

<b>Working Procedure Slot Monitoring effective as of S26</b>
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Discipline: Slot Monitoring  
 Airports: Amsterdam Airport Schiphol (AMS), Eindhoven Airport (EIN), Rotterdam The Hague Airport (RTM)  
 Seasons: Effective as of IATA Northern Summer Season 2026 (S26)  
 Version: 1.0  
 Date: 3 February 2026

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### 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 Amsterdam Airport Schiphol (AMS), Eindhoven Airport (EIN) & Rotterdam The Hague Airport (RTM) have advised ACNL about tolerances and priorities in relation to enforcement for operations at a significant different time.
4. Included 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, based on the European Council Regulation 95/93, Worldwide Airport Slot Guidelines (WASG) and Besluit slotallocatie (Slot Allocation Decree). In a working procedure the elaboration of the enforcement for specific types of misuse can be presented to the air carriers.
5. This working procedure is to inform air carriers about the elaboration of the terms significantly, repeatedly and intentionally for the different types of misuse.

### Types of misuse

#### *Different way ops*

- More than once during one IATA season is considered repeatedly for different way ops.

#### *Different time ops (based on EC Regulation 95/93 Art. 14 (4)) & Unplanned restricted time ops*

- The references are as follows:  
 AMS
  - Significant different time (based on advise airport): more than 30 minutes early or late off the allocated slot.
  - Repeatedly: more than once outside tolerance during one IATA season.
  - Significant different time and repeatedly is integrated in the method of confidence intervals (WASG annex 12.9): Using confidence intervals (CI) with the following settings:
    - 95% confidence interval;



- for delays: lowerbound CI (95%) > 20 minutes from allocated time for morning hours (07:00 - 12:00 LT) and > 25 minutes outside morning hours. The upperbound is > 30 minutes from allocated time. Indicating the risk based on empirical observation that repeated operations will be exceeding tolerance;
- for early flights: upperbound < -20 minutes inside and < -25 minutes outside morning hours. The lowerbound is lower than -30 minutes from allocated time.
- Dialogue with airline will be started after the CI criterium is met, to discuss explanation for the discrepancy and possible corrective action.

#### EIN & RTM

- Significant different time: outside more than 15 minutes early or late off the allocated slot.
- 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 2<sup>nd</sup> time of a series of slots in case of operating within
  - curfews:
    - EIN: 23:00 LT – 06:54 LT
    - RTM: 23:00 LT – 06:59 LT
  - when actual time of operation falls within a higher noise penalty factor compared to the allocated slot:
    - EIN:
      - 07:00 LT – 07:59 LT (noise penalty factor 4)
      - 18:00 LT – 18:59 LT (noise penalty factor 2)
      - 19:00 LT – 19:59 LT (noise penalty factor 3)
      - 20:00 LT – 20:59 LT (noise penalty factor 4)
      - 21:00 LT – 21:59 LT (noise penalty factor 6)
      - 22:00 LT – 22:59 LT (noise penalty factor 8)
    - RTM
      - 19:00 LT - 22:59 LT (noise penalty factor 3,16);
- Reference taken for measuring is a slot series (the day of the week, designator code + flight number). ACNL will monitor the operations for every flight however enforcement might be focused on specific timeframes;

*Jumping the queue, Overbidding, Late slot returns, Capacity holding (holding slots)*

Repeatedly: more than once during six consecutive IATA-seasons.

*For all types of misuse intentionally is defined as:*

- When the airline or other aircraft operator has already been notified of possible slot misuse by ACNL or CAA-NL (ref. WASG 9.4.4.3) and/ or consciously accept the significant possibility that a certain consequence will occur;
- In addition for significant different time: intentional operating the flight with the knowledge that the on/off-block time differs from the allocated slot.



### Slot tolerance advices

The airport managing bodies of Amsterdam Airport Schiphol (AMS), 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.

- Amsterdam Airport Schiphol (AMS)  
<https://slotcoordination.nl/wp-content/uploads/2026/02/20260202-Slot-tolerance-advice-AMS.pdf>
- 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. ACNL can decide to regard specific days as disrupted days which 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 the SEC consisting of several phases starting with dialogue and as a last step might result in sanctioning.
2. 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 effective as of IATA Northern Summer season 2026 (S26).
2. ACNL may review and amend this Working Procedure.

ACNL advises all airlines to visit [www.slotcoordination.nl](http://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 February 2026	First publication