

Master Common Use Gate Space Plan & Terminal Capacity Parameters : **Winter 2025/26**

April 15, 2025

TERMINAL SPACE USE PROTOCOLS SUBMISSION REQUIREMENTS

- The City is bound by the Terminal Space Use Protocols (TSUPs) to submit a Master Common Use Gate Space Plan and Terminal Capacity Parameters to the Scheduling Manager on Thursday, April 3, 2025, 6-weeks prior to the IATA initial submission deadline.
- The gate space plan should include all the relevant information needed for the Scheduling Manager to process assignments to Common Use Gate Space and Hardstand Space.
- The terminal capacity parameters submission should include all the useful information to process assignments of the following:
 - Check-in and bag drop positions, including self-service kiosks
 - Security screening checkpoints
 - Baggage handling and makeup
 - Federal inspection station and baggage claim
- The submission should include terminal capacity parameters related to these processes, at a level of detail reasonably deemed appropriate by the City.

NOTES: TSUPs – Terminal Space Use Protocols (effective April 15, 2019)
IATA – International Air Transport Association



Gate Locations & Capacity

WINTER 2025-26 – O'HARE COMMON USE STANDS

Midfield
Ramp

Central Deicing Pad

Terminal 5

Source: Nearmap Aerial (July 26, 2024) / Ricoondo (April 15, 2024)

WINTER 2025-26 O'HARE TERMINAL 5

Gate M1(A/B/C) : E145 or Dual dependent Saab-340s

Gates M2-M11 : Preferential Airline Use

Gate M13 : Lower-level bus gate for remote aircraft

Gates M14-M40 : Dedicated for Common Use

- 18 International arrival wide-body gates (9 are MARS capable for 14 narrow-bodies)
- 4 wide-body hardstand parking positions (all are MARS capable for 9 smaller aircraft)
- A380 parking capability at Gates M17A & M29W

Gate M20A : Bus gate for remote aircraft

Source: Nearmap Aerial (July 26, 2024) / Ricondo (April 15, 2024)

WINTER 2025-26 – O'HARE CENTRAL DEICING PAD HARDSTANDS

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

COMMON USE

4 narrow-body

(2 lanes: 1st in-1st out)

or

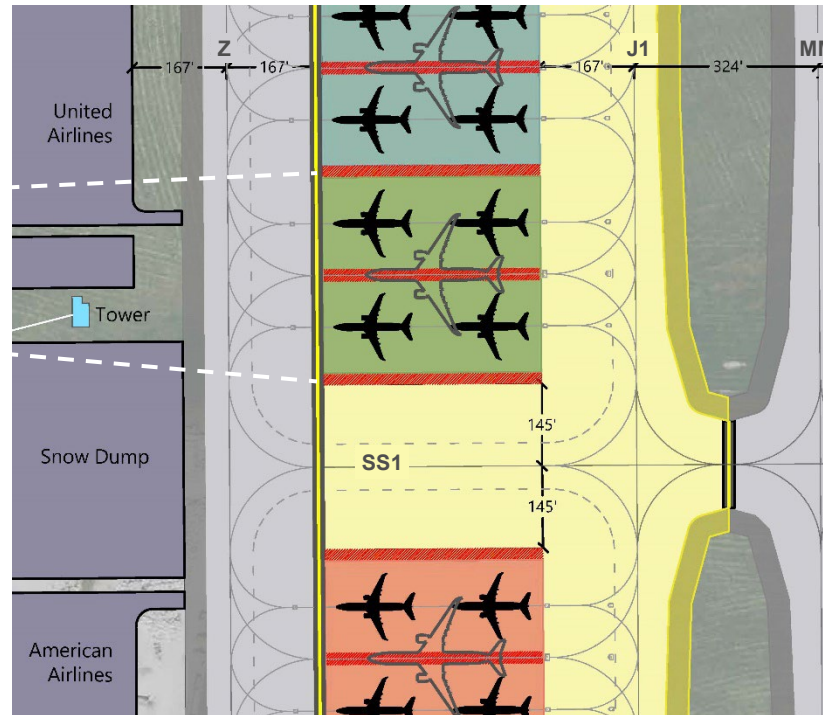
1 wide-body

Field access via:

