

# O'Hare Construction Update and Summer 2022 Capacity Briefing

September 22, 2021

# AGENDA

- Capital Program Overview
- Terminal 5 Development Overview and Construction Update
- Terminal 5 Winter 2021-2022 Gate Availability
- Terminal 5 Summer 2022 Capacity and Gate Availability
- Summer 2022 Initial Schedule Submission

# Capital Program Overview

---



# 2018 AIRLINE USE AND LEASE AGREEMENT APPROVES \$8.5 BILLION FUNDING FOR NEW CAPITAL PROJECTS

## \*O\*HARE 21



Complete



'21 Under construction and year of anticipated completion or ongoing



Design

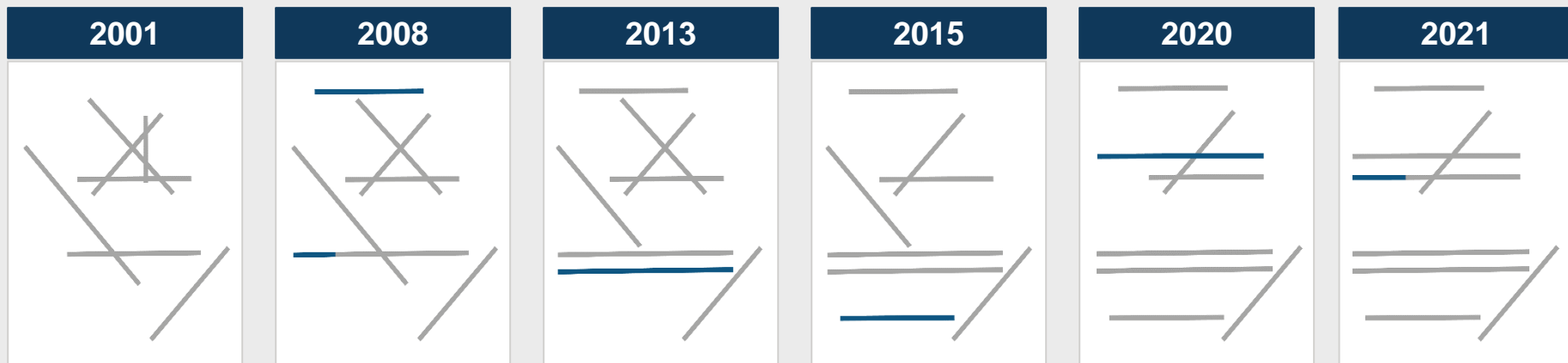
<sup>1</sup> New gates will be complete in 2022; baggage system improvements will be complete in 2023.

O'Hare Modernization Program runway projects are anticipated to be complete this year

Terminal 5 Expansion will open in phases 2022 – 2023

TAP schematic design and completion of environmental approval to occur in 2022

# AIRFIELD MODERNIZATION ALLOWS FOR GROWTH



Reconfigure  
intersecting runways  
East – West runways



System impact delays  
reduced **63%** since the  
1<sup>st</sup> new runway opened

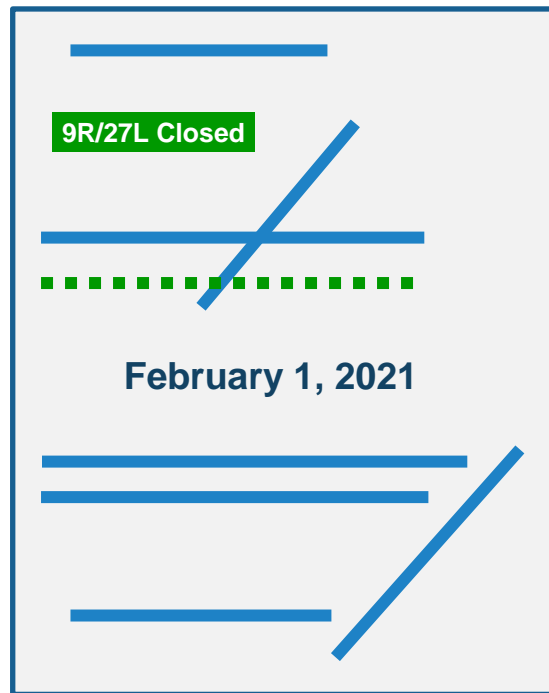


**5 of 6**  
runways complete



9C-27C opened **2020**  
9R-27L Extension  
opens **2021**

# REMAINING TIMING OF O'HARE MODERNIZATION PROGRAM RUNWAYS



Source: Ricondo (April 26, 2021)

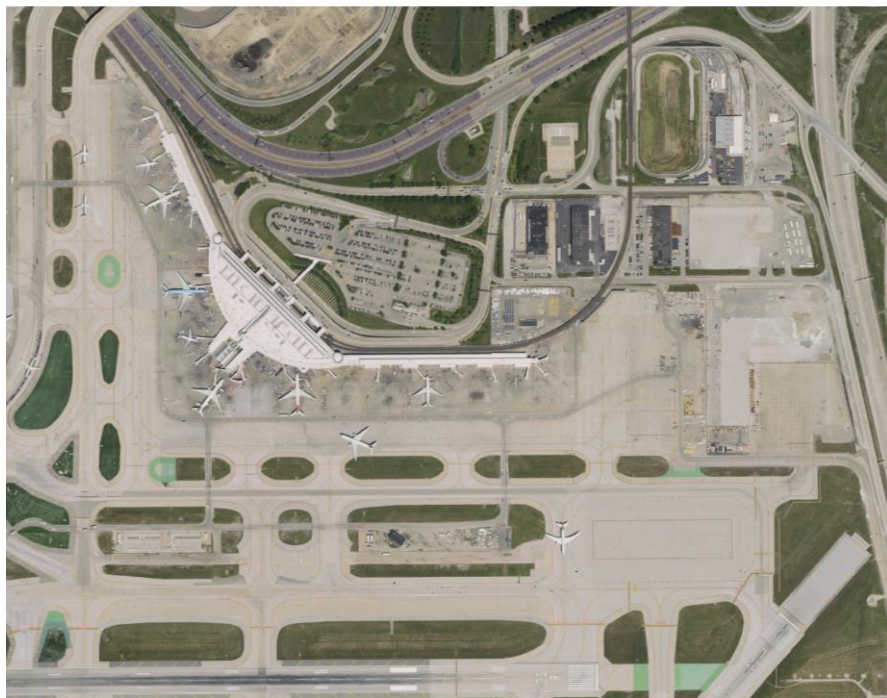


An aerial photograph of an airport, showing runways, taxiways, and terminal buildings. The image is overlaid with a semi-transparent grey rectangle. A red horizontal line is positioned below the text.

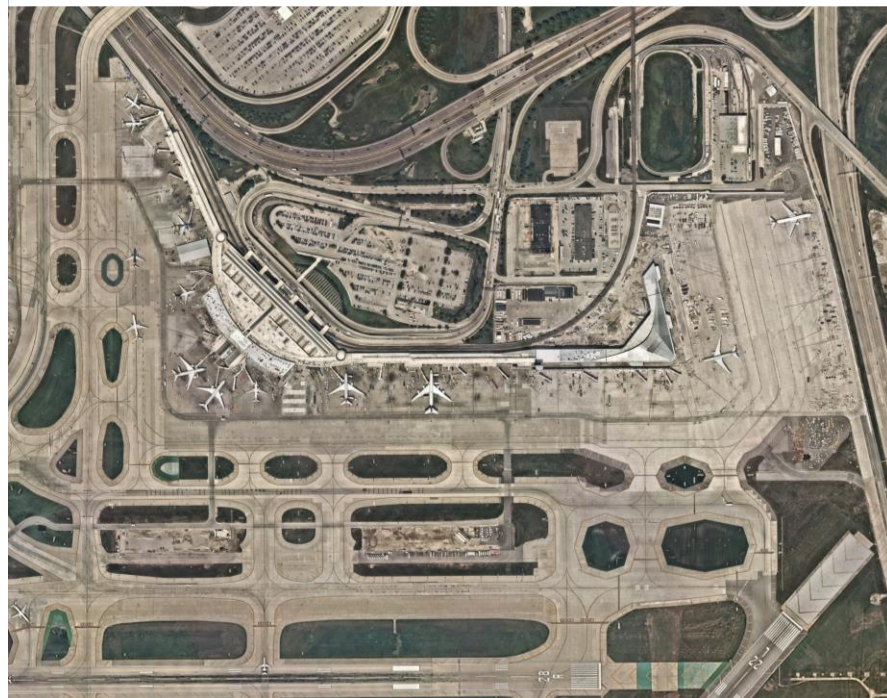
# Development Overview and Construction Update

# TERMINAL 5 CONSTRUCTION PROGRESS OVERALL EVOLUTION

Terminal 5 – July 2018



Terminal 5 – July 2021



NOTE: Aerial photography – for visual reference only, may not be to scale  
SOURCES: Woolpert, July 6, 2018; Nearmap, July 25, 2021.



