



DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Submission Deadline for Schedule Information for Chicago O'Hare International Airport, John F. Kennedy International Airport, Los Angeles International Airport, Newark Liberty International Airport, and San Francisco International Airport for the Winter 2025/2026 Scheduling Season

AGENCY: Department of Transportation, Federal Aviation Administration (FAA).

ACTION: Notice of submission deadline.

SUMMARY: Under this notice, FAA announces the submission deadline of May 15, 2025, for Winter 2025/2026 flight schedules at Chicago O'Hare International Airport (ORD), John F. Kennedy International Airport (JFK), Los Angeles International Airport (LAX), Newark Liberty International Airport (EWR), and San Francisco International Airport (SFO).

DATES: Schedules should be submitted by May 15, 2025.

ADDRESSES: Schedules may be submitted to the Slot Administration Office by e-mail to: 7-AWA-slotadmin@faa.gov.

FOR FURTHER INFORMATION CONTACT: Al Meilus, Manager, Slot Administration and Capacity Analysis, AJR-G, Federal Aviation Administration, 800 Independence Avenue S.W., Washington, DC 20591; telephone (202) 267-2822; e-mail Al.Meilus@faa.gov.

SUPPLEMENTARY INFORMATION: This document provides routine notice to carriers serving capacity-constrained airports in the United States, including ORD, JFK, LAX, EWR, and SFO. In particular, this notice announces the deadline for carriers to submit schedules for the Winter 2025/2026 scheduling season.

General Information for All Airports

FAA has designated JFK as an IATA Level 3 airport consistent with the Worldwide Slot Guidelines (WSG).¹ FAA currently limits scheduled operations at JFK by order that expires on October 24, 2026.²

FAA has designated EWR, LAX, ORD, and SFO as IATA Level 2 airports³ subject to a schedule review process premised upon voluntary cooperation. The Winter 2025/2026 scheduling season is from October 26, 2025, through March 28, 2026, in recognition of the IATA Winter scheduling period.

FAA primarily is concerned about scheduled and other regularly conducted commercial operations during designated hours, but carriers may submit schedule plans for the entire day. The designated hours for the Winter 2025/2026 scheduling season are: at EWR and JFK from 0600 to 2300 Eastern Time,⁴ at LAX and SFO from 0600 to 2300 Pacific Time,⁵ and at ORD from 0600 to 2100 Central Time.⁶ These hours are unchanged from previous scheduling seasons.

Carriers should submit schedule information in sufficient detail including, at minimum, the marketing or operating carrier, flight number, scheduled time of operation, frequency, aircraft equipment, and effective dates. IATA standard schedule information format and data elements for communications at Level 2 and Level 3 airports in the IATA Standard Schedules Information Manual (SSIM) Chapter 6 may be used. The WSG provides additional information on schedule submissions at Level 2 and Level 3 airports. Some carriers at JFK manage and track slots through FAA-assigned Slot identification (ID) numbers corresponding to an arrival or departure slot in a particular half-hour on a particular day of week and date. FAA has a similar voluntary

¹ FAA generally applies the WSG to the extent there is no conflict with U.S. law or regulation. FAA recognizes the WSG has been replaced by the Worldwide Airports Slot Guidelines (WASG) edition 1, effective June 1, 2020, WASG edition 2, effective July 1, 2022, and most recently, WASG edition 3, effective April 1, 2024. The WASG is published jointly by Airports Council International-World, IATA, and the Worldwide Airport Coordinators Group (WWACG). While FAA is considering whether to implement certain changes to the Guidelines in the United States, it will continue to apply WSG edition 9.

² Operating Limitations at John F. Kennedy International Airport, 73 FR 3510 (Jan. 18, 2008), as most recently extended 89 FR 41486 (May 13, 2024). The slot coordination parameters for JFK are set forth in this Order.

³ These designations remain effective until FAA announces a change in the Federal Register.

⁴ 1000 to 0300 UTC during Daylight Saving Time; 1100 to 0400 UTC for the remainder of the scheduling season.

⁵ 1300 to 0600 UTC during Daylight Saving Time; 1400 to 0700 UTC for the remainder of the scheduling season.

⁶ 1100 to 0200 UTC during Daylight Saving Time; 1200 to 0300 UTC for the remainder of the scheduling season.

process for tracking schedules at EWR with Reference IDs, and certain carriers are managing their schedules accordingly. The primary users of IDs are United States and Canadian carriers that have the highest frequencies and considerable schedule changes throughout the season and can benefit from a simplified exchange of information not dependent on full flight details. Carriers are encouraged to submit schedule requests at those airports using Slot or Reference IDs.

As stated in the WSG, schedule facilitation at a Level 2 airport is based on the following: (1) Schedule adjustments are mutually agreed upon between the carriers and the facilitator; (2) the intent is to avoid exceeding the airport's coordination parameters; (3) the concepts of historic precedence and series of slots do not apply at Level 2 airports, although WSG recommends giving priority to approved services that plan to operate unchanged from the previous equivalent season at Level 2 airports; and (4) the facilitator should adjust the smallest number of flights by the least amount of time necessary to avoid exceeding the airport's coordination parameters. Consistent with the WSG, the success of Level 2 in the United States depends on the voluntary cooperation of carriers.

