

Working Procedure Slot Allocation W24 AMS Exceedance of historic rights

Discipline: Slot Allocation
Airports: Amsterdam Airport Schiphol (AMS)
Seasons: IATA season Northern Winter 2024 (W24) (27 October 2024 – 29 March 2025)
Version: v2.0
Date: 6 May 2024

Reason

The basis for this working procedure is the Policy Rule Slot allocation in case of exceedance of historic rights (published at www.slotcoordination.nl). The Policy Rule includes the following provision:

"If ACNL expects an exceedance of the coordination parameters with all to be requested historic slots, ACNL will publish a working procedure to solve the exceedance of the relevant coordination parameter(s). The working procedure contains how ACNL will apply the criterion of proportionality with a holistic approach and provides air carriers with additional information regarding their slot requests at initial submission. ACNL strives to publish this working procedure before the coordination parameters are published."

Airport Coordination Netherlands (ACNL) has received from Amsterdam Airport Schiphol (AMS) the capacity declaration for W24 (published at www.slotcoordination.nl). Based on the coordination parameters included therein, in response to:

- a new widebody parameter (a limit for arrivals on the basis of rolling 195 minutes);
- a new parameter for customs capacity of 100% checked flights (specific Caribbean & South American origins);

not all historic times or related attributes (e.g. aircraft type/route) of the slots involved can be allocated at Initial Allocation and/or at time thereafter.

Note: there is no exceedance of the seasonal capacity; therefore a required reduction in number of historic slots is not necessary and therefore not included in this working procedure.

Principles as contained, inter alia, in the Policy Rule

- Prioritising is as specific as possible; the aim is to solve the exceedance of the coordination parameter.
- ACNL will use the principle of proportionality as included in the best practice paper for managing temporary capacity reduction (17 July 2020) issued by the World Airport Slot Board (WASB). This paper contains the following principle: *"Any mandatory schedule reductions must be spread across all affected airlines that utilise the affected infrastructure, in a fair, transparent, and non-discriminatory manner by a slot coordinator acting independently."* and provision: *"The required schedule reductions will be measured based on a defined time period where congestion occurs and/or as a total per day, providing that a fair distribution of cancellations across carriers is ensured."*
- The air carrier will get as much freedom as possible in contributing to solve the exceedance.

- Where possible the normal allocation procedure is applied.

Interaction/combination of relevant parameters leading to an exceedance of historic rights

Details about the size of the exceedance for the two relevant parameters are included in annex 2. ACNL expects by solving the exceedance of the widebody parameter the exceedance of the customs capacity parameter will be solved partly as well.

Widebody parameter

The baseline situation is as follows:

- There is a new widebody parameter. In the capacity declaration W24: 39 arrival slots per rolling 195 minutes over the 24-hour period for ICAO Aircraft code D / E / F. In W23: 32 arrival slots were allowed in the period 0620 UTC – 0930 UTC (static) for ICAO Aircraft code D / E / F.
- An analysis of the SHL for W24 reflecting the newly announced parameter for W24 shows an exceedance compared to the declared capacity. This implies that not all widebody arrival slots can be allocated at its historic time casu quo operated by a widebody aircraft type.

The working procedures and details are as follows:

- When resolving widebody over-allocations, ACNL will apply a holistic approach. Initially, ACNL will try to resolve the overbooking by applying the least impactful changes in aircraft type (depending on the route, frequency to AMS and fleet composition of the airline concerned), evaluate effective changes (daily or non-daily where useful); least impactful re-timings (also depending on the possibility to swap with narrow body slots), consider differences in point-to-point flights and flights where connectivity is involved, as well taking into account the W23 slot performance. Single slot pairs will be handled with caution. Runway capacity availability, (operational) factors among others curfew times and minimum turnaround times that is required, can be necessary to be taken into consideration.
- In principle, there are two solutions to solve the overbooking: downsizing to a narrow body and/or retiming a slot. The steps are as follows:
 - As part of the holistic approach, a few days after the SHL for W24 was distributed, ACNL contacted airlines involved to consult possibilities for the individual contribution by the airline concerned,
 - In the Initial Submission, airlines are requested to include the historic slots and related historic attributes, using IATA SSIM action code F and send in addition latest at Initial Submission Deadline an email to info@slotcoordination.nl with a list of slot timings and related attributes that ACNL should NOT process as F in the SAL and may be considered for retiming and/or downsizing. Supplementary information in free format is accepted as well. ACNL will finally decide at SAL about the contribution of the airline (also in cases ACNL hasn't received such an email or an incomplete email).
 - ACNL will insert at the top of the waiting list the not allocated historic timings / attributes for retiming's/change narrowbody into widebody. This applies to W24 only. The historic right will not be retained for an additional equivalent season (W25 und further in this case). JNUS in any form is not applicable.

100% checked arrival flights by customs

Based on SHL W24, four (4) airlines are affected by the introduction of this parameter. ACNL contacted the airlines concerned to discuss expected necessary schedule adjustments, based on an indication at SHL, to meet the setting of the coordination parameter. Airlines are requested to submit the historic schedule in the Initial Submission using IATA SSIM code F and indicate the flexibility of the discussed schedule adjustments.