# TERMINAL 5 CONSTRUCTION PROGRESS

## TERMINAL OVERVIEW



SOURCE: Brian Fritz Photography, July 14, 2021

# TERMINAL 5 CONSTRUCTION PROGRESS EAST CONCOURSE EXTENSION

Temporary gates





# TERMINAL 5 CONSTRUCTION PROGRESS

## CORE EXPANSION



# TERMINAL 5 CONSTRUCTION PROGRESS

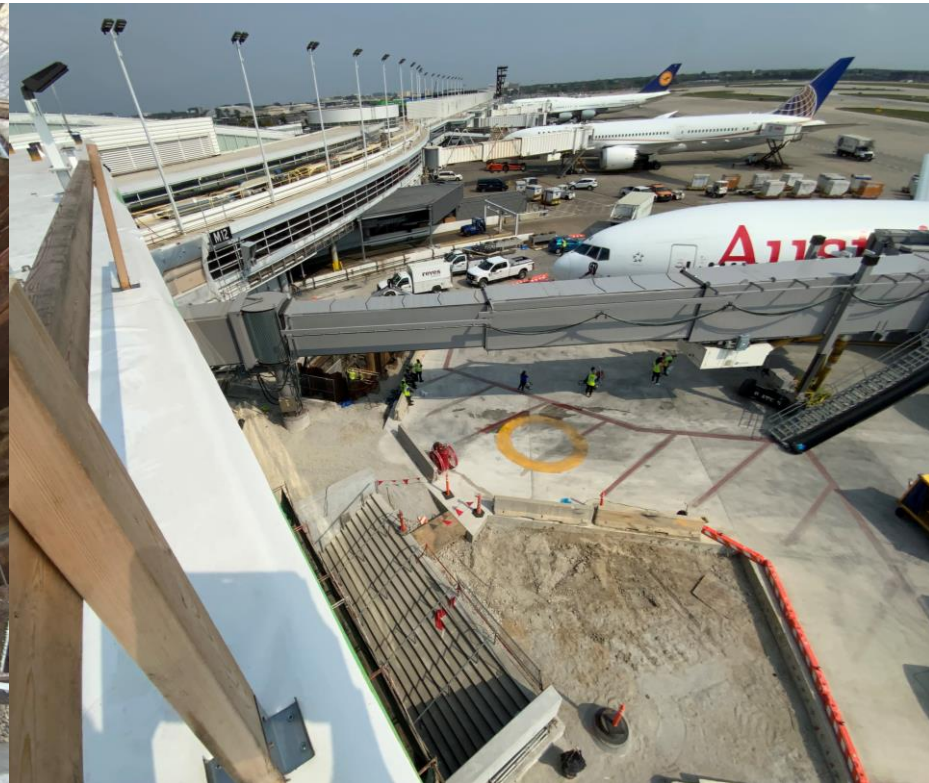
## TEMPORARY BAGGAGE MAKEUP





# TERMINAL 5 CONSTRUCTION PROGRESS

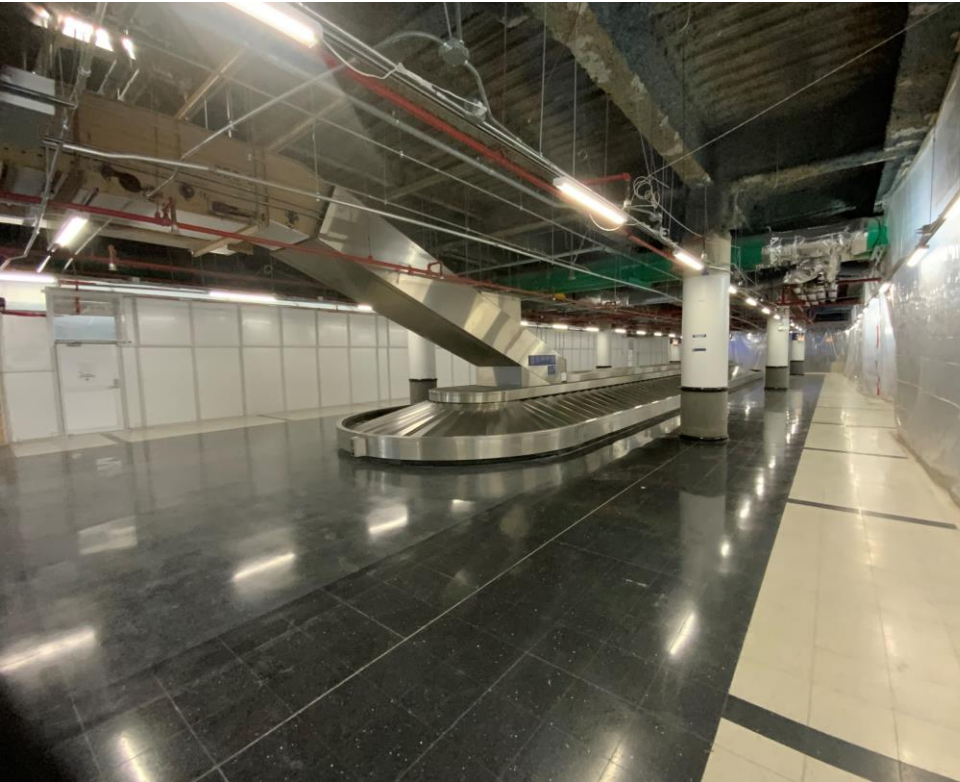
## GATE M12 RECONFIGURATION



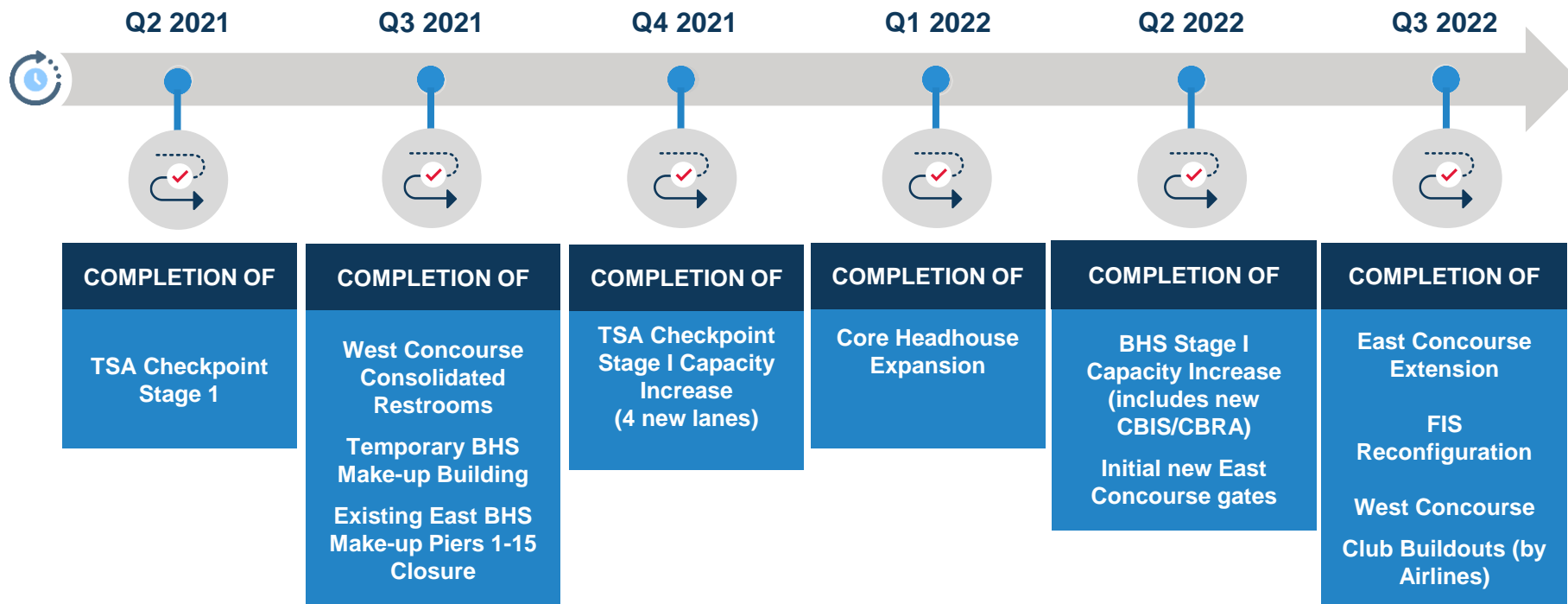


# TERMINAL 5 CONSTRUCTION PROGRESS

## INTERNATIONAL BAGGAGE RECLAIM AND SECURITY SCREENING



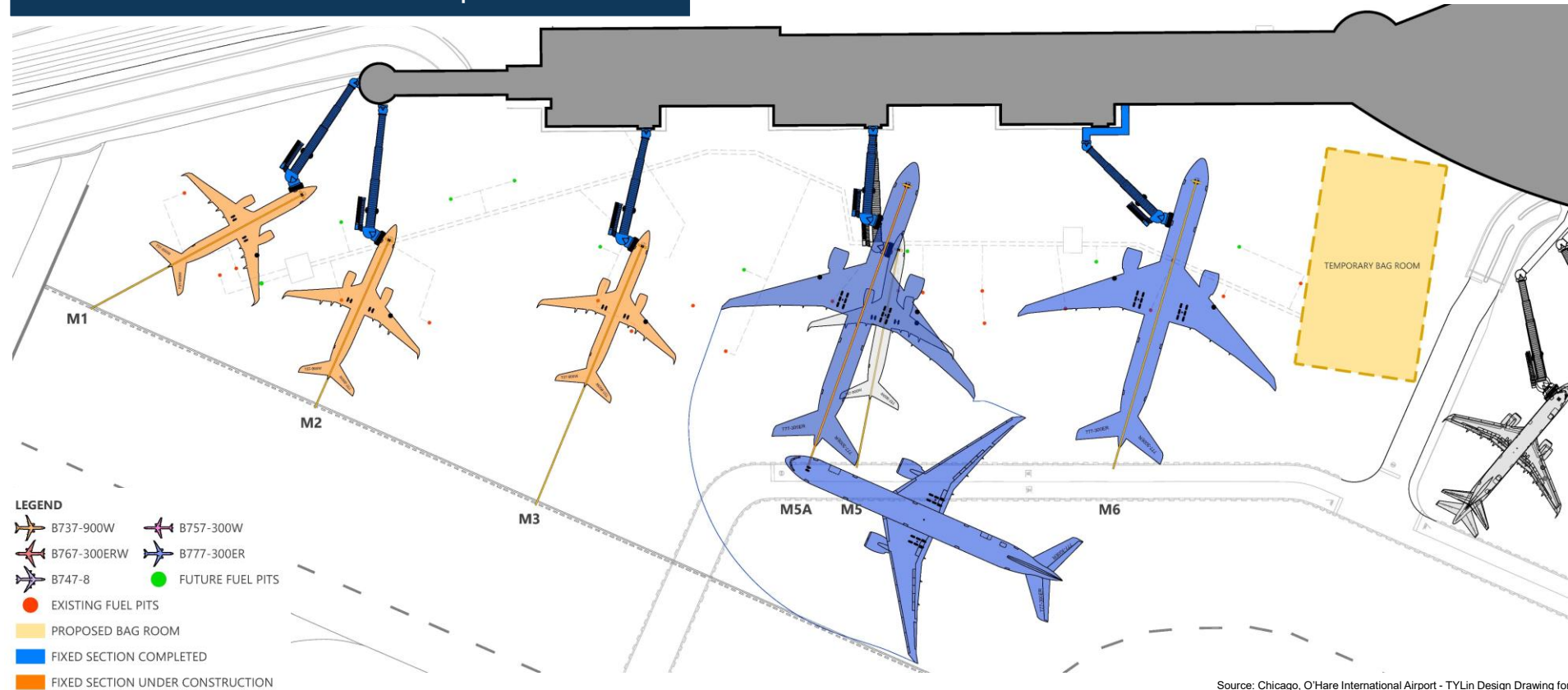
# TERMINAL 5 SCHEDULE MILESTONES



An aerial photograph of an airport, showing the terminal building, multiple runways, taxiways, and numerous aircraft parked at gates. A thick red horizontal line is drawn across the middle of the image, separating the title text from the airport view.