FAA considers several factors and priorities that are consistent with the WSG as it reviews schedule and slot requests at Level 2 and Level 3 airports, including (1) historic slots or services from the previous equivalent season over new demand for the same timings; (2) services that are unchanged over services that plan to change time or other capacity relevant parameters; (3) introduction of year-round services; (4) effective period of operation; (5) regularly planned operations over *ad hoc* operations; and (6) other operational factors that may limit a carrier's timing flexibility.

FAA seeks to maintain close communications with carriers and terminal schedule facilitators on potential runway schedule issues or terminal and gate issues that may affect the runway times. In addition to applying these priorities from the WSG, the U.S. Government has

adopted a number of measures and procedures to promote competition and new entry at U.S. slot-controlled and schedule-facilitated airports.

Slot management in the United States differs in some respect from procedures in other countries. In the United States, FAA is responsible for facilitation and coordination of runway access for takeoffs and landings at Level 2 and Level 3 airports; however, the airport authority or its designee is responsible for facilitation and coordination of terminal/gate/airport facility access. The process with the individual airports for terminal access and other airport services is separate from, and in addition to, FAA schedule review based on runway capacity.

Generally, FAA uses average hourly runway capacity throughput for airports and performance metrics in conducting its schedule review at Level 2 airports and determining the scheduling limits at Level 3 airports included in FAA rules or orders.⁷ FAA also considers other factors that can affect operations, such as capacity changes due to runway, taxiway, or other airport construction, air traffic control procedural changes, airport surface operations, and historical or projected flight delays and congestion.

Finally, FAA notes that the schedule information submitted by carriers to FAA may be subject to disclosure under the Freedom of Information Act (FOIA). The WSG also provides for release of information at certain stages of slot coordination and schedule facilitation. In general, once it acts on a schedule submission or slot request, FAA may release information on slot allocation or similar slot transactions, or schedule information reviewed as part of the schedule facilitation process. FAA does not expect that practice to change, and most slot and schedule information would not be exempt from release under FOIA. FAA recognizes that some carriers may submit information on schedule plans that is both customarily and actually treated as private. Carriers that submit such confidential schedule information should clearly mark the

⁷ FAA typically determines an airport's average adjusted runway capacity or typical throughput for Level 2 airports by reviewing hourly data on the arrival and departure rates that air traffic control indicates could be accepted for that hour, commonly known as "called" rates. FAA also reviews the actual number of arrivals and departures that operated in the same hour. Generally, FAA uses the higher of the two numbers, called or actual, for identifying trends and schedule review purposes. Some dates are excluded from analysis, such as during periods when extended airport closures or construction could affect capacity.

information, or any relevant portions thereof, as proprietary information (“PROPIN”). FAA will take the necessary steps to protect properly designated information to the extent allowable by law.

EWR General Information

Consistent with the WSG, carriers are asked for their voluntary cooperation to adjust schedules to meet the targeted scheduling limits in order to minimize potential congestion and delay. For the Winter 2025/2026 scheduling season, the voluntary, targeted hourly scheduling limits remain at 77 operations and 41 operations per half-hour.⁸ To help with a balance between arrivals and departures, the targeted maximum number of scheduled arrivals or departures, respectively, is 41 in an hour and 22 in a half-hour. These targets are expected to allow some higher levels of operations in certain periods (not to exceed the hourly limits) and some recovery from lower demand in adjacent periods. Consistent with general established practice at EWR, FAA will accept flights above the limits if the flights were operated as approved, or treated as operated, by the same carrier on a regular basis in the previous corresponding season (*i.e.*, Winter 2024/2025) and consistent with DOT’s 2022 reassignment of 16 peak-hour runway timings.⁹ However, FAA does not intend to approve requests for new flights unless they can be accommodated within the targeted limits. FAA is seeking carriers’ voluntary cooperation to get scheduled operations down to the targeted scheduling limits.

Carriers are reminded that FAA approval for runway times is separate from the approval process for gates or other airport infrastructure and both are essential for the success of Level 2 at EWR. Schedule facilitation at Level 2 airports is designed to engender collaboration and gain mutual agreement between the carriers and FAA regarding schedules and potential adjustments to stay within the performance goals and capacity limits of the airport and to mitigate delays and congestion that would result in the need for Level 3 slot controls. FAA expects that all carriers

⁸ See 89 FR 43501 (May 17, 2024).

⁹ See Department of Transportation Order 2022–7–1, Docket DOT–OST–2021–0103, served July 5, 2022, “Reassignment of Schedules at Newark-Liberty International Airport.”

operating at EWR will respect the targeted scheduling limits and work cooperatively with FAA in order to avoid unacceptable delays and other adverse operational impacts at the airport.

Issued in Washington, DC on March 13, 2025.

Daniel J. Murphy,
Vice President,
System Operations Services.

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