Slot monitoring
Amsterdam Airport Schiphol

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Agenda

1. Night monitoring
    – Information and process
    – Violations S15 and W15
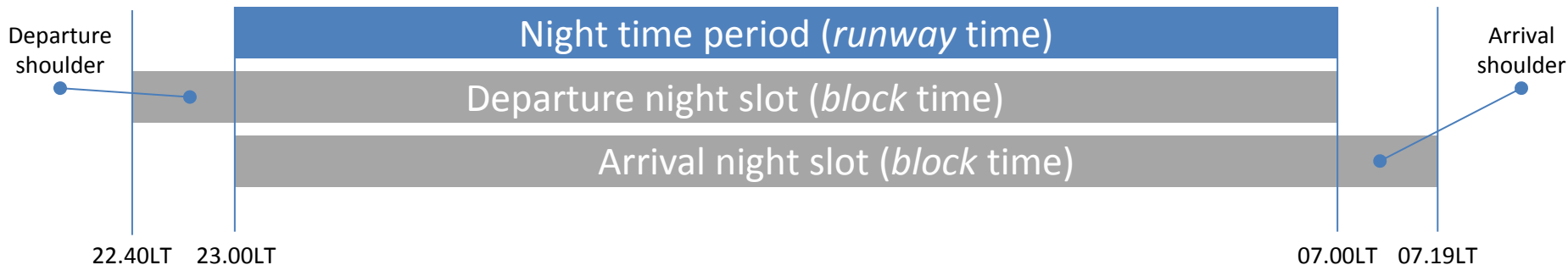   – Change of Force Majeure

2. No-ops and no-recs monitoring
    – Information and process
    – W15 and S16 discrepancies

3. Coordinated / published time monitoring
    – Information and process
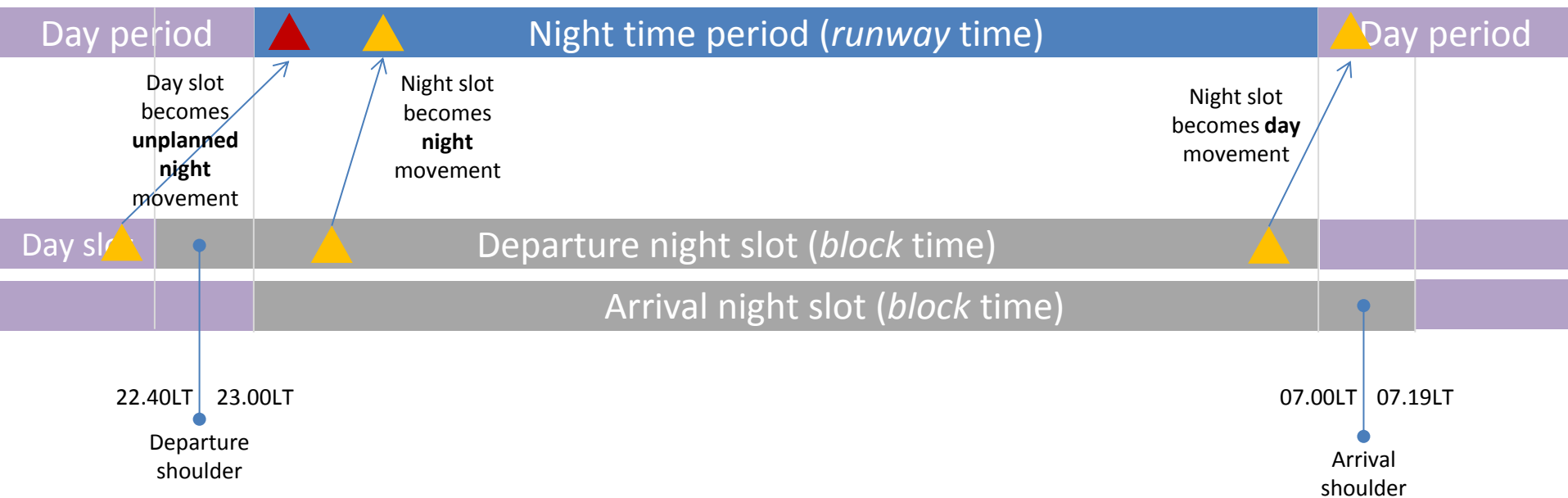
Night monitoring
Amsterdam Airport Schiphol

1. **Information** - Night model AMS

- Night time period is from 23.00 to 06.59 hrs local time (runway times).

- UTC times are 22.00 to 05.59 hrs for IATA Winter season and 21.00 to 04.59 hrs for IATA Summer season.

- Slot times are based on on- and off-block times. Therefore the so-called shoulders before and after the night time period are introduced to account for typical taxi times.

- In order to operate during the night time period, airline must hold a night slot, which is allocated in the following periods:
  - Arrivals: 23.00 to 07.19 hrs local time
  - Departures: 22.40 to 06.59 hrs local time

Departure shoulder		Night time period (*runway* time)		Arrival shoulder
		Departure night slot (*block* time)		
		Arrival night slot (*block* time)		

22.40LT   23.00LT   07.00LT   07.19LT

- Only night slots operated with a **runway time** in the night time period become night **movements**, i.e. not all night slots eventually become a night movement.

- Night movements without valid nights slot are **unplanned** night movements. Unplanned night movements are monitored by ACN.

Day period		Night time period (*runway* time)		Day period

Day slot becomes **unplanned night** movement

Night slot becomes **night** movement

Night slot becomes **day** movement

| Day slot | | Departure night slot (*block* time) | |

Arrival night slot (*block* time)

22.40LT   23.00LT

Departure shoulder

07.00LT   07.19LT

Arrival shoulder

1. Information – Process (as per W15)

- Unplanned night movements are considered as formal violations automatically. Airport Coordination Netherlands (ACN) may consider the reason for the unplanned night movement to be beyond control and unforeseen (Force Majeure) based on the explanation. Reasons can be found on www.slotcoordination.nl.