Twy K from North

Twy A from South

Ramp Tower Control
by United & American



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

Area used
By
United Airlines

Area used
By
Other Airlines

Area used
By
American Airlines

United
Airlines

Tower

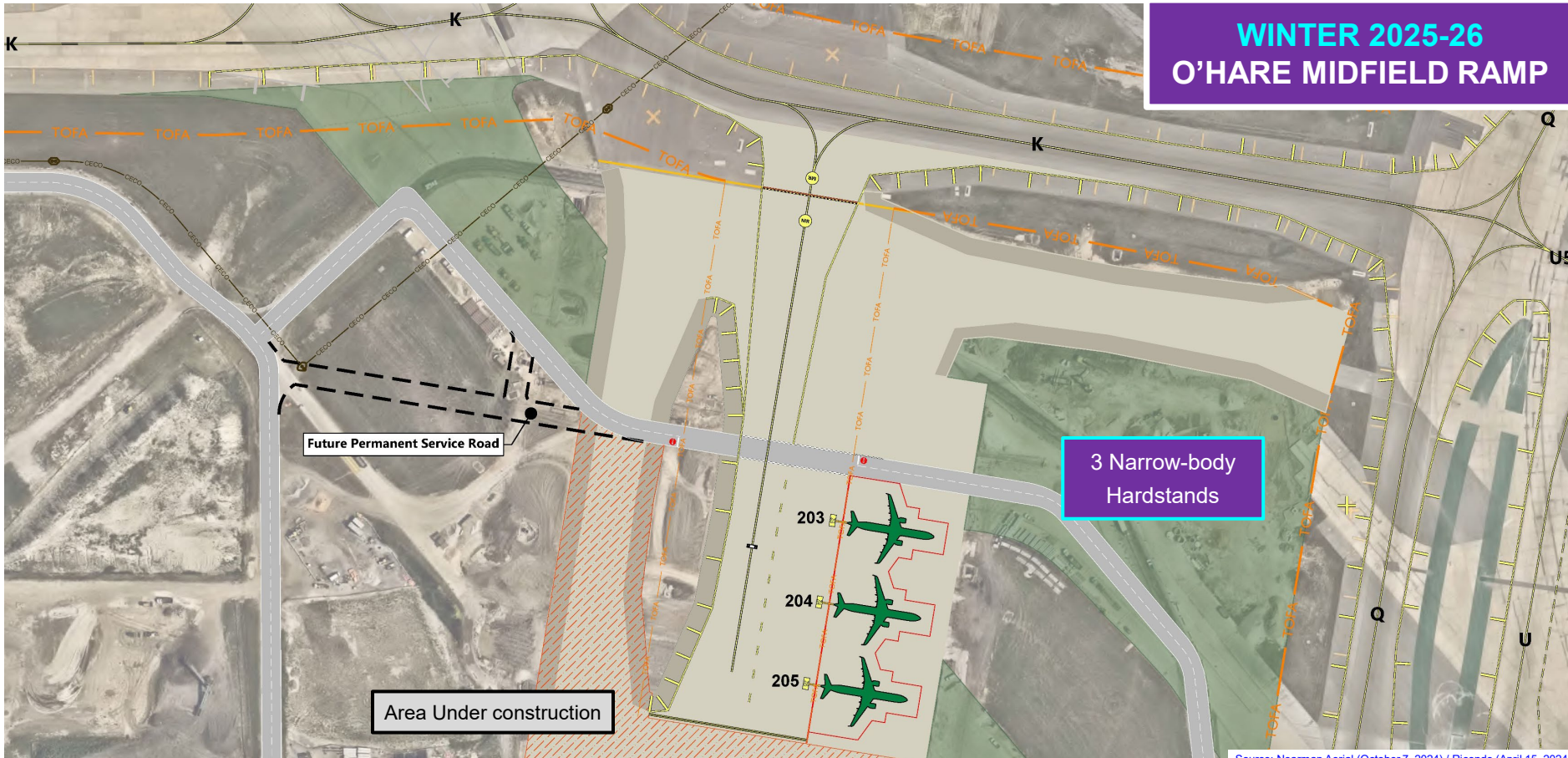
Snow Dump

SS1

American
Airlines

Image not to scale : North

WINTER 2025-26 O'HARE MIDFIELD RAMP



Source: Nearmap Aerial (October 7, 2024) / Ricoado (April 15, 2024)



Scheduling Capacity Summary

METHODOLOGY AND ASSUMPTIONS

- The Winter 2025/2026 Scheduling Season terminal capacity parameters are based upon a methodology consistent with prior capacity declarations (including the Winter 2024/2025 capacity declaration). These parameters are based upon the following:
 - An analytical assessment of the processes using previously sampled data and industry metrics.
 - Periodic on-site observations to understand the following:
 - Operational specificities
 - Gather stakeholder input
 - Changes in airport operations
- The capacities resulting from this analysis are expressed for the entire Winter 2025/2026 Scheduling Season. These include variations in capacity due to construction activities, as well as infrastructure and operational improvements.
- The analysis considers the impact of domestic airline changes (e.g. Spirit Airlines and Essential Air Services moving to Terminal 2 during the G/L Swap).
- Capacities assume that Summer 2023 is representative of traffic growth at Common Use facilities (i.e. consistent domestic/international split, peaking profile, etc.).

COMMON USE PROCESSING CAPACITY MAIN TERMINALS

Process	Unit	Common Use units used as a basis for capacity declaration	
		Winter 2024/2025	Winter 2025/2026
Terminal 1			
No Common Use Airline Facilities	-	-	-
Terminal 2			
Check-in ^{1/}	Positions	8 ^{2/}	8 ^{2/}
Security Screening ^{1/ 3/}	Lanes	6	6
Baggage Makeup ^{1/}	Devices	No Common Use (Joint Use and Preferential Use only) ^{4/}	No Common Use (Joint Use and Preferential Use only) ^{4/}
Non-FIS Baggage Reclaim ^{1/}	Devices	1	1
Terminal 3			
Check-in	Positions	-	-
Security Screening ^{3/}	Lanes	-	-
Baggage Makeup	Devices	-	-
Non-FIS Baggage Reclaim	Devices	-	-
Bus Gates	Gates	1 (G15) ^{5/}	1 (G15) ^{5/}

NOTES: 1/ Capacity may be provided at Terminal 2 or Terminal 3.

2/ Common Use check-in allocation subject to use of Joint Use or Preferential Use baggage makeup.

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

4/ Airlines using Common Use check-in may be accommodated on Joint Use or Preferential Use makeup capacity, subject to Scheduling Manager engagement with the airlines operating Terminal 2 baggage makeup and the provisions outlined in the Airline Use and Lease Agreement.

