

File

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ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: OPERATIONS RESERVATIONS FOR HIGH-DENSITY TRAFFIC AIRPORTS

1. PURPOSE. This circular advises the aviation community of the means for all aircraft operators, except helicopters, scheduled and supplemental air carriers and scheduled air taxis to obtain a reservation to operate to and/or from designated high-density traffic airports. This circular updates Advisory Circular 90-43A, dated 23 December 1969, and includes changes in accordance with Federal Aviation Regulations, Part 93, Subpart K. These changes affect the following subjects of the circular:
 - a. Suspension of quotas for Newark Airport.
 - b. Helicopter operations excluded.
 - c. Telephone number changes.
2. CANCELLATION. Advisory Circular 90-43A, dated 23 December 1969, is cancelled.
3. DEFINITIONS.
 - a. Reservation. An authorization received in compliance with Federal Aviation Regulations, Part 93, to operate to and/or from a designated high-density traffic airport. Reservations are allocated on an hourly basis; however, an approved reservation does not constitute a warranty against traffic delays nor does it guarantee arrival and/or departure within such allocated hour. Such reservations constitute neither an air traffic control clearance nor the filing of required IFR flight plans, nor does the reservation constitute authority to violate any local restrictions. A reservation for a VFR operation constitutes the filing of a VFR flight plan as required by Federal Aviation Regulations, Part 93.125.

- b. Airport Reservations Office. A facility operated by the Federal Aviation Administration to administer the issuance of IFR reservations in consonance with Federal Aviation Regulations, Part 93.
- c. Flow Control. A service whereby the flow of IFR aircraft is regulated or restricted within an affected area or at an altitude stratum to the maximum number of aircraft which can be safely accommodated by the air traffic control system.

4. DISCUSSION.

- a. The Federal Aviation Administration, by Part 93, Subpart K, of the Federal Aviation Regulations, has designated the John F. Kennedy, La Guardia, Newark, O'Hare, and Washington National airports as high-density traffic airports and has prescribed air traffic rules and requirements for operating aircraft to and from these airports. Quotas for Newark Airport have been suspended indefinitely; no reservations are required for IFR or VFR traffic. Each of the remaining airports is limited to the hourly number of allocated IFR operations that may be reserved for the specific classes of users for that airport. Additional operations may be authorized by air traffic control under certain conditions. An operation between the hours from 6:00 AM to midnight local time may not be conducted to or from these airports unless a departure or arrival reservation has been obtained from air traffic control and a flight plan has been filed. However, a "mercy flight" involving a medical emergency to or from one of these airports will be handled within the air traffic control system without a reservation. Helicopter operations are excluded from the provisions of the rule.
- b. The Federal Aviation Administration has established the Airport Reservations Office to provide IFR reservation service for operations at designated high-density traffic airports. This office processes all IFR requests for reservations. VFR requests are handled procedurally at the high-density traffic airport locations and are discussed later.
- c. These IFR reservations are allotted on a "first-come first-served" basis determined by the time the request is received at the reservations office. Standby lists are not maintained. To enable the operator to do his filing during normal business hours on normal business days, requests for a reservation for an IFR operation will be accepted any time after 6:00 AM local time on the day which is 48 hours in advance of the proposed operation. For example, a request for an 11:00 PM operation, as well as a request for a 6:00 AM operation, on a Friday would be accepted any time after 6:00 AM local time on a previous Wednesday. Furthermore, a reservation request for an IFR operation on Monday or Tuesday would be accepted any time after 6:00 AM local time the previous Friday.

These will be filled within the basic allotments; however, as weather and other factors will determine whether additional reservations in excess of the number allocated may be authorized, IFR requests in excess of the available basic allocation will normally not be approved prior to six hours in advance of the intended operation.

- d. An approved reservation does not constitute a warranty against traffic delays. It will be necessary in some instances to issue flow control restrictions which will meter air traffic to the affected airport at a lesser rate than the number for which reservations have been granted. Such system-induced delays which result in a pilot failing to make good his allocated time will not be grounds for cancellation of the reservation. It is also realized that a pilot that has planned his operation shortly after the beginning of an hour may occasionally find himself confronted with a situation whereby his operation is being conducted in the latter portion of the hour prior to the one in which he has his reservation. A pilot in this case need not obtain a new reservation for the hour in which the new operation is being conducted.
- e. The Airport Reservations Office will not provide dynamic scheduling. Assignments will be made on an hourly basis; e.g., an approved reservation for 1300 covers an operation any time between 1300 and 1359.
- f. The filing of a request for an IFR reservation does not constitute the filing of an IFR flight plan as required by Part 93, Subpart K, of the Federal Aviation Regulations. The IFR flight plan should be filed only after the reservation is obtained and should be filed through normal channels. The Airport Reservations Office is not equipped to accept or process IFR flight plans.

5. IFR PROCEDURES.

- a. A pilot may obtain an IFR reservation in either one of two ways. He may file his request with the nearest flight service station by any available means or telephone the Airport Reservations Office direct. If filed with a flight service station, the specialist at that time will obtain information on how the pilot is to be notified of the results. Upon contacting the flight service station or Airport Reservations Office, a pilot may file arrival, departure and appropriate subsequent departure and arrival reservations with the same request. The telephone numbers for the following cities for direct contact to the Airport Reservations Office are as follows:

- (1) Newark, New Jersey 201-645-4370
- (2) New York, New York 212-656-4177
- (3) Chicago, Illinois 312-372-5215
- (4) Washington, D.C. 202-426-8920

These telephone numbers all terminate at the Airport Reservations Office in Washington, D.C. They may be used in the cities indicated for the cost of a local call, or a pilot not located in one of these cities should use the one for the city closest to him to reduce toll charges.

- b. When filing his request for an IFR reservation, the pilot should include the following information:
 - (1) Aircraft identification.
 - (2) Name/s of high-density airport/s he wishes reservations for.
 - (3) Proposed departure and/or arrival time/s in Greenwich Mean Time as appropriate.
 - (4) How he may be notified of the result of his request (if filed with a flight service station).
 - (5) Point of departure.
 - (6) Estimated time en route when inbound to a high-density traffic airport location.
- c. Should the requested time not be available, the closest available time within a period of six hours after the requested time will be assigned. If no times are available within this period, then the closest available time within a period of six hours before the requested time will be assigned. This will be considered as an assigned allocation unless subsequently cancelled by the pilot.
- d. Although pilots are encouraged to give cancellations to the Airport Reservations Office or any flight service station, an IFR reservation may be cancelled with any air traffic control facility and should include the following information:
 - (1) Aircraft identification.
 - (2) The airport for which the allocation was held.
 - (3) The date and hour (Greenwich Mean Time) for which the reservation was granted.
- e. A pilot holding an IFR reservation must retain his IFR status until in contact with the terminal facility, otherwise he may be refused VFR handling in accordance with paragraphs 6b through 6e.