

Master Common Use Gate Space Plan and Terminal Capacity Parameters – Summer 2022




September 3, 2021

Scheduling Capacity Summary



CORE TERMINALS – SUMMER 2022 CAPACITY PARAMETERS

MARCH 27 – OCTOBER 29, 2022

Passenger Flow	Process	Time of Day	Available Common Use Units		Declared Common Use Capacity	
			Unit	Capacity	Unit	Capacity
Terminal 1						
No Common Use Facilities	-	-	-	-	-	-
Terminal 2						
No Common Use Facilities	-	-	-	-	-	-
Terminal 3						
  Domestic and Precleared Arrivals	Domestic Baggage Reclaim	All day	Devices	1 ^{2/}	Domestic seats per hour ^{3/}	600
	Check-in ^{4/}	All day	Positions	8	Seats per four hours	1,100
	Security Screening	All day	Lanes	20 ^{5/}	Seats per four hours	18,400
	Baggage Makeup	All day	Devices	1 (joint use) ^{6/}	Seats per four hours	1,900 (joint use) ^{6/}

NOTES: 1/ All Terminal 3 carriers are anticipated to use security screening capacity outlined in the table. American Airlines and Spirit Airlines are anticipated to operate Preferential Use or Joint Use check-in and domestic baggage reclaim and do not use Common Use check-in or domestic baggage reclaim capacity.

2/ Device 1 (140 linear feet of presentation length – vacant in Summer 2021) is declared as common use. Spirit Airlines and Essential Air Services use a separate, Joint Use, baggage reclaim device.

3/ Domestic baggage reclaim capacity is equivalent to 200 precleared international seats per hour. Each precleared international seat is equivalent to 2.6 domestic seats due to higher average number of passengers with baggage and longer time at reclaim.

4/ Common Use check-in allocation subject to use of Terminal 3 Joint Use baggage makeup.




5/ Includes 4 Automated Screening Lanes (ASL) and 16 traditional lanes.

6/ Joint Use baggage makeup currently used by Spirit Airlines and Essential Air Services (Air Choice One, Boutique Air, Cape Air, and Key Lime Air).

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

TERMINAL 5 – SUMMER 2022 CAPACITY PARAMETERS

MARCH 27 – SEPTEMBER 9, 2022 (PRE-DELTA AIR LINES MOVE)

Passenger Flow	Process	Time of Day	Available Common Use Units		Declared Common Use Capacity ^{1/}	
			Unit	Capacity	Unit	Capacity
 International Arrivals	Federal Inspection Station	All day	Primary positions	35	Seats per hour	3,100 ^{2/}
	International Baggage Reclaim	All day	Devices	9 ^{3/}	Seats per 5-hours	11,400 ^{2/}
 Domestic and Precleared Arrivals	Domestic Baggage Reclaim	All day	Devices	2 ^{3/}	Domestic seats per hour ^{4/}	1,500
 Departures	Check-in	All day	Positions	115	Seats per 4-hours	5,600
	Security Screening	Peak (12:30-20:30)	Lanes	13	Seats per 4-hours	8,200
		Off-peak (20:30-12:30)	Lanes	11	Seats per 4-hours	6,900
	Baggage Departures Processing	All day	-		Seats per 2-hours	3,800
	Baggage Makeup	All day	Makeup positions	3/27-5/31: 120 6/1-9/9: 138	Seats per 4-hours	3/27-5/31: 5,100 6/1-9/9: 5,900

NOTES: 1/ All Terminal 5 carriers are anticipated to use Federal Inspection Station, security screening, domestic and international baggage reclaim, baggage departures processing and baggage makeup capacity outlined in the table. Delta Air Lines is anticipated to operate Preferential Use check-in and does not use Common Use check-in capacity.

2/ Capacity is subject to U.S. Customs and Border Protection staffing.




3/ International baggage reclaim includes 6 devices with 215 linear foot presentation length and 3 devices with 195 linear foot presentation length. Capacity based upon 1 device with 175 linear foot presentation length and 1 device with 150 linear foot presentation length.

4/ Domestic baggage reclaim capacity is equivalent to 600 precleared international seats per hour. Each precleared international seat is equivalent to 2.6 domestic seats due to higher average number of passengers with baggage and longer time at reclaim.

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

TERMINAL 5 – SUMMER 2022 CAPACITY PARAMETERS

SEPTEMBER 10 – OCTOBER 29, 2022 (POST-DELTA AIR LINES MOVE)

Passenger Flow	Process	Time of Day	Available Common Use Units		Declared Common Use Capacity ^{1/}	
			Unit	Capacity	Unit	Capacity
 International Arrivals	Federal Inspection Station	All day	Primary positions	35	Seats per hour	3,100 ^{2/}
	International Baggage Reclaim	All day	Devices	9 ^{3/}	Seats per 5-hours	11,400 ^{2/}
 Domestic and Precleared Arrivals	Domestic Baggage Reclaim	All day	Devices	2 ^{3/}	Domestic seats per hour ^{4/}	1,500
 Departures	Check-in	All day	Positions	123	Seats per 4-hours	6,000
	Security Screening	Peak (12:30-20:30)	Lanes	13	Seats per 4-hours	8,400
		Off-peak (20:30-12:30)	Lanes	11	Seats per 4-hours	7,100
	Baggage Departures Processing	All day	-		Seats per 2-hours	4,300
	Baggage Makeup	All day	Makeup positions	156	Seats per 4-hours	7,100

NOTES: 1/ All Terminal 5 carriers are anticipated to use Federal Inspection Station, security screening, domestic and international baggage reclaim, baggage departures processing and baggage makeup capacity outlined in the table. Delta Air Lines is anticipated to operate Preferential Use check-in and does not use Common Use check-in capacity.