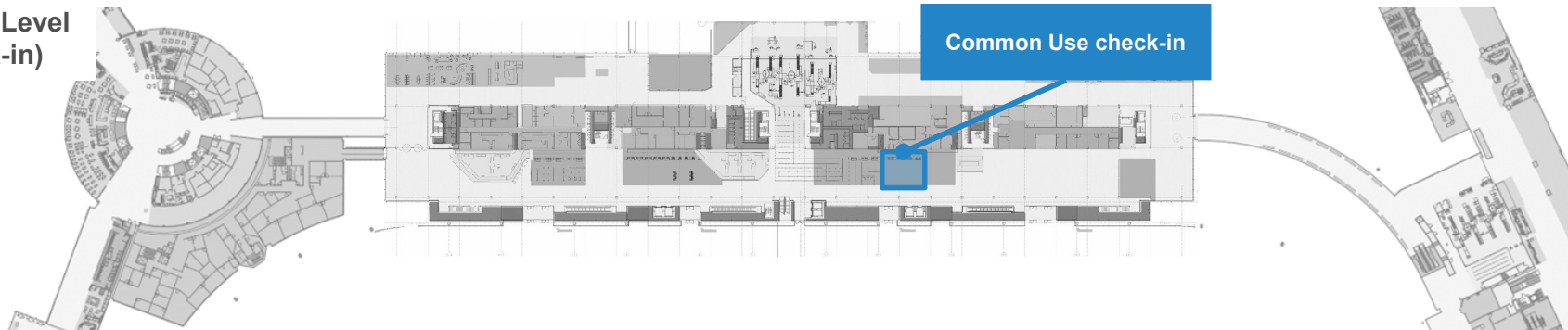
5/ The Scheduling Manager shall coordinate with CDA Operations to ensure bus availability before approving flights arriving or departing on hardstands.

SOURCE: Ricondo & Associates, Inc., April 2025.

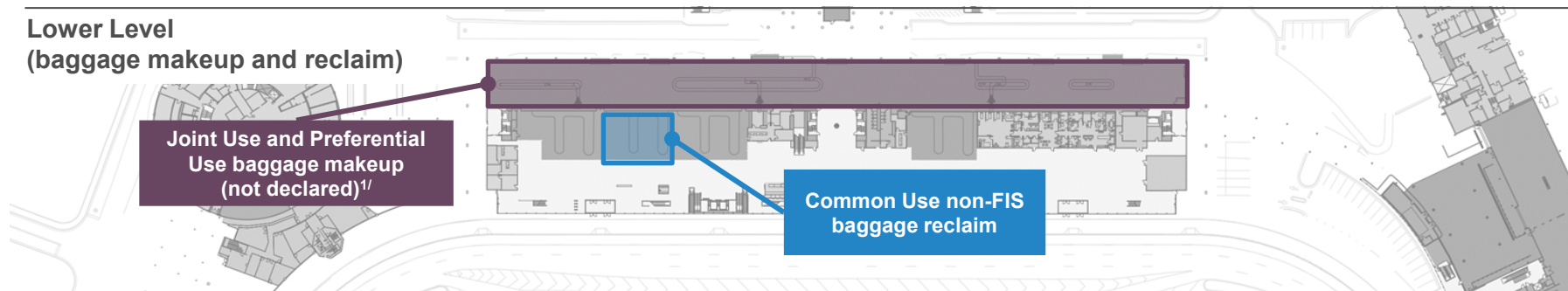
MAIN TERMINALS – ANTICIPATED CONDITIONS

TERMINAL 2 DECLARED PROCESSING AREAS

Upper Level
(check-in)



Lower Level
(baggage makeup and reclaim)

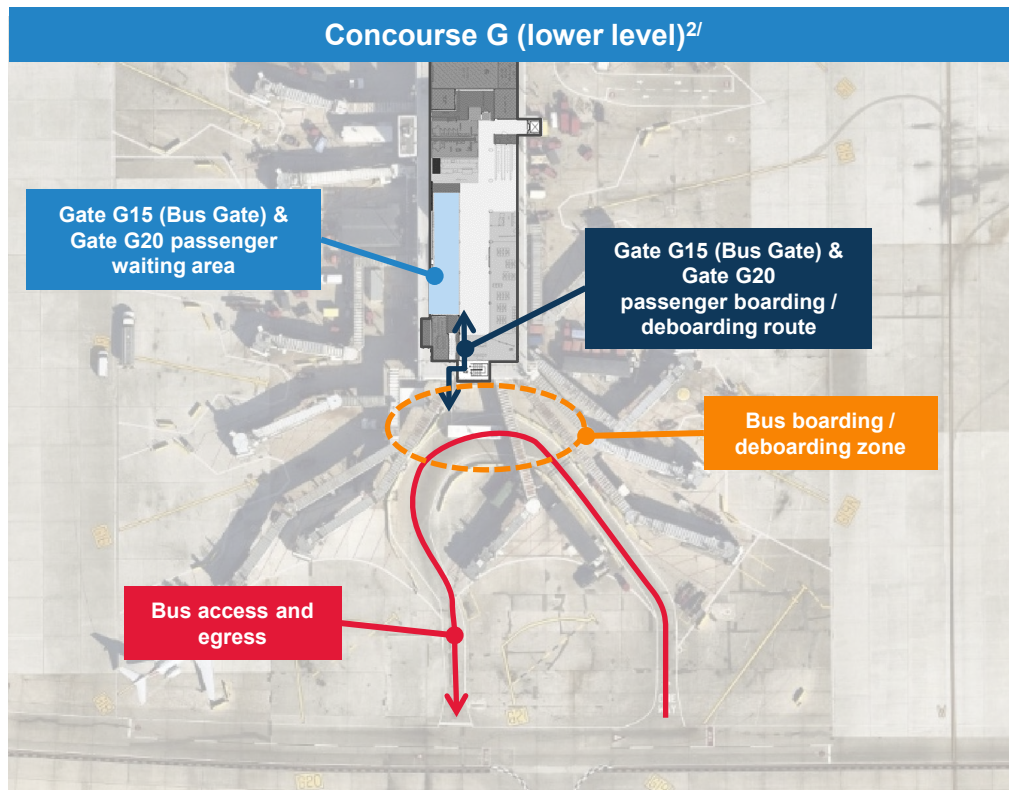


NOTE: 1/ Airlines using Common Use check-in may be accommodated on Joint Use or Preferential Use makeup capacity, subject to Scheduling Manager engagement with the airlines operating Terminal 2 baggage makeup and the provisions outlined in the Airline Use and Lease Agreement.

