

AMS Capacity Declaration Winter 2026 – 2027

Part I Coordination parameters

- The coordination parameters for Amsterdam Airport Schiphol for the IATA W26 season (25 October 2026 – 27 March 2027) are specified in the tables below. All timings in this document are expressed in UTC.
- The number of slots is calculated on basis of a season of 22 weeks.
- Slots should be requested and will be allocated per 5 minutes only: 0000, 0005, 0010, 0015, 0020 etcetera.

Commercial aviation

1) Environmental capacity	
a. Total air traffic movements	185,282
b. Night air traffic movements	8,839

This coordination parameter applies to flights with Service Type Codes: | A | B | C | F | G | H | J | L | M | O | P | Q | R | S | V |

No reallocation of slots before HBD is allowed as long as the total number of allocated slots is higher than the environmental capacity.

2) Operational capacity	
a. Total slots	189,515
b. Night slots	10,476

This coordination parameter applies to flights with Service Type Codes: | A | B | C | F | G | H | J | L | M | O | P | Q | R | S | V |

3) Planning limit	
a. Total slots	186,535
b. Night slots	11,246

This coordination parameter applies to flights with Service Type Codes: | A | B | C | F | G | H | J | L | M | O | P | Q | R | S | V |

This limit is related to the reduction in environmental capacity. The planning limit is equal to the number of historic slots and will be adjusted downwards every season as long as the planning limit exceeds the environmental limit.

4) Stand capacity	
a. Arrival slots from 0620 up to and including 0934 Applicable to flights with ICAO code: D E F	36
b. Arrival slots from 0725 up to and including 1054 Applicable to flights with ICAO code: D E F	33
c. Parked simultaneously Applicable to flights with ICAO code: F	2
d. Parked simultaneously Applicable to flights with ICAO code: E3 E4 Applicable to flights to or from a Schengen origin or destination airport	2
e. Parked simultaneously Applicable to flights with ICAO code: F Applicable for the period of week 10 up to and including week 15 (March 8th until end of season)	1

This coordination parameter applies to flights with Service Type Codes: | B | C | D | G | J | L | N | O | Q | R | S |

5) Prohibited aircraft	
a. Aircraft prohibited during the day and night	Appx. I

This coordination parameter applies to flights with Service Type Codes: | A | B | C | D | F | G | H | J | K | L | M | N | O | P | Q | R | S | T | V | X |

6) Runway capacity	
a. Slots per 20 minutes (static capacity)	Appx. II
b. Slots per 60 minutes (rolling capacity)	Appx. II

This coordination parameter applies to flights with Service Type Codes: | A | B | C | D | F | G | H | J | K | L | M | N | O | P | Q | R | S | T | V | X |

7) Air traffic control capacity	
a. Arrival and departure slots (daily static capacity)	1,550

This coordination parameter applies to flights with Service Type Codes: | A | B | C | D | F | G | H | J | K | L | M | N | O | P | Q | R | S | T | V | X |

8) Border control capacity	
a. Arrival and departure seats (daily static capacity)	123,000

This coordination parameter applies to flights with Service Type Codes: | B | C | G | J | L | O | Q | R | S |

Applicable to flights to or from a non-Schengen origin or destination airport

9) Customs capacity	
a. Arrival slots per 60 minutes (rolling capacity)	2

This coordination parameter applies to flights with Service Type Codes: | B | C | G | J | L | O | Q | R | S |

Applicable to flights if any origin station originates from the countries: Aruba, Bonaire, Curaçao, Sint-Maarten, Surinam and Venezuela. IATA airport codes include, but are not limited to: | AUA | BON | CCS | CUR | MAR | PBM | SFG | SXM | VLN |

General aviation

10) Total capacity	
a. Operational limit	N/A

This coordination parameter applies to flights with Service Type Codes: | D | N |

11) Night capacity	
a. Operational limit	0

This coordination parameter applies to flights with Service Type Codes: | D | N |

12) Stand capacity*	
a. Arrival slots from 0620 up to and including 0934	0
b. Departure slots from 0620 up to and including 1159	
Applicable to flights with ICAO code: D E F	

This coordination parameter applies to flights with Service Type Codes: | D | N |

*Exceptions may be granted at the discretion of the airport authorities following operational consultation.

