CHICAGO
MAYOR BRANDON JOHNSON

Master Common Use Gate Space Plan & Terminal Capacity Parameters : **Summer 2027**

September 8, 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, August 27, 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 : Summer 2027

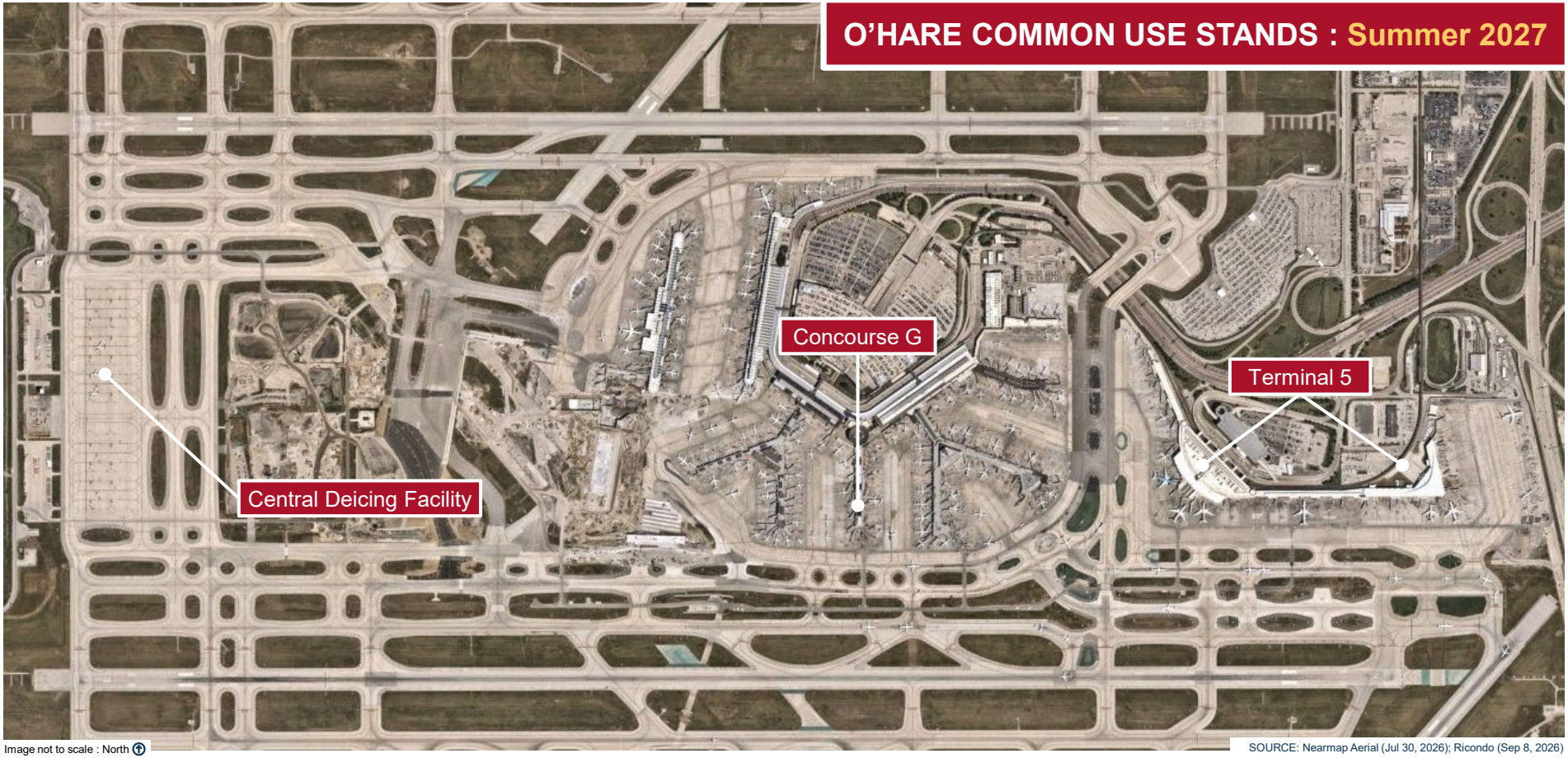


Image not to scale : North

SOURCE: Nearmap Aerial (Jul 30, 2026); Ricondo (Sep 8, 2026)

