

Terminal 5 – Winter 2020/2021 Capacity Parameters Scheduling Manager Submission

April 2020

TSUPS SUBMISSION REQUIREMENTS

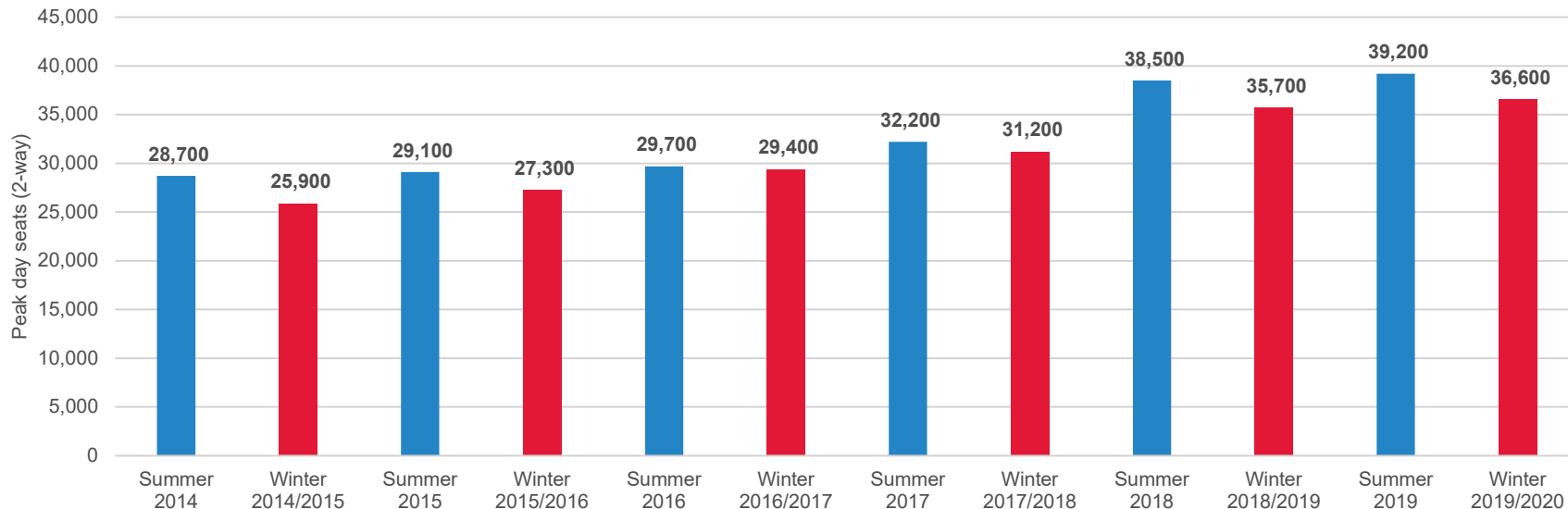
- The City is bound by the TSUPs to submit a Master Common Use Gate Space Plan and Terminal Capacity Parameters to the Scheduling Manager by 6 weeks prior to the IATA initial submission deadline (due by April 2nd, 2020)
- The gate space plan should include all the relevant information needed for the Scheduling Manager to process assignments to Common Use Gate Space and Hardstand Space.
- The terminal capacity parameters submission should include all the useful information to process assignments of the following:
 - Check-in and bag drop positions, including self-service kiosks.
 - Security screening checkpoints.
 - Baggage handling and make-up.
 - Federal inspection station and baggage claim.
- The submission should include terminal capacity parameters related to these processes, at a level of detail reasonably deemed appropriate by the city.

A grayscale photograph of an airport terminal interior. The space is characterized by a high ceiling and large, multi-paned windows that offer a view of the airport tarmac and other buildings. In the foreground, two people are walking across a polished floor with a geometric tile pattern. One person on the left is wearing a pilot's uniform and a cap, while the other on the right is pulling a suitcase. The overall atmosphere is bright and modern. A red horizontal line is positioned below the word 'Background'.

Background

TERMINAL 5 – PEAK DAY SEATS EVOLUTION

Terminal 5 – Peak Day Seats by Season

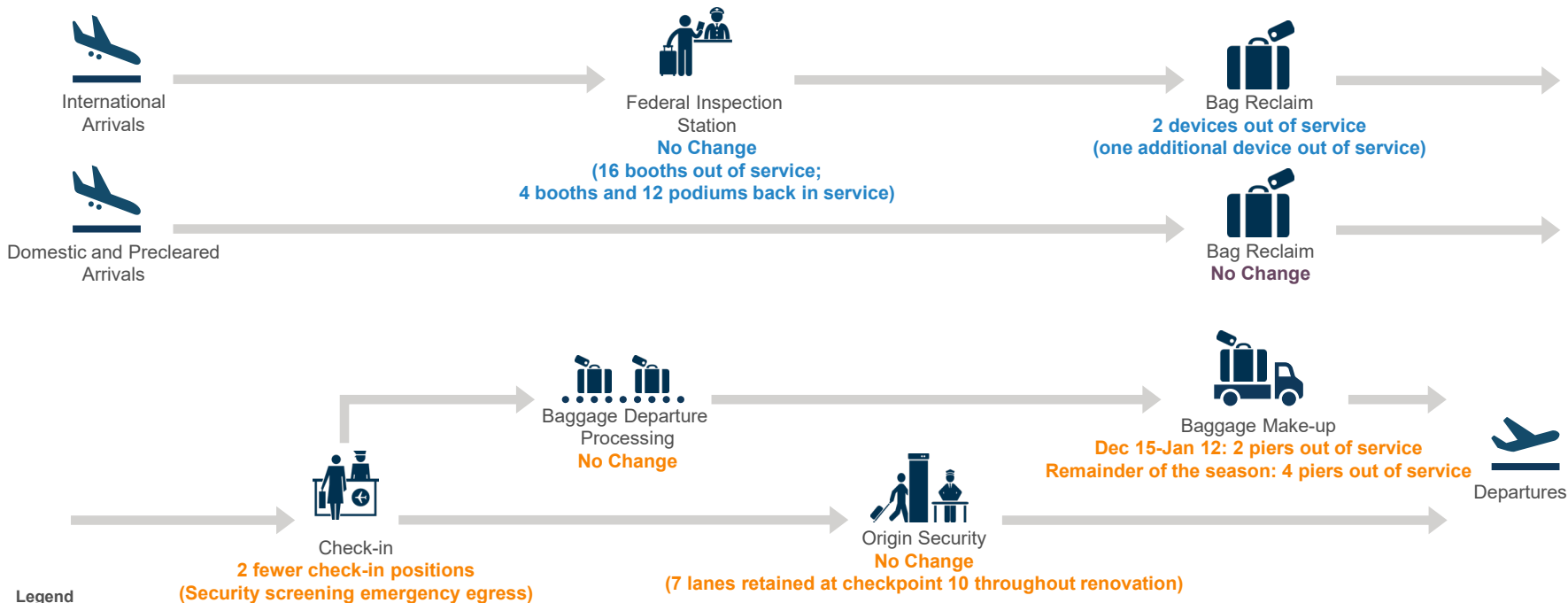


- The Winter peak day has grown similarly to the Summer peak day, but demand remains approximately 5-10% lower

