



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

**Capacity declaration winter
season 2020 - 2021**

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BO.2020.015

Dear Mr Thomassen,

Please find enclosed the capacity declaration for the winter season 2020 – 2021. We trust that you will allocate the slots for the next winter 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.

As you are aware, the aviation sector is currently faced with an unprecedented global crisis and a significant decline in air transport movements well below the agreed limit of 500K movements in 2020. Therefore, we decided to adjust both the planning limit and the operational limit of this capacity declaration, with support of the Ministry of Infrastructure and Water Management, in accordance with returned slot series and slot series that will potentially return to the pool and with the purpose of achieving a controlled recovery towards the 500K movements.

In addition to the above, we would like to emphasize again to you the uncertainties we are facing with regard to the impact of the crisis, in order to give ACNL the opportunity to take these uncertainties into account when deciding about the reallocation of slots that will be returned to the slot pool for the winter season 2020 – 2021.

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

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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.

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,
B.I. Otto

Executive Vice President & COO
ROYAL SCHIPHOL GROUP

Enclosure: Capacity declaration Amsterdam Airport Schiphol; winter 2020 – 2021.

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. van Berghenhenegouwen
 - Human Environment and Transport Inspectorate:
 - Inspector-General – Mr J. van den Bos
- LVNL:
 - Mr M. van Dorst
- SAOC:
 - Mr A. van Dijk
- BARIN:
 - Mr M. Fruitema
- KLM:
 - Mr P. Elbers
 - Mr R.M. de Groot
- Martinair:
 - Mr A. den Heijer
- Transavia:
 - Mr M. de Nooijer
- TUIfly:
 - Mr G. Hofman
- Corendon Dutch Airlines:
 - Mr M. Boogerd
- easyJet
 - Mr W. Vet
- Coordination Committee Netherlands
 - Secretary: B. Straver

Capacity declaration Amsterdam Airport Schiphol; winter 2020/2021

Introduction

This document consists of two parts:

I. Coordination parameters

This section specifies the capacity constraints as shall be taken into account by the coordinator in the allocation of slots.

II. Background information

This section provides some information on the capacity limitations of Schiphol on which the coordination parameters are based, as well as some information that is relevant for aircraft operators that intend to plan operation(s) at Schiphol.

I. Coordination parameters

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 (21:40 – 05:59 UTC)
Night arrival slot:	Arrival slot in the period 23:00 – 07:19 LT (22:00 – 06:19 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 (22:00 – 05:59 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.

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

The environmental capacity and the number of slots available for landing and take-off operations of Commercial Aviation during the winter season 2020/2021 (October 25, 2020 through March 27, 2021; 22 weeks) is specified in the table below. For the winter season, local time equals UTC + 1 hour.

	Total number of departures and arrivals	Number of night departures and arrivals
Planning Limit ¹	186,668	11,246
Operational Limit ¹	186,668	10,408

¹) This limit is applicable to all slots for commercial aviation.

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.

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 winter season 2020/2021 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)	06:00 – 20:39	36	74	12	25
Day; arrival peak mode (L)	06:00 – 20:39	68	38	23	13
Day; off peak mode (O)	05:00 - 05:39	24	30	8	10
	05:40 - 05:59	24	40	8	14
	06:00 - 21:39	36	40	12	14
	21:40 – 21:59	36	25	12	9
Night mode (N)	22:00 - 04:59	24	25	8	9

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.

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 06:00 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

From 07:20 and up to and including 10:30 (LT), no more than 32 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.

4. Additional requirements and conditions

To which degree and the way in which unused capacity of winter 2020/2021 will be transferred to Summer 2021, will be described in the capacity declaration of Summer 2021.

II. Background information

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 2.

For technical reasons the limitations, as described in Attachment 2, cannot be adhered to for Winter 2020/2021. It is expected that full implementation will be possible for Summer 2021. As a temporary measure for Winter 2020/2021, the translation as described in paragraph 3.2 shall be used.