O'HARE TERMINAL 5
Summer 2027

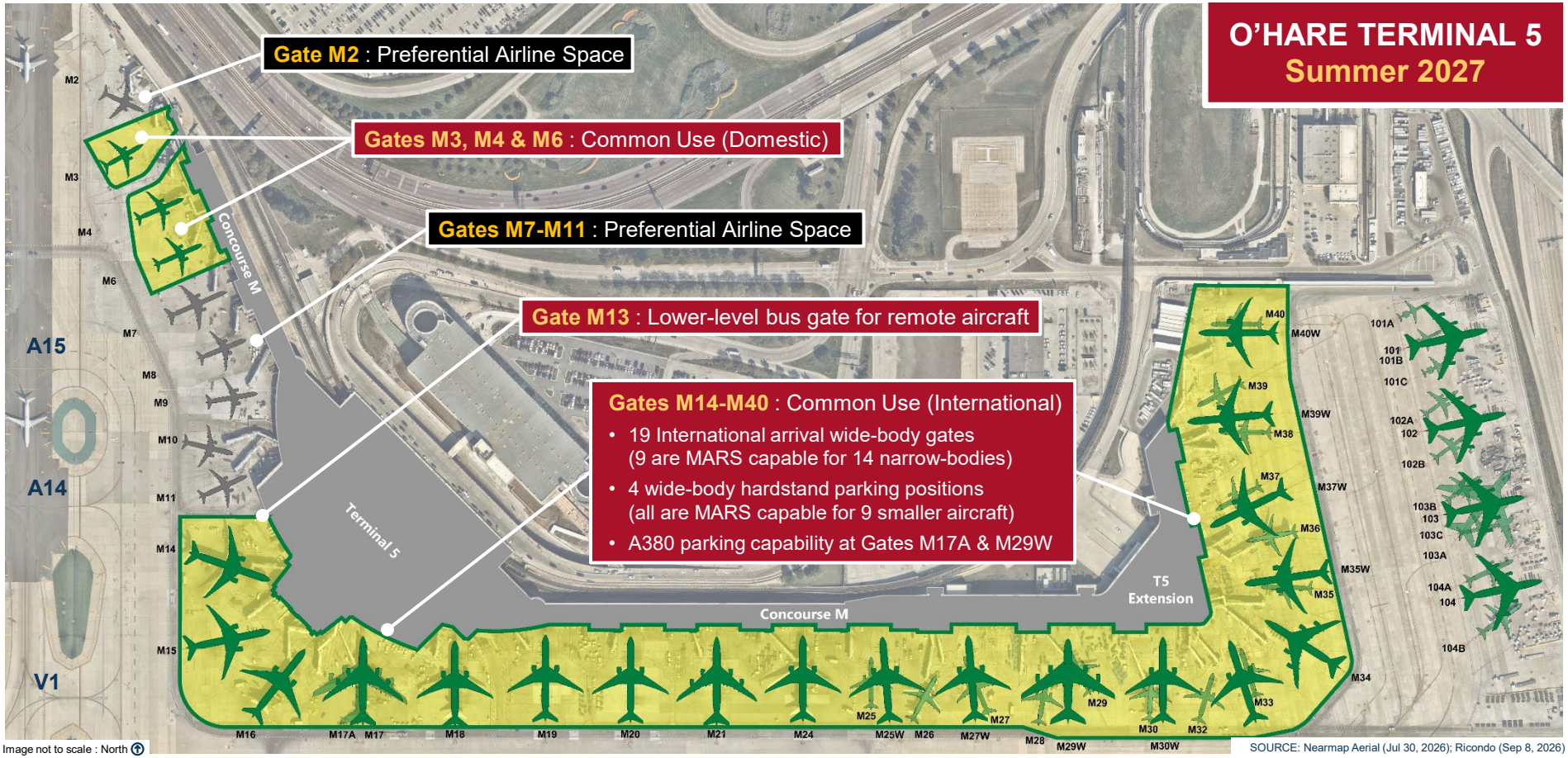


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SOURCE: Nearmap Aerial (Jul 30, 2026); Ricondo (Sep 8, 2026)

O'HARE CONCOURSE G
Summer 2027



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SOURCE: Nearmap Aerial (Jul 30, 2026); Ricondo (Sep 8, 2026)

