CHICAGO
MAYOR BRANDON JOHNSON

Master Common Use Gate Space Plan & Terminal Capacity Parameters : **Winter 2026-27**

April 7, 2026



CDA
Chicago Department of Aviation

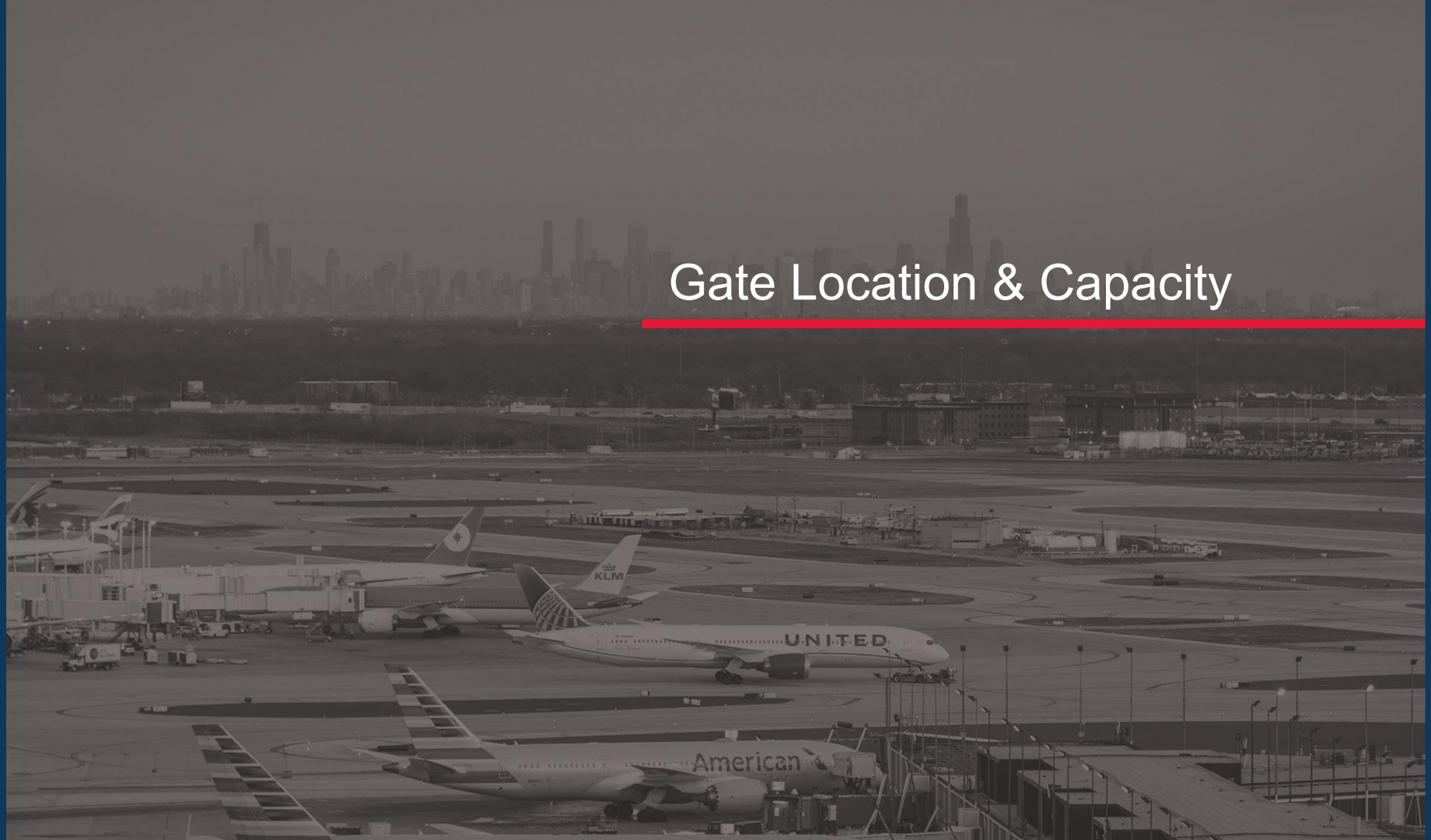
O'HARE
INTERNATIONAL AIRPORT

TERMINAL SPACE USE PROTOCOLS SUBMISSION REQUIREMENTS

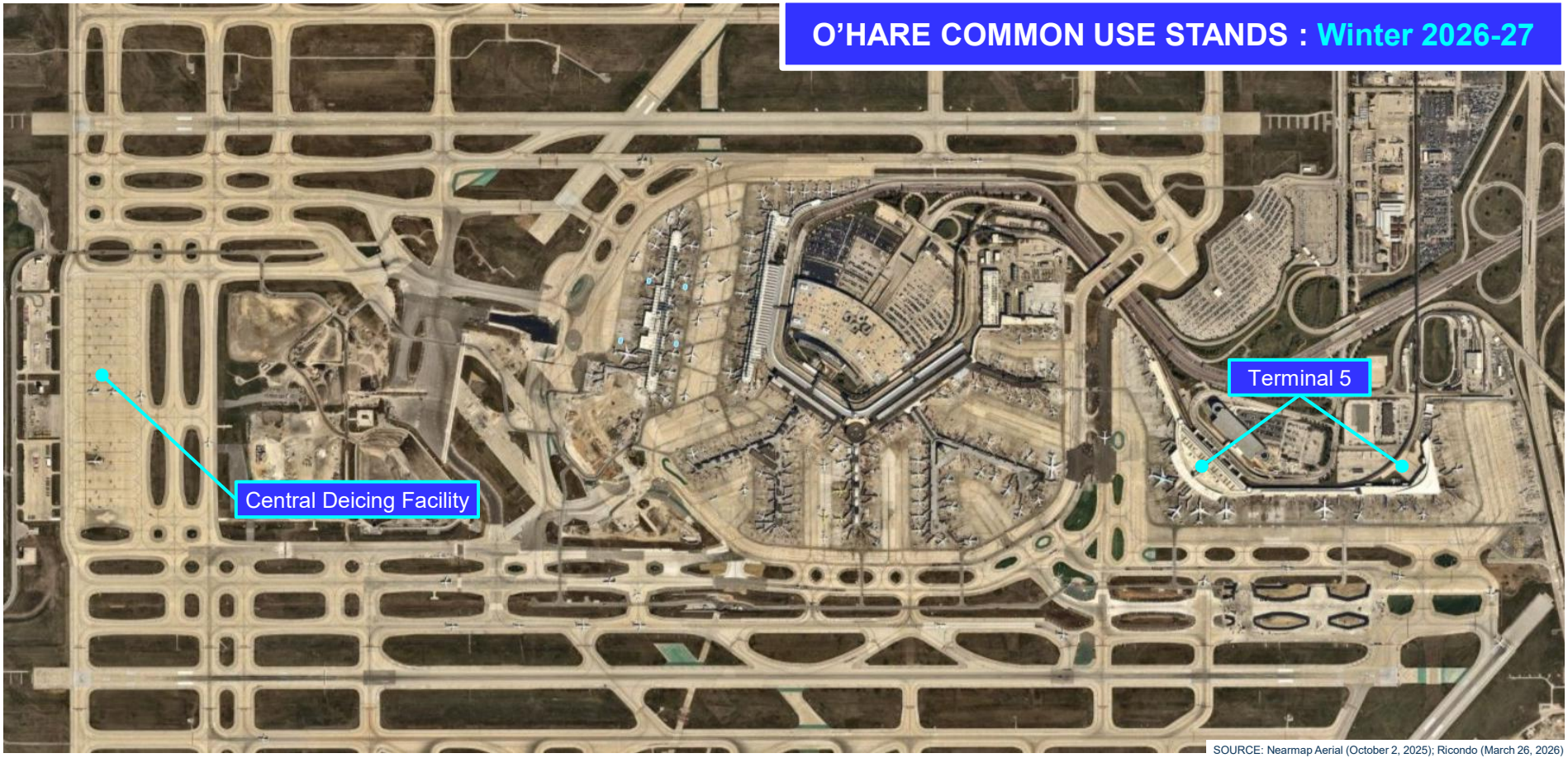
- The City is bound by the Terminal Space Use Protocols (TSUPs) to submit a Master Common Use Gate Space Plan and Terminal Capacity Parameters to the Scheduling Manager on Thursday, March 26, 2026, 6-weeks prior to the IATA initial submission deadline.
- The gate space plan should include all the relevant 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 Location & Capacity



O'HARE COMMON USE STANDS : Winter 2026-27



SOURCE: Nearmap Aerial (October 2, 2025); Ricondo (March 26, 2026)

O'HARE TERMINAL 5
Winter 2026-27



SOURCE: Nearmap Aerial (October 2, 2025); Ricondo (March 26, 2026)

