Working Procedure Slot Allocation W25 AMS exceedance of night movement limit

Discipline: Slot Allocation
Airports: Amsterdam Airport Schiphol (AMS)
Seasons: IATA season Northern Winter 2025 (W25)
Version: 1.1
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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 27.000 night movements 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 possibly not all historic slots for the night can be allocated for use in the specific season at Initial Allocation and/or at time thereafter.
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 goals for this working procedure are:
    a. Securing the environmental limit of 27.000 night movements for an operational year;
    b. Touching the historic rights to the minimum extent;
    c. Maximising the utilisation of the capacity.
5. 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.
6. The current situation is as follows:
    a. The number of slots with historic entitlement for the night is stable at a level of 34.500 per year.
    b. There is a significant difference between the number of night slots allocated and the number of night movements operated (last year 25000; see Annex 1).
    c. During the last years the difference between the night allocated slots and operated night movements has grown. This is the result of a downward trend in number of unplanned night movements (currently approx. 1500) and an upward trend in unplanned daytime movements (see Annex 2 and 3).
7. In order to refrain from touching historic rights for the night and to stay within the legal regulation for night movements, the number of unplanned day and night movements has to be managed and a security margin should be applied.
8. This working procedure is discussed in the Coordination Committee Netherlands of 3 April 2025 and regarded as 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.

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

1. Starting point is the available capacity, declared by the airport, in terms of night movements for the winter and summer seasons respectively.
2. ACNL calculates the predicted number of night movements based on:
    a. historical data regarding the difference between night slots and night movements (see Annex 3 for an overview of W23 and S24)
    b. the effectiveness of night curfew monitoring and enforcement.
3. ACNL allocates at Initial Allocation (SAL) all requested slots with historic entitlement (action codes F, R, I, L). ACNL assigns as safe guard mechanism a volume of IATA SSIM Code T (conditional) proportionally, to the largest airlines covering up the 80% of the allocated night slots, for a part of the amount of the exceedance of the movement limit (see annex 1; for W25: KL, HV). For S26 KL, HV, OR).
4. The condition for Code T is formulated as follows: *"In the event of a forecasted exceedance of the night 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 night movement limit. 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.".*
5. The volume of slots designated in point 4 which cannot be used by the airline in the night do not count against the UIOLI rule and/or will not be retimed in the historic baseline. As soon as a certain amount of night slots are operated in the day time, ACNL will remove the same amount of Code T volume.
6. After SAL and before HBD changes are allowed if the forecasted number of night movements can be managed in order to stay within the movement limit (taking into account the security margin). If night slots return to the slot pool before HBD, they will not be reallocated.
7. After HBD, airlines with series of night slots can retime one or more of these series into the daytime period without losing historic precedence for the night period (applies only for the 3-years transition phase).
8. After HBD, there will be forecasting monitoring of the number of End-of-Season night movements. In the first season (W25), monitoring will be shared every two weeks between the airlines involved, airport and slot coordinator. The monitoring for successive seasons will be re-determined.
9. The goal is not to exceed EoS night movement limit without having to apply the condition Code T as safeguard.
10. 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.

11. For W25, night slot requests from the waitlist will only be allocated once it is certain that the night movement limit will not be exceeded.

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	3 February 2025	First draft to collect remarks from CDSC working group
V0.2	19 March 2025	Second draft to collect remarks from CDSC working group
V0.3	20 March 2025	Third draft for final preparation CCN's version.
V1.0	25 March 2025	Final draft for discussion in CCN
V1.1	1 May 2025	Final after discussion in CCN

ANNEX 1

In this annex, an overview and the underlying raw data of the development in night slots and -movements is presented. Some conclusions can be drawn:

- The number of historic night slots remains stable.
- The number of unplanned night movements has halved due to increased enforcement actions.
- The number of unplanned daytime movements (while holding a night slot) has increased by 50% due to a large shift of slot into the shoulders of the night. See Annex 2 for the raw data.
- The use of the night capacity has decreased from 32000 to 25000 in the last two years.
- The number of NOOPS and NORECS for the night period is not relevant (for W23_S24 in total 20 NOOPS and 10 NORECS).

