

## Capacity declaration Amsterdam Airport Schiphol; summer 2017

### Environmental capacity; available number of slots for Commercial Aviation

The capacity and the number of slots available for landing and take-off operations of Commercial Aviation during the summer season 2017 (March 26, 2017 through October 28, 2017; 31 weeks) is specified in the table below. For the summer season, local time equals UTC + 2 hours.

*Capacity and available number of slots for Commercial Aviation operations;  
Summer season 2017 (March 26, 2017 through October 28, 2017; 31 weeks)*

	<b>Total number of departures and arrivals</b>	<b>Number of night departures and arrivals</b>
Capacity (movements)	313,740	23,219
Planning limit (slots)	313,740	23,219

In relation to above table the following definitions apply:

**Commercial Aviation:** Flights performed by an air carrier, providing scheduled flights, programmed charters or ad hoc flights which are open for individual bookings for passengers and/or freight and/or mail, including positioning flights which are directly linked to the operation of these flights.

**Night departure slot:** Departure slot in the period 22:40 – 06:59 LT (20:40 – 04:59 UTC)

**Night arrival slot:** Arrival slot in the period 23:00 – 07:19 LT (21:00 – 05:19 UTC)

**Night slot:** Either a night departure slot or a night arrival slot

**Night movement:** Departure or arrival with a runway time in the period 23:00 – 06:59 LT (21:00 – 04:59 UTC)

**Capacity:** Maximum number of aircraft movements/ night movements by Commercial Aviation.

**Planning limit:** Total number of slots available for allocation and eligible for historic precedence, provided that all applicable requirements are met, as determined by the slot coordinator.

## Nominal operational runway capacity

For slot allocation purposes for both Commercial and General Aviation, the operational runway capacity for the summer season 2017 has been determined as follows:

ATM mode <sup>1</sup>	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)	05:00 – 19:39	36	74	12	25
Day; arrival peak mode (L)	05:00 – 19:39	68	38	23	13
Day; off peak mode (O)	04:00 - 04:39	24	30	8	10
	04:40 - 04:59	24	40	8	14
	05:00 - 20:39	36	40	12	14
	20:40 – 20:59	36	25	12	9
Night mode (N)	21:00 - 03:59	24	25	8	9

Additional requirements:

- Arrival and departure peak modes 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.
- Each departure and arrival peak mode shall have a minimal duration of 40 minutes, except for the first peak mode at 05:00 UTC, which has a minimum duration of 20 minutes.
- Coordination will be based on 20 minutes intervals.
- Slots should be requested and will be allocated per 5 minutes.
- The number of arrival slots of any ATM mode arrival peak may exceed the specified runway capacity by 1 movement during the first 60 minutes of that peak mode, however, the maximum number of arrivals and departures should not be exceeded on a historical basis. The time slots for which this additional 1 movement is available are:
  - 6:00 UTC - 6:55 UTC
  - 9:00 UTC - 9:35 UTC
  - 11:00 UTC - 11:55 UTC
  - 13:20 UTC - 14:15 UTC
  - 16:20 UTC - 17:15 UTC

<sup>1</sup> 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.

In the bracket list, that forms integral part of this declaration, the number of available arrival and departure slots for any 20 minute interval will be noted. This capacity per 20 minute interval depends on the operational runway capacity for the different ATM modes and the agreed peak-and offpeak times for the day period and should meet the mentioned additional requirements. The bracket list for the twenty-four hours period, in accordance with the above table, is specified in Attachment 1.

The bracket list will be endorsed together with this capacity declaration.

## Additional requirements and conditions

1. This declaration for summer 2017 is based on an assumed number of 185,000 movements (Commercial Aviation only) during the winter season 2016/2017 (October 30, 2016 through March 25, 2017, 21 weeks), in accordance with the capacity declaration for winter 2016/2017. If the actual number of movements in said period is less than 185,000, the difference should be added to the capacity of 313,740 movements for summer 2017. Likewise, if for winter 2016/2017 the actual number of night movements is less than 10,735 (capacity declaration for winter 2016/2017), the difference should be added to the night capacity of 23,219 night movements for summer 2017. However, such additional capacity originating from winter 2016/2017 is available in summer 2017 for slot allocation on a non-historic basis only. Therefore it has no effect on the planning limits for summer 2017, as the planning limits are applicable to the numbers of slots that may become eligible for historic precedence.  
It is noted that for the purpose of the above provision, night slots imply departure slots in the bracket 22:40 – 06:59 LT (winter 21:40 – 05:59 UTC; summer 20:40 – 04:59 UTC) and arrival slots in the bracket 23:00 – 07:19 LT (winter 22:00 – 06:19 UTC; summer 21:00 – 05:19 UTC).
2. In view of the upcoming legally binding maximum of 32,000 night movements (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). 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 night planning limit 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 planning limit of totally 23,219 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.
3. The upcoming legally binding limits on the number of aircraft movements of 500,000 for the twenty-four hours period and 32,000 for the night period (excluding General Aviation) are considered as targets that should not be exceeded when releasing and allocating slots that are not eligible for historic precedence.
4. The upcoming legally binding limits on the number of aircraft movements of 500,000 for the twenty-four hours period and 32,000 for the night period (excluding General Aviation) are applicable to an operational year (1 November through 31 October). The number of aircraft movements actually operated as from 1 November 2016 will therefore be taken into account when determining the number of additional slots that may be released before or during Summer 2017 for allocation on a non-historic basis only (see last paragraph on page 1 under 'Environmental capacity; available number of slots for Commercial Aviation').

