



**CHICAGO DEPARTMENT OF AVIATION
CITY OF CHICAGO**

February 2, 2021

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, continue to be 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 continue to make short-notice changes to scheduled air service. The Chicago Department of Aviation (CDA) recognizes these challenges and their impacts on allocating facilities 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 COVID-19 through May 31, 2020, when establishing a carrier's operational baseline for the next equivalent season. On April 9, 2020, the FAA formally amended the notice, and granted a full waiver for the Summer 2020 scheduling season ending on October 24, 2020. On October 7, 2020, the FAA extended COVID-19 relief through the Winter 2020/2021 season, with additional provisions aimed at facilitating access to carriers willing to use available capacity on an ad hoc basis.

On January 13, 2021, the FAA issued a notice extending a waiver for Level 2 airports through the entire Summer 2021 season ending on October 30, 2021. With this action, FAA is further extending its COVID-19-related policy for prioritizing flights cancelled at designated IATA Level 2 airports in the United States, for purposes of establishing a carrier's operational baseline for the next equivalent season. The CDA is taking a similar approach and is hereby applying the following conditions:

- All schedules submitted and assigned by the Scheduling Manager for the Summer 2021 season and not intended to be operated must be returned at least four weeks prior to the date of the intended operation to allow other carriers an opportunity to operate at these times on an ad hoc basis without historic precedence. Air Carriers must comply with this condition for operations scheduled from March 28, 2021, through October 30, 2021, and therefore should begin notifying the Scheduling Manager of allocated schedule returns or changes to the Initial Schedule Submission on February 26, 2021. Air Carriers returning full-season slots or schedule assignments at an airport outside the United States will similarly return the complementary full-season schedule assignment at Chicago O'Hare International Airport.
- While flights assigned and operated on an ad hoc basis during the Summer 2021 season may not be considered Existing Historical Flights, the Scheduling Manager will prioritize these flights over new submissions when processing assignments for the Summer 2022 season.

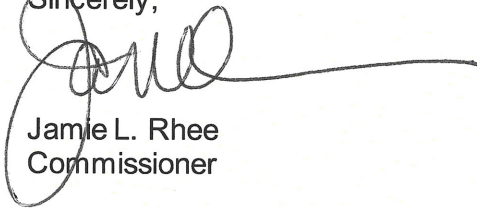
Exemptions to these conditions may be granted if the Air Carrier can prove, to the reasonable satisfaction of the Scheduling Manager, that the intended operation was cancelled due to unanticipated government restrictions that prevent or severely restrict operations to or from the intended airport of operation.

In addition to the considerations above, the priorities, procedures and requirements outlined in the TSUPs shall remain applicable. In particular, all services not covered by this waiver, scheduled as of January 31, 2021 (Historics Baseline Date) and operated in Summer 2021 shall be considered Existing Historical Flights for the purpose of scheduling of gate, hardstand and ancillary space for the IATA Summer 2022 season so long as they do not interfere with services covered by this waiver.

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 30, 2021.

Sincerely,

A handwritten signature in black ink, appearing to read 'JR', with a long horizontal line extending to the right.

Jamie L. Rhee
Commissioner