



# O'Hare Construction Update and Winter 2023/2024 Capacity Briefing

April 26, 2023

FINAL



# AGENDA

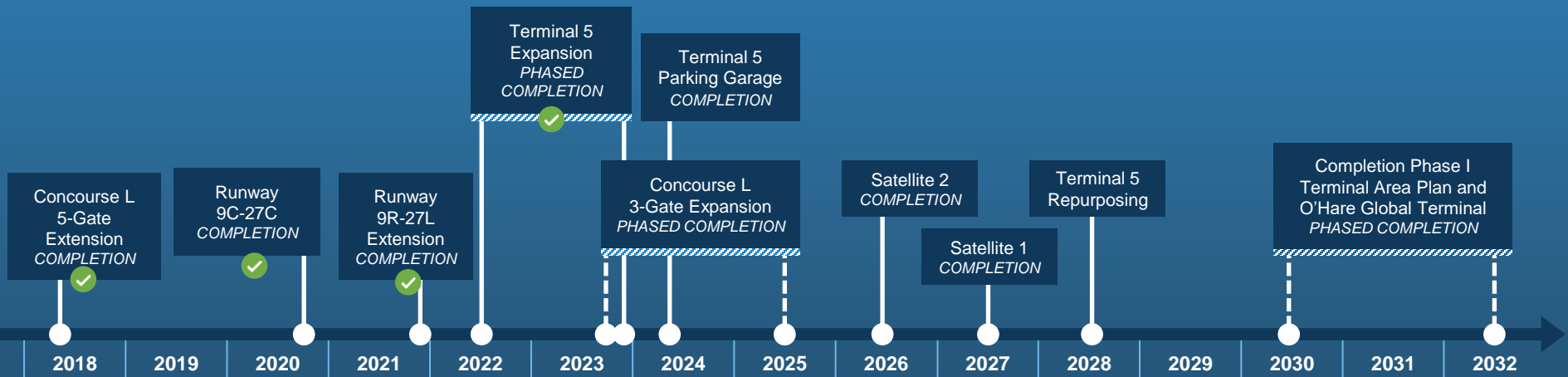
- Capital Program Overview
- Terminal 5 Development Overview and Construction Update
- Winter 2023/2024 Capacity and Gate Availability
- Winter 2023/2024 Initial Schedule Submission

# Capital Program Overview

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# O'HARE 21 CONTINUES TO PROGRESS AND TRANSFORM O'HARE'S TERMINALS AND AIRFIELD



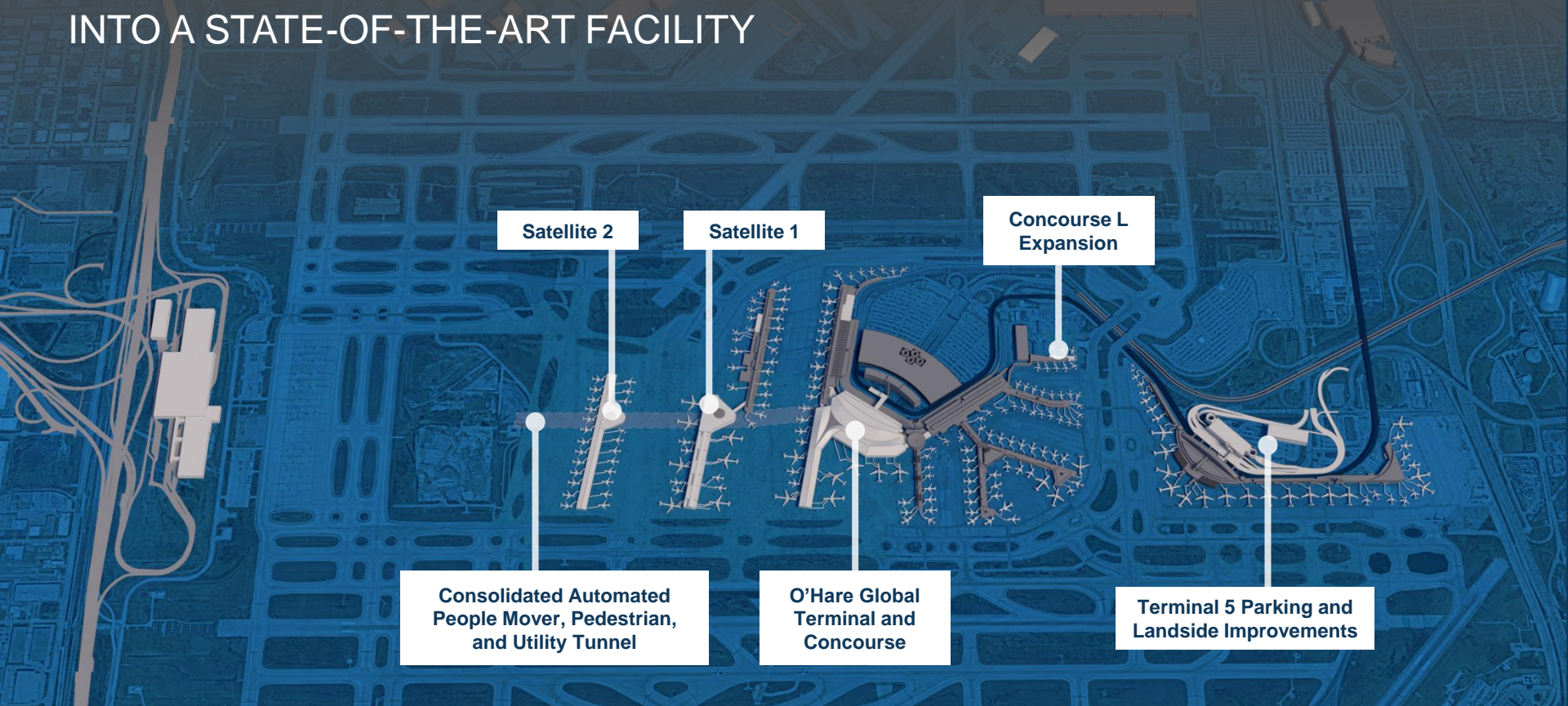
\*Preliminary subject to change

All new gates in Terminal 5 expansion opened as of March 2023

Terminal 5 expansion anticipated to be complete in 2023

Terminal Area Plan in schematic design, environmental approval received in November 2022

# THE TAP PROJECTS ARE DESIGNED TO FURTHER TRANSFORM O'HARE INTO A STATE-OF-THE-ART FACILITY



Satellite 2

Satellite 1

Concourse L Expansion

Consolidated Automated People Mover, Pedestrian, and Utility Tunnel

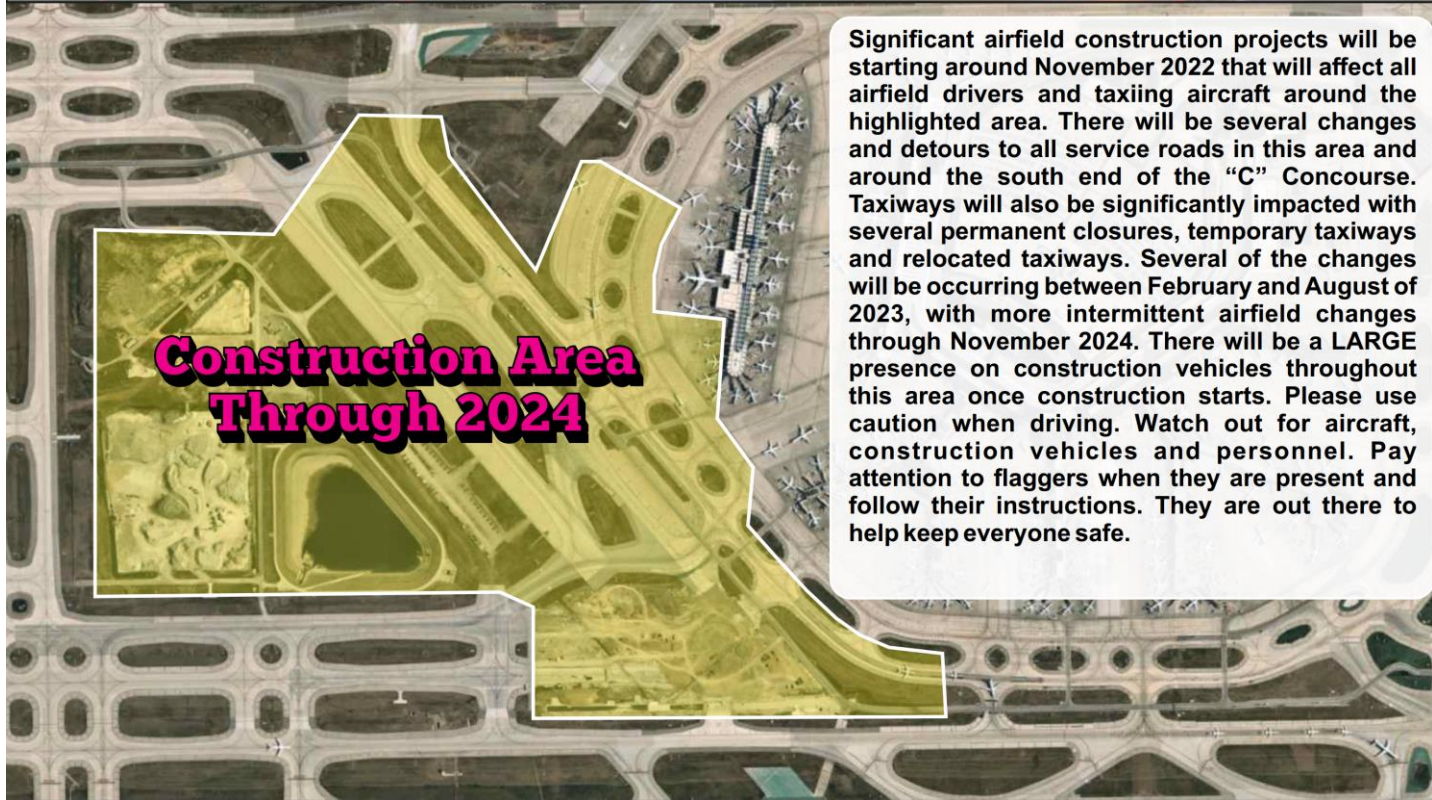
O'Hare Global Terminal and Concourse

Terminal 5 Parking and Landside Improvements



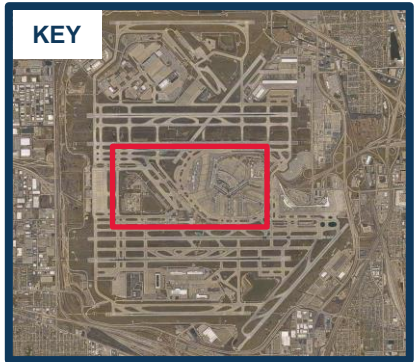
**ORD AOA ALERT 2022**

# Significant Airfield Construction and Airfield Changes over the next 24 months



**Construction Area Through 2024**

Significant airfield construction projects will be starting around November 2022 that will affect all airfield drivers and taxiing aircraft around the highlighted area. There will be several changes and detours to all service roads in this area and around the south end of the “C” Concourse. Taxiways will also be significantly impacted with several permanent closures, temporary taxiways and relocated taxiways. Several of the changes will be occurring between February and August of 2023, with more intermittent airfield changes through November 2024. There will be a **LARGE** presence on construction vehicles throughout this area once construction starts. Please use caution when driving. Watch out for aircraft, construction vehicles and personnel. Pay attention to flaggers when they are present and follow their instructions. They are out there to help keep everyone safe.



