§ 93.123 High density traffic airports.

(a) Each of the following airports is designated as a high density traffic airport and, except as provided in §93.129 and paragraph (b) of this section, or unless otherwise authorized by ATC, is limited to the hourly number of allocated IFR operations (takeoffs and landings) that may be reserved for the specified classes of users for that airport:

IFR OPERATIONS PER HOUR

<table>
<thead>
<tr>
<th>AIRPORT</th>
<th>Class of user</th>
<th>LaGuardia</th>
<th>Newark</th>
<th>O'Hare</th>
<th>Ronald Reagan National</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Air carriers</td>
<td>48</td>
<td>40</td>
<td>120</td>
<td>37</td>
</tr>
<tr>
<td></td>
<td>Commuters</td>
<td>14</td>
<td>10</td>
<td>25</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>Other</td>
<td>6</td>
<td>10</td>
<td>10</td>
<td>12</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>JOHN F. KENNEDY</th>
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</table>

1Washington National Airport operations are subject to modifications per Section 93.124.
2The hour period in effect at O'Hare begins at 6:45 a.m. and continues in 30-minute increments until 8:15 p.m.
3Operations at O'Hare International Airport shall not—
(a) Exceed 62 for air carriers and 13 for commuters or 5 for “other” during any 30-minute period beginning at 6:45 a.m. and continuing every 30 minutes thereafter.
(b) Except as provided in paragraph (c) of the note, exceed more than 120 for air carriers, 25 for commuters, and 10 for “other” in any two consecutive 30-minute periods.
(c) For the hours beginning at 6:45 a.m., 7:45 a.m., 11:45 a.m., 7:45 p.m. and 8:45 p.m., the hourly limitations shall be 105 for air carriers, 40 for commuters and 10 for “other,” and the 30-minute limitations shall be 65 for air carriers, 20 for commuters and 5 for “other.” For the hour beginning at 3:45 p.m., the hourly limitations shall be 115 for air carriers, 30 for commuters and 10 for “other,” and the 30-minute limitations shall be 65 for air carriers, 20 for commuters and 5 for “other.”
4Operations at LaGuardia Airport shall not—
(a) Exceed 26 for air carriers, 7 for commuters and 3 for “other” during any 30-minute period.
(b) Exceed 48 for air carriers, 14 for commuters, and 6 for “other” in any two consecutive 30-minute periods.
5Pursuant to bilateral agreement, 14 slots at LaGuardia and 24 slots at O’Hare are allocated to the Canadian carriers. These slots are excluded from the hourly quotas set forth in §93.123 above.

(b) The following exceptions apply to the allocations of reservations prescribed in paragraph (a) of this section:

(1) The number of reservations for each of the following classes of users shall be 60 for air carriers, 15 for commuters and 5 for “other.”
(2) [Reserved]
(3) The allocation of 37 IFR reservations per hour for air carriers except commuters at Washington National Airport does not include charter flights or other nonscheduled flights. These flights may be conducted without regard to the limitation upon the hourly IFR reservations at those airports.
(4) The allocation of IFR reservations for air carriers except commuters at LaGuardia, Newark, O’Hare, and Washington National Airports does not include extra sections of scheduled flights. The allocation of IFR reservations for scheduled commuters at Washington National Airport does not include extra sections of scheduled flights. These flights may be conducted without regard to the limitation upon the hourly IFR reservations at those airports.
(5) Any reservation allocated to, but not taken by, air carrier operations (except commuters) is available for a scheduled commuter operation.
(6) Any reservation allocated to, but not taken by, air carrier operations (except commuters) or scheduled commuter operations is available for other operations.

(c) For purposes of this subpart—

(1) The number of operations allocated to air carriers except commuters, as used in paragraph (a) of this section, refers to the number of operations conducted by air carriers with turboprop and reciprocating engine aircraft having a certificated maximum passenger seating capacity of 75 or more or with turbojet powered aircraft having a certificated maximum passenger seating capacity of 56 or more, or, if used for cargo service in air transportation, with any aircraft having a maximum payload capacity of 18,000 pounds or more.
(2) The number of operations allocated to scheduled commuters, as used in paragraph (a) of this section, refers to the number of operations conducted by air carriers with turboprop and reciprocating engine aircraft having a certificated maximum passenger seating capacity of less than 75 or by turbojet powered aircraft having a certificated maximum passenger seating capacity of 56 or more, or, if used for cargo service in air transportation, with any aircraft having a maximum payload capacity of 18,000 pounds or more.
§ 93.125 Arrival or departure reservation.

Except between 12 Midnight and 6 a.m. local time, no person may operate an aircraft to or from an airport designated as a high density traffic airport unless he has received, for that operation, an arrival or departure reservation from ATC.

[Doc. No. 9974, 37 FR 22794, Oct. 25, 1972]

§ 93.129 Additional operations.

(a) IFR. The operator of an aircraft may take off or land the aircraft under IFR at a designated high density traffic airport without regard to the maximum number of operations allocated for that airport if the operation is not a scheduled operation to or from a high density airport and he obtains a departure or arrival reservation, as appropriate, from ATC. The reservation is granted by ATC whenever the aircraft may be accommodated without significant additional delay to the operations allocated for the airport for which the reservation is requested.

(b) VFR. The operator of an aircraft may take off and land the aircraft under VFR at a designated high density traffic airport without regard to the maximum number of operations allocated for that airport if the operation is not a scheduled operation to or from a high density airport and he obtains a departure or arrival reservation, as appropriate, from ATC. The reservation is granted by ATC whenever the aircraft may be accommodated without significant additional delay to the operations allocated for the airport for which the reservation is requested.

§ 93.130 Suspension of allocations.

The Administrator may suspend the effectiveness of any allocation prescribed in §93.123 and the reservation requirements prescribed in §93.125 if he finds such action to be consistent with the efficient use of the airspace. Such suspension may be terminated whenever the Administrator determines that such action is necessary for the efficient use of the airspace.


§ 93.133 Exceptions.

Except as provided in §93.130, the provisions of §§93.123 and 93.125 do not apply to—

(a) The Newark Airport, Newark, NJ; and
(b) The Kennedy International Airport, New York, NY, except during the