

Working Procedure Slot Allocation AMS exceedance of night movement limit

Discipline: Slot Allocation
 Airports: Amsterdam Airport Schiphol (AMS)
 Seasons: IATA seasons W25, S26, W26, S27, W27 and S28
 Version: 1.1
 Date: 18 August 2026

Considerations

1. As an outcome of a Balanced Approach Procedure for AMS the Dutch government included in the regulations a movement restriction of 27.000 night movements for an operational year. This working procedure was introduced for W25 and will be continued until and including S28.
2. Based on the coordination parameter regarding the environmental capacity for commercial aviation possibly not all historic slots for the night can be allocated for use in the specific season at Initial Allocation and/or at time thereafter.
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 goals for this working procedure are:
 - a. Securing the environmental limit of 27.000 night movements for an operational year;
 - b. Touching the historic rights to the minimum extent;
 - c. Maximising the utilisation of the capacity.
5. 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.
6. The current situation is as follows:
 - a. The number of slots with historic entitlement for the night is stable at a level of 34.500 per year.
 - b. There is a significant difference between the number of night slots allocated and the number of night movements operated.
 - c. During the last years the difference between the night allocated slots and operated night movements has grown. This is the result of a downward trend in number of unplanned night movements and an upward trend in unplanned daytime movements
7. In order to refrain from touching historic rights for the night and to stay within the legal regulation for night movements, the number of unplanned day and night movements has to be managed and a security margin should be applied.
8. This working procedure is discussed in the Coordination Committee Netherlands of 3 April 2025 and regarded as 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.

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 night movements for the winter and summer seasons respectively.
2. ACNL calculates the predicted number of night movements based on:
 - a. historical data regarding the difference between night slots and night movements
 - b. the effectiveness of night curfew monitoring and enforcement.
3. ACNL allocates at Initial Allocation (SAL) all requested slots with historic entitlement (action codes F, R, I, L). ACNL assigns as safe guard mechanism a volume of IATA SSIM Code T (conditional) proportionally, to the largest airlines covering up the 80% of the allocated night slots, for a part of the amount of the exceedance of the movement limit.
4. The condition for Code T is formulated as follows: *"In the event of a forecasted exceedance of the night 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 night movement limit. 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."*
5. The volume of slots designated in point 4 which cannot be used by the airline in the night do not count against the UIOLI rule and/or will not be retimed in the historic baseline. As soon as a certain amount of night slots are operated in the day time, ACNL will remove the same amount of Code T volume.
6. After SAL and before HBD changes are allowed if the forecasted number of night movements can be managed in order to stay within the movement limit (taking into account the security margin). If night slots return to the slot pool before HBD, they will not be reallocated.
7. After HBD, airlines with series of night slots can retime one or more of these series into the daytime period without losing historic precedence for the night period (applies only for the 3-years transition phase).
8. After HBD, there will be forecasting monitoring of the number of End-of-Season night movements.
9. The goal is not to exceed EoS night movement limit without having to apply the condition Code T as safeguard.
10. 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.
11. Night slot requests from the waitlist will only be allocated once it is certain that the night movement limit will not be exceeded.

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
V1.1	18 August 2026	References to individual seasons deleted (WP is valid for multiple seasons)