Part II Supplementary information

1) Runway capacity explanation

For slot allocation purposes for both Commercial and General Aviation, the operational runway capacity has been determined as follows:

ATM mode	Possible within from – to (UTC)	Nominal capacity per 60 minutes		Nominal capacity per 20 minutes	
		IFR Arrivals	IFR Departures	IFR Arrivals	IFR Departures
Day; departure peak mode (S)	0600 – 2039	36	74	12	25
Day; arrival peak mode (L)	0600 – 2039	68	38	23	13
Day; off peak mode (O)	0500 – 0539	24	30	8	10
	0540 – 0559	24	40	8	14
	0600 – 2139	36	40	12	14
	2140 – 2159	36	25	12	9
Night mode (N)	2200 – 0459	24	25	8	9

Departure peak mode: one runway is used for landings, two runways for take-offs. Day arrival and departure procedures are applied.

Arrival peak mode: two runways are used for landings, one runway for take-offs. Day arrival and departure procedures are applied.

Off peak mode: one runway is used for landings, one runway for take-offs. Day arrival and departure procedures are applied.

Night mode: one runway is used for landings, one runway for take-offs. Night arrival and departure procedures are applied.

Additional requirements:

- Arrival and departure peak modes should not overlap.
- Each arrival peak mode period shall be separated from a preceding departure peak mode period by an off-peak mode period. Between the first departure and arrival peak, the duration of this off-peak mode period should be at least 30 minutes. The duration of this off-peak mode period between any other departure and arrival peak shall be at least 20 minutes.
- Each departure and arrival peak mode shall have a minimal duration of 40 minutes, except for the first peak mode at 0600 UTC, which has a minimal duration of 20 minutes.
- Slots should be requested and will be allocated per 5 minutes.

In the bracket list, that forms integral part of this declaration (Appendix II), the number of available arrival and departure slots for any 20 minute interval and per rolling hour is shown. This capacity depends on the operational runway capacity for the different ATM modes and the agreed peak- and off-peak times for the day period and should meet the mentioned additional requirements.

2) Transfer of unused capacity

In consultation with the sector, Schiphol will determine the potential for transferring any capacity left unused during Winter 2026/2027 to Summer 2027 towards the end of the Winter 2026/2027 season.

3) European Entry-Exit System

The planned implementation of the European Entry-Exit System (EES) is not expected to have any significant implications for the airport capacity. Should this not be the case, the relevant coordination parameters of this capacity declaration will be adjusted in accordance with the expected impact after consultation with the Coordination Committee.

4) Capacity outlook

Please note that during upcoming years, significant infrastructure works are scheduled. At this point in time, the exact impact on capacity is not known yet. Schiphol will consult and communicate any capacity changes when these are known.

5) Other applicable regulations

Supplementary to the regulations in this Capacity Declaration, Schiphol would like to point out the other regulations applicable to operate at AMS, including:

- [Aeronautical Information Publication \(AIP\)](#)
- [Regulation Aircraft Stand Allocation Schiphol \(RASAS\)](#)
- [Schiphol Regulations](#)