O'HARE CENTRAL DEICING FACILITY (CDF) : Winter 2026-27

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

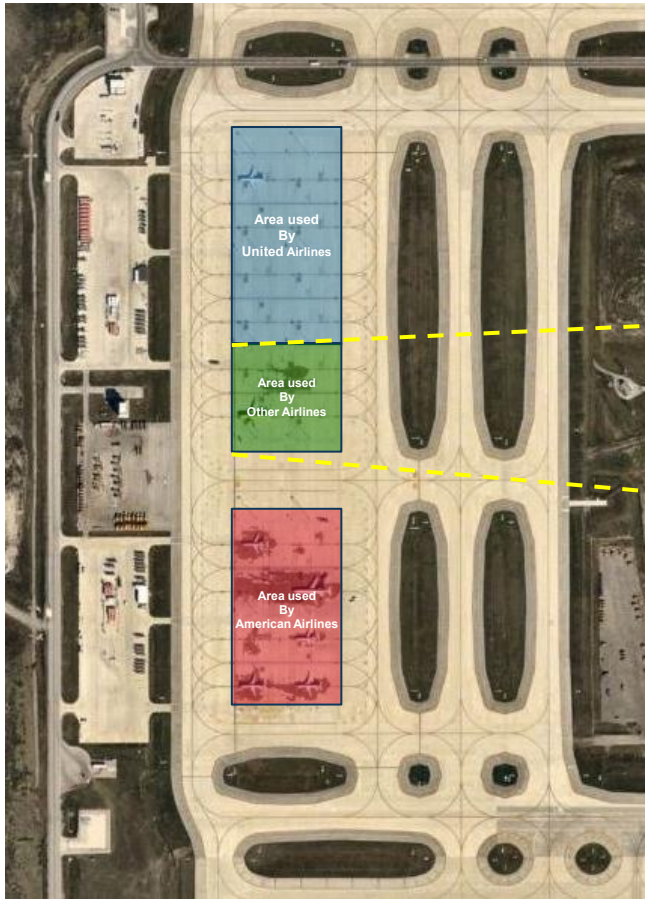
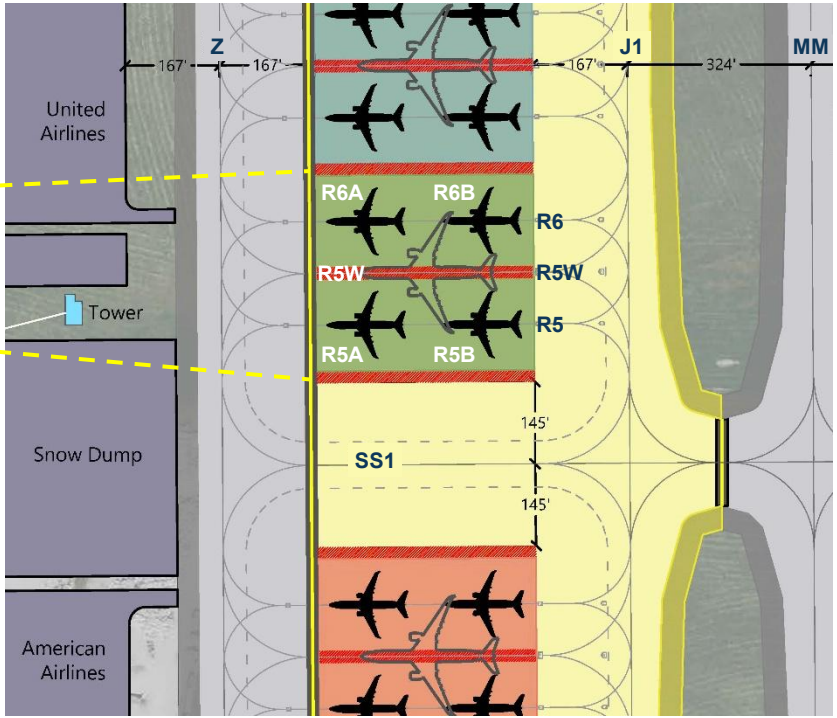


Image not to scale : North



SOURCES: Chicago Department of Aviation, O'Hare International Airport - Draft Airport Layout Plan (March 2020); Nearmap Aerial (September 28, 2022).

COMMON USE

4 narrow-bodies

(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

Scheduling Capacity Summary



METHODOLOGY & ASSUMPTIONS

- The Winter 2026-27 Scheduling Season terminal capacity parameters are based upon a methodology consistent with prior capacity declarations (including the Summer 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 2026-27 Scheduling Season. These include variations in capacity due to construction activities, as well as infrastructure and operational improvements.
- Capacities assume that Summer 2025 is representative of traffic growth at Common Use facilities (i.e. consistent domestic/international split, peaking profile, etc.).
- Exhibits and capacities shown in this document are representative of anticipated conditions in Winter 2026-27. These may vary compared with current conditions.

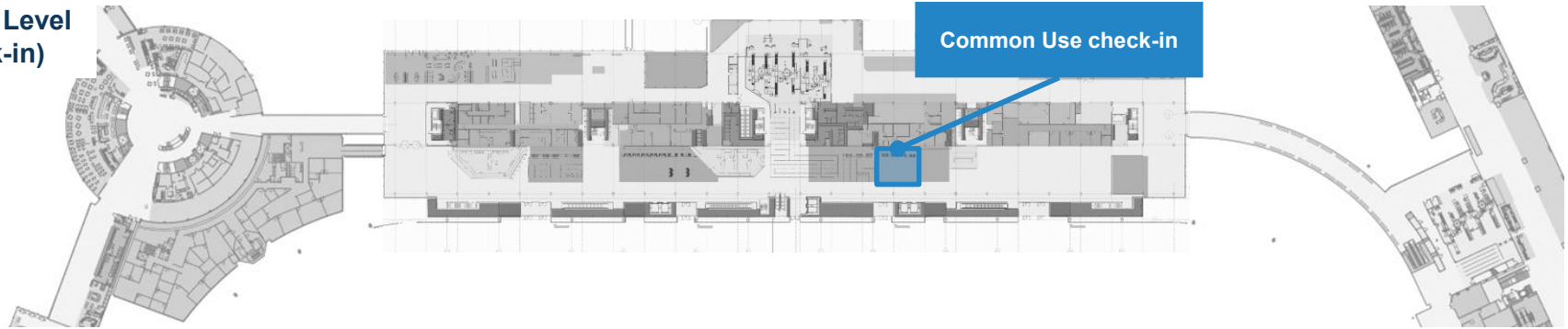
MAIN TERMINALS – COMMON USE PROCESSING CAPACITY

Process	Unit	Common Use units used as a basis for capacity declaration	
		Winter 2025-26	Winter 2026-27
Terminal 1			
No Common Use Airline Facilities	-	-	-
Terminal 2			
Check-in	Positions	8[1/]	8[1/]
Security Screening[2/]	Lanes	6	6
Baggage Makeup	Devices	No Common Use (Joint Use and Preferential Use only)[3/]	No Common Use (Joint Use and Preferential Use only)[3/]
Non-FIS Baggage Reclaim	Devices	1	1
Terminal 3			
Check-in	Positions	-	-
Security Screening[2/]	Lanes	-	-
Baggage Makeup	Devices	-	-
Non-FIS Baggage Reclaim	Devices	-	-
Bus Gates	Gates	1 (G15)[4/]	1 (G15)[4/]

