

TERMINAL 5 – WINTER 2021/2022 CAPACITY PARAMETERS

CAPACITY LIMITS BY FLOW

Passenger Flow	Maximum Capacity			
	Time of Day	Unit	Capacity	Capacity Limiting Process
 International Arrivals	All day	Seats per hour	3,600 ^{1/}	International Baggage Reclaim
	All day	Seats per two hours	6,000 ^{2/}	Federal Inspection Station
 Domestic and Precleared Arrivals	All day	Seats per 20 minutes	650 ^{3/}	Domestic Baggage Reclaim
	All day	Seats per hour	900 ^{3/}	Domestic Baggage Reclaim
 Departures	All day	Seats per two hours	3,800	Baggage Departure Processing
	All day	Seats per four hours	5,200	Baggage Makeup

NOTE: 1/ May be increased to 4,000 seats per hour if all international reclaim devices are available.

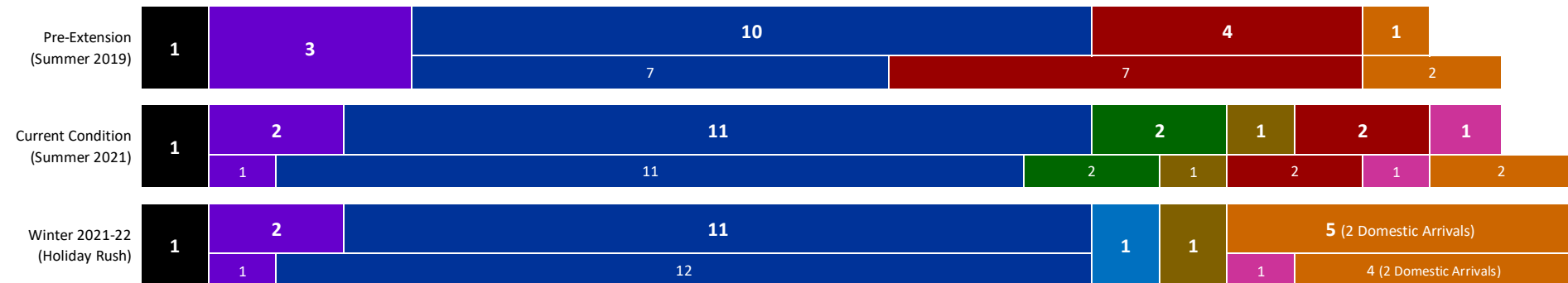
2/ The demand may only be sustained at capacity for up to 3 consecutive hours – capacity is subject to U.S. Customs and Border Protection staffing.

3/ Domestic baggage reclaim capacity limited by international precleared arrivals. Actual seat capacity may be higher if only domestic arrivals occur. Additional capacity may be provided depending on domestic reclaim reconfiguration phasing.

SOURCE: Ricondo & Associates, Inc., March 2021.

TERMINAL 5 DETAILED GATE CAPACITY COMPARISONS (2019 V 2021/22)

# of Positions	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
Gate Number	M1	M2	M3	M4	M5 (M6)	M7	M8	M9	M10	M11	M12	M13	M15	M16	M17	M18	M19	M20	M21	M22 (A/B)		
Pre-Extension (Summer 2019)	B767-300	B767-300	B777-300	B777-300	B777-300	B747-8	B777-300	B777-300	B777-300	A380	B777-300	B747-8	B777-300	B747-8	B777-300	B737-900	B777-300	B767-300	B767-300			
			B767-300	B767-300	B767																	B737
Current Condition (Summer 2021)	B767-300	B767-300	B777-300	B777-300	B757	Bagroom	B787-10	B777-300	B777-300	B777-300	A380	B777-300	B777-300	B777-300	B747-8	B777-300	B787-10	B787-9	B777-300	B777-300	B747-8	
					B737																B737	
Renumbered Gate	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12	M13	M15	M16	M17	M18	M19	M20	M21	M22 (A/B)	
Winter 2021-22 (Holiday Rush)	B737-900 🏠	B737-900 🏠	B737-900	B737-900	B737-900	B777-300	B777-300	B777-300	B777-300	B777-300	A380	B777-300	B777-300	B777-300	B747-8	B777-300	B777-200	B787-9	B777-300	B777-300	B747-8	
			B757-300	B777-300																	B737	