# FOUR CONSTRUCTION PROJECTS IN 2023 WITH AIRFIELD OPERATIONAL IMPACTS

1

## TERMINAL AREA PLAN (TAP)

- Starts March 13 with closure of Twy R followed by T then J for initial airfield pavement work
- 2023 will step through the temporarily bump out of Twys A/B between Satellites S1/S2
- Buildout of temporary Lower Concourse C Extension (LCE) to offset gate closures for Satellite S1
- Advanced Utilities work to install new east-west water main between Twys L & N

2

## TWY A/B (EAST-WEST)

- Continuation of extending Twys K/L into A/B resumes April 1 with closure of Twy B between A9-A12
- Twy L connection into B complete in mid-December 2023

3

## RWY 9R EXTENSION (O'HARE MODERNIZATION PROGRAM (OMP))

- Final step of completing the installation of the Approach Lighting System (ALS) for 9R

4



















## ILLINOIS TOLLWAY I-490

- Construction of north segment impacting Rwy 9L/27R

# Twy A/B Bump-out Phasing Plan

## 2023 Airfield & Service Road Layouts

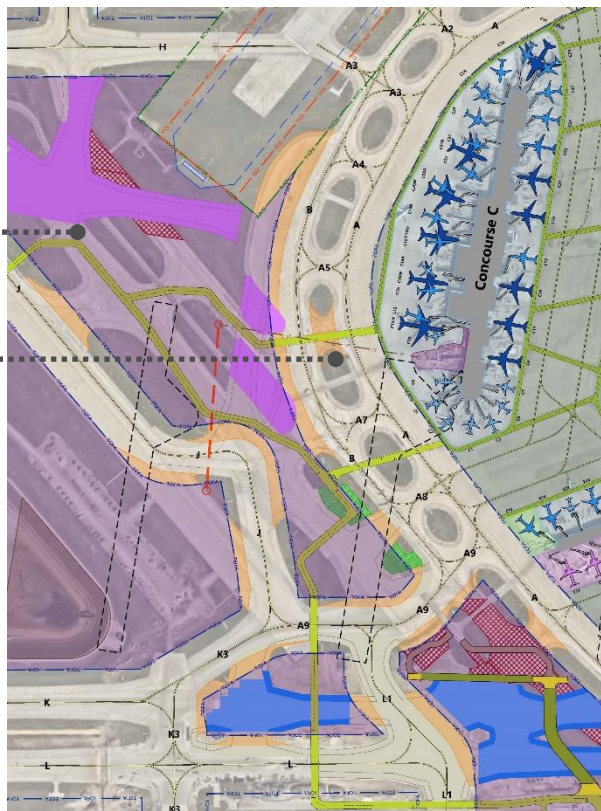
### *Reference Legend for next 5 slides*

 United Apron	 Service Road Under Construction
 Common Use Apron	 Tunnel Under Construction
 Closed Pavement	 Concrete Pavement Construction
 Construction Work Area	 Asphalt Pavement Under Construction
 Non-Movement Area	 Taxiway Object Free Area (TOFA)
 Pavement to be Demolished	 Runway Safety Area (RSA)
 Temporary Island	 Runway Object Free Area (ROFA)
 Service Road	 Storm Sewer Line
 Future Terminal Building	 Tunnel Siphon



# 2023 TWY A/B BUMP-OUT PHASING PLAN – AIRFIELD CONDITIONS & WORK AREAS (1 of 3)

Apr 20 – Jun 14



Realignment  
of service roads

Twy A6 closes

Jun 15 – Aug 9

Airfield Cycle Change



Twy B bumps out  
& gets renamed Q  
Twy A5 closes

Realignment  
of service roads

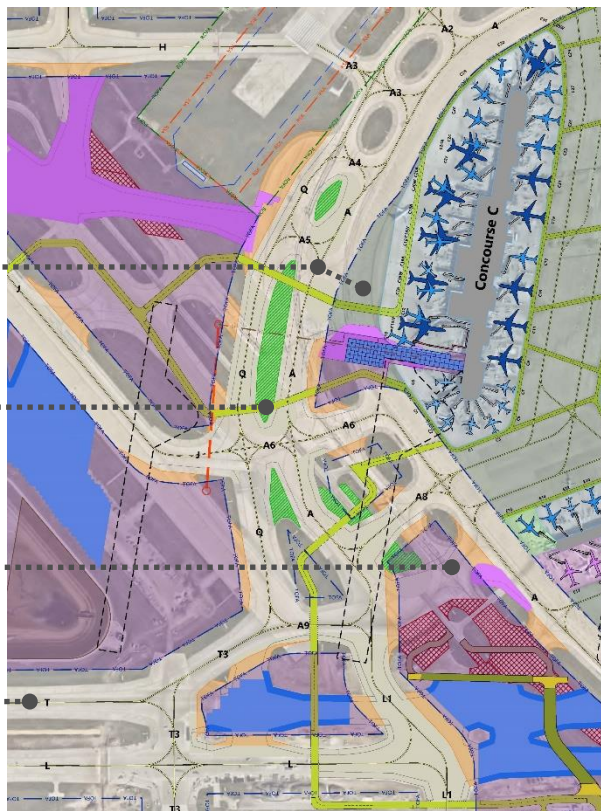
Twy A8 Extends

Source: Chicago O'Hare International Airport - Existing & Future Airport Layout Plans (December 5, 2022); Ricoinda (March 1, 2023) / Images not to scale / North

# 2023 TWY A/B BUMP-OUT PHASING PLAN – AIRFIELD CONDITIONS & WORK AREAS (2 of 3)

Aug 10 – Aug 24

Airfield Cycle Change



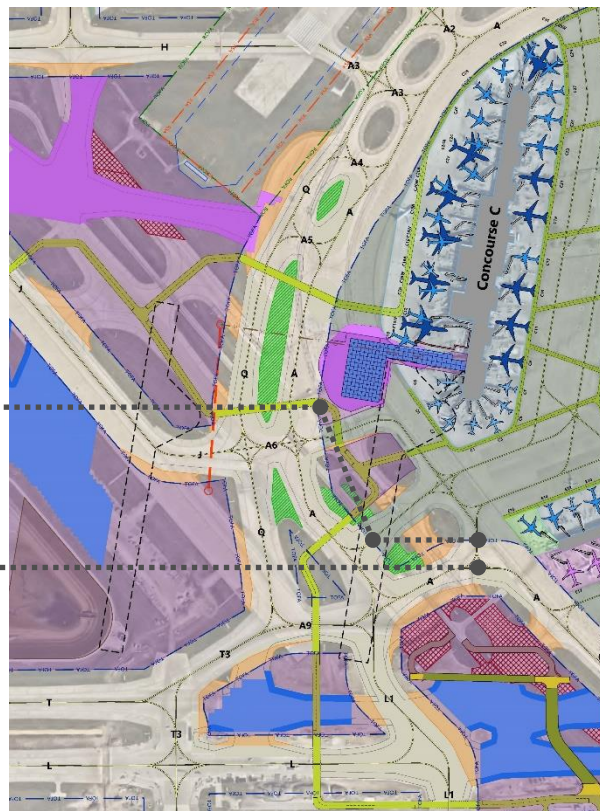
Twy A bumps out with aircraft pushback zone

Further realignment of service roads

Twy A9 closes

Twy K renamed T

Aug 25 – Oct 4



Ramp control area extends out

Twy A9 reopens

Source: Chicago O'Hare International Airport - Existing & Future Airport Layout Plans (December 5, 2022); Ricondo (March 1, 2023) / Images not to scale / North

# 2023 TWY A/B BUMP-OUT PHASING PLAN – AIRFIELD CONDITIONS & WORK AREAS (3 of 3)

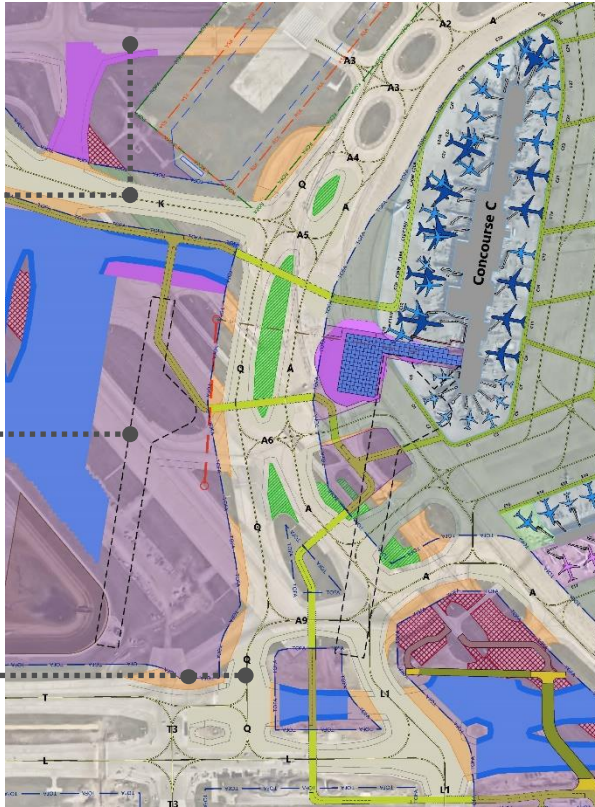
Oct 5 – Dec 15

Airfield Cycle Change

Twy U extends & gets renamed K  
Twy H closes

Twy J closes

Twy K3 closes & Twy Q extends south



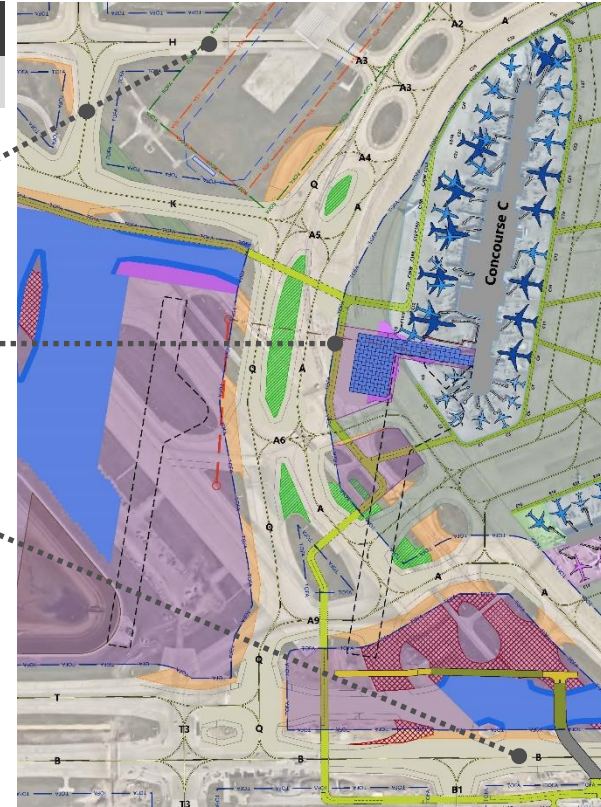
Dec 16 – Spring 24

Winter Condition

Twy H & R reopen

Perimeter service road reopens

Twy L connects to B



Source: Chicago O'Hare International Airport - Existing & Future Airport Layout Plans (December 5, 2022); Ricondo (March 1, 2023) / Images not to scale / North

