



Airport Coordination Netherlands
For the attention of Mr H. Vreeburg
Evert van de Beekstraat 23
1118 CL LUCHTHAVEN SCHIPHOL

Drs. B.I. Otto
Executive Vice President & COO
+31 (0)20 - 6012112

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BO.2019.010

Subject: Addendum capacity declaration summer season 2019

Dear Mr Vreeburg,

Please find enclosed the Addendum to the capacity declaration for the summer season 2019. The Addendum introduces Operational Limits and is intended to enable the full use of the available capacity, while minimizing the risk of exceeding the limits for the number of movements.

The Addendum was prepared following a request of three airlines that are members of the OSO (Operationeel Schiphol Overleg; Operational Management Committee Schiphol). The proposal was discussed in detail by the OSO and the airline members of OSO agreed on a procedure to return a proportional share of the additional slots that are allocated after the Addendum is issued, in the unlikely event that the limits on the number of movements are threatened to be exceeded (see attached agreement).

The proposal for the Addendum was submitted to the members of the Coordination Committee Netherlands for consultation. No objections or other remarks were raised by the members of the Coordination Committee Netherlands.

The upcoming legally binding maximum of 500,000 aircraft movements in Commercial Aviation during an operational year, of which no more than 32,000 are night movements, as well as the Schiphol Airport Traffic Decree establishing the limit of 32,000 night movements, are taken into account as constraints in this Addendum.

Royal Schiphol Group
P.O.Box 7501, 1118 ZG Schiphol, The Netherlands
+31 (0)20 601 9111
Royal Schiphol Group N.V.
C of C Amsterdam 34029174
NL11 ABNA 0621 8441 79

A copy of this letter will be sent to the Ministry of Infrastructure and Water Management, ORS (Regional Consultation Committee Schiphol), LVNL (Air Traffic Control the Netherlands), SAOC (Schiphol Airline Operators Committee), BARIN (Board of Airline Representatives in the Netherlands), airlines KLM, Martinair, Transavia, TUIfly, Corendon Dutch Airlines and easyJet, as well as the Coordination Committee Netherlands.

Yours sincerely,
ROYAL SCHIPHOL GROUP

B.I. Otto
Executive Vice President & Chief Operations Officer

Enclosures:

- Addendum capacity declaration Amsterdam Airport Schiphol; summer 2019
- Agreement regarding additional slots allocated on basis of Addendum capacity declaration Summer 2019

Copies to:

- Members 'Operationeel Schiphol Overleg'
- 'Omgevingsraad Schiphol'
- Ministry of Infrastructure and the Environment:
 - Minister – Ms C. van Nieuwenhuizen
 - Directorate-General for Aviation and Maritime Affairs:
 - Mr J.H. Dronkers
 - Mr. J. Stremler
 - Human Environment and Transport Inspectorate:
 - Inspector-General – Mr J. van den Bos
- LVNL:
 - Mr M. van Dorst
- SAOC:
 - Mr A. van Dijk
- BARIN:
 - Mr F. Allard
- KLM:
 - Mr P. Elbers
 - Mr R.M. de Groot
- Martinair:
 - Mr M. de Nooijer
- Transavia:
 - Mr M. ten Brink
- TUIfly:
 - Mr G. Hofman
- Corendon Dutch Airlines:
 - Mr M. Boogerd
- easyJet
 - Mr W. Vet
- Coordination Committee Netherlands:
 - Chairman Mr B. Imminga

Addendum capacity declaration Amsterdam Airport Schiphol; summer 2019

The capacity declaration for summer 2019 includes the following provisions (Additional requirements and conditions, item 1):

" 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.

... "

It has been determined that following the abovementioned formula, no transfer of capacity from Winter 2018/2019 to Summer 2018 is possible, since the outcome of the formula is negative (-1,199). This was communicated to ACNL via a letter dated 4th April 2019 and also reported to the CCN during the 11th April 2019 meeting.

Nevertheless, there were 1,078 fewer commercial aircraft movements in winter 2018/2019 than the Planning Limit in the Capacity Declaration for winter season 2018/2019. This allows us to increase the maximum number of slots that can be allocated for the summer 2019 season by 1,078, whilst respecting the annual limit of 500,000 movements.

Therefore, ACNL is requested to increase the maximum number of slots that can be allocated for the summer 2019 season by 1,078. However, these slots can only be allocated under the condition that this does not lead to a further increase of historic rights beyond the planning limit for the summer 2019 season as stated in the capacity declaration.

Based on the above considerations, an Operational Limit is introduced in the capacity declaration Summer 2019. The text of the capacity declaration is therefore revised as follows.

- *In paragraph 1 the definition of the Operational Limit is added:*

Operational Limit: The total number of slots available for the applicable season after the HBD. The coordinator shall take into account the Operational Limit by: (i) (re)allocating slots up to this limit, and (ii) not (re)allocating slots as long as the total number of allocated slots surpasses this limit.

- Paragraph 2 is replaced by the new text below.

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	304,697	22,274
Planning limit (slots)	303,619	22,470
Operational limit	304,697	22,274

The numbers of movements as specified in the above table define the environmental capacity and are based on (i) the upcoming legally binding maximum of 500,000 aircraft movements in Commercial Aviation during an operational year (1st November through 31st October) and (ii) the legally binding maximum of 32,000 night movements.

