

Airport Coordination Netherlands  
To the attention of Ms C. Ditvoorst  
Evert van de Beekstraat 23  
1118 CL LUCHTHAVEN SCHIPHOL

**Capacity declaration for  
Winter 18/19**

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14 mei 2018  
BO.2018.018

Dear Ms. Ditvoorst,

Please find enclosed the capacity declaration for the winter season 2018/2019. We trust that you will allocate the slots for the next winter season to the aircraft operators in accordance with the limitations and requirements as specified in this capacity declaration. The enclosed capacity declaration is applicable to Commercial Aviation as well as General Aviation.

The upcoming legally binding maximum of 500,000 aircraft movements in Commercial Aviation during an operational year, of which no more than 32,000 are night movements, as well as the Schiphol Airport Traffic Decree establishing the limit of 32,000 night movements, which is set to come into force as per 1 November 2018, are taken into account as constraints in this capacity declaration. The nominal operational runway capacity has been determined by LVNL.

As a sector we have a joint responsibility that we will not exceed the agreed maximum of 500,000 aircraft movements per year. Since we are approaching this limit we will consult all stakeholders (including the OSO parties, ACNL and landW) in order to address any additional measures that will be required to facilitate compliance with the agreement. Any such measures will be applied as from S19.

The capacity declaration for winter 2018/2019 has been determined by Amsterdam Airport Schiphol, in accordance with Council Regulation 95/93, the 'Convenant Luchtvaartsector' (Covenant Aviation Sector) of 26 June 2003 and the 'Besluit Slotallocatie' (Decree Slot Allocation), after it was concluded from in-depth discussions that no unanimous agreement could be reached in the 'Operationeel Schiphol Overleg' (Operational Management Committee Schiphol).

As agreed, ACNL will communicate the capacity declaration and the resulting so-called runway graphs (or similar information) to the airlines through publication on its website or its portal e-Airportslots.

A copy of this letter will be sent to the Ministry of Infrastructure and Water Management, the 'Omgevingsraad Schiphol' (Regional Consultation Committee Schiphol), LVNL (Air Traffic Control the Netherlands), the Schiphol Airline Operators Committee, the Board of Airline Representatives in the Netherlands, the airlines KLM, Martinair, Transavia, TUIfly, Corendon Dutch Airlines and easyJet, as well as the Coordination Committee Netherlands and the associated Scheduling and Slot Performance Committee.

Yours sincerely,  
ROYAL SCHIPHOL GROUP

  
B.I. Otto  
Executive Vice President & COO

Enclosure: Capacity declaration Amsterdam Airport Schiphol; winter 2018/2019

Copies to:

- Members 'Operationeel Schiphol Overleg'
- 'Omgevingsraad Schiphol'
- Ministry of Infrastructure and Water Management:
  - Minister – Ms C. van Nieuwenhuizen
  - Directorate-General for Aviation and Maritime Affairs:
    - Mr J.H. Dronkers
    - Mr R. Huyser
    - Mr. J. Stremmer
  - Human Environment and Transport Inspectorate:
    - Inspector-General – Mr J. van den Bos
- LVNL:
  - Mr M. van Dorst
- SAOC:
  - Ms M. Bordes
- BARIN:
  - Mr F. Allard
- KLM:
  - Mr P. Elbers
  - Mr R.M. de Groot
- Martinair:
  - Mr M. de Nooijer
- Transavia:
  - Mr M. ten Brink
- TUIfly:
  - Mr R. Polderman
- Corendon Dutch Airlines:
  - Mr M. Boogerd
- easyJet
  - Mr W. Vet
- Coordination Committee Netherlands:
  - Chairman Mr B. Imminga

## Capacity declaration Amsterdam Airport Schiphol; winter 2018/2019

### 1. Definitions

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.

**General Aviation:** All aviation except commercial aviation. Including but not limited to business aviation, air taxi operations and technical flights.

