

Capacity declaration Amsterdam Airport Schiphol: Summer 2019

1. Definitions

The following definitions apply:

- Commercial Aviation:** Flights performed by an air carrier, providing scheduled flights, programmed charters or ad hoc flights which are open for individual bookings for passengers and/or freight and/or mail, including positioning flights which are directly linked to the operation of these flights.
- General Aviation:** All aviation except commercial aviation. Including but not limited to business aviation, air taxi operations and technical flights.
- Night departure slot:** Departure slot in the period 22:40 – 06:59 LT (20:40 – 04:59 UTC)
Night arrival slot: Arrival slot in the period 23:00 – 07:19 LT (21:00 – 05:19 UTC)
Night slot: Either a night departure slot or a night arrival slot
Night movement: Departure or arrival with a runway time in the period 23:00 – 06:59 LT (21:00 – 04:59 UTC)
- Planning Limit:** The total number of slots available for allocation by the slot coordinator for the applicable season. The planning limit is equal to the total number of slots that are eligible for historic precedence.

2. Environmental capacity; available number of slots for Commercial Aviation

The number of slots available for landing and take-off operations of Commercial Aviation during the summer season 2019 (March 31, 2019 through October 26, 2019; 30 weeks) is specified in the table below. For the summer season, local time equals UTC + 2 hours.

*Available number of slots and movements for Commercial Aviation; summer season 2019
(March 31, 2019 through October 26, 2019)*

	Total number of departures and arrivals	Number of night departures and arrivals
Movements	303,619	21,290
Planning limit (slots)	303,619	22,470

The numbers of movements as specified in the above table define the environmental capacity and are based on the upcoming legally binding maximum of 500,000 aircraft movements in Commercial Aviation during an operational year (1st November through 31st October), of which no more than 32,000 are night movements.

3. Operational capacity

3.1 Nominal operational runway capacity

For slot allocation purposes for both Commercial and General Aviation, the operational runway capacity for the summer season 2019 has been determined as follows:

ATM mode ¹	Possible within period from – to (UTC)	Nominal capacity per hour		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)	04:00 - 04:39	24	30	8	10
	04:40 - 04:59	24	40	8	14
	05:00 - 20:39	36	40	12	14

¹ Departure peak mode: one runway is used for landings, two runways for take-offs. Day arrival and departure procedures are applied.
Arrival peak mode: two runways are used for landings, one runway for take-offs. Day arrival and departure procedures are applied.
Off peak mode: one runway is used for landings, one runway for take-offs. Day arrival and departure procedures are applied.
Night mode: one runway is used for landings, one runway for take-offs. Night arrival and departure procedures are applied.

	20:40 – 20:59	36	25	12	9
Night mode (N)	21:00 - 03:59	24	25	8	9

Coordination of runway capacity will be based on

- Constraints for 20 minutes periods, and
- 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.

Additional requirements:

- Arrival and departure peak modes should not overlap.
- 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.
- Each departure and arrival peak mode shall have a minimal duration of 40 minutes, except for the first peak mode at 05:00 UTC, which has a minimal duration of 20 minutes.
- Slots should be requested and will be allocated per 5 minutes.

In the bracket list, that forms integral part of this declaration, the number of available arrival and departure slots for any 20 minute interval and per rolling hour is shown. This capacity depends on the operational runway capacity for the different ATM modes and the agreed peak- and off-peak times for the day period and should meet the mentioned additional requirements. The bracket list for the twenty-four hours period, in accordance with the above table, is specified in Attachment 1.

The bracket list will be endorsed together with this capacity declaration.

3.2 Aircraft stand capacity

Schiphol can accommodate a maximum of 58 aircraft with ICAO Aircraft code D / E / F used for flights with service types J / C / G / S / Q / B / R / O / L parked simultaneously.

For technical reasons the above limitation cannot be adhered to for Summer 2019. It is expected that full implementation will be possible for Summer 2020. As a temporary measure for Summer 2019, the following translation of the aircraft stand capacity limitation shall be used:

From 07:20 and up to and including 10:30 (LT), no more than 41 arrival slots with service types J / C / G / S / Q / B / R / O / L and ICAO Aircraft code D / E / F shall be allocated.