# 2023 Overall Airfield Overview

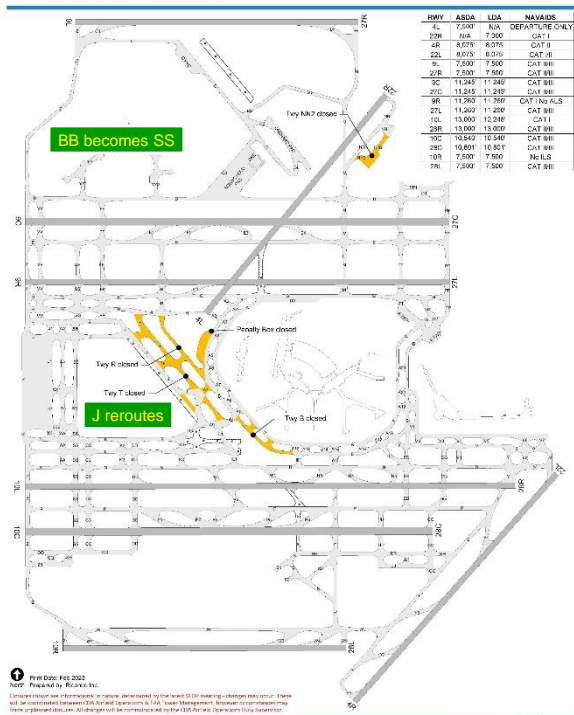
## All Project Operational Impacts

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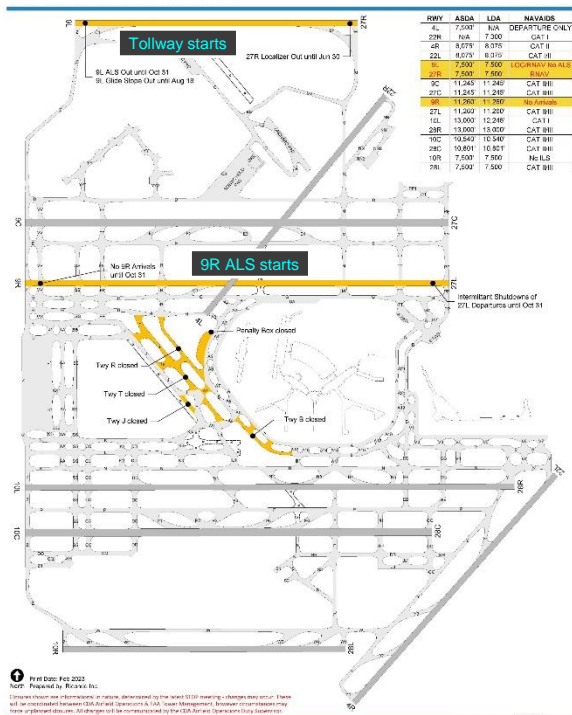


# 2023 AIRFIELD IMPACT OVERVIEW (1 of 4)

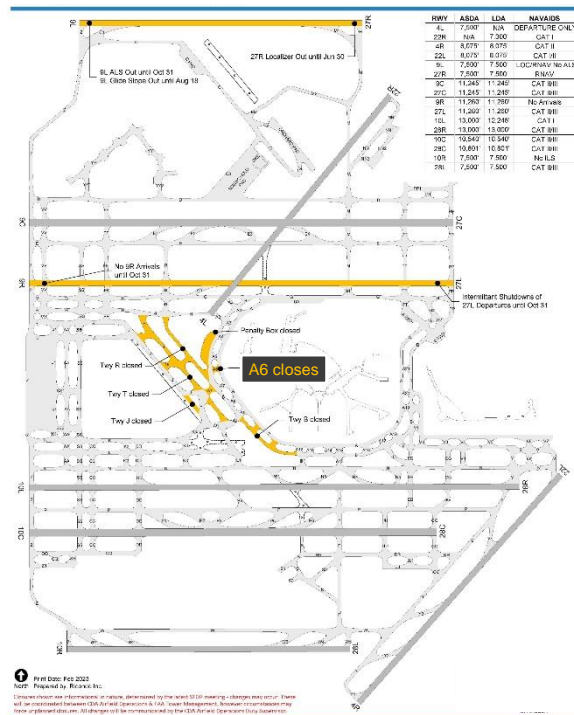
## Airfield Chart Change: Apr 20 – Apr 30



## May 1 – May 25



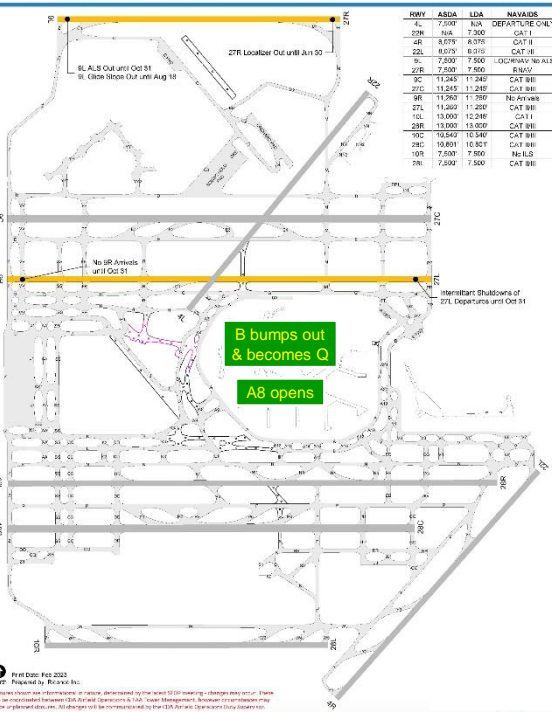
## May 26 – Jun 14



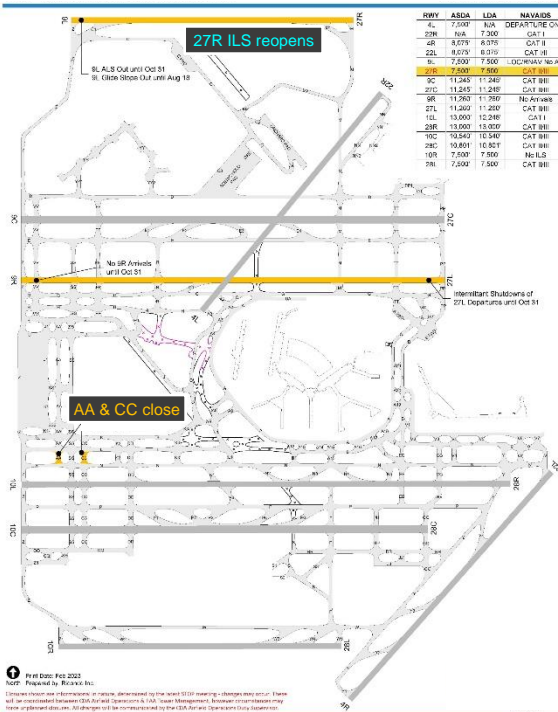
Source: Chicago Department of Aviation; Illinois State Toll Highway Authority; Ricoondo (February 28, 2023) / Images not to scale

# 2023 AIRFIELD IMPACT OVERVIEW (2 of 4)

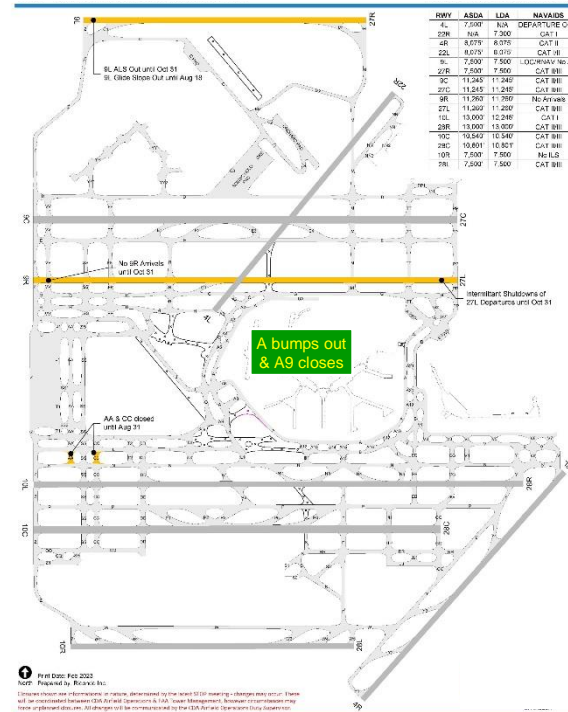
## Airfield Chart Change: Jun 15 – Jun 30



## Jul 1 – Aug 9



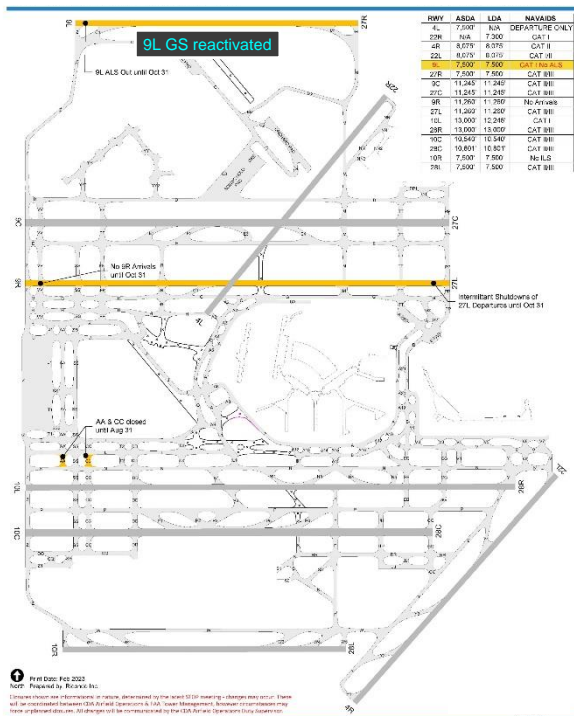
## Airfield Chart Change: Aug 10 – Aug 18



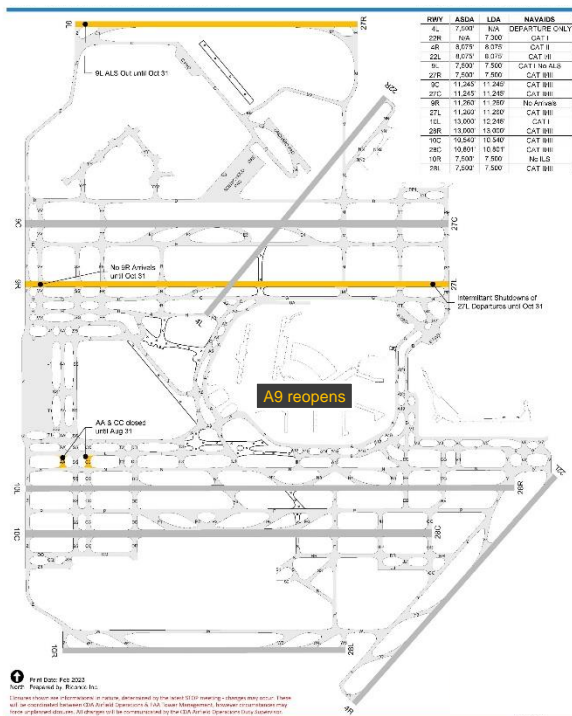
Source: Chicago Department of Aviation; Illinois State Toll Highway Authority; RicoNdo (February 28, 2023) / Images not to scale