SOURCE: Innovata, O'Hare Flight Schedule, March 2020

KNOWN TERMINAL 5 – WINTER 2020/2021 CONSTRUCTION ACTIVITIES

CHANGES IN PROCESSING CAPACITY



Legend

Changes: Changes versus Summer 2020 affecting international arrivals

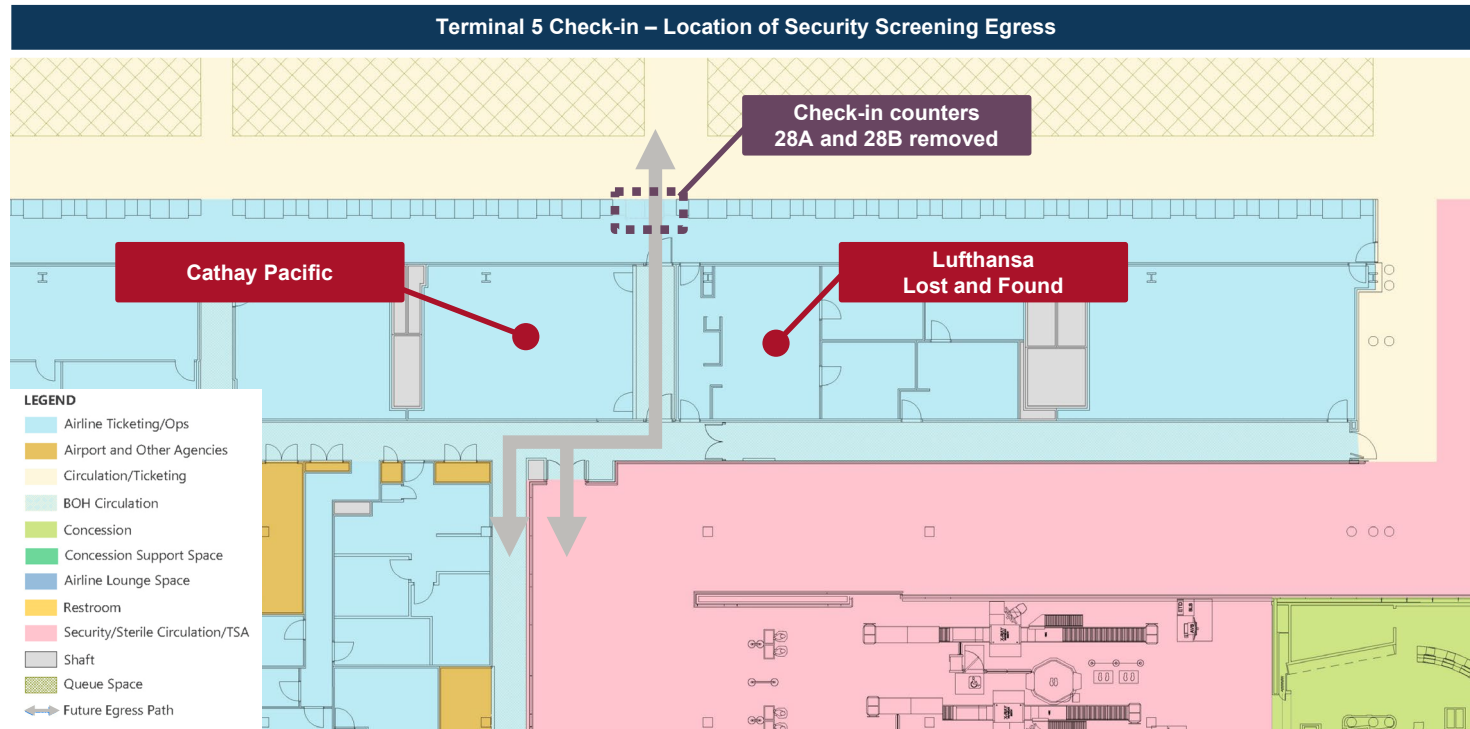
Changes: Changes versus Summer 2020 affecting domestic and precleared arrivals

Changes: Changes versus Summer 2020 affecting departures

NOTE: Only construction activities affecting terminal passenger and baggage processes are shown on this exhibit.

SOURCE: Ricondo & Associates, Inc., April 2020

SECURITY SCREENING EMERGENCY EXIT IMPACT ON CHECK-IN CAPACITY



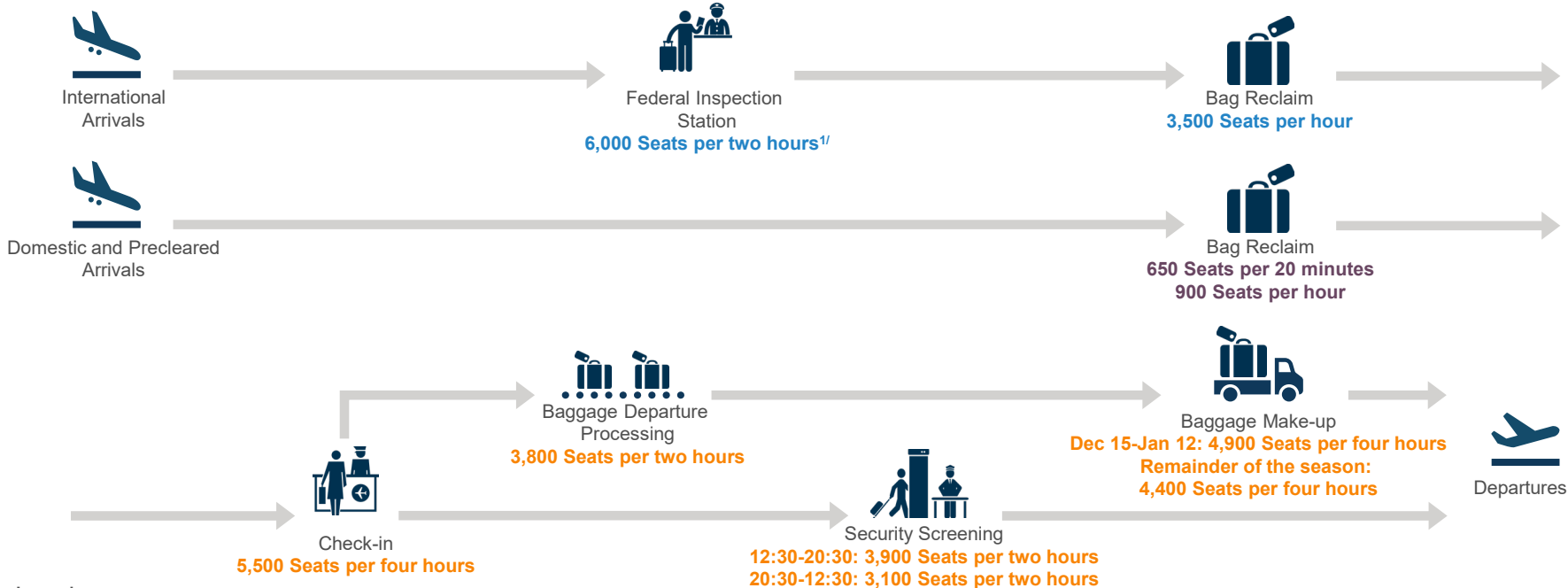
NOTE: Proposed layout subject to change.
SOURCES: Ricondo & Associates, Inc., April 2020

Capacity Parameters Summary



TERMINAL 5 – WINTER 2020/2021 CAPACITY PARAMETERS

LIMITING PROCESS IDENTIFICATION



Legend

Passengers per hour: Maximum Arriving International Passengers Schedule Capacity

Passengers per hour: Maximum Arriving Domestic and Precleared Passengers Schedule Capacity



Passengers per two hours: Maximum Departing Passengers Schedule Capacity

NOTE: 1/ The demand may only be sustained at capacity for up to 3 consecutive hours.

