

Capacity declaration Amsterdam Airport Schiphol; winter 2016/2017

Environmental capacity; available number of slots for Commercial Aviation

The number of slots available for landing and take-off operations of Commercial Aviation during the winter season 2016/2017 (October 30, 2016 through March 25, 2017; 21 weeks) is specified in the table below. For the winter season, local time equals UTC + 1 hour.

*Available number of slots for Commercial Aviation; winter season 2016/2017
(October 30, 2016 through March 25, 2017)*

Total number of departure and arrival slots	Maximum number of night departure and arrival slots
185,000	10,735

In relation to above table the following definitions apply:

Night departure slot: Departure slot in the period 21:40 – 05:59 UTC
Night arrival slot: Arrival slot in the period 22:00 – 06:19 UTC
Night slot: Either a night departure slot or a night arrival slot

Nominal operational runway capacity

For slot allocation purposes, the operational runway capacity for the winter season 2016/2017 has been determined as follows:

ATM mode ¹	Possible within period from – to (UTC)	Nominal hourly capacity		Nominal capacity per 20 minutes	
		IFR Arrivals	IFR Departures	IFR Arrivals	IFR Departures
Day; departure peak mode (S)	06:00 – 21:39	36	74	12	25
Day; arrival peak mode (L)	06:00 – 21:39	68	38	23	13
Day; off peak mode (O)	05:40 - 05:59	24	40	8	14
	06:00 - 21:59	36	40	12	14
Night mode (N)	22:00 - 04:59	24	25	-	-
	05:00 - 05:39	24	30	8	10

Arrival and departure peaks should not overlap. Each arrival peak mode period shall be separated from a preceding departure peak mode period by an off peak mode period. Between the first departure and arrival peak, the duration of this off peak mode period should be at least 30 minutes. The duration of this off peak mode period between any other departure and arrival peak shall be at least 20 minutes. Slots should be requested and will be allocated per 5 minutes.

Coordination will in principle be based on static clock hours and during the period 06:00 – 22:59 LT on 20 minutes intervals, except for the 30 minutes off peak period and the adjacent time bracket. Within each bracket the allocated slots should be evenly distributed in order to prevent bunching in scheduled slot times.

The number of allocated slots for any static clock hour may exceed the specified operational runway capacity by 1 movement, however, the maximum number of arrivals and departures should not be exceeded on a historical basis. For highly unexpected and incidental circumstances beyond the control of the operators only, additional capacity on top of that 1 movement may be allocated on a non-historic basis. In such cases parties will be gathered to discuss the possibilities.

¹ Departure peak mode: one runway is used for landings, two runways for take-offs. Day arrival and departure procedures are applied.

Arrival peak mode: two runways are used for landings, one runway for take-offs. Day arrival and departure procedures are applied.

Off peak mode: one runway is used for landings, one runway for take-offs. Day arrival and departure procedures are applied.

Night mode: one runway is used for landings, one runway for take-offs. Night arrival and departure procedures are applied.

Additional requirements and conditions

1. In view of the upcoming legally binding maximum of 32,000 night movements² (excluding General Aviation) during an operational year (1 November through 31 October), the slot coordinator shall not allocate new historic night slots, or re-allocate night slots that were returned to the slot pool (status start of next season)³. This means that when xxx historic night slots are returned in year 1, the capacity declaration for the equivalent season in year 2 will be the former declared capacity minus xxx. The system however does not provide a basis to down size the maximum amount of night slots further than 32,000. The declared night capacity of totally 10,735 night slots for Commercial Aviation, as mentioned on page 1 under 'Environmental capacity; available number of slots for Commercial Aviation', will be reduced automatically as soon as / the moment that historic night slots are returned to the slot coordinator.
2. Based on the upcoming legally binding maximum of 32,000 night movements as mentioned above, a target of 10,000 actual night movements (excluding General Aviation) during Winter 2016/2017 should be taken into account for the allocation of night slots that are not eligible for historic precedence.

Explanatory remarks

1. The (legal) constraint of the number of night movements may affect the possibility to transfer unused night slots in the winter season to the subsequent summer season. This will be addressed in the capacity declaration for the summer season.
2. It is noted that operational year 2017 should be considered as part of a transition period. Procedures and policies, especially regarding night slots and night movements, may be revised for future capacity declarations.

² Night movement: Departure or arrival with a runway time in the bracket 23:00 – 06:59 Local Time.

³ Night slot: See definition on page 1 below the table 'Available number of slots for Commercial Aviation, winter season 2016/2017'.

Supplemental information

In addition to the capacity limitations, aircraft operators should take into account that the operating restrictions as specified below are effective at Amsterdam Airport Schiphol.

Operating restrictions based on certificated noise levels

1. Aircraft which are certificated in accordance with the noise standards of ICAO Annex 16 Chapter 2:
 - Take-off and landing is not allowed.
2. Aircraft which are certificated in accordance with the noise standards of ICAO Annex 16 Chapter 3, for which the margin of the sum of the three certification noise levels, relative to the sum of the three applicable ICAO Annex 16 Chapter 3 certification noise limits, is not more than 5 EPNdB:
 - New operations are not allowed.
 - For aircraft equipped with engines with bypass ratio ≤ 3 , take-off and landing is not allowed between 18:00 and 07:59 hr. local time (17:00 – 06:59 UTC for winter season).
 - For aircraft equipped with engines with bypass ratio > 3 , it is not allowed to plan take-offs between 23:00 and 06:59 hr. local time (22:00 – 05:59 UTC for winter season).
3. Aircraft which are certificated in accordance with the noise standards of ICAO Annex 16 Chapter 3, for which the margin of the sum of the three certification noise levels, relative to the sum of the three applicable ICAO Annex 16 Chapter 3 certification noise limits, is more than 5 EPNdB:
 - No restrictions.

It is noted that, if required for noise control purposes, the operating restrictions as specified above may be amended.

RNAV 1 (P-RNAV) requirement for all flights to and from Schiphol

The Netherlands requires operational RNAV 1 (P-RNAV) approval for all IFR flights at all times to and from Schiphol. More information can be found in AIC-A 02/11, 19 MAY 11.

Preferred aircraft types

In view of severe noise-related capacity constraints for the night and early morning periods, as well as the need to minimize noise impact on the environment, it is of essential importance that noise of each aircraft movement during night and early morning is as low as possible. Aircraft operators are therefore urged to use the quietest possible aircraft types for night and early morning flights. In addition, in respect of legal limits on aircraft emissions, it is of the utmost importance that aircraft operators use the cleanest possible aircraft for all operations at Amsterdam Airport Schiphol.

It is noted that Amsterdam Airport Schiphol has adopted and will continue to develop a policy to further encourage the use of quieter (and cleaner) aircraft, for instance through its airport charges system which includes reductions and surcharges based on certification noise levels.