

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

Capacity declaration Winter season 2021

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Dear Mr. Thomassen,

Please find enclosed the capacity declaration for Winter season 2021. We trust that you will allocate the slots 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, 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 being faced with a global crisis and a significant decline in air transport movements well below the agreed limit of 500K movements in 2021. We expect this situation to continue for the coming winter season. This is decreasing our operational agility, which negatively influences the extent to which Schiphol Airport can facilitate a swift upscaling in case of recovery of airline operations. Therefore, we decided to adjust the planning limit and the operational limit of this capacity declaration in accordance with returned slot series and slot series that will potentially return to the pool. This with the purpose of achieving an incremental recovery towards the 500K movements. This is also in anticipation of the entry into force of recently announced legislation (LVB-1) which contains legally binding caps on incremental recovery.

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

Based on experienced, forecasted or unforeseen 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, for example following the introduction of new Covid-19 regulations by the government, 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 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:
 - Mrs. R. Clabbers
 - Mr. J. van Bergenhengouwen
- 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. de Groot
- Martinair:
 - Mr. A. den Heijer
- Transavia:
 - Mr. M. de Nooijer
- TUIFly:
 - Mr. G. Hofman
- Corendon Dutch Airlines:
 - Mr. F. van der Pal
- easyJet
 - Mr. W. Vet
- Coordination Committee Netherlands
 - Mr. H. Vreeburg

Capacity declaration Amsterdam Airport Schiphol; Winter 2021/2022

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.
- Operational Year:** Period from November 1 of the preceding calendar year through October 31 of the successive year. For Operational Year 2022 this is the period starting November 1, 2021 up to and including October 31, 2022.

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 Winter season 2021/2022 (October 31, 2021 through March 27 2022; 21 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 (slots)	183,461	10,735
Operational Limit	183,461	10,000

The numbers 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

Important notice concerning COVID-19

Please refer to Attachment 3 for more information.

3.1 Nominal operational runway capacity

For slot allocation purposes for both Commercial and General Aviation, the operational runway capacity for the Winter season 2021/2022 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

The following parameters shall be used:

From 07:20 LT and up to and including 10:30 LT (06:20 - 09:30 UTC), 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.

In the upcoming years, a new parameter for stand capacity is currently being tested and may be applied. See Attachment 2.

4. Additional requirements and conditions

To which degree and the way in which unused capacity of Winter 2021/2022 will be transferred to Summer 2022, will be described in the capacity declaration of Summer 2022.

5. Explanatory remarks

1. Please note that operational year 2022 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. Some supplemental information which is relevant for operators planning operations at Amsterdam Airport Schiphol is provided in Attachment 3.

Attachment 1: Bracket list winter 2021/2022

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 for Winter 2021/2022 resembles the available slots per 20 minutes and per rolling hour, in accordance with the underlying capacity declaration Winter 2021/2022 and the current distribution of historical slots. Alternations to the bracket list for Winter 2021/2022 are possible, provided that it is in accordance with the declaration. The bracket list of Winter 2021/2022 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. For Winter 2021, these limitations are not parameters for allocation, but will be used for testing purposes for future implementation. Implementation is subject to decision making and not expected before W22 or S23.

Morning (04:00 – 15:59 LT or 03:00 – 14:59 UTC) WIBO configuration D-North stands

	ICAO Aircraft Code										Total
	A	B	C1	C2	D	E1	E2	E3	E4	F	
Stands for handling	0	0	36	47	0	7	6	2	20	2	120
Inbound tow-offs	0	0	-1	-1	0	-2	0	-1	0	0	-5
Resulting declared capacity	0	0	35	46	0	5	6	1	20	2	115
Resilience (not declared)	0	0	0	6	0	0	1	3	2	0	12
Of which Schengen departures	0	0	34	31	0	5	3	1	0	0	74
Of which non-Schengen departures	0	0	29	27	0	5	6	1	20	2	90

Evening (16:00 – 03:59 LT or 15:00 – 02:59 UTC) NABO configuration D-North stands

	ICAO Aircraft Code										Total
	A	B	C1	C2	D	E1	E2	E3	E4	F	
Stands for handling	0	0	36	52	0	4	6	2	20	2	122
Inbound tow-offs	0	0	-1	-1	0	-2	0	-1	0	0	-5
Resulting declared capacity	0	0	35	51	0	2	6	1	20	2	117
Resilience (not declared)	0	0	0	6	0	0	1	3	2	0	12
Of which Schengen departures	0	0	34	36	0	2	3	1	0	0	76
Of which non-Schengen departures	0	0	29	32	0	2	6	1	20	2	92

Explanation of the various aircraft categories

USED CATEGORIES					
ICAO Code	Subcode	Schiphol category	Max. Width [m]	Max. Length [m]	Example aircraft types
A	A		15	22	
B	B		24	28	
C	C1	2, 3, 3+	29	38,65	E70, E75, E90, E95, ER4, DH4, DH8, CR7, CR9, 734,, 295
C	C2	4-, 4, 4+	36	46,5	73H, 73W, 73J, 73C, 32S, 321, 320, 319, 318, 220
D	D	5-, 5, 6-, 6+	52	61,6	763, 764, 310, 752, 753, AB6, AB3
E	E1	7-, 7	61	63,7	332, 333, 788, 789, 772, 343
E	E2		761	72	781
E	E3	8-, 8	65	72	74Y, 74E, 744, 77L, 339, 358, 359, 345
E	E4	8-, 8	65	76	77W, 773, 351, 346
F	F	9-, 9	80	77	380, 74H, 779

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.

Important notices due to COVID-19

Incremental recovery

As a result of Covid-19 pandemic, the aviation sector is being faced with an unprecedented global crisis and a significant decline in air transport movements. In 2020, the number of movements at Schiphol Airport has fallen well below the agreed limit of 500K. Schiphol expects this situation to continue for the years to come, decreasing operational agility and negatively influencing the extent to which Schiphol Airport can facilitate a swift upscaling in case of recovery of airline operations. Therefore, both the planning limit and the operational limit of this capacity declaration have been adjusted in accordance with returned slot series and slot series that will potentially return to the pool and with the purpose of achieving an incremental recovery towards the 500K movements. Recovery of the capacity shall take place stepwise during oncoming years, and in accordance with market developments. By doing so, Schiphol Airport anticipates on the entry into force of recently announced legislation (LVB-1) which contains legally binding caps on incremental recovery. We would kindly refer to the earlier communications of Schiphol on this matter for Capdec W20 in which more detailed reasons were stated.

Operational parameters

COVID-19 has caused the aviation industry to be in a global crisis and the path to recovery is tentative and uncertain. The demand levels and patterns of demand currently are and will most likely remain uncertain for the oncoming season. At the same time, the operational capacity availability is highly dependent on COVID-19 mitigation measures and regulations imposed to control the spreading of the virus. New information might require capacity providers and airline operators to implement additional operational measures or to regulate capacity operationally. As a last resort, additional or more stringent operational capacity parameters can be declared after the initially declared operational capacity. This might occur pre- or in-season. If necessary, Amsterdam Airport Schiphol will adhere to relevant regulations, legislation and the best practice posed by the Worldwide Airport Slot Board (WASB). Schiphol will consult the Coordination Committee Netherlands, LVNL and ACNL of anticipated changes in declared capacity, wherever possible at least two weeks before declaring such change(s).