.0	0.0
Satellite 2 Concourse	S222	B738	0.7	0.0	0.7
Satellite 2 Concourse	S222	B739	0.0	0.0	0.0
Satellite 2 Concourse	S222	CRJ2	0.0	0.0	0.0
Satellite 2 Concourse	S222	CRJ5	0.0	0.0	0.0
Satellite 2 Concourse	S222	CRJ7	0.0	0.0	0.0
Satellite 2 Concourse	S222	CRJ9	0.2	0.0	0.2
Satellite 2 Concourse	S222	E145	0.0	0.0	0.0
Satellite 2 Concourse	S222	E175	0.0	0.0	0.0
Satellite 2 Concourse	S223	A319	0.0	0.0	0.0



NOVEMBER 2020

Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Satellite 2 Concourse	S223	B37M	0.0	1.4	1.4
Satellite 2 Concourse	S223	B738	0.0	0.0	0.0
Satellite 2 Concourse	S223	B739	0.8	0.0	0.8
Satellite 2 Concourse	S223	CRJ2	0.0	0.0	0.0
Satellite 2 Concourse	S223	CRJ5	0.0	0.0	0.0
Satellite 2 Concourse	S223	CRJ7	0.0	0.0	0.0
Satellite 2 Concourse	S223	CRJ9	0.2	0.0	0.2
Satellite 2 Concourse	S223	E145	0.0	0.0	0.0
Satellite 2 Concourse	S223	E175	1.0	0.0	1.0
Satellite 2 Concourse	S224	A319	0.0	0.0	0.0
Satellite 2 Concourse	S224	A320	0.9	0.0	0.9
Satellite 2 Concourse	S224	B37M	0.0	1.6	1.6
Satellite 2 Concourse	S224	B39M	0.0	0.0	0.0
Satellite 2 Concourse	S224	B738	0.0	0.0	0.0
Satellite 2 Concourse	S224	B739	1.0	0.0	1.0
Satellite 2 Concourse	S224	CRJ2	0.0	0.0	0.0
Satellite 2 Concourse	S224	CRJ5	0.0	0.0	0.0
Satellite 2 Concourse	S224	CRJ7	0.0	0.0	0.0
Satellite 2 Concourse	S224	CRJ9	0.1	0.0	0.1
Satellite 2 Concourse	S224	E170	0.0	0.0	0.0
South Central Cargo	UALC1	B77F	0.7	1.0	1.7
Southeast Cargo	SEC01	B744F	0.0	1.0	1.0
Southeast Cargo	SEC01	B748F	1.0	2.0	3.0
Southeast Cargo	SEC01	B752F	1.0	0.0	1.0
Southeast Cargo	SEC01	B763	0.1	0.1	0.1
Southeast Cargo	SEC02	A306	1.0	0.5	1.5
Southeast Cargo	SEC02	B748F	1.0	0.0	1.0
Southeast Cargo	SEC02	B77F	0.0	0.2	0.2
Southeast Cargo	SEC03	B752F	1.0	1.0	2.0
Southeast Cargo	SEC04	B744F	0.8	0.0	0.8
Southeast Cargo	SEC04	B748F	1.0	1.0	2.0
Southeast Cargo	SEC04	B763	0.1	0.1	0.3
Southeast Cargo	SEC04	B77F	0.0	0.0	0.0
Southeast Cargo	SEC05	B744F	1.0	0.0	1.0
Southeast Cargo	SEC06	A306	1.0	1.0	2.0
Southeast Cargo	SEC07	B77F	1.0	1.0	2.0
Southeast Cargo	SEC08	B744F	0.2	0.0	0.2
Southeast Cargo	SEC08	B763	0.8	0.8	1.6
Southeast Cargo	SEC08	B77F	0.0	0.0	0.0
Southeast Cargo	SEC09	B752F	0.0	1.0	1.0
Southeast Cargo	SEC09	B763	0.7	0.7	1.4



Table 2-26: Fleet Mix by Modeled Gates (Nighttime)

O'Hare TAP and ATP Environmental Assessment

Annualized (Experiments 931 through 936)

Terminal	GATE	ACTYPE	ARRIVALS	DEPARTURES	TOTAL
Southeast Cargo	SEC09	B77F	0.1	0.2	0.3
Southeast Cargo	SEC10	B77F	1.0	0.0	1.0
Southeast Cargo	SEC12	B763	0.3	0.2	0.5
Southeast Cargo	SEC12	B77F	0.7	0.0	0.7
Southeast Cargo	SEC13	B744F	0.0	0.0	0.0
Southeast Cargo	SEC13	B77F	0.0	0.6	0.6
Southeast Cargo	SEC14	A306	0.0	0.6	0.6
Southeast Cargo	SEC14	B744F	0.0	0.0	0.0
Southeast Cargo	SEC15	A306	0.0	0.4	0.4
Southeast Cargo	SEC17	B77F	0.0	0.0	0.0
Southwest Cargo	FDX1	B752F	0.4	0.4	0.8
Southwest Cargo	FDX1	B763	0.2	0.6	0.8
Southwest Cargo	FDX1	B77F	0.4	0.0	0.4
Southwest Cargo	FDX2	B752F	0.2	0.2	0.3
Southwest Cargo	FDX2	B763	0.4	0.8	1.2
Southwest Cargo	FDX3	B752F	0.4	0.4	0.8
Southwest Cargo	FDX3	B763	0.1	0.6	0.7
Southwest Cargo	FDX3	B77F	0.6	0.0	0.6
Southwest Cargo	FDX4	B752F	0.1	0.1	0.1
Southwest Cargo	FDX4	B763	0.4	0.9	1.3
Southwest Cargo	FDX5	B763	0.5	0.0	0.5
Southwest Cargo	FDX5	B77F	1.1	0.0	1.1
Southwest Cargo	FDX6	A306	0.0	1.0	1.0
Southwest Cargo	FDX6	B763	0.0	0.0	0.0
Southwest Cargo	FDX7	B763	0.5	0.0	0.5
Southwest Cargo	FDX7	B77F	0.0	0.0	0.0
Totals			213.0	142.7	355.7

Source: Total Airspace and Airport Modeler Simulation Results, April 2020.

Prepared by: Ricondo & Associates, Inc., May 2020.



Table 2-27: Operations by Hour
 O'Hare TAP and ATP Environmental Assessment
 Annualized (Experiments 931 through 936)

ALL RUNWAYS

<u>HOUR</u>	<u>DEPARTURES</u>	<u>ARRIVALS</u>	<u>TOTAL</u>
0	6.8	14.2	20.9
1	4.0	5.7	9.7
2	3.2	1.7	4.9
3	0.0	3.7	3.7
4	0.0	22.0	22.0
5	9.6	36.3	45.9
6	46.9	71.5	118.4
7	82.4	89.6	172.0
8	107.9	109.1	217.0
9	83.7	53.5	137.2
10	109.8	76.2	186.0
11	55.3	97.7	153.0
12	89.6	106.7	196.3
13	92.6	90.7	183.3
14	96.5	93.6	190.1
15	86.7	80.7	167.4
16	81.7	91.7	173.5
17	74.4	86.6	161.0
18	107.1	110.7	217.8
19	100.8	99.1	199.8
20	88.6	66.7	155.3
21	87.9	31.7	119.6
22	52.3	28.2	80.5
23	19.9	29.7	49.6
Totals	1487.9	1497.2	2985.0
Day	1345.1	1284.2	2629.3
Night	142.7	213.0	355.7
Day + Night	1487.9	1497.2	2985.0

Source: Total Airspace and Airport Modeler Simulation Results, April 2020.
 Prepared by: Ricondo & Associates, Inc., April 2020.