Rolling 60 minute arrival bracket 0700-0819 UTC

Please note, this parameter, mentioned in the previous version of this Working Procedure (v1.0 of 15 April 2024) not occurs in the (final version of the) capacity declaration W24 for AMS.

Final provisions

This working procedure has been drafted up by ACNL on the basis of the feedback of the CCN members on 3 and 4 April 2024 and the information that was available at the date above. ACNL may review and amend this working procedure.

ACNL advises all airlines to visit www.slotcoordination.nl for latest news and updates on slot allocation and slot monitoring. Airlines can subscribe to ACNL's news through this website.

Revision log

Version	Date	Changes w.r.t to previous version
V0.1	26 March 2024	First draft to collect remarks from CCN members in meetings at 3 April 2024.
V1.0	15 April 2024	Final version based on remarks of CCN members.
V2.0	6 May 2024	Second version based on the (final version of the) capacity declaration W24 AMS, published on 1 May 2024 on www.slotcoordination.nl

ANNEX 1 WP W24
CALENDAR OF COORDINATION ACTIVITIES
Guidance to airlines for **W24 AMS**

ACTIVITY	NW24	Action required for airline	Action required for coordinator
SHL Deadline	15APR24	None	SHL has been sent out.
Agreed Historics Deadline	02MAY24	Airlines indicate to the coordinator their possible flexibility to contribute to solve the exceedance. Airlines must acknowledge (ACK) the SHL or submit a claim as soon as possible after receipt of the SHL and in any case no later than 01MAY24.	Coordinator will contact airlines for their contribution to solve exceedance. If any changes apply, the coordinator will send a revised SHL no later than 02MAY24 (only if applicable).
Confirmation of final coordination parameters and details of available capacity	No later than 02MAY24	None	Publication on website ACNL.
Initial Submission Deadline	09MAY24	Initial submission request to be done (where retime changes are acceptable by the airline, this may be done including flexibility indicators in the SSIM messages).	None
SAL Deadline	No later than 30MAY24		Coordinator will send the SAL. Slots are allocated within the coordination parameters. If applicable, coordinator will put retimings/downsizing of requested historic slots that eventually could not be allocated on the waitlist.
IATA Slot Conference	11-13JUN24	Normal process	Normal process
Historics Baseline Date	31AUG24	Normal process	Normal process.
Start Of Season	27OCT24	Normal process	Normal process

*SRD 15JUL24 will apply for all Dutch airports

ANNEX 2 AMS

Details indication size and timing of the exceedance based on SHL W24 and capacity declaration W24