2/ Capacity is subject to U.S. Customs and Border Protection staffing.

3/ International baggage reclaim includes 6 devices with 215 linear foot presentation length and 3 devices with 195 linear foot presentation length. Capacity based upon 1 device with 175 linear foot presentation length and 1 device with 150 linear foot presentation length.

4/ Domestic baggage reclaim capacity is equivalent to 600 precleared international seats per hour. Each precleared international seat is equivalent to 2.6 domestic seats due to higher average number of passengers with baggage and longer time at reclaim.

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

Terminal 5 Gate Availability



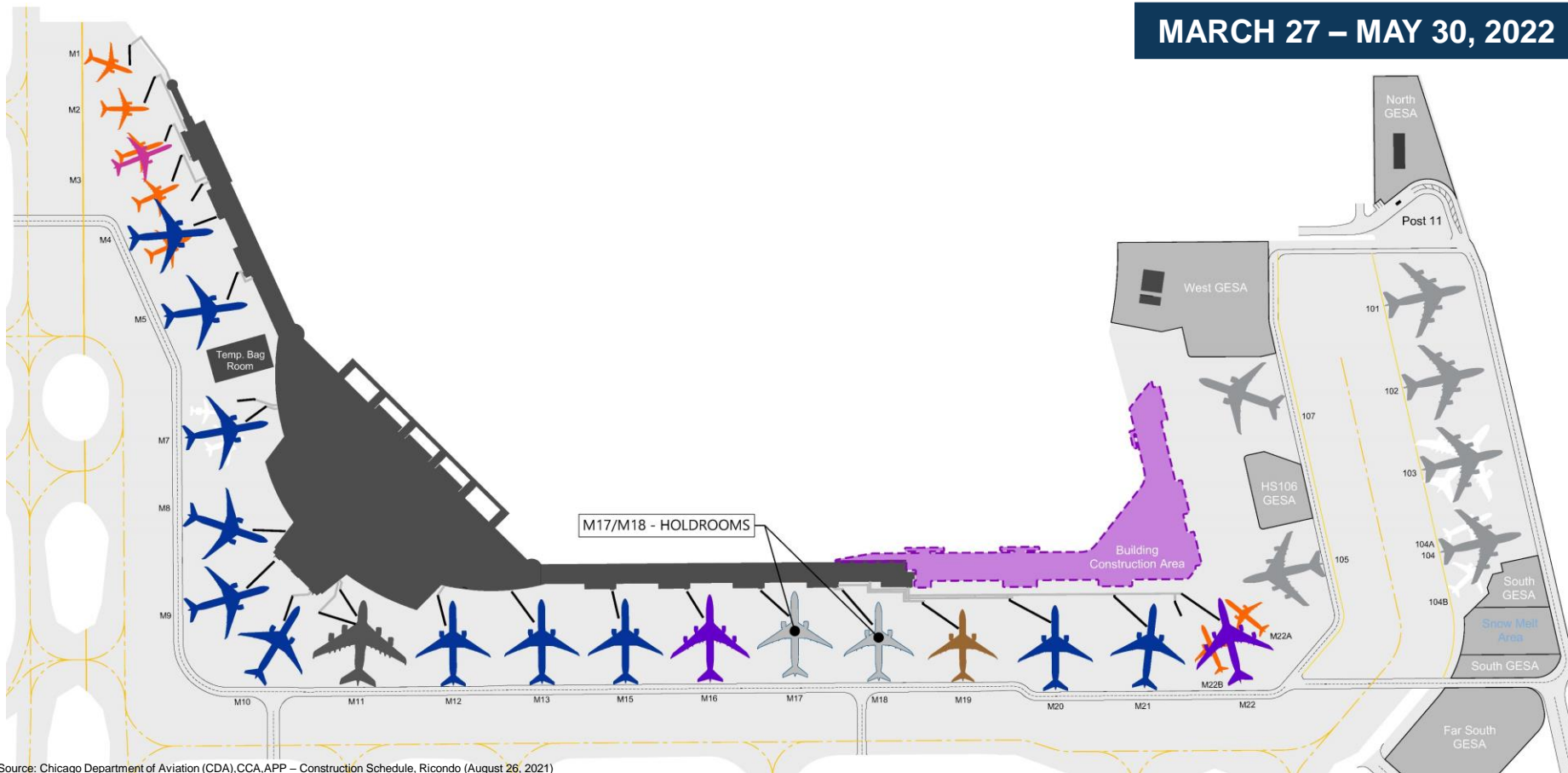
GATE CAPACITY DURING SUMMER 2022

Notes: 2 - Gate can be split into 2 Narrow-bodies; 🏠 - Domestic Arrival Gate / Source: Chicago Department of Aviation; International Gate Control; Ricardo (September 3, 2021)

