

## Working procedure non-historic night slot allocation

Discipline: Slot Allocation, Night slots  
Airport(s): Amsterdam Airport Schiphol  
Season(s): IATA season Summer 2017  
Version: 1.5  
Date: 17-08-2017

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### 1. Introduction

- 1.1. The capacity declaration of Amsterdam Airport Schiphol (AMS) for S17<sup>1</sup> stipulates that “The upcoming legally binding limits on the number of aircraft movements [...] 32,000 for the night period [...] are considered as targets that should not be exceeded when releasing and allocating slots that are not eligible for historic precedence.” Airlines should take into account that night slot availability may reduce in respect of previous seasons due to this target and increased demand.
- 1.2. ACNL is of the opinion that it is the responsibility of the slot coordinator to allocate slot capacity as determined in the capacity declaration and that ACNL is not able to comply with a target in a number of actual night movements, as these can be the result of factors outside the coordinator’s control. Due to the fact that the framework of the current night model does not provide adequate tools and given the working procedure as applied in the past seasons, ACNL applies the working procedure below for allocating non-historic night slots for S17.

### 2. Evaluating slot availability

- 2.1. Slot availability for non-historic allocation is evaluated by taking into account several factors such as but not limited to:
- target of 32.000 night movements;
  - developments in and with regard to previous seasons;
  - realisation of night movements up until the moment of evaluation;
  - estimated realisation of night movements from allocated slots;
  - estimated unplanned night movements.
- 2.2. ACNL periodically allocates non-historic night slots whenever these are available once the season is in progress. The table below shows the envisaged moments of communication and allocation and the estimated maximum provisional percentage of slot availability open for allocation. This table will be updated after allocation.

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<sup>1</sup> Published on [www.slotcoordination.nl](http://www.slotcoordination.nl).

Latest communication date	Maximum provisional percentage of slot availability that may be allocated by ACNL	Target [movements]	Prognosis [movements]	Offered slots before communication date
06-03-2017	60%	32.000	30.752	749
07-04-2017	70%	32.000	31.265	184
12-05-2017	80%	32.000	30.941	349
31-05-2017 <sup>2</sup>	90%	32.000	31.158	421
14-07-2017	100%	32.000	31.444 <sup>3</sup>	556 <sup>3</sup>
18-08-2017	100%	32.000	31.686 <sup>4,5</sup>	314 <sup>4,5</sup>
15-09-2017	100%	32.000	<i>tbd</i>	<i>tbd</i>

2.3. The scheme provided in paragraph 2.2 is based on the information mentioned in 2.1. New or changes in information may lead to adjustment of the dates and percentages mentioned in this scheme.

### 3. Slot allocation

3.1. Slots allocated according to this procedure are on an ad hoc basis and are not eligible for historic precedence.

3.2. Requested slots are allocated pending slot availability, on an equal share basis.

3.3. Airlines have to immediately return slots which they do not intend to use. It is not allowed to postpone non-historic night slots for future usage.

3.4. Allocation of non-historic night slots is, apart from slot availability for non-historic night slots, also pending availability as a result of other constraints set in the capacity declaration (planning limit and nominal operational runway capacity).

3.5. Airlines may move allocated day slots within the planning limit to non-historic night slots in the situation that non-historic night slots are available and no additional volume can be allocated within the planning limit. In such a case, airlines are recommended to only use day slots allocated after HBD in order to not affect historic eligibility of the volume concerned.

<sup>2</sup> This number has been influenced by the summary judgment of the Noord-Holland Court dated 19 May 2017 regarding night slots.

<sup>3</sup> Presented prognosis and number of offered slots on 14 July 2017 latest do not include effects of the summary judgment of the Noord-Holland Court dated 19 May 2017 regarding night slots.

<sup>4</sup> Presented prognosis and number of offered slots on 18 August 2017 latest do not include effects of the summary judgment of the Noord-Holland Court dated 19 May 2017 regarding night slots.

<sup>5</sup> Prognosis and resulting offered slots on 18 August 2017 latest are the result of a trend during S17 up until the moment of publication with regard to less unplanned movements and lower realisation of night slots in night movements.

#### 4. Final provisions

- 4.1. ACNL may review this procedure after each IATA season and in such a case evaluate whether to continue, update or withdraw the procedure, or a part of it.
- 4.2. ACNL may amend this working procedure if deemed necessary.

#### 5. Disclaimer

- 5.1. This working procedure has been set up on the basis of the information which is available at the present moment. When information changes, this working procedure may be reviewed or amended. ACNL, with publishing this working procedure non-historic night slot allocation, acts in a neutral, non-discriminatory and transparent way.

#### 6. Revision log

Version	Date	Reference	Changes w.r.t to previous version
v1.0	March 3, 2017	-	- First publication
v1.1	April 5, 2017	-	- Extended Table under paragraph 2.2 with target, prognosis and offered slots.
v1.2	May 12, 2017	-	- Added “[movements]” to Table in paragraph 2.2. - Updated for May 12, 2017 evaluation moment.
v1.3	May 31, 2017	-	- Added “[movements]” to Table in paragraph 2.2.
v1.4	July 13, 2017	-	- Added “[movements]” to Table in paragraph 2.2 for release July 14, 2017 latest.
v1.5	August 17, 2017	-	- Added “[movements]” to Table in paragraph 2.2 for release August 18, 2017 latest.