



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

Capacity declaration summer  
season 2020

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BO.2019.013

Dear Mr Vreeburg,

Please find enclosed the capacity declaration for the summer season 2020. We trust that you will allocate the slots for the next summer season to the aircraft operators in accordance with the limitations and requirements as specified in this capacity declaration. The enclosed capacity declaration is applicable to Commercial Aviation as well as General Aviation.

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 capacity declaration.

In line with the capacity declaration of winter 2019/2020, this capacity declaration includes the concept of an operational limit. The operational limit is intended to take into account incidental capacity variations, such as the effect of the leap year 2020.

The nominal operational runway capacity has been determined by Air Traffic Control the Netherlands (LVNL).

Based on experienced and forecasted capacity shortages during peak hours, it may be necessary to introduce additional regulating operational parameters in future capacity declarations.

It is understood that, especially when conditions are changing, existing historic slots may not always be compatible with capacity constraints as specified in the capacity declaration. We have noted that ACNL and the Ministry of Infrastructure and Water Management have both concluded that in this situation the capacity declaration should be leading and a transition policy will be developed for existing situations of historic slots that exceed capacity constraints.

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As agreed, ACNL will communicate the capacity declaration and the resulting so-called runway graphs (or similar information) to the airlines through publication on its web site or its portal e-Airportslots.

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

A handwritten signature in black ink, appearing to be the initials 'B.I.' followed by a stylized 'O'.

B.I. Otto  
Executive Vice President & COO

Enclosure: Capacity declaration Amsterdam Airport Schiphol; summer 2020

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

## Capacity declaration Amsterdam Airport Schiphol; Summer 2020

### 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 maximum number of slots that may be eligible for historic precedence for the applicable season and that is available for initial allocation up to and including the HBD.
- 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.
- Operational Year:** Period from November 1 of the preceding calendar year through October 31. For Operational Year 2020 this is the period November 1, 2019 through October 31, 2020.

## 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 2020 (March 29, 2020 through October 24, 2020; 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 2020  
(March 29, 2020 through October 24, 2020)*

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

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 (1<sup>st</sup> November through 31<sup>st</sup> October) and (ii) the legally binding maximum of 32,000 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 2020 has been determined as follows:

ATM mode <sup>1</sup>	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

<sup>1</sup> 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.

	05:00 - 20:39	36	40	12	14
	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 step size 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 limited number of aircraft used for flights with service types J / C / G / S / Q / B / R / O / L handled simultaneously. A detailed list of aircraft stands per ICAO Aircraft Code can be found in Attachment 3.

For technical reasons the limitations, as described in Attachment 3, cannot be adhered to for Summer 2020. It is expected that full implementation will be possible for Winter 2020. As a temporary measure for Summer 2020, 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.

Schiphol can accommodate a maximum of 2 aircraft with ICAO Aircraft code F for flights with service types J / C / G / S / Q / B / R / O / L parked simultaneously.

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

#### 4. Additional requirements and conditions

This declaration for Summer 2020 is based on a total assumed number of 192,551 movements (of which 10,408 night movements), for Commercial Aviation only, during the winter season 2019/2020 (October 27, 2019 through March 28 2020, 22 weeks), in accordance with the capacity declaration for Winter 2019/2020. Based on the actual number of movements that is realized during the operational year 2020 through the end of the Winter 2019/2020 season (period November 1, 2019 through March 28, 2020), the Operational Limits as specified in paragraph 2 may be replaced by adjusted Operational Limits. These adjusted Operational Limits will be estimated by Schiphol in the third week of March 2020 based on the following calculations:

$$OLS20^{1)} = 500,000^{2)} - ACTW^{3)} - 8,810^{4)}$$

- 1) Operational Limit for the total number of movements and slots for Commercial Aviation for Summer 2020
- 2) The annual capacity limit for Commercial Aviation in the operational year 2020
- 3) ACTW, the actual total number of movements in Commercial Aviation in operational year 2020 through the end of Winter 2019/2020 (period November 1, 2019 through March 28, 2020)
- 4) The expected total number of movements for Commercial Aviation during Winter 2020/2021 within operational year 2020 (period October 25 through October 31, 2020)