Current Gate #	M1	M2	M3	M4 / M5	M6	M7	M8	M9	M10	M11	M12	M13	M15	M16	M17	M18	M19	M20	M21	M22 (A/B)	M23	M24	M25	M26	M27			
Mar 27 - May 30	B737-900 🏠	B737-900 🏠	B757-300 B737	B777-300 B737 B737	B777-300	B777-300	B777-300	B777-300	B777-300	A380	B777-300	B777-300	B777-300	B747-8	B777-300 (ARR)	B787-10 (ARR)	B787-9	B777-300	B777-300	B747-8 B737 B737								
May 31 - Jul 19	B737-900 🏠	B737-900 🏠	B757-300 B737 B737 B737	B777-300	B777-300	B777-300	B777-300	B777-300	B777-300	A380	B777-300	B777-300	B777-300 (ARR)	B747-8 (ARR)	B777-300	B787-10	B787-9	B777-300	Closed (PBBs)	Closed (PBBs)	B777-300	B777-300						
Jul 20 - Aug 14	Closed (Interiors)	Closed (Interiors)	Closed (Interiors)	Closed (Interiors)	Closed (Interiors)	B777-300	B777-300	B777-300	B777-300	A380	B777-300	B777-300 (ARR)	B777-300	B747-8	B777-300	B787-10	B787-9	B777-300	B777-300 B737	B777-300 B737 B737	B777-300	B777-300	B777-300					
Aug 15 - Aug 28	Closed (Delta fit)	Closed (Delta fit)	Closed (Delta fit)	Closed (Delta fit)	Closed (Delta fit)	Closed (Delta fit)	B777-300	B777-300	B777-300	A380	B777-300	B777-300	B777-300	B747-8	B777-300	B787-10	B787-9	Closed (PBBs)	B777-300 B737	B777-300 B737 B737	B777-300	B777-300	B777-300	B777-300 (ARR)	B777-300 (ARR)			
Aug 29 - Sep 9	Closed (Delta fit)	Closed (Delta fit)	Closed (Delta fit)	Closed (Delta fit)	Closed (Delta fit)	B777-300 (ARR)	B777-300	B777-300	B777-300	A380	B777-300	B777-300	B777-300	B747-8	B777-300	B787-10	B787-9	Closed (PBBs)	B777-300 B737	B777-300 B737 B737	B777-300	B777-300	Closed (PBBs)	B777-300	B777-300			
Sep 10 - Oct 29	DELTA GATES					B777-300	B777-300	B777-300	B777-300	A380	B777-300	B777-300	B777-300	B747-8	B777-300	B787-10	Closed (PBBs)	A380 B737 B737	B777-300 B737	B777-300 B737 B737	B777-300	B777-300 B737	B777-300 B737 B737	B777-300	B777-300			
Proposed Gate #	M1 - M11					M14		M15	M16	M17	M18	M19	M20	M21	M24	M25	M27	M28	M29	M30/M31	M32	M33	M34	M35	M36	M37	M39	M40

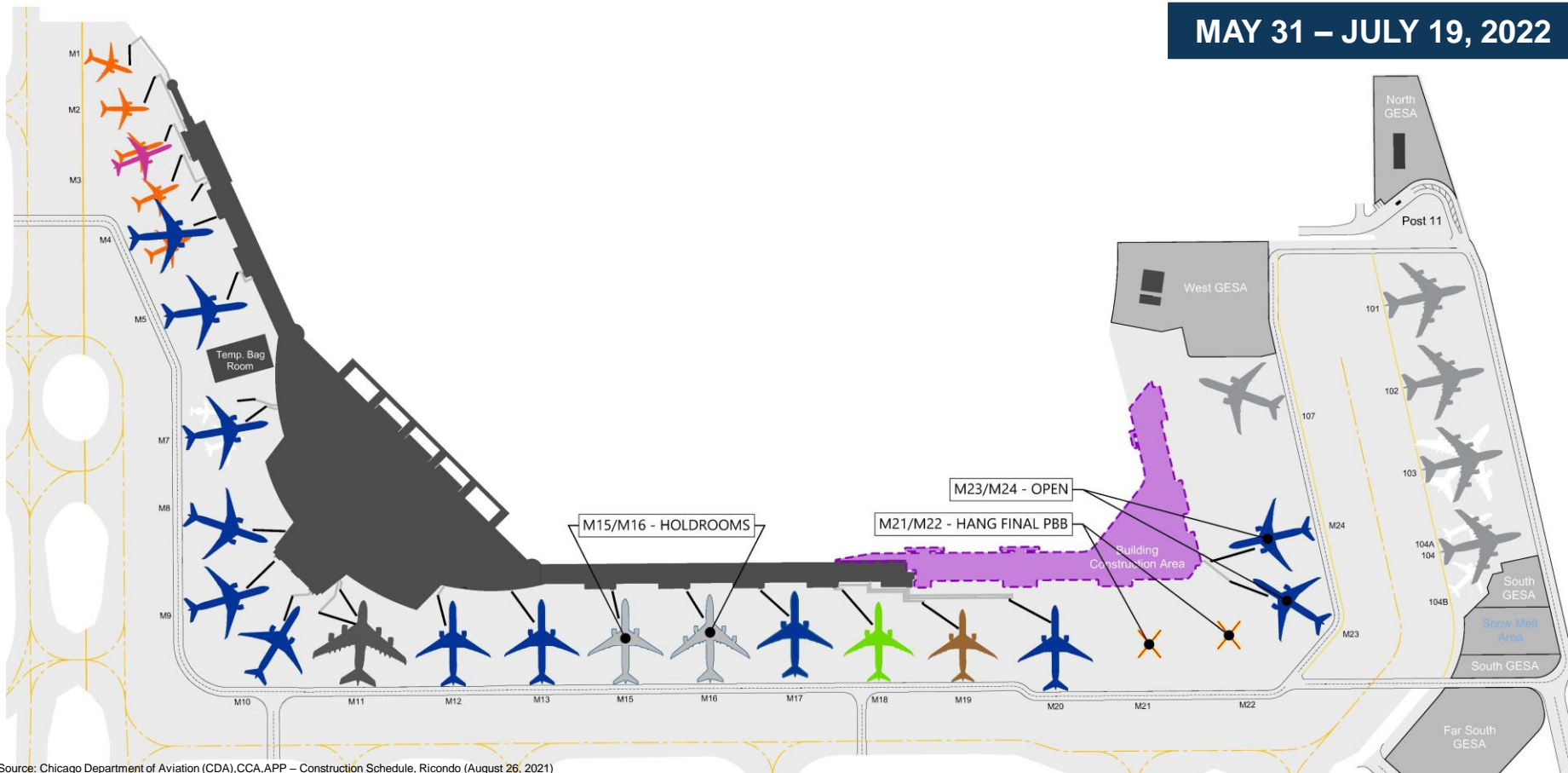
Mar 27 - May 30 20 Gates (18 Int'l)	1	2	12 (1 ARR ONLY)													1 (ARR ONLY)	1	1	2 🏠
May 31 - Jul 19 20 Gates (18 Int'l)	1	1 (ARR ONLY)	13 (1 ARR ONLY)													1	1	1	2 🏠
Jul 20 - Aug 14 18 Gates (+ MARS)	1	1	14 (1 ARR ONLY)													1	1		
Aug 15 - Sep 9 18 Gates (+ MARS)	1	1	14 (2 ARR ONLY)													1	1		
Sep 10 - Oct 29 18 Gates (+ MARS)	2	1	14													1	DELTA GATES (1 Int'l)		

