



CHICAGO DEPARTMENT OF AVIATION
CITY OF CHICAGO

APR 22 2020

Mr. Paul Lark
O'Hare International Airport
P.O. Box 66581
Chicago, IL 60666

SENT VIA EMAIL: plark@igcinc.org

Dear Mr. Lark:

The impact of the novel coronavirus (COVID-19) has been unprecedented and catastrophic for the aviation industry. As you know, our operations, like those of other airports globally, have been acutely affected by the sudden and sharp decline in international and domestic aviation passenger traffic. This drop has forced air carriers to adjust their schedules and cut air service. The Chicago Department of Aviation (CDA) recognizes and is sympathetic to the financial hardship air carriers are enduring in this time of travel restrictions and reduced demand. The CDA also understands the impact on scheduling for current and future air service.

The Federal Aviation Administration (FAA) addressed the impact of COVID-19 in a March 2020 notice addressing usage requirements in accordance with recommendations from International Air Transport Association (IATA). On March 11, 2020, the FAA notified IATA Level 2 airports, including Chicago O'Hare International Airport, that it would prioritize flights cancelled due to Coronavirus through May 31, 2020 when establishing a carrier's operational baseline in the next corresponding season. On April 9, 2020, the FAA formally amended the notice, extending the period during which flights cancelled due to Coronavirus will be prioritized through October 24, 2020.

The CDA is taking a similar approach and hereby clarifying how Existing Historical Flights, as defined in the Terminal Space Use Protocols (TSUPs) should be considered as a result of the impacts of the COVID-19 pandemic on air travel.

The following considerations shall apply when determining whether a flight to be operated by a space requesting air carrier is an Existing Historical Flight under the definition provided in the TSUPs when scheduling gates and other terminal premises for IATA Winter 2020/2021 and Summer 2021 seasons:

- **Flights scheduled to operate in Winter 2019/2020 (October 27, 2019 to March 28, 2020):** All flights scheduled as of August 31, 2019 (Historics Baseline Date) shall be considered Existing Historical Flights for the purpose of scheduling of gate, hardstand and ancillary space for the IATA Winter 2020/2021 season, regardless of whether they were cancelled or removed from the schedule at a later date. Flights added to the schedule after the Historics Baseline Date may be considered on a case-by-case basis by the Scheduling Manager, based on the provisions outlined in the TSUPs.
- **Flights scheduled to operate in Summer 2020 (March 29, 2020 to October 24, 2020):** All flights scheduled as of January 31, 2020 (Historics Baseline Date) shall be considered Existing Historical Flights for the purpose of scheduling of gate, hardstand and ancillary space for the IATA Summer 2021 season, regardless of whether they were cancelled or removed from the schedule at a later date. Flights removed from the schedule prior to the Historics Baseline Date may not be considered in the scheduling process unless the air carrier can demonstrate to the reasonable satisfaction of the Scheduling Manager that the cancellation is due to regulatory requirements in response to the COVID-19 outbreak.

To clarify, the priorities, procedures and requirements outlined in the TSUPs shall remain applicable at all times. Additionally, none of the provisions contained in this letter shall be considered to supersede the provisions outlined in the 2018 Airline Use and Lease Agreement (AULA).

The CDA understands the incredible difficulties created by the rapid and severe deterioration of passenger demand created by COVID-19. We agree that air carriers require relief in scheduling requirements, but only to the extent that these measures are temporary and targeted, matched to the parameters of the crisis and based on evidence related to the nature of each market. To that effect, the CDA reserves the right to adjust the end date for these COVID-19 exemptions beyond October 24, 2020.

Sincerely,



Jamie L. Rhee
Commissioner