



Capacity declaration Schiphol Winter 2016/2017 (preliminary)

Coordination Committee Netherlands 21 April 2016

Capacity declaration Schiphol W16/17; issues

- Implementation of new legislation is being prepared
- Formal introduction expected for operational year 2018 (W17/18 + S18)
- Agreement to operate already in accordance with new legislation
- LVNL and AAS experience bunching of traffic; as a result handling capacity is exceeded during some of the busiest peaks
- Issues are discussed in depth by parties responsible for capacity declaration (airport, ATC, home-based carriers and airline organisations BARIN and SAOC)

W16/17; preconditions environmental capacity

- Upcoming new legislation guideline for capacity declaration
- Caps on number of movements per operational year
- Caps on movements/capacity: 500K total through 2020; 32K night
- Growth of total number of movements (about 20K for operational year); no growth of night movements
- Separate limitation of night departures no longer required
- Target of 32K night movements
- Temporary constraint of 29K night movements should be lifted according to aviation sector; formal decision has not yet been taken
- Possible limitation of 29K night movements is currently no constraint in capacity declaration, as measures for reduction to 29K night movements are not necessarily implemented through the capacity declaration

W16/17; preconditions runway capacity

- Measures to avoid bunching of traffic required
- Overbooking over declared runway capacity in principle no longer allowed
- Schedule adjustments to cope with exceptional situations beyond control of the airline (for example route change due to airspace closure) may be allowed if relevant conditions are satisfied
- Conditions to be defined in more detail
- 20 minutes brackets (instead of 60 minutes) to be introduced for the night to prevent possible development of bunching

Some concerns raised by airlines

- During the discussions on the capacity declaration in 'OSO' (Operational Management Committee Schiphol) some concerns were raised by airlines, although airlines are not unanimous
- Concerns include:
 - Lack of data on night slots/night movements and causes of increase in number of night movements
 - Possible loss of flexibility due to 20 minutes brackets in the night (instead of 60 minutes)
 - Reduction of the number of night movements to 29K, if necessary, may not be achieved in a fair and balanced way

Capacity declaration Schiphol W16/17

- Draft capacity declaration W16/17 based on afore-mentioned principles is currently being prepared and will be submitted for approval to 'OSO' (Operational Management Committee Schiphol) by 12th May 2016
- Consequences for slot allocation process are expected to be limited, however, relevant procedures may be more strict
- Further changes may be included in future capacity declarations

Issues for future capacity declarations

- Possible limitation of overbooking over environmental capacity
- Possible changes in conditions and requirements for the release of (night) slots on non-historic basis
- Possible introduction of 10 minutes brackets and/or rolling hour for definition of runway capacity limits
- Issues will be elaborated and discussed by parties responsible for endorsing capacity declarations
- Changes may be incorporated in future capacity declarations

Thank you for your attention!