MARCH 27 – MAY 30, 2022



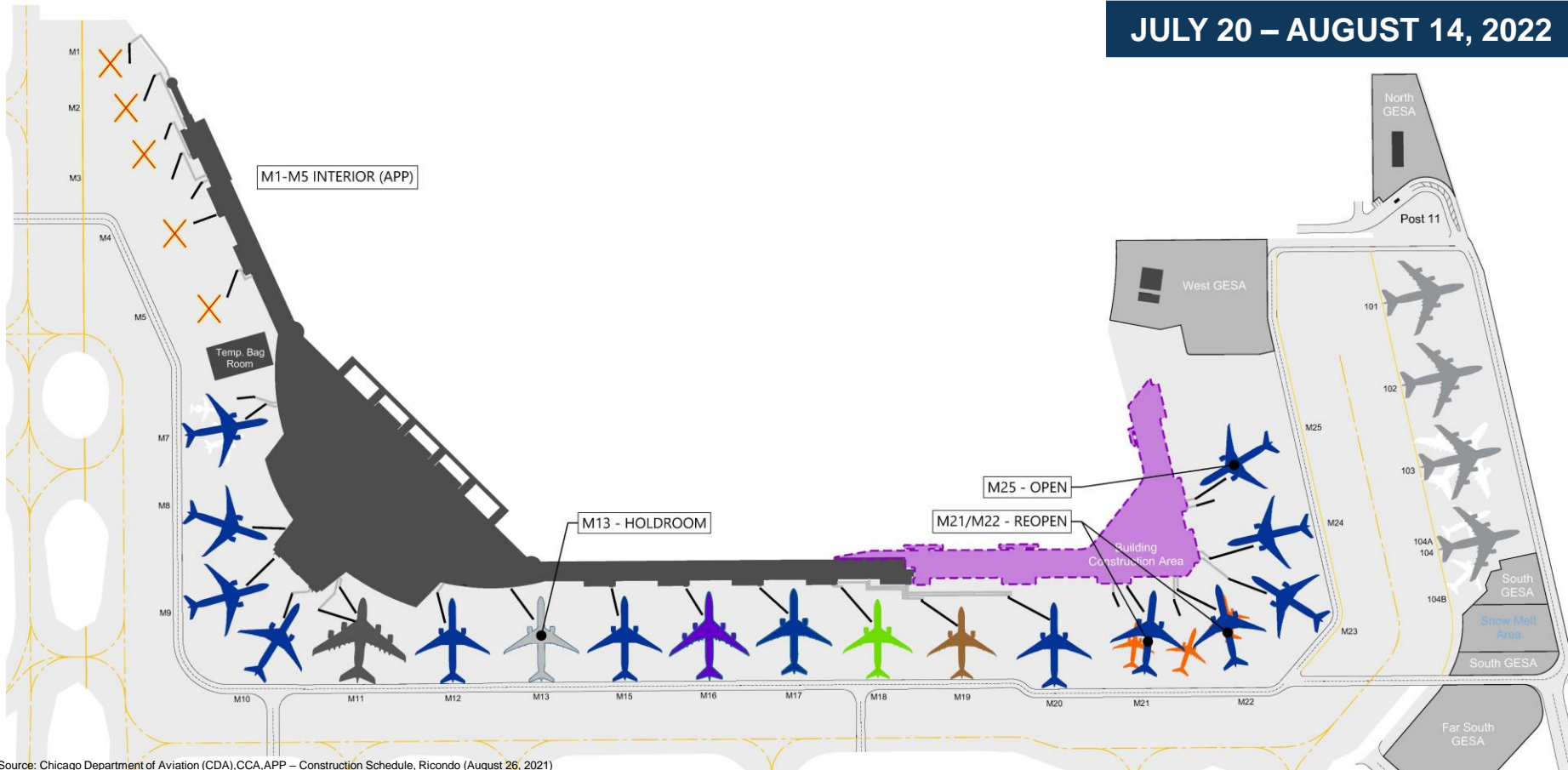
Source: Chicago Department of Aviation (CDA), CCA, APP – Construction Schedule, Ricoondo (August 26, 2021)

