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| Working Procedure Slot Monitoring W25 |
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Discipline: Slot Monitoring
 Airports: Amsterdam Airport Schiphol (AMS), Eindhoven Airport (EIN), Rotterdam The Hague Airport (RTM)
 Seasons: IATA Northern Winter Season 2025 (W25)
 Version: 1.0
 Date: 3 October 2025

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 in a significant different way or at a time operated significantly different from the allocated slot as part of a series of slots.
 3. The airport managing bodies of Eindhoven Airport (EIN) & Rotterdam The Hague Airport (RTM) advised ACNL about tolerances and priorities in relation to enforcement for operations at a significant different time.
 4. Enclosed in the Slot Enforcement Code (SEC) of ILT (CAA-NL) and ACNL are the general principles for slot enforcement including nine (9) types of slot misuse described based on the European Council Regulation 95/93, Worldwide Airport Slot Guidelines (WASG) and Besluit Slotallocatie (Slot Allocation Decree)
 5. In a working procedure the elaboration of the enforcement for specific types of misuse can be presented to the air carriers.
1. This working procedure is to inform air carriers of the applied method and steps of the enforcement for air carriers that are repeatedly and (potential) intentionally

Different way ops

1. For W25, more than once during one IATA season is considered repeatedly for different way ops.

Different time ops

1. For W25, 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 **2nd time of a series of slots** in case of operating within

- **curfews:**

EIN: 22:00 UTC – 05:54 UTC

RTM: 22:00 UTC – 05:59 UTC

- when actual time of operation falls within a **higher noise penalty factor** compared to the allocated slot:

EIN: 06:00 UTC – 06:59 UTC (noise penalty factor 4)

17:00 UTC – 17:59 UTC (noise penalty factor 2)

18:00 UTC – 18:59 UTC (noise penalty factor 3)

19:00 UTC – 19:59 UTC (noise penalty factor 4)

20:00 UTC – 20:59 UTC (noise penalty factor 6)

21:00 UTC – 21:59 UTC (noise penalty factor 8)

RTM: 18:00 UTC - 21:59 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 W25, in close consultation with the airports concerned the focus will be specifically on following timeframes:

EIN: 17:00 UTC – 06:59 UTC

RTM: 18:00 UTC – 05:59 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 (interim) results will be shared with the Slot Performance Committee (SPC) and for W25 will have no effect on interventions.

Jumping the queue, Capacity blocking (requesting slots), Intentional slot withholding, Capacity holding (holding slots)

Repetition: More than once during six consecutive IATA-seasons.

Intentional: When the airline or other aircraft operator has already been notified of possible slot misuse by ACNL.

Related to these categories and in accordance of the intervention scheme, ACNL may decide to start the dialogue phase with airline or aircraft operator.

Slot not cancelled & Ops without slot

Enforcement by ILT (CAA-NL).

Unplanned night movement

Enforcement by ILT (CAA-NL).

Slot tolerance advices

The airport managing bodies of Eindhoven Airport (EIN) & Rotterdam The Hague Airport (RTM) advised ACNL about tolerances and priorities in relation to enforcement for operations at a significant different time.

Eindhoven Airport (EIN)

<https://slotcoordination.nl/wp-content/uploads/2025/09/Slot-tolerance-Eindhoven-Airport-231114.pdf>

Rotterdam The Hague Airport (RTM)

<https://slotcoordination.nl/wp-content/uploads/2025/09/Slottolerance-RTHA.pdf>

Exclusions & exceptions:

1. Disrupted days at AMS, EIN, RTM are characterised when 10% cancellation has occurred. 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 Historic Deadline”.

Final provisions:


1. This working procedure is valid for IATA Northern Winter season 2025 (W25).
2. These mentioned references are applicable for W25 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 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 | 3 October 2025 | First publication |

ANNEX I

| <div>  </div> Intervention scheme executed by ACNL | |
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| Once discrepancies are monitored the next steps are taken: | |
| 1. Prevention & Dialogue | |
| 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 | |
| 2. Correction | |
| 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) | |
| 3. Sanctioning | |
| a. Monitor period as determined in 2c | |
| b. Decision on sanction | |
| c. Carry out sanctioning | |