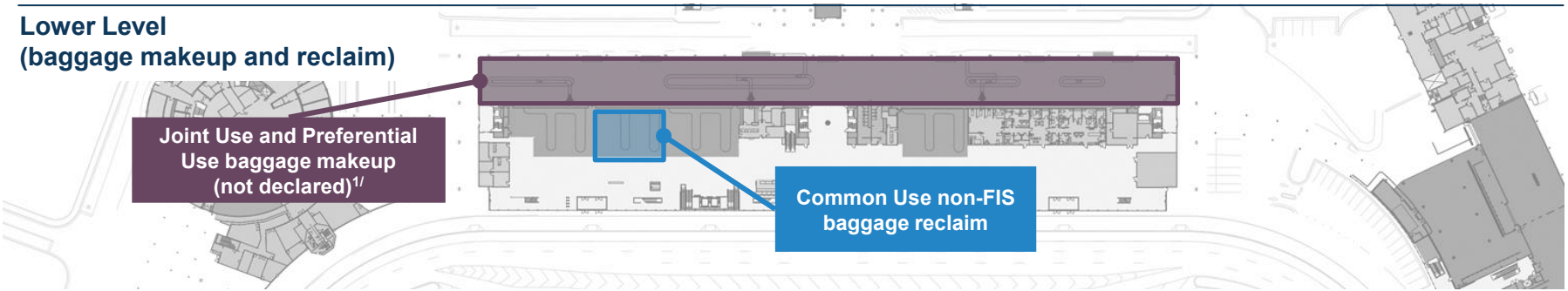
NOTES: 1/ Common Use check-in allocation subject to use of Joint Use or Preferential Use baggage makeup.
2/ Security screening provided for TSA Precheck as well as standard processes.
3/ Airlines using Common Use check-in may be accommodated on Joint Use or Preferential Use makeup capacity, subject to Scheduling Manager engagement with the airlines operating Terminal 2 baggage makeup and the provisions outlined in the Airline Use and Lease Agreement.
4/ The Scheduling Manager shall coordinate with CDA Operations to ensure bus availability before approving flights arriving or departing on hardstands.
SOURCE: Ricondo & Associates, Inc., March 2026.

MAIN TERMINALS – DECLARED PROCESSING AREAS (TERMINAL 2 ONLY)

Upper Level (check-in)



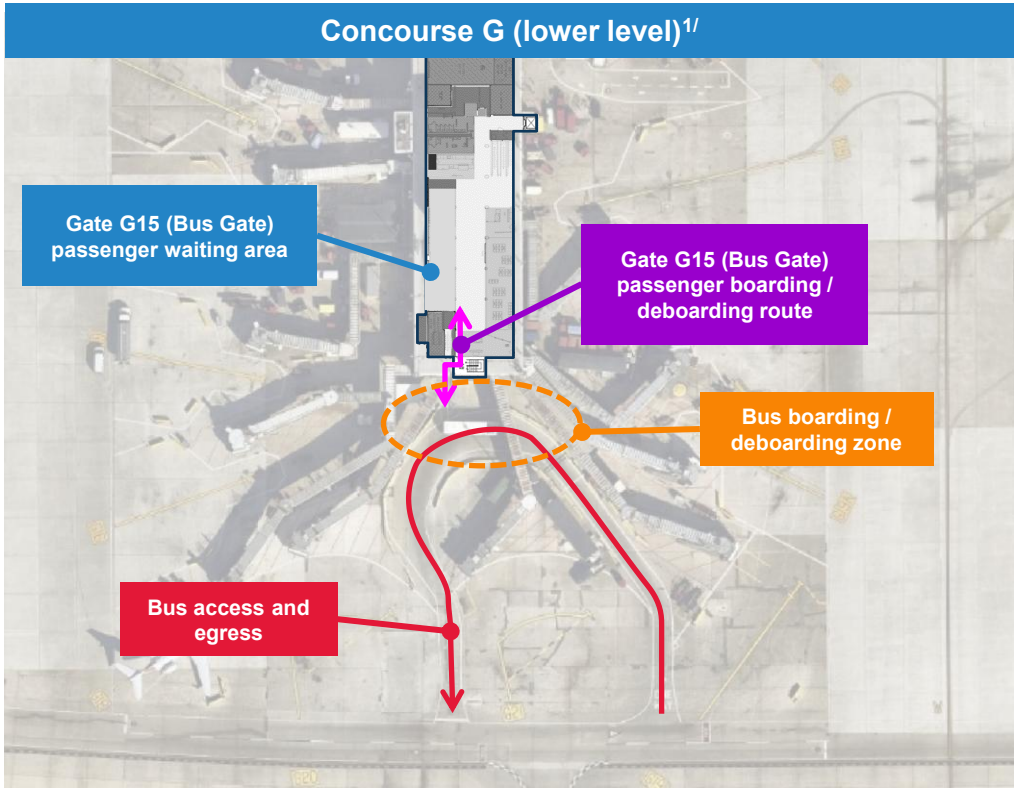
Lower Level (baggage makeup and reclaim)



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 AULA.

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., March 2026.

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



- A single door is provided for Gate G15 and Terminal Transfer Bus2/ 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 Bus2/ operator before approving flights arriving or departing on hardstands.