MAY 31 – JULY 19, 2022



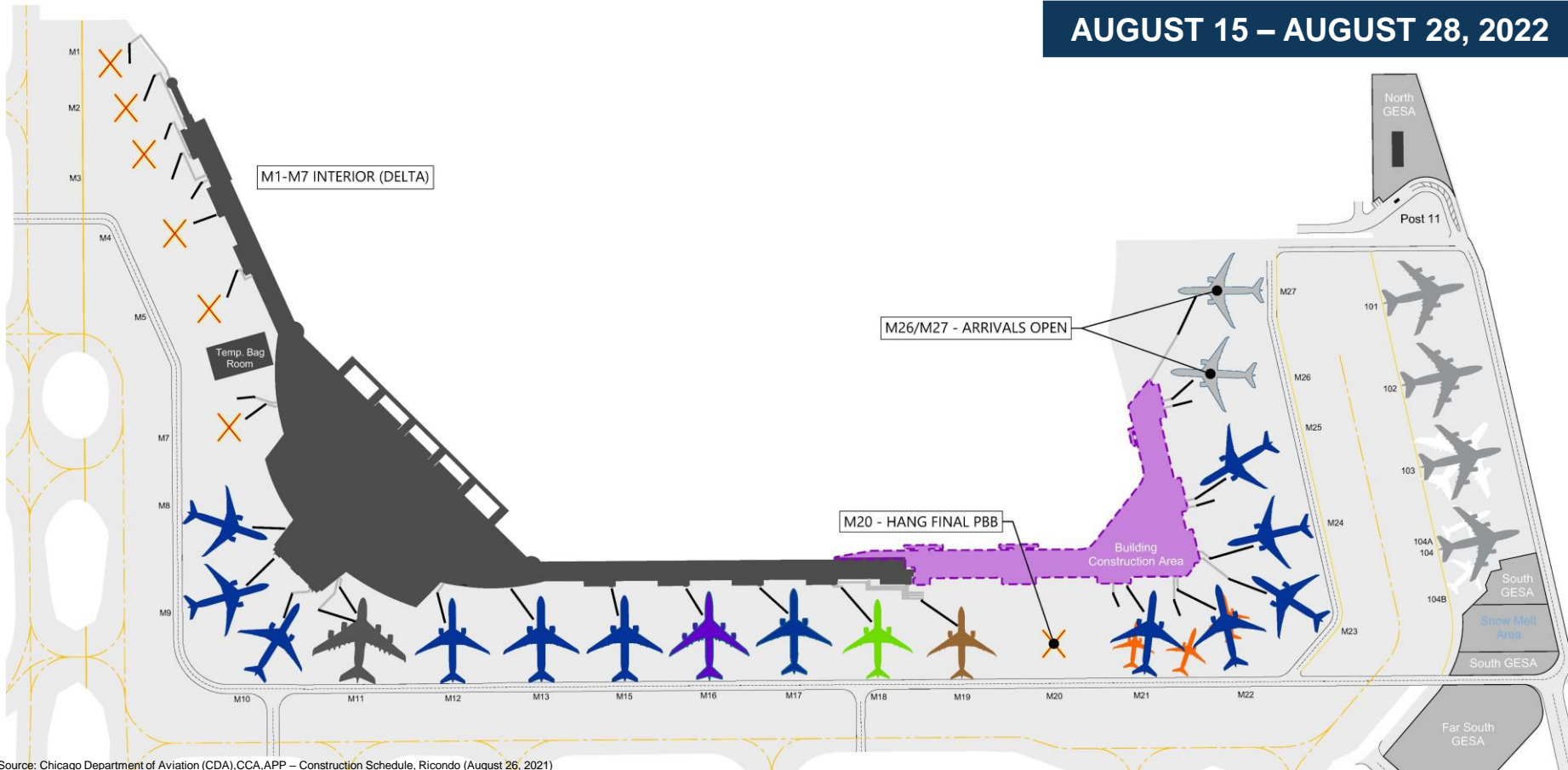
Source: Chicago Department of Aviation (CDA), CCA, APP – Construction Schedule, Ricoondo (August 26, 2021)