Slots that are based on historic rights shall be allocated, independent of the declared capacity as specified in this subsection.

Please keep in mind that an aircraft stand limitation is the first airport limit to be introduced. Given the forecasted and experienced capacity shortages during peak hours, additional regulating operational parameters are expected in the near future.

4. Additional requirements and conditions

1. This declaration for Summer 2019 is based on a total assumed number of 193,810 movements (Commercial Aviation only) during the winter season 2018/2019 (October 28, 2018 through March 30 2019, 22 weeks), in accordance with the capacity declaration for winter 2018/2019. The manner and to which degree unused capacity from winter 2018/2019 will be transferred will be estimated by Schiphol in the third week of February 2019 based on the following calculation:

$$UCW18 - (ACSS19 - PLS19)$$

Where:

UCW18 = Unused Capacity of Winter '18/'19,

ACSS19 = Actual Coordinated Slots for Commercial Aviation for Summer '19, as determined in the third week of February 2019

PLS19 = Planning Limit of Summer '19 (=303,619)

The actual transfer, if any, will take place after the 30th of March 2019, and provided that the transfer will not lead to an increased number of historic rights.

In relation to the transfer of night capacity, the following applies: The declaration for Summer 2019 is based on a total number of 10,476 night movements (Commercial Aviation only) during winter 2018/2019 (October 28, 2018 through March 30, 2019, 22 weeks), in accordance with the capacity declaration for winter 2018/2019. The manner and to which degree unused night capacity from Winter 2018/2019 will be transferred will be estimated by Schiphol in the third week of February 2019 based on the following calculation:

$$UNCW18 - (ACNSS19 - PLNS19),$$

Where:

UNCW18 = Unused Night Capacity of Winter '18/'19,

ACNSS19 = Actual Coordinated Night Slots for Commercial Aviation for Summer '19, as determined in the third week of February 2019

PLNS19 = Planning Limit of the Night period of Summer '19 (=22,470)

The actual transfer, if any, will take place after the 30th of March 2019, and provided that the transfer will not lead to an increased number of historic rights.

2. 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).

5. Explanatory remarks

1. It is noted that operational year 2019 should be considered a transition period prior to adoption of the new legislation. Procedures and policies, especially regarding night slots and night movements, may be revised for future capacity declarations.
2. Given the uncertainty of the impact of Brexit we have not taken any additional capacity constraints due to Brexit into consideration. The consequences of Brexit may impact the declared capacity.
3. Some supplemental information which is relevant for operators planning operations at Amsterdam Airport Schiphol is provided in Attachment 2.
4. Starting on 3 September 2018 and continuing until June 2019, the Tower-Centre of Air Traffic Control The Netherlands (LVNL) is planned to be converted to increase the number of controller working positions. This work is scheduled to be done during the night on weekdays, from 23:00 until 6:30 local time. During those periods, traffic is handled from the emergency tower. The emergency tower has physical limitations, amongst others on visibility of runway 18C/36C and parts of runway 09/27. Additionally, during the first half of April 2019 an electronic flight strip (EFS) system is planned to be implemented in the Schiphol towers.

Currently no capacity reductions are foreseen during nominal situations, provided that:

- Nightly construction work is finished before 06:30 local time. Despite extensive testing, training and preparation of the construction activities, a small risk remains that the nightly construction work is not finished in time or that the newly installed consoles do not work as expected when operations in Tower-Centre resume at 6:30 local time. In that case, the emergency tower remains to be used, together with Tower-West. Temporary capacity reductions may be required.
- Based on the safety assessment for the implementation of electronic flight strips no risk mitigating measures in terms of capacity reductions are required. From the second half of April 2019 until the end of May 2019 the last part of new controller working positions will be installed, during the night. The new construction may hamper operational staff. Also controllers will not have the same routine with EFS as with paper flight strips immediately after implementation. The safety assessment for reconstruction of Tower-Centre and the implementation of EFS is being prepared and may result in temporary capacity reductions as risk mitigating measures during the transition period.