6) Definitions

Commercial aviation:	Flights performed by an air carrier which are open for individual bookings for passengers and/or freight and/or mail, and which concern: scheduled flights, being regular service or commercial flights operated on a fixed route according to a published timetable, and non-scheduled flights, being charter flights in passenger and/or cargo transport or commercial ad hoc flights. This includes positioning flights as defined next.
Positioning flights:	Flights in support of scheduled or charter flights.
General aviation:	All aviation except commercial aviation. Including but not limited to business aviation, air taxi operations and technical flights.
Night departure slot:	Departure slot between 2140 – 0559 UTC (2240 – 0659 LT).
Night arrival slot:	Arrival slot between 2200 – 0619 UTC (2300 – 0719 LT).
Night slot:	Either a night departure slot or a night arrival slot.
Night movement:	Departure or arrival with a runway time between 2200 – 0559 UTC (2300 – 0659 LT).
Planning limit:	The maximum number of slots that may be eligible for historic precedence for the applicable season and that is available for initial allocation up to and including HBD.
Operational limit:	The total number of slots available for the applicable season after HBD.
Operational year:	Period from November 1 of the preceding calendar year through October 31 of the successive year. For operational year 2027 this is the period starting November 1, 2026 up to and including October 31, 2027.

Appendix I Aircraft prohibited – day & night

Due to noise restrictions not all aircraft types are allowed to operate at AMS. Please refer to the Schiphol Regulations for more information on those noise limitations.

- No day or night slots shall be allocated for flights with the IATA aircraft code in the next table.

IATA aircraft code of prohibited aircraft									
703	707	721	722	727	731	732	741	742	743
70F	70M	72B	72C	72F	72M	72S	72W	72X	72Y
73L	73X	74C	74D	74L	74R	74T	74U	74V	74X
76X	A26	A30	A32	A4F	A5F	AB4	AN4	AN6	AN7
ANF	B12	B13	B14	B15	D10	D11	D1C	D1F	D1M
D1X	D1Y	D8F	D8L	D8T	D91	D92	D93	D94	D95
DC9	F21	F22	F27	F2S	G2B	G2S	GJ2	GJ3	HS7
I93	I96	I9F	I9M	I9X	I9Y	IL6	IL7	IL8	IL9
ILW	L10	L11	L12	L15	L1F	LOE	LOF	LOH	M81
M82	M83	T20	T2F	T34	TU3	TU5	YK2	YK4	

This coordination parameter applies to flights with Service Type Codes:

| A | B | C | D | F | G | H | J | K | L | M | N | O | P | Q | R | S | T | V | X |

Appendix II Runway capacity

Time UTC	Arrival slots		Departure slots	
	20 minute <i>static capacity</i>	60 minute <i>rolling capacity</i>	20 minute <i>static capacity</i>	60 minute <i>rolling capacity</i>
0000 – 0039	8		9	
0040 – 0459	8	24	9	25
0500 – 0539	8		10	
0540 – 0559	8		14	
0600 – 0619	12		25	
0620 – 0649*	18*		20*	
0650 – 0659*	11*		6*	
0700 – 0819	23	68	13	38
0820 – 0939	12	36	25	74
0940 – 0959	12		14	
1000 – 1039	23		13	
1040 – 1139	12	36	25	74
1140 – 1159	12		14	
1200 – 1259	23	68	13	38
1300 – 1359	12	36	25	74
1400 – 1419	12		14	
1420 – 1519	23	68	13	38
1520 – 1659	12	36	25	74
1700 – 1719	12		14	
1720 – 1859	23	68	13	38
1900 – 2039	12	36	25	74
2040 – 2139	12	36	14	40
2140 – 2159	12		9	
2200 – 2319	8	24	9	25
2320 – 2359	8		9	

This coordination parameter applies to flights with Service Type Codes: | A | B | C | D | F | G | H | J | K | L | M | N | O | P | Q | R | S | T | V | X |

Slots should be requested and will be allocated per 5 minutes only: 0000, 0005, 0010, 0015, 0020 et cetera.

Coordination of runway capacity will be based on:

- Constraints for 20 minute periods, and
- For periods of equal ATM mode with a minimum duration of one hour – constraints on rolling hours, i.e. each 60 minute interval that occurs within that ATM mode, with a step size of 20 minutes, will have a constraint on capacity.

* There are two exceptions to the runway 20 minute limitations:

- Between 0620 – 0649 a 30 minute bracket applies with a maximum of 18 arrivals and 20 departures.

Between 0650 – 0659 a 10 minute bracket applies with a maximum of 11 arrivals and 6 departures.