O'HARE CENTRAL DEICING FACILITY (CDF) : Summer 2027

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

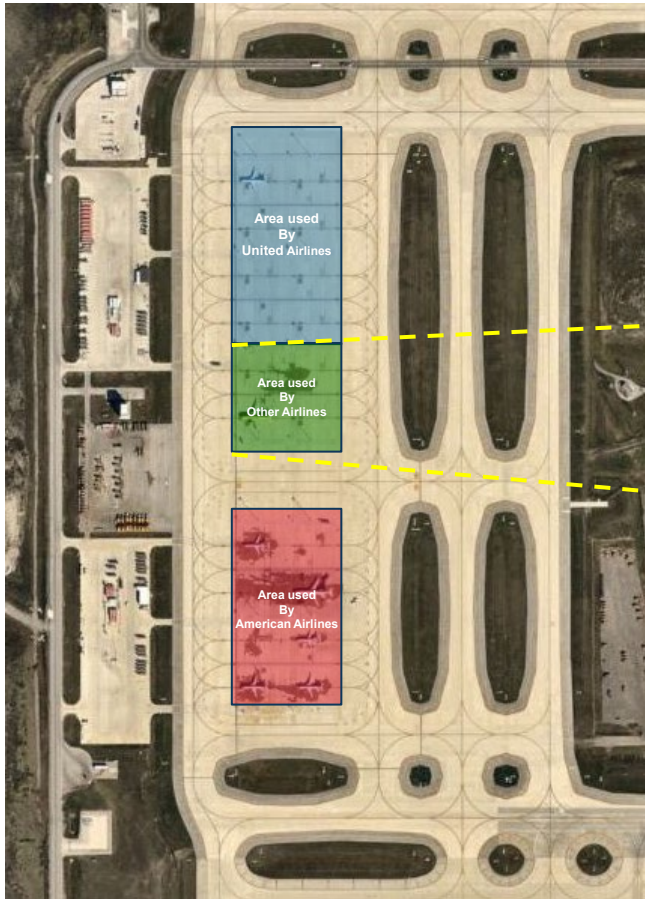
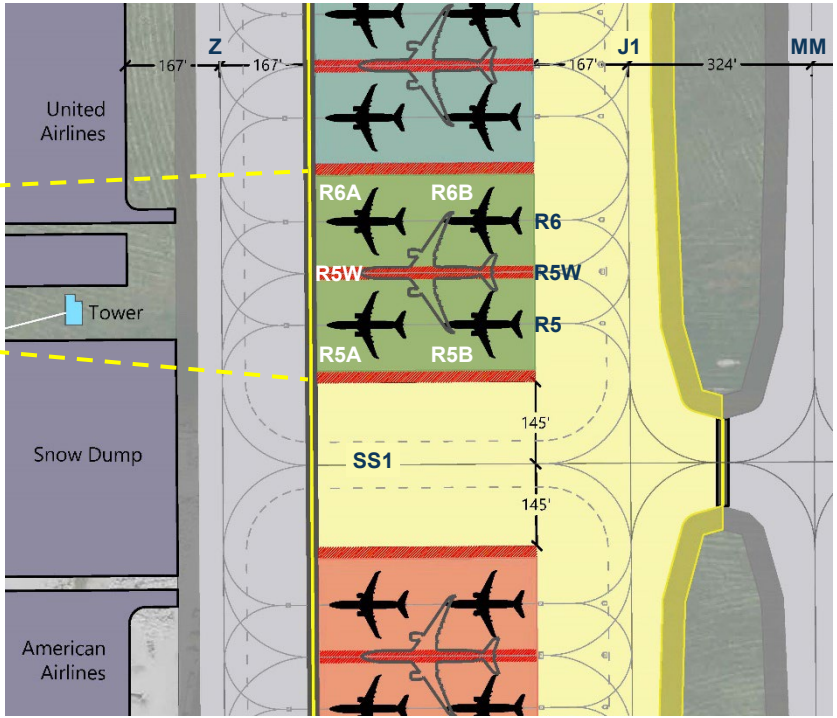


Image not to scale : North



SOURCES: Chicago Department of Aviation, O'Hare International Airport - Draft Airport Layout Plan (Mar 2020); Nearmap Aerial (Sep 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 Summer 2027 Scheduling Season terminal capacity parameters are based upon a methodology consistent with prior capacity declarations (including the Summer 2026 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 Summer 2027 Scheduling Season. These include variations in capacity due to construction activities, as well as infrastructure and operational improvements.
- Capacities assume that Summer 2026 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 Summer 2027. These may vary compared with current conditions.

MAIN TERMINAL – SUMMER 2027 CAPACITY PARAMETERS (MARCH 28 – OCTOBER 30, 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	12[3/]	Seats per four hours	1,500
	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	-	-	-	-	-	-

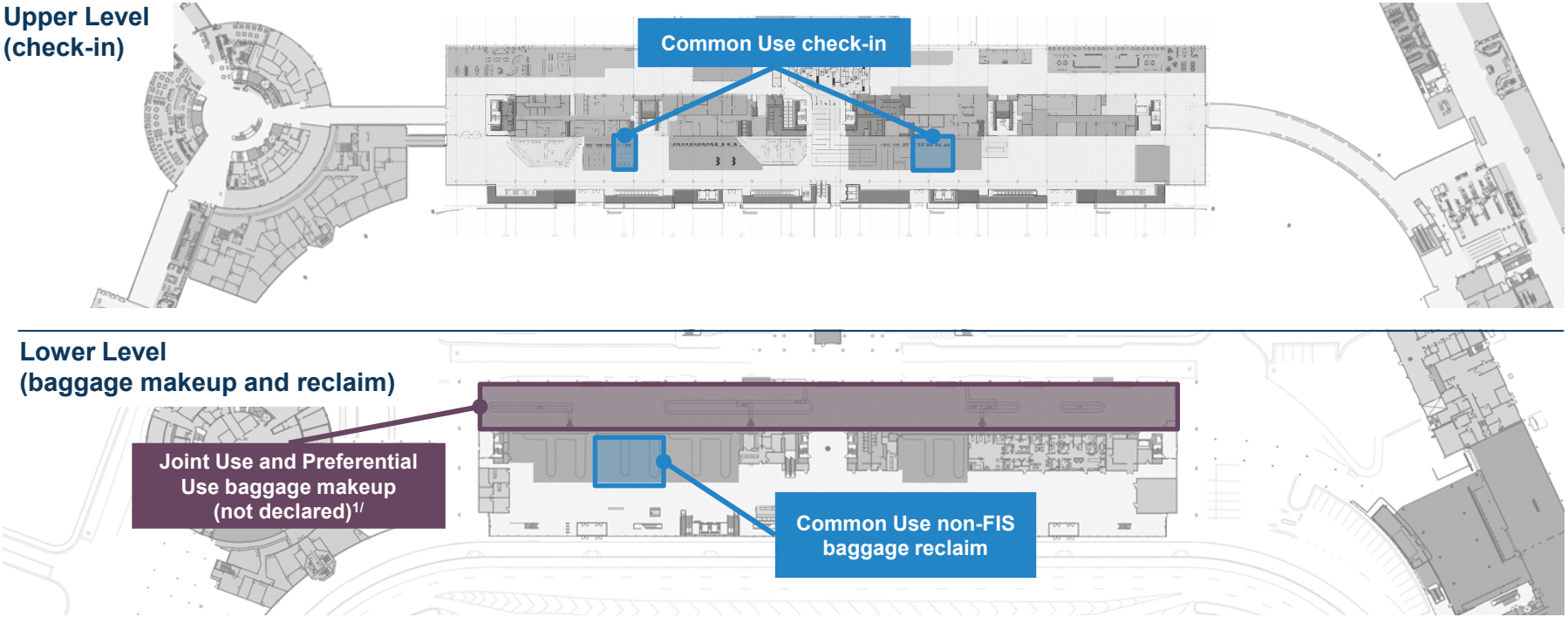
NOTES: 1/ Non-FIS baggage reclaim capacity is equivalent to 200 precleared international seats per hour. Each precleared international seat is equivalent to 3.6 domestic seats due to higher average number of passengers with baggage and longer time at reclaim. Canadian flights will be considered domestic 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, and JetBlue 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., September 2026.