SOURCES: Chicago O'Hare International Airport. Current Leased Space Including Vacancies, April 15, 2020; Raytheon, Chicago O'Hare International Airport Nationwide Technology Deployment, March, 2019; Ricondo & Associates, Inc., April 2025.

MAIN TERMINALS – ANTICIPATED CONDITIONS

G15 BUS GATE / TERMINAL TRANSFER BUS STOP



- A single door is provided for Gate G15, Gate G20^{2/} and Terminal Transfer Bus^{1/} operations.
- The Scheduling Manager shall coordinate with CDA Operations to ensure bus availability before approving flights arriving or departing on hardstands.
- The Scheduling Manager shall coordinate with CDA Operations and the Terminal Transfer Bus^{1/} operator before approving flights arriving or departing on hardstands.

Image not to scale : North ↑

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

2/ The door used for Gate G20 boarding and deboarding operations may vary based upon final configuration.

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

SOURCES: Nearmap, September 28, 2022 ; Ricondo & Associates, Inc., April 2025.

COMMON USE PROCESSING UNITS

TERMINAL 5

Process	Unit	Common Use units used as a basis for capacity declaration	
		Winter 2024/2025	Winter 2025/2026
International Arrivals			
Federal Inspection Station	Primary positions	56	56
FIS Baggage Reclaim	Devices	9 ^{1/}	9 ^{1/}
Transfers Recheck	Common-use positions	16	16
Domestic and Precleared Arrivals			
Non-FIS Baggage Reclaim	Devices	2 ^{2/}	2 ^{2/}
Departures			
Check-in	Positions	132 ^{3/}	125 ^{3/}
Security Screening ^{4/}	Lanes	13	11
Baggage Departure Processing	Originating in-line EDS machines	5 ^{5/}	5 ^{5/}
Baggage Makeup	Makeup positions (standard) ^{6/}	180	180
Bus Gates	Gates	1 (M13) ^{7/}	2 (M13 & M20A) ^{7/}

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 positions only. Common Use kiosks may be provided but are not assumed to affect terminal capacity. Does not include Delta Air Lines Preferential Use space; 1 CTX machine on west side of hall.

4/ Security screening provided for TSA Precheck as well as standard processes. Checkpoint 10 only assumed to be operational; Checkpoint 11 may be used during irregular operations.

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.

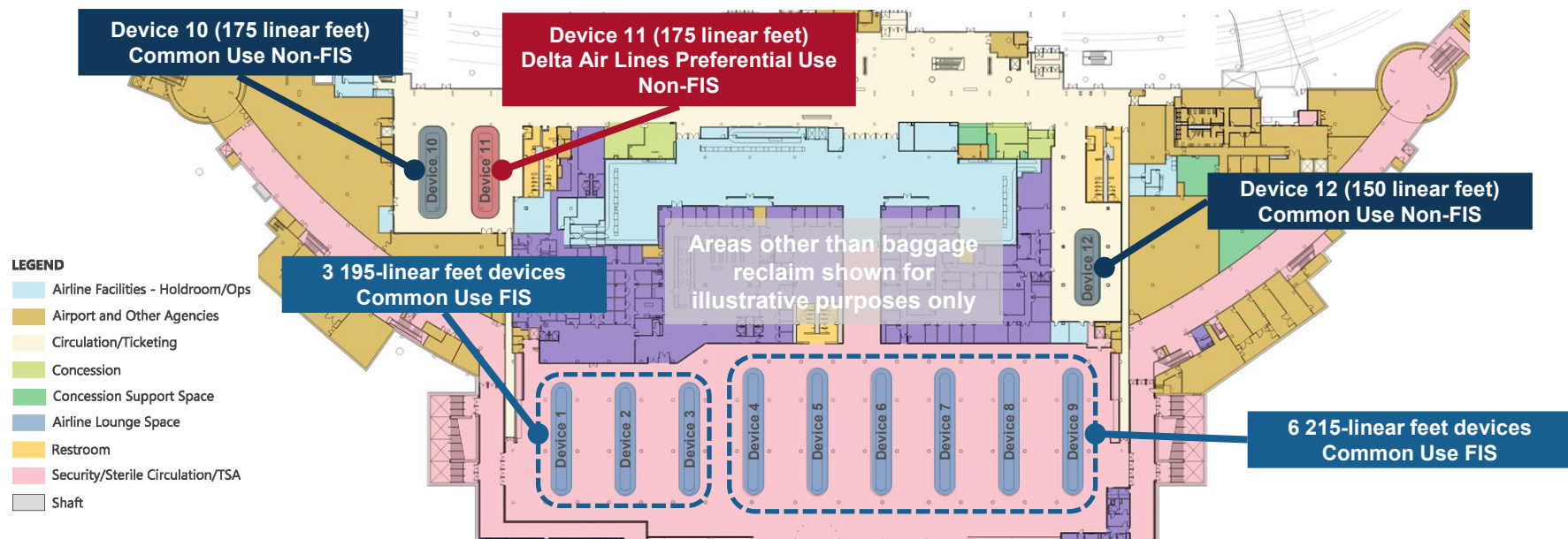
6/ Makeup positions include space occupied by any vehicle (tugs, carts, or dollies) parked next to each carousel. 4 additional positions used for out-of-gauge / oversize makeup. All makeup carousels will be provided with common use equipment.