**Night departure slot:** Departure slot in the period 22:40 – 06:59 LT (21:40 – 05:59 UTC)

**Night arrival slot:** Arrival slot in the period 23:00 – 07:19 LT (22:00 – 06:19 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 (22:00 – 05:59 UTC)

**Planning Limit:** The total number of slots available for allocation by the slot coordinator for the applicable season. The planning limit is equal to the total number of slots that are eligible for historic precedence.

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

The environmental capacity and the number of slots available for landing and take-off operations of Commercial Aviation during the winter season 2018/2019 (October 28, 2018 through March 30, 2019; 22 weeks) is specified in the table below. For the winter season, local time equals UTC + 1 hour.

*Environmental capacity and available number of slots for Commercial Aviation;  
winter season 2018/2019 (October 28, 2018 through March 30, 2019)*

	<b>Total number of departures and arrivals</b>	<b>Number of night departures and arrivals</b>
<b>Movements</b>	193,810	10,476
<b>Planning limit (slots)</b>	193,810	11,246

The numbers of movements as specified in the above table define the environmental capacity and are based on (i) the upcoming legally binding maximum of 500,000 aircraft movements in Commercial Aviation during an operational year (1<sup>st</sup> November through 31<sup>st</sup> October), of which no more than 32,000 are night movements.

### 3. Operational capacity

#### 3.1 Nominal operational runway capacity

For slot allocation purposes for both Commercial and General Aviation, the operational runway capacity for the winter season 2018/2019 has been determined as follows:

ATM mode <sup>1</sup>	Possible within period from – to (UTC)	Nominal capacity per hour		Nominal capacity per 20 minutes	
		IFR Arrivals	IFR Departures	IFR Arrivals	IFR Departures
Day; departure peak mode (S)	06:00 – 20:39	36	74	12	25
Day; arrival peak mode (L)	06:00 – 20:39	68	38	23	13
Day; off peak mode (O)	05:00 - 05:39	24	30	8	10
	05:40 - 05:59	24	40	8	14
	06:00 - 21:39	36	40	12	14
	21:40 – 21:59	36	25	12	9
Night mode (N)	22:00 - 04:59	24	25	8	9

Coordination of runway capacity will be based on

- Constraints for 20 minutes periods, and
- For periods of equal ATM mode with a minimum duration of one hour – constraints on rolling hours, i.e. each 60 minute interval that occurs within that ATM mode, with a stepsize of 20 minutes, will have a constraint on capacity.

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 06:00 UTC, which has a minimal duration of 20 minutes.
- Slots should be requested and will be allocated per 5 minutes.

In the bracket list, that forms integral part of this declaration, the number of available arrival and departure slots for any 20 minute interval and per rolling hour is shown. This capacity depends on the operational runway capacity for the different ATM modes and the agreed peak- and off-peak 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.

<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.

#### 4. Additional requirements and conditions

To which degree and the way in which unused capacity of winter 2018/2019 will be transferred to Summer 2019, will be described in the Capacity Declaration of Summer 2019.

#### 5. Explanatory remarks

1. It is noted that operational year 2019 should be considered a transition period prior to adoption of the new legislation. Procedures and policies, especially regarding night slots and night movements, may be revised for future capacity declarations.
2. Starting in September 2018 and continuing during and after the winter season 2018/2019 (October 28th 2018 till March 31st 2019), the Tower-Centre of Air Traffic Control The Netherlands (LVNL) is planned to be converted to increase the number of controller working positions. This work is scheduled to be done during the night on weekdays, from 23:00 until 6:30 local time. During those periods, traffic is handled from the emergency tower. The emergency tower has physical limitations, amongst others on visibility of runway 18C/36C and parts of runway 09/27.

Currently no capacity reductions are foreseen during nominal situations, provided that:

- Nightly construction work is finished before 06:30 local time. Despite extensive testing, training and preparation of the construction activities, a small risk remains that the nightly construction work is not finished in time or that the newly installed consoles do not work as expected when operations in Tower-Centre resume at 6:30 local time. In that case, temporary capacity reductions may be required.
- The safety assessment shows no mitigating measures on capacity. From early January 2019 until the end of March 2019 the current controller working positions will be replaced by new controller working positions. During this period, a mixed working environment for operational staff exists. The safety assessment for this operation is being prepared and may result in temporary capacity reductions as risk mitigating measures during the replacement period.