Table 2-28: Operations by Quarter Hour
 O'Hare TAP and ATP Environmental Assessment
 Annualized (Experiments 931 through 936)

ALL RUNWAYS

<u>TIME</u>	<u>DEPARTURES</u>	<u>ARRIVALS</u>	<u>TOTAL</u>
0:00	1.2	4.9	6.1
0:15	1.1	4.7	5.8
0:30	2.6	3.0	5.6
0:45	1.8	1.6	3.4
1:00	0.2	2.6	2.8
1:15	1.1	1.6	2.6
1:30	0.9	0.7	1.7
1:45	1.8	0.8	2.6
2:00	1.0	0.7	1.7
2:15	0.2	1.0	1.2
2:30	1.6	0.0	1.6
2:45	0.4	0.0	0.4
3:00	0.0	0.0	0.0
3:15	0.0	1.0	1.0
3:30	0.0	0.0	0.0
3:45	0.0	2.7	2.7
4:00	0.0	2.6	2.6
4:15	0.0	3.2	3.2
4:30	0.0	6.9	6.9
4:45	0.0	9.2	9.2
5:00	1.7	7.1	8.8
5:15	2.3	3.6	5.8
5:30	3.6	11.6	15.2
5:45	2.1	14.0	16.1
6:00	11.9	20.9	32.7
6:15	9.6	14.6	24.1
6:30	11.4	17.8	29.3
6:45	14.0	18.2	32.3
7:00	18.7	20.6	39.3
7:15	22.4	24.2	46.6
7:30	16.7	19.1	35.8
7:45	24.6	25.7	50.3
8:00	29.3	21.6	50.9
8:15	25.2	25.2	50.4
8:30	26.4	30.7	57.0
8:45	27.0	31.7	58.7
9:00	23.3	15.0	38.3
9:15	23.9	11.8	35.7
9:30	17.0	12.7	29.8
9:45	19.5	14.0	33.5



Table 2-28: Operations by Quarter Hour
 O'Hare TAP and ATP Environmental Assessment
 Annualized (Experiments 931 through 936)

ALL RUNWAYS

<u>TIME</u>	<u>DEPARTURES</u>	<u>ARRIVALS</u>	<u>TOTAL</u>
10:00	27.3	14.5	41.9
10:15	32.2	22.9	55.1
10:30	27.9	22.0	49.9
10:45	22.4	16.8	39.2
11:00	12.3	21.2	33.5
11:15	10.1	25.0	35.1
11:30	11.2	29.3	40.6
11:45	21.6	22.1	43.8
12:00	23.6	23.8	47.4
12:15	23.3	28.2	51.4
12:30	22.2	25.7	47.9
12:45	20.5	29.0	49.6
13:00	24.4	24.2	48.6
13:15	22.8	22.4	45.2
13:30	22.3	22.2	44.5
13:45	23.1	21.9	45.0
14:00	19.8	25.4	45.2
14:15	27.7	27.0	54.7
14:30	24.9	24.1	49.0
14:45	24.1	17.0	41.1
15:00	25.3	15.7	40.9
15:15	20.5	16.7	37.1
15:30	15.1	21.9	37.0
15:45	25.9	26.5	52.4
16:00	27.0	20.9	47.9
16:15	24.5	23.7	48.2
16:30	13.4	25.1	38.5
16:45	16.8	22.1	38.9
17:00	23.0	21.9	44.8
17:15	21.5	22.1	43.6
17:30	16.7	21.0	37.7
17:45	13.3	21.6	34.9
18:00	24.7	29.4	54.0
18:15	28.7	30.7	59.4
18:30	27.3	25.6	52.9
18:45	26.5	25.0	51.5
19:00	24.4	23.6	48.0
19:15	24.1	23.1	47.2
19:30	20.1	27.9	48.1
19:45	32.2	24.4	56.5



Table 2-28: Operations by Quarter Hour
 O'Hare TAP and ATP Environmental Assessment
 Annualized (Experiments 931 through 936)

ALL RUNWAYS

<u>TIME</u>	<u>DEPARTURES</u>	<u>ARRIVALS</u>	<u>TOTAL</u>
20:00	28.0	14.5	42.5
20:15	19.5	15.9	35.4
20:30	22.2	15.8	38.0
20:45	18.9	20.5	39.4
21:00	16.8	8.4	25.2
21:15	20.5	7.2	27.8
21:30	27.4	6.3	33.8
21:45	23.2	9.7	32.9
22:00	14.1	9.6	23.7
22:15	16.0	8.2	24.2
22:30	13.8	5.3	19.1
22:45	8.5	5.0	13.5
23:00	6.6	4.0	10.6
23:15	5.6	9.6	15.2
23:30	2.5	7.8	10.3
23:45	5.2	8.3	13.5
Totals	1487.9	1497.2	2985.0
Day	1345.1	1284.2	2629.3
Night	142.7	213.0	355.7
Day + Night	1487.9	1497.2	2985.0

Source: Total Airspace and Airport Modeler Simulation Results, April 2020.

Prepared by: Ricondo & Associates, Inc., April 2020.

ATTACHMENT D-6

WEATHER ANALYSIS AND ANNUALIZATION

This attachment contains background material which supplements the Total Airspace and Airport Modeler (TAAM) version evaluation material and data developed by the Chicago Department of Aviation (CDA). This material supports the Terminal Area Plan and Air Traffic Procedures (TAP) Environmental Assessment (EA) and its alternatives contained in **Chapter 2, Chapter 3, Appendix F, and Appendix H.**

A weather conditions analysis was performed to determine the weighting of operating configurations at O'Hare for the EA future conditions. The analysis determined the weighting of airfield operating configurations estimated to occur over a future 12-month calendar year (January 1–December 31). The Air Traffic Workgroup identified six operating configurations to model for the EA. Weather conditions (cloud ceiling height, visibility, wind velocity and direction, precipitation) and airfield condition (dry or wet/contaminated pavement) determine the airfield and airspace operating procedures modeled for each operating configuration. The following sections summarize the weather analysis and annualization assumptions.

Appendix B

Weather Analysis and Annualization

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1. Background

An analysis was performed to determine the weighting of operating configurations modeled for the Terminal Area Plan (TAP) and Air Traffic Procedures (ATP) Environmental Assessment (EA) for O'Hare International Airport (O'Hare or the Airport). This analysis was requested to support decision-making processes and technical analyses for the EA, including noise and air quality modeling. This analysis estimated the occurrence of the modeled operating configurations over a 12-month calendar year (January 1 through December 31) for the four conditions being evaluated:

- With Project Full Build
- With Project Interim
- No Project Full Build
- No Project Interim

The Air Traffic Workgroup¹ identified six operating configurations for modeling (**Table 1**). The airfield and airspace operating procedures modeled for each operating configuration were based on three criteria:

- Meteorological Conditions: Visual Flight Rules (VFR) or Instrument Flight Rules (IFR)
 - Meteorological conditions, such as cloud ceiling height and visibility, affect airfield performance. Low cloud ceiling heights and/or visibility conditions preclude the use of some operating procedures.
- Airport Flow: West Flow or East Flow
 - West Flow: Runways 27R, 27C, 28C, and 28L were predominately used for arrivals, and Runways 27L, 28R, and 22L were predominately used for departures.
 - East Flow: Runways 9L, 9C, 10C, and 10R were predominately used for arrivals, and Runways 9R and 10L were predominately used for departures.
- Operating Procedures: With Land and Hold Short Operations (LAHSO) or Without LAHSO
 - LAHSO is an Air Traffic Control procedure that permits the issuance of landing clearances to aircraft to hold short of a designated point; it is designed to increase airport capacity and efficiency. LAHSO cannot be conducted during IFR.²

¹ The Air Traffic Workgroup is comprised of representatives from the Airport's Air Traffic Control Tower (ATCT), Chicago Terminal Radar Approach Control (TRACON) facility (C90), Chicago ARTCC (ZAU), the National Air Traffic Controllers Association (NATCA), the FAA Central Service Center (AJV-C25), the FAA Airports Great Lakes Region (AGL-600), the FAA Chicago Airports District Office (ADO-CHI-600), the FAA's third-party contractor Harris Miller Miller & Hanson (HMMH), and Ricondo & Associates, Inc.

² U.S. Department of Transportation, Federal Aviation Administration, Order JO 7110.118A, *Land and Hold Short Operations (LAHSO)*, January 30, 2016.

TABLE 1: MODELED OPERATING CONFIGURATIONS

Modeled Operating Configurations	
VFR West with LAHSO	VFR East with LAHSO
VFR West without LAHSO	VFR East without LAHSO
IFR West	IFR East

NOTES: IFR – Instrument Flight Rules; VFR – Visual Flight Rules; LAHSO – Land and Hold Short Operations

SOURCE: Terminal Area Plan and Air Traffic Procedures Environmental Assessment Air Traffic Workgroup, July 2019.

PREPARED BY: Ricondo & Associates, Inc., September 2020.

2. Data Collection

Data from two sources were gathered to support the analysis. Weather data containing hourly wind (velocity and direction), visibility, ceiling height, and active precipitation observations were collected from the National Centers for Environmental Information. Airfield condition data (observations of wet or contaminated pavement) were extracted from the Chicago Department of Aviation's Electronic Logging System. The two data sets were then correlated, producing a single data set (January 1, 2009, to December 31, 2018) with 87,610 hourly observations.