SOURCE: Ricondo & Associates, Inc., April 2020

TERMINAL 5 – WINTER 2020/2021 CAPACITY PARAMETERS

CAPACITY LIMITS BY FLOW

Passenger Flow	Maximum Capacity				
	Time of Day	Unit	Capacity		Capacity Limiting Process
			Dec 15 th to Jan 12 th	Remainder of the Season	
 International Arrivals	All day	Seats per hour	3,500	3,500	Bag Reclaim
	All day	Seats per two hours	6,000 ^{1/}	6,000 ^{1/}	Federal Inspection Station
 Domestic and Precleared Arrivals	All day	Seats per 20 minutes	650	650	Bag Reclaim
	All day	Seats per hour	900	900	Bag Reclaim
 Departures	Between 12:30 and 20:30	Seats per two hours	3,800	3,800	Baggage Departure Processing
	Between 20:30 and 12:30	Seats per two hours	3,100	3,100	Security Screening
	All day	Seats per four hours	4,900	4,400	Check-in and Baggage Make-up

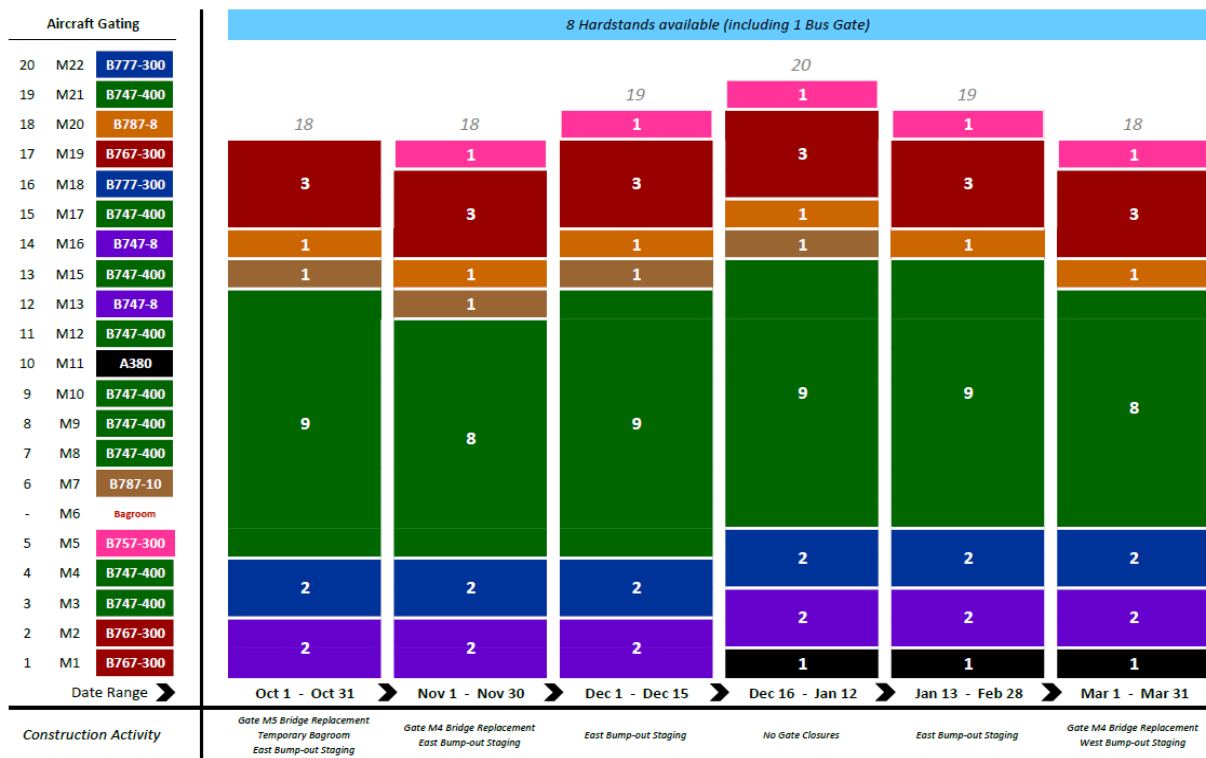
NOTE: 1/ The demand may only be sustained at capacity for up to 3 consecutive hours.

SOURCE: Ricondo & Associates, Inc., April 2020

Gate Count, Phasing and Capacity



GATE COUNT & CAPACITY DURING CONSTRUCTION (OCTOBER 2020 - MARCH 2021)



Note: The winter season begins October 25th and ends March 27th. The information shown here illustrates the capacity from October 1st through March 31st.
 SOURCE: Ricondo & Associates, Inc., April 2020

COMMON USE GATE CAPACITY: OCTOBER 1, 2020-MARCH 31, 2021 (PART 1 OF 2)