TERMINAL 5 – SUMMER 2027 CAPACITY PARAMETERS (MARCH 28 – OCTOBER 30, 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	7,000
	FIS Baggage Reclaim	All day	Devices	9[3/]	Seats per 2-hours	6,800
	FIS Re-check / Customer Service	All day	Common-use pos.	16	n/a	n/a[4/]
Domestic and Precleared Arrivals	Non-FIS Baggage Reclaim	All day	Devices	2[5/]	Dom. seats per hour[4/]	2,100
	Non-FIS Customer Service	All day	Common-use pos.	9	n/a	n/a[4/]
Departures	Check-in[6/]	All day	Positions	128	Seats per 4-hours	5,900
	Security Screening[7/]	All day	Lanes	11	Seats per 4-hours	7,800
	Baggage Departures Processing	All day	In-line EDS machines	5[8/]	Seats per 4-hours	10,200
	Baggage Makeup	All day	Makeup positions (standard)	180[9/]	Seats per 4-hours	7,200

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/ FIS and non-FIS Re-check / Customer Service hourly capacity not declared given these positions are allocated by request only.
5/ Non-FIS baggage reclaim capacity is equivalent to 600 precleared international seats per hour. Each precleared international seat is equivalent to 3.6 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 will be considered domestic for the purpose of domestic and precleared arrivals capacity.
6/ Common Use kiosks may be provided but are not assumed to affect terminal capacity.
7/ Checkpoint 10 only assumed to be operational for passenger screening; Checkpoint 11 used for employee screening and may be used during irregular operations.
8/ 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.
9/ 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., September 2026.

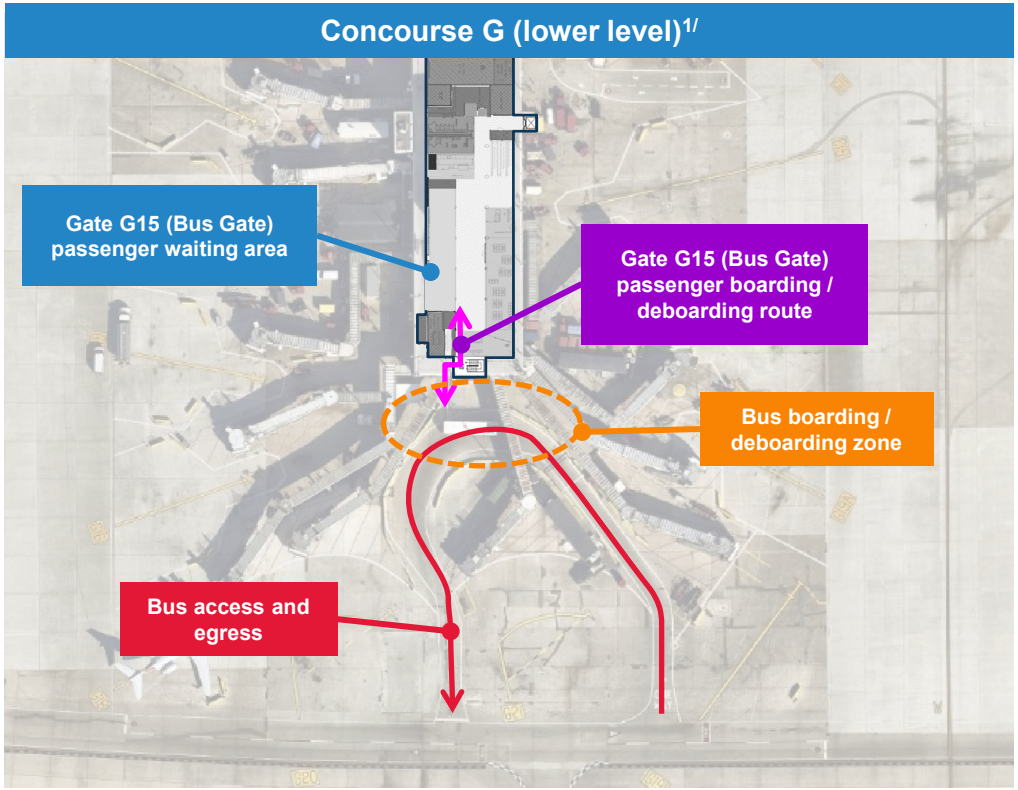
MAIN TERMINAL – DECLARED PROCESSING AREAS (TERMINAL 2 ONLY)



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., July 2026.

