

Working Procedure Slot Allocation S27 AMS Exceedance of historic entitlement new peak parameters to be introduced
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Discipline: Slot Allocation
Airports: Amsterdam Airport Schiphol (AMS)
Seasons: IATA season Northern Summer 2027 (S27)
Version: 1.0
Date: 29 September 2026

Considerations

1. AMS introduces new coordination parameters. These relate to a limit for the morning peak on arrivals between 0520 and 0719 UTC, arrivals between 0520 and 0819 UTC, and departures between 0620 and 0819 UTC.
2. Based on these coordination parameters not all slots with historic entitlement can possibly be allocated for use in the specific season.
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 Irish High Court requested on 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.
5. Past seasons demonstrated that historic entitlements are lost every season due to use-it-or-lose-it provisions and terminations of operations. In approximately two years, the exceedance can be resolved.
6. The concept of this working procedure is proposed in the Coordination Committee Netherlands of 2 September 2026 after discussions about introducing peak parameters.
7. The goals for this working procedure are:
 - a. Securing the limits set;
 - b. Touching the historic entitlement to the minimum extent;
 - c. Optimising the utilisation of the capacity.

Working procedure

1. Starting point is the available capacity, declared by the airport.
2. ACNL allocates at Initial Allocation (SAL) all requested slots with historic entitlement (action codes F, R, I, L).
3. Between SAL and HBD, including at the Slot Conference, ACNL will approach airlines to discuss, where necessary, options for resolving overrun issues (e.g. rescheduling).
4. All slots retimed/returned before HBD will not be reallocated until the historic entitlements are no longer exceeded.
5. Following the HBD milestone, ACNL will monitor whether the peak parameters are at risk of being exceeded in practice. In that event, ACNL may ask airlines to reschedule their flights on a voluntary basis. The HBD baseline will remain unchanged to preserve historical entitlements.

Final provisions

1. This working procedure is valid for season S27.
2. Should AMS also wish to introduce peak parameters for winter seasons, ACNL will consider drawing up a similar procedure.
3. After the end of each season, an assessment will be made as to whether interim adjustments including an extension are appropriate.
4. This working procedure shall be terminated prematurely once the exceedance of historic entitlements is solved.
5. 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	29 September 2026	First publication