# Winter 2021-2022 Gate Changes

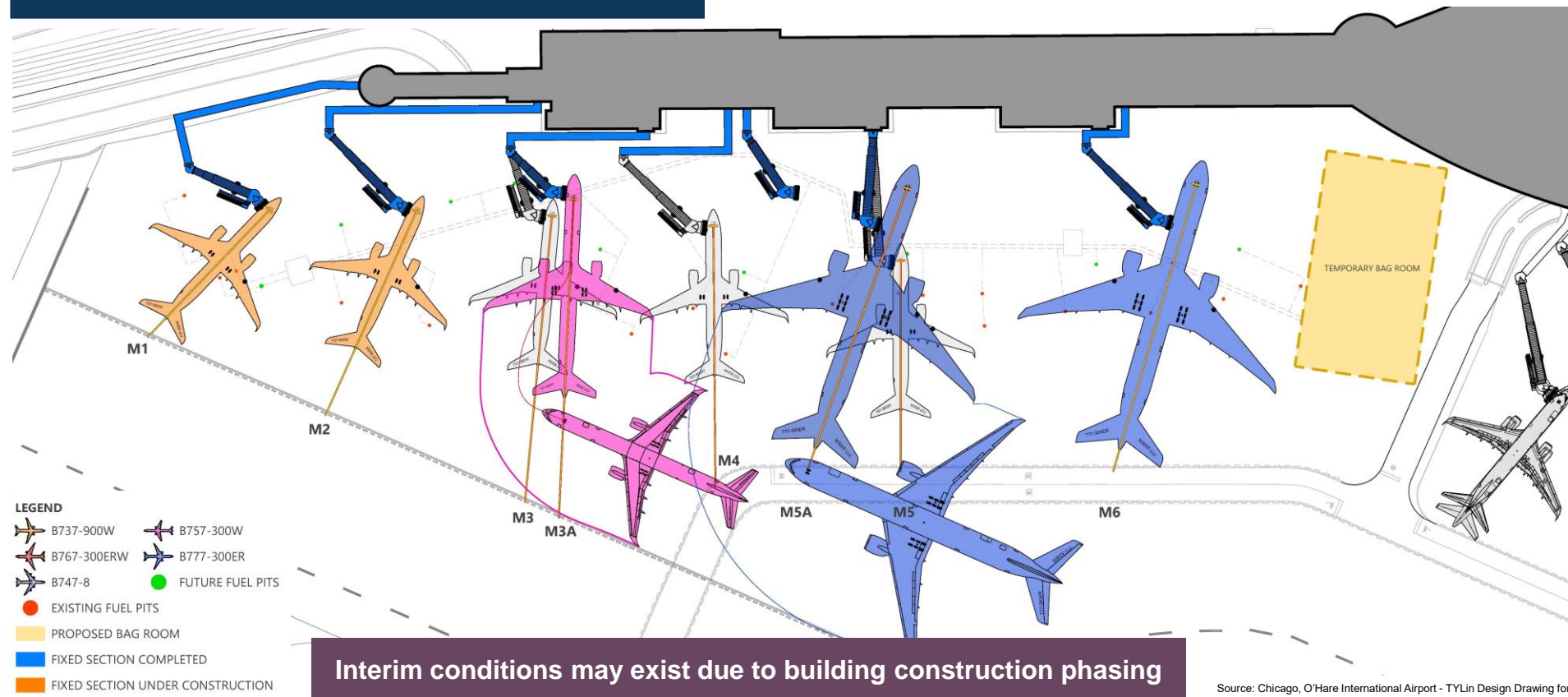
## CURRENT CONDITIONS – September 2021



Source: Chicago, O'Hare International Airport - TYLin Design Drawing for Terminal 5 Extension Project (December 2020) Ricondo (September 21, 2021)



# WINTER PEAK CONDITION – December 2021



Source: Chicago, O'Hare International Airport - TYLin Design Drawing for Terminal 5 Extension Project (December 2020) Ricondo (September 21, 2021)





Summer 2022

Capacity and Gate Availability

---

# COMMON USE PROCESSING CAPACITY CORE TERMINALS

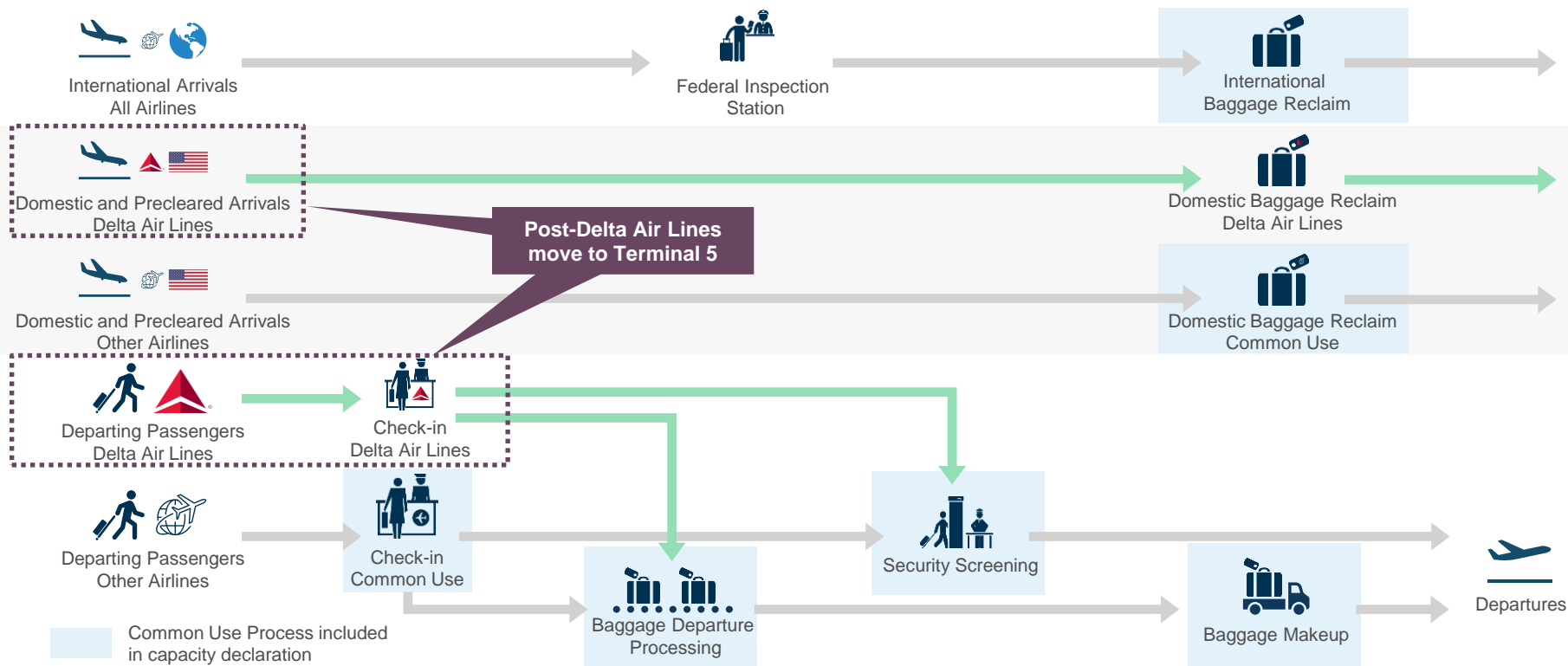
Process	Unit	Common Use units used as a basis for capacity declaration	
		Summer 2022	
		March 27-September 9 (Pre-Delta Air Lines move)	September 10-October 29 (Post-Delta Air Lines move)
<b>Terminal 1</b>			
No Common Use Facilities	-	-	-
<b>Terminal 2</b>			
No Common Use Facilities	-	-	-
<b>Terminal 3</b>			
Check-in	Positions	8 <sup>1/</sup>	8 <sup>1/</sup>
Baggage Makeup	Devices	1 (joint use)	1 (joint use)
Domestic Baggage Reclaim <sup>2/</sup>	Devices	1	1

NOTES: 1/ Common Use check-in allocation subject to use of Terminal 3 Joint Use baggage makeup. The Terminal 3 Joint Use baggage makeup carousel provides 14 makeup positions currently used by Spirit Airlines and Essential Air Services (Air Choice One, Boutique Air, Cape Air, and Key Lime Air/Denver Air Connection).

2/ Vacant in Summer 2021. Spirit Airlines and Essential Air Services use a separate, Joint Use, baggage reclaim device.