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

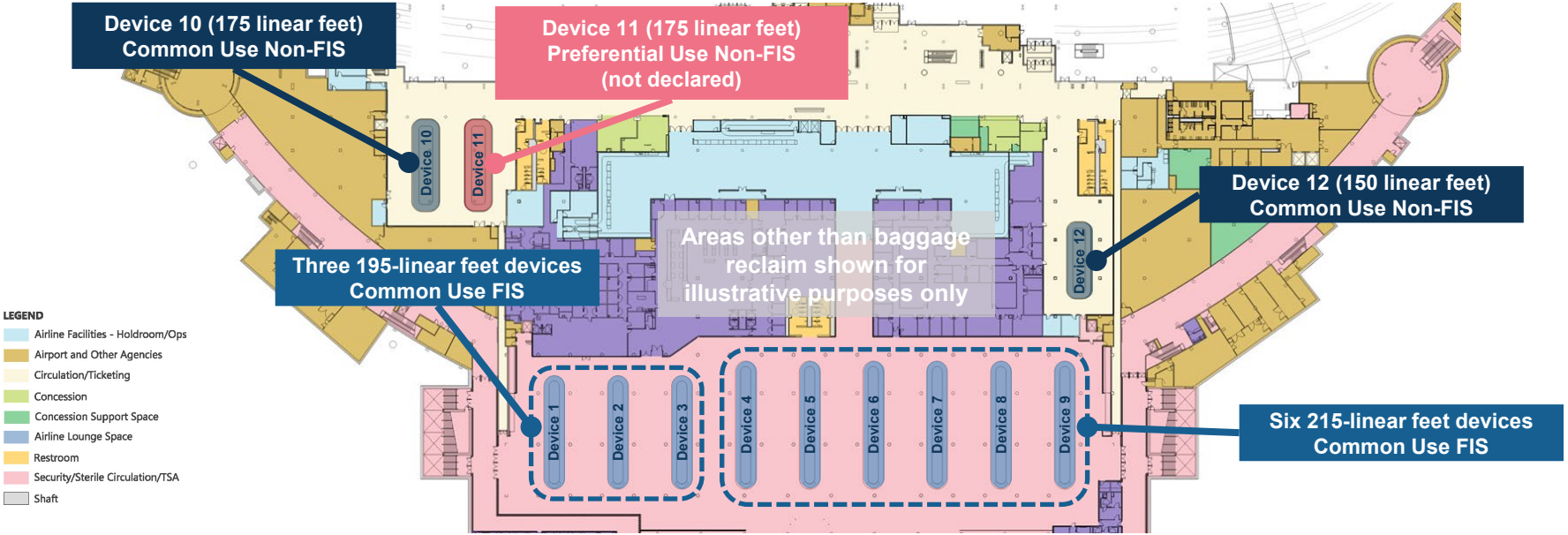


- A single door is provided for Gate G15 and Terminal Transfer Bus2/ operations.
- The Scheduling Manager will coordinate with CDA Operations to ensure bus availability before approving flights arriving or departing on hardstands.
- The Scheduling Manager will coordinate with CDA Operations and the Terminal Transfer Bus2/ operator before approving flights arriving or departing on hardstands.