Position	Terminal	Concourse	Aircraft that can be accommodated at Position																						
L11A	3	L	C208	C402	B19C																				
L11B	3	L	C208	C402	B19C																				
M1	5	M	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW												
M2	5	M	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW												
M3	5	M	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW	B76-4ER	A330-3	B78-8	B78-9	B78-10	B77-2ER	B77-3ER	A350-9	A350-10	A340-6	B74-4ER	
M4	5	M	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW	B76-4ER	A330-3	B78-8	B78-9		B77-2ER	B77-3ER	A350-9		A340-6	B74-4ER	
M5	5	M	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W														
M6	5	M	CLOSED																						
M7	5	M	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW	B76-4ER	A330-3	B78-8	B78-9	B78-10							
M8	5	M	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW	B76-4ER	A330-3	B78-8	B78-9		B77-2ER	B77-3ER	A350-9		A340-6	B74-4ER	
M9	5	M	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW	B76-4ER	A330-3	B78-8	B78-9	B78-10	B77-2ER	B77-3ER	A350-9	A350-10	A340-6	B74-4ER	
M10	5	M	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW	B76-4ER	A330-3	B78-8	B78-9	B78-10	B77-2ER	B77-3ER	A350-9	A350-10	A340-6	B74-4ER	
M11	5	M	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW	B76-4ER	A330-3	B78-8	B78-9	B78-10	B77-2ER	B77-3ER	A350-9	A350-10	A340-6	B74-4ER	B74-8
M11A	5	M	A380-8																						
M12	5	M	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW	B76-4ER	A330-3	B78-8	B78-9		B77-2ER	B77-3ER	A350-9		A340-6	B74-4ER	
M13	5	M	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW	B76-4ER	A330-3	B78-8	B78-9	B78-10	B77-2ER	B77-3ER	A350-9	A350-10	A340-6	B74-4ER	B74-8
M15	5	M	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW	B76-4ER	A330-3	B78-8	B78-9	B78-10	B77-2ER	B77-3ER	A350-9	A350-10	A340-6	B74-4ER	
M16	5	M	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW	B76-4ER	A330-3	B78-8	B78-9		B77-2ER	B77-3ER	A350-9		A340-6	B74-4ER	B74-8
M17	5	M	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW	B76-4ER	A330-3	B78-8	B78-9	B78-10	B77-2ER	B77-3ER	A350-9	A350-10	A340-6	B74-4ER	
M18	5	M	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW	B76-4ER	A330-3	B78-8	B78-9	B78-10	B77-2ER	B77-3ER	A350-9	A350-10	A340-6	B74-4ER	
M19	5	M	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW	B76-4ER	A330-3	B78-8									

Note: The winter season begins October 25th and ends March 27th. The information shown here illustrates the capacity from October 1st through March 31st.
SOURCE: Ricondo & Associates, Inc., April 2020

COMMON USE GATE CAPACITY: OCTOBER 1, 2020-MARCH 31, 2021 (PART 2 OF 2)

Position	Terminal	Concourse	Aircraft that can be accommodated at Position																						
M20	5	M	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW	B76-4ER	A330-3	B78-8	B78-9	B78-10	B77-2ER	B77-3ER	A350-9	A350-10	A340-6	B74-4ER	
M21	5	M	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW	B76-4ER	A330-3	B78-8	B78-9	B78-10	B77-2ER	B77-3ER	A350-9	A350-10	A340-6	B74-4ER	
M21A	5	M	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW												
M22	5	M	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW	B76-4ER	A330-3	B78-8	B78-9	B78-10	B77-2ER	B77-3ER	A350-9	A350-10			
M22A	5	M	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9																
M22B	5	M	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9																
101	5	Remote	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW	B76-4ER	A330-3	B78-8	B78-9	B78-10	B77-2ER	B77-3ER	A350-9	A350-10	A340-6	B74-4ER	
102	5	Remote	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW	B76-4ER	A330-3	B78-8	B78-9	B78-10	B77-2ER	B77-3ER	A350-9	A350-10	A340-6	B74-4ER	
103	5	Remote	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW	B76-4ER	A330-3	B78-8	B78-9	B78-10	B77-2ER	B77-3ER	A350-9	A350-10	A340-6	B74-4ER	
103A	5	Remote	A380-8																						
104	5	Remote	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW	B76-4ER	A330-3	B78-8	B78-9	B78-10	B77-2ER	B77-3ER	A350-9	A350-10	A340-6	B74-4ER	B74-8
104A	5	Remote	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9																
104B	5	Remote	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9																
105	5	Remote	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW	B76-4ER	A330-3	B78-8	B78-9	B78-10	B77-2ER	B77-3ER	A350-9	A350-10	A340-6	B74-4ER	
106	5	Remote	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW	B76-4ER	A330-3	B78-8	B78-9	B78-10	B77-2ER	B77-3ER	A350-9	A350-10	A340-6	B74-4ER	
107	5	Remote	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW	B76-4ER	A330-3	B78-8	B78-9	B78-10	B77-2ER	B77-3ER	A350-9	A350-10	A340-6	B74-4ER	
108	5	Remote	E175	E190	A319-2	A320-2	A321-2	B73-8W	B73-9	B75-2W	B75-3W	B76-2ER	B76-3ERW	B76-4ER	A330-3	B78-8	B78-9	B78-10	B77-2ER	B77-3ER	A350-9	A350-10	A340-6	B74-4ER	

Note: The winter season begins October 25th and ends March 27th. The information shown here illustrates the capacity from October 1st through March 31st.
SOURCE: Ricondo & Associates, Inc., April 2020

COMMON USE GATE CAPACITY: OCTOBER 1, 2020-MARCH 31, 2021 (PART 1 OF 2)

Position	Terminal	Concourse	Largest Aircraft	Notes	Passenger Access to Terminal	Hydrant Fueling	Preconditioned Air	Ground Power	Adjacent Parking Dependencies & Special Operations	Servicing Restrictions
L11A	3	L	B-1900C	East facing (inbound dependent on L11A)	Ramp walk (partially covered)	No (Truck fill only)	No	No	L11B must be vacant to taxi into position	Truck fueling
L11B	3	L	B-1900C	West facing (outbound dependent on L11B)	Ramp walk (partially covered)	No (Truck fill only)	No	No	L11A must be vacant to taxi out of position	Truck fueling
M1	5	M	B767-300ERW	-	Passenger Loading Bridge (1)	Yes	Yes	Yes	Pushback clearance from FAA Tower required (onto Taxiway B)	None
M2	5	M	B767-300ERW	-	Passenger Loading Bridge (1)	Yes	Yes	Yes	Pushback clearance from FAA Tower required (onto Taxiway B)	None
M3	5	M	B747-400ER	-	Passenger Loading Bridge (1)	Yes	Yes	Yes	None	None
M4	5	M	B747-400ER	No access to Door L1 of B787-9/A350-900	Passenger Loading Bridge (1)	Yes	Yes	Yes	None	None
M5	5	M	B757-300W	-	Passenger Loading Bridge (1)	Yes	Yes	Yes	Restricted to B757-300W due to M6 temporary baggage system	None
M6	5	M	-	CLOSED	-	-	-	-	Temporary baggage system on the ramp space	-
M7	5	M	B787-10	Nightly closures to accommodate construction	Passenger Loading Bridge (1)	Yes	Yes	Yes	Restricted to B787-10 wingspan due to M6 temporary baggage system	None
M8	5	M	B747-400ER	Nightly closures to accommodate construction	Passenger Loading Bridge (1)	Yes	Yes	Yes	None	None
M9	5	M	B747-400ER	-	Passenger Loading Bridge (1)	Yes	Yes	Yes	None	None
M10	5	M	B747-400ER	-	Passenger Loading Bridge (1)	Yes	Yes	Yes	None	None
M11	5	M	B747-8	Nightly closures to accommodate construction	Passenger Loading Bridges (2)	Yes	Yes	Yes	M11A must be vacant / No M11A Bridge access to Narrow Bodies	None
M11A	5	M	A380-800	Nightly closures to accommodate construction	Passenger Loading Bridges (2)	Yes	Yes	Yes	M11 must be vacant	None
M12	5	M	B747-400ER	Nightly closures to accommodate construction	Passenger Loading Bridge (1)	Yes	Yes	Yes	None	None
M13	5	M	B747-8	-	Passenger Loading Bridge (1)	Yes	Yes	Yes	None	None
M15	5	M	B747-400ER	-	Passenger Loading Bridge (1)	Yes	Yes	Yes	None	None
M16	5	M	B747-8	-	Passenger Loading Bridge (1)	Yes	Yes	Yes	None	None
M17	5	M	B747-400ER	-	Passenger Loading Bridge (1)	Yes	Yes	Yes	None	None
M18	5	M	B777-300ER	-	Passenger Loading Bridge (1)	Yes (temporary pits)	Yes	Yes	None	None
M19	5	M	B787-8	-	Passenger Loading Bridge (1)	Yes	Yes	Yes	Connected via temporary walkway	None