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

# COMMON USE DECLARED CAPACITIES – TERMINAL 5



Declared capacities based upon total demand at Common Use processes (including Delta Air Lines and other airlines)

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

# COMMON USE PROCESSING CAPACITY TERMINAL 5

Processing unit variation between  
Summer 2021 and Summer 2022

Process	Unit	Common Use units used as a basis for capacity declaration			
		Summer 2019 (pre-COVID-19)	Summer 2021 (prior equivalent season)	Summer 2022	
				March 27-September 9 (Pre-Delta Air Lines move)	September 10-October 29 (Post-Delta Air Lines move)
International Arrivals					
Federal Inspection Station	Primary positions	72 <sup>1/</sup>	48-56 <sup>1/2/</sup>	35 <sup>1/</sup>	35 <sup>1/</sup>
International Baggage Reclaim	Devices	9	8	9 <sup>3/</sup>	9 <sup>3/</sup>
Transfers Recheck	Common-use positions	24	16	16	16
Domestic and Precleared Arrivals					
Domestic Baggage Reclaim	Devices	1	1	2 <sup>4/</sup>	2 <sup>4/</sup>
Departures					
Check-in <sup>5/</sup>	Positions	143	141	115	123 <sup>6/</sup>
Security Screening	Lanes	9	9 <sup>7/</sup>	13 <sup>7/</sup>	13 <sup>7/</sup>
Baggage Departure Processing	n/a	Unchanged			
Baggage Makeup	Makeup positions	174	174	3/27-5/31: 120 6/1-9/9: 138	156

NOTES: 1/ US Customs and Border Protection (CBP) are assumed to staff up to 37 positions if available, similar to Summer 2019.

2/ 48 positions available between May 1 and August 28, 2021; 56 positions available for the remainder of Summer 2021.

3/ Includes 6 devices with 215 linear foot presentation length and 3 devices with 195 linear foot presentation length.

4/ Capacity based upon 1 device with 175 linear foot presentation length and 1 device with 150 linear foot presentation length. An additional device with 175 linear foot presentation length may be available prior to Delta Air Lines move to Terminal 5.

5/ Positions 28A/B are removed from Winter 2020/2021 onwards.

6/ Does not include Delta Air Lines

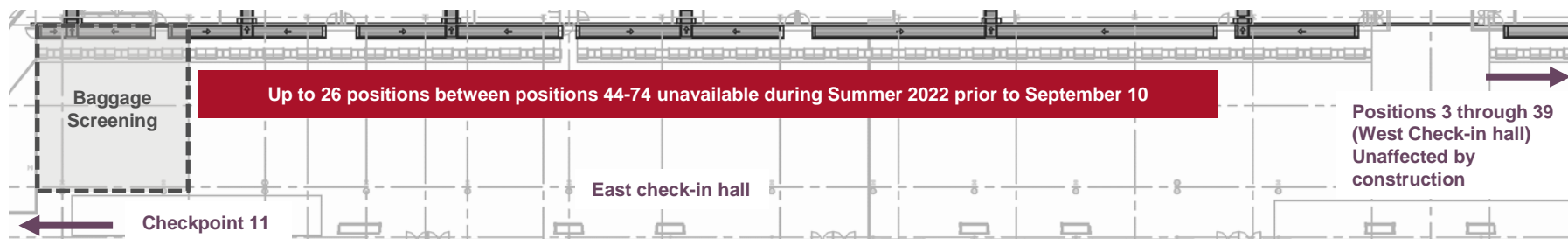
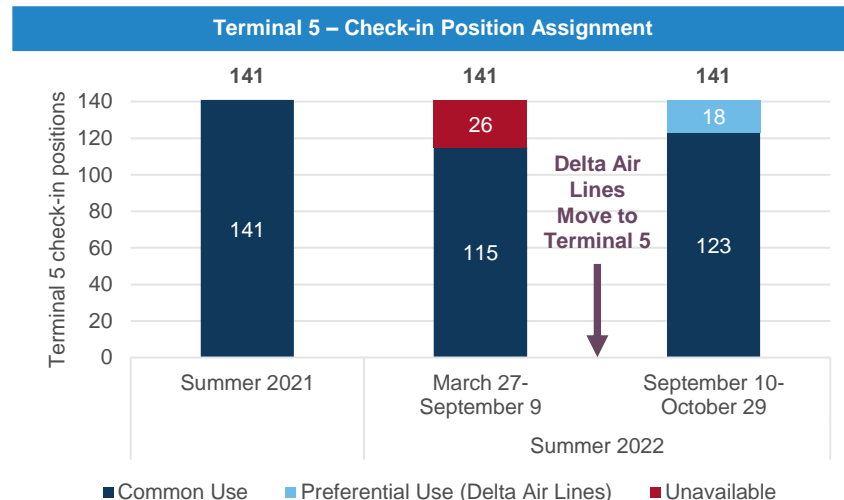
7/ Security screening provided for TSA Precheck as well as standard process in Summer 2021 and Summer 2022. Previous seasons only had standard process.

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

# TERMINAL 5 – KNOWN SUMMER 2022 CONSTRUCTION ACTIVITIES

## COMMON USE CHECK-IN

- The Summer 2022 baggage handling system construction phasing is to be adjusted to allow a minimum of 115 check-in positions throughout Summer 2022 prior to September 10.
- In the event that the takeaway belts are unavailable at remaining positions, porters will carry the baggage to adjacent operational takeaway belts to retain the minimum number of available check-in positions.
- Additional positions may periodically be available during Summer 2022 based upon the construction phasing.



SOURCES: Vanderlande, August 2021; Ricondo & Associates, Inc., August 2021.



# TERMINAL 5 – KNOWN SUMMER 2022 CONSTRUCTION ACTIVITIES

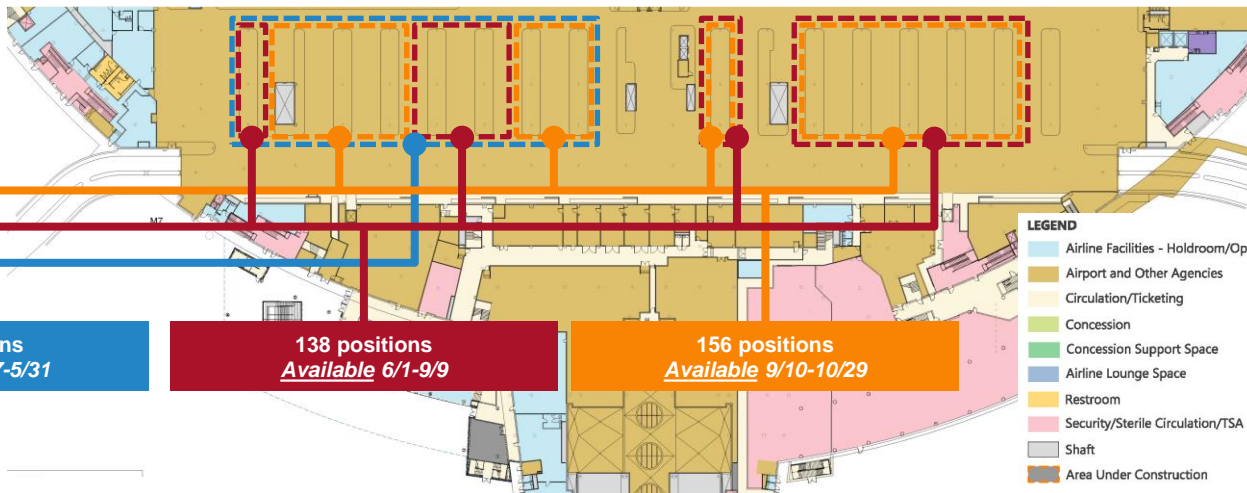
## BAGGAGE MAKEUP

### West Concourse Temporary Baggage Makeup



120 positions  
Available 3/27-5/31

### Terminal 5 – Lower Level – Baggage Makeup Area



138 positions  
Available 6/1-9/9

156 positions  
Available 9/10-10/29

- LEGEND**
- Airline Facilities - Holdroom/Ops
  - Airport and Other Agencies
  - Circulation/Ticketing
  - Concession
  - Concession Support Space
  - Airline Lounge Space
  - Restroom
  - Security/Sterile Circulation/TSA
  - Shaft
  - Area Under Construction

March 27  
Start of Summer  
season

June 1

September 10  
Delta Air Lines  
move-in

October 29  
End of Summer  
season

120 positions available  
(15 piers + 5 temporary carousels)