# 2023 AIRFIELD IMPACT OVERVIEW (3 of 4)

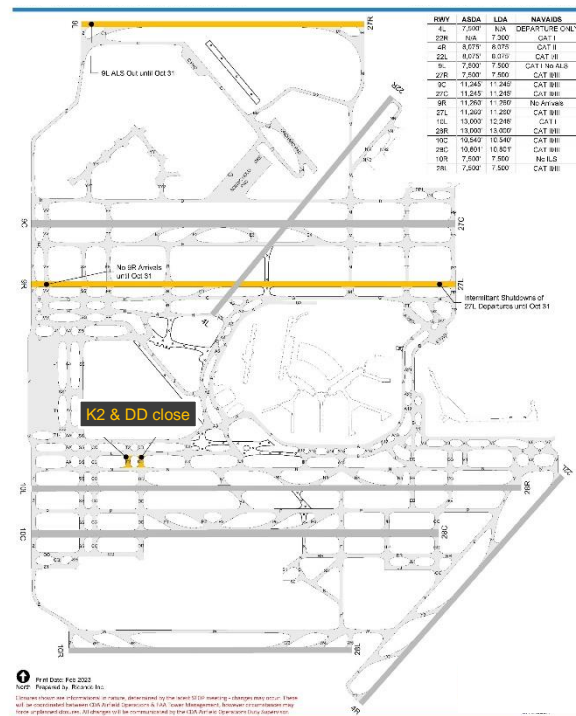
## Aug 19 – Aug 24



## Aug 25 – Aug 31



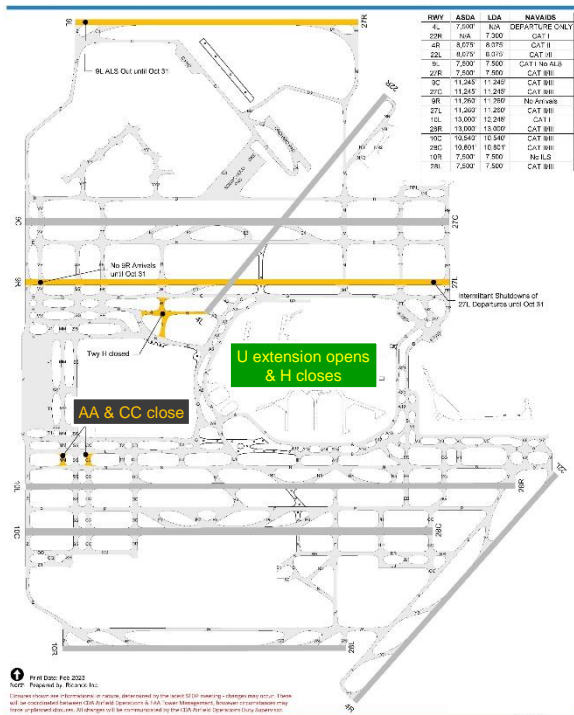
## Sep 1 – Oct 4



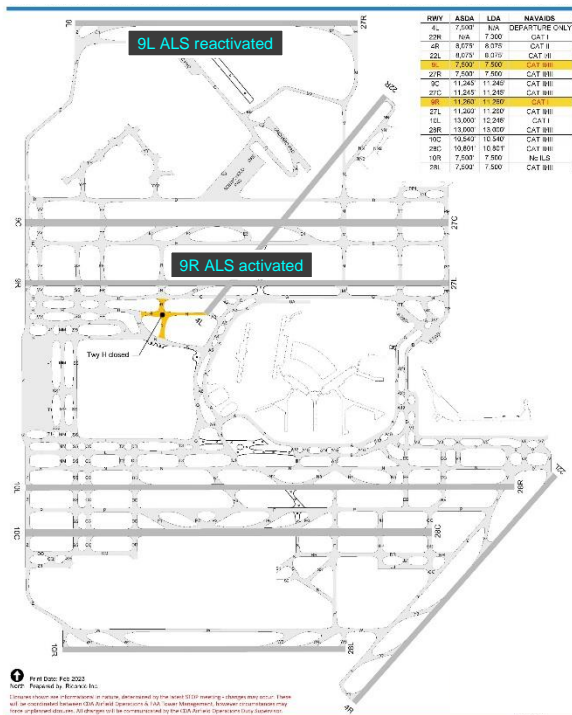
Source: Chicago Department of Aviation; Illinois State Toll Highway Authority; Ricondo (February 28, 2023) / Images not to scale

# 2023 AIRFIELD IMPACT OVERVIEW (4 of 4)

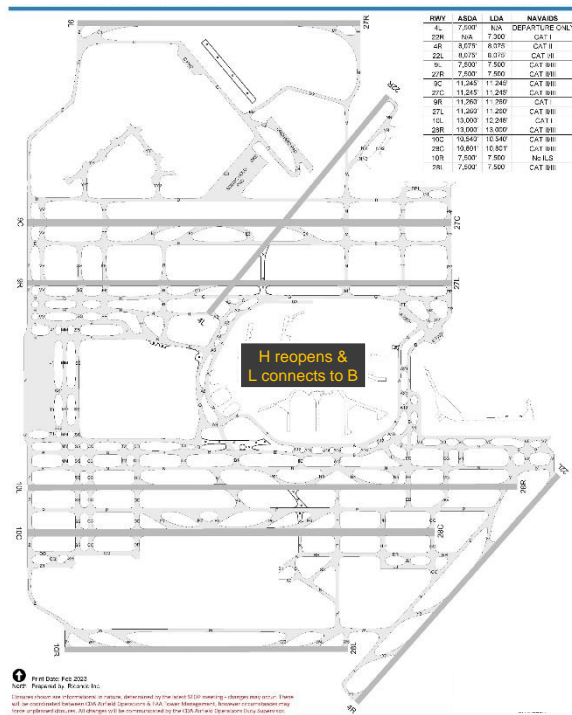
## Airfield Chart Change: Oct 5 – Oct 31



## Nov 1 – Dec 14



## Dec 15 – Winter



Source: Chicago Department of Aviation; Illinois State Toll Highway Authority; Ricondo (February 28, 2023) / Images not to scale



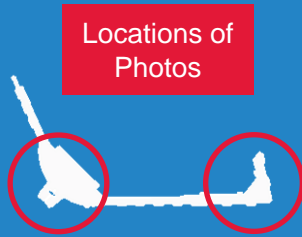
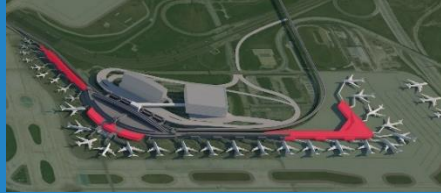
# Terminal 5 Development Overview and Construction Update

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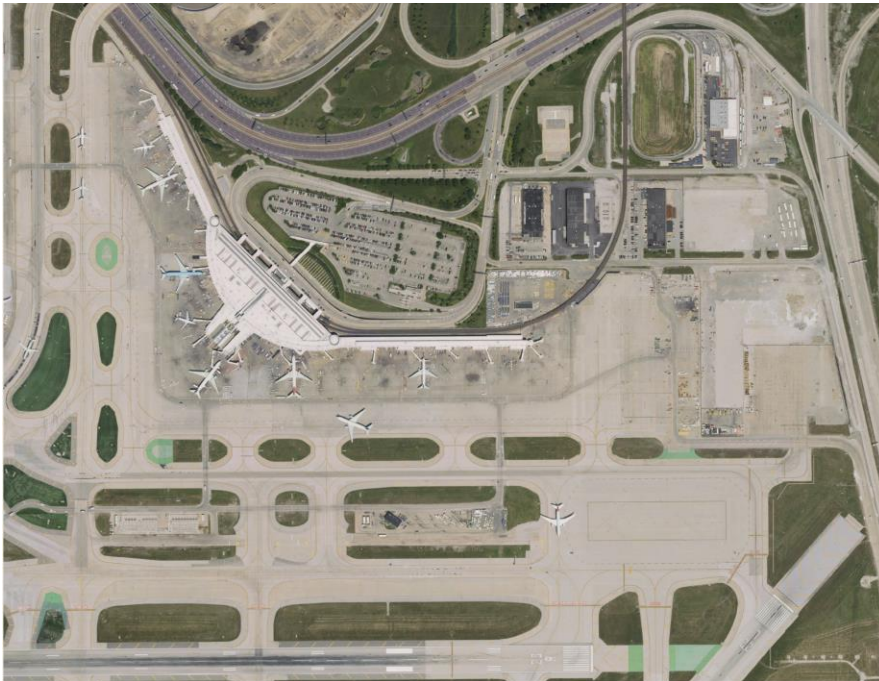
# TERMINAL 5 EXPANSION – IN PROGRESS

- 10 additional gates
- 350,000 additional square feet
- Reconfigured international arrivals facility and security checkpoint
- New baggage handling system
- Last new gate (M40) opened in March 2023.
- **Overall project completion in 2023**

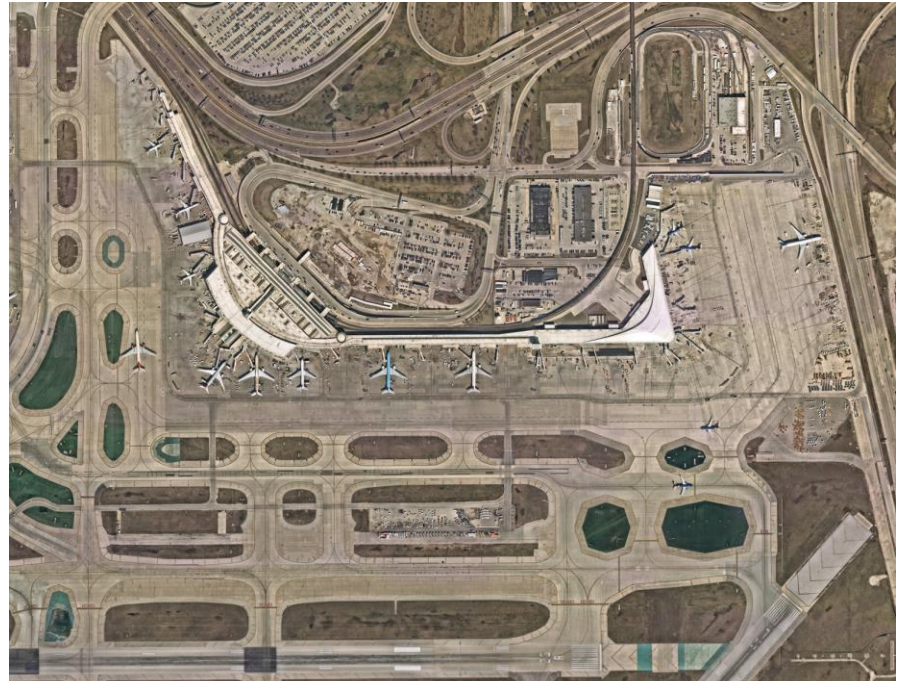


# TERMINAL 5 CONSTRUCTION PROGRESS OVERALL EVOLUTION

Terminal 5 – July 2018



Terminal 5 – April 2023



NOTE: Aerial photography – for visual reference only, may not be to scale

SOURCES: Woolpert, July 6, 2018; Nearmap, October 1, 2021.