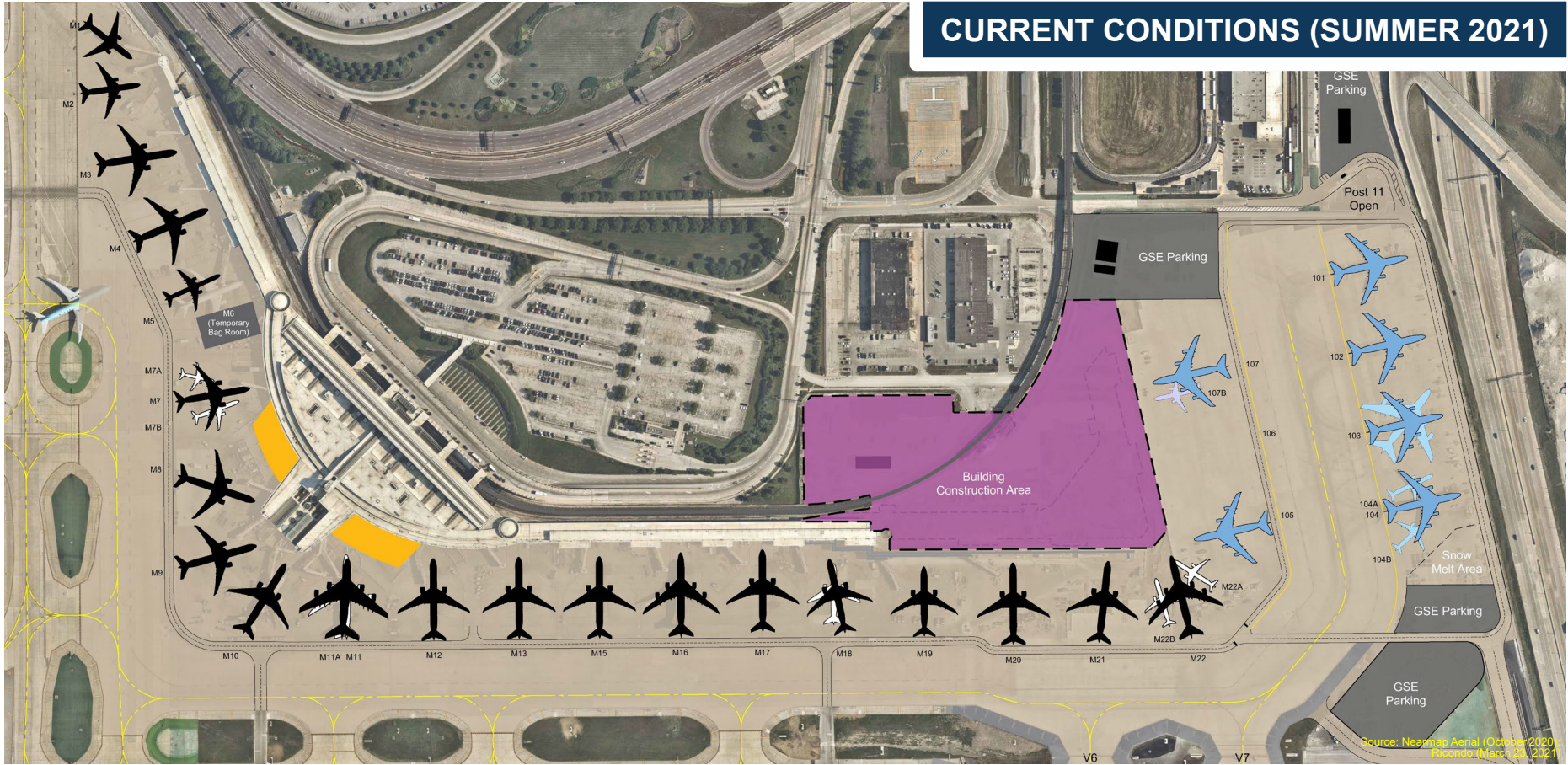
Notes: 🏠 - Domestic Arrival Gate. The above information does not account for single gate closures to accommodate construction activities / Source: Chicago Department of Aviation; International Gate Control; Ricondo (March 26, 2021)

PRE-EXTENSION (SUMMER 2019)



Source: Natsmap Aerial (October 2019)
Ricardo (March 23, 2021)

CURRENT CONDITIONS (SUMMER 2021)



WINTER 2021-22 (CURRENT OPTION)