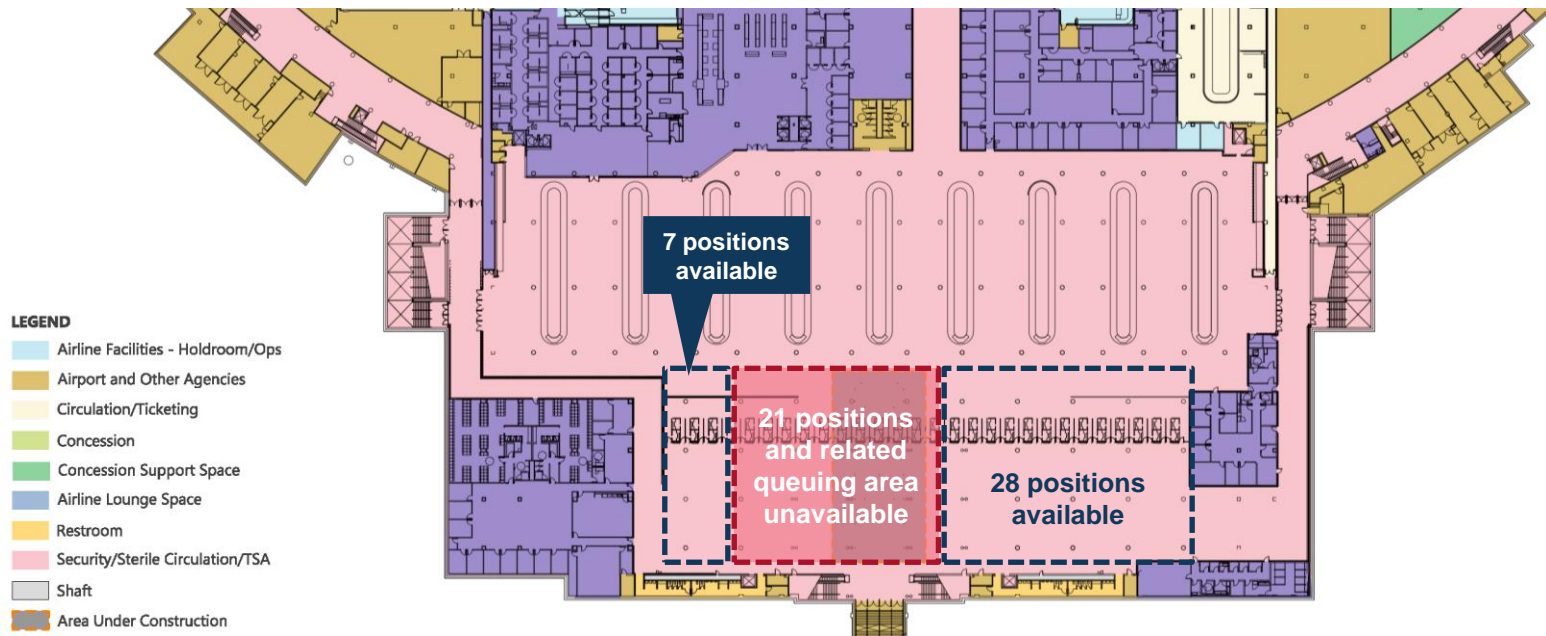
138 positions available  
(6 piers + 6 carousels + 5 temporary carousels)

156 positions available  
(9 piers + 6 car. + 5 temp. car.)

NOTES: 1/ 6 positions per pier, 12 positions per carousel, and 6 positions per temporary carousel assumed. 2/ Actual pier and carousel location may vary; SOURCE: Ricondo & Associates, Inc., August 2021

# TERMINAL 5 – KNOWN SUMMER 2022 CONSTRUCTION ACTIVITIES

## FEDERAL INSPECTION STATION

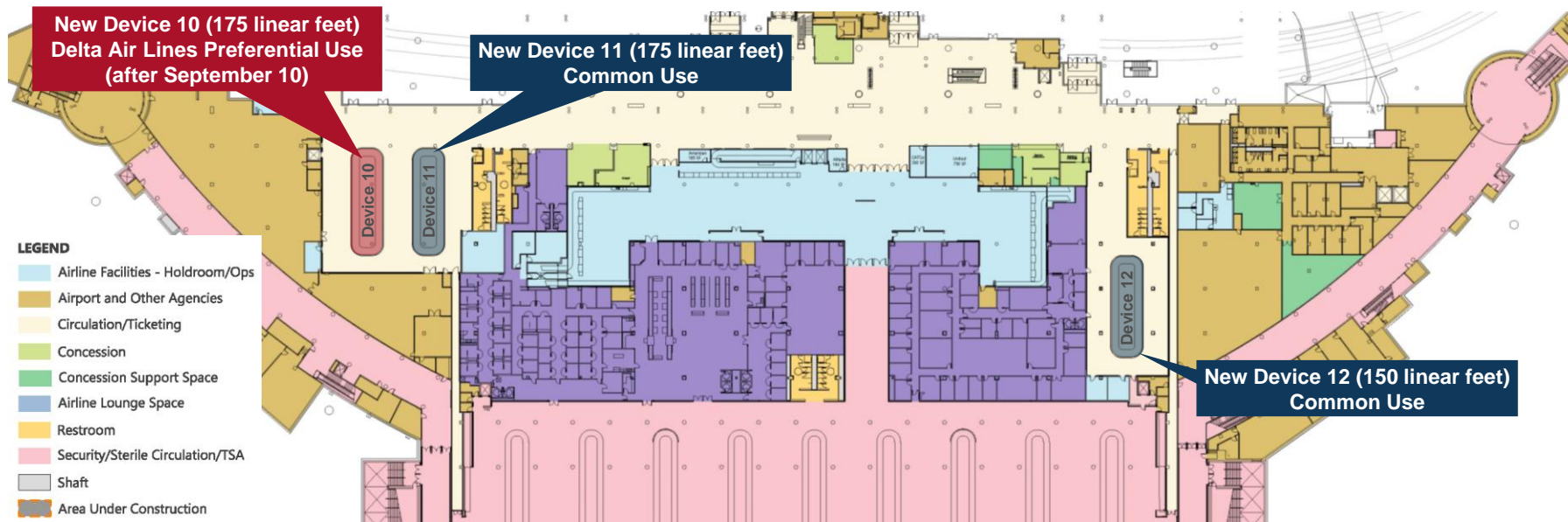


**35 of 56 primary positions are anticipated to be available throughout Summer 2022 due to the presence of temporary Customs and Border Protection (CBP) and Tactical Terrorism Response Team (TTRT) swing space**

SOURCE: Austin Power Partners, May 2021; Ricondo & Associates, Inc., August 2021.

# TERMINAL 5 – KNOWN SUMMER 2022 CONSTRUCTION ACTIVITIES

## DOMESTIC BAGGAGE RECLAIM






- The declared capacity assumes two domestic baggage reclaim devices (one 150 linear foot device and one 175 linear foot device), a 140% increase in presentation length compared with Summer 2021.
- Device 10 may be used instead of Device 12 prior to September 9.
- The capacity declaration assumes level of service improved to IATA Level of Service D (14 square feet per passenger).

SOURCES: Chicago Department of Aviation, O'Hare International Airport - Terminal Area Assignment, February 2015.; APP, February 2021.; Ricondo & Associates, Inc., August 2021 (analysis).

# 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
<b>Terminal 1</b>						
No Common Use Facilities	-	-	-	-	-	-
<b>Terminal 2</b>						
No Common Use Facilities	-	-	-	-	-	-
<b>Terminal 3</b>						
  Domestic and Precleared Arrivals	Domestic Baggage Reclaim	All day	Devices	1 <sup>2/</sup>	Domestic seats per hour <sup>3/</sup>	600
	Check-in <sup>4/</sup>	All day	Positions	8	Seats per four hours	1,100
	Security Screening	All day	Lanes	20 <sup>5/</sup>	Seats per four hours	18,400
	Baggage Makeup	All day	Devices	1 (joint use) <sup>6/</sup>	Seats per four hours	1,900 (joint use) <sup>6/</sup>

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 <sup>1/</sup>	
			Unit	Capacity	Unit	Capacity
 International Arrivals	Federal Inspection Station	All day	Primary positions	35	Seats per hour	3,100 <sup>2/</sup>
	International Baggage Reclaim	All day	Devices	9 <sup>3/</sup>	Seats per 5-hours	11,400 <sup>2/</sup>
 Domestic and Precleared Arrivals	Domestic Baggage Reclaim	All day	Devices	2 <sup>3/</sup>	Domestic seats per hour <sup>4/</sup>	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 <sup>1/</sup>	
			Unit	Capacity	Unit	Capacity
 International Arrivals	Federal Inspection Station	All day	Primary positions	35	Seats per hour	3,100 <sup>2/</sup>
	International Baggage Reclaim	All day	Devices	9 <sup>3/</sup>	Seats per 5-hours	11,400 <sup>2/</sup>
 Domestic and Precleared Arrivals	Domestic Baggage Reclaim	All day	Devices	2 <sup>3/</sup>	Domestic seats per hour <sup>4/</sup>	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.

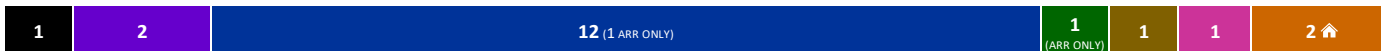
SOURCE: Ricondo & Associates, Inc., August 2021.

# 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 B737 B737	B777-300	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 B737 B737	B777-300	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 B737 B737	B777-300	B777-300	B777-300	B777-300	Closed (PBBs)	B777-300	B777-300		
Sep 10 - Oct 29	DELTA GATES					B777-300	B777-300	B777-300	A380	B777-300	B777-300	B777-300	B747-8	B777-300	B787-10	Closed (PBBs) B737 B737	A380	B777-300 B737 B737	B777-300	B777-300 B737 B737	B777-300	B777-300 B737 B737	B777-300	B777-300	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)



May 31 - Jul 19  
20 Gates (18 Int'l)



Jul 20 - Aug 14  
18 Gates (+ MARS)