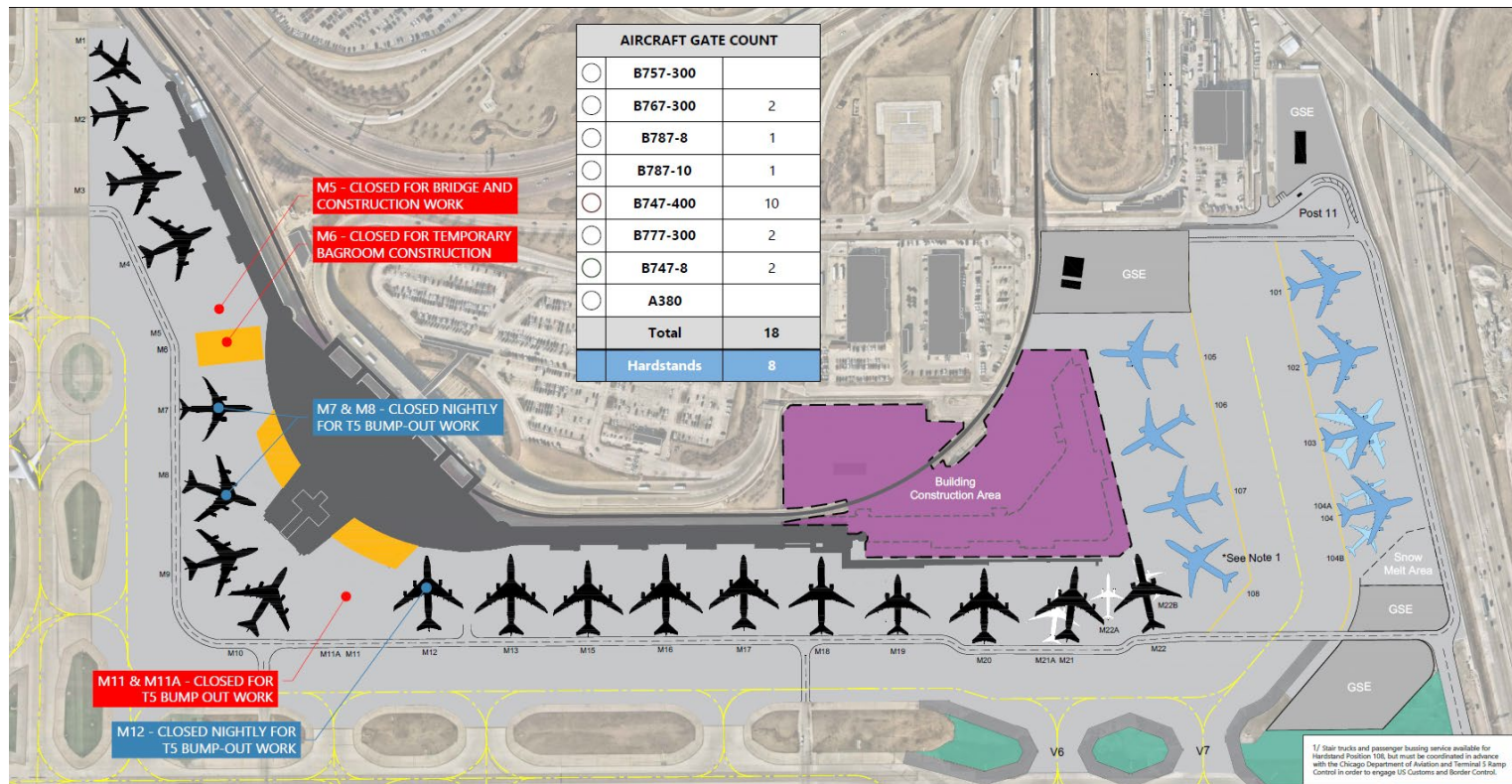
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SOURCE: Ricondo & Associates, Inc., April 2020

COMMON USE GATE CAPACITY: OCTOBER 1, 2020-MARCH 31, 2021 (PART 2 OF 2)

Position	Terminal	Concourse	Largest Aircraft	Notes	Passenger Access to Terminal	Hydrant Fueling	Preconditioned Air	Ground Power	Adjacent Parking Dependencies & Special Operations	Servicing Restrictions
M20	5	M	B747-400ER	-	Passenger Loading Bridge (1)	Yes	Yes	Yes	Connected via temporary walkway	None
M21	5	M	B747-400ER	-	Passenger Loading Bridge (1)	Yes	Yes	Yes	M21A must be vacant (Connected via temporary walkway)	None
M21A	5	M	B767-300ERW	-	Passenger Loading Bridge (1)	Yes (right only)	Yes	Yes	M21 must be vacant (Connected via temporary walkway)	None
M22	5	M	B777-300ER	-	Passenger Loading Bridge (1)	Yes	Yes	Yes	Both M22A and M22B must be vacant (Connected via temporary walkway)	None
M22A	5	M	B737-900	-	Passenger Loading Bridge (1)	Yes	Yes	Yes	M22 must be vacant (Connected via temporary walkway)	None
M22B	5	M	B737-900	-	Passenger Loading Bridge (1)	Yes	Yes	Yes	M22 must be vacant (Connected via temporary walkway)	None
101	5	Remote	B747-400ER	Hardstand	No	Yes	No	No	None	None
102	5	Remote	B747-400ER	Hardstand	No	Yes	No	No	None	None
103	5	Remote	B747-400ER	Hardstand	No	Yes	No	No	103A must be vacant	None
103A	5	Remote	A380-800	Hardstand	No	Yes	No	No	103 and 104 must be vacant	None
104	5	Remote	B747-8	Hardstand	No	Yes	No	No	103A must be vacant	None
104A	5	Remote	B737-900	Hardstand	No	Yes	No	No	104 must be vacant	None
104B	5	Remote	B737-900	Hardstand	No	No (Truck fill only)	No	No	104 must be vacant	None
105	5	Remote	B747-400ER	Hardstand	No	Yes	No	No	None	None
106	5	Remote	B747-400ER	Hardstand	No	Yes	No	No	None	None
107	5	Remote	B747-400ER	Hardstand	No	Yes	No	No	None	None
108	5	Remote	B747-400ER	Hardstand - Narrow-body Bus Gate Option	Stairs available for narrow-bodies	Yes	No	No	Bussing must be coordinated in advance with CDA, Ramp Control & CBP	None

