

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

**Capacity declaration summer
season 2023**

Mr. Drs. H. L. Buis
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29 september 2022
HB.2022.020

Dear Mr. Thomassen,

Please find enclosed the capacity declaration for Summer season 2023. 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 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 still struggling to cope with disruptive effects from the global COVID-19 pandemic and a significant decline in air transport movements well below the agreed limit of 500K movements in 2022 as a result thereof. We expect this situation to continue for the coming Summer season. For Schiphol, the most significant effects are obviously the labour market shortages in the security process that restrict the airport from an operational perspective. 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.

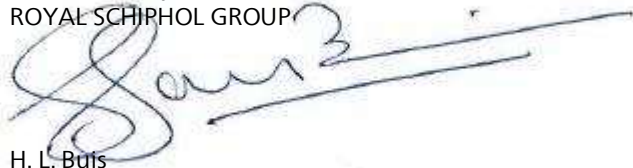
The nominal operational runway capacity has been determined by Air Traffic Control the Netherlands (LVNL).

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. Nevertheless, within these (potential) restrictions, our goal remains to facilitate and allow for an optimal use of available airport capacity. 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,
ROYAL SCHIPHOL GROUP

A handwritten signature in black ink, appearing to read "H. L. Buis", written over a horizontal line.

H. L. Buis
Executive Vice President & COO

Enclosure: capacity declaration Amsterdam Airport Schiphol; IATA summer 2023

Capacity declaration Amsterdam Airport Schiphol: Summer 2023

1. Definitions

The following definitions apply:

Commercial Aviation:	Flights performed by an air carrier which are open for individual bookings for passengers and/or freight and/or mail, and which concern: scheduled flights, being regular service or commercial flights operated on a fixed route according to a published timetable, and non-scheduled flights, being charter flights in passenger and/or cargo transport or commercial ad hoc flights. This includes positioning flights as defined next.
Positioning flights:	Flights in support of scheduled or charter 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 20:40 – 04:59 UTC (22:40 – 06:59 LT)
Night arrival slot:	Arrival slot in the period 21:00 – 05:19 UTC (23:00 – 07:19 LT)
Night slot:	Either a night departure slot or a night arrival slot
Night movement:	Departure or arrival with a runway time in the period 21:00 – 04:59 UTC (23:00 – 06:59 LT)
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 2023 this is the period starting November 1, 2022 through October 31, 2023.

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 2023 (March 26, 2023 through October 28 2023; 31 weeks) is specified in the table below.

For the Summer season, Local Time equals UTC + 2 hours.

*Available number of slots for Commercial Aviation; Summer season 2023
(March 26, 2023 through October 28, 2023)*

	Total number of departures and arrivals	Number of night departures and arrivals
Planning limit (slots)	303,000	23,212
Operational limit	303,000	22,000

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. General aviation is in principle not allowed to operate during the night.

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 Summer season 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)	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

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.

	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

From 05:20 UTC and up to and including 08:30 UTC (07:20 – 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.

Currently, a new parameter for stand capacity is being tested and may be applied in the upcoming years, see Attachment 2 for more information.

4. Additional requirements and conditions

The declaration for Summer 2023 is based on a total assumed number of 182,311 movements (of which 10,735 night movements) for Commercial Aviation during the Winter season 2022/2023 (October 30, 2022 through March 25 2023, 21 weeks), in accordance with the capacity declaration for Winter 2022/2023.

Based on the actual number of movements that is realized during the operational year 2023 by the end of the Winter 2022/2023 season (period November 1, 2022 through March 25, 2023), the Operational Limit as specified in paragraph 2 may be replaced by an adjusted Operational Limit. This adjusted Operational Limit will be estimated by Schiphol by the end of February 2023, based on the following calculations. Please note that due to uncertain market developments, Schiphol cannot be bound to the adjustment of the Operational Limit and that it will base the decision to do so on, among others, the actual situation concerning COVID-19, the impact on the aviation industry Worldwide.

$$\text{OLS23}^{1)} = 487,006^{2)} - \text{ACTW}^{3)} - 3,780^{4)}$$

- 1) Maximal Operational Limit for the total number of movements and slots for Commercial Aviation for Summer 2023.
- 2) The annual capacity limit for Commercial Aviation in the operational year 2023.
- 3) ACTW, the actual total number of movements in Commercial Aviation in operational year 2023 by the end of Winter 2022/2023 (period November 1, 2022 through March 25, 2023).
- 4) The expected total number of movements for Commercial Aviation during Winter 2023/2024 within operational year 2023 (period October 29 through October 31, 2023).

$$\text{OLNS23}^{5)} = 32,000^{6)} - \text{ACNW}^{7)} - 219^{8)}$$

- 5) Operational Limit for the total number of night movements and slots for Commercial Aviation for Summer 2023.
- 6) The annual capacity limit for night movements of Commercial Aviation in the operational year 2023.
- 7) ACNW, the actual number of night movements in Commercial Aviation in operational year 2023 by the end of Winter 2022/2023 (period November 1, 2022 through March 25, 2023).
- 8) The expected total number of night movements for Commercial Aviation during Winter 2023/2024 within operational year 2023 (period October 29 through October 31, 2023).

The actual numbers for the adjusted Operational Limits, if applicable, will be determined after the end of the Winter season 2022/2023.

II. Background information

Explanatory remarks

1. Please note that operational year 2023 should be considered a transition in adoption of new legislation. Procedures, policies and volumes, 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 Summer 2023

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	36	74
12:20	12:35	12	25		
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 2023 resembles the available slots per 20 minutes and per rolling hour, in accordance with the underlying capacity declaration Summer 2023 and the current distribution of historical slots. Alterations to the bracket list Summer 2023 are possible, provided that it is in accordance with the declaration. The bracket list Summer 2023 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 Summer 2023, 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 S23.

Morning (02:00 – 13:59 UTC or 04:00 – 15:59 LT) 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	53	0	7	7	5	22	2	132
Inbound tow-offs (accounted for)	0	0	0	-2	0	-1	0	-1	0	0	-4
Resilience	0	0	0	-6	0	0	-1	-2	-2	0	-11
Resulting (declared) capacity	0	0	36	45	0	6	6	2	20	2	117
Of which Schengen	0	0	35	32	0	6	3	2	0	0	78
Of which non-Schengen	0	0	30	28	0	6	6	2	20	2	94

Evening (14:00 – 01:59 UTC or 16:00 – 03:59 LT) 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	58	0	4	7	5	22	2	134
Inbound tow-offs (accounted for)	0	0	0	-2	0	-1	0	-1	0	0	-4
Resilience	0	0	0	-6	0	0	-1	-2	-2	0	-11
Resulting (declared) capacity	0	0	36	50	0	3	6	2	20	2	119
Of which Schengen	0	0	35	37	0	3	3	2	0	0	80
Of which non-Schengen	0	0	30	33	0	3	6	2	20	2	96

Explanation of the various aircraft categories

USED CATEGORIES					Example aircraft types	
ICAO Code	Subcode	Schiphol category	Max. Width [m]	Max. Length [m]		
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		7	61	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 16:00 – 05:59 UTC for summer season (18:00 – 07:59 LT).
 - For aircraft equipped with engines with bypass ratio > 3 , it is not allowed to plan take-offs between 21:00 – 04:59 UTC for summer season (23:00 – 06:59 LT).
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.

Important notice 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, as has become clear in S22. 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 such a situation would occur, 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).