



AC NO: 90-43D

DATE: 7/20/77

ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: OPERATIONS RESERVATIONS FOR HIGH-DENSITY TRAFFIC AIRPORTS

1. **PURPOSE.** The last Advisory Circular issued on this subject was on November 14, 1971; since that time, some minor changes have occurred that should be reflected in a current Advisory Circular. This circular emphasizes the requirement for all aircraft operators, except helicopters, to obtain a reservation to operate to and/or from designated high density traffic airports. Reservations for scheduled air carrier and scheduled air taxis are normally obtained through their established scheduling committees. Reservations for other air taxi, military and general aviation operators are obtained through the Airport Reservations Office.
 2. **CANCELLATION.** Advisory Circular 90-43C, dated November 14, 1971, 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.
 - b. **Airport Reservations Office.** A facility operated by the Federal Aviation Administration to administer the issuance of IFR reservation 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.
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4. DISCUSSION.

- a. The Federal Aviation Administration, by Part 93, Subpart K, of the Federal Aviation Regulations, has designated the John F. Kennedy, LaGuardia, Newark, O'Hare and Washington National Airports as high density airports and has prescribed air traffic rules and requirements for operating aircraft to and from these airports. The quota for Newark Airport has been suspended indefinitely. Reservations for Kennedy and O'Hare Airports are required between 3:00 p.m. and 7:59 p.m. local time. Reservations for LaGuardia and Washington National are required between 6:00 a.m. and 11:59 p.m. Helicopter operations are excluded from the requirement for a reservation.
- b. The Federal Aviation Administration has established an Airport Reservations Office, which is located at 800 Independence Ave., SW, Washington, D.C. This office is responsible for monitoring the operation of the high density rule on a day to day basis. All requests for IFR reservations, other than those handled through the established scheduled air carrier and scheduled air taxi committees, are approved or disapproved by the Airport Reservation Office. 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. Requests for an IFR reservation will be accepted any time after 6:00 a.m. local time on the day which is 48 hours in advance of the proposed operation. For example, a request for an 11:00 a.m. operation on a Friday, would be accepted any time after 6:00 a.m. local time on a previous Wednesday. An exception to the 48 hour limitation is made for weekends to recognize normal business hours. Consequently, a reservation request for an IFR operation on Monday or Tuesday would be accepted any time after 6:00 a.m. local time the previous Friday.
- c. 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.
- d. 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.

- e. The filing of a request for an IFR reservation does not constitute the filing of an IFR flight plan as required by regulation. The IFR flight plan should be filed only after the reservation is obtained and should be filed through normal channels. The Airport Reservation 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 (FSS), the FSS specialist at this time will obtain information on how the pilot is to be notified of the results of his request. The telephone numbers for the following cities for direct contact to the Airport Reservations Office are as follows:

Washington, D.C.	202-426-8920
New York, NY	212-656-4177
Chicago, Illinois	312-372-5215

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 can 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. If operating as a scheduled air taxi, state so.
 - (2) Name/s of high density traffic airport/s for which the pilot wishes reservation/s.
 - (3) Date/s and hour/s of proposed operation/s at the high density traffic airport/s.
 - (a) For arrivals
 - Departure airport
 - Estimated time of arrival at HDTA
 - Estimated time en route

(b) For departures

Airport of first intended landing
Estimated departure time from HDIA
Estimated time en route

(4) Method for notifying the pilot of results (only collect long distance telephone calls will be made by the Flight Service Station).

- c. Should the requested time not be available, the closest available time, if agreeable, within a period of 6 hours after the requested time will be assigned. If no times are available within this period, then the closest available time, if agreeable, within a period of 6 hours before the requested time will be assigned. This will be considered as an assigned allocation unless subsequently cancelled by the pilot.
- d. Pilots are encouraged to cancel their IFR reservation when it is known that the reservation will not be used. Cancellation should be made directly to the Airport Reservation Office or any Flight Service Station. In the event that cancellation with either of these facilities is not possible, cancellation can be made to an air traffic control facility. The following information should be included when cancelling an IFR reservation:
 - (1) Aircraft identification. Specify if operating as a scheduled air taxi.
 - (2) The airport for which the reservation was held.
 - (3) The date and hour (Greenwich Meantime) for which the reservation was granted.
- e. A pilot holding an IFR arrival reservation must retain his IFR status until in contact with the terminal facility.
- f. Reservations are required when filing one of the high density airports as an alternate airport. Pilots are encouraged to file airports other than the high density airports as alternate airports.

6. VFR PROCEDURES.

- a. There will be no advance reservations for VFR operations.
- b. At any time a high density traffic airport is not authorizing VFR operations, a Notice to Airmen to that effect will be issued by that facility and a statement carried on the ATIS. This information can be obtained from any Flight Service Station or by referring to

the high density traffic airport teletype weather report. The code "VNA" at the end of the weather report means that VFR arrival reservations are not authorized. This indication will not be made when IFR weather conditions exist.

- c. Each of the high density airports lies within a Group I TCA. A clearance from ATC to enter the TCA or depart the airport is also an approval for a VFR reservation.

7. COMPLIANCE

The requirements of FAR 93, Subpart K, are mandatory. Failure to operate in accordance with the Federal Aviation Regulations will be grounds for enforcement actions.


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