Explanatory remarks

It is noted that operational year 2021 should be considered a transition period prior to adoption of new legislation. Procedures and policies, especially regarding night slots and night movements, may be revised for future capacity declarations.

- Some supplemental information which is relevant for operators planning operations at Amsterdam Airport Schiphol is provided in Attachment 3.

Attachment 1: Bracket list winter 2020/2021

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	9		
4:20	4:35	8	9		
4:40	4:55	8	9		
5:00	5:15	8	10		
5:20	5:35	8	10	-	-
5:40	5:55	8	14	-	-
6:00	6:15	12	25	-	-
6:20	6:45	18	20	-	-
6:50	6:55	11	6	-	-
7:00	7:15	23	13	68	38
7:20	7:35	23	13		
7:40	7:55	23	13		
8:00	8:15	23	13		
8:20	8:35	12	25	36	74
8:40	8:55	12	25		
9:00	9:15	12	25		
9:20	9:35	12	25		
9:40	9:55	12	14	-	-
10:00	10:15	23	13	-	-
10:20	10:35	23	13	-	-
10:40	10:55	12	25	36	74
11:00	11:15	12	25		
11:20	11:35	12	25		
11:40	11:55	12	14	-	-
12:00	12:15	23	13	68	38
12:20	12:35	23	13		
12:40	12:55	23	13		
13:00	13:15	12	25		
				36	74

13:20	13:35	12	25		
13:40	13:55	12	25		
14:00	14:15	12	14	-	-
14:20	14:35	23	13		
14:40	14:55	23	13	68	38
15:00	15:15	23	13		
15:20	15:35	12	25		
15:40	15:55	12	25		
16:00	16:15	12	25	36	74
16:20	16:35	12	25		
16:40	16:55	12	25		
17:00	17:15	12	14	-	-
17:20	17:35	23	13		
17:40	17:55	23	13		
18:00	18:15	23	13	68	38
18:20	18:35	23	13		
18:40	18:55	23	13		
19:00	19:15	12	25		
19:20	19:35	12	25		
19:40	19:55	12	25	36	74
20:00	20:15	12	25		
20:20	20:35	12	25		
20:40	20:55	12	14		
21:00	21:15	12	14	36	40
21:20	21:35	12	14		
21:40	21:55	12	9	-	-
22:00	22:15	8	9		
22:20	22:35	8	9	24	25
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 winter 2020/2021 resembles the available slots per 20 minutes and per rolling hour, in accordance with the underlying capacity declaration winter 2020/2021 and the current distribution of historical slots. Alternations to the bracket list winter 2020/2021 are possible, provided that it is in accordance with the declaration. The bracket list winter 2020/2021 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: 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.

Stands for aircraft with ICAO code C (or smaller) used for flights with service types J / C / G / S / Q / B / R / O / L handled simultaneously shall not be coordinated.

Morning (03:00-14:59 UTC) WIBO configuration MARS Stands

	Departure status	D	E (max. 772)	E (max. 781)	E (max. 744)	E	F
Connected	Schengen	0	0	0	0	0	0
	All	0	6	3	1	0	0
	Non-Schengen	0	1	3	1	21	2
	Total connected	0	7	6	2	21	2
Remote	All	0	0	1	3	2	0
	Total incl. Remote	0	7	7	5	23	2
Projects and maintenance		-0	-0	-0	-0	-4	-0
Off-slot performance		-0	-0	-0	-0	-0	-0

Evening (15:00 – 02:59 UTC) NABO configuration MARS Stands

	Departure status	D	E (max. 772)	E (max. 781)	E (max. 744)	E	F
Connected	Schengen	0	0	0	0	0	0
	All	0	3	3	1	0	0
	Non-Schengen	0	1	3	1	21	2
	Total connected	0	4	6	2	21	2
Remote	All	0	0	1	3	2	0
	Total incl. Remote	0	4	7	5	23	2
Projects and maintenance		-0	-0	-0	-0	-4	-0
Off-slot performance		-0	-0	-0	-0	-0	-0

Attachment 3: 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 ≤ 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 propeller-driven aircraft and jet 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

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.