# CONSTRUCTION UPDATE TERMINAL 5 EAST EXTENSION

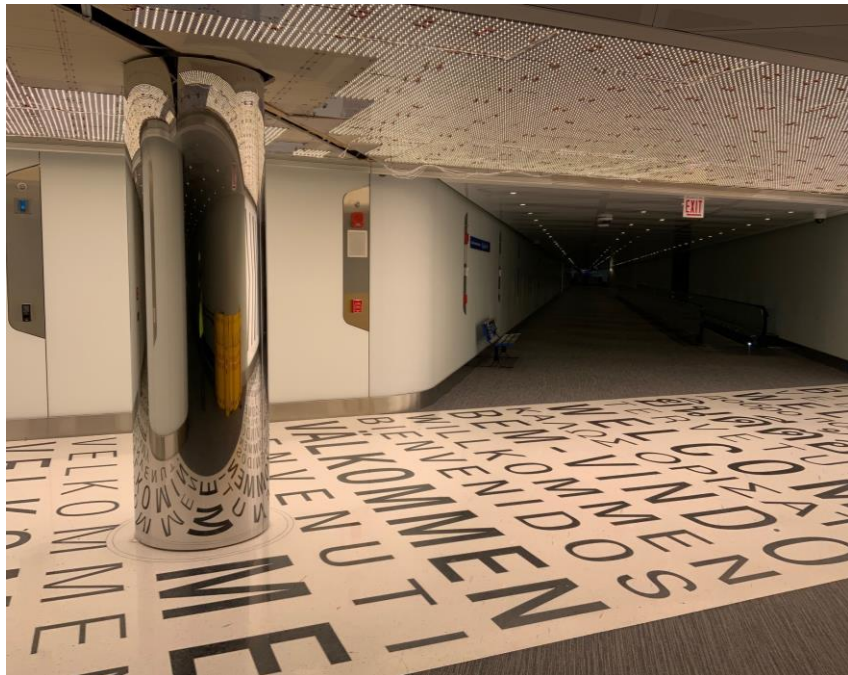
## PROJECT SCOPE

- 275,000 SF extension of the T5 Concourse M
- Nine (9) widebody gates, fourteen (14) narrowbody in MARS configuration
- International gates tied to the FIS
- Concessions and airline operations space



# CONSTRUCTION UPDATE TERMINAL 5 EAST EXTENSION

## East Extension Sterile Corridor



## East Extension Upper Level Stage



# CONSTRUCTION UPDATE TERMINAL 5 EAST EXTENSION

## East Extension Landside



## East Extension Ramp Control Tower



# CONSTRUCTION UPDATE

## TERMINAL 5 HEADHOUSE & CORE EXPANSION

### PROJECT SCOPE

- 45,000 SF core expansion for additional hold room space, lounges and concessions
- Centrally located space
- Bus Station Gate for terminal transfer
- Additional apron space for new consolidated Checked Baggage Inspection Station (CBIS)

#### Bus Station Exterior



#### Bus Station Interior



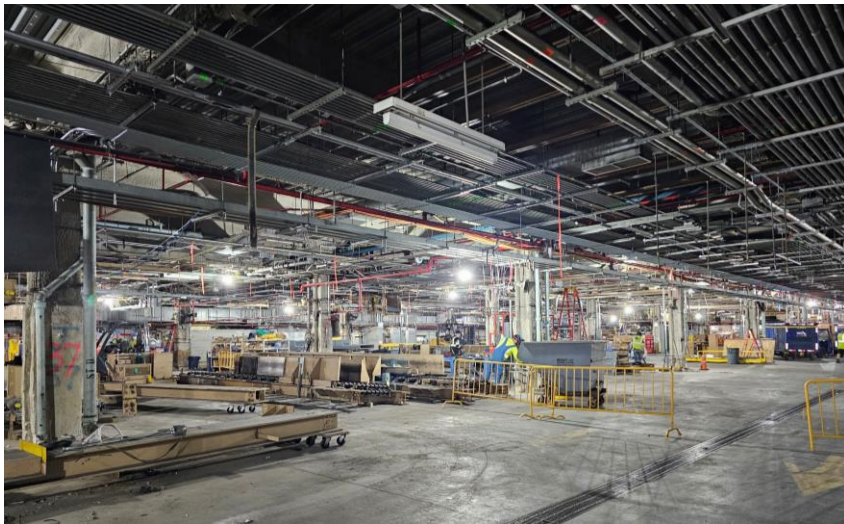
# CONSTRUCTION UPDATE

## BAGGAGE HANDLING SYSTEM REPLACEMENT

### PROJECT SCOPE

- New consolidated CBIS/CBRA with throughput to meet future demand
- New control system, conveyance and makeup carousels
- New domestic carousels

### West Bag Room Renovation



### Carousel 12





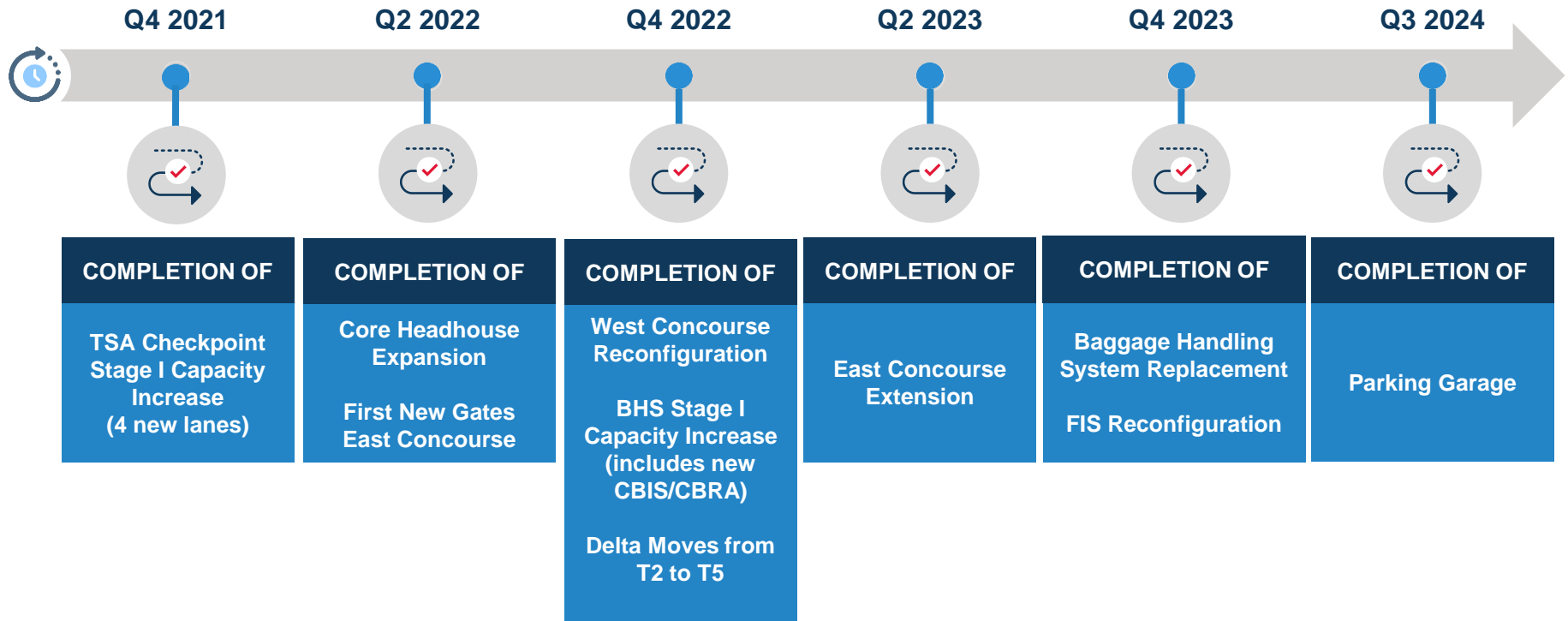
# CONSTRUCTION UPDATE LEGACY AREAS – FLOOR RENOVATIONS



# CONSTRUCTION UPDATE LEGACY AREAS – CEILING RENOVATIONS



# TERMINAL 5 SCHEDULE MILESTONES



# Winter 2023/2024 Capacity and Gate Availability

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# COMMON USE PROCESSING CAPACITY MAIN TERMINALS

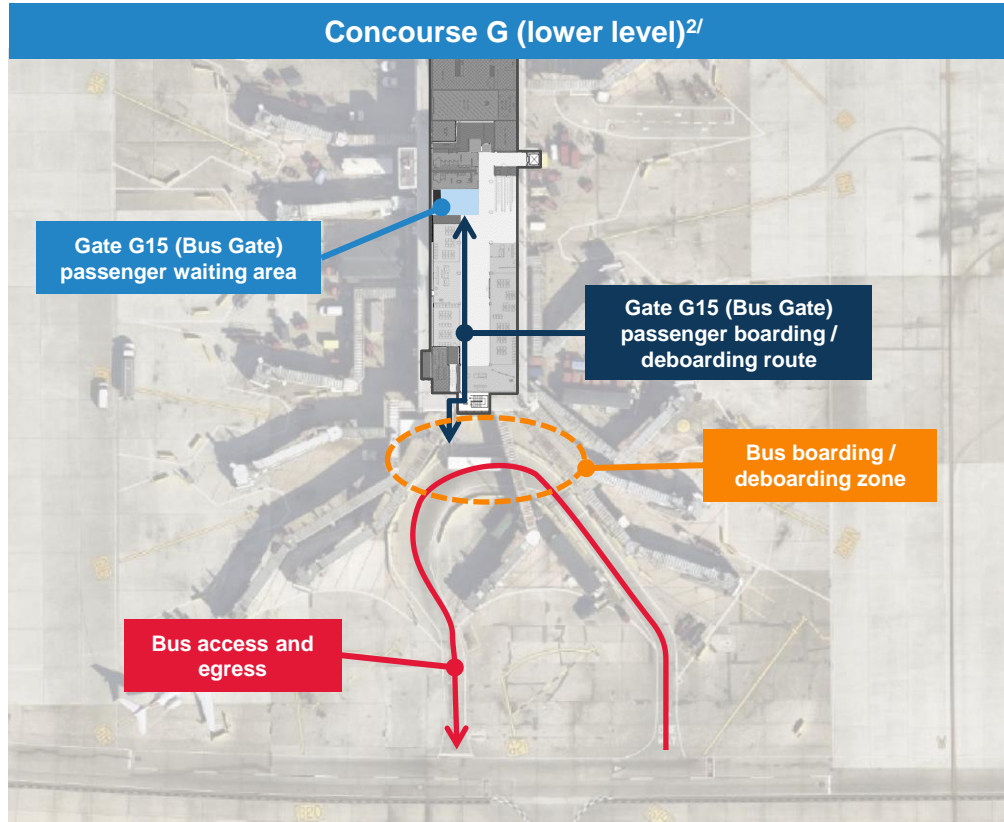
Process	Unit	Common Use units used as a basis for capacity declaration
		Winter 2023/2024
<b>Terminal 1</b>		
No Common Use Facilities	-	-
<b>Terminal 2</b>		
No Common Use Facilities	-	-
<b>Terminal 3</b>		
Check-in	Positions	8 <sup>1/</sup>
Baggage Makeup	Devices	1 (joint use)
Non-FIS Baggage Reclaim <sup>2/</sup>	Devices	1
Bus Gates	Gates	1 (G15)

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 (Cape Air, Key Lime Air/Denver Air Connection, and Southern Airways Express).


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

SOURCE: Ricondo & Associates, Inc., March 2023.

# MAIN TERMINALS – G15 BUS GATE / TERMINAL TRANSFER BUS STOP



- A single door is provided for Gate G15 and Terminal Transfer Bus<sup>1/</sup> operations.
- The Gate G15 waiting area is sized to primarily handle aircraft with 50 seats or less.

