

## AMS Capacity Declaration Winter 2023-2024

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## Part A Coordination parameters

The number of slots is calculated on basis of a season of 22 weeks (October 29, 2023 through March 30, 2024).

### 1. Environmental capacity

Limit	Total	Night
Planning limit	189,515	11,246
Operational limit	189,515	10,476

This coordination parameter applies to flights with Service Type Codes: | A | B | C | F | G | H | J | L | M | O | P | Q | R | S | V |

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

### 2. Stand capacity

- From 0620 UTC and up to and including 0930 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.

### 3. Prohibited aircraft

Due to noise restrictions not all aircraft types are allowed to operate at AMS.

Please refer to article 7 of this Capacity Declaration for more information on all the noise limitations.

- No day or night slots shall be allocated for flights with the IATA aircraft code in the next table.

IATA aircraft code of prohibited aircraft									
703	70M	73X	76X	AN7	D1F	D94	HS7	IL7	LOH
707	72B	74C	A26	ANF	D1M	D95	I93	IL8	M82
722	72C	74D	A30	B12	D1X	F21	I96	IL9	M83
731	72F	74L	A32	B13	D1Y	F22	I9F	ILW	T34
732	72M	74R	A4F	B14	D8L	F2S	I9M	L10	TU3
741	72W	74T	A5F	B15	D8T	G2B	I9X	L11	TU5
742	72X	74U	AB4	D10	D91	G2S	I9Y	L15	YK2
743	72Y	74V	AN4	D11	D92	GJ2	IL6	L1F	YK4
70F	73L	74X	AN6	D1C	D93	GJ3			

This coordination parameter applies to flights with Service Type Codes: | A | B | C | D | F | G | H | J | K | L | M | N | O | P | Q | R | S | T | V | X |

#### 4. Runway capacity

Time	Arrivals		Departures	
UTC	20 minute <i>static capacity</i>	60 minute <i>rolling capacity</i>	20 minute <i>static capacity</i>	60 minute <i>rolling capacity</i>
0000 – 0035	8		9	
0040 – 0455	8	24	9	25
0500 – 0535	8		10	
0540 – 0555	8		14	
0600 – 0615	12		25	
0620 – 0645*	18*		20*	
0650 – 0655*	11*		6*	
0700 – 0815	23	68	13	38
0820 – 0935	12	36	25	74
0940 – 0955	12		14	
1000 – 1035	23		13	
1040 – 1135	12	36	25	74
1140 – 1155	12		14	
1200 – 1255	23	68	13	38
1300 – 1355	12	36	25	74
1400 – 1415	12		14	
1420 – 1515	23	68	13	38
1520 – 1655	12	36	25	74
1700 – 1715	12		14	
1720 – 1855	23	68	13	38
1900 – 2035	12	36	25	74
2040 – 2135	12	36	14	40
2140 – 2155	12		9	
2200 – 2315	8	24	9	25
2320 – 2355	8		9	

This coordination parameter applies to flights with Service Type Codes: | A | B | C | D | F | G | H | J | K | L | M | N | O | P | Q | R | S | T | V | X |

Coordination of runway capacity will be based on:

- Constraints for 20 minute 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.

\* There are two exceptions to the runway 20 minute limitations:

- Between 0620 – 0645 a 30 minute bracket applies with a maximum of 18 arrivals and 20 departures.
- Between 0650 – 0659 a 10 minute bracket applies with a maximum of 11 arrivals and 6 departures.

## Part B Supplementary information

### 5. Runway capacity explanation

For slot allocation purposes for both Commercial and General Aviation, the operational runway capacity has been determined as follows:

ATM mode	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)	0600 – 2039	36	74	12	25
Day; arrival peak mode (L)	0600 – 2039	68	38	23	13
Day; off peak mode (O)	0500 – 0539	24	30	8	10
	0540 – 0559	24	40	8	14
	0600 – 2139	36	40	12	14
	2140 – 2159	36	25	12	9
Night mode (N)	2200 – 0459	24	25	8	9

*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.*

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 0600 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 (article 4), 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.

## 6. Stand capacity explanation

Schiphol can accommodate the following maximum numbers of aircraft used for flights with service types J / C / G / S / Q / B / R / O / L. For Winter 23/24, these limitations are not parameters for slot allocation, but will be used for testing purposes for future implementation. Implementation is subject to decision making.

### Morning (0300 – 1459 UTC or 0400 – 1559 LT) WIBO configuration D-North stands

	ICAO Aircraft Code						Total
	D	E1	E2	E3	E4	F	
Stands for handling	0	7	7	5	22	2	43
Inbound tow-offs	0	-2	0	-1	0	0	-3
Resilience	0	0	-1	-3	-2	0	-6
Resulting declared capacity	0	5	6	1	20	2	34
Of which Schengen departures	0	5	3	1	0	0	9
Of which non-Schengen departures	0	5	6	1	20	2	34

### Evening (1500 – 0259 UTC or 1600 – 0359 LT) NABO configuration D-North stands

	ICAO Aircraft Code						Total
	D	E1	E2	E3	E4	F	
Stands for handling	0	4	7	5	22	2	40
Inbound tow-offs	0	-2	0	-1	0	0	-3
Resilience	0	0	-1	-3	-2	0	-6
Resulting declared capacity	0	2	6	1	20	2	31
Of which Schengen departures	0	2	3	1	0	0	6
Of which non-Schengen departures	0	2	6	1	20	2	31

### Explanation of the various aircraft categories

ICAO Code	Sub code	Schiphol category	Maximum width [m]	Maximum 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	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

## 7. Noise levels

1. Aircraft which are certified in accordance with the noise standards of ICAO Annex 16 Chapter 2:
  - Take-off and landing is not allowed.
2. Aircraft which are certified 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 1700 – 0659 UTC (1800 and 0759 LT).
  - For propeller-driven aircraft and jet aircraft equipped with engines with bypass ratio  $> 3$ , it is not allowed to plan take-offs between 2200 – 0559 UTC (2300 and 0659 LT).
3. Aircraft which are certified 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.

## 8. Incremental recovery

Due to uncertainty in terms of recovery volumes after the Covid-19 pandemic, 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. Recovery of capacity shall take place stepwise during oncoming years in accordance with market developments and legislation. We would kindly refer to the earlier communications of Schiphol Airport on this matter to the Capacity Declaration of Winter 2020 in which the more detailed original reasons were stated.

## 9. Transfer of unused capacity

To which degree and the way in which unused capacity of Winter 23/24 will be transferred to Summer 2024, will be described in the capacity declaration of Summer 2024.

## 10. Other applicable regulations

Supplementary to the regulations in this Capacity Declaration, Schiphol would like to point out the other regulations applicable to operate at AMS, including:

- [Aeronautical Information Publication \(AIP\)](#)
- [Schiphol Regulations](#)

## 11. Definitions

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 between 2140 – 0559 UTC (2240 – 0659 LT).
Night arrival slot:	Arrival slot between 2200 – 0619 UTC (2300 – 0719 LT).
Night slot:	Either a night departure slot or a night arrival slot.
Night movement:	Departure or arrival with a runway time between 2200 – 0559 UTC (2300 – 0659 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 2024 this is the period starting November 1, 2023 up to and including October 31, 2024.