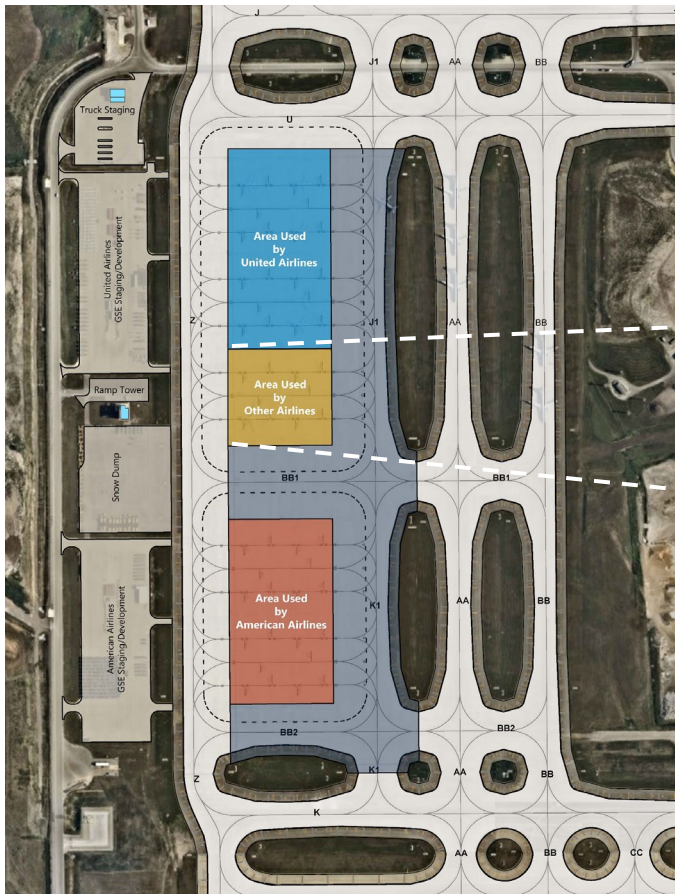


TERMINAL 5 GATE CAPACITY DURING WINTER 2021/22 CONSTRUCTION

# of Positions	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Gate #	M1	M2	M3	M4 / M5	M6	M7	M8	M9	M10	M11	M12	M13	M15	M16	M17	M18	M19	M20	M21	M22 (A/B)
Nov 1 - Dec 11	Closed (PBBs)	Closed (PBBs)	B757-300	B777-300 2	B777-300	B777-300	B777-300	B777-300	B777-300	A380	B777-300	B777-300	B777-300	B747-8	B777-300	B777-200	B787-9	B777-300	B777-300	B747-8 2
Dec 12 - Jan 10	B737-900 🏠	B737-900 🏠	B757-300	B777-300 2	B777-300	B777-300	B777-300	B777-300	B777-300	A380	B777-300	B777-300	B777-300	B747-8	B777-300	B777-200	B787-9	B777-300	B777-300	B747-8 2
Jan 11 - Feb 28	B737-900 🏠	B737-900 🏠	B757-300 (ARR)	B777-300 2 (ARR)	B777-300	B777-300	B777-300	B777-300	B777-300	A380	B777-300	B777-300	B777-300	B747-8	B777-300	B777-200	B787-9	B777-300	B777-300	B747-8 2
Mar 1 - Mar 27	B737-900 🏠	B737-900 🏠	B757-300	B777-300 2 (ARR)	B777-300 (ARR)	B777-300	B777-300	B777-300	B777-300	A380	B777-300	B777-300	B777-300	B747-8	B777-300	B777-200	B787-9	B777-300	B777-300	B747-8 2

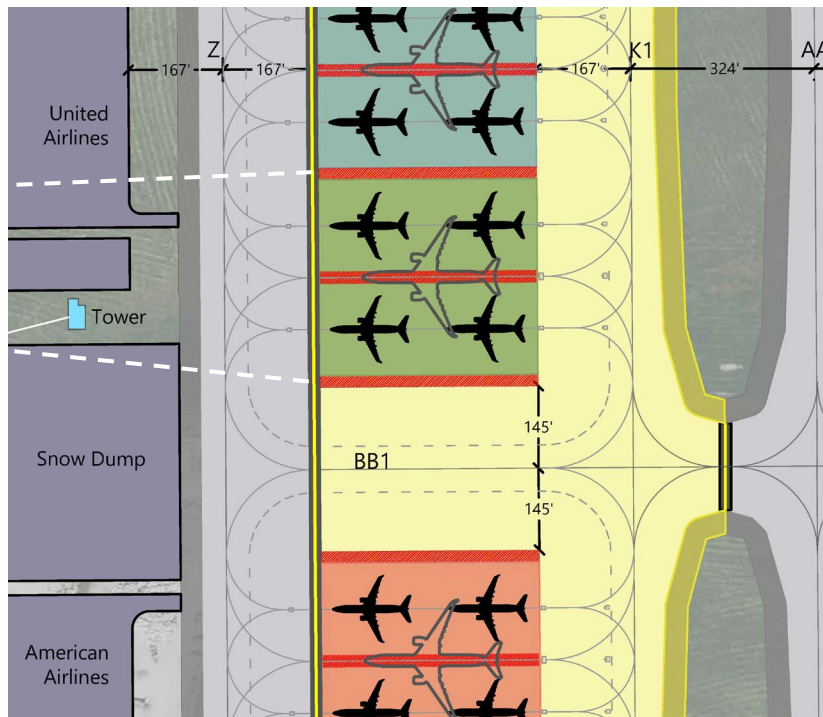
Nov 1 - Dec 11 18 Gates	1	2	12												1	1	1			
Dec 12 - Jan 10 20 Gates (18 Int'l)	1	2	12												1	1	1	2 🏠		
Jan 11 - Feb 28 20 Gates (18 Int'l)	1	2	12 (1 ARRIVAL ONLY)												1	1	1 (ARR)	2 🏠		
Mar 1 - Mar 27 20 Gates (18 Int'l)	1	2	12 (2 ARRIVAL ONLY)												1	1	1	2 🏠		