3. Methodology

The Air Traffic Workgroup developed a methodology to allocate one of the six modeled operating configurations to each hourly observation that consisted of the following steps:

- Determined all the operating configurations that could theoretically be used during each hourly observation.
- Chronologically allocated one modeled operating configuration to each hourly observation.
- Adjusted the percent occurrence of the modeled operating configurations to account for factors that could not be quantified.

These steps are discussed in Sections 4 through 6.

4. Determine the Available Modeled Operating Configurations

Each hourly observation was reviewed to determine all the modeled operating configurations that could theoretically be used. This review considered the following criteria:

- Ceiling and visibility were reviewed to identify visual and instrument meteorological conditions.
- Airfield condition and precipitation were reviewed to identify the presence of active precipitation or wet/contaminated airfield pavement.
- Wind velocity and direction were reviewed to calculate the crosswind and tailwind components associated with a runway's orientation.

4.1 Visual and Instrument Meteorological Conditions

Low cloud ceiling heights and/or visibility conditions preclude the use of some operating configurations. The conditions for VFR and IFR are as follows:

- VFR includes weather conditions where cloud ceiling height is equal to or greater than 1,000 feet above ground level (AGL) and visibility is 3 statute miles or greater.
- IFR includes weather conditions where cloud ceiling height is less than 1,000 feet AGL or visibility is less than 3 statute miles.³ 

Table 2 compares the percent of time that conditions associated with VFR and IFR occurred over the 10-year period from 2009 to 2018.

TABLE 2: PERCENT OCCURRENCE OF VISUAL FLIGHT RULES AND INSTRUMENT FLIGHT RULES CONDITIONS

Weather Condition	Description	Percentage of Occurrence
VFR	Cloud ceiling at least 1,000 feet above ground level AND visibility at least 3 statute miles	92.6%
IFR	Cloud ceiling less than 1,000 feet above ground level OR visibility less than 3 statute miles	7.4%
Total		100.0%

NOTES: IFR – Instrument Flight Rules; VFR – Visual Flight Rules

SOURCES: National Centers for Environmental Information, July 2019 (January 1, 2009, through December 31, 2018, data); Ricondo & Associates, Inc., April 2020 (analysis).

PREPARED BY: Ricondo & Associates, Inc., September 2020.

³ Title 14 Code of Federal Regulations Part 91.155, *Basic VFR Weather Minimums*.

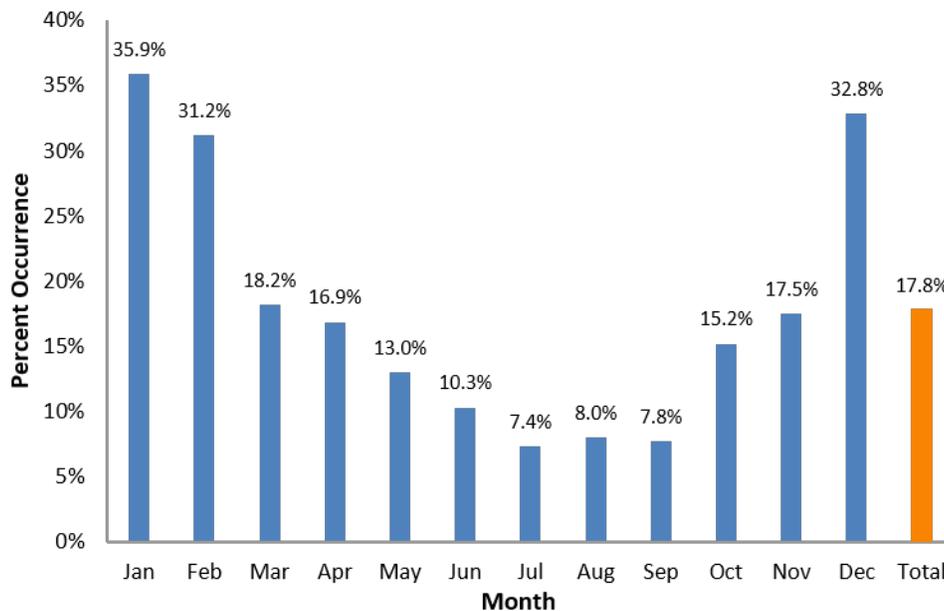
4.2 Airfield Pavement Condition

To conduct LAHSO, the available landing distance must be dry.⁴ As such, modeled operating configurations that utilize LAHSO were prohibited during hourly observations where active precipitation (rain, snow, mist, etc.) or wet/contaminated airfield pavement was reported. Additionally, the following were assumed:

- Airfield pavement remained wet/contaminated for 1 hour following the end of active precipitation.
- Airfield pavement remained wet/contaminated during 1-hour gaps between hourly observations indicating a wet/contaminated airfield.

Exhibit 1 depicts the percentage of time during each month, and on an annual basis, that the airfield was estimated to be wet/contaminated over the 10-year period from 2009 to 2018.

EXHIBIT 1: MONTHLY AND ANNUAL OCCURRENCE OF WET/CONTAMINATED AIRFIELD PAVEMENT



SOURCES: National Centers for Environmental Information, July 2019 (January 1, 2009, through December 31, 2018, weather data); Chicago Department of Aviation, August 2019 (January 1, 2009, through December 31, 2018, airfield condition data); Ricondo & Associates, Inc., April 2019 (analysis).

PREPARED BY: Ricondo & Associates, Inc., September 2020.

⁴ U.S. Department of Transportation, Federal Aviation Administration, Order JO 7110.118A, *Land and Hold Short Operations (LAHSO)*, January 30, 2016.

4.3 Crosswind and Tailwind

The wind velocity and direction from each hourly observation were used to calculate the crosswind and tailwind components associated with the different runway orientations at O'Hare. The crosswind and tailwind components were then compared against the maximum allowable components detailed in **Table 3** to determine which runways were usable and ultimately whether West Flow or East Flow could be used.

TABLE 3: MAXIMUM ALLOWABLE CROSSWIND AND TAILWIND COMPONENTS

Weather Condition	Maximum Crosswind Component	Maximum Tailwind Component
VFR – with LAHSO	≤ 20 knots	0 knots (arrival runway); ≤ 7 knots (departure runway)
VFR – without LAHSO	≤ 20 knots	≤ 7 knots
IFR	≤ 15 knots	≤ 7 knots

NOTES: IFR – Instrument Flight Rules; VFR – Visual Flight Rules; LAHSO – Land and Hold Short Operations

SOURCE: Terminal Area Plan and Air Traffic Procedures Environmental Assessment Air Traffic Workgroup, April 2020.

PREPARED BY: Ricondo & Associates, Inc., September 2020.

Note that for hourly observations associated with calm conditions, where the wind velocity is less than 3 knots,⁵ West Flow or East Flow could be used. Additionally, the acceptable crosswind and tailwind components allowed the potential use of West Flow or East Flow for some wind velocities and directions exceeding calm conditions. For example, the VFR West with LAHSO or VFR East without LAHSO operating configurations could theoretically be used for an observation with VFR conditions and a wind velocity of 4 knots from a 350-degree heading. Conversely, there were also hourly observations where none of the modeled operating configurations were available. Therefore, the hourly observations were divided into three categories:

- Unambiguous
 - hourly observations that only fit within the criteria for one of the modeled operating configurations
- Unassigned
 - hourly observations that fit within the criteria of multiple modeled operating configurations
- Unaccounted
 - hourly observations that do not fit within the criteria for any of the modeled operating configurations
 - largely includes hourly observations with severe north or south winds

⁵ U.S. Department of Transportation, Federal Aviation Administration, Order JO 7110.65Y, *Air Traffic Control*, June 20, 2019.

Table 4 summarizes the occurrence of unambiguous, unassigned, and unaccounted hourly observations. The table also lists the available modeled operating configurations within the unambiguous and unassigned categories.

TABLE 4: AVAILABILITY OF MODELED OPERATING CONFIGURATIONS

Category	Operating Configuration	Percent Occurrence		
		VFR	IFR	Total
Unambiguous	West with LAHSO	14.6%	-	14.6%
	East with LAHSO	6.6%	-	6.6%
	West – No LAHSO	3.2%	0.7%	3.9%
	East – No LAHSO	1.4%	1.1%	2.5%
Unassigned	Calm – LAHSO	6.8%	-	6.8%
	Calm – No LAHSO	0.5%	0.4%	0.9%
	West – LAHSO, East – LAHSO	4.2%	-	4.2%
	West – LAHSO, East – No LAHSO	27.7%	-	27.7%
	West – No LAHSO, East – LAHSO	19.2%	-	19.2%
	West – No LAHSO, East – No LAHSO	8.0%	4.9%	12.9%
Unaccounted	Unaccounted	0.4%	0.3%	0.7%
Total		92.6%	7.4%	100.0%

NOTES: IFR – Instrument Flight Rules; VFR – Visual Flight Rules; LAHSO – Land and Hold Short Operations

SOURCES: National Centers for Environmental Information, July 2019 (January 1, 2009, through December 31, 2018, weather data); Chicago Department of Aviation, August 2019 (January 1, 2009, through December 31, 2018, airfield condition data); Ricondo & Associates, Inc., April 2020 (analysis).

