

# AMS Capacity Declaration Summer 2025

## Addendum 1

### Applicable period for the addendum:

21-06-2025 21:00:00 until 27-06-2025 08:59 (UTC)

21-06-2025 23:00:00 until 27-06-2025 10:59 (LT)

### Part A Coordination parameters

- |                                  |                         |
|----------------------------------|-------------------------|
| 1. Environmental capacity        | unchanged               |
| 2. Seasonal operational capacity | <a href="#">changed</a> |
| 3. Stand capacity                | unchanged               |
| 4. Prohibited aircraft           | unchanged               |
| 5. Runway capacity               | <a href="#">changed</a> |
| 6. Air traffic control capacity  | unchanged               |
| 7. Border control capacity       | unchanged               |
| 8. Customs capacity              | unchanged               |

### Part B Supplementary information

- |                                                        |                     |
|--------------------------------------------------------|---------------------|
| 9. Addendum runway capacity conditions for application | <a href="#">new</a> |
| 10. Transfer of unused capacity                        | no updates          |
| 11. European Entry-Exit System                         | no updates          |
| 12. Capacity outlook                                   | no updates          |
| 13. Other applicable regulations                       | no updates          |
| 14. Definitions                                        | no updates          |

## 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 | unchanged

#### 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 | [added coordination parameter for general aviation](#)

#### 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 |

#### General aviation

Only for the period of 23-06-2025 13:00:00 until and 25-06-2025 21:59:00 (UTC):

Only for the period of 23-06-2025 15:00:00 until and 25-06-2025 23:59:00 (LT):

Limit	Total
Planning limit	0
Operational limit	0

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

### 3. Stand capacity | unchanged

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 | 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 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 | [changed](#) | [temporary enforced reduction](#)

Time (UTC)		Arrivals		Departures	
from	to	20 minute <i>static capacity</i>	60 minute <i>rolling capacity</i>	20 minute <i>static capacity</i>	60 minute <i>rolling capacity</i>
00:00	00:39	8	-	9	-
00:40	03:59	8	24	9	25
04:00	04:19	8		13	-
04:20	20:39	13	38	13	37
20:40	20:59	13	-	9	-
21:00	23:19	8	24	9	25
23:20	23:59	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.

### 6. Air traffic control capacity | [unchanged](#)

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 | [unchanged](#)

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 | unchanged

### *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. Addendum runway capacity conditions for application | [new](#)

The revised runway capacity parameter in chapter 5 is based on the capacity analysis in the appendix to this addendum.

Considering this analysis, the following conditions apply:

- Exemptions have been obtained for the current legal framework regarding the operation at Schiphol ('Luchthavenverkeersbesluit', or Airport Traffic Decree) on the items
  - different noise load limits in noise load enforcement points ('handhavingspunten'), for the whole day and the night
  - take-off runway 36C is allowed during the night
  - rule for horizontal deviations during the night (flying outside 'luchtverkeerswegen') not applicable for landings runway 06 and take-offs runway 36C in the night
- Exemptions have been obtained for the framework of preferred runway usage ('Nieuwe Normen- and handhavingstelsel')
  - different table with preferred runway combinations (rule 1)
  - rule 2, regarding the use of the second landing or second take-off runway, is adjusted
  - rule 3a, regarding the distribution of take-offs over runways 24 and 18L, is adjusted
  - rule 3b, regarding the distribution of landings over runways 06 and 36R, is adjusted

The exemptions regarding rules 2, 3a and 3b are **essential** for the proposed runway capacities.

#### **10. Transfer of unused capacity | no updates**

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. European Entry-Exit System | no updates**

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.

#### **12. Capacity outlook | no updates**

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.

#### **13. Other applicable regulations | no updates**

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](#)

#### 14. Definitions | no updates

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.