Image not to scale : North

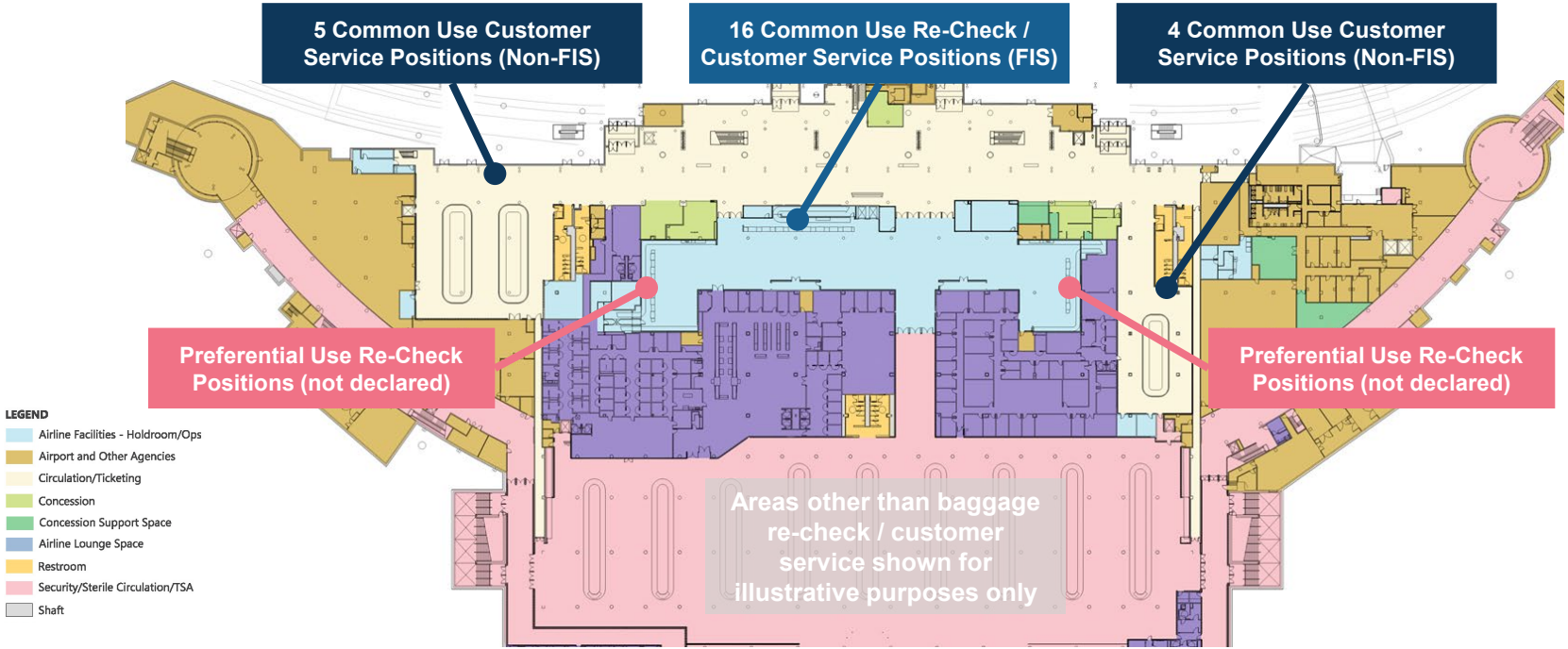
NOTES: 1/ Ramp and interior layout are indicative and subject to change.
2/ Terminal Transfer Bus provided for passengers connecting between Main Terminals and Terminal 5.
SOURCES: Nearmap, September 28, 2022; Ricondo & Associates, Inc., March 2026.

