

AMS Capacity Declaration Summer 2025

Part A Coordination parameters

1. Environmental capacity
2. Seasonal operational capacity
3. Stand capacity
4. Prohibited aircraft
5. Runway capacity
6. Air traffic control capacity
7. Border control capacity
8. Customs capacity

Part B Supplementary information

9. Runway capacity explanation
10. Transfer of unused capacity
11. NATO Summit
12. European Entry-Exit System
13. Capacity outlook
14. Other applicable regulations
15. Definitions

Part A Coordination parameters

The number of slots is calculated on basis of a season of 30 weeks (March 30, 2025 through October 25, 2025).

1. Environmental capacity

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

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

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 |

4. 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 those 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	707	721	722	727	731	732	741	742	743
70F	70M	72B	72C	72F	72M	72S	72W	72X	72Y
73L	73X	74C	74D	74L	74R	74T	74U	74V	74X
76X	A26	A30	A32	A4F	A5F	AB4	AN4	AN6	AN7
ANF	B12	B13	B14	B15	D10	D11	D1C	D1F	D1M
D1X	D1Y	D8F	D8L	D8T	D91	D92	D93	D94	D95
DC9	F21	F22	F27	F2S	G2B	G2S	GJ2	GJ3	HS7
I93	I96	I9F	I9M	I9X	I9Y	IL6	IL7	IL8	IL9
ILW	L10	L11	L12	L15	L1F	LOE	LOF	LOH	M81
M82	M83	T20	T2F	T34	TU3	TU5	YK2	YK4	

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

Time UTC	Arrival slots		Departure slots	
	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.

6. Air traffic control capacity

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

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.

8. Customs capacity

Infrastructure for intensive screening checks

Time	Arrival slots
UTC	60 minute <i>rolling capacity</i>
0000 – 2359	2

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 if any origin station originates from the countries: Aruba, Bonaire, Curaçao, Sint-Maarten, Surinam and Venezuela. IATA airport codes include, but are not limited to: | AUA | BON | CCS | CUR | MAR | PBM | SFG | SXM | VLN |

Part B Supplementary information

9. 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 from – to (UTC)	Nominal capacity per 60 minutes		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.
- Slots should be requested and will be allocated per 5 minutes.

In the bracket list, that forms integral part of this declaration (article 5), 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.

10. Transfer of unused capacity

Developments by the Dutch Ministry of Infrastructure and Water Management regarding the implementation of new legislation may possibly affect maximum capacity levels for Operational Year 2025. In consultation with the sector, AMS will determine the potential for transferring any capacity left unused during Winter 2024/2025 to Summer 2025 towards the end of season.

11. NATO Summit

From June 24 to 26, 2025 the Netherlands will host the North Atlantic Treaty Organization (NATO) Summit. The potential impact on airport capacity on and around these days is not yet known when declaring the capacity for Summer 2025. Once the impact becomes clear, AMS will contact the Capacity Declaration Sub Committee (CDSC) and the Coordination Committee Netherlands (CCN) to discuss whether an addendum to the capacity declaration is necessary.

12. European Entry-Exit System

The planned implementation of the European Entry-Exit System (EES) by November 2024 is not expected to have any significant implications for the airport capacity. Should this not be the case, the relevant coordination parameters of this capacity declaration will be adjusted in accordance with the expected impact after consultation with the Coordination Committee.

13. Capacity outlook

Please note that during oncoming years significant infrastructure works are scheduled. At this point in time, the exact impact on capacity is not known yet. Schiphol will consult and communicate any capacity changes when these are known.

14. 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 \(AIP\)](#)
- [Regulation Aircraft Stand Allocation Schiphol \(RASAS\)](#)
- [Schiphol Regulations](#)

15. 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 2025 this is the period starting November 1, 2024 up to and including October 31, 2025.