Overview

number for the two seasons	**W16_S17**	**W17_S18**	**W18_S19**	**W19_S20**	**W20_S21**	**W21_S22**	**W22_S23**	**W23_S24**
unplanned night movements	2492	3230	3168	1112	396	1838	1204	1531
unplanned daytime movements	7023	6787	7383	4219	4115	7590	8079	9079
balance	***4531***	***3557***	***4215***	***3107***	***3719***	***5752***	***6875***	***7548***

number for the two seasons	**W16_S17**	**W17_S18**	**W18_S19**	**W19_S20**	**W20_S21**	**W21_S22**	**W22_S23**	**W23_S24**
historical night slots	34399	34494	34724	34475	34642	34881	34632	34436
allocated night slots end of season	36945	34618	34266	19337	20449	29610	31376	32510
night movements	32225	31120	30114	16270	16725	23930	24569	24966

ANNEX 2

In this annex the number of slots with coordinated times in the shoulders of the night is presented for 2019 and 2024. This number has increased significantly.

Comparison number of slots in shoulders between 2024 and 2019

		2024			local times		2019			local times		difference between 2024 and 2019				local times
		departure	arrival	departure	arrival		departure	arrival	departure	arrival		departure	arrival	departure	arrival	
		2240-2255	0700-0715	0640-0650	2300-2315		2240-2255	0700-0715	0640-0650	2300-2315		2240-2255	0700-0715	0640-0650	2300-2315	
Winter 2024																
China Airlines	CI		19					22					-3			
Cathay Pacific Airways	CX															
China Southern Airlines	CZ															
Delta Air Lines	DL		201					10					191			
FedEx Express	FX	88					88									
transavia.com	HV			548	201				509	389				39	-188	
KLM Royl Dutch Airlines	KL	462	1457	1448	635			1160	1415	369		462	297	33	266	
Nippon Cargo Airlines	KZ															
Martinair	MP	88			22					22		88				
Tuifly NL	OR			6				1					-1	6		
European Air Transport	QY															
Singapore Airlines	SQ															
Turkisch Airlines	TK															
United Airlines	UA		158					179					-21			
		638	1835	2002	858	total W	88	1372	1924	780	total W	550	463	78	78	total W
Summer 2024																
Corendon Dutch Airlines	CD								2					-2		
Cathay Pacific Airways	CX															
China Southern Airlines	CZ															
Delta Air Lines	DL															
EasyJet	EJU									31					-31	
FedEx Express	FX	120					120									
transavia.com	HV			874	588				828	543				46	45	
KLM Royal Dutch Airlines	KL	1339	1982	1884	879		90	2044	1647	561		1249	-62	237	318	
Nippon Cargo Airlines	KZ															
MNG airlines	MNB															
Martinair	MP	90			30					60		90			-30	
TUIfly	OR			15	9			1	31	9			-1	-16		
Pegasus Airlines	PC															
European Air Transport	QY															
Singapore Airlines	SQ		210										210			
Turkish Airlines	TK															
United Airlines	UA		210					210								
		1549	2402	2773	1506	total S	210	2255	2508	1204	total S	1339	147	265	302	total S
		2187	4237	4775	2364	total W+S	298	3627	4432	1984	total W+S	1889	610	343	380	total W+S

ANNEX 3

In this annex an analysis for W23 and S24 of the unplanned day and night movements in relation to the coordinated times is presented.

To control the number of unplanned day movements it is important to control the number of slots with coordinated times in the shoulders of the night and even within the shoulders of the night. For instance the percentage of night slots operated during daytime for departure slots in the morning varies within the same bracket from 97% (0555 UTC W23) to 42% (0540 UTC W23). This counts also for other shoulder brackets.