PREPARED BY: Ricondo & Associates, Inc., September 2020.

5. Allocation of Unassigned Observations

Within each of the four conditions being evaluated for the TAP and ATP EA, some modeled operating configurations have varying arrival and departure throughputs (the number of arrivals and departures that can be accommodated during a given time). As such, some modeled operating configurations are preferred over others, because they are more efficient and reduce the delay that aircraft experience. However, it was not reasonable to allocate all unassigned hourly observations to one or two preferred modeled operating configurations, because many factors contribute to how an airport's operating configuration is selected. Therefore, a methodology was developed by the Air Traffic Workgroup for allocating one of the modeled operating configurations to the unassigned hourly observations. This methodology allocated modeled operating configurations chronologically from the beginning to the end of the 10-year data set; this was intended to be a reasonable representation of how the Airport flow and corresponding operating procedures would be chosen by Air Traffic Control. Note that VFR and IFR are a product of the meteorological conditions recorded during that hour. They are not variables that can be selected by Air Traffic Control when allocating an operating configuration.

To allocate one of the modeled operating configurations to an unassigned observation, the following factors were considered relative to the unassigned hourly observation:

- Airport flow for the previous hourly observation
- Airport flow and corresponding operating procedures available during the present and upcoming hourly observations (potential operating configurations)
- duration that the potential operating configurations are available
- time of day

The following subsections detail the three techniques used to allocate one of the modeled operating configurations for the four TAP and ATP EA conditions depending on the time the unassigned hourly observation was recorded.

5.1 Low Demand (2300 to 0459)

The logic applied to unassigned hourly observations between 2300 and 0459 was intended to replicate how the Airport flow and corresponding operating procedures would be chosen in advance of the first notable operational demand of the day. The following factors were considered:

- flow of the first unambiguous hourly observation after 0459
- potential operating configurations available until the first unambiguous hourly observation
- time until the first unambiguous hourly observation

The same flow as the first upcoming unambiguous hourly observation was selected, unless a more desirable operating configuration was available that met specified minimum availability thresholds. **Table 5** details the instances where an operating configuration with a flow opposite the first unambiguous hourly observation was allocated for the four TAP and ATP EA conditions.

TABLE 5: MINIMUM AVAILABILITY THRESHOLDS TO SWITCH FLOWS (LOW DEMAND)

Current Potential Configurations	First Upcoming Unambiguous Hourly Observation	With Project Full Build		With Project Interim Condition		No Project Full Build		No Project Interim Condition	
		Allocated Current Configuration	Minimum Availability Threshold for Flow Opposite the First Unambiguous Configuration	Allocated Current Configuration	Minimum Availability Threshold for Flow Opposite the First Unambiguous Configuration	Allocated Current Configuration	Minimum Availability Threshold for Flow Opposite the First Unambiguous Configuration	Allocated Current Configuration	Minimum Availability Threshold for Flow Opposite the First Unambiguous Configuration
VFR West with LAHSO or VFR East with LAHSO		VFR West with LAHSO	-						
VFR West with LAHSO or VFR East without LAHSO		VFR West with LAHSO	-						
VFR West without LAHSO or VFR East with LAHSO	VFR West with LAHSO	VFR East with LAHSO	8 hours						
VFR West without LAHSO or VFR East without LAHSO		VFR East without LAHSO	8 hours						
IFR West or IFR East		IFR East	8 hours	IFR West	-	IFR West	-	IFR West	-
VFR West with LAHSO or VFR East with LAHSO		VFR West with LAHSO	-						
VFR West with LAHSO or VFR East without LAHSO		VFR West with LAHSO	-						
VFR West without LAHSO or VFR East with LAHSO	VFR West without LAHSO	VFR East with LAHSO	8 hours						
VFR West without LAHSO or VFR East without LAHSO		VFR East without LAHSO	8 hours						
IFR West or IFR East		IFR East	8 hours	IFR West	-	IFR West	-	IFR West	-
VFR West with LAHSO or VFR East with LAHSO		VFR West with LAHSO	-						
VFR West with LAHSO or VFR East without LAHSO		VFR West with LAHSO	-						
VFR West without LAHSO or VFR East with LAHSO	IFR West	VFR East with LAHSO	8 hours						
VFR West without LAHSO or VFR East without LAHSO		VFR East without LAHSO	8 hours						
IFR West or IFR East		IFR East	8 hours	IFR West	-	IFR West	-	IFR West	-
VFR West with LAHSO or VFR East with LAHSO		VFR West with LAHSO	-						
VFR West with LAHSO or VFR East without LAHSO		VFR West with LAHSO	8 hours						
VFR West without LAHSO or VFR East with LAHSO	VFR East with LAHSO	VFR East with LAHSO	-						
VFR West without LAHSO or VFR East without LAHSO		VFR East without LAHSO	-						
IFR West or IFR East		IFR East	-	IFR West	8 hours	IFR West	8 hours	IFR West	8 hours
VFR West with LAHSO or VFR East with LAHSO		VFR West with LAHSO	-						
VFR West with LAHSO or VFR East without LAHSO		VFR West with LAHSO	8 hours						
VFR West without LAHSO or VFR East with LAHSO	VFR East without LAHSO	VFR East with LAHSO	-						
VFR West without LAHSO or VFR East without LAHSO		VFR East without LAHSO	-						
IFR West or IFR East		IFR East	-	IFR West	8 hours	IFR West	8 hours	IFR West	8 hours
VFR West with LAHSO or VFR East with LAHSO		VFR West with LAHSO	-						
VFR West with LAHSO or VFR East without LAHSO		VFR West with LAHSO	8 hours						
VFR West without LAHSO or VFR East with LAHSO	IFR East	VFR East with LAHSO	-						
VFR West without LAHSO or VFR East without LAHSO		VFR East without LAHSO	-						
IFR West or IFR East		IFR East	-	IFR West	8 hours	IFR West	8 hours	IFR West	8 hours

NOTES: IFR – Instrument Flight Rules; VFR – Visual Flight Rules; LAHSO – Land and Hold Short Operations

SOURCE: Terminal Area Plan and Air Traffic Procedures Environmental Assessment FAA Air Traffic Workgroup, April 2020.

PREPARED BY: Ricondo & Associates, Inc., September 2020.

5.2 Conventional (0500 to 1759)

The logic applied to unassigned hourly observations between 0500 and 1759 was intended to replicate how the Airport flow and corresponding operating procedures would be chosen while the Airport is experiencing notable operational demand.

The following factors were considered:

- flow of the previous hourly observation's operating configuration
- potential operating configurations available until the next unambiguous hourly observation
- duration the potential operating configurations are available until the next unambiguous hourly observation

The same flow as the previous hourly observation was selected, unless a more desirable operating configuration in the opposite flow was available that met specified minimum availability thresholds. **Table 6** details the instances where an operating configuration with a flow opposite the previous hourly observation was allocated for the four TAP and ATP EA conditions.

TABLE 6: MINIMUM AVAILABILITY THRESHOLDS TO SWITCH FLOWS (CONVENTIONAL)

