

AMS Capacity Declaration Summer 2024

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Part A Coordination parameters

The number of slots is calculated on basis of a season of 30 weeks (March 31, 2024 through October 26, 2024).

1. Environmental capacity

Commercial aviation

Limit	Total	Night
Planning limit	280,645	22,463
Operational limit	280,645	21,290

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

Limit	Total	Night
Operational limit	7,258	0

This coordination parameter applies to flights with Service Type Codes: | D | N |

2. Stand capacity

Time	Aircraft	Arrival slots	Parked simultaneously
UTC	ICAO code		
0520 – 0834	D / E / F	41	
0000 – 2359	F		2

This coordination parameter applies to flights with Service Type Codes: | B | C | G | J | L | O | Q | R | S |

3. Prohibited aircraft

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

Please refer to the Schiphol Regulations 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 UTC	Arrivals		Departures	
	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 – 0039	8		9	
0040 – 0359	8	24	9	25
0400 – 0439	8		10	
0440 – 0459	8		14	
0500 – 0519	12		25	
0520 – 0549*	18*		20*	
0550 – 0559*	11*		6*	
0600 – 0719	23	68	13	38
0720 – 0839	12	36	25	74
0840 – 0859	12		14	
0900 – 0939	23		13	
0940 – 1039	12	36	25	74
1040 – 1059	12		14	
1100 – 1159	23	68	13	38
1200 – 1259	12	36	25	74
1300 – 1319	12		14	
1320 – 1419	23	68	13	38
1420 – 1559	12	36	25	74
1600 – 1619	12		14	
1620 – 1759	23	68	13	38
1800 – 1939	12	36	25	74
1940 – 2039	12	36	14	40
2040 – 2059	12		9	
2100 – 2319	8	24	9	25
2320 – 2359	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 |

Slots should be requested and will be allocated per 5 minutes only: 0000, 0005, 0010, 0015, 0020 et cetera.

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 0520 – 0549 a 30 minute bracket applies with a maximum of 18 arrivals and 20 departures.
- Between 0550 – 0559 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)	0500 – 1939	36	74	12	25
Day; arrival peak mode (L)	0500 – 1939	68	38	23	13
Day; off peak mode (O)	0400 – 0439	24	30	8	10
	0440 – 0459	24	40	8	14
	0500 – 2039	36	40	12	14
	2040 – 2059	36	25	12	9
Night mode (N)	2100 – 0359	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 0500 UTC, which has a minimal duration of 20 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 Summer 2024, these limitations are not parameters for slot allocation, but will be used for testing purposes for future implementation. Available stands are illustrative and implementation is subject to decision making.

Morning (0200 – 1359 UTC) WIBO configuration D-North stands

	ICAO Aircraft Code						Total
	D	E1	E2	E3	E4	F	
Capacity	0	7	6	2	22	2	39
Of which Schengen departures	0	6	3	1	0	0	10
Of which non-Schengen departures	0	7	6	2	22	2	39

Evening (1400 – 0159 UTC) NABO configuration D-North stands

	ICAO Aircraft Code						Total
	D	E1	E2	E3	E4	F	
Capacity	0	4	6	2	22	2	36
Of which Schengen departures	0	3	3	1	0	0	7
Of which non-Schengen departures	0	4	6	2	22	2	36

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. Transfer of unused capacity

Given the provisions in the *Experimental Decree Schiphol* (IENW/BSK-2023/13636) of the Dutch Ministry of Infrastructure and Water Management, AMS considers it unlikely that any unused capacity in Winter 2023/2024 will be transferred to Summer 2024 season.

8. 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](#)

9. 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 2040 – 0459 UTC (2240 – 0659 LT).
Night arrival slot:	Arrival slot between 2100 – 0519 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 2100 – 0459 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.