

**§ 93.1**

NOTE: The “N” character must be entered along with an aircraft tail number (see Table 1). Operators using a 3-letter identifier and flight number to communicate with ATC facilities must enter that same information when making a Reservation.

**TABLE 1—CODES FOR CALL SIGN/TAIL NUMBER INPUT**

Codes for Call Sign/Tail Number Input Only			
A-21	J-51	S-73	1-01
B-22	K-52	T-81	2-02
C-23	L-53	U-82	3-03
D-31	M-61	V-83	4-04
E-32	N-62	W-91	5-05
F-33	O-63	X-92	6-06
G-41	P-71	Y-93	7-07
H-42	Q-11	Z-12	8-08
I-43	R-72	0-00	9-09

b. Additional helpful key entries: (See Table 2).

**TABLE 2—HELPFUL KEY ENTRIES**

#	After entering a call sign/tail number, depressing the “pound key” (#) twice will indicate the end of the tail number.
*	Will return to the start of the process.
2	
*	Will repeat the call sign/tail number used in a previous reservation.
3	
*	Will repeat the previous question.
5	
*	Tutorial Mode: Each prompt for input includes a more detailed description of what is expected as input. *8 are a toggle on/off switch. Entering *8 in tutorial mode will return you to the normal mode.
8	
*	Expert Mode: In the expert mode each prompt for input is brief with little or no explanation. Expert mode is also on/off toggle.
0	

c. Internet Web Based Interface. The e-CVRS reservation system includes a Web-based interface. The Internet option provides a fast, user-friendly environment for making Reservations. The Internet address is <http://www.fly.faa.gov/ecvrs>. Flight information may be added or edited using e-CVRS after the reservation is initially obtained.

All users of e-CVRS must complete a one-time registration form containing the following information: full name; e-mail address; a personal password; password confirmation; and company affiliation (optional). Your e-mail and password are required each time you login to use e-CVRS.

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Instructions are provided on each page to guide you through the reservation process. If you need help at any time, you can access page-specific help by clicking the question mark “?” located in the upper right corner of the page.

Section 9. *Expiration.* This Special Federal Aviation Regulation expires at 9 p.m., Central Time, on October 31, 2008, unless sooner terminated.

[70 FR 39620, July 8, 2005]

EFFECTIVE DATE NOTE: By Doc. No. FAA-2004-19411, 70 FR 39620, July 8, 2005, SFAR No. 105 was added, and amended by revising section 9 at 70 FR 66255, Nov. 2, 2005, effective Aug. 8, 2005 until Mar. 31, 2006. At 71 FR 16219, Mar. 31, 2006, section 9 was revised and the effective date was extended from Mar. 31, 2006, until Oct. 28, 2006. By Doc. No. FAA-2005-19411, 71 FR 64113, Nov. 1, 2006, filed in the Office of the Federal Register on Oct. 27, 2006, section 9 was revised and the effective date of SFAR No. 105 was extended through Oct. 31, 2008.

**Subpart A—General**

**§ 93.1 Applicability.**

This part prescribes special air traffic rules for operating aircraft in certain areas described in this part, unless otherwise authorized by air traffic control.

[Doc. No. FAA-2002-13235, 68 FR 9795, Feb. 28, 2003]

**Subpart B—Congestion and Delay Reduction at Chicago O’Hare International Airport**

SOURCE: Doc. No. FAA-2005-20704, 71 FR 51400, Aug. 29, 2006, unless otherwise noted.

**§ 93.21 Applicability.**

(a) This subpart prescribes the air traffic rules for the arrival of aircraft used for scheduled service, other than helicopters, at Chicago’s O’Hare International Airport (O’Hare).

(b) This subpart also prescribes procedures for the assignment, transfer, sale, lease, and withdrawal of Arrival Authorizations issued by the FAA for scheduled operations by U.S. and foreign air carriers at O’Hare.