Wibo arrivals rolling 195 minutes (limit 39 arrivals)								AMS CUSTOMS 100% (limit 2 arrivals per 60 minutes)							
Limit	39	39	39	39	39	39	39	Limit	2	2	2	2	2	2	2
Day	D1	D2	D3	D4	D5	D6	D7	Day	D1	D2	D3	D4	D5	D6	D7
00:00	0/22	0/22	0/22	0/22	2/5	0/22	0/22								
00:05	0/22	0/22	0/22	0/22	2/5	0/22	0/22								
00:10	0/22	0/22	0/22	0/22	1/15	0/22	0/22								
00:15	0/22	0/22	0/22	0/22	1/15	0/22	0/22								
00:20	0/22	0/22	0/22	0/22	0/22	0/22	0/22								
00:25	0/22	0/22	0/22	0/22	0/22	0/22	0/22								
00:30	0/22	0/22	0/22	0/22	0/22	0/22	0/22								
00:35	0/22	0/22	0/22	0/22	0/22	0/22	0/22								
00:40	0/22	0/22	0/22	0/22	0/22	0/22	0/22								
00:45	0/22	0/22	0/22	0/22	0/22	0/22	0/22								
00:50	1/8	0/22	0/22	0/22	0/22	0/22	1/6								
00:55	1/8	0/22	0/22	0/22	0/22	0/22	1/6								
01:00	1/8	0/22	0/22	0/22	0/22	0/22	1/6								
01:05	1/8	0/22	0/22	0/22	0/22	0/22	1/6								
01:10	1/22	1/22	1/22	0/22	1/22	1/22	1/22								
01:15	1/22	1/22	1/22	0/22	1/22	1/22	1/22								
01:20	1/22	1/22	1/22	0/22	1/22	1/22	1/22								
01:25	1/22	1/22	1/22	0/22	1/22	1/22	1/22								
01:30	1/22	1/22	1/22	0/22	1/22	1/22	1/22								
01:35	2/22	2/22	2/22	1/22	2/22	2/22	2/22								
01:40	3/22	3/22	2/22	2/22	3/22	2/22	3/22								
01:45	5/22	5/22	4/22	4/22	5/22	4/22	5/22								
01:50	7/22	7/22	6/22	6/22	7/22	5/22	7/22								
01:55	7/22	7/22	6/22	6/22	7/22	5/22	7/22								
02:00	7/22	7/22	6/22	6/22	7/22	5/22	7/22								
02:05	7/22	7/22	6/22	6/22	7/22	5/22	7/22								
02:10	8/22	8/22	7/22	7/22	8/22	6/22	8/22								
02:15	8/22	8/22	7/22	7/22	8/22	6/22	8/22								
02:20	8/22	8/22	7/22	7/22	8/22	6/22	8/22								
02:25	10/22	10/22	9/22	9/22	9/22	7/22	10/22								
02:30	11/22	11/22	10/22	10/22	10/22	8/22	11/22								
02:35	12/22	12/22	11/22	11/22	11/22	9/22	12/22								
02:40	13/22	13/22	12/22	12/22	13/22	10/22	13/22								
02:45	13/22	13/22	12/22	13/4	14/4	12/4	15/11								
02:50	13/22	13/22	12/22	13/4	14/4	12/4	15/11								
02:55	16/4	16/4	14/22	15/4	16/8	13/8	18/2								
03:00	17/4	18/4	17/22	18/4	18/8	16/8	21/2								
03:05	18/8	19/4	18/22	19/4	20/4	18/4	21/12								
03:10	18/8	19/4	18/22	20/4	20/4	18/4	21/12								
03:15	18/8	19/4	18/22	20/4	20/4	18/4	21/12								
03:20	18/8	19/4	18/22	20/4	21/4	18/4	21/12								
03:25	22/8	22/4	21/22	22/4	23/4	22/4	23/12								
03:30	25/8	25/4	23/22	24/4	26/4	24/4	25/12								
03:35	25/8	25/4	23/22	24/4	26/4	24/4	25/12								
03:40	27/4	25/4	25/18	24/4	28/2	25/4	26/3								
03:45	28/4	26/4	26/18	26/4	29/2	26/4	27/3								
03:50	28/4	26/4	26/18	26/4	30/2	26/4	28/3								
03:55	29/21	27/14	27/7	27/18	30/17	27/22	28/21								
04:00	29/21	27/14	27/7	27/18	30/17	27/22	28/21								
04:05	31/13	29/14	29/7	29/18	32/17	29/16	30/21								
04:10	32/13	30/14	30/7	30/18	33/17	30/16	31/21								
04:15	35/13	34/14	32/7	34/18	35/17	34/16	35/21								
04:20	37/13	36/14	35/7	36/18	38/17	36/16	38/21								
04:25	37/21	36/14	35/7	37/18	38/17	36/22	38/21								
04:30	37/21	36/14	35/7	37/18	38/17	36/22	38/21								
04:35	37/21	36/14	35/7	37/18	38/17	36/22	38/21								
04:40	37/21	36/14	35/7	37/18	38/17	36/22	38/21								
04:45	37/21	36/14	35/7	37/18	38/17	36/22	38/21								
04:50	37/21	36/14	35/7	37/18	38/17	36/22	38/21								
04:55	37/21	36/14	35/7	37/18	38/17	36/22	38/21								
05:00	37/21	36/14	35/7	37/18	38/17	36/22	38/21	05:00	1/22	1/22	1/22	1/22	1/22	0/22	1/22
05:05	37/21	36/14	35/7	37/18	38/17	36/22	38/21	05:05	1/22	1/22	1/22	1/22	1/22	0/22	1/22
05:10	37/21	36/14	35/7	37/18	38/17	36/22	38/21	05:10	1/22	1/22	1/22	1/22	1/22	0/22	1/22
05:15	37/21	36/14	35/7	37/18	38/17	37/22	39/21	05:15	1/22	1/22	1/22	1/22	1/22	0/22	1/22
05:20	37/21	36/14	35/7	37/18	38/17	37/22	39/21	05:20	1/22	1/22	1/22	1/22	1/22	0/22	1/22
05:25	37/21	36/14	35/7	37/18	38/17	37/22	39/21	05:25	1/22	1/22	1/22	1/22	1/22	0/22	1/22
05:30	38/21	36/14	36/5	37/18	38/17	38/22	40/21	05:30	1/22	1/22	1/22	1/22	1/22	0/22	1/22
05:35	38/21	36/14	37/5	37/18	38/17	39/22	40/21	05:35	1/22	1/22	1/22	1/22	1/22	0/22	1/22
05:40	38/21	36/14	37/5	37/18	38/17	39/22	40/21	05:40	1/22	1/22	1/22	1/22	1/22	0/22	1/22
05:45	38/21	36/14	37/5	37/18	38/17	39/22	40/21	05:45	1/22	1/22	1/22	2/22	1/22	1/22	1/22
05:50	38/21	36/14	37/10	37/18	39/17	40/22	40/21	05:50	1/22	1/22	1/22	2/22	1/22	1/22	1/22
05:55	38/21	36/14	37/10	37/18	39/17	40/22	40/21	05:55	1/22	1/22	1/22	2/22	2/17	1/22	1/22

Legend. x/y refers to the maximum value of the parameter (x) valid for y weeks during the season.