JULY 20 – AUGUST 14, 2022



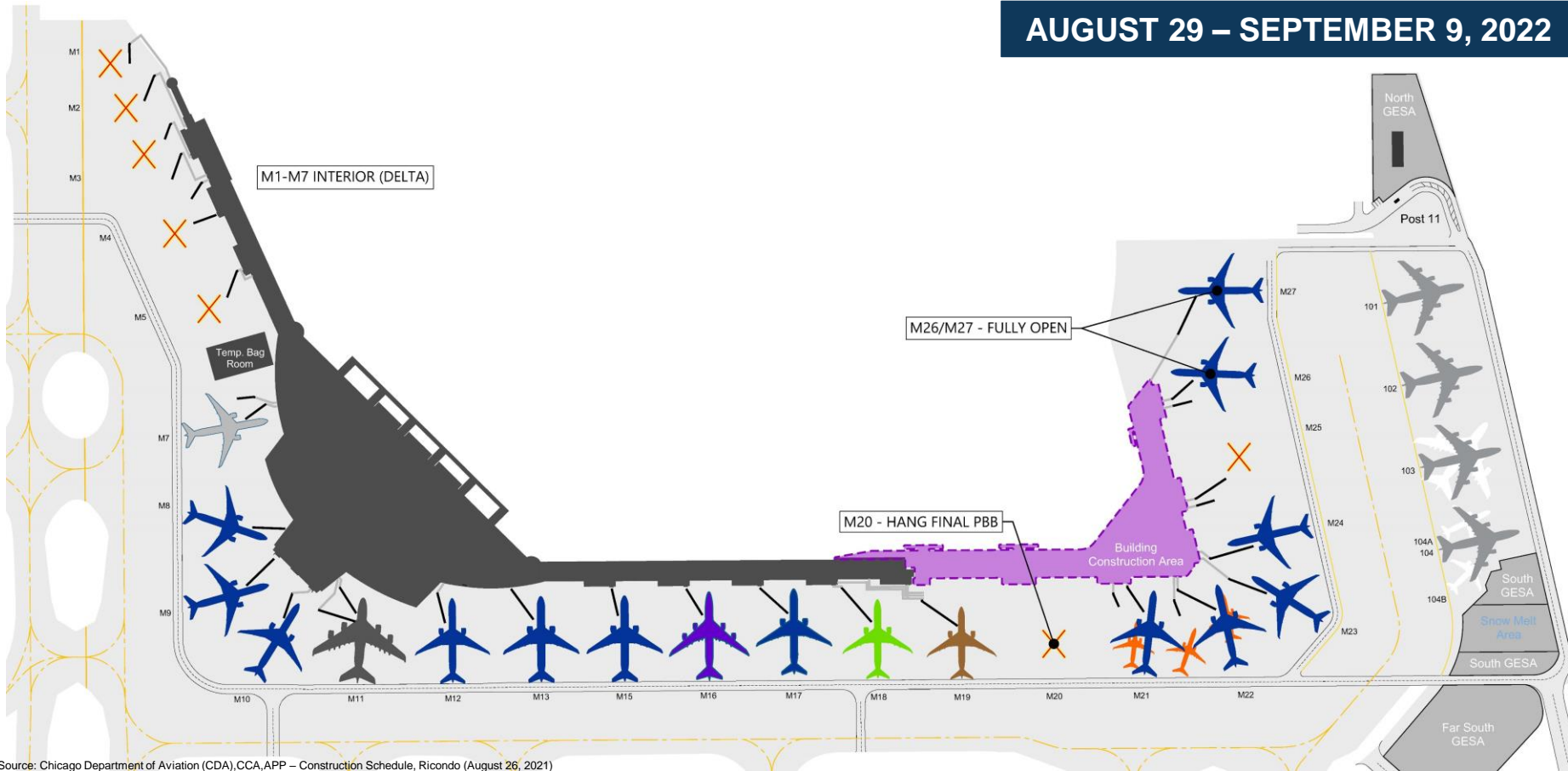
Source: Chicago Department of Aviation (CDA), CCA, APP – Construction Schedule, Ricoondo (August 26, 2021)

