

AMS Capacity Declaration Summer 2024

Addendum 1

Part A Coordination parameters

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|----|-------------------------------|-------------------------|
| 1. | Environmental capacity | changed |
| 2. | Seasonal operational capacity | changed |
| 3. | Stand capacity | unchanged |
| 4. | Prohibited aircraft | unchanged |
| 5. | Runway capacity | changed |
| 6. | Air traffic control capacity | new |
| 7. | Border control capacity | new |

Part B Supplementary information

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|----|----------------------------|
| 8. | Outlook W24/25 and onwards |
| 9. | Definitions |

Please refer to the initial Capacity Declaration for the other (unchanged) articles of Part B.

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 | [changed](#)

Commercial aviation

Limit	Total	Night
Planning limit	303,619	22,463
Operational limit	303,619	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	not applicable	0

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

2. Seasonal operational capacity | [changed](#)

Commercial aviation

Limit	Total	Night
Planning limit	293,226	22,463
Operational limit	293,226	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 |

3. Stand capacity | [unchanged](#)

Time	Aircraft	Arrivals 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 |

4. Prohibited aircraft | unchanged

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 |

5. Runway capacity | [changed](#) | [temporary enforced reduction](#)

Time	Arrivals		Departures	
UTC	20 minute static capacity	60 minute rolling capacity	20 minute static capacity	60 minute rolling capacity
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	65**	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.

** Mandatory, enforced temporary capacity reduction: changed from 68 to 65 arrivals. After intended allocation of wide-body slots due to available capacity, as a result of the enforced reduction of 68 to 65 arrivals, the slot coordinator is requested to ask the capacity provider(s) for review of the operational feasibility regarding wide-body stands (article 3).

6. Air traffic control capacity | new | temporary operational limit

Time	Arrival and departure slots
UTC	daily <i>static capacity</i>
0000 – 2359	1,520

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 |

7. Border control capacity | new | temporary operational limit

Time	Arrival and departure seats
UTC	daily <i>static capacity</i>
0000 – 2359	123,000

This coordination parameter applies to flights with Service Type Codes: | B | C | G | J | L | O | Q | R | S |
This coordination parameter applies to flights to or from a non-Schengen origin or destination airport.

Part B Supplementary information

8. Outlook W24/25 and onwards

Schiphol expects (changes to) restrictive operational parameters in the capacity declaration of Winter 2024/2025 and onwards. These include, but are not limited to:

Stand capacity: Schiphol intends to implement (a) restrictive stand parameter(s) as of Winter 2024/2025. The formulation and limit(s) are still to be determined in the formal CCN consultation process.

Customs capacity: Schiphol pursues to adequately spread arriving flights of specific destinations (specified as 100% check-flights by the Dutch Ministry of Safety & Justice) due to infrastructural limitations. Schiphol intends to implement (a) restrictive parameter(s) as of Winter 2024/2025. The formulation and limit(s) are still to be determined in the formal CCN consultation process.

Runway capacity: LVNL expressed the intention to add a nominal capacity per 10 minutes (static) to the already existing brackets as of Winter 2024/2025.

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.