- Explanation of each unplanned night movement should be sent by replying to the discrepancy report to monitoring@slotcoordination.nl **within 5 business days**. If no reply is received within this period the affected unplanned night movement(s) remain formal violation(s).

- Explanations should be clearly justified with factual data such as but not limited to delay reports and ATC delay codes.

- As per W15 slots will **not be adjusted retrospectively** in the case of Force Majeure. Airlines should not send SCR messages.

- Airlines have only a **single possibility** to send an explanation for unplanned night movements.

- The night slot enforcement of the Inspectorate of Infrastructure and Environment, which can be found on our website, is applicable.

1. **Information** – Process (as per W15)

- After 4 slot violations within the applicable IATA season (winter/summer) ACN informs the airline concerned of such and may invite a representative of the airline for a meeting;

- After the 5th slot violation within the applicable IATA season (summer/winter) ACN hands the file to the Inspectorate and informs the airline of such;

- The Inspectorate informs the airline in writing of its intention to impose an administrative fine in conformity with the internal procedures of the Inspectorate;

- The airline will be granted a statutory period of 5 working days effective as from the date of postmark to take the necessary steps to prevent further abuse. After the next violation (after this period of 5 working days) an administrative penalty will be imposed.

- The burden expires 6 months after registration of the last violation (starting at the date of the 5th violation). The Inspectorate informs the airline concerned of such.

- When 4 or less violations of an airline are registered within one IATA season (summer/winter), these will expire at the end of the applicable season.

2. Results night monitoring

- During S15 and W15 the following airlines have 5 or more slot violations:
  - easyJet, 5th violation registered and 7th violation registered January 1, 2016
  - Lufthansa, 5th violation registered March 8, 2016

- The SSPC has been informed accordingly.

Season	Realization	Violations	% Violations versus realization
S10 (31 weeks)	20.933	8	0.04%
S11 (31 weeks)	21.848	16	0.07%
S12 (31 weeks)	21.410	6	0.03%
S13 (30 weeks)	21.100	2	0.01%
S14 (30 weeks)	21.344	17	0.08%
S15 (30 weeks)	22.633	57	0.25%

2. Results night monitoring W15

Season	Realization	Violations	% violations versus realization	Unplanned movements	% unplanned versus realization
W10 (21 weeks)	8.075	48	0.59%		
W11 (21 weeks)	9.238	19	0.20%		
W12 (22 weeks)	9.417	0	0%		
W13 (22 weeks)	9.917	6	0.06%		
W14 (22 weeks)	9.544	17	0.18%		
W15 (22 weeks)	10.221	46	0.45%	877	8.6%

3. Changes in approach

- As per W15 ACN has chosen a different approach regarding the determination of unplanned night movements.

- Until and including S15 slots were allocated *retrospectively* in the case of force majeure.

- Hence only the unplanned movements that were not justified by reasons of force majeure were reported.

- As per W15 this is no longer the case; all unplanned movements are reported.

- ACN will continue reporting in this way.

4. Changes in Force Majeure

- The aim of ACN is to allocate slots in such a way that optimal use of capacity is facilitated.

- At the same time unforeseeable and unavoidable causes outside the airline's control should be taken into account.

- Causes of force majeure are currently accepted as long as they did occur on the day of operation.

- This interpretation resulted in 8,6% of the total number of night movements being used for unplanned, instead of planned movements.

- In close concert with Schiphol Airport and the Inspectorate, ACN decided that as per July 01, 2016 only causes that occur on the route to/from AMS and on the previous sector will be accepted to justify the unplanned night movement.

- The current set of causes that are accepted as force majeure remain unchanged.

No-ops and no-recs monitoring
Amsterdam Airport Schiphol

1. No-ops and no-recs process

- In order to avoid any unjustified sanctions or loss of historic precedence and to not unnecessarily block scarce capacity, ACN will apply the following procedure:
  - The airline receives a two weekly discrepancy report in case of NOOPS (flights not operated without having cancelled the airport slot) or NORECS (flights operated without having a cleared airport slot);
  - The airline is requested to submit clarifications only for those flights where you consider the mentioned discrepancies to be for reasons of force majeure within 3 weeks.

- During W15 **974 no-ops** and **240 no-recs** were registered.
- During the first two weeks of S16 **147 no-ops** and **61 no-recs** were registered.

- During S16 ACN will continue monitoring and will start reporting on an airline level as per the next CCN. No sanctions are in place currently.

Coordinated / published time monitoring
Amsterdam Airport Schiphol

1. Coordinated versus published time process

- The airline receives a monthly discrepancy report when flights have been scheduled off-slot (coordinated time vs STT=published time);

- The airline has to adjust its scheduled time or request a new slot as soon as possible after the discrepancy report was sent;

- When the airline does not adhere to the coordinated slot time, the airline is required to give an explanation to monitoring@slotcoordination.nl;

- In order for airlines to make the necessary preparations, S15 has been considered a transitional period with no consequences/sanctions attached;

- Effective the start of **S16** ACN will fully apply the EU Council Regulation and the IATA WSG regarding slot performance monitoring. Discrepancies between the slot time and the scheduled (published) time may ultimately lead to the withdrawal of this series of slots and loss of the historic status.

- The data regarding the scheduled (published) times are provided by the airport information system CISS. ACN would like to stress that it is the **responsibility of the airline** to ensure that CISS contains the correct data, even if the airline has contracted a third party (e.g. a handler) to import the data into the CISS.