Airport Demand Management

Slot Control in the United States

**FAA Workshop:
Global Challenges to
Improve Air Navigation**

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**Federal Aviation
Administration**

Bifurcation of Slot Authority

- **FAA has authority over and control of airspace**

- **FAA slots focus on airspace and runway capacity**

- **Authority and control over airport facilities is local**

- **Local airports also may limit access based on terminal and facility constraints**

Airports with FAA Constraints

- **IATA Level 3 Slot-Controlled Airports**
  - John F. Kennedy International Airport (JFK)
  - Newark Liberty International Airport (EWR)
  - FAA generally follows the IATA WSG
- **Other Slot-Controlled Airports**
  - LaGuardia Airport (LGA)
  - Ronald Reagan Washington National Airport (DCA)
  - FAA does not follow the IATA WSG
- **IATA Level 2 Airports**
  - Chicago O'Hare International Airport (ORD)
  - San Francisco International Airport (SFO)

Airports with Local Constraints

- **IATA Level 3 Airports**
  - Newark Liberty International Airport (EWR)
- **IATA Level 2 Airports**
  - Chicago O'Hare International Airport (ORD)
  - San Francisco International Airport (SFO)
  - Los Angeles International Airport (LAX)
  - Orlando International Airport (ORD)

Legal Authority

- **49 USC 40103(b): Authorizes FAA Administrator to issue regulations "to ensure the safety of aircraft and the efficient use of airspace"**

- **14 CFR part 93 subparts K and S (DCA)**

- **FAA Orders Limiting Operations at JFK, EWR, and LGA**

Slot Policy Objectives

- **Addressing the combination of high demand and limited capacity**

- **Generally, FAA prefers to increase capacity**

- **Slot limits used only when airport capacity and infrastructure constrain market access**

- **Balancing management of delays with permitting carrier access (fostering competition)**

History

- **1968 – High Density Rule (subpart K)**
- **1985 – Buy/Sell Rule (subpart S)**
- **2000 – AIR-21**

Chicago O'Hare International Airport

- **One of world's busiest airports**
- **Under HDR until July 2002 (AIR-21)**
- **Part 93 subpart B (2006)**
- **SFAR 105 (2005)**
- **O'Hare Modernization Program**
  - Extension to 10L/28R and new 9L/27R (2008)
  - New 10R/28L (currently under construction)
- **Currently IATA Level 2 Airport**

New York City Area Airports

- **JFK and LGA under HDR until January 2007 (AIR-21)**
- **LGA Order (2007)**
- **JFK and EWR Orders (2008)**
- **Congestion Management Rule (2008)**

Federal Aviation Administration

New York City Area Airports

- **Recognizing JFK, EWR, and LGA are one airport system**
- **Balancing promotion of competition with recognition of historical investments in airports**
  - Grandfathering historical slot allocations
  - Usage requirement
  - Secondary market for slots
- **Flexibility to ensure long-term success**

A Look Ahead

- **FAA has no current plans to add new slot-controlled airports**
- **FAA continues to look at system-wide performance**
- **NPRM for Slot Management at JFK, EWR, and LGA**

Schedule/Performance Monitoring

- **FAA reviews monthly operational performance and trends at 30 largest U.S. airports**
- **FAA cross-agency team:**
  - Reviews performance
  - Makes recommendations on whether further study or action may be appropriate
- **FAA is analyzing whether current hourly limits at JFK, EWR, and LGA continue to be appropriate**

Notice of Proposed Rulemaking

- **Slot Management for JFK, EWR, and LGA**
- **80 Fed. Reg. 1274 (Jan. 8, 2015)**
- **Slot Limit Proposals:**
  - Maintain current hourly slot limits for 3 airports
  - Maintain current hourly unscheduled limit for LGA
  - New daily limits
  - New unscheduled limits for JFK and EWR
- **Proposes secondary market**
- **Proposes DOT competitive review process**
- **Comment period closes April 8, 2015**

Questions?