Image not to scale : North

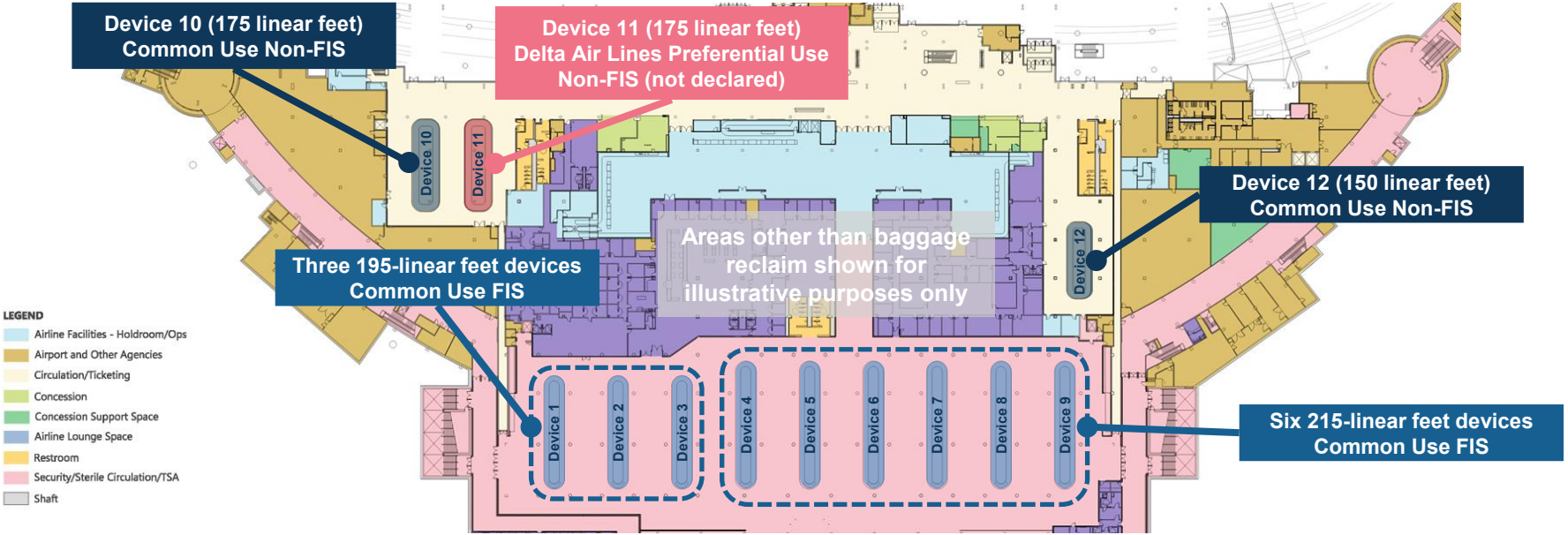
NOTES: 1/ Ramp and interior layout are indicative and subject to change.
2/ Terminal Transfer Bus provided for passengers connecting between Main Terminals and Terminal 5.
SOURCES: Nearmap, September 28, 2022; Ricondo & Associates, Inc., March 2026.

TERMINAL 5 – COMMON USE PROCESSING CAPACITY

Process	Unit	Common Use units used as a basis for capacity declaration	
		Winter 2025-26	Winter 2026-27
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	125[3/]	125[3/]
Security Screening[4/]	Lanes	11	11
Baggage Departure Processing	Originating in-line EDS machines	5[5/]	5[5/]
Baggage Makeup	Makeup positions (standard)[6/]	180	180
Bus Gates	Gates	2 (M13 & M20A)[7/]	2 (M13 & M20A)[7/]

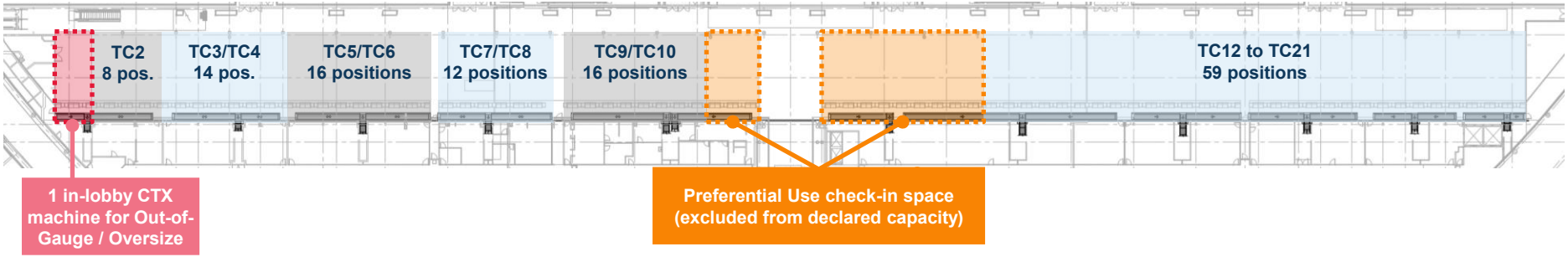
NOTES: 1/ Includes six devices with 215 linear foot presentation length and three devices with 195 linear foot presentation length.
2/ Based upon one device with 175 linear foot presentation length and one device with 150 linear foot presentation length (excludes one Preferential Use Delta Air Lines 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; one 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). One EDS machine used as redundancy.
6/ Makeup positions include space occupied by any vehicle (tugs, carts, or dollies) parked next to each carousel. Four 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.
SOURCE: Ricondo & Associates, Inc., March 2026.