$$OLNS20^{5)} = 32,000^{6)} - ACNW^{7)} - 511^{8)}$$

- 5) Operational Limit for the total number of night movements and slots for Commercial Aviation for Summer 2020
- 6) The annual capacity limit for night movements of Commercial Aviation in the operational year 2020
- 7) ACNW, the actual number of night movements in Commercial Aviation in operational year 2020 through the end of Winter 2019/2020 (period November 1, 2019 through March 28, 2020)
- 8) The expected total number of night movements for Commercial Aviation during Winter 2020/2021 within operational year 2020 (period October 25 through October 31, 2020)

The actual numbers for the adjusted Operational Limits, if applicable, will be determined after the end of the winter season 2019/2020.

## 5. Explanatory remarks

1. It is noted that operational year 2020 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. From 12 June until 12 July 2020, EURO2020 will take place in 12 different countries. Four matches (three group matches and one semi-quarter final) are being hosted in Amsterdam. This will lead to extra demand for air services and capacity reductions on and around match days (14, 18, 22 and 27 June). Ca. 20,000 supporters are expected to fly in per match, expectedly resulting in additional demand for General Aviation and charter flights. Furthermore, The Netherlands will serve as the home-base of the UEFA International Broadcasting Centre (1,500 people). Also, The Netherlands are still in the running to be team base camp facilitator for a maximum of three other national teams, which may also result in an increased demand.
3. 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.
4. Some supplemental information which is relevant for operators planning operations at Amsterdam Airport Schiphol is provided in Attachment 2.



### Attachment 1: Bracket list Summer 2020

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		
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 2020 resembles the available slots per 20 minutes and per rolling hour, in accordance with the underlying capacity declaration Summer 2020 and the current distribution of historical slots. Alterations to the bracket list Summer 2020 are possible, provided that it is in accordance with the declaration. The bracket list Summer 2020 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 less than 10 EPNdB:
  - New operations are not allowed.
  - For aircraft equipped with engines with bypass ratio  $\leq 3$ , 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 not less than 10 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

All IFR flights to and from Schiphol are RNAV-1 operations. Helicopters and state aircraft are excluded from this operational requirement.

## 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.

### Attachment 3: Stand capacity

Schiphol can accommodate the following maximum numbers of aircraft used for flights with service types J / C / G / S / Q / B / R / O / L handled simultaneously:

#### Morning (04:00 - 15:59) WIBO configuration MARS Stands

	Departure status	C (max. E95)	C	D	E (max. 772)	E (max. 781)	E (max. 744)	E	F	TOTAL
Connected	Schengen	6	19	0	0	0	0	0	0	25
	All	0	9	1	6	2	1	0	0	19
	Non-Schengen	0	16	0	1	3	1	21	2	44
	<b>Total connected</b>	<b>6</b>	<b>44</b>	<b>1</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>21</b>	<b>2</b>	<b>88</b>
Remote	All	32	6	0	0	1	3	6	0	48
	<b>Total incl. Remote</b>	<b>38</b>	<b>50</b>	<b>1</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>27</b>	<b>2</b>	<b>136</b>
Projects and maintenance			-2					-2		

#### Evening (16:00 – 03:59 NABO configuration MARS Stands

	Departure status	C (max. E95)	C	D	E (max. 772)	E (max. 781)	E (max. 744)	E	F	TOTAL
Connected	Schengen	6	19	0	0	0	0	0	0	25
	All	0	16	1	3	1	1	0	0	22
	Non-Schengen	0	16	0	1	3	1	21	2	44
	<b>Total connected</b>	<b>6</b>	<b>51</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>21</b>	<b>2</b>	<b>91</b>
Remote	All	32	6	0	0	1	3	6	0	48
	<b>Total incl. Remote</b>	<b>38</b>	<b>57</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>27</b>	<b>2</b>	<b>139</b>
Projects and maintenance			-2					-2		