

July 7, 2017

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In this memo we give an overview of the differences between the Capacity declaration Winter 2016/2017, Summer 2017 and Winter 2017/2018.

The following changes to the Capacity declaration Winter 2016/2017 may have an effect on the availability of slots for Winter 2017/2018:

- The Capacity declaration W17/18 no longer contains the request to take expected cancellations (day nor night) into account in the allocation of slots.
- The Capacity declaration W17/18 no longer contains the request to take the expected realization of night movements into account in the allocation of night slots for W17/18.

**In the allocation of night slots it has been common practice to take into consideration that a certain percentage of the operations for which a night slot has been allocated, will eventually not result in a night movement. This gives the possibility to accommodate requests of airlines as much as possible, without resulting in a realization that exceeds the limitations of the capacity declaration. You are requested to take the expected realization of night movements into account in the allocation of night slots for summer 2017.**

- The Capacity declaration W17/18 no longer contains the additional requirement not to allocate new historic night slots, or re-allocate night slots that were returned to the slot pool (status start of next season).
- The Capacity declaration W17/18 no longer contains the additional requirement to take into account a target of 10,000 actual night movements for the allocation of night slots that are not eligible for historic precedence; the planning limit is the absolute maximum number of slots to be allocated for night departures and arrivals.
- The nominal runway capacity for IFR Departures at the 21:40 – 21:59 (UTC) time bracket is lowered from 40 to 25 departures per hour, and from 14 to 9 departures per 20 minutes.
- The nominal runway capacity per 20 minutes at the 22:00 – 04:59 (UTC) time bracket is changed from "undefined" to 8 IFR Arrivals per 20 minutes and 9 IFR Departures per 20 minutes.
- The possibility to exceed the specified runway capacity by 1 movement for any static clock hour is replaced by the introduction of the nominal runway capacity per rolling hour. That is, 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.
- The minimum duration of any departure or arrival peak mode is defined. That is, 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.

Some additional information and clarifications have been included in the capacity declaration Winter 2017/2018:

- Definitions of Commercial Aviation, General Aviation, night movement and planning limit are added below the table that specifies the available number of slots.

- A statement is added that the available number of slots is based on the upcoming legally binding limits on the number of aircraft movements and the regulation on an experiment with the limit of 32,000 night movements during operational year 2018.
- A statement is added that the manner and the degree to which unused capacity of Winter 2017/2018 may be transferred will be declared in the capacity declaration Summer 2018. This replaces the explanatory remark that the (legal) constraint of the number of night movements may affect the possibility to transfer unused night slots in the winter season to the subsequent summer season.
- A full overview of the runway capacity per 20 minutes time bracket is added to the capacity declaration as an attachment.