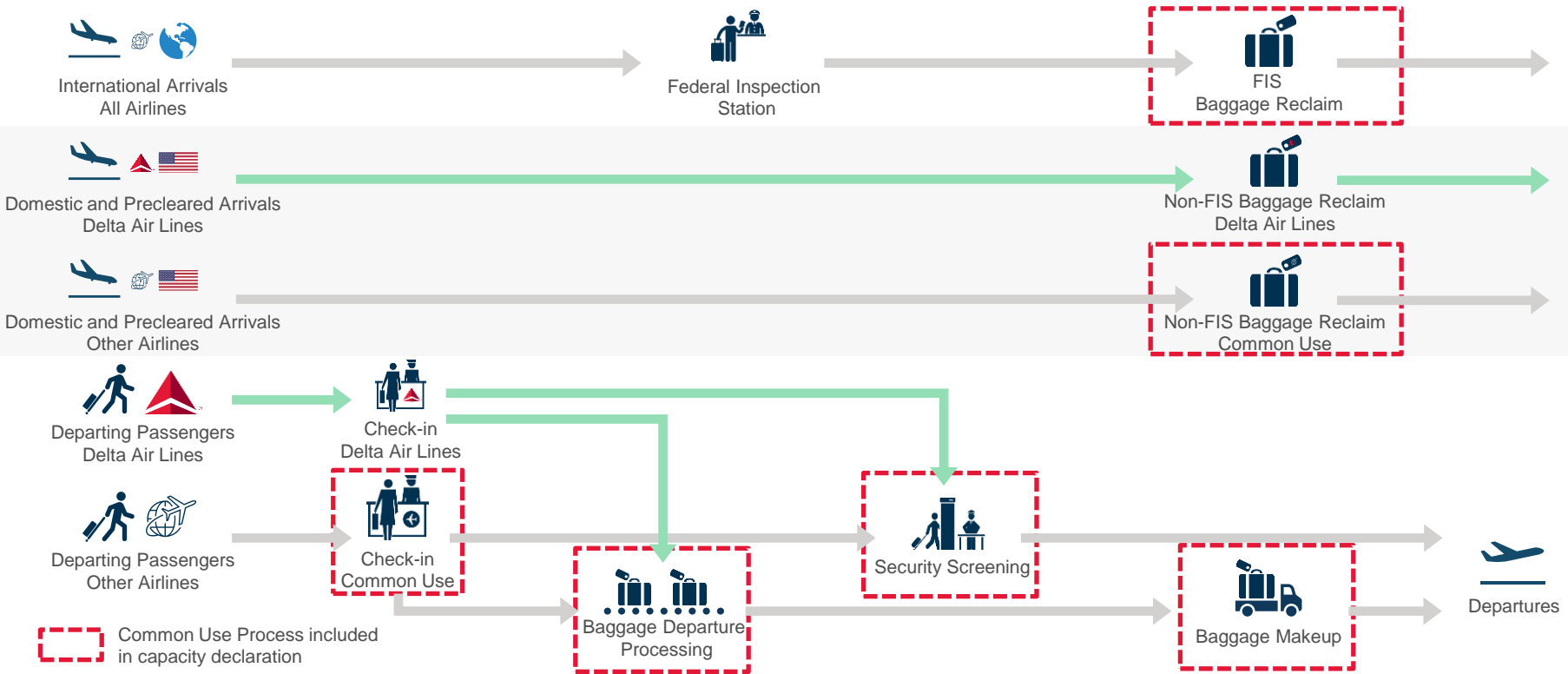
Image not to scale : North 

NOTE: 1/ Terminal Transfer Bus provided for passengers connecting between Main Terminals and Terminal 5.

2/ Ramp and interior layout are indicative and subject to change.

SOURCES: Nearmap, September 28, 2022 ; Ricondo & Associates, Inc., April 2023.

# 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., March 2023.

# COMMON USE PROCESSING UNITS

## TERMINAL 5

Process	Unit	Common Use units as a basis for capacity declaration		
		Winter 2022/2023 Declared (prior equivalent season)	Winter 2023/2024	Terminal 5 Extension Complete
<b>International Arrivals</b>				
Federal Inspection Station	Primary positions	35	10/29 – 11/30: 50 12/1 – 3/30: 56	56
FIS Baggage Reclaim	Devices	9 <sup>1/</sup>	9 <sup>1/</sup>	9 <sup>1/</sup>
Transfers Recheck	Common-use positions	16	16	16
<b>Domestic and Precleared Arrivals</b>				
Non-FIS Baggage Reclaim	Devices	2 <sup>2/</sup>	2 <sup>2/</sup>	2 <sup>2/</sup>
<b>Departures</b>				
Check-in	Positions	115-123	132 <sup>3/</sup>	136 <sup>3/</sup>
Security Screening <sup>4/</sup>	Lanes	13	13	13
Baggage Departure Processing	Originating in-line EDS machines	3 <sup>5/</sup>	5 <sup>5/</sup>	5 <sup>5/</sup>
Baggage Makeup	Makeup positions	120-138	10/29 – 12/14: 144 12/15 – 2/29: 168 3/1 – 3/30: 180	180
Bus Gates	Gates	Not declared	1 (M13)	1 (M13)

NOTES: 1/ Includes 6 devices with 215 linear foot presentation length and 3 devices with 195 linear foot presentation length.

2/ Based upon 1 device with 175 linear foot presentation length and 1 device with 150 linear foot presentation length (excludes 1 Preferential Use Delta Air Lines device).

3/ Common-use desks only. Does not include Delta Air Lines Preferential Use space.

4/ Security screening provided for TSA Precheck as well as standard processes.

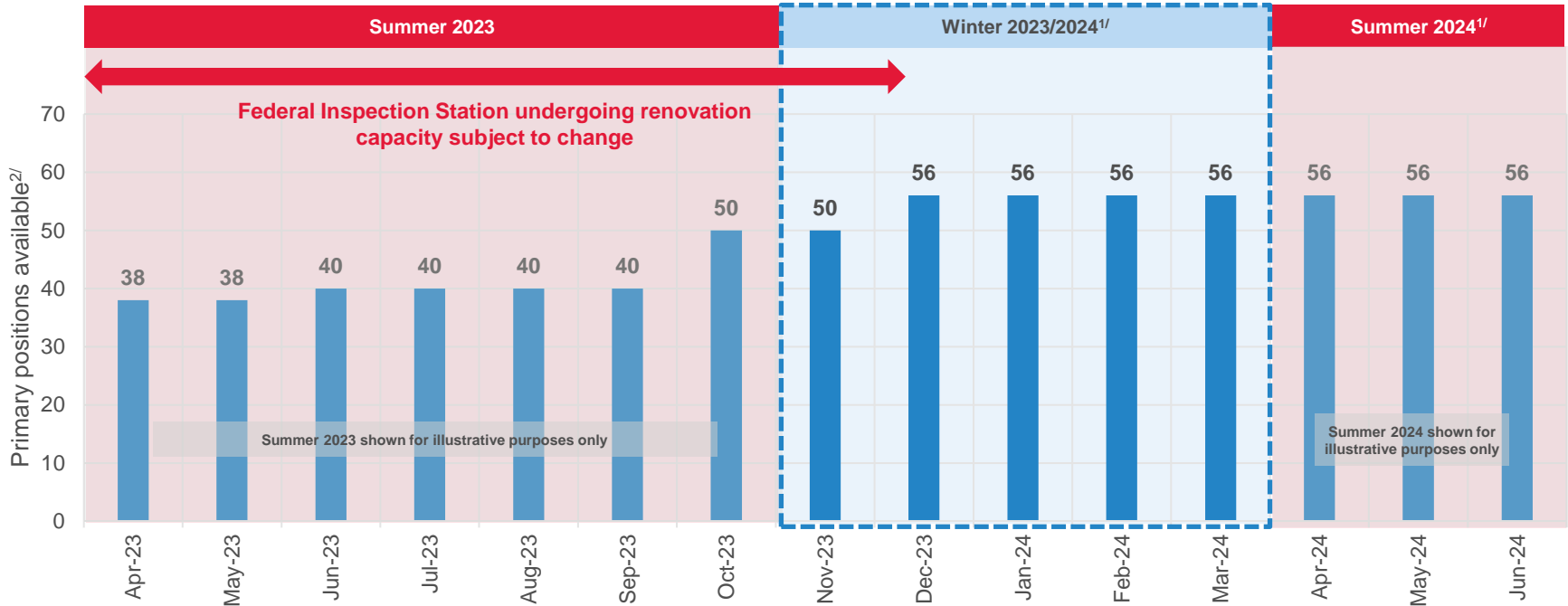
5/ Baggage departures processing assumed to be limited by CBIS capacity. Includes EDS machines provided in-line for the departures process (excludes any machines provided for transfers recheck). 1 EDS machine used as redundancy.

SOURCES: Chicago Department of Aviation, *Executive Working Group – Terminal 5 Subcommittee*, February 8, 2023; Vanderlande, *Acceleration Plan for West Phase*, March 2023; Ricondo & Associates, Inc., March 2023.

Processing unit variation between  
Winter 2022/2023 and Winter 2023/2024



# TERMINAL 5 – KNOWN WINTER 2023/2024 CONSTRUCTION ACTIVITIES FEDERAL INSPECTION STATION PRIMARY INSPECTION CAPACITY



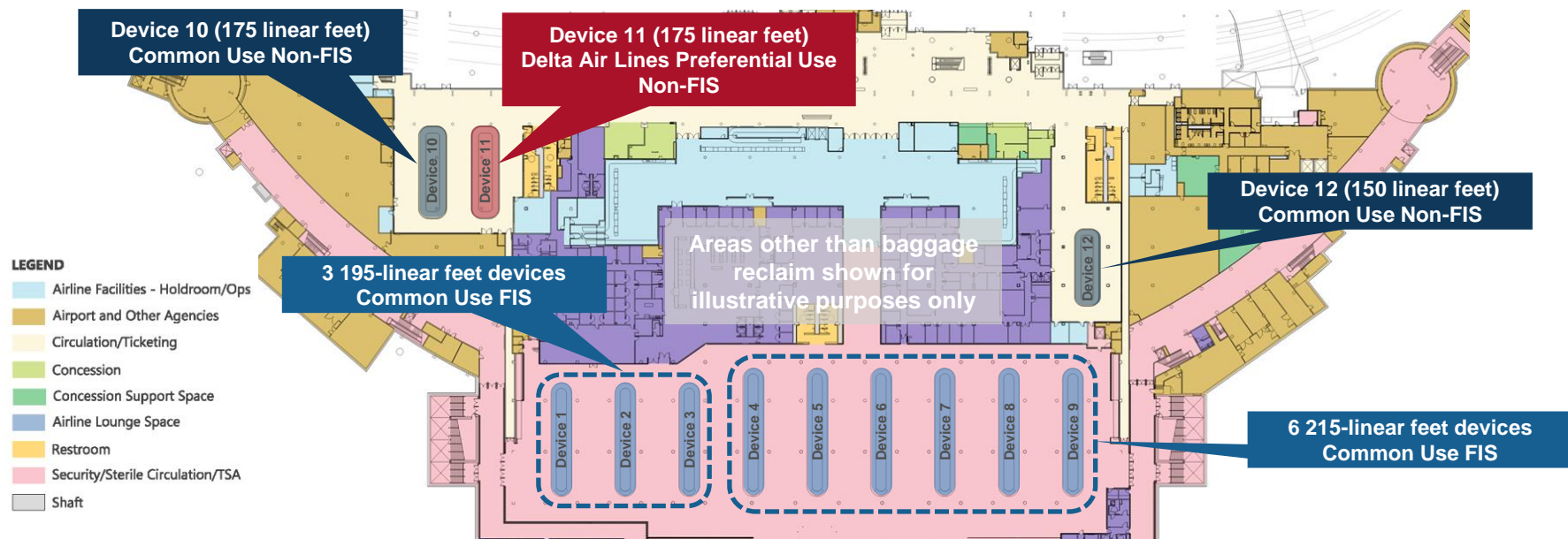
NOTES: 1/ Capacity anticipated to be available prior to and after Winter 2023/2024 is shown for illustrative purposes only and should not be considered to be part of this capacity declaration.

2/ Exhibit only shows installed positions useable for regular processing of passengers. Actual processing capacity is subject to U.S. Customs and Border Protection staffing. Phasing for capacity declaration purposes only.

SOURCES: Austin Power Partners, *Revised Phasing Dates*, January 12, 2023; Ricondo & Associates, February 2023.