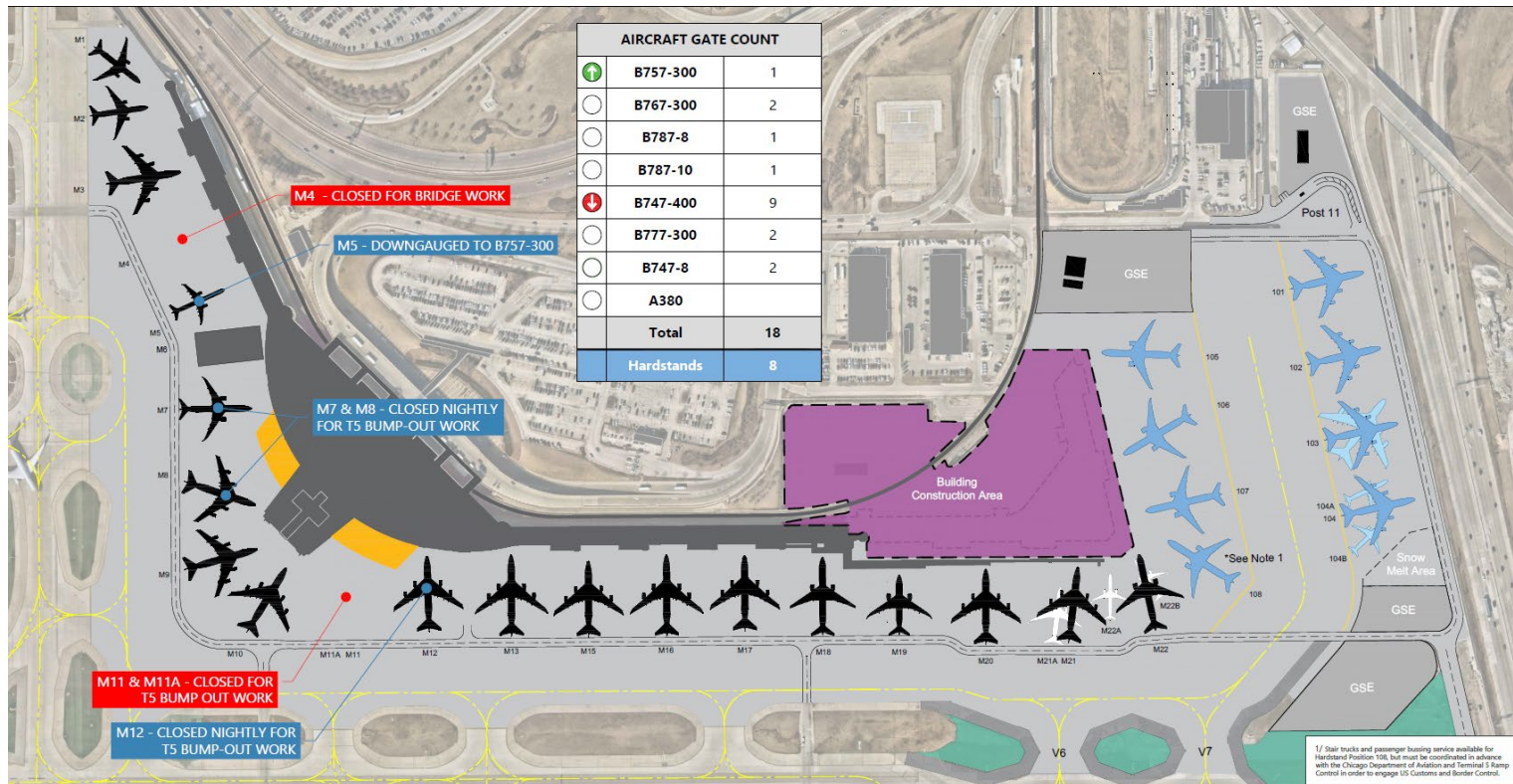
Note: The winter season begins October 25th and ends March 27th. The information shown here illustrates the capacity from October 1st through March 31st.
SOURCE: Ricondo & Associates, Inc., April 2020

PHASING DIAGRAMS-T5 EXTENSION-OCTOBER 1ST-OCTOBER 31ST, 2020



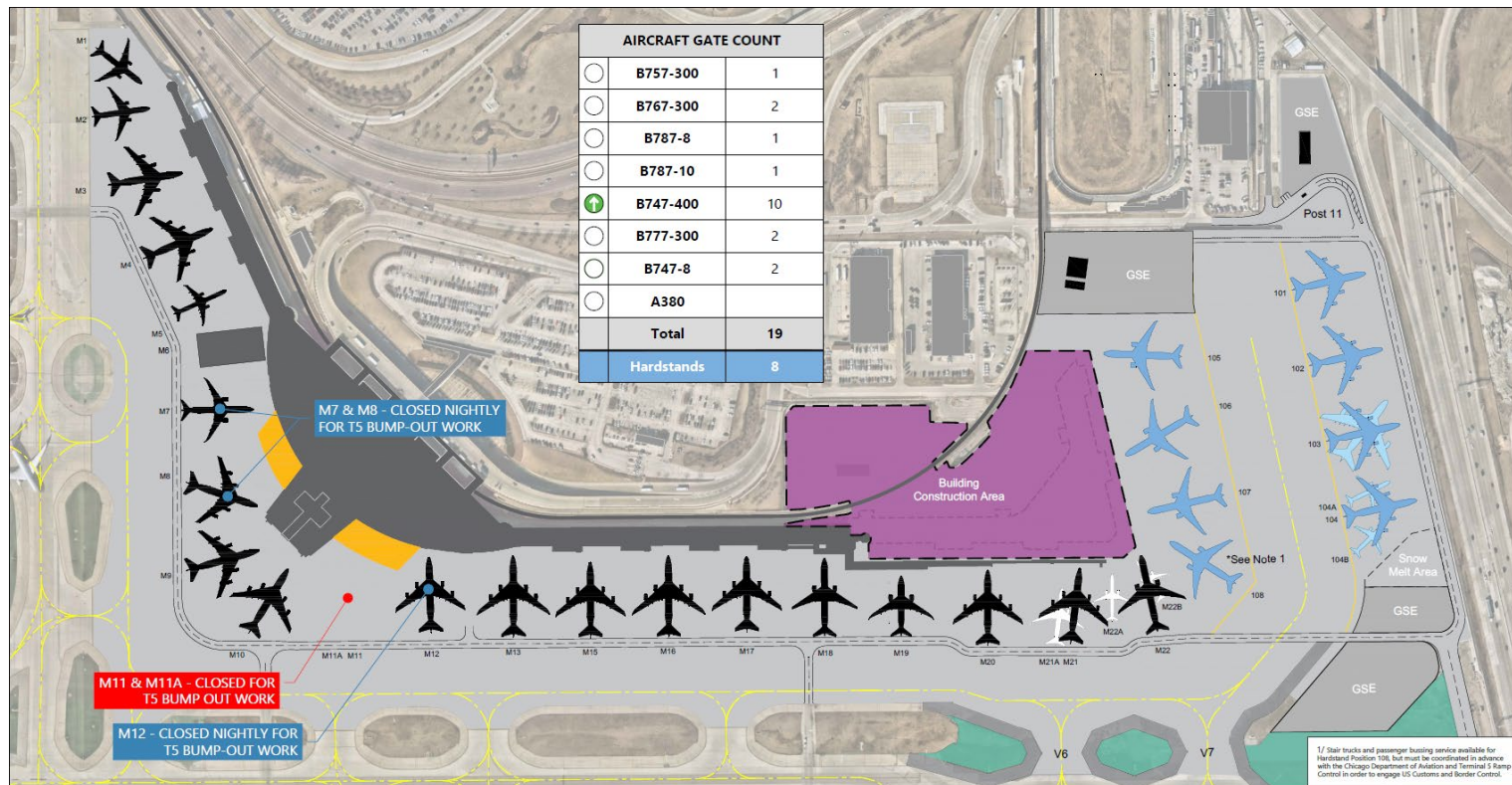
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Updated Future Airport Layout Plan, October 2019; Ricondo & Associates, April 2020.