For the number of unplanned night movements, the correlation with the coordinated times is weaker. What can contribute to a certain extent is adherence in the evening in the hour block before the night curfew starts both for arrivals and departures.

Analysis W23 usage arrival night slots

times in UTC			
Arrivals night slots			
coordinated time shoulders	in day #	in night #	% unplanned day
600	9	126	7%
605	160	424	27%
610	128	232	36%
615	345	265	57%
total shoulder 600-615	642	1047	38%
2200	312	124	72%
2205	106	85	55%
2210	15	39	28%
2215	40	141	22%
total shoulder 2200-2215	473	389	55%
coordinated time outside shoulders deeper into night			
2220-0155	226	1893	11%
0200-0555	230	2079	10%
total	1571	5408	23%

Analysis W23 usage arrival day slots

Arrivals day slots			
one hour of night curfew	in day #	in night #	% unplanned night
0620-0715	6716	19	0%
2100-2155	2719	96	3%
outside one hour of night curfew (deeper into day)			
0720-2055	74456	75	0%
total	83891	190	0%

Analysis W23 usage departure night slots

times in UTC			
Departures night slots			
shoulders	in day #	in night #	% unplanned day
540	64	88	42%
545	185	133	58%
550	795	146	84%
555	429	12	97%
total shoulder 440-455	1473	379	80%
2140	385	194	66%
2145	49	50	49%
2150	1	3	25%
2155	0	26	0%
total shoulder 2140-2155	435	273	61%
outside shoulders deeper into night			
2200-0155	1	190	1%
0200-0535	110	756	13%
total	2019	1598	56%

Analysis W23 usage departure day slots

times in UTC			
Departures day slots			
one hour of night curfew	in day #	in night #	% unplanned night
0600-0655	5319	4	0%
2040-2135	1266	83	6%
outside one hour of night curfew (deeper into day)			
0700-2035	80594	193	0%
total	87179	280	0%

Analysis S24 usage arrival night slots			
times in UTC			
Arrivals night slots			
coordinated time shoulders	in day #	in night #	% unplanned day
500	7	44	14%
505	14	194	7%
510	106	256	29%
515	1303	408	76%
total shoulder 500-515	1430	902	61%
2100	510	191	73%
2105	22	57	28%
2110	118	208	36%
2115	33	214	13%
total shoulder 2100-2115	683	670	50%
coordinated time outside shoulders deeper into night			
2120-0055	63	5877	1%
0100-0455	225	3350	6%
total	2401	10799	18%

Analysis S24 usage arrival day slots			
Arrivals day slots			
one hour of night curfew	in day #	in night #	% unplanned night
0520-0615	10285	18	0%
2000-2055	4194	316	7%
outside one hour of night curfew (deeper into day)			
0620-1955	115218	131	0%
total	129697	465	0%

Analysis S24 usage departure night slots			
times in UTC			
Departures night slots			
shoulders	in day #	in night #	% unplanned day
440	105	111	49%
445	431	309	58%
450	631	206	75%
455	836	35	96%
total shoulder 440-455	2003	661	75%
2040	678	570	54%
2045	2	6	25%
2050	5	18	22%
2055	0	3	0%
total shoulder 2040-2055	685	597	53%
outside shoulders deeper into night			
2100-0055	1	709	0%
0100-0435	399	3643	10%
total	3088	5610	36%

Analysis S24 usage departure day slots			
times in UTC			
Departures day slots			
one hour of night curfew	in day #	in night #	% unplanned night
0500-0555	8763	8	0%
1940-2035	3140	239	7%
outside one hour of night curfew (deeper into day)			
0600-1935	122211	309	0%
total	134114	556	0%

In general, it is of relevance to manage retime, because of the large share (39%) of night slots allocated in the 20 minutes shoulder brackets of the night period.

nightslots EoS	W23	S24	total	
in 20 minute shoulders	5111	7631	12742	39%
outside shoulders	5485	14267	19752	61%
total	10596	21898	32494	100%

Annex 4

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)