Previous Configuration		With Project Full Build		With Project Interim Condition		No Project Full Build		No Project Interim Condition	
Potential Current Configuration		Allocated Current Configuration	Minimum Availability Threshold for Flow Opposite the Previous Configuration	Allocated Current Configuration	Minimum Availability Threshold for Flow Opposite the Previous Configuration	Allocated Current Configuration	Minimum Availability Threshold for Flow Opposite the Previous Configuration	Allocated Current Configuration	Minimum Availability Threshold for Flow Opposite the Previous Configuration
VFR West with LAHSO	VFR West with LAHSO or VFR East with LAHSO	VFR West with LAHSO	-						
	VFR West with LAHSO or VFR East without LAHSO	VFR West with LAHSO	-						
	VFR West without LAHSO or VFR East with LAHSO	VFR East with LAHSO	8 hours						
	VFR West without LAHSO or VFR East without LAHSO	VFR East without LAHSO	8 hours						
IFR West or IFR East		IFR East	8 hours	IFR West	-	IFR West	-	IFR West	-
VFR West without LAHSO	VFR West with LAHSO or VFR East with LAHSO	VFR West with LAHSO	-						
	VFR West with LAHSO or VFR East without LAHSO	VFR West with LAHSO	-						
	VFR West without LAHSO or VFR East with LAHSO	VFR East with LAHSO	8 hours						
	VFR West without LAHSO or VFR East without LAHSO	VFR East without LAHSO	8 hours						
IFR West or IFR East		IFR East	8 hours	IFR West	-	IFR West	-	IFR West	-
IFR West	VFR West with LAHSO or VFR East with LAHSO	VFR West with LAHSO	-						
	VFR West with LAHSO or VFR East without LAHSO	VFR West with LAHSO	-						
	VFR West without LAHSO or VFR East with LAHSO	VFR East with LAHSO	8 hours						
	VFR West without LAHSO or VFR East without LAHSO	VFR East without LAHSO	8 hours						
IFR West or IFR East		IFR East	8 hours	IFR West	-	IFR West	-	IFR West	-
VFR East with LAHSO	VFR West with LAHSO or VFR East with LAHSO	VFR West with LAHSO	-						
	VFR West with LAHSO or VFR East without LAHSO	VFR West with LAHSO	8 hours						
	VFR West without LAHSO or VFR East with LAHSO	VFR East with LAHSO	-						
	VFR West without LAHSO or VFR East without LAHSO	VFR East without LAHSO	-						
IFR West or IFR East		IFR East	-	IFR West	8 hours	IFR West	8 hours	IFR West	8 hours
VFR East without LAHSO	VFR West with LAHSO or VFR East with LAHSO	VFR West with LAHSO	-						
	VFR West with LAHSO or VFR East without LAHSO	VFR West with LAHSO	8 hours						
	VFR West without LAHSO or VFR East with LAHSO	VFR East with LAHSO	-						
	VFR West without LAHSO or VFR East without LAHSO	VFR East without LAHSO	-						
IFR West or IFR East		IFR East	-	IFR West	8 hours	IFR West	8 hours	IFR West	8 hours
IFR East	VFR West with LAHSO or VFR East with LAHSO	VFR West with LAHSO	-						
	VFR West with LAHSO or VFR East without LAHSO	VFR West with LAHSO	8 hours						
	VFR West without LAHSO or VFR East with LAHSO	VFR East with LAHSO	-						
	VFR West without LAHSO or VFR East without LAHSO	VFR East without LAHSO	-						
IFR West or IFR East		IFR East	-	IFR West	8 hours	IFR West	8 hours	IFR West	8 hours

NOTES: IFR – Instrument Flight Rules; VFR – Visual Flight Rules; LAHSO – Land and Hold Short Operations
 SOURCE: Terminal Area Plan and Air Traffic Procedures Environmental Assessment FAA Air Traffic Workgroup, April 2020.
 PREPARED BY: Ricondo & Associates, Inc., September 2020.

5.3 Conclusion of Day (1800 to 2259)

The logic applied to unassigned hourly observations between 1800 and 2259 was intended to replicate the tendency to maintain the Airport flow after 1800. The same flow as the previous hour was selected unless wind conditions required a change between East and West Flow. This logic was applied consistently across the four TAP and ATP EA conditions.

5.4 Occurrence of Modeled Operating Configurations Post Chronological Allocation

Table 7 shows the weightings for the modeled operating configurations following the allocation of all unassigned hourly observations.

TABLE 7: OCCURRENCE OF MODELED OPERATING CONFIGURATIONS POST CHRONOLOGICAL ALLOCATION

Modeled Operating Configuration	With Project Full Build		With Project Interim		No Project Full Build		No Project Interim	
	TAAM Experiment Number	Percent Occurrence	TAAM Experiment Number	Percent Occurrence	TAAM Experiment Number	Percent Occurrence	TAAM Experiment Number	Percent Occurrence
VFR West with LAHSO	931	42.7%	921	42.2%	911	42.2%	901	42.2%
VFR West without LAHSO	932	9.3%	922	9.0%	912	9.0%	902	9.0%
IFR West	933	4.1%	923	2.0%	913	2.0%	903	2.0%
VFR East with LAHSO	934	29.3%	924	29.6%	914	29.6%	904	29.6%
VFR East without LAHSO	935	10.9%	925	11.4%	915	11.4%	905	11.4%
IFR East	936	3.0%	926	5.1%	916	5.1%	906	5.1%
VFR Unaccounted		0.4%		0.4%		0.4%		0.4%
IFR Unaccounted		0.3%		0.3%		0.3%		0.3%
Total		100.0%		100.0%		100.0%		100.0%

NOTES: IFR – Instrument Flight Rules; VFR – Visual Flight Rules; LAHSO – Land and Hold Short Operations

SOURCES: National Centers for Environmental Information, July 2019 (January 1, 2009, through December 31, 2018, weather data); Chicago Department of Aviation, August 2019 (January 1, 2009, through December 31, 2018, airfield condition data); Ricondo & Associates, Inc., April 2020 (analysis).

PREPARED BY: Ricondo & Associates, Inc., September 2020.

6. Adjustment of Modeled Operating Configuration Occurrence

Following the allocation of all unassigned hourly observations, two adjustments were made to the occurrence of the modeled operating configurations at the direction of Air Traffic Control.

6.1 Unaccounted Observations

- The VFR unaccounted observations were evenly distributed between VFR West without LAHSO and VFR East without LAHSO.
- The IFR unaccounted observations were evenly distributed between IFR West and IFR East.

6.2 Reallocation of VFR with LAHSO Observations

5 percent of the observations were reallocated from VFR West with LAHSO to VFR West without LAHSO and 5 percent of the observations were reallocated from VFR East with LAHSO to VFR East without LAHSO. These reallocations were made to account for the following factors:

- Wind Shear
 - The analysis likely overstated the availability and occurrence of the VFR with LAHSO configurations, because the hourly observations did not contain wind shear data. LAHSO cannot be utilized if wind shear has been reported.
- Changes between VFR with LAHSO and VFR without LAHSO
 - Frequent changes between operating configurations present operational challenges and complexity. It was anticipated that there may be times when a VFR without LAHSO operating configuration would be maintained when conditions (wind velocity, wind direction, and/or airfield pavement condition) are fluctuating between VFR with LAHSO and VFR without LAHSO.

Table 8 shows the weightings for the modeled operating configurations after the adjustment, which were then carried forward for TAP and ATP EA technical analyses.

TABLE 8: OCCURRENCE OF MODELED OPERATING CONFIGURATIONS POST AIR TRAFFIC CONTROL ADJUSTMENT

Modeled Operating Configuration	With Project Full Build		With Project Interim		No Project Full Build		No Project Interim	
	TAAM Experiment Number	Percent Occurrence	TAAM Experiment Number	Percent Occurrence	TAAM Experiment Number	Percent Occurrence	TAAM Experiment Number	Percent Occurrence
VFR West with LAHSO	931	37.2%	921	37.7%	911	37.7%	901	37.7%
VFR West without LAHSO	932	14.2%	922	14.5%	912	14.5%	902	14.5%
IFR West	933	2.2%	923	4.3%	913	4.3%	903	4.3%
VFR East with LAHSO	934	24.6%	924	24.3%	914	24.3%	904	24.3%
VFR East without LAHSO	935	16.6%	925	16.1%	915	16.1%	905	16.1%
IFR East	936	5.2%	926	3.1%	916	3.1%	906	3.1%
Total		100.0%		100.0%		100.0%		100.0%

NOTES: IFR – Instrument Flight Rules; VFR – Visual Flight Rules; LAHSO – Land and Hold Short Operations; TAAM – Total Airspace and Airport Modeler

SOURCES: National Centers for Environmental Information, July 2019 (January 1, 2009, through December 31, 2018, weather data); Chicago Department of Aviation, August 2019 (January 1, 2009, through December 31, 2018, airfield condition data); U.S. Department of Transportation, Federal Aviation Administration, April 2020 (adjustment of modeled configuration occurrence); Ricondo & Associates, Inc., April 2020 (analysis).

PREPARED BY: Ricondo & Associates, Inc., September 2020.

ATTACHMENT D-7

CHICAGO O'HARE FLY QUIET PROGRAM MANUAL

This attachment contains background material which supplements the Total Airspace and Airport Modeler (TAAM) version evaluation material and data developed by the Chicago Department of Aviation (CDA). This material supports the Terminal Area Plan and Air Traffic Procedures (TAP) Environmental Assessment (EA) and its alternatives contained in **Chapter 2, Chapter 3, Appendix F, and Appendix H.**

The TAAM simulations are consistent with the existing Fly Quiet Program preferred runways and procedures. The CDA and the FAA provided guidance on the times that the Fly Quiet Program procedures should be implemented for each future alternative. The following is a copy of the existing Chicago O'Hare Fly Quiet Program Manual.