(c) The provisions of this subpart apply to O’Hare during the hours of 7 a.m. through 8:59 p.m. Central Time, Monday through Friday, and 12 p.m.

through 8:59 p.m. Central Time on Sunday. No person shall operate any scheduled arrival into O'Hare during such hours without first obtaining an Arrival Authorization in accordance with this subpart.

(d) Carriers that have Common Ownership shall be considered to be a single U.S. air carrier or foreign air carrier for purposes of this rule.

(e) The provisions of this subpart are applicable beginning October 29, 2006, and terminate at 9 p.m. on October 31, 2008.

#### § 93.22 Definitions.

For the purposes of this subpart, the following definitions apply:

*Arrival Authorization* is the operational authority assigned by the FAA to a U.S. or foreign air carrier to conduct one scheduled arrival operation on a specific day of the week during a specific 30-minute period at O'Hare.

*Carrier* is a U.S. air carrier, Canadian air carrier or foreign air carrier with authority to conduct scheduled service at O'Hare under Parts 121, 129, 135 of the Chapter and the appropriate economic authority for scheduled service under Title 49 of the United States Code.

*Common Ownership* with respect to two or more carriers means having in common at least 50 percent beneficial ownership or control by the same entity or entities.

*Incumbent* is any U.S. or Canadian air carrier that is not a New Entrant or Limited Incumbent.

*International Arrival Authorization* is the operational authority assigned by the FAA to a Carrier to conduct one scheduled arrival operation at O'Hare from a foreign point or a continuation of a flight that began at a foreign point, except for arrivals at O'Hare from Canada by U.S. and Canadian air carriers.

*Limited Incumbent* is any U.S. or Canadian air carrier that holds or operates, on its own behalf, 8 or fewer Arrival Authorizations provided that it has not sold or otherwise transferred Arrival Authorizations, other than one-for-one transfers permitted in this subpart. Any Limited Incumbent that sells or otherwise transfers an Arrival Authorization shall thereafter be treat-

ed as an Incumbent for purposes of this rule.

*New Entrant* is any U.S. or Canadian air carrier that does not hold or operate, and has never held or operated any Arrival Authorization at O'Hare, on its own behalf.

*Preferred Lottery* is a lottery conducted by the FAA to assign Arrival Authorizations, with initial preference for New Entrants and Limited Incumbents.

*Scheduled Arrival* is the arrival segment of any operation regularly conducted by a carrier between O'Hare and another point regularly served by that carrier.

*Summer Scheduling Season* is the period of time from the first Sunday in April until the last Sunday in October. Beginning March 11, 2007, the summer scheduling season is the period of time from the second Sunday in March until the first Sunday in November.

*Winter Scheduling Season* is the period of time from the last Sunday in October until the first Sunday in April. Beginning March 11, 2007, the winter scheduling season is the first Sunday in November until the second Sunday in March.

#### § 93.23 Arrival Authorizations.

(a) Except as otherwise established by the FAA under paragraph (d) of this section and § 93.29 of this subpart, the number of Arrival Authorizations shall be limited to:

(1) 88 per hour between the hours of 7 a.m. and 7:59 p.m. Monday through Friday and 12 p.m. and 7:59 p.m. Sunday,

(i) Not to exceed 50 during each half-hour beginning at 7 a.m. and ending at 7:59 p.m.

(ii) Not to exceed 88 within any two consecutive 30-minute periods.

(2) 98 between 8 p.m. and 8:59 p.m. Monday through Friday, and Sunday, not to exceed 50 between 8 p.m. and 8:29 p.m. and 50 between 8:30 p.m. and 8:59 p.m.

(b) An Arrival Authorization is a temporary operating privilege subject to FAA control. Only Carriers may hold Arrival Authorizations. Arrival Authorizations may not be bought, sold, leased, or otherwise transferred to another Carrier, except as provided in §§ 93.27 and 93.28 of this subpart.