TERMINAL 5 – BAGGAGE CLAIM



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

TERMINAL 5 – RE-CHECK / CUSTOMER SERVICE



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

TERMINAL 5 – CHECK-IN COUNTERS

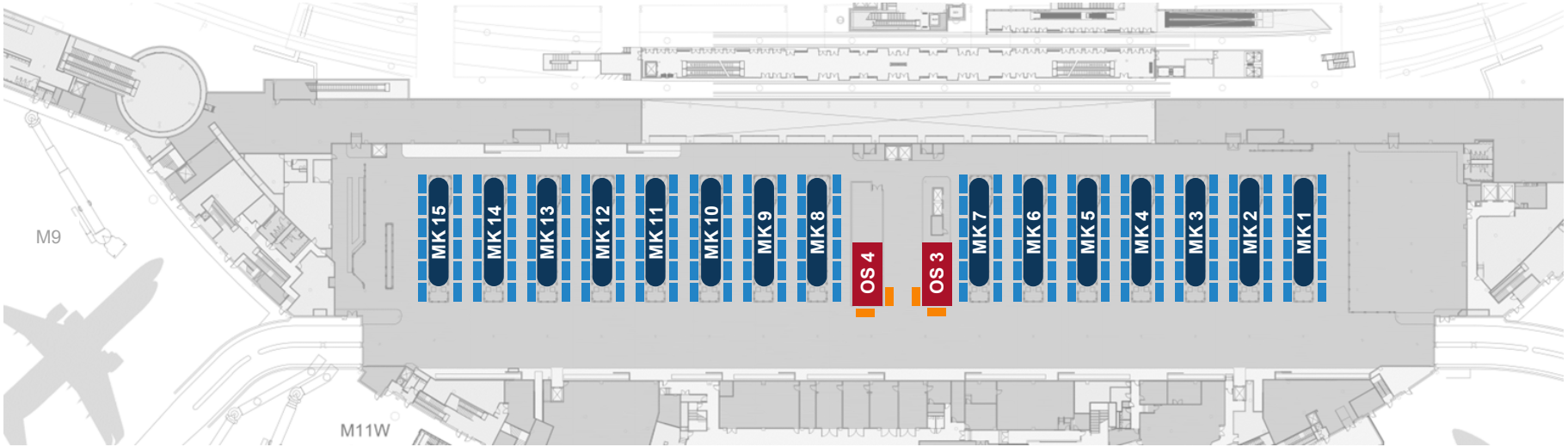


Summer 2027 Declared Capacity

128
Common Use check-in positions

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

TERMINAL 5 – BAGGAGE MAKEUP



Makeup carousels
15 carousels

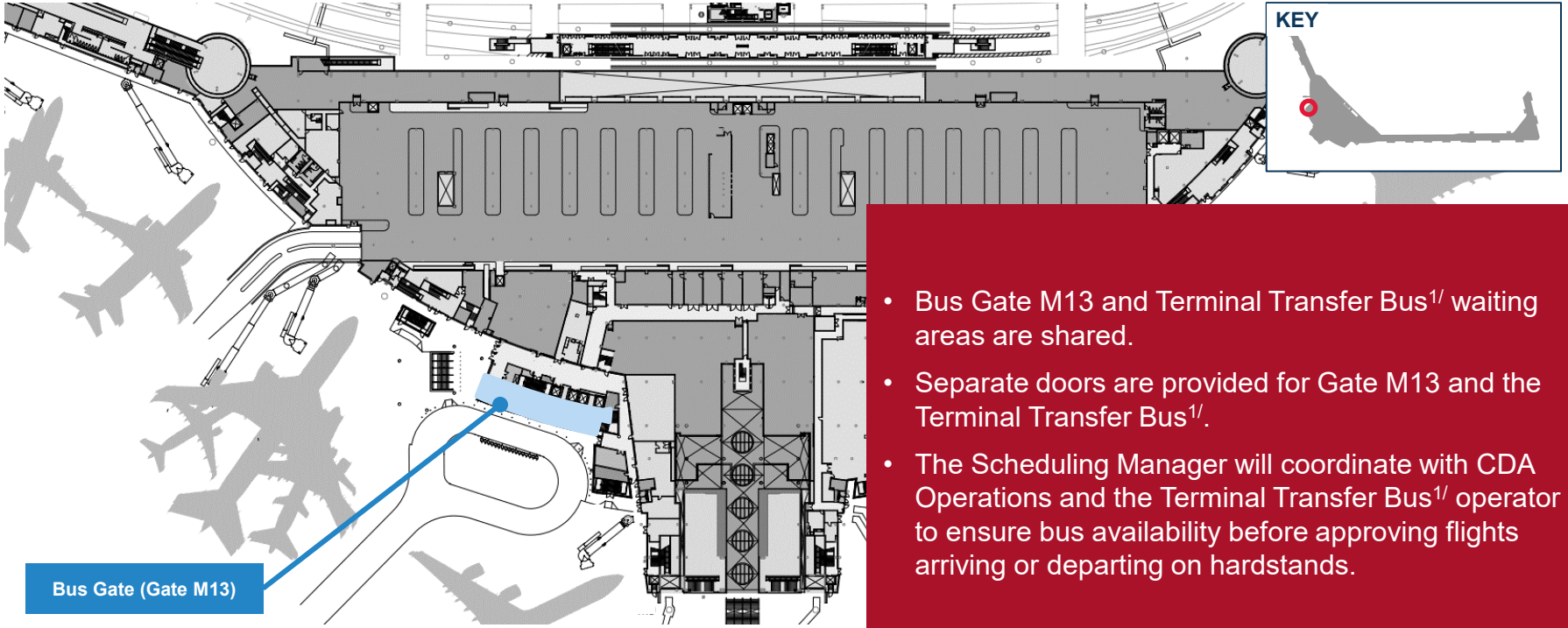
Oversize makeup
2 devices

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.

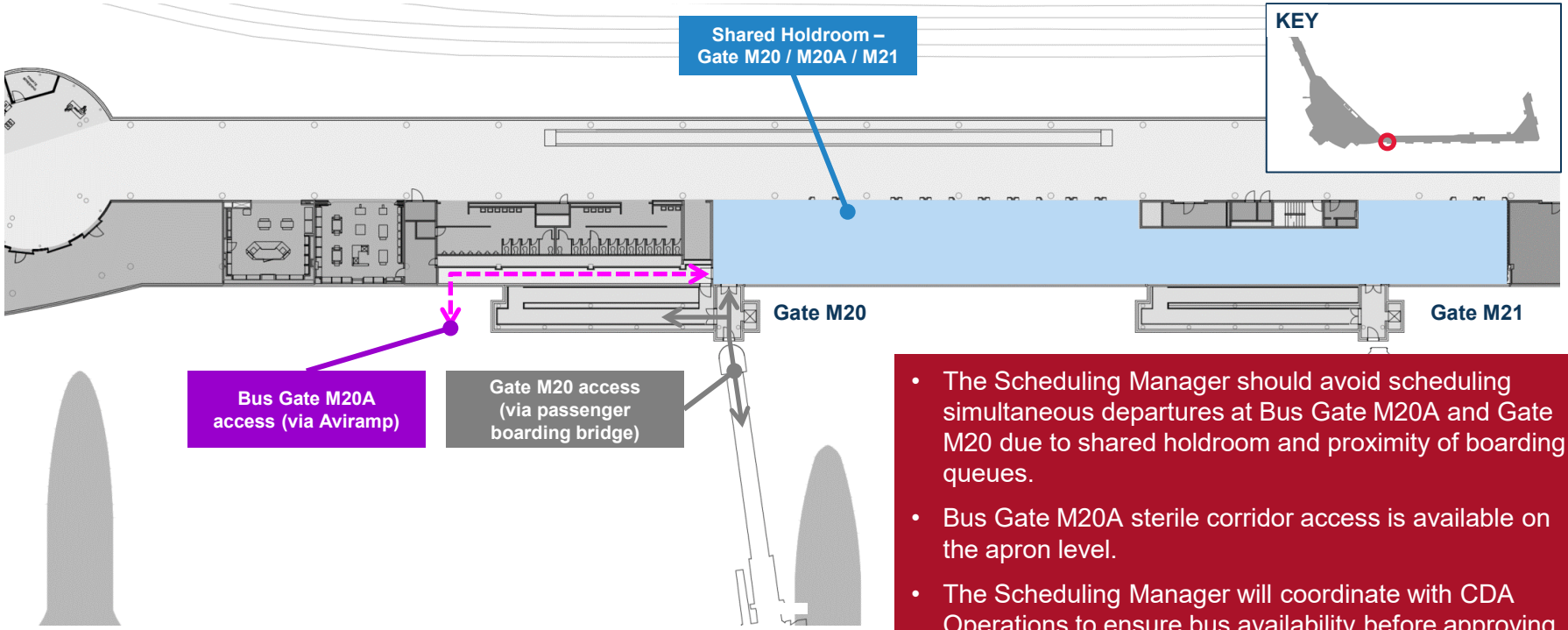
TERMINAL 5 – GATE M13 BUS GATE/TERMINAL TRANSFER BUS STOP



