

Working Procedure Slot Allocation S26 AMS Exceedance of movement restriction of 478.000 for an operational year
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Discipline: Slot Allocation
Airports: Amsterdam Airport Schiphol (AMS)
Seasons: IATA season Northern Summer 2026 (S26)
Version: 1.0
Date: 10 September 2025

Considerations

1. As an outcome of a Balanced Approach Procedure for AMS the Dutch government included in the regulations a movement restriction of 478.000 for an operational year. This working procedure was introduced for W25 and will be continued in S26.
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

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 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.
7. The goal is not to exceed EoS movement limit without having to apply the condition Code T as safeguard. For S26, as initially also planned 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.
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
V1.0	10 September 2025	First publication

ANNEX 1

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%