Runway 18C/36C cannot be used when traffic is handled from the emergency tower. In situations where runway combinations would normally be used that require the use of runway 18C/36C, including night preferential runway combinations 3 and 4, no capacity reductions are foreseen provided that runway 18L/36R is available. For this, restrictions on use of 18L/36R during the night need to be suspended.

As soon as more information on the Tower conversion and its consequences is available, LVNL will inform its partners through the usual channels (OSO, BARIN, NMOC and/or COBRA).

3. Some supplemental information which is relevant for operators planning operations at Amsterdam Airport Schiphol is provided in Attachment 2.

Attachment 1: Bracket list winter 2018/2019

Time from [UTC]	Time to [UTC]	# Arrivals	# Departures	# Rolling hour Arr	# Rolling hour Dep
0:00	0:15	8	9	-	-
0:20	0:35	8	9	-	-
0:40	0:55	8	9	24	25
1:00	1:15	8	9		
1:20	1:35	8	9		
1:40	1:55	8	9		
2:00	2:15	8	9		
2:20	2:35	8	9		
2:40	2:55	8	9		
3:00	3:15	8	9		
3:20	3:35	8	9		
3:40	3:55	8	9		
4:00	4:15	8	9		
4:20	4:35	8	9		
4:40	4:55	8	9		
5:00	5:15	8	10		
5:20	5:35	8	10	-	-
5:40	5:55	8	14	-	-
6:00	6:15	12	25	-	-
6:20	6:45	18	20	-	-
6:50	6:55	11	6	-	-
7:00	7:15	23	13	68	38
7:20	7:35	23	13		
7:40	7:55	23	13		
8:00	8:15	23	13		
8:20	8:35	12	25	36	74
8:40	8:55	12	25		
9:00	9:15	12	25		
9:20	9:35	12	25	-	-
9:40	9:55	12	14	-	-
10:00	10:15	23	13	-	-
10:20	10:35	23	13	-	-
10:40	10:55	12	25	36	74
11:00	11:15	12	25		
11:20	11:35	12	25		
11:40	11:55	12	14	-	-
12:00	12:15	23	13	68	38
12:20	12:35	23	13		
12:40	12:55	23	13		
13:00	13:15	12	25	36	74

13:20	13:35	12	25		
13:40	13:55	12	25		
14:00	14:15	12	14	-	-
14:20	14:35	23	13		
14:40	14:55	23	13	68	38
15:00	15:15	23	13		
15:20	15:35	12	25		
15:40	15:55	12	25		
16:00	16:15	12	25	36	74
16:20	16:35	12	25		
16:40	16:55	12	25		
17:00	17:15	12	14	-	-
17:20	17:35	23	13		
17:40	17:55	23	13		
18:00	18:15	23	13	68	38
18:20	18:35	23	13		
18:40	18:55	23	13		
19:00	19:15	12	25		
19:20	19:35	12	25		
19:40	19:55	12	25	36	74
20:00	20:15	12	25		
20:20	20:35	12	25		
20:40	20:55	12	14		
21:00	21:15	12	14	36	40
21:20	21:35	12	14		
21:40	21:55	12	9	-	-
22:00	22:15	8	9		
22:20	22:35	8	9	24	25
22:40	22:55	8	9		
23:00	23:15	8	9		
23:20	23:35	8	9	-	-
23:40	23:55	8	9	-	-

This bracket list winter 2018/2019 resembles the available slots per 20 minutes and per rolling hour, in accordance with the underlying capacity declaration winter 2018/2019 and the current distribution of historical slots. Alternations to the bracket list winter 2018/2019 are possible, provided that it is in accordance with the declaration. The bracket list winter 2018/2019 is part of the declaration. No changes to the bracket list 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.

Note that due to technical limitations rolling hours containing the transition to the next day cannot be defined. Therefore only 20 minutes capacities are defined for 23:20-0:40 hours UTC.



## Attachment 2: 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  $\leq 3$ , 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 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.