AUGUST 15 – AUGUST 28, 2022



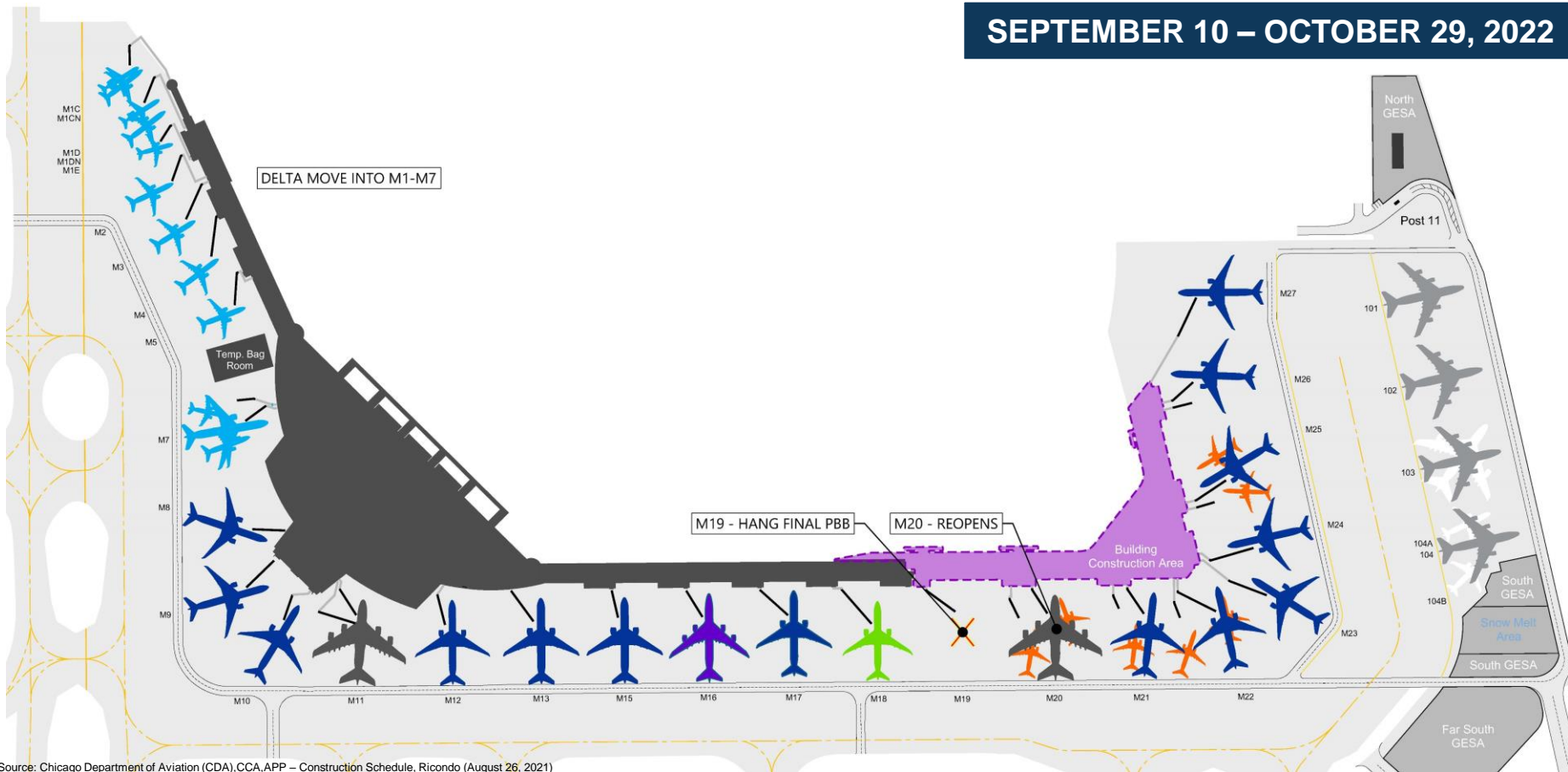
Source: Chicago Department of Aviation (CDA), CCA, APP – Construction Schedule, Ricoondo (August 26, 2021)

AUGUST 29 – SEPTEMBER 9, 2022



Source: Chicago Department of Aviation (CDA), CCA, APP - Construction Schedule, Ricoondo (August 26, 2021)

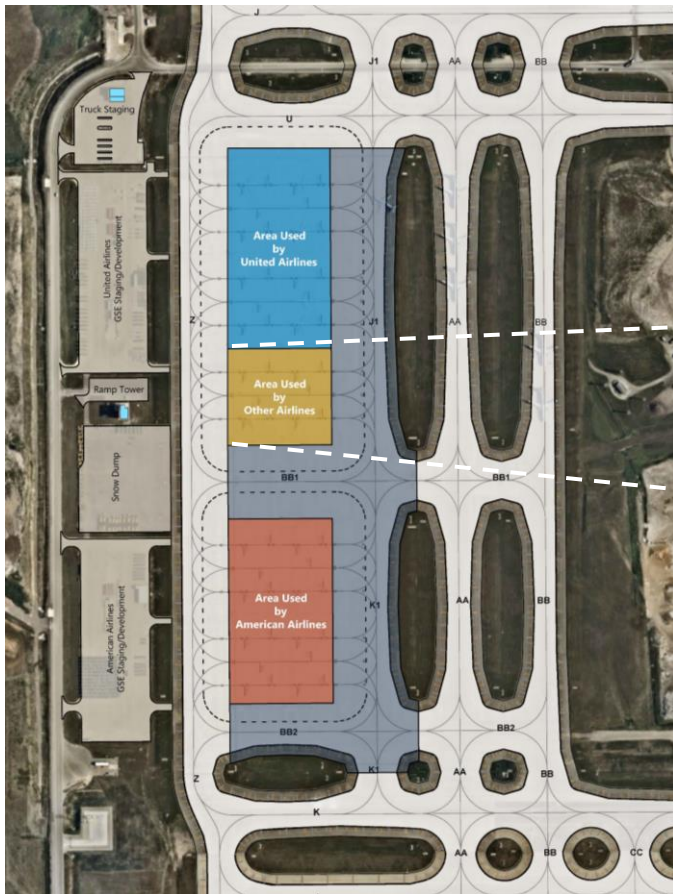
SEPTEMBER 10 – OCTOBER 29, 2022



Source: Chicago Department of Aviation (CDA), CCA, APP – Construction Schedule, Ricoondo (August 26, 2021)