TERMINAL 5 – BAGGAGE CLAIM



SOURCE: Ricondo & Associates, Inc., March 2026.

TERMINAL 5 – CHECK-IN COUNTERS

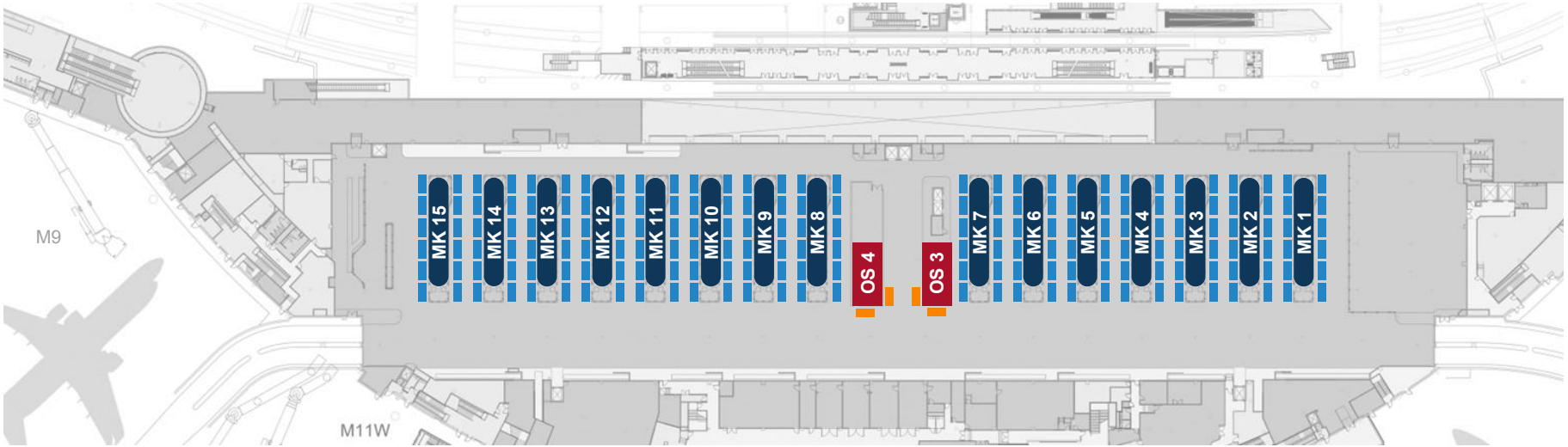


Winter 2026/2027 Declared Capacity

125
Common Use check-in positions

SOURCE: Ricondo & Associates, Inc., March 2026.

TERMINAL 5 – BAGGAGE MAKEUP



Makeup carousels
15 carousels

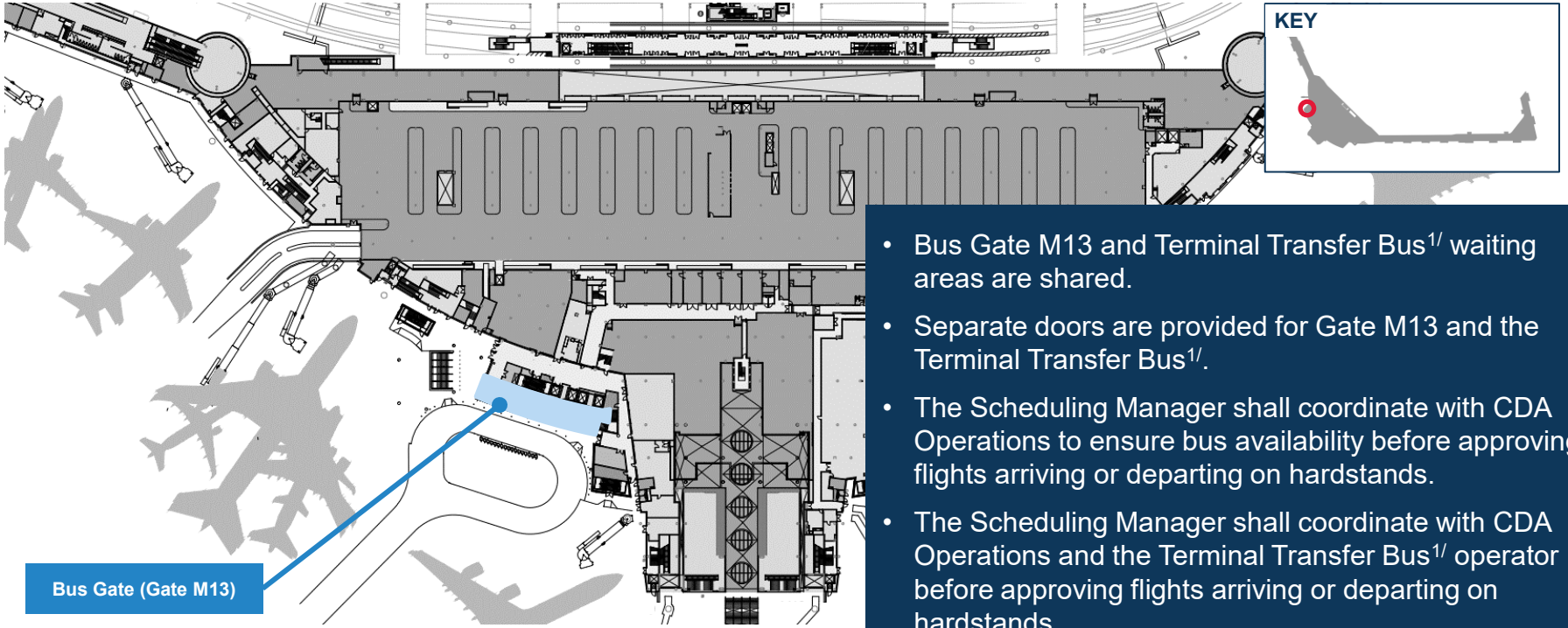
Oversize makeup
2 devices

Makeup positions (standard)
180 positions[1/]