## Explanatory remarks

1. It is currently expected that the upcoming new legislation will formally be effective as from 1 November 2017. 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. According to the current planning, major maintenance of runway 06-24 will be performed in the period March – June 2017. During the maintenance period the runway will be out of service. The maintenance of runway 06-24 will have its impact on the sustainability of Schiphol's runway system, especially in conditions when the three north – south runways cannot be used due to strong wind from the west or east. If this situation occurs, the procedure for expected temporary severe capacity reduction may be invoked (see Aeronautical Information Publication, EHAM AD 2.20, Local Aerodrome Regulations, paragraph 1.3).
3. Some supplemental information which is relevant for operators planning operations at Amsterdam Airport Schiphol is provided in Attachment 2.

### Attachment 1: Bracket list Summer '17

<b>Time from [UTC]</b>	<b>Time to [UTC]</b>	<b># Arrivals</b>	<b># Departures</b>
0:00	0:15	8	8
0:20	0:35	8	9
0:40	0:55	8	8
1:00	1:15	8	8
1:20	1:35	8	9
1:40	1:55	8	8
2:00	2:15	8	8
2:20	2:35	8	9
2:40	2:55	8	8
3:00	3:15	8	8
3:20	3:35	8	9
3:40	3:55	8	8
4:00	4:15	8	10
4:20	4:35	8	10
4:40	4:55	8	14
5:00	5:15	12	25
5:20	5:45	18	20
5:50	5:55	11	6
6:00	6:15	23	13
6:20	6:35	23	13
6:40	6:55	22	12
7:00	7:15	23	13
7:20	7:35	12	25
7:40	7:55	12	25
8:00	8:15	12	25
8:20	8:35	12	25
8:40	8:55	12	14
9:00	9:15	23	13
9:20	9:35	23	13
9:40	9:55	12	25
10:00	10:15	12	25
10:20	10:35	12	25
10:40	10:55	12	14
11:00	11:15	23	13
11:20	11:35	22	12
11:40	11:55	23	13
12:00	12:15	12	24
12:20	12:35	12	25
12:40	12:55	12	25
13:00	13:15	12	14
13:20	13:35	23	13
13:40	13:55	23	13
14:00	14:15	23	13

14:20	14:35	12	25
14:40	14:55	12	25
15:00	15:15	12	24
15:20	15:35	12	25
15:40	15:55	12	25
16:00	16:15	12	14
16:20	16:35	23	13
16:40	16:55	23	13
17:00	17:15	22	12
17:20	17:35	23	13
17:40	17:55	23	13
18:00	18:15	12	25
18:20	18:35	12	25
18:40	18:55	12	24
19:00	19:15	12	25
19:20	19:35	12	25
19:40	19:55	12	14
20:00	20:15	12	14
20:20	20:35	12	14
20:40	20:55	12	9
21:00	21:15	8	8
21:20	21:35	8	9
21:40	21:55	8	8
22:00	22:15	8	8
22:20	22:35	8	9
22:40	22:55	8	8
23:00	23:15	8	8
23:20	23:35	8	9
23:40	23:55	8	8

This Bracketlist S'17 resembles the available slots per 20 minutes, in accordance with the underlying capacity declaration S'17 and the current distribution of historical slots. Alternations to the Bracketlist S'17 are possible, provided that it is in accordance with the declaration. The Bracketlist S'17 is part of the declaration. No changes to the bracketlist are possible after the endorsement of the final version of this capacity declaration, which will be at least seven days before the IATA Initial Submission Date.

## Attachment 2: Supplemental information

In addition to the capacity limitations, aircraft operators should take into account that the operating restrictions and requirements 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  $\leq 3$ , take-off and landing is not allowed between 18:00 and 07:59 hr. local time (16:00 – 05:59 UTC for summer 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 (21:00 – 04:59 UTC for summer 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.