# TERMINAL 5 – KNOWN WINTER 2023/2024 CONSTRUCTION ACTIVITIES

## BAGGAGE RECLAIM

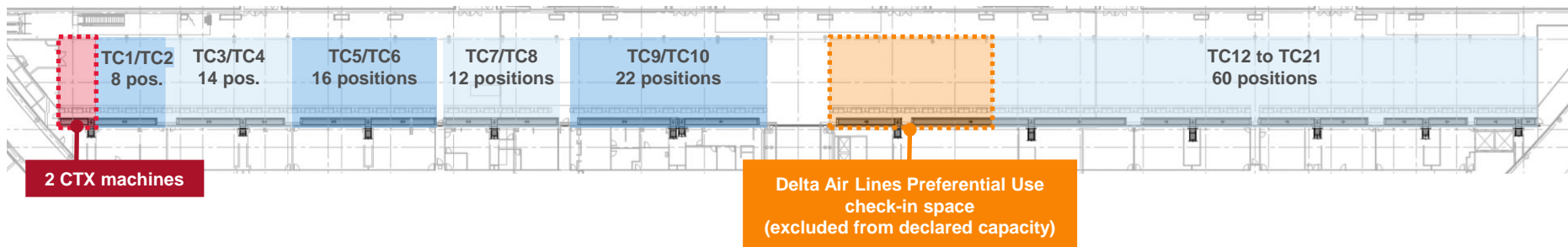


- The declared capacity assumes two non-FIS baggage reclaim devices (one 150 linear foot device and one 175 linear foot device)
- All FIS baggage reclaim projects are anticipated to be complete, with 9 common use devices available

SOURCES: Chicago Department of Aviation, Executive Working Group – Terminal 5 Subcommittee, February 8, 2023; Ricondo & Associates, Inc., March 2023.

# TERMINAL 5 – KNOWN WINTER 2023/2024 CONSTRUCTION ACTIVITIES

## COMMON USE CHECK-IN COUNTERS



Winter 2023/2024  
Declared capacity



132  
Common use  
check-in positions

- All check-in baggage handling system improvements are anticipated to be completed by Winter 2023/2024
- No portering is anticipated to be required during the Winter 2023/2024 season

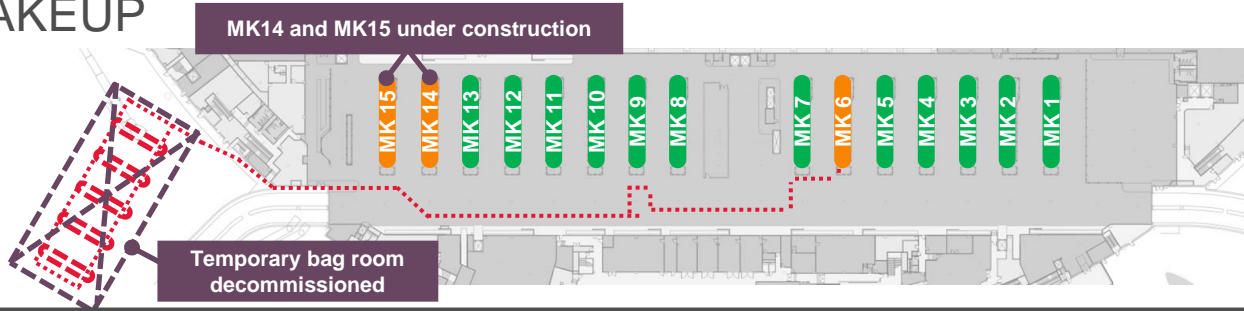
SOURCES: Chicago Department of Aviation, *Executive Working Group – Terminal 5 Subcommittee*, February 8, 2023; Vanderlande, *Acceleration Plan for West Phase*, March 2023; Ricondo & Associates, Inc., March 2023.

# TERMINAL 5 – KNOWN WINTER 2023/2024 CONSTRUCTION ACTIVITIES

## BAGGAGE MAKEUP

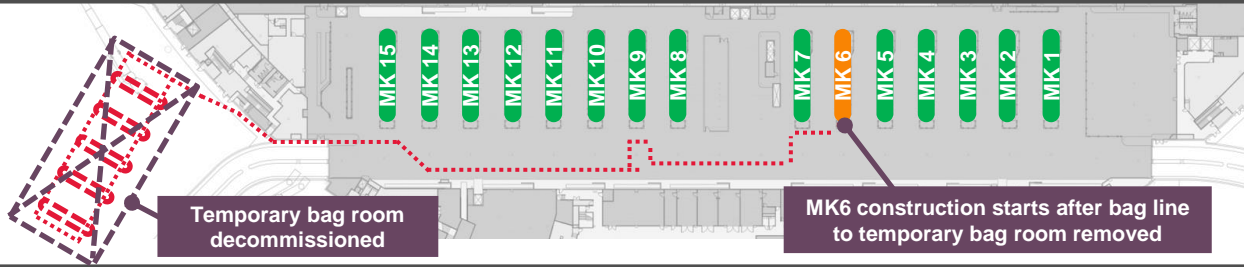
October 29, 2023 –  
December 14, 2023

144 positions available  
(12 carousels)



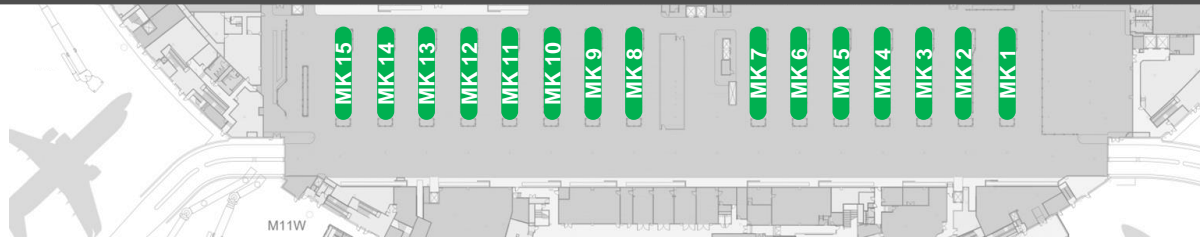
December 15, 2023 –  
February 29, 2024

168 positions available  
(14 carousels)



March 1, 2024 –  
March 30, 2024

180 positions available  
(15 carousels)

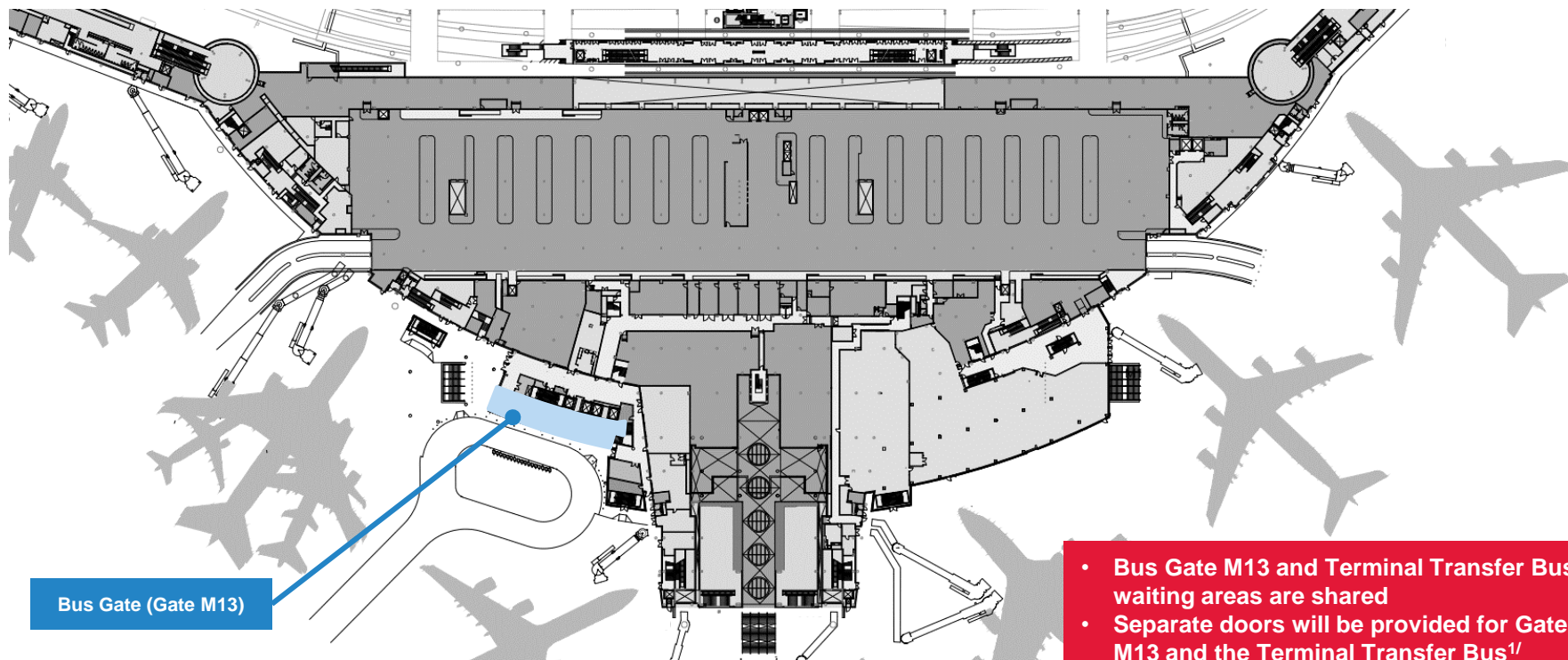


### LEGEND – MAKEUP DEVICES

- █ Operational
- █ Remaining to be built
- █ Decommissioned / being demolished

NOTE: Phasing for capacity declaration purposes only.  
SOURCES: Chicago Department of Aviation, Executive Working Group – Terminal 5 Subcommittee, February 8, 2023; Vanderlande, Acceleration Plan for West Phase, March 2023; Ricondo & Associates, Inc., March 2023.

# TERMINAL 5 – M13 BUS GATE / TERMINAL TRANSFER BUS STOP






NOTE: 1/ Terminal Transfer Bus provided for passengers connecting between Main Terminals and Terminal 5.

SOURCES: Chicago Department of Aviation, *Executive Working Group – Terminal 5 Subcommittee*, February 8, 2023; Ricondo & Associates, Inc., March 2023.

# MAIN TERMINALS – WINTER 2023/2024 CAPACITY PARAMETERS

## OCTOBER 29, 2023 - MARCH 30, 2024

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	Non-FIS 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 non-FIS baggage reclaim and do not use Common Use check-in or non-FIS baggage reclaim capacity.

2/ Device 1 (140 linear feet of presentation length – vacant in Winter 2022/2023) is declared as common use. Spirit Airlines and Essential Air Services use a separate, Joint Use, baggage reclaim device.

3/ Non-FIS 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 (as of August 2022: Cape Air and Key Lime Air).

SOURCE: Ricondo & Associates, Inc., March 2023.

# TERMINAL 5 – WINTER 2023/2024 CAPACITY PARAMETERS

## OCTOBER 29, 2023 - MARCH 30, 2024

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 <sup>2/</sup>	All day	Primary positions	10/29 – 11/30: 50 12/1 – 3/30: 56	Seats per hour	10/29 – 11/30: 3,800 12/1 – 3/30: 4,200
	FIS Baggage Reclaim	All day			Devices	9 <sup>3/</sup>
 Domestic and Precleared Arrivals	Non-FIS Baggage Reclaim	All day	Devices	2 <sup>4/</sup>	Domestic seats per hour <sup>4/</sup>	1,500
 Departures	Check-in	All day	Positions	132	Seats per 4-hours	6,600
	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	In-line EDS machines	5 <sup>5/</sup>	Seats per 4-hours	10,300
Baggage Makeup	All day	Makeup positions	10/29 – 12/14: 144 12/15 – 2/29: 168 3/1 – 3/30: 180	Seats per 4-hours	10/29 – 12/14: 6,700 12/15 – 2/29: 7,900 3/1 – 3/30: 8,400	

NOTES: 1/ All Terminal 5 carriers are anticipated to use Federal Inspection Station, security screening, non-FIS and FIS 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/ FIS baggage reclaim includes 6 devices with 215 linear foot presentation length and 3 devices with 195 linear foot presentation length.

4/ Non-FIS 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. Capacity based upon 1 device with 175 linear foot presentation length and 1 device with 150 linear foot presentation length.

5/ Baggage departures processing assumed to be limited by CBIS capacity. Includes EDS machines provided in-line for the departures process (excludes any machines provided for transfers recheck). 1 EDS machine used as redundancy.