Makeup positions (out-of-gauge / oversize)
4 positions[1/]

NOTES: Areas shown are not to scale. All makeup carousels will be provided with common use equipment.
1/ Makeup positions include space occupied by any vehicle (tugs, carts, or dollies) parked next to each carousel or oversize makeup.
SOURCE: Ricondo & Associates, Inc., March 2026.

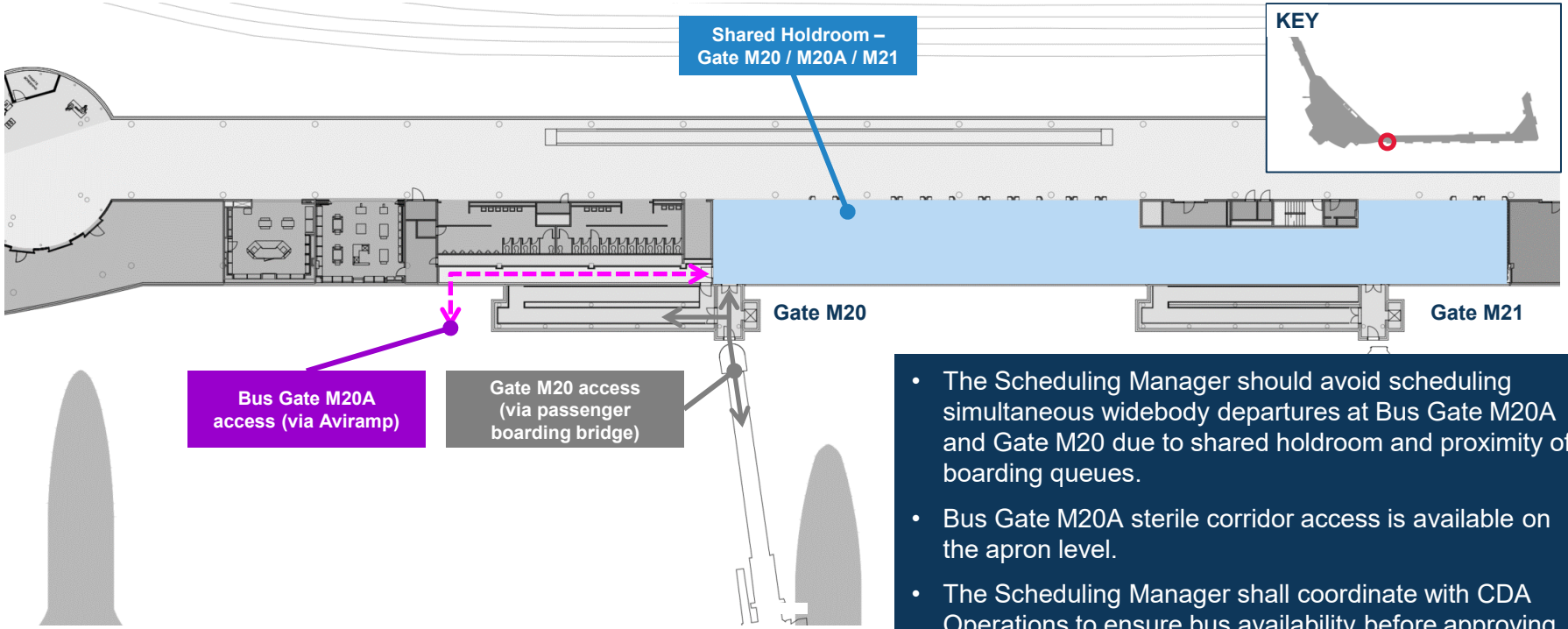
TERMINAL 5 – GATE M13 BUS GATE/TERMINAL TRANSFER BUS STOP



- 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., March 2026.

