

Capacity declaration Amsterdam Airport Schiphol; summer 2016

Environmental capacity; available number of slots

The number of slots available for landing and take-off operations during the summer season 2016 (March 27, 2016 through October 29, 2016, 31 weeks) is specified in the table below. For the summer season, local time equals UTC + 2 hours.

*Available number of slots; summer season 2016
(March 27, 2016 through October 29, 2016)*

Total number of departure and arrival slots	Maximum number of night departure slots	Maximum number of night departure and arrival slots
300,000	8,866	23,436

In relation to above table the following definitions apply:

Night departure slot:	Departure slot in the bracket 20:40 – 04:59 UTC
Night arrival slot:	Arrival slot in the bracket 21:00 – 05:19 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 summer season 2016 has been determined as follows:

ATM mode	Possible within period from – to (UTC)	Nominal hourly capacity, static per 60 minutes		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)	04:40 - 04:59	24	40	8	14
	05:00 - 20:59	36	40	12	14
Night mode (N)	21:00 - 03:59	24	25		
	04:00 - 04:39	24	30	8	10

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.

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.

On an incidental basis and up to the discretion of the slot coordinator (for the purpose of e.g. situations of force majeure or to solve operational issues), the number of allocated slots for any 20 minutes interval 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. In case the number of historic slots in a given bracket is larger than the above mentioned capacity, the current historic slots shall be respected. Slots exceeding the specified runway capacity should not be allocated to General Aviation.

Additional requirements and conditions

1. This declaration for summer 2016 is based on an assumed number of 188,600 movements during the winter season 2015/2016 (October 25, 2015 through March 26, 2016, 22 weeks), in accordance with the capacity declaration for winter 2015/2016. A possible higher or lower number of used slots in said period should be subtracted from, respectively added to the 300,000 slots available for summer 2016. Likewise, if for winter 2015/2016 less night slots have been used than the maximum numbers as specified in the capacity declaration for winter 2015/2016, these unused slots can be added to the pool of night slots for summer 2016. However, such additional night slots originating from winter 2015/2016 should be allocated in summer 2016 on a non-historic basis only.

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. Arrival and departure peaks should not overlap.
3. Amsterdam Airport Schiphol is facing temporary additional environmental restrictions in order to compensate for delayed implementation of CDAs. Due to these temporary restrictions, the current maximum number of 32,000 night movements¹ as agreed as part of the agreed package deal at the "Tafel van Alders Schiphol", is expected to be further reduced to a maximum of 29,000 night movements within a maximum of three years' time.

In order to achieve the down sizing of night movements, 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)². 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 night slots. The system however does not provide a basis to down size the maximum amount of night movements further than 29,000 night movements, i.e. after the three years period the airline sector will be allowed to operate a maximum amount of 29,000 night movements.

The declared night capacity of totally 23,436 slots as mentioned on page 1 under 'Environmental capacity; available number of slots' will be reduced automatically as soon as / the moment that historic night slots are returned to the slot coordinator.

Non-historic (night) slots are allocated in order to make optimal use of capacity. Due to the aforementioned reduction in three years time to 29,000 movements, non historic night slots - allocated at the slot return date - that are not operated in the current season, will not be reallocated in the next equivalent season.

¹ Night movement: Departure or arrival with a runway time in the bracket 23:00 - 06:59 Local Time.

² Night slot: See definition on page 1 below the table 'Available number of slots, summer season 2016'.

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 (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.