SOURCE: Ricondo & Associates, Inc., March 2023.

# WINTER 2023-24 – O'HARE COMMON USE STANDS



Image not to scale : North

Source: Nearmap Aerial (July 20, 2020)



# O'HARE TERMINAL 5 – WINTER 2023-24 AIRCRAFT PARKING LAYOUT

**Gates M1A & M1B :** Dual dependent Saab-340s (1<sup>st</sup> in 1<sup>st</sup> out)

**Gates M2-M11 :** Delta Air Lines Preferential Use (M9 opens mid-December)

**Gate M14 :** Closed to accommodate construction activities

**Gate M13 :** lower-level dedicated bus gate for remote aircraft

**Gates M14-M40 :** Dedicated for Common Use

- 18 International arrival wide-body Gates  
9 of these are MARS capable for 14 narrow-bodies
- 4 wide-body Hardstand parking positions  
1 of these is MARS capable for 2 narrow-bodies
- A380 parking capability at Gates M17A & M29W



Image not to scale : North

Source: Chicago Department of Aviation – Future Airport Layout Plan for O'Hare International Airport (December 5, 2022); TY Lin Design Plans & Bulletin #031; Ricondo (April 10, 2023)

# CHICAGO O'HARE INTERNATIONAL AIRPORT CONCOURSE L STINGER Winter 2023-24 Aircraft Layout

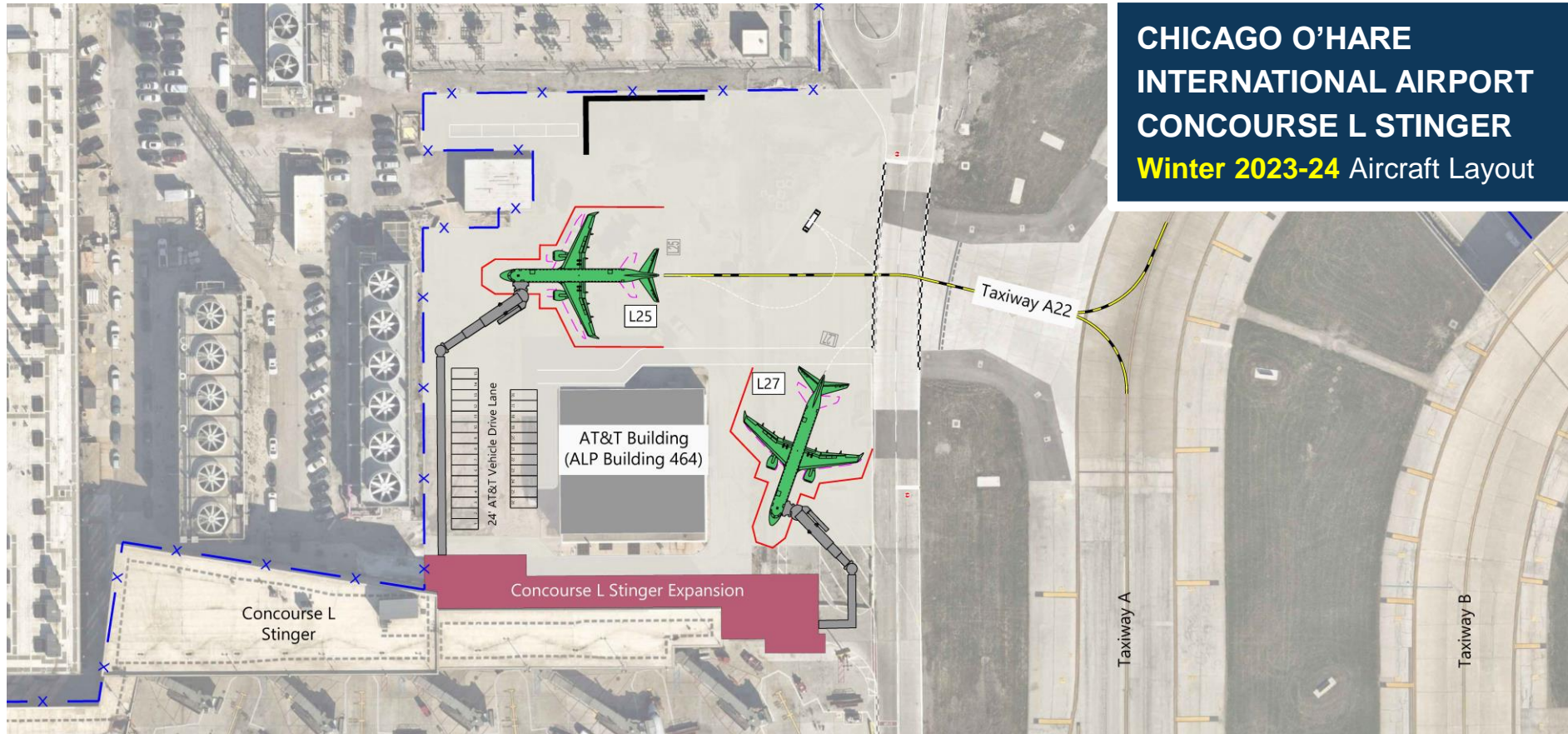
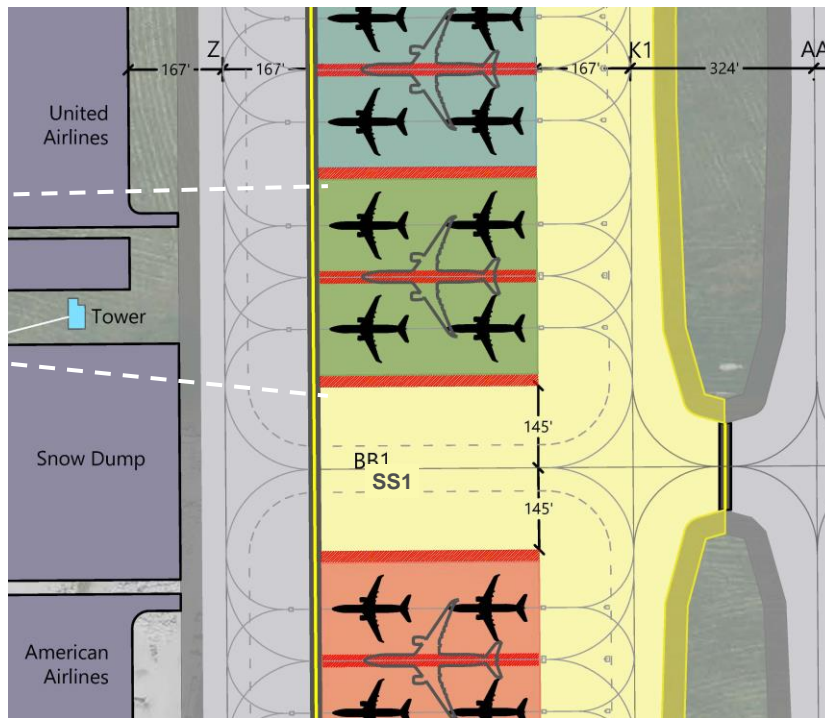


Image not to scale : North

Source: Chicago Department of Aviation; TY Lin Design Plans & Bulletin #031; Ricondo (March 23, 2023)

# O'HARE CENTRAL DE-ICING PAD – HARDSTAND PARKING

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



Source: Chicago Department of Aviation, O'Hare International Airport - Draft Airport Layout Plan (Mar 2020) Nearmap Aerial (Sep 28, 2022)

## GREEN AREA

**4 narrow-body**

(first in, first out)

or

**1 wide-body**

Field access via:

Twy U from North

Twy K from South

Ramp Tower Control  
by United & American

Image not to scale : North

# Winter 2023/2024 Initial Schedule Submission and Ancillary Space Request

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# WINTER 2023/2024 INITIAL SCHEDULE SUBMISSION

**Due by May 11, 2023**

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 Winter 2023/2024 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.

# WINTER 2023/2024 COMMON USE ANCILLARY SPACE REQUEST

**Due by May 11, 2023**

## The Winter 2023/2024 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.

# COMMON USE GATE SPACE REQUESTS FROM AIRLINES WITH PREFERENTIAL USE GATES

**Airlines with preferential use gates submitting requests to operate from common use gates shall submit the following to the Scheduling Manager:**



**Initial schedule submission**  
*(contents defined in TSUPs Section 2.3)*



**Demonstration that the requested flights cannot be gated on the airline's preferential use gates**  
*(metrics defined in TSUPs Section 3.6)*

- Flights will be gated according to the priorities outlined in Section 3. If no satisfactory demonstration is received, the requested flights will only be gated after all other requests have been processed.
- These provisions are valid for all common use gates, including those at Concourse L and Terminal 5.
- The Scheduling Manager will review the demonstrations on behalf of the City.

**Airlines shall seek and receive approval from the Scheduling Manager to swap flights between common use and preferential use gates, even if the flights have similar arrival and departure times.**

# WINTER 2023/2024 COMMON USE ANCILLARY SPACE REQUEST FORMS



**IGC, Inc.**  
P.O. Box 66581  
Chicago O'Hare International Airport  
Chicago, IL 60666

Domestic Common Use Ancillary Space Request Form		
Date Submitted: (MM/DD/YYYY)	Requested Season: (Season/Year)	
Airline:	Aircraft Seats:	
	Min Positions:	Max Positions:
Ticket Counter Positions Requested (Ref TSUPs 5.1&5.2):		
Baggage Make-Up Positions Requested (Ref TSUPs 5.1&5.2):		
Notes/Special Requests:		
For IGC Use Only:		
	Number of Position(s) Assigned (Per TSUPs)	
Ticket Counter Position Allocated:		
Baggage Make-Up Positions Allocated:		
Notes:		

Ancillary space requests are to be submitted to the O'Hare Airport Scheduling Manager no later than the date listed in the Seasonal Communication provided by the O'Hare Airport Scheduling Manager. Any submissions received after the respective date will be considered late and allocated according to Section 5.1 & 5.2 of the Terminal Space Use Protocols (TSUPs).

Phone: +1 773-377-0155 Fax: +1 773-377-0161

[www.igcinc.org](http://www.igcinc.org)



**IGC, Inc.**  
P.O. Box 66581  
Chicago O'Hare International Airport  
Chicago, IL 60666

International Common Use Ancillary Space Request Form		
Date Submitted: (MM/DD/YYYY)	Requested Season: (Season/Year)	
Airline:	Aircraft Seats: (Per Initial Schedule Submission by Network Planning)	
	Min Positions:	Max Positions:
Check-in Positions Requested (Ref TSUPs 5.1&5.2):		
Baggage Make-Up Positions Requested (Ref TSUPs 5.1&5.2):		
Use By International (Non-Precleared) Airlines:		
Re-Check/Customer Service Positions (Ref TSUPs 5.1&5.2):		
Notes:		
For IGC Use Only:		
	Number of Position(s) Assigned (Per TSUPs)	
Check-in Position Allocated:		
Baggage Make-Up Positions Allocated:		
Re-Check/Customer Service Positions Allocated:		
Notes:		
Submit		

Ancillary space requests are to be submitted to the O'Hare Airport Scheduling Manager no later than the date listed in the Seasonal Communication provided by the O'Hare Airport Scheduling Manager. Any submissions received after the respective date will be considered late and allocated according to Section 5.1 & 5.2 of the Terminal Space Use Protocols (TSUPs).

Phone: +1 773-377-0155 Fax: +1 773-377-0161

[www.igcinc.org](http://www.igcinc.org)

SOURCE: IGC, Inc.,  
April 2023.



FINAL

O'HARE CONSTRUCTION UPDATE  
AND WINTER 2023/2024 CAPACITY BRIEFING

48







## CHICAGO DEPARTMENT OF AVIATION

JAMIE L. RHEE, COMMISSIONER



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