Notes: 2 - Gate can be split into 2 Narrow-bodies; 🏠 - Domestic Arrival Gate / Source: Chicago Department of Aviation; International Gate Control; Ricoondo (March 30, 2021)



CENTRAL DEICING PAD - HARDSTAND PARKING

Used primarily for Common Use Deicing from May 15 – October 1



GREEN AREA

4 narrow-body

(first in, first out)

or

1 wide-body

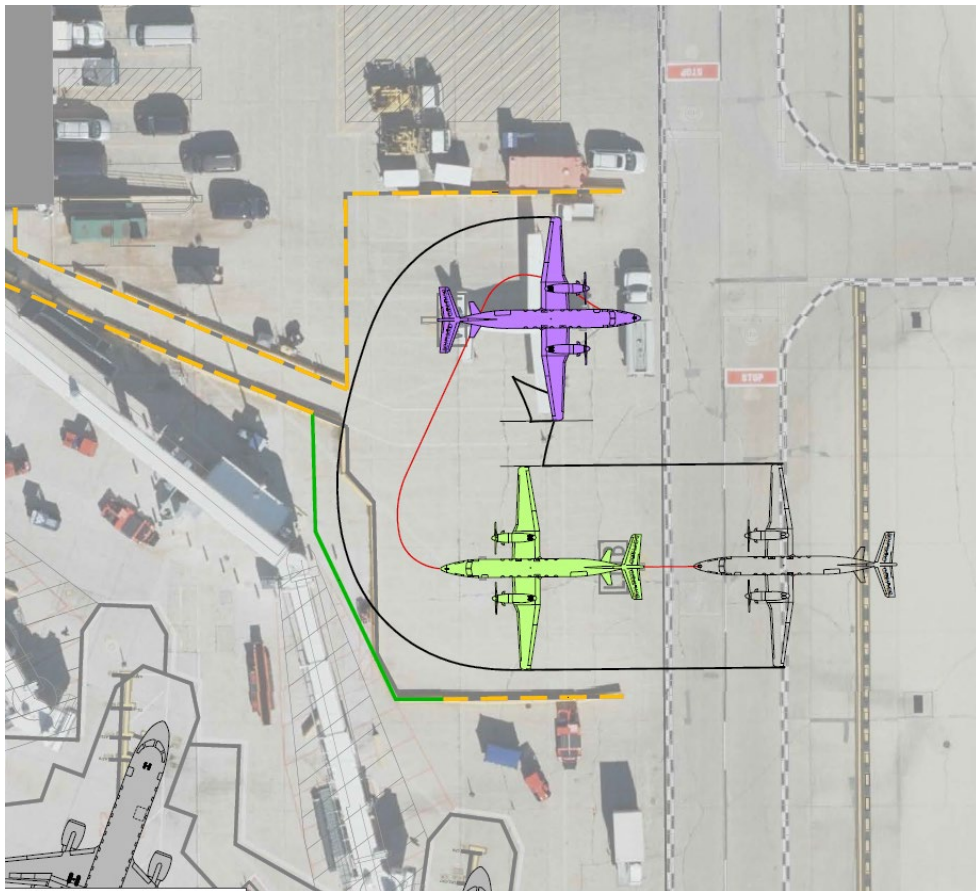
Field access via:

Twy K from South

Twy U from North

Ramp Tower Control
by United & American

Source: Chicago Department of Aviation, O'Hare International Airport - Draft Airport Layout Plan (March 2020)
Nearmap Aerial (July 20, 2020)



COMMON USE SMALL AIRCRAFT GATES L11A / L11B

2 small aircraft

(first in, first out)

Passenger Check-in at Terminal 3 (2 check-in positions)

Field access via Twy A

Control via FAA O'Hare Ground

Current Users: Air Choice One, Cape Air, Boutique Air

Current Aircraft: C208, C402, B1900C, PC12 & P2012

Source: Chicago Department of Aviation, O'Hare International Airport - Draft Airport Layout Plan (March 2020)
Nearmap Aerial (July 20, 2020)