

Working Procedure Slot Allocation W25 AMS Exceedance of movement restriction of 478.000 for an operational year

Discipline: Slot Allocation
 Airports: Amsterdam Airport Schiphol (AMS)
 Seasons: IATA season Northern Winter 2025 (W25)
 Version: 1.1
 Date: 1 May 2025

Considerations

1. As an outcome of a Balanced Approach Procedure for AMS the Dutch government intends to include in the regulations a movement restriction of 478.000 for an operational year. In order to be prepared a working procedure is required.
2. Based on the coordination parameter regarding the environmental capacity for commercial aviation not all historic slots can possibly be allocated for use in the specific season.
3. The basis for this working procedure is the Policy Rule Slot allocation in case of exceedance of historic rights (published at www.slotcoordination.nl).
4. The Irish High Court requested at 8 December 2024 for a preliminary ruling at the European Court of Justice. Among others a question of the Irish High Court is whether Member States are permitted to make a determination of the parameters for slot allocation at a coordinated airport for a particular scheduling period which results in the non-allocation of some series of slots (or certain components thereof) to which air carriers would otherwise be entitled in accordance with the use-it-or-lose-it provisions. Given this preliminary ruling, it is important from the point of view of diligence to arrive at a working procedure in which no irreversible steps are taken.
5. The difference between the number of slots with historic entitlement and the environmental limit is around 6.000 slots for an operational year. Past seasons demonstrated that historic rights are lost every season due to use-it-or-lose-it provisions and terminations of operations. In a few years, this could resolve the gap. Past seasons demonstrated also that not all initially allocated slots are operated at the End of Season.
6. The establishment of a 3-year transition phase is appropriate. Depending on developments and outcomes of the preliminary ruling, it will be intermediate evaluated. In case, at an earlier stage, the exceeding of historic rights is solved, the transition phase is no longer required.
7. This working procedure is discussed in the Coordination Committee Netherlands of 3 April 2025 and regarded as the best possible working procedure in case of (in the eyes of a majority of CCN participants, undesirable) reduction. Consideration has been requested for the availability of ad hoc slots, including for cargo operations.
8. The goals for this working procedure are:
 - a. Securing the environmental limit of 478.000 movements per operational year;
 - b. Touching the historic rights to the minimum extent;
 - c. Maximising the utilisation of the capacity.

9. In light of the spirit of the Slot Regulation, the possibilities for new entrants, existing parties and airlines wishing to obtain and use slots at short notice should be maintained through the application of this working procedure.
10. A safe guard mechanism is required to secure the environmental limit.

Working procedure (see also annex 2 for the activities on each IATA milestone)

1. Starting point is the available capacity, declared by the airport, in terms of movements for the winter and summer seasons respectively.
2. ACNL allocates at Initial Allocation (SAL) all requested slots with historic entitlement (action codes F, R, I, L) and assigns as safe guard mechanism a volume of IATA SSIM Code T (conditional) proportionally, to the largest airlines covering up the 80% of the slots, for the amount of the exceedance of the movement limit (see annex 1; for W25: KL, HV, EJU/U2, DL, AF, VY, LH, BA, SK, OR. For S26 KL, HV, EJU/U2, DL, AF, VY, LH, OR).
3. The condition for Code T is formulated as follows: *“ In the event of a forecasted exceedance of the movement limit, ACNL may designate a volume of slots not to be used during the season in question to solve the forecasted exceedance of the movement limit. The volume of the forecasted overbooking will change over time. If Code T is invoked by the slot coordinator, the airlines involved can choose the specific slots and have the possibility to file as group of airlines.”*
4. The remaining volume of slots designated in point 3 which cannot be used by an airline do not count against the UIOLI rule.
5. All slots returned before HBD will not be reallocated until the number of historic slots no longer exceeds the movement limit.
6. After HBD, monitoring of the possible exceedance of the movement limit will start. The forecasted movement limit will descend equally in time to the end of the season. In the first season (W25), monitoring results will be shared every two weeks between airlines, airport and slot coordinator. The monitoring for successive seasons will be re-determined.
7. The goal is not to exceed EoS movement limit without having to apply the condition Code T as safeguard. For W25, 1/3 of the slots returned after HBD will be reallocated on a non-historic basis according to normal priority rules. 2/3 of the slots returned after HBD will be used to remove the same volume in slots of code T proportionally to the airlines (as in point 2) in time. For successive seasons after W25 the initial share of reallocation will be shared by ACNL in the working group.
8. As a result all code T will be removed as soon as it is certain that the movement limit will not be exceeded.
9. The safeguard mechanism using Code T is administered separately by the slot coordinator. No SCR messages are used to assign and remove Code T. Only if Code T is invoked by the slot coordinator, the airline concerned has to send an SCR message with cancellations or rescheduling to the slot coordinator.

Final provisions

1. This working procedure is valid for three years: seasons W25, S26, W26, S27, W27 and S28.
2. After the end of each season, an assessment will be made as to whether interim adjustments including an extension are appropriate.
3. This working procedure shall be terminated for the type of season (winter/summer) once the number of historic slots no longer exceeds the environmental capacity set for the applicable season.
4. ACNL may adjust the working procedure after consulting the Coordination Committee Netherlands.

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	11 March 2025	First draft for WG
V0.2	19 March 2025	Second draft after discussion in WG.
V1.0	25 March 2025	Final draft for discussion in CCN.
V1.1	1 May 2025	Final after discussion in CCN.

ANNEX 1

Winter season based on HBD W24.

Airline code	HBD		Cum HBD	
Total	189515			
KL	102968		102968	54%
HV	10999		113967	60%
EJU	8471		122438	65%
U2	4986		127424	67%
DL	4453		131877	70%
AF	4092		135969	72%
VY	3804		139773	74%
LH	2950		142723	75%
BA	2778		145501	77%
SK	2490		147991	78%
OR	2237		150228	79%

Summer season based on HBD S25

Airline code	HBD		Cum HBD	
Total	293101			
KL	154498		154498	53%
HV	23331		177829	61%
EJU	13237		191066	65%
DL	8058		199124	68%
VY	7445		206569	70%
U2	7012		213581	73%
OR	5981		219562	75%
LH	5638		225200	77%
AF	4980		230180	79%

Annex 2

CALENDAR OF COORDINATION ACTIVITIES					
ACTIVITY	NW25/26	Airport	Coordinator	Airline	
SHL Deadline	21-04-25		Normal process		
Agreed Historics Deadline	08-05-25			Normal process	
Confirmation of final coordination parameters and details of available	No later than 08-05-25	Final confirmation of environmental limit			
Initial Submission Deadline	15-05-25			Initial Submission of all historic slots (intended to operate)	
SAL Deadline	No later than 05-06-25		Publication SAL accompanied with a list for specific airlines with a volume of Code T slots.		
IATA Slot Conference	17-19 Jun 25			Normal process	
Series Return Deadline	15-jul-25		Slots returned are not reallocated	Normal process	
Historics Baseline Date	31-08-25		If applicable revised volumes of Code T communicated		
Start Of Season	26-10-25	Participate monitoring meetings	Monitoring predicted use and forecast EoS, if applicable reallocation of slots returned to the pool and removal of Code T's.	Participate monitoring meetings (if applicable)	