TERMINAL 5 – GATE M20A BUS GATE

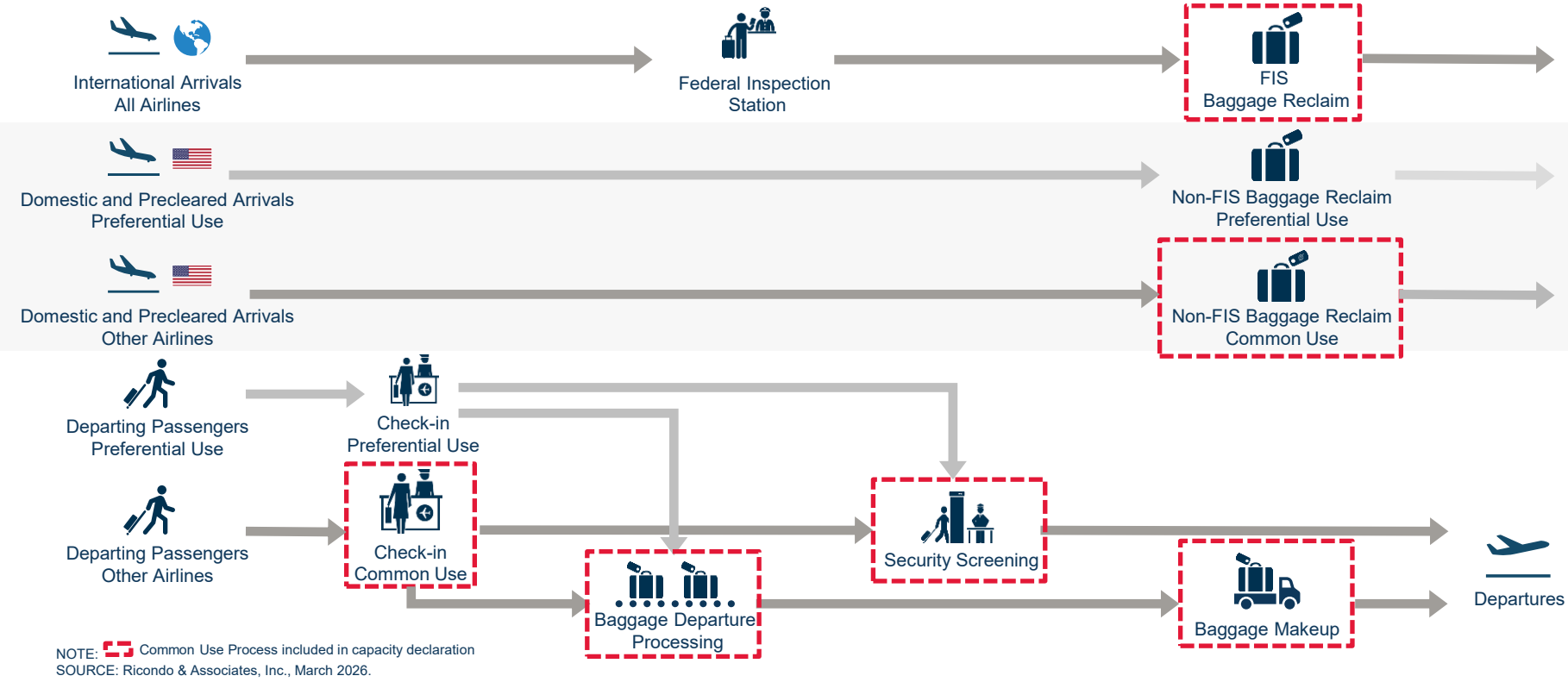


- The Scheduling Manager should avoid scheduling simultaneous widebody departures at Bus Gate M20A and Gate M20 due to shared holdroom and proximity of boarding queues.
- Bus Gate M20A sterile corridor access is available on the apron level.
- The Scheduling Manager shall coordinate with CDA Operations to ensure bus availability before approving flights arriving or departing on hardstands.

SOURCE: Ricondo & Associates, Inc., March 2026.

TERMINAL 5 – COMMON USE DECLARED CAPACITY FLOWS

Declared capacities based upon total demand at Common Use processes.



NOTE: Common Use Process included in capacity declaration
SOURCE: Ricondo & Associates, Inc., March 2026.

MAIN TERMINALS – WINTER 2026-27 CAPACITY PARAMETERS (OCTOBER 25, 2026 – MARCH 27, 2027)

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	All day	Devices	1	Domestic seats per hour[1/]	700
Departures	Check-in	All day	Positions	8[2/]	Seats per four hours	1,000
	Security Screening[3/]	All day	Lanes	6	Seats per four hours	4,200
	Baggage Makeup	All day	Devices	No Common Use (Joint Use and Pref. Use only)[4/]	Seats per four hours	No Common Use (Joint Use and Pref. Use only)[4/]
Terminal 3						
No Common Use Airline Processes	-	-	-	-	-	-

NOTES: 1/ Non-FIS baggage reclaim capacity is equivalent to 300 precleared international seats per hour. Each precleared international seat is equivalent to two 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.
2/ After check-in, passengers manually drop their bag off at in-lobby screening before heading to security screening.
3/ 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 & non-baggage reclaim.
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 AULA.
SOURCE: Ricondo & Associates, Inc., March 2026.

TERMINAL 5 – WINTER 2026-27 CAPACITY PARAMETERS (OCTOBER 25, 2026 – MARCH 27, 2027)

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	6,900
	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	6,800
	Security Screening[6/]	All day	Lanes	11	Seats per 4-hours	7,800
	Baggage Departures Processing	All day	In-line EDS machines	5[7/]	Seats per 4-hours	10,200
	Baggage Makeup	All day	Makeup positions (standard)	180[8/]	Seats per 4-hours	8,000

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 six devices with 215 linear foot presentation length and three 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 two domestic seats due to higher average number of passengers with baggage and longer time at reclaim. Capacity based upon one device with 175 linear foot presentation length and one 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). One EDS machine used as redundancy.
8/ Makeup positions include space occupied by any vehicle (tugs, carts, or dollies) parked next to each carousel. Four additional positions used for out-of-gauge / oversize makeup. All makeup carousels will be provided with common use equipment.
SOURCE: Ricondo & Associates, Inc., March 2026.

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MAYOR BRANDON JOHNSON

CHICAGO DEPARTMENT OF AVIATION

MICHAEL J. MCMURRAY, COMMISSIONER

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