PHASING DIAGRAMS-T5 EXTENSION-NOVEMBER 1ST-NOVEMBER 30TH, 2020



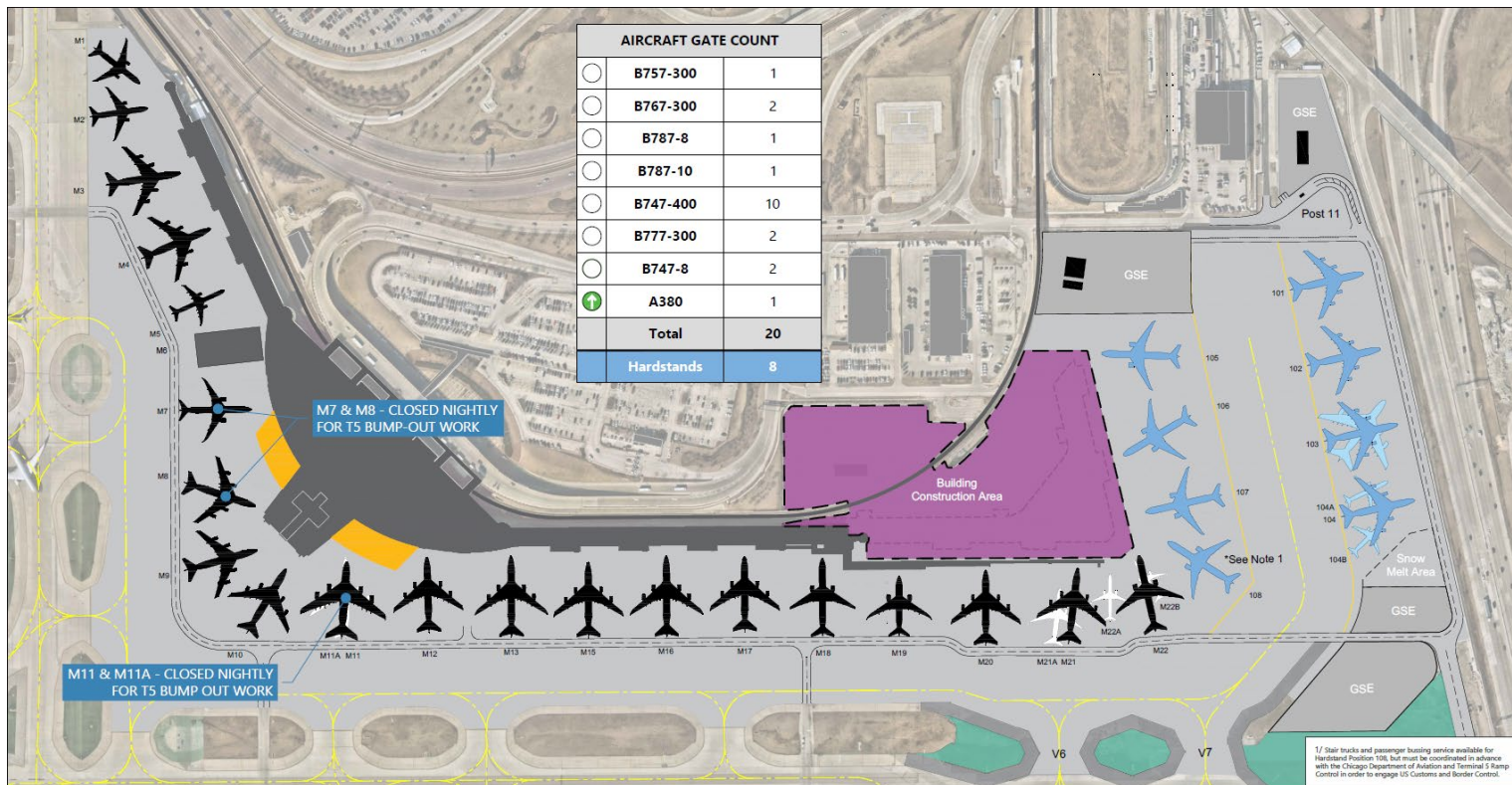
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Updated Future Airport Layout Plan, October 2019; Ricondo & Associates, April 2020.