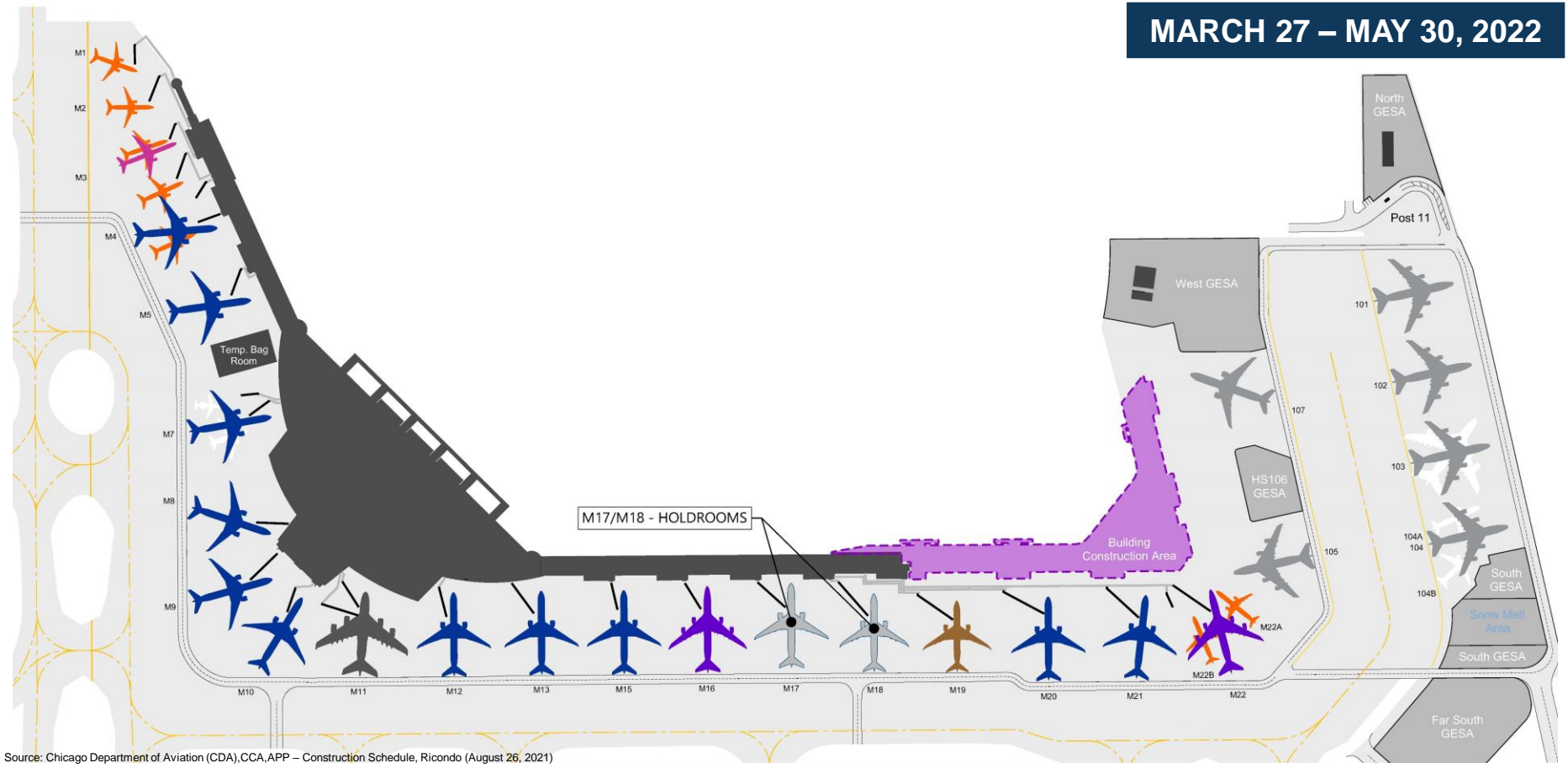
Aug 15 - Sep 9  
18 Gates (+ MARS)



Sep 10 - Oct 29  
18 Gates (+ MARS)

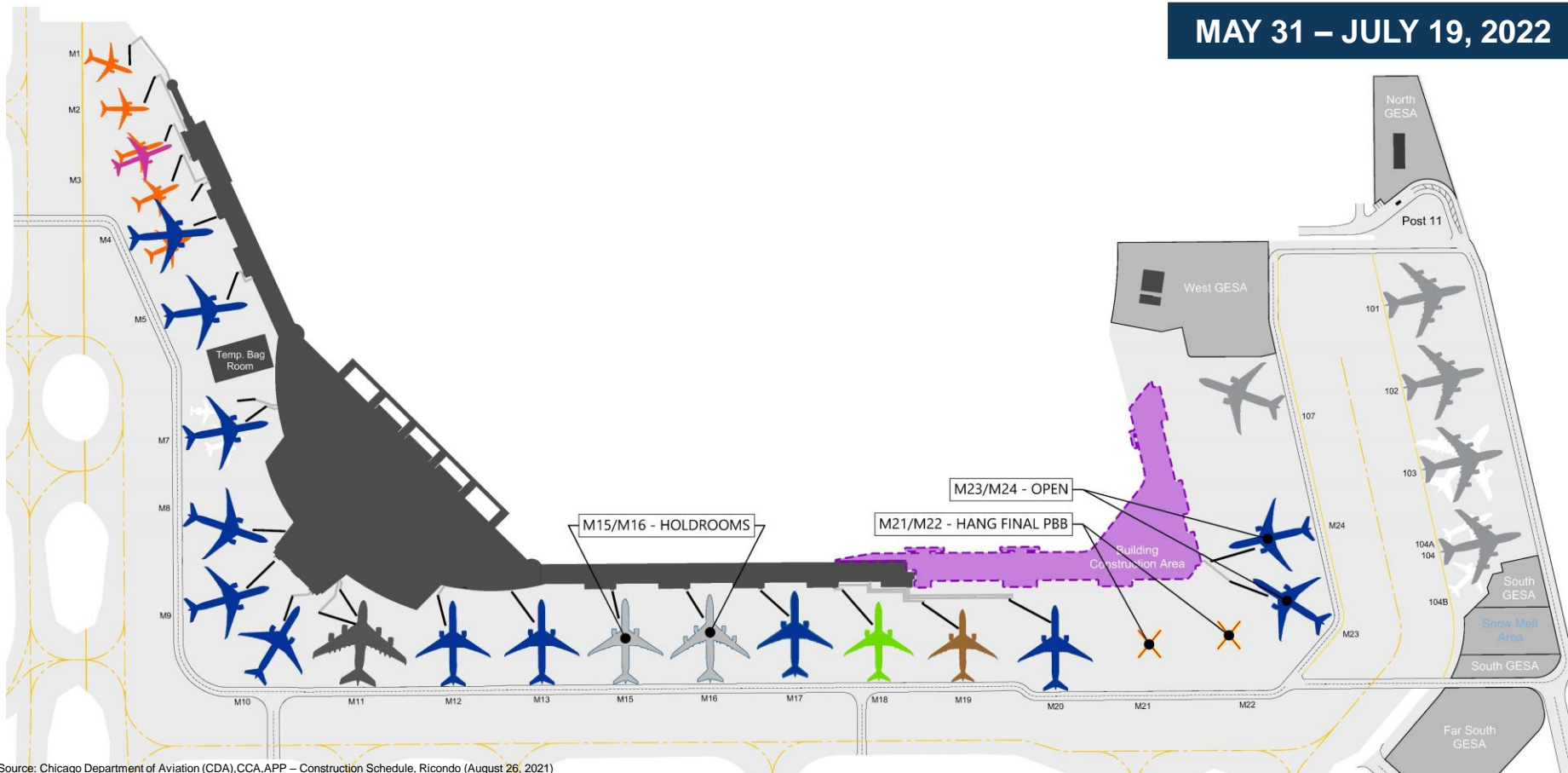


MARCH 27 – MAY 30, 2022



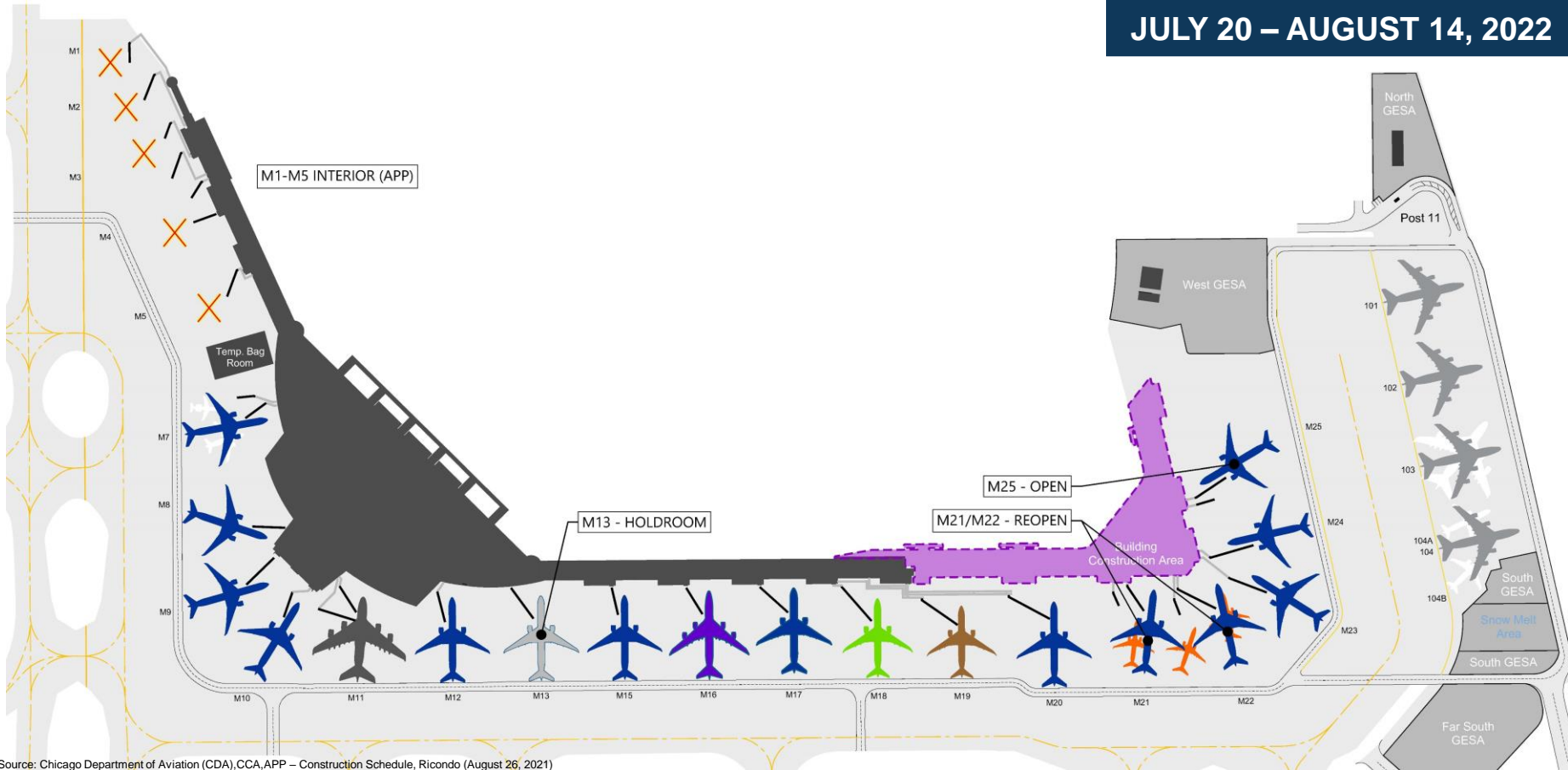
Source: Chicago Department of Aviation (CDA), CCA, APP – Construction Schedule, Ricoondo (August 26, 2021)