Appendix D

Chicago O'Hare International Airport Fly Quiet Program Manual

Fly Quiet **Manual**

Program



Chicago O'Hare International Airport



Visit the O'Hare Noise webpage at www.flychicago.com/ORDNoise

Chicago O'Hare International Airport



On June 17, 1997, the City of Chicago announced that airlines operating at O'Hare International Airport had agreed to use designated noise abatement flight procedures in accordance with the Fly Quiet Program. The Fly Quiet Program was implemented in an effort to further reduce the impacts of aircraft noise on the surrounding neighborhoods.

The Fly Quiet Program is a voluntary program that encourages pilots and air traffic controllers to use designated nighttime preferential runways and flight tracks developed by the Chicago Department of Aviation (CDA) in cooperation with the O'Hare Noise Compatibility Commission, the airlines, and the air traffic controllers. These preferred routes are intended to direct aircraft over less-populated areas, such as forest preserves, highways, as well as commercial and industrial areas.

As part of the Fly Quiet Program, the CDA prepares a Quarterly Fly Quiet Report. This report is shared with the O'Hare Noise Compatibility Commission, the airlines, the Federal Aviation Administration and the general public. The Fly Quiet Report contains detailed information regarding nighttime runway use, flight operations, flight tracks, and noise complaints and 24-hour tracking of ground run-ups. The data presented in the Fly Quiet Report are compiled from the Airport Noise Management System (ANMS) and airport operation logs.

This document was prepared in consultation with the O'Hare Noise Compatibility Commission.

Preferential Runways

Arrival and Departure Procedures

Ground Run-Up Locations

Airport Layout Diagram

Land Use

Outreach



Chicago O'Hare International Airport



Chicago O'Hare International Airport has seven runways that are utilized at different times depending primarily upon the prevailing wind conditions on the airfield, as well as other weather conditions, airfield conditions, and air traffic conditions.

O'Hare is located in a noise sensitive area surrounded by residential communities. The preferential runway use plan at O'Hare is voluntary, advisory in nature, and does not compromise safety.

Recommended Preferential Runway Use

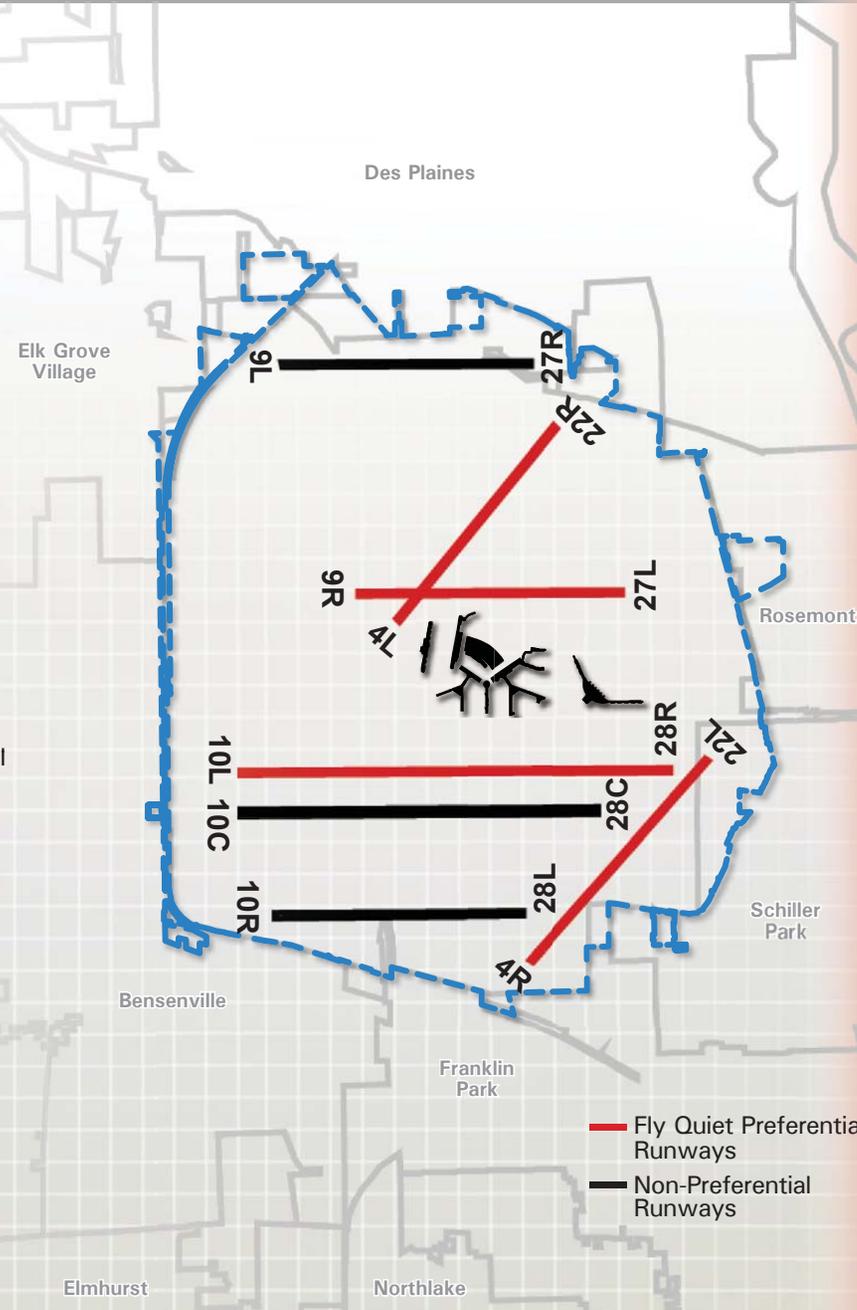
When feasible, these procedures should be implemented between 10:00 p.m. and 7:00 a.m. (2200 and 0700 local) in order to minimize the effects of nighttime noise on the surrounding communities.

Unless weather, runway closures, or loss of navigational aids dictate otherwise, the FAA, at its sole discretion will utilize the following runways in no particular order:

- Runway 10L-28R
- Runway 9R-27L
- Runway 4L-22R
- Runway 4R-22L

Individual runways may be closed on any given night for reasons including, but not limited to:

- Construction
- Maintenance
- Safety Inspections
- Snow Removal
- FAA Flight Checks
- Noise Abatement