7/ The Scheduling Manager shall coordinate with CDA Operations to ensure bus availability.

SOURCES: Ricondo & Associates, Inc., April 2025.

TERMINAL 5 – ANTICIPATED CONDITIONS

BAGGAGE RECLAIM

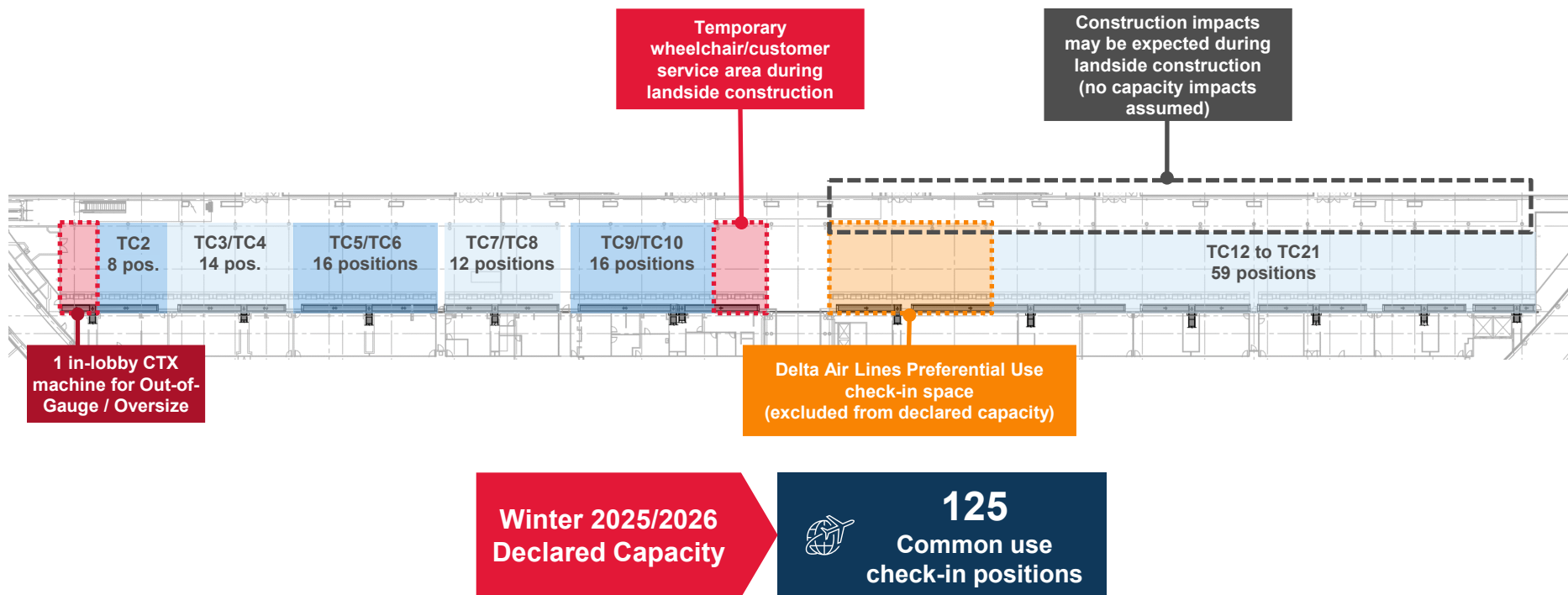


- The declared capacity assumes two non-FIS baggage reclaim devices (one 150 linear foot device and one 175 linear foot device)
- All FIS baggage reclaim projects are anticipated to be complete, with 9 common use FIS devices available

SOURCES: Ricondo & Associates, Inc., April 2025.