MAY 31 – JULY 19, 2022



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

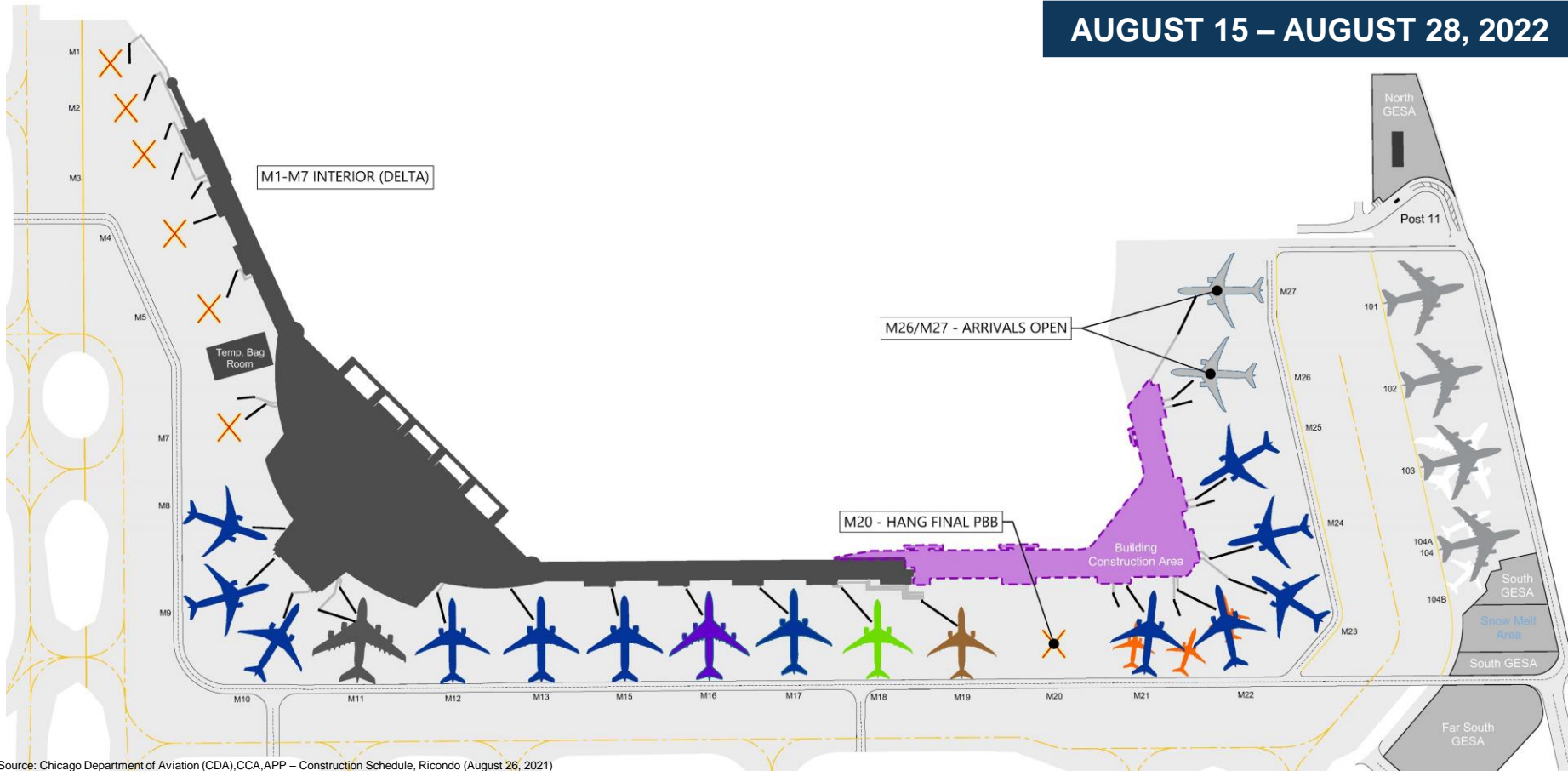
JULY 20 – AUGUST 14, 2022



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

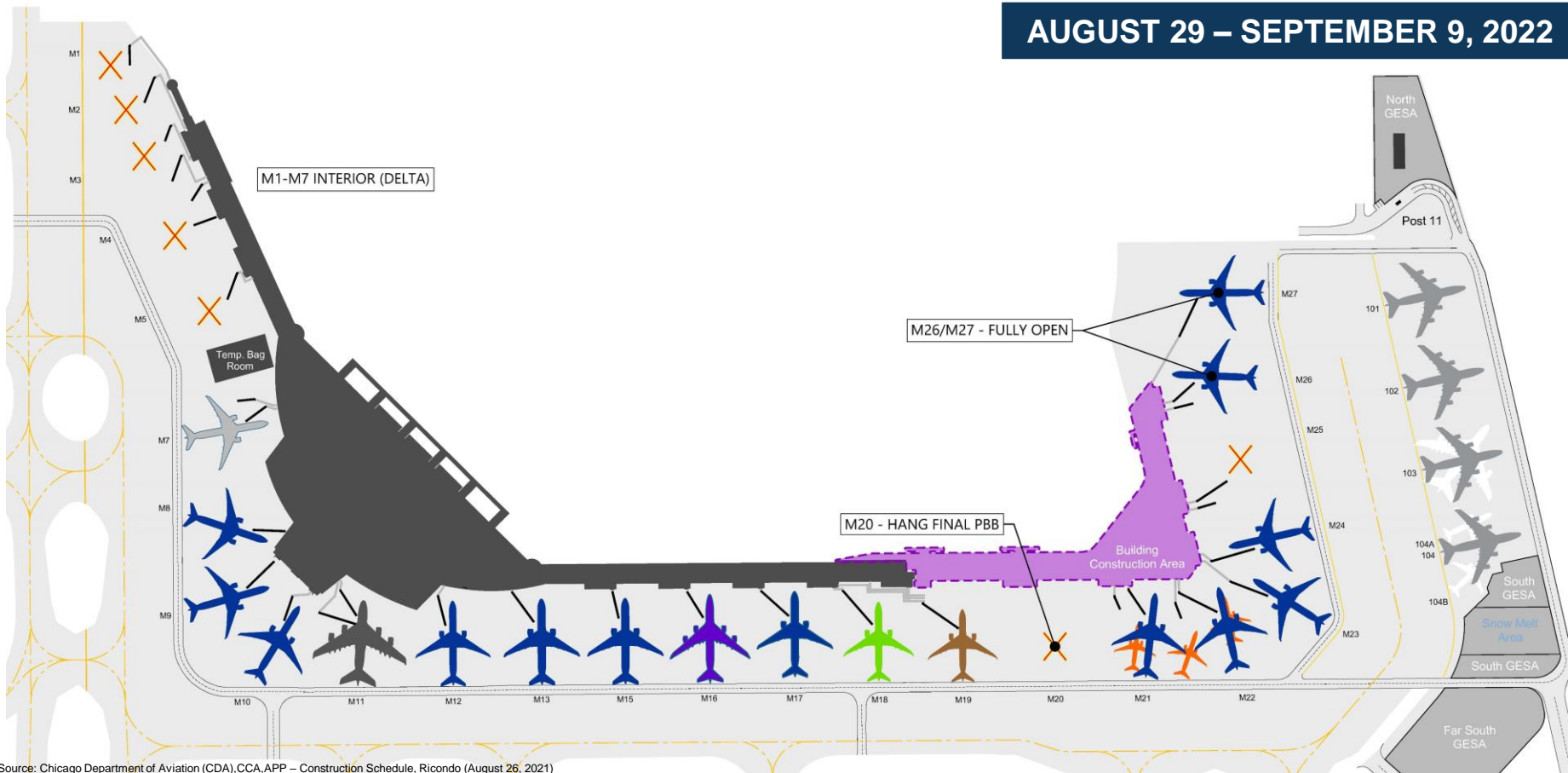


AUGUST 15 – AUGUST 28, 2022



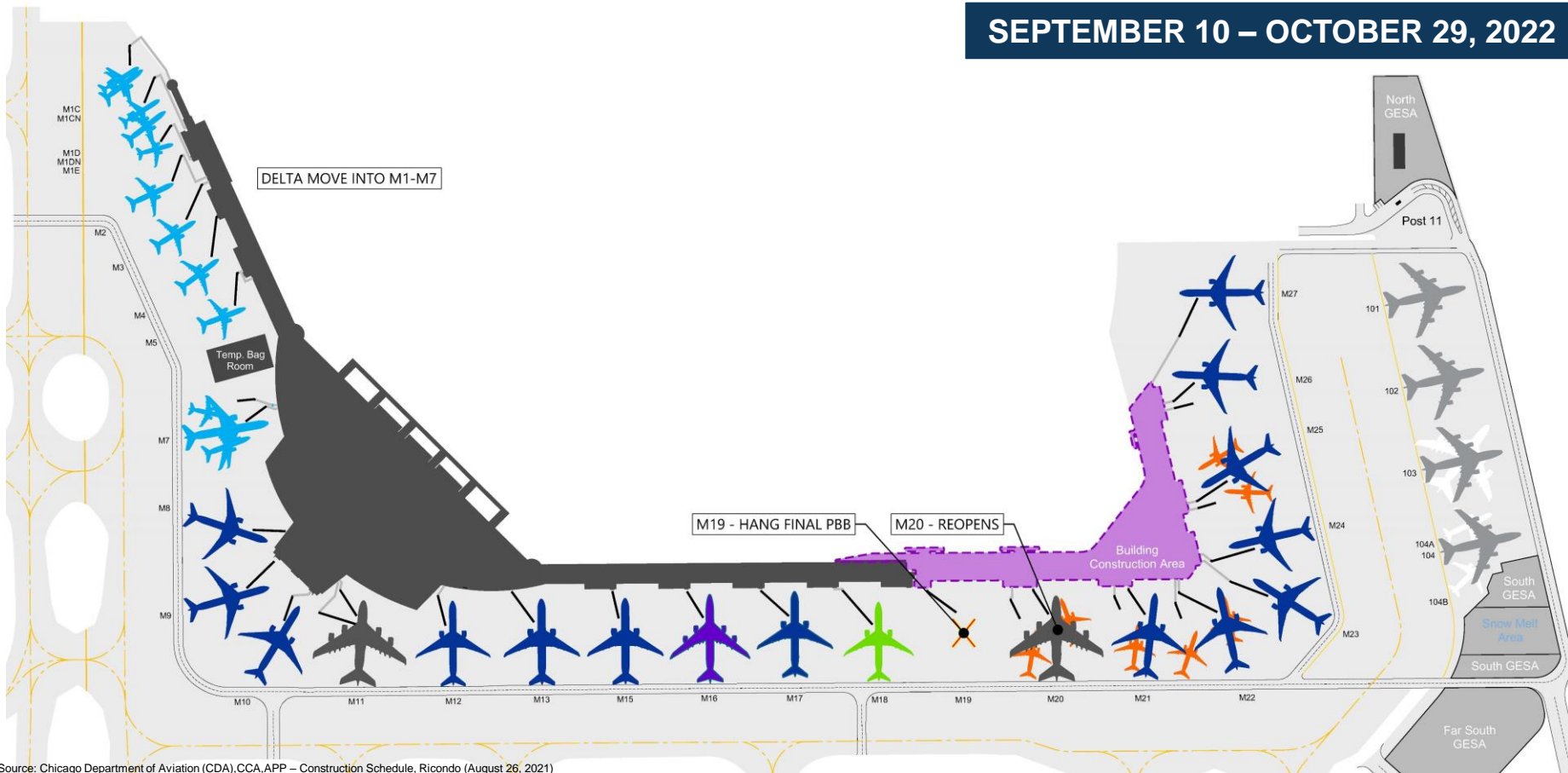
Source: Chicago Department of Aviation (CDA), CCA, APP – Construction Schedule, Ricoondo (August 26, 2021)

AUGUST 29 – SEPTEMBER 9, 2022



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

SEPTEMBER 10 – OCTOBER 29, 2022

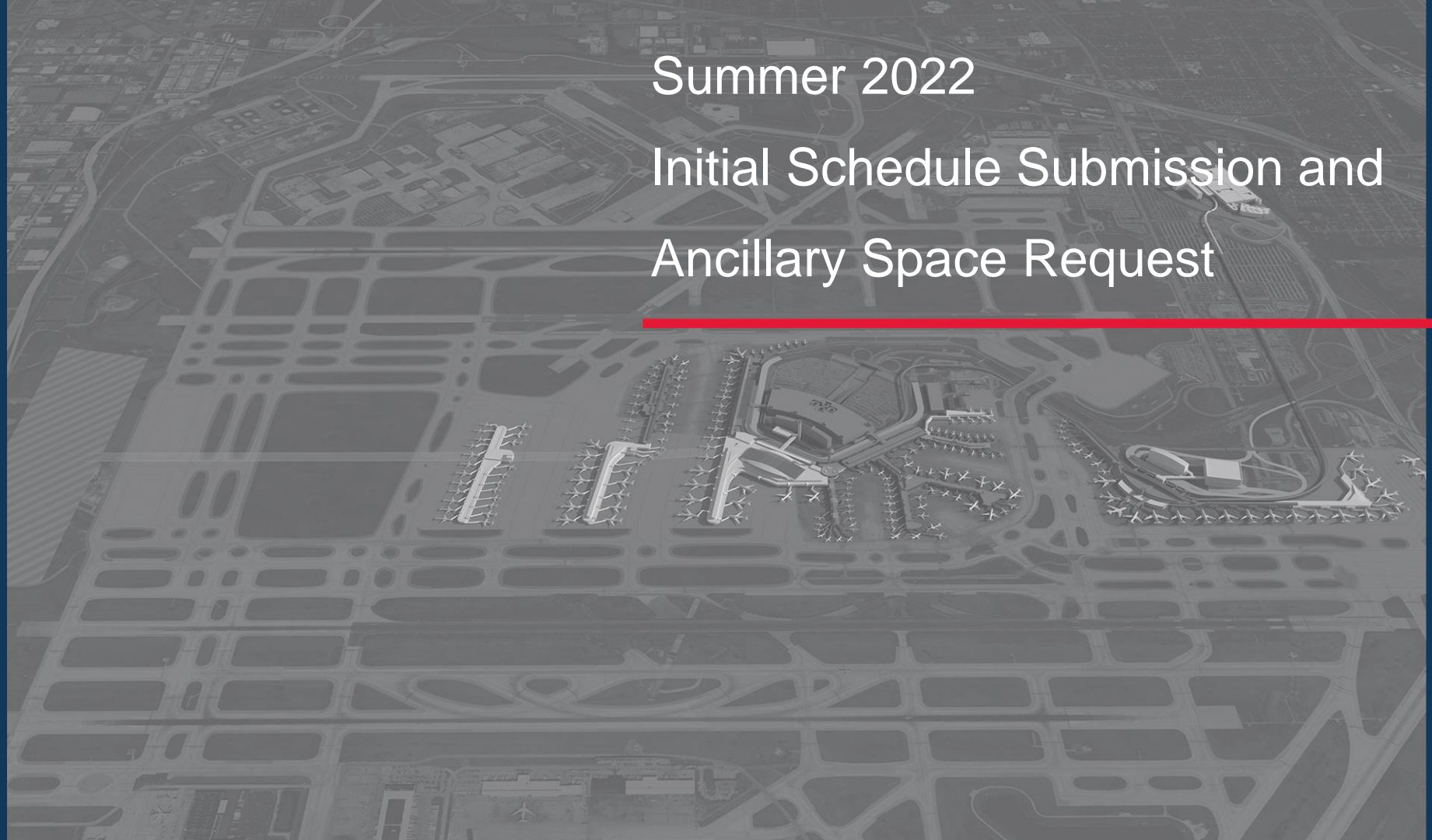


Source: Chicago Department of Aviation (CDA), CCA, APP – Construction Schedule, Ricoondo (August 26, 2021)

Summer 2022

# Initial Schedule Submission and Ancillary Space Request

---





# SUMMER 2022 INITIAL SCHEDULE SUBMISSION

**Due by October 7, 2021**

For Scheduling Submissions: [ordschedules@igcinc.org](mailto:ordschedules@igcinc.org)

For General Inquiries: [plark@igcinc.org](mailto:plark@igcinc.org)

For certified mail or delivery services:

Chicago O'Hare International Airport

10510 W. Zemke Road

Chicago, IL 60666

Attn: Paul Lark, Airport Scheduling Manager

CC: Chief Operating Officer, Chicago Department of Aviation

## The Summer 2022 Initial Schedule Submission shall:

Preferential Use Gate  
Space Users

Common Use Gate  
Space Users

1 Document the requested schedule of all flights to be operated by Airline and any Affiliates by day of the week and time of day for the entirety of the IATA Season.



2 Specify for each flight:

2a Flight number



2b Scheduled flight arrival and departure times



2c Flight links/turns between arrival and departure flight segments



2d Aircraft equipment type and number of seats



2e Domestic/International flight designation in industry standard format: domestic, pre-cleared international, or international requiring FIS facilities



