

<b>Working Procedure Slot Monitoring 'Significant different time' S25</b>
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Discipline: Slot Monitoring  
Airports: Amsterdam Airport Schiphol (AMS), Eindhoven Airport (EIN), Rotterdam The Hague Airport (RTM)  
Seasons: IATA Northern Summer Season 2025 (S25)  
Version: v1.0  
Date: 27 March 2025

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### Considerations

1. According to the European Council Regulation 95/93 ACNL shall monitor the conformity of air carriers' operations with the slots allocated to them. These conformity checks shall be carried out in cooperation with the managing body of the airport and with the air traffic control authorities and shall take into account the time and other relevant parameters relating to the airport concerned.
2. Included in the European Council Regulation 95/93 is enforcement on air carriers that repeatedly and intentionally operate air services at a time significantly different from the allocated slot as part of a series of slots.
3. The airport managing bodies of the Dutch coordinated airports advised ACNL about tolerances and priorities in relation to enforcement for operations at a significant different time.
4. In the Slot Enforcement Code of ILT (CAA-NL) and ACNL are the general principles for slot enforcement described based on the European Council Regulation 95/93 and Worldwide Airport Slot Guidelines (WASG).
5. In a working procedure the elaboration of the enforcement for specific types of misuse can be presented to the air carriers.
6. This working procedure is to inform air carriers of the applied method and steps of the enforcement for air carriers that repeatedly and intentionally operate air services at a time significantly different from the allocated slot as part of a series of slots.

### Working procedure

1. For S25, operations at a time significantly different from the allocated slot as part of a series of slots are being monitored at Amsterdam Airport Schiphol (AMS), Eindhoven Airport (EIN) and Rotterdam The Hague Airport (RTM).

The references are as follows:

- **Tolerance** outside **60 minutes** early or late for **AMS**; **15 minutes** early or late for **EIN & RTM**.
- **Repeatedly: 3x consecutive in a series of slots** during the season or if at the end of a series more than 40% over the total number of operations of concerned series was exceeded.
  - **Exception:** repeatedly is considered as the **2<sup>nd</sup> time of a series of slots** in case of operating within
    - **curfews:**
      - EIN: 21:00 UTC – 04:54 UTC
      - RTM: 21:00 UTC – 04:59 UTC
    - when actual time of operation falls within a **higher noise penalty factor** compared to the allocated slot:
      - EIN: 05:00 UTC – 05:59 UTC (noise penalty factor 4)
      - 16:00 UTC – 16:59 UTC (noise penalty factor 2)
      - 17:00 UTC – 17:59 UTC (noise penalty factor 3)
      - 18:00 UTC – 18:59 UTC (noise penalty factor 4)
      - 19:00 UTC – 19:59 UTC (noise penalty factor 6)
      - 20:00 UTC – 20:59 UTC (noise penalty factor 8)
      - RTM: 17:00 UTC - 20:59 UTC (noise penalty factor 3,16)

2. Reference taken for measuring is a slot series (the day of the week, designator code + flight number).
3. ACNL will monitor the operations for every flight however enforcement might be built up gradually from season to season and therefor during S25, in close consultation with the airports concerned the focus will be specifically on following timeframes:

EIN: 16:00 UTC - 06:00 UTC  
RTM: 17:00 UTC – 04:59 UTC

For AMS ACNL will experiment with analysis based on [WASG annex 12.9](#): Best Practice Guidelines for the Use of Data Analysis in the Slot Performance Process. The results will be shared and for S25 will have no effect on interventions.

**Exclusions & exceptions:**

1. Disrupted days at AMS, EIN, RTM are characterised when 10% cancellation has occurred and/or the number of operations on the day exceeds twice the standard deviation in relation to the average number of operations outside the tolerance. These days will not be decisive for sanctioning.
2. ACNL may decide to deviate from the standard intervention scheme if in its opinion an excessive situation occurred that requires immediate action towards the air carrier or other aircraft operator.

**Enforcement:**

1. ACNL applies the intervention scheme as included in Annex I consisting of several phases starting with dialogue and as a last step might result in sanctioning.
2. After the season, ACNL will analyse pattern deviations and may decide to incorporate in SHL result where appropriate.
3. Air carriers may claim justification between publication of the SHL and the “Agreed Historics Deadline”.


**Final provisions**

1. This working procedure is valid for IATA Northern Summer season 2025 (S25).
2. These mentioned references are applicable for S25 and may be amended from season to season.
3. ACNL may review and amend this Working Procedure during the IATA season. ACNL will review this Working Procedure after each IATA season.

ACNL advises all airlines to visit [www.slotcoordination.nl](http://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
V1.0	27 March 2025	First publication

 <b>Intervention scheme executed by ACNL</b>	
Once discrepancies are monitored the next steps are taken:	
<b>1. Prevention &amp; Dialogue</b>	
a: Informing, addressing and validating	
b: Dialogue: Improvement plan (requesting intentions of airline) followed by 2 weeks monitoring	
c: Decision on heightened supervision in monitoring	
<b>2. Correction</b>	
a: Meeting with airline: Improvement plan (follow up)	
b: ACNL informs airline on outcome monitoring	
c: Official warning by sending decision on intended sanction (warning, heightened supervision, cease and desist order, consultation with management)	
<b>3. Sanctioning</b>	
a. Monitor period as determined in 2c	
b. Decision on sanction	
c. Carry out sanctioning	