TERMINAL 5 – ANTICIPATED CONDITIONS

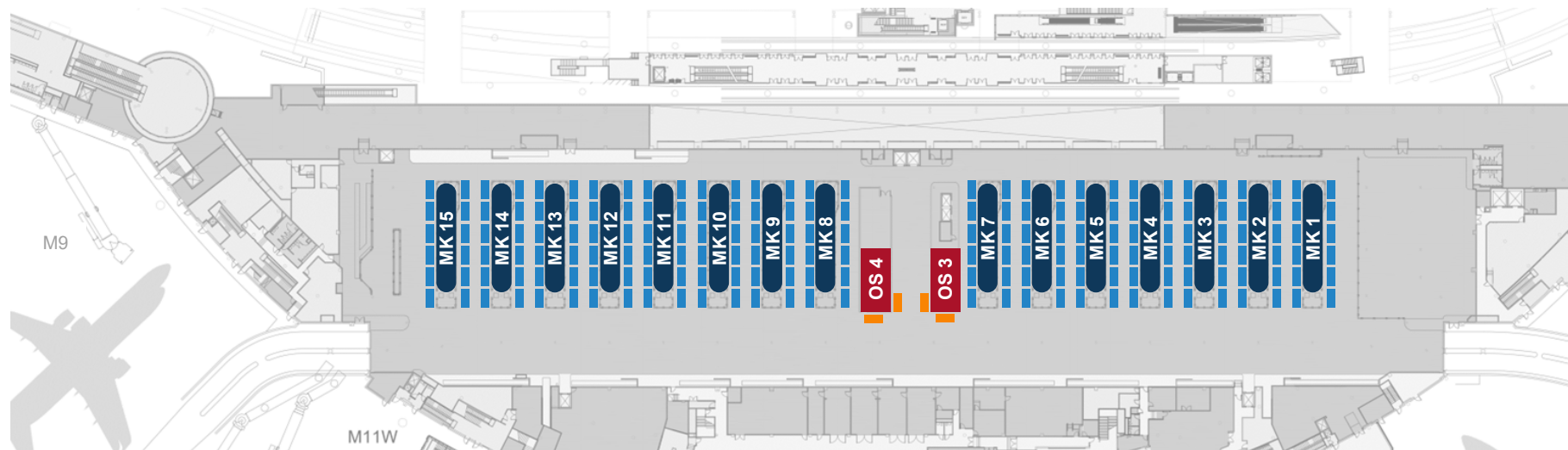
COMMON USE CHECK-IN COUNTERS



SOURCES: Ricondo & Associates, Inc., April 2025.

TERMINAL 5 – ANTICIPATED CONDITIONS

BAGGAGE MAKEUP



Makeup carousels
15 carousels

Oversize makeup
2 devices

Makeup positions (standard)
180 positions^{2/}

Makeup positions (out-of-gauge / oversize)
4 positions^{2/}

NOTE: 1/ Areas shown are not to scale.

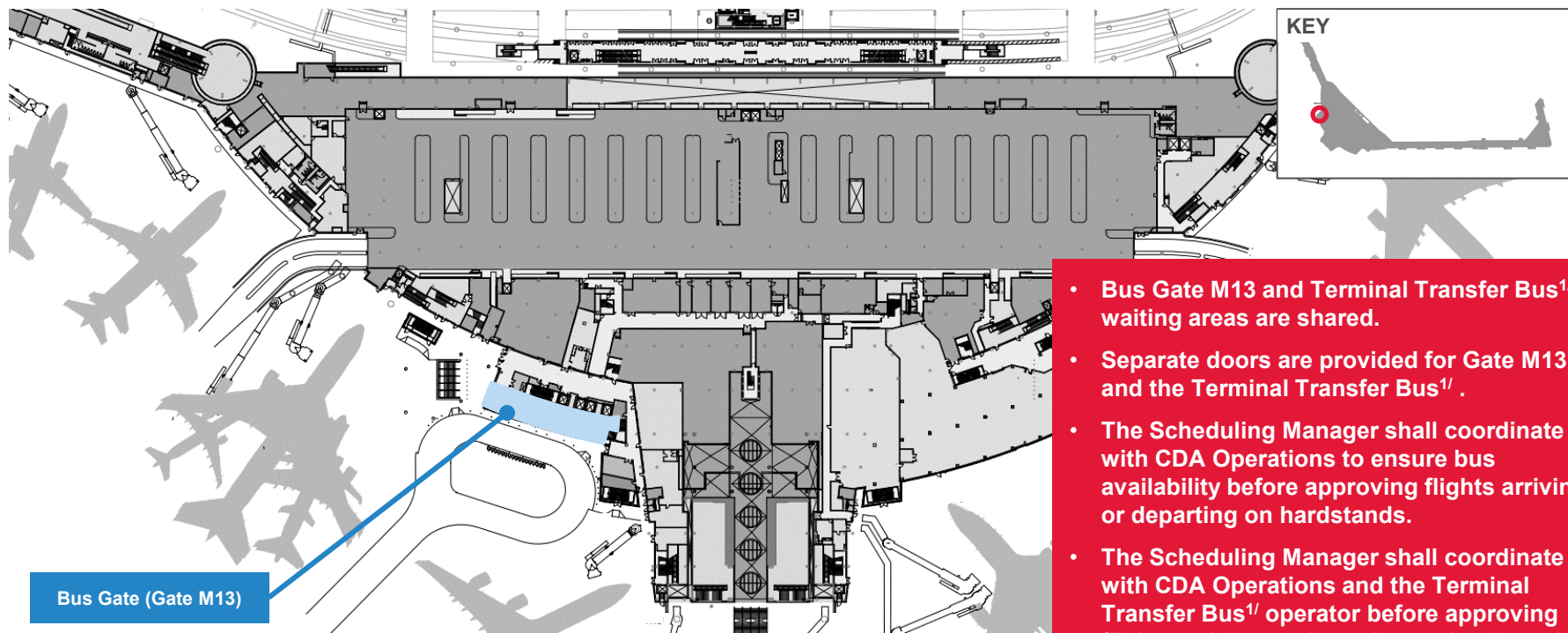
2/ Makeup positions include space occupied by any vehicle (tugs, carts, or dollies) parked next to each carousel or oversize makeup.

3/ All makeup carousels will be provided with common use equipment.

SOURCES: Ricondo & Associates, Inc., April 2025.