Preferential Runways



Chicago O'Hare International Airport

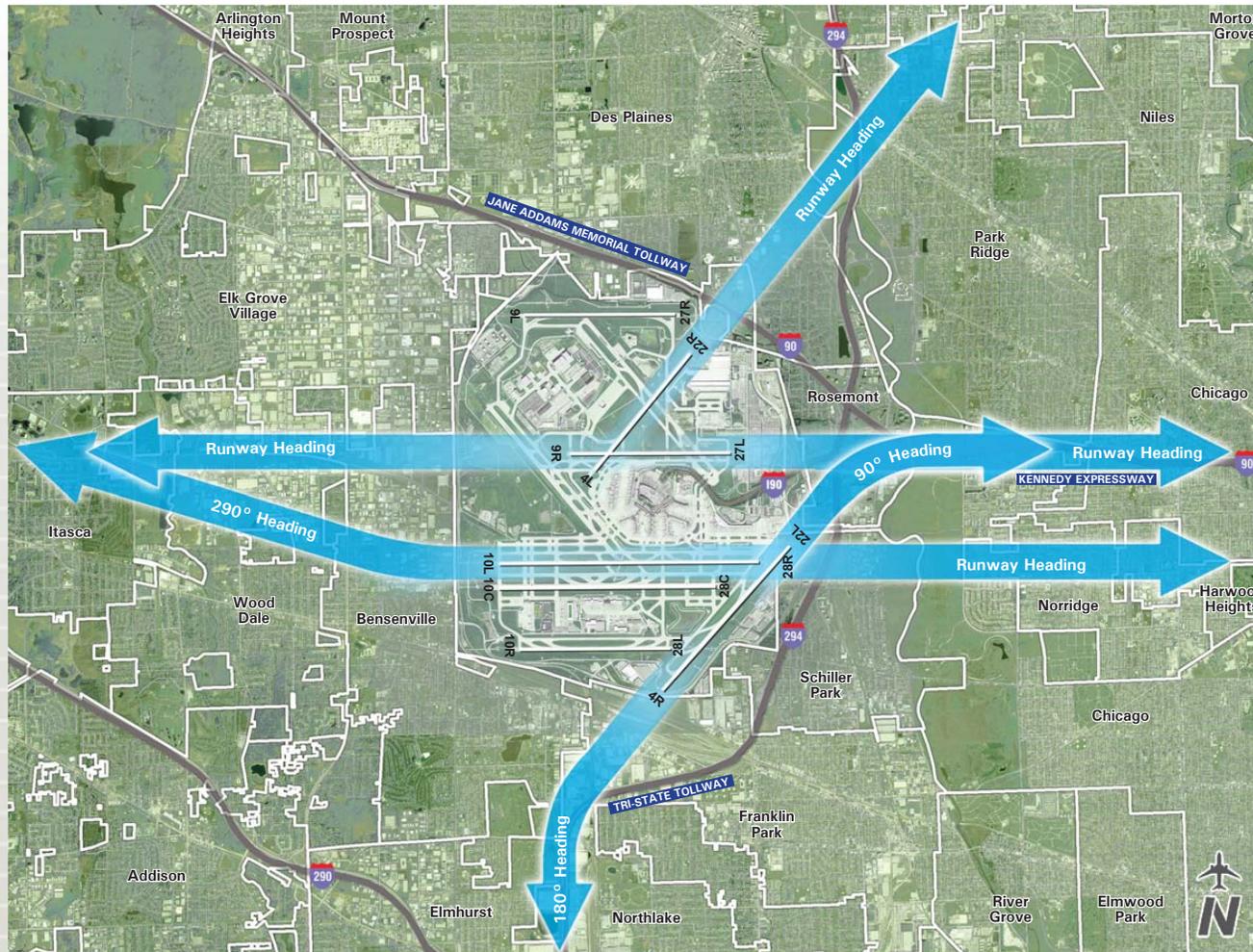


Recommended Nighttime Departure Procedures

During 10 p.m. to 7 a.m. (2200-0700 local)

The preferred routes direct aircraft over less-populated areas in an effort to limit the effects of noise on the surrounding communities.

- 4L
- 9R
- 10L
- 27L
- Fly runway heading until 3,000 feet MSL.
- 4R
- Fly runway heading for 1 mile then right turn heading 090° until 3,000 feet MSL (following the Kennedy Expressway).
- 22L
- Make left turn heading 180° until 3,000 feet MSL (following the Tri-State Tollway).
- 28R
- Make right turn heading 290° until 3,000 feet MSL.



Departure Procedures



This page was updated in August 2018

Visit the O'Hare Noise webpage at www.flychicago.com/ORDNoise

Chicago O'Hare International Airport

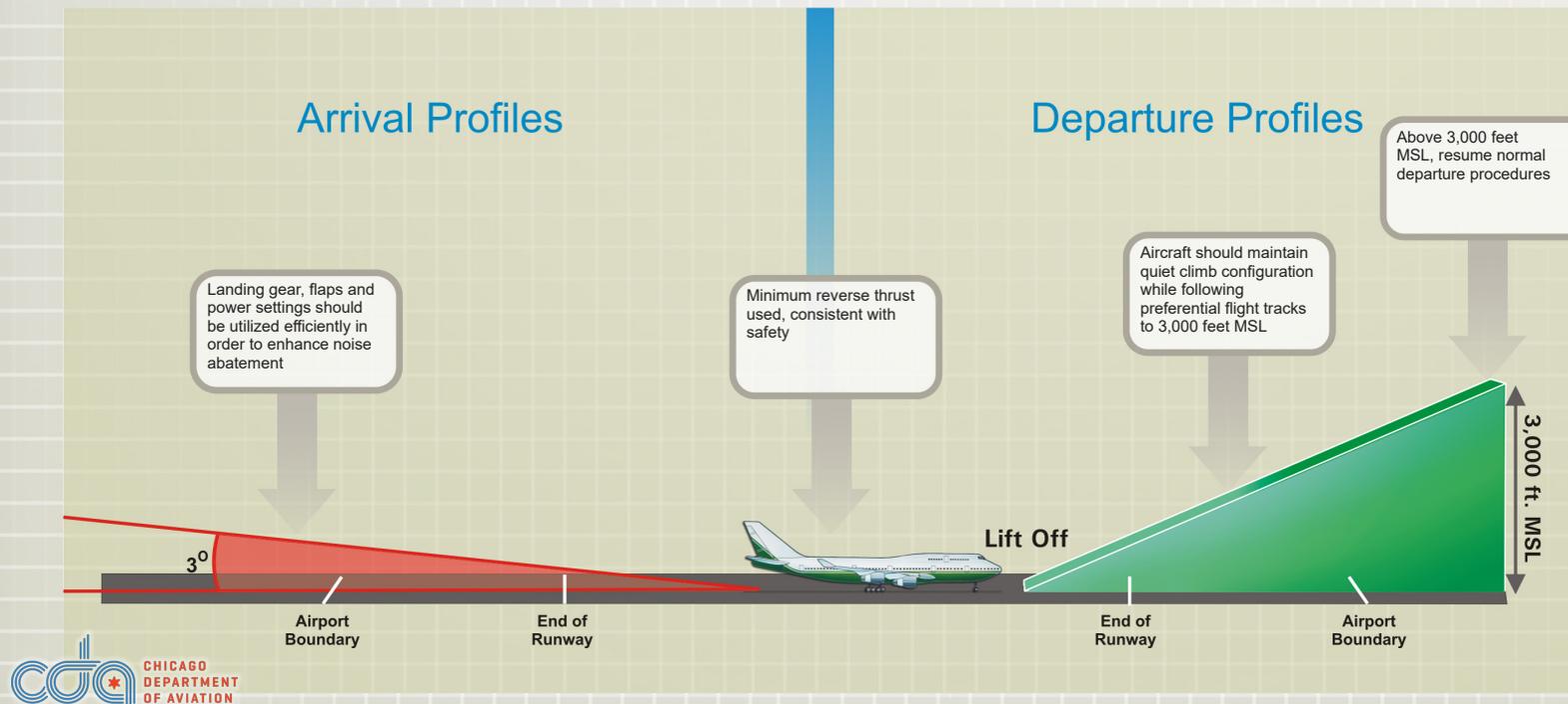


Chicago O'Hare International Airport is located in a noise sensitive area surrounded by residential communities. The Fly Quiet Program includes the following arrival and departure procedures for noise abatement. These procedures are advisory in nature and do not compromise safety.

Recommended Nighttime Arrival Procedures: 10 p.m. to 7 a.m. (2200-0700 local)

- I. **Descent:** Aircraft should not be lower than 4,000 feet MSL when turning on final approach.
- II. **Reverse Thrust:** Limit the use of reverse thrust between 10 p.m. to 7 a.m. (2200-0700 local) to reduce nighttime noise impacts on local communities.

Arrival and Departure Procedures



This page was updated in November 2016

Visit the O'Hare Noise webpage at www.flychicago.com/ORDNoise

Chicago O'Hare International Airport



Aircraft ground run-ups are routine aircraft engine maintenance tests which require the operation of an engine at high power for extended periods of time generating continuous elevated noise levels. The Ground Run-Up Enclosure (GRE), sometimes referred to as a "hush house," is a structure that uses acoustical dampening principles to reduce the noise impacts of aircraft engine ground run-ups.

The purpose of the GRE at O'Hare is to minimize noise generated from all aircraft engine test runs during maintenance and repair procedures, and to reduce the number of communities impacted by aircraft ground run-up noise. The GRE is located on the Scenic Hold Pad, adjacent to the airline maintenance area, and is oriented to direct aircraft noise toward the center of the Airport and the terminal core.

All run-ups of aircraft jet engines require the pilot or mechanic to obtain approval from Airfield Operations.

The Fly Quiet Program includes the following ground run-up procedures listed below.

Ground Run-Up Procedures

Ground run-ups must be conducted at the following locations in preferential order:

- 1) Ground Run-Up Enclosure (on the Scenic Hold Pad)
- 2) Alternate Run-Up locations to be used when the Ground Run-Up Enclosure is in-use or winds are not conducive for run-ups in the Ground Run-Up Enclosure.

For further details regarding the GRE, alternative run-up locations or procedures for ground run-ups, please refer to the CDA Ground Run-Up Procedures Manual.

