

Slot monitoring – Night monitoring – Amsterdam Airport Schiphol – Force Majeure policy

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Note: This document is compiled on 14-9-2016 based on existing policy as mentioned on www.slotcoordination.nl and does not contain any changes with respect to that text.

Operations during the night and/or early morning without a proper night slot will be considered as a formal violation of the night regime, unless the airline can prove that the unplanned night movement was due to unforeseeable and unavoidable causes outside the carrier's control.

Up to the discretion of the coordinator a violation of the night regime will not be considered to be a formal violation if the unplanned movement is justified for any of the following reasons of force majeure:

- technical failures and aircraft defects that occurred on the day of the unplanned night movement;
 - commercial delays will not be accepted (such as but not limited to offloading baggage, loading wheelchairs, etc.)
- return to airport because of in-flight failure or flight directly related to return to ramp of airport;
 - e.g. bird strike;
 - flight replacing the returned flight must have the same flight number;
- ferry flight to AMS, in case of an AOG at AMS, in order to carry out passengers that were on the defect aircraft (pax re-protection);
- local ATC directives;
- unforeseen ATC delays local and/or en-route;
- severe weather conditions on inbound AMS or outbound AMS flight;
- political instructions
 - e.g. major events with possible effects on safety;
- diversions due urgent matters and directly related departures ex AMS.