3 Include RON Activities and Scheduled Seasonal Service



4 Gate Space Plan



SOURCE: Chicago Department of Aviation or City of Chicago, O'Hare Airport Terminal Space Use Protocols, April 2019.







# SUMMER 2022 COMMON USE ANCILLARY SPACE REQUEST

**Due by October 7, 2021**

## The Summer 2022 Common Use Ancillary Space Request shall include:

Common Use  
Ancillary Space  
Users

- |   |   |   |
|---|---|---|
| 1 | Quantity of check-in, re-check, and outbound baggage make-up positions requested per flight.  |  |
| 2 | Any synergies that may be achieved when multiple flights are handled simultaneously (if applicable).                                      |  |
| 3 | Requested exceptions to Periods of Use on Common Use Ancillary Space relative to scheduling flight arrival or departure time.             |  |
| 4 | Special requests that Air Carriers wish for the Scheduling Manager to take into consideration when addressing Air Carrier's requirements. |  |

For Scheduling Submissions: [ordschedules@igcinc.org](mailto:ordschedules@igcinc.org)

For General Inquiries: [plark@igcinc.org](mailto:plark@igcinc.org)

For certified mail or delivery services:

Chicago O'Hare International Airport  
10510 W. Zemke Road  
Chicago, IL 60666  
Attn: Paul Lark, Airport Scheduling Manager  
CC: Chief Operating Officer, Chicago Department of Aviation

SOURCE: Chicago Department of Aviation or City of Chicago, *O'Hare Airport Terminal Space Use Protocols*, April 2019.

The logo for O'Hare 21 is displayed in white and red text against a blue background. It features a white airplane icon to the left of a large white 'O', followed by a red star, then the word 'HARE' in white, and the number '21' in red.

O'HARE 21

---

JAMIE L. RHEE, COMMISSIONER

CONNECTING THE WORLD TO CHICAGO AND CHICAGO TO THE WORLD

[www.flychicago.com](http://www.flychicago.com)