TERMINAL 5 – ANTICIPATED CONDITIONS

M13 BUS GATE / TERMINAL TRANSFER BUS STOP



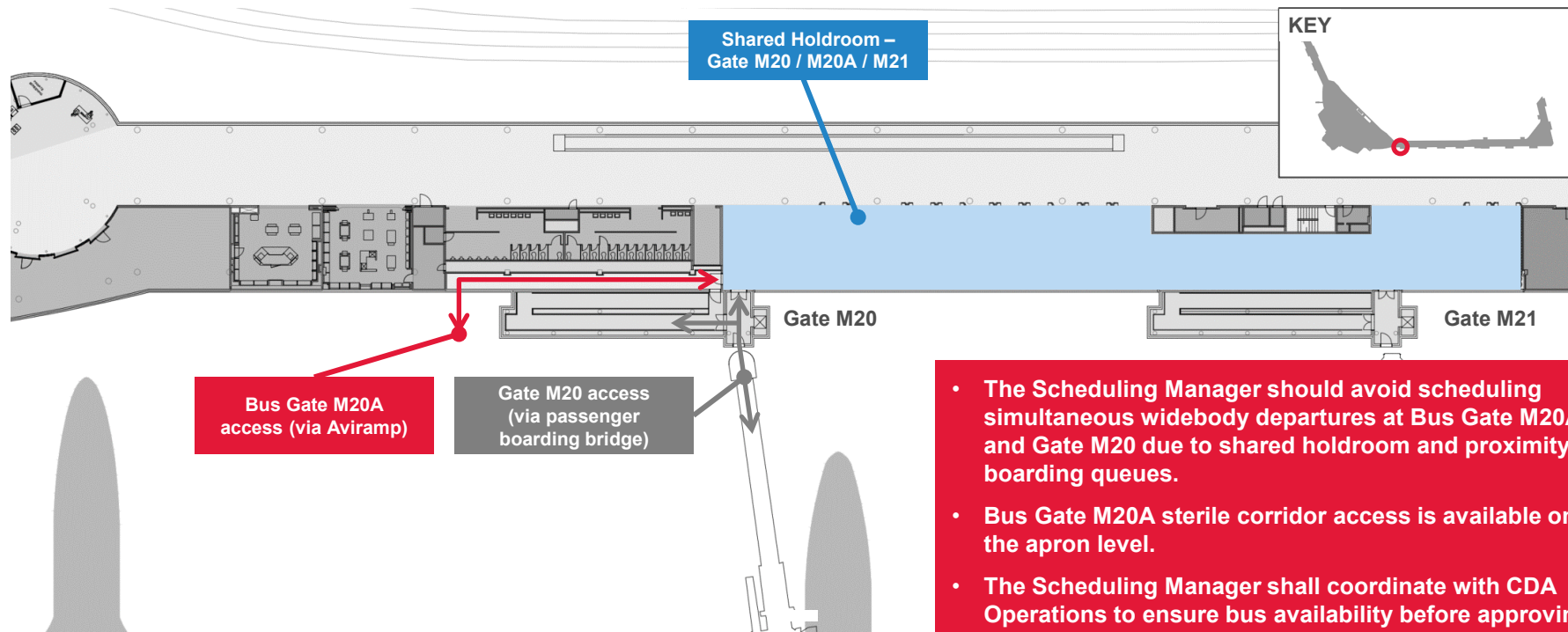
- Bus Gate M13 and Terminal Transfer Bus^{1/} waiting areas are shared.
- Separate doors are provided for Gate M13 and the Terminal Transfer Bus^{1/}.
- The Scheduling Manager shall coordinate with CDA Operations to ensure bus availability before approving flights arriving or departing on hardstands.
- The Scheduling Manager shall coordinate with CDA Operations and the Terminal Transfer Bus^{1/} operator before approving flights arriving or departing on hardstands.

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., April 2025.