Agreement regarding additional slots allocated on basis of Addendum capacity declaration Summer 2019

Introduction

This document specifies the details of the "lock on the door" agreement, when an excess of the 500K limit would be reached by the end of Operational Year 2019. This agreement was developed by the airline members of the OSO (Operationeel Schihol Overleg; Operational Management Committee Schiphol) in relation to the proposed Addendum capacity declaration Summer 2019.

There are three facets that we must look at:

- 1) disclaimer
- 2) the order of magnitude of the possible exceeding
- 3) a distribution key from the lock on the door

1) Disclaimer

After having given some thought to the mechanism that in an extreme case could lead to the 500K being exceeded, the following disclaimer seems appropriate:

As explained below, the only situation in which exceeding the 500K limit could occur in Operational Year 2019 is the deliberate flight of large quantities of No-Recs by one (or more) airlines at Schiphol. Assuming that this deliberate abuse is not carried out by OSO members, it is therefore a very undesirable situation that the OSO members must take responsibility for the deliberate violation of rules by parties that would cause large quantities of No-Recs at Schiphol and would therefore be the sole cause of exceeding of the 500K limit. Therefore the following story should always be preceded by first addressing the person who caused the extreme amount of No-Recs. If there is no hearing or no action to resolve the problem by that party / parties, the OSO members will take action and commit themselves to the "lock on the door" procedure below.

2) The order of magnitude

Given the Operational Limit, the 500K limit can never be exceeded due to movements due to allocated slots for the seasons W18/19 and S19. This risk is 0 and is equal to the risk of being exceeded by allocated slots at the moment (i.e. prior to the introduction of the Operational Limit). This is because the original slot transfer from the PL has already been resolved at this time.

The only risk of exceeding it is an extreme amount of No-Recs (so movements without allocated slot). These No-Rec movements must be added on top of the PL and in the addendum situation on top of the Operational Limit. The 500K of movements is therefore the sum of "movements due to allocated slots (capped by the Operational Limit)" + "No-Recs".

An additional uncertainty representing a possible risk of exceeding the volume cap is the number of movements that will be realized during the first days of W19/20, which are part of the Operational Year 2019.

Within the category "movements due to allocated slots (capped by the Operational Limit)" there are two 'mitigating' factors:

- There are 1,311 slots for which there is room within the 500K, but which have never been declared within Operational Year 2019. They can therefore never be allocated and never lead to movements.
- 9W and WW slots have been part of the allocated slots for a long time (WW until 14 May) and still (9W), but have not led to movements or only limited movement (No-Ops). No-Ops slots are not returned to the slot pool and cannot be reallocated. In fact, they are seen as "passed" and as "no movement", but this combination is then no reason to reuse the lock itself within the PL or the Operational Limit.

For the No-Recs, therefore, at least 1,311 ++ slots are available on top of the PL (and the Operational Limit). At least 1,311 ++ No-Recs must therefore take place during S19 in order to come close to a risk of exceeding the 500K movement limit. The state as presented on 13 June 2019 in the OSO is +/- 200 No-Recs, the data quality of which still needs to be investigated.

By keeping a record of this progression on a monthly basis, we can timely track the order of magnitude of the potential issue and take action.

3) The distribution key of the lock on the door

By 'status' is meant: the total number of allocated slots in the slot portal per airline.

Determine the difference in allocated slots before and immediately after the activation of the Addendum and the introduction of the Operational Limit:

Status at time before activation of Addendum

Status at time 3 days after issuance of Operational Limit (3 days because this is the period within which offers from ACNL must be accepted).

We see the difference as the way in which the Operational Limit slots have been allocated per airline. The distribution of this in terms of percentage shows per airline to what extent it must contribute to the lock on the door.

Calculation example for Airline X: 303,619 AMS slots in total. Airline X = 500 slots = status at the time before activation of the Addendum

304,697 AMS slots in total. Airline X = 520 slots = status at time 3 days after issuance of Operational Limit (3 days because this is the period within which offers from ACNL must be accepted).

The required percentage reduction in movements by Airline X = $20/1078 = 1.85\%$.

Suppose that the exceeding of 500K by No-Recs increases to 100 movements, then this distribution key leads to a reduction in the number of movements by Airline X of: 1.85% of 100 = 1.85 movements, so rounded to 2 movements.

Advantages of this option:

A low number of slots will initially be allocated to a large number of airlines. With this, the solution for the lock on the door is distributed more evenly and more airlines are involved in the final application of the solution, but with a lower impact per airline.

Disadvantages of this option:

It is a snapshot early in the process. It may well be that later in the season the airline in question has already flown these flights and has nothing to reduce. It may also be the case that the airline has returned these slots to the pool, after which this slot has again been allocated to another airline that had a lower / no% in the distribution key 3 days after the Operational Limit was issued.

All in all, this option is the easiest solution to manage, with the greatest clarity of where the responsibilities lie at the earliest moment in the process. By keeping track of the No-Recs numbers monthly, we can keep the relevant parties well informed about the chance of having to activate the lock on the door scenario.

Should the total number of allocated slots fall back to the original Planning Limit during S19, it seems safe to say that the lock on the door can no longer be used in this way. After all, it was concluded at an earlier stage that the PL in the original capacity declaration gave no reason to set a lock on the door.