

**11. SQUAWK VFR.** Operate radar beacon transponder on Code 1200 in the Mode A/3, or other appropriate VFR code.

#### **4-1-21. Airport Reservation Operations and Special Traffic Management Programs**

This section describes procedures for obtaining required airport reservations at airports designated by the FAA and for airports operating under Special Traffic Management Programs.

##### **a. Slot Controlled Airports.**

1. The FAA may adopt rules to require advance operations for unscheduled operations at certain airports. In addition to the information in the rules adopted by the FAA, a listing of the airports and relevant information will be maintained on the FAA website listed below.

2. The FAA has established an Airport Reservation Office (ARO) to receive and process reservations for unscheduled flights at the slot controlled airports. The ARO uses the Enhanced Computer Voice Reservation System (e-CVRS) to allocate reservations. Reservations will be available beginning 72 hours in advance of the operation at the slot controlled airport. Standby lists are not maintained. Flights with declared emergencies do not require reservations. Refer to the website or touch-tone phone interface for the current listing of slot controlled airports, limitations, and reservation procedures.

##### **NOTE-**

*The web interface/telephone numbers to obtain a reservation for unscheduled operations at a slot controlled airport are:*

1. <http://www.fly.faa.gov/ecvrs>.
2. Touch-tone: 1-800-875-9694
3. Trouble number: 540-422-4246.

3. For more detailed information on operations and reservation procedures at a Slot Controlled Airport, please see 14 CFR Part 93, Subpart K – High Density Traffic Airports.

##### **b. Special Traffic Management Programs (STMP).**

1. Special procedures may be established when a location requires special traffic handling to accommodate above normal traffic demand (for example, the Indianapolis 500, Super Bowl, etc.) or

reduced airport capacity (for example, airport runway/taxiway closures for airport construction). The special procedures may remain in effect until the problem has been resolved or until local traffic management procedures can handle the situation and a need for special handling no longer exists.

2. There will be two methods available for obtaining slot reservations through the ATC-SCC: the web interface and the touch-tone interface. If these methods are used, a NOTAM will be issued relaying the website address and toll free telephone number. Be sure to check current NOTAMs to determine: what airports are included in the STMP, the dates and times reservations are required, the time limits for reservation requests, the point of contact for reservations, and any other instructions.

##### **NOTE-**

*The telephone numbers/web address to obtain a STMP slot are:*

1. Touch-tone interface: 1-800-875-9755.
2. Web interface: [www.fly.faa.gov](http://www.fly.faa.gov).
3. Trouble number: 540-422-4246.

c. Users may contact the ARO at (540) 422-4246 if they have a problem making a reservation or have a question concerning the slot controlled airport/STMP regulations or procedures.

##### **d. Making Reservations.**

1. **Internet Users.** Detailed information and User Instruction Guides for using the Web interface to the reservation systems are available on the websites for the slot controlled airports (e-CVRS), <http://www.fly.faa.gov/ecvrs>; and STMPs (e-STMP), <http://www.fly.faa.gov/estmp>.

#### **4-1-22. Requests for Waivers and Authorizations from Title 14, Code of Federal Regulations (14 CFR)**

a. Requests for a Certificate of Waiver or Authorization (FAA Form 7711-2), or requests for renewal of a waiver or authorization, may be accepted by any FAA facility and will be forwarded, if necessary, to the appropriate office having waiver authority.

b. The grant of a Certificate of Waiver or Authorization from 14 CFR constitutes relief from specific regulations, to the degree and for the period of time specified in the certificate, and does not waive any state law or local ordinance. Should the proposed operations conflict with any state law or local