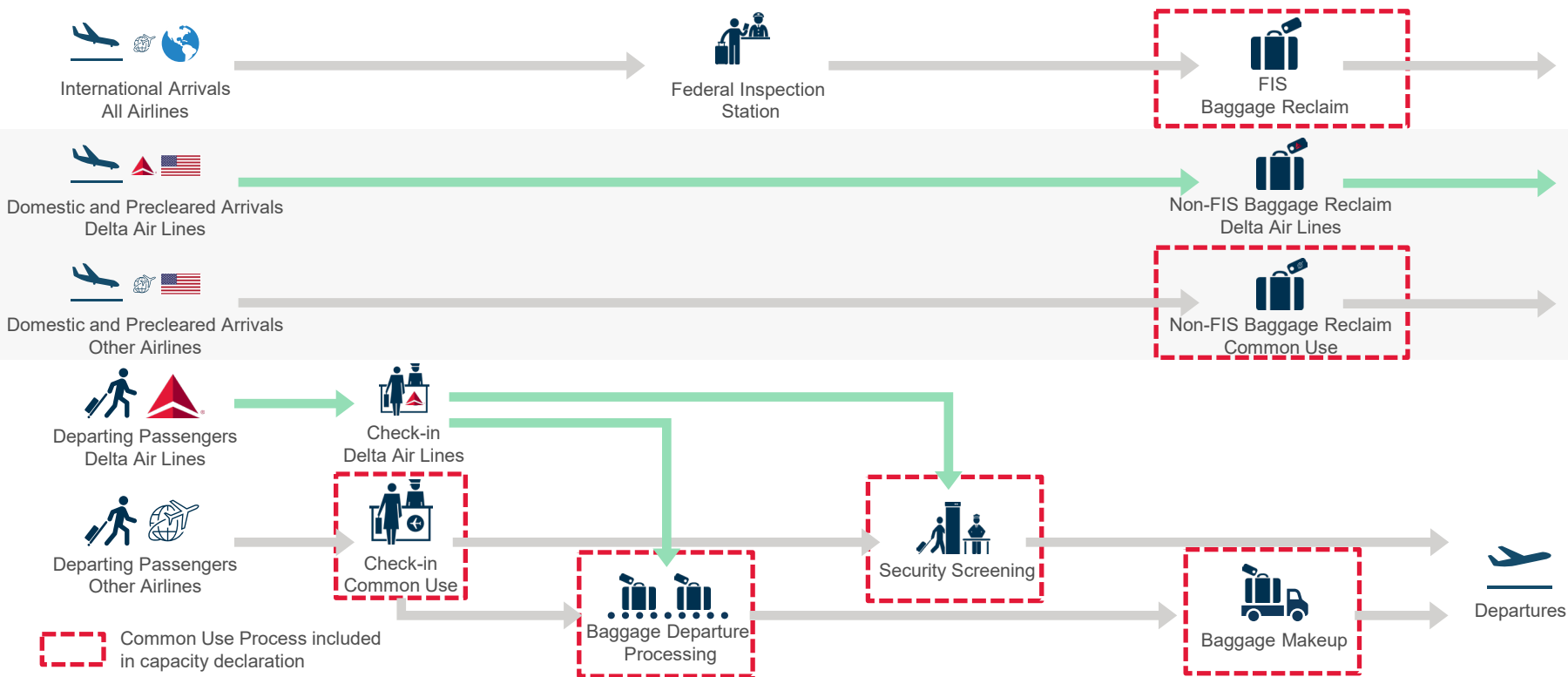
TERMINAL 5 – ANTICIPATED CONDITIONS

M20A BUS GATE



SOURCES: Ricondo & Associates, Inc., April 2025.

COMMON USE DECLARED CAPACITY ASSUMED FLOWS – TERMINAL 5






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

SOURCE: Ricondo & Associates, Inc., April 2025.

MAIN TERMINALS – WINTER 2025/2026 CAPACITY PARAMETERS

OCTOBER 26, 2025 – MARCH 28, 2026

Passenger Flow	Process	Time of Day	Available Common Use Units		Declared Common Use Capacity	
			Unit	Capacity	Unit	Capacity
Terminal 1						
No Common Use Airline Processes	-	-	-	-	-	-
Terminal 2						
  Domestic and Precleared Arrivals	Non-FIS Baggage Reclaim ^{1/}	All day	Devices	1	Domestic seats per hour ^{3/}	900
 Departures	Check-in ^{1/}	All day	Positions	8 ^{4/}	Seats per four hours	1,000
	Security Screening ^{1/}	All day	Lanes	6	Seats per four hours	4,600
	Baggage Makeup ^{1/}	All day	Devices	No Common Use (Joint Use and Pref. Use only) ^{5/}	Seats per four hours	No Common Use (Joint Use and Pref. Use only) ^{5/}
Terminal 3						
No Common Use Airline Processes	-	-	-	-	-	-

NOTES: 1/ Capacity may be provided at Terminal 2 or Terminal 3. Security screening four-hour seat capacity assumes capacity is provided in Terminal 2.

2/ All Terminal 2 carriers are anticipated to use security screening capacity outlined in the table. United Airlines, Alaska Airlines, Air Canada, JetBlue and Spirit Airlines are anticipated to operate Preferential Use or Joint Use check-in, makeup and non-FIS baggage reclaim.

3/ Non-FIS baggage reclaim capacity is equivalent to 300 precleared international seats per hour. Each precleared international seat is equivalent to 3 domestic seats due to higher average number of passengers with baggage and longer time at reclaim. Canadian flights shall be considered domestic for the purpose of domestic and precleared arrivals capacity.




4/ After check-in, passengers manually drop their bag off at in-lobby screening before heading to security screening.

5/ Airlines using Common Use check-in may be accommodated on Joint Use or Preferential Use makeup capacity, subject to Scheduling Manager engagement with the airlines operating Terminal 2 baggage makeup and the provisions outlined in the Airline Use and Lease Agreement.

SOURCE: Ricondo & Associates, Inc., April 2025.

TERMINAL 5 – WINTER 2025/2026 CAPACITY PARAMETERS

OCTOBER 26, 2025 – MARCH 28, 2026

Passenger Flow	Process	Time of Day	Available Common Use Units		Declared Common Use Capacity ^{1/}	
			Unit	Capacity	Unit	Capacity
 International Arrivals	Federal Inspection Station ^{2/}	All day	Primary positions	56	Seats per 2-hours	6,700
	FIS Baggage Reclaim	All day	Devices	9 ^{3/}	Seats per 2-hours	6,800
 Domestic and Precleared Arrivals	Non-FIS Baggage Reclaim	All day	Devices	2 ^{4/}	Domestic seats per hour ^{4/}	2,100
 Departures	Check-in ^{5/}	All day	Positions	125	Seats per 4-hours	6,300
	Security Screening ^{6/}	All day	Lanes	11	Seats per 4-hours	7,500
	Baggage Departures Processing	All day	In-line EDS machines	5 ^{7/}	Seats per 4-hours	10,700
	Baggage Makeup	All day	Makeup positions (standard)	180 ^{8/}	Seats per 4-hours	7,500

NOTES: 1/ All Terminal 5 carriers are anticipated to use Federal Inspection Station, security screening, 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 non-FIS baggage reclaim.

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 700 precleared international seats per hour. Each precleared international seat is equivalent to 3 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. Canadian flights shall be considered domestic for the purpose of domestic and precleared arrivals capacity.

5/ Common Use kiosks may be provided but are not assumed to affect terminal capacity.

6/ Checkpoint 10 only assumed to be operational; Checkpoint 11 may be used during irregular operations.

7/ 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.

8/ Makeup positions include space occupied by any vehicle (tugs, carts, or dollies) parked next to each carousel. 4 additional positions used for out-of-gauge / oversize makeup. All makeup carousels will be provided with common use equipment.

SOURCE: Ricondo & Associates, Inc., April 2025.



CHICAGO DEPARTMENT OF AVIATION

JAMIE L. RHEE, COMMISSIONER



flychicago.com