To use runway 18C/36C when traffic is handled from the emergency tower an observer is required for runway 18C/36C that monitors operations on that runway for irregularities. Still there may be situations when such an observer is not available (on time). For those exceptional situations an exemption for the use of runway 18L/36R has been granted. Taking into account the measures taken, no capacity reductions during the night are foreseen.

As soon as more information on the Tower conversion, EFS implementation and their consequences is available, LVNL will inform its partners through the usual channels (OSO, BARIN, NMOC and/or COBRA).

Attachment 1: Bracket list Summer 2019

Time from [UTC]	Time to [UTC]	# Arrivals	# Departures	# Rolling hour Arr	# Rolling hour Dep
0:00	0:15	8	9	-	-
0:20	0:35	8	9	-	-
0:40	0:55	8	9	24	25
1:00	1:15	8	9		
1:20	1:35	8	9		
1:40	1:55	8	9		
2:00	2:15	8	9		
2:20	2:35	8	9		
2:40	2:55	8	9		
3:00	3:15	8	9		
3:20	3:35	8	9		
3:40	3:55	8	9		
4:00	4:15	8	10	-	-
4:20	4:35	8	10	-	-
4:40	4:55	8	14	-	-
5:00	5:15	12	25	-	-
5:20	5:45	18	20	-	-
5:50	5:55	11	6	-	-
6:00	6:15	23	13	68	38
6:20	6:35	23	13		
6:40	6:55	23	13		
7:00	7:15	23	13		
7:20	7:35	12	25	36	74
7:40	7:55	12	25		
8:00	8:15	12	25		
8:20	8:35	12	25	36	74
8:40	8:55	12	14		
9:00	9:15	23	13		
9:20	9:35	23	13	-	-
9:40	9:55	12	25	36	74
10:00	10:15	12	25		
10:20	10:35	12	25		
10:40	10:55	12	14	-	-
11:00	11:15	23	13	68	38
11:20	11:35	23	13		
11:40	11:55	23	13		

12:00	12:15	12	25		
12:20	12:35	12	25	36	74
12:40	12:55	12	25		
13:00	13:15	12	14	-	-
13:20	13:35	23	13		
13:40	13:55	23	13	68	38
14:00	14:15	23	13		
14:20	14:35	12	25		
14:40	14:55	12	25		
15:00	15:15	12	25	36	74
15:20	15:35	12	25		
15:40	15:55	12	25		
16:00	16:15	12	14	-	-
16:20	16:35	23	13		
16:40	16:55	23	13		
17:00	17:15	23	13	68	38
17:20	17:35	23	13		
17:40	17:55	23	13		
18:00	18:15	12	25		
18:20	18:35	12	25		
18:40	18:55	12	25	36	74
19:00	19:15	12	25		
19:20	19:35	12	25		
19:40	19:55	12	14		
20:00	20:15	12	14	36	40
20:20	20:35	12	14		
20:40	20:55	12	9	-	-
21:00	21:15	8	9		
21:20	21:35	8	9		
21:40	21:55	8	9		
22:00	22:15	8	9	24	25
22:20	22:35	8	9		
22:40	22:55	8	9		
23:00	23:15	8	9		
23:20	23:35	8	9	-	-
23:40	23:55	8	9	-	-

This bracket list Summer 2019 resembles the available slots per 20 minutes and per rolling hour, in accordance with the underlying capacity declaration Summer 2019 and the current distribution of historical

slots. Alternations to the bracket list Summer 2019 are possible, provided that it is in accordance with the declaration. The bracket list Summer 2019 is part of the declaration. No changes to the bracket list are possible after the endorsement of the final version of this capacity declaration, which will be at least seven days before the IATA Initial Submission Date.

Note that due to technical limitations rolling hours containing the transition to the next day cannot be defined. Therefore only 20 minutes capacities are defined for 23:20-0:40 hours UTC.

Attachment 2: 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.