PHASING DIAGRAMS-T5 EXTENSION-DECEMBER 1ST-DECEMBER 15TH, 2020



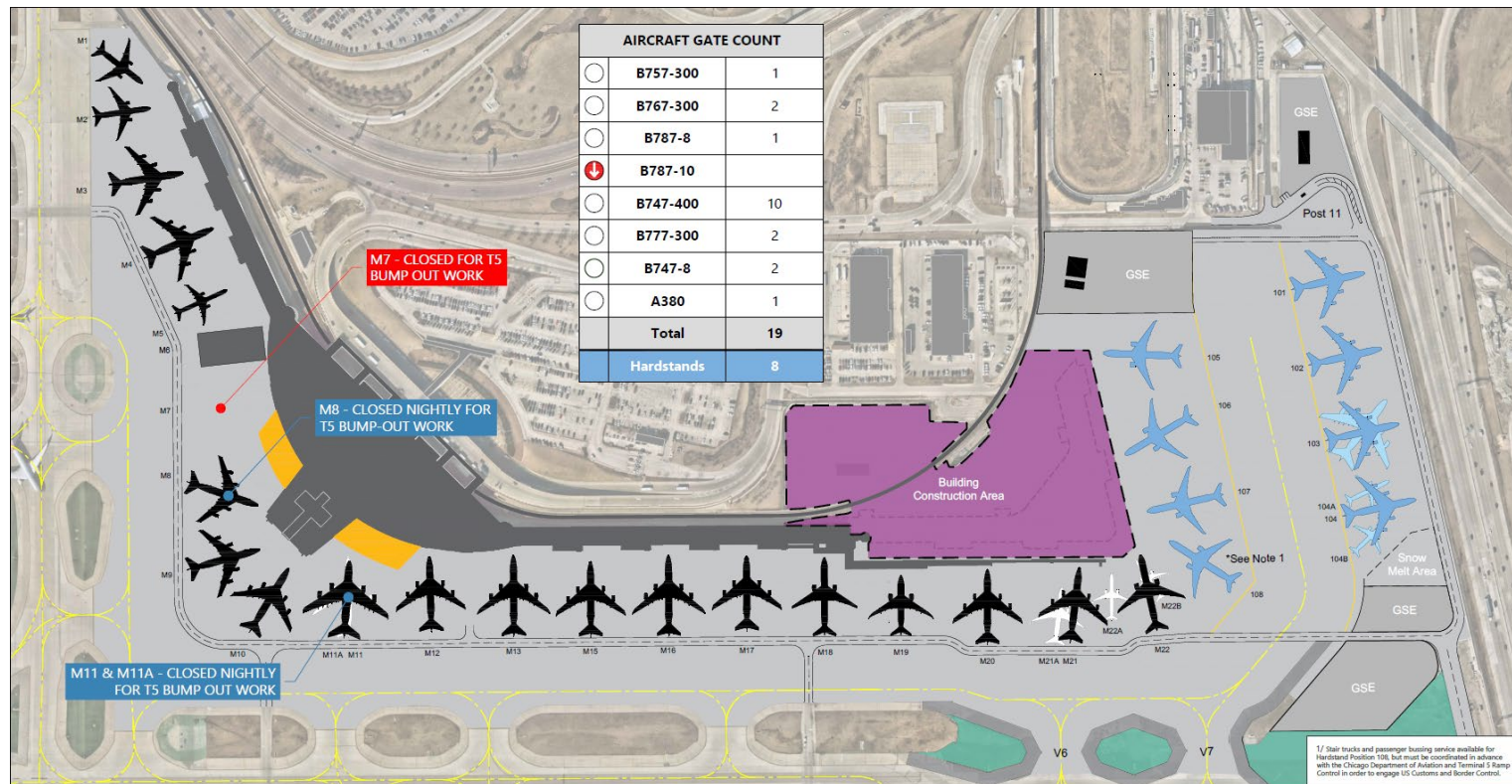
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Updated Future Airport Layout Plan, October 2019; Ricondo & Associates, April 2020.

PHASING DIAGRAMS-T5 EXTENSION-DECEMBER 16TH, 2020 – JANUARY 12TH, 2021



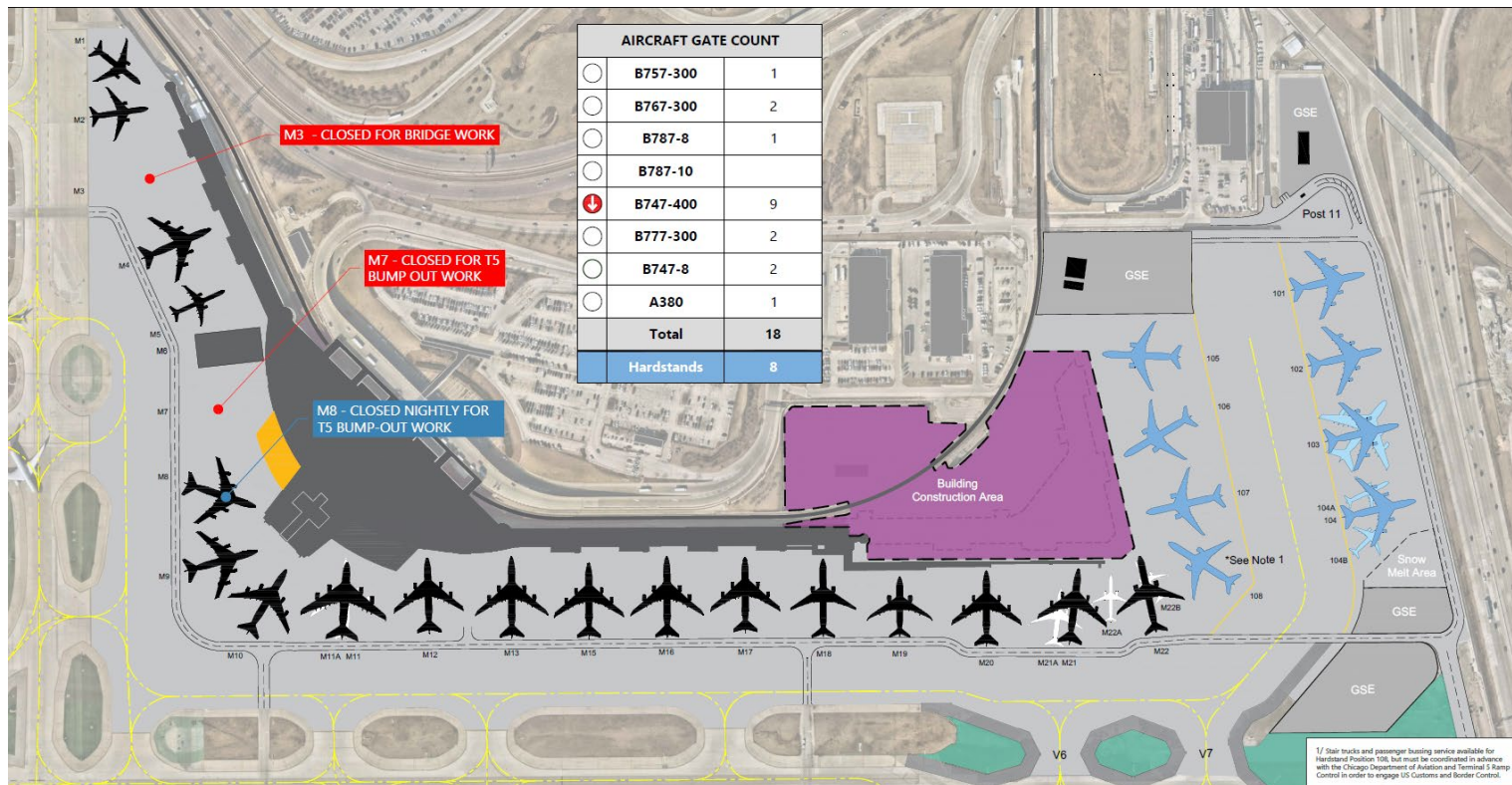
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Updated Future Airport Layout Plan, October 2019; Ricondo & Associates, April 2020.

PHASING DIAGRAMS-T5 EXTENSION-JANUARY 13TH, 2021 – FEBRUARY 28TH, 2021



SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Updated Future Airport Layout Plan, October 2019; Ricondo & Associates, April 2020.

PHASING DIAGRAMS-T5 EXTENSION-MARCH 1ST, 2021 – MARCH 31ST, 2021



SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Updated Future Airport Layout Plan, October 2019; Ricondo & Associates, April 2020.

O HARE 21

JAMIE L. RHEE, COMMISSIONER

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