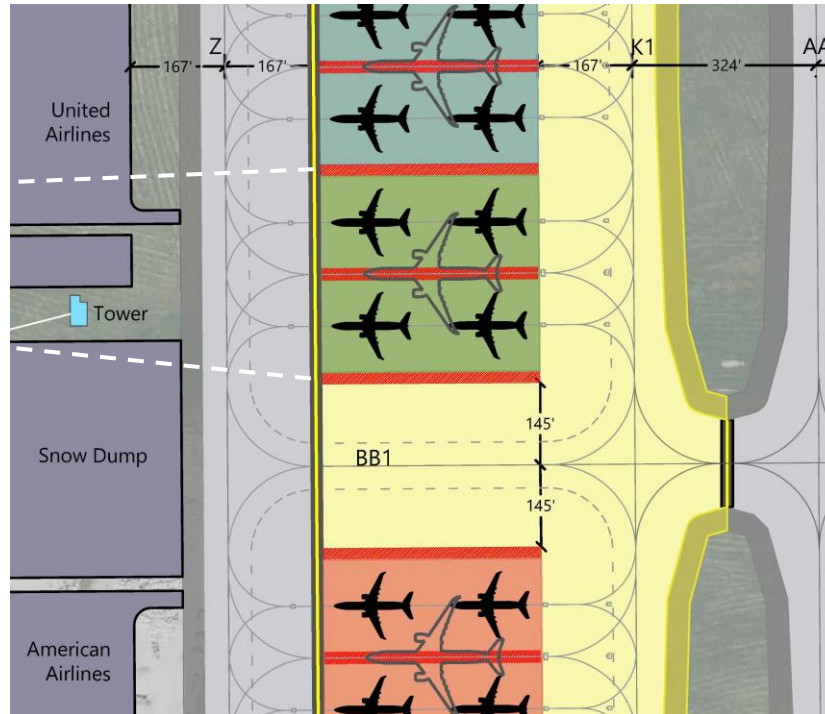
Small Aircraft Gates & Central Deicing Pad Stands





CENTRAL DEICING PAD - HARDSTAND PARKING

Only available outside of Deicing Season (May 15 – October 1)



GREEN AREA

4 narrow-body

(first in, first out)

or

1 wide-body

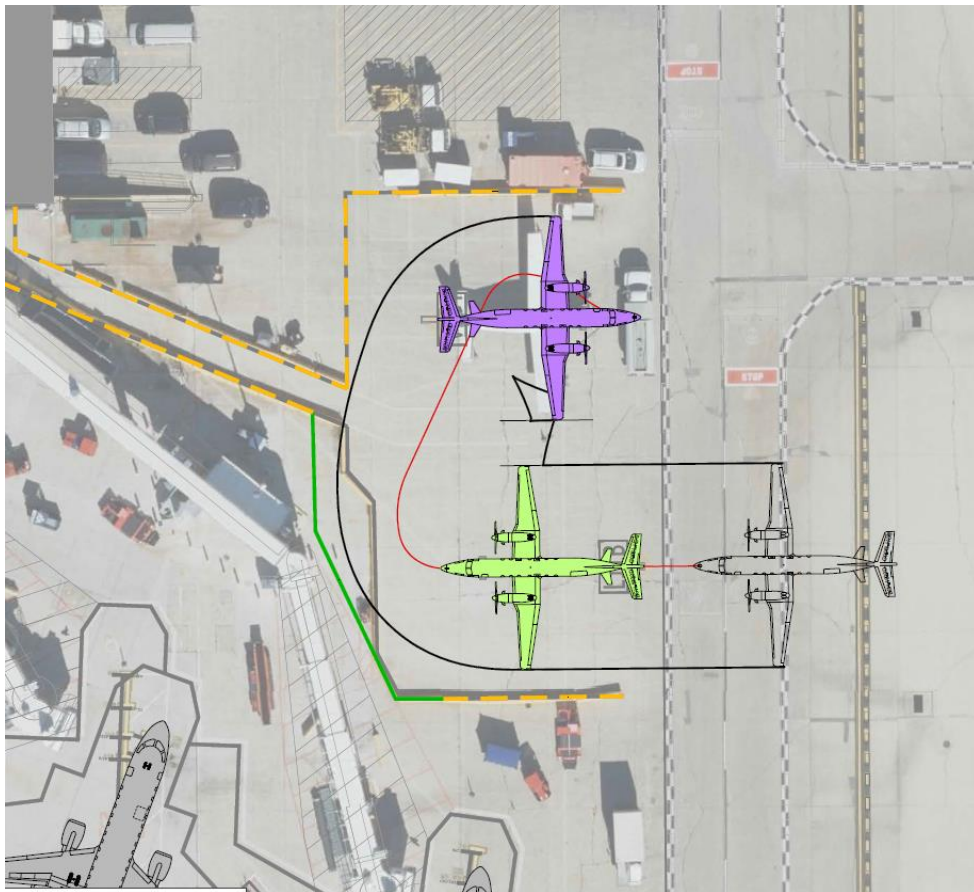
Field access via:

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 ESSENTIAL AIR SERVICE (EAS) Gates L11A / L11B

2 small aircraft

(first in, first out)

- Passenger Check-in on Terminal 3 Common Use check-in space
- 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
- Essential Air Service flights may be gated at other Common Use gates (including in Terminal 5) if required due to parking capacity and/or aircraft gauge limitations.

**Aircraft parking for Essential Air Services (small aircraft)
anticipated to move to Terminal 5 from Q2 2022**

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

O HARE 21

JAMIE L. RHEE, COMMISSIONER

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