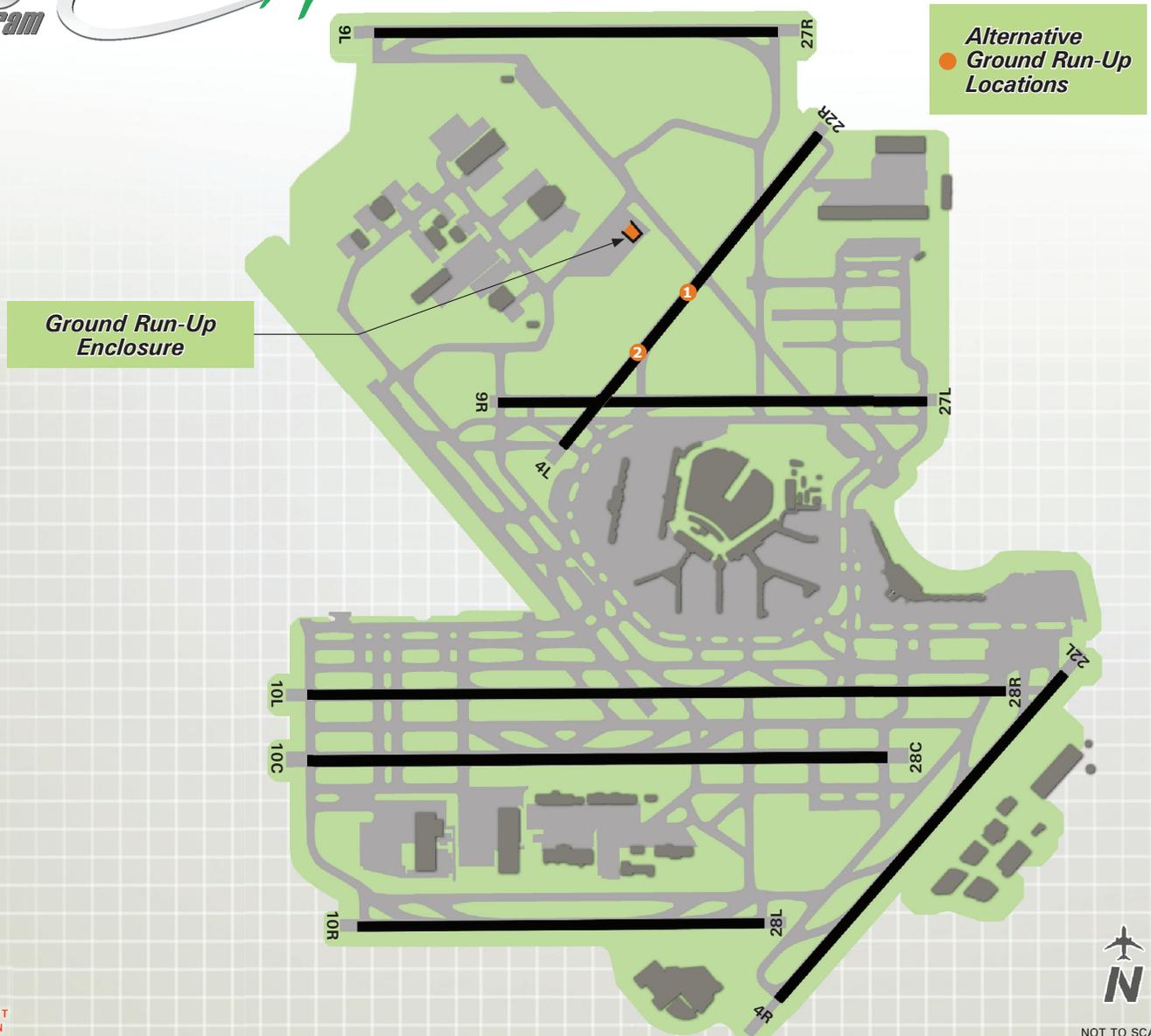


Ground Run-Up Locations

Chicago O'Hare International Airport



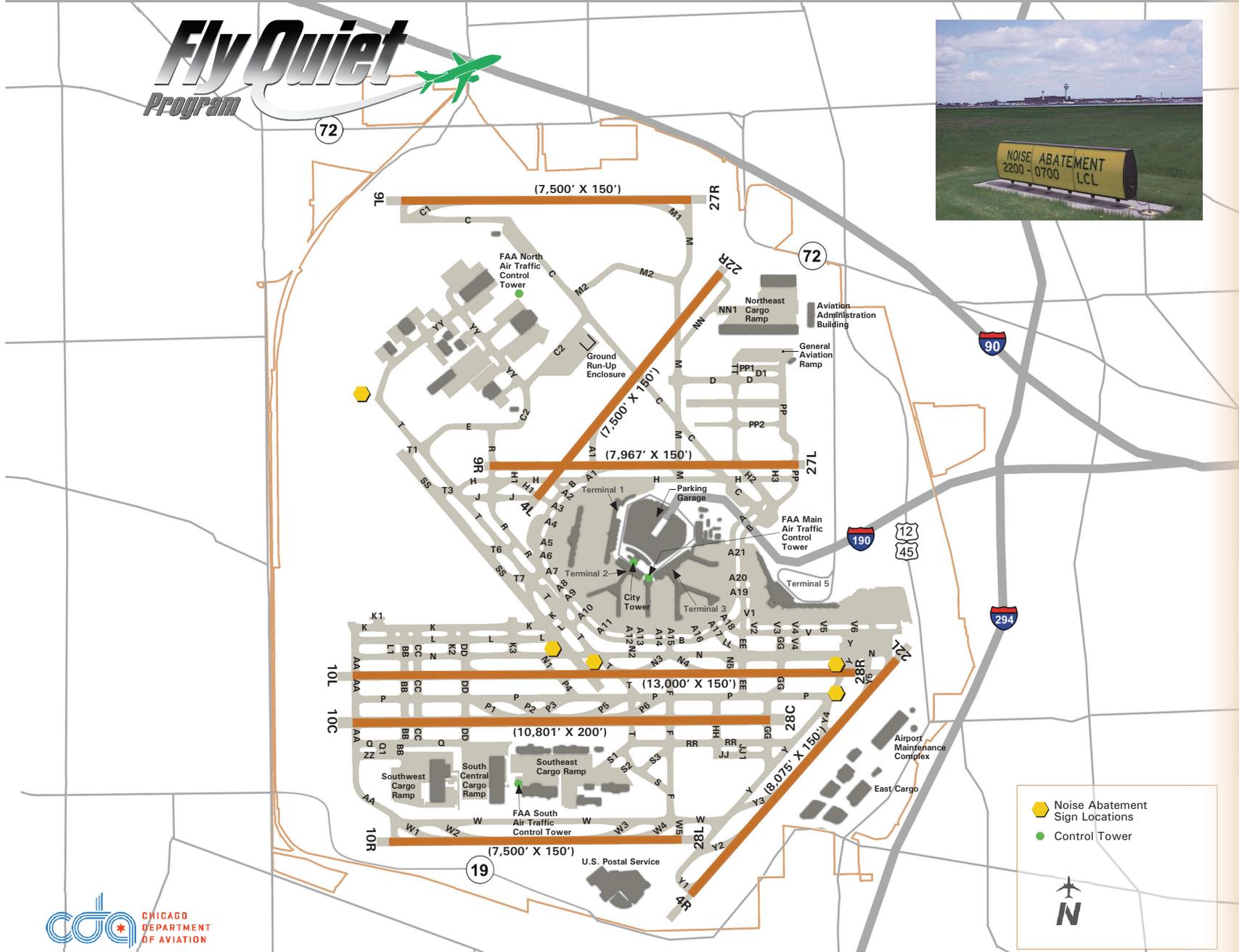
Ground Run-Up Locations



Chicago O'Hare International Airport



Airport Layout Diagram



- Noise Abatement Sign Locations
- Control Tower



Chicago O'Hare International Airport



Outreach

The Fly Quiet Program is currently being delivered to airlines and pilots in four forms:

- Automatic Terminal Information Service (ATIS) is the continuous broadcast of recorded non-control information that is updated when there is a significant change in the information. O'Hare ATIS broadcasts "Noise Abatement Procedures are in effect" while O'Hare is in Fly Quiet. All pilots listen to ATIS before contacting Air Traffic Control.
- Noise Abatement Signs are located on the airfield. See Airport Layout Diagram for example and locations.
- Air Traffic Control (ATC) provides approved Fly Quiet flight instructions to pilots before the aircraft is cleared for takeoff. ATC provides vectors (Fly Quiet headings) and informs the pilot to maintain heading until 3,000' MSL and contact departure control (TRACON). The controller may or may not explain these headings are noise abatement procedures.
- The O'Hare Noise Compatibility Commission (ONCC) provides outreach to airline chief pilots, station managers and other airline representatives (www.oharenoise.org).



This page was updated in November 2016

Visit the O'Hare Noise webpage at www.flychicago.com/ORDNoise



Chicago Department of Aviation
O'Hare Noise Hotline: 1-800-435-9569
www.flychicago.com/ORDNoise