- 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 will coordinate with CDA Operations and the Terminal Transfer Bus[1/] operator to ensure bus availability 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

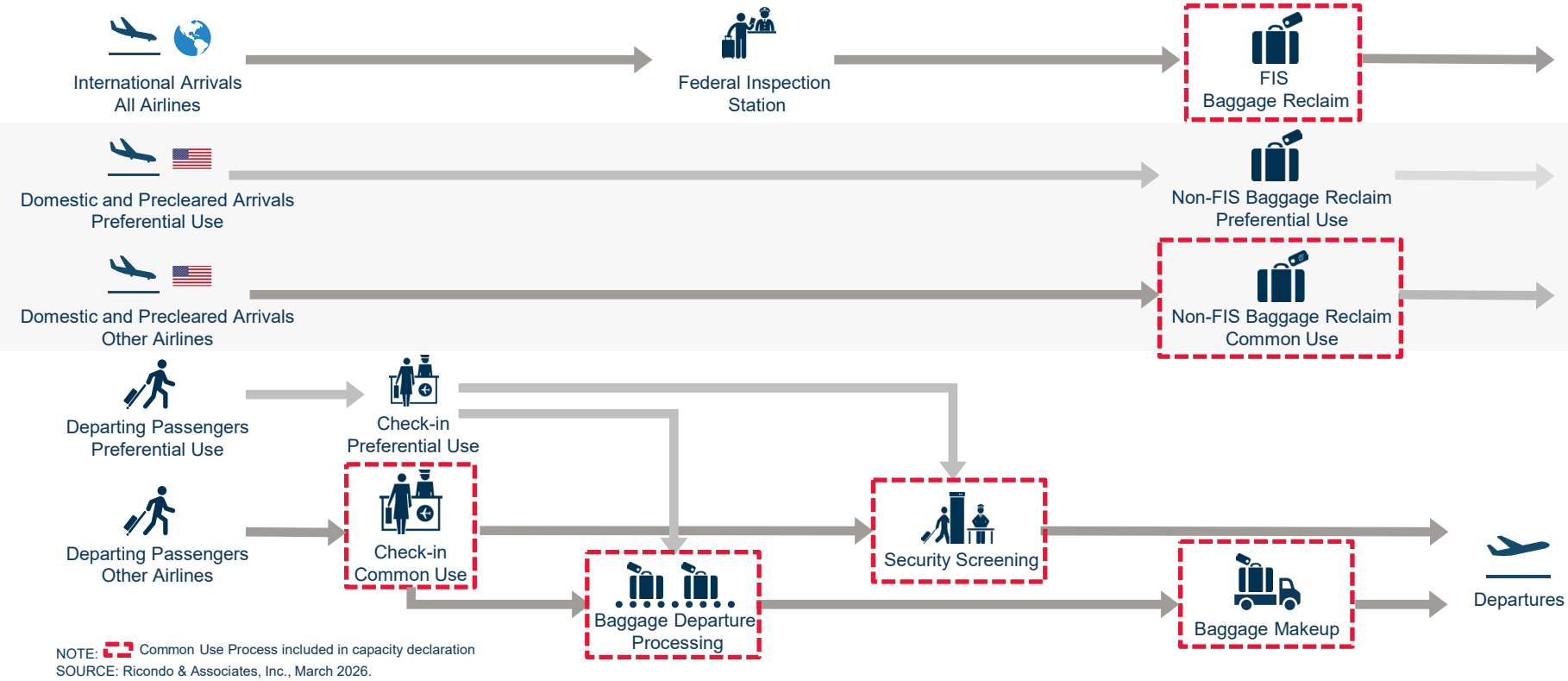


- The Scheduling Manager should avoid scheduling simultaneous departures at Bus Gate M20A and Gate M20 due to shared holdroom and proximity of boarding queues.
- Bus Gate M20A sterile corridor access is available on the apron level.
- The Scheduling Manager will coordinate with CDA Operations to ensure 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.

CHICAGO

MAYOR BRANDON JOHNSON

CHICAGO DEPARTMENT OF AVIATION

MICHAEL J. MCMURRAY, COMMISSIONER

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