

Royal Schiphol Group
Attn. Ms Hoekstra



Date: September 29, 2017
Our reference: ACN17-217
Subject: Interpretation of draft capacity declaration Summer 2018

Dear Ms Hoekstra,

During the discussions in the Operational Schiphol Overleg ('OSO') of 28 September, it became apparent that at this moment in time no more clarity could be given regarding a number of elements which were mentioned by ACNL in a letter dated 11 September 2017.

What did become clear however, are the diverging interests of the parties involved (airlines and airport) in the capacity declaration.

Transfer of capacity from W17 to S18

- Some airlines want to transfer unused capacity from W17 to S18 without any conditions attached
- Some airlines are of the opinion that capacity *must* be transferred from W17 to S18
- Some airlines do not want to allow a transfer of daytime capacity, only night capacity. Transferred capacity should not be allocated during peak times and should not result in operational disruptions
- Some airlines lack understanding of the impact of a transfer
- Amsterdam Airport Schiphol wants to use its capacity as close as possible to 100% of the capacity limits (legal number of movements 500,000 in total, 32,000 during the night period)
- No party wants to exceed the capacity limits

Overbooking of night slots

- Some airlines are in favour of allocating additional slots (on top of the planning limit), given that a number of night slots are factually operated in the day period. Although the night slots are operated, this is considered as under-utilization (not under-utilization of the night *slots* allocated according to the planning limit, but of the actually operated night *movements* compared to the legal maximum of night movements). A yielding process should facilitate this
- Some airlines only want this to happen on the condition that there is no risk of exceeding the capacity limit (legal number of movements)

- Amsterdam Airport Schiphol wants to facilitate this, as optimal use of capacity is the aim of the capacity declaration
- No party wants to exceed the capacity limits

Amsterdam Airport Schiphol apparently has tried to include all these different positions in the capacity declaration as presented. At least the capacity declaration does not seem to be based on an objective analysis describing all relevant technical, operational and environmental constraints.

As a result of the above described conundrum, ACNL has no option other than to give an interpretation to the capacity declaration. ACNL therefore has decided to only provisionally apply the capacity declaration for the elements that are obviously unambiguous (planning limits for the day and the night and operational runway capacity). These parameters will be used as the basis for the initial slot allocation process for S18.

Disclaimer

With regard to the above specified unclear or ambiguous elements, it is not possible to distract a conclusive and workable interpretation that takes account of the basic principles of neutrality, transparency and non-discrimination in accordance with Regulation (EEC) No 95/93. ACNL will further study this matter and discuss this with the European Commission with the objective of resolving the outstanding issues and coming up with a substantiated position before the start of the IATA Slot Conference in November 2017.

Kind regards,



Mw. C.A.L.C. Ditvoorst
Managing Director
Airport Coordination Netherlands

cc. Ms. B. Otto, COO, Royal Schiphol Group
Coordination Committee Netherlands
Members of the OSO
Mr. R. Huyser, Director Aviation, Ministry of Infrastructure and the Environment