

## Working Procedure General Aviation Slot Allocation Eindhoven (EHEH/EIN) W25

Discipline: Slot Allocation  
Airport: Eindhoven Airport (EHEH/EIN)  
Season: IATA season Northern Winter 2025 (W25) (26 October 2025 - 28 March 2026)  
Version: 1.0  
Date: 12 September 2025

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### 1. General remarks

- 1.1. Airport Coordination Netherlands (ACNL) has the exclusive responsibility to allocate slots to airlines according to the principles of the Council Regulation (EEC) 95/93 on common rules for the allocation of slots at Community airports in the Netherlands also taking into account the Worldwide Airport Slot Guidelines (WASG)<sup>1</sup>. ACNL, in this working procedure, provides additional information in accordance with Article 4:81 of the Dutch “Algemene wet bestuursrecht” (General Administrative Law Act).
- 1.2. This working procedure covers both part 1 of IATA Northern Winter 2025 (W25)\* between 26 October 2025 up to and including 31 December 2025, being the last part of the transitional period which ends after 31 December 2025, and part 2 between 1 January 2026 up to and including 28 March 2026\*.

### 2. Slot coordination for General Aviation

- 2.1. At a coordinated airport, all types of aviation, including General Aviation (GA) (all aviation except commercial aviation<sup>2</sup>), are subject to slot coordination for both VFR and IFR traffic.
- 2.2. According to the capacity declaration W25 issued by the airport managing body, a limit of 220 slots for GA is applicable at EHEH/EIN for part 1 of W25 between 26 October 2025 up to and including 31 December 2025\*. With effect from 1 January 2026, there is no longer a split between specific slots for commercial aviation and specific slots for GA.

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\* See capacity declaration Eindhoven Airport W25.

<sup>1</sup> By Airports Council International (ACI), the International Air Transport Association (IATA) and the Worldwide Airport Coordinators Group (WWACG)

<sup>2</sup> For exceptions, see Council Regulation (EEC) 95/93

- 2.3. For part 1 of W25\*, ACNL provisionally distributes the total amount of slots for GA determined by the airport managing body evenly over in two allocation periods per calendar month, as follows:

Days	October 2025	November 2025	December 2025
26-31	20	-	-
1-15	-	48	48
16-30	-	48	-
16-31	-	-	56

- 2.4. Unused quota in a specific period as described in 2.3 can be transferred to remaining periods of part 1 of W25\*.
- 2.5. For GA, no waitlist is maintained. If a slot request is rejected, interested parties can check on regular basis if slots have become available on shorter notice prior intended day of operations.

### 3. Slot request process

- 3.1. During part 1 of W25\*, for operational reasons, slots for GA traffic at EHEH/EIN are exclusively to be requested at ACNL by the handler and not by an aircraft operator. The handler requests a slot on behalf of the aircraft operator as soon as the aircraft operator's Prior permission Request (PPR), to be requested at the airport (for PPR procedure, see <https://www.eindhovenairport.nl/en/general-aviation-business-aviation>), is approved and communicated to the aircraft operator.
- 3.2. During part 2 of W25\*, slots for GA traffic at EHEH/EIN can be requested at ACNL by either handlers or aircraft operators. Please consult the documents 'How to request a General Aviation slot (GCR)' and 'Working procedure: Slot requests for Commercial and General Aviation' at [www.slotcoordination.nl](http://www.slotcoordination.nl), for instructions how to request a GA slot.
- 3.3. GA slots at EHEH/EIN cannot be requested earlier than rolling 15 days before the day of operation. ACNL allocates these GA slots on ad-hoc basis on the principle of "first come first serve".
- 3.4. ACNL requires the handler or aircraft operator performing slot management to use the correct IATA SSIM appendix K GCR message format and codes for each corresponding situation in all communication. Under specific circumstances aircraft operators and/or handlers may be required to supply additional information.

3.5. Slot monitoring and enforcement procedures apply. Details on enforcement can be found in the ILT-ACNL Slot Enforcement Code, published at [www.slotcoordination.nl](http://www.slotcoordination.nl).

\* See capacity declaration Eindhoven Airport W25.

#### 4. Final provisions

- 4.1. Council Regulation (EEC) 95/93, as amended, the WASG, 4<sup>th</sup> edition, and ACNL's policy rules form the basis of the slot allocation process and this working procedure. In case of any conflict between Council Regulation (EEC) 95/93, and/or WASG, and/or ACNL's policy rules, and/or this working procedure, the Council Regulation (EEC) 95/93 will prevail.
- 4.2. ACNL may review and amend this working procedure at any time.
- 4.3. This working procedure has been drafted by ACNL based on the information available at the time of publication. If this information changes, this working procedure may be reviewed or amended. This working procedure may not always reflect all current facts and circumstances. In particular, the publication of capacity declarations by the airport managing body and/or the implementation of local rules may lead to a change in the working procedure.
- 4.4. ACNL recommends aircraft operators and handlers performing slot management to visit [www.slotcoordination.nl](http://www.slotcoordination.nl) regularly for latest news and updates on slot allocation and slot monitoring. Aircraft operators and handlers performing slot management can subscribe to ACNL's news updates through this website.

#### 5. Revision log

Version	Date	Changes w.r.t to previous version
V1.0	12 September 2025	First publication