

Capacity declaration Amsterdam Airport Schiphol; summer 2009

Available number of slots

The number of slots available for landing and take-off operations during the summer season 2009 (March 29, 2009 through October 24, 2009) is specified in the table below. The numbers as specified in this table are applicable to Commercial Aviation only. For the summer season, local time equals UTC + 2 hours.

*Available number of slots; summer season 2009
(March 29, 2009 through October 24, 2009)*

Total number of departure and arrival slots	Maximum number of departure slots in bracket 20:40 – 04:59 UTC	Maximum number of arrival slots in bracket 21:00 – 05:19 UTC
275,800	8,690	14,120

Note:

It is allowed to re-allocate in the bracket 20:40 – 03:59 UTC departure slots that were historically allocated in the bracket 04:00 – 04:59 UTC. However, it is not allowed to re-allocate in the bracket 04:00 – 04:59 UTC departure slots that were historically allocated in the bracket 20:40 – 03:59 UTC.

Distribution of aircraft movements over a twenty-four hours period

For the purpose of this declaration, a distinction is made between departure peaks, arrival peaks, fire breaks, off-peak, early morning and night. This distinction is based on local time and on the operational runway capacity, as will be defined further in this declaration. Fire breaks are a strategic measure for punctuality and reliability purposes, which are intended to create some margin in the planning to be able to cope with operational disturbances.

The following definitions apply:

- Peak: 05:00 - 19:19 UTC (07:00 - 21:19 LT)
- Off-peak: 19:20 - 20:59 UTC (21:20 - 22:59 LT)
- Night: 21:00 - 03:59 UTC (23:00 - 05:59 LT)
- Early morning: 04:00 - 04:59 UTC (06:00 - 06:59 LT)
- Fire break: A single 20 or 30 minutes block immediately following a departure peak as well as immediately preceding an arrival peak, thus separating that particular arrival peak from the preceding departure peak. The duration of the fire breaks should be 20 minutes, except for the first fire break of each day which should have 30 minutes duration.

Operational runway capacity

For slot allocation purposes, the operational runway capacity for the summer season 2009 has been determined as follows:

Arrival peaks:	106 IFR movements per hour (three 20 minutes blocks), with a maximum of 68 arrivals and 38 departures. The movements should be evenly distributed over the 20 minutes blocks.
Departure peaks:	110 IFR movements per hour (three 20 minutes blocks), with a maximum of 74 departures and 36 arrivals. The movements should be evenly distributed over the 20 minutes blocks.
Off-peak:	75 IFR movements per hour, with a maximum of 35 arrivals and 40 departures.
Night:	49 IFR movements per hour, with a maximum of 24 arrivals and 25 departures.
Early morning:	55 IFR movements per hour, with a maximum of 25 arrivals and 30 departures.

For slot allocation purposes, an operational runway capacity of 12 arrivals and 13 departures per 20 minutes should be assumed during each 20 minutes fire break (18 arrivals and 20 departures for the 30 minutes fire break).

Coordination will in principle be based on static clock hours and during the period 07:00 – 23:00 LT on 20 minutes intervals, except for the 30 minutes fire break and the adjacent time bracket. In view of expected cancellations, the number of allocated slots for any 20 minutes interval may exceed the specified operational runway capacity by 2 movements, however, the maximum number of arrivals and departures should not be exceeded on a historical basis.

Additional requirements and conditions

1. This declaration for summer 2009 is based on an assumed number of 188.600 movements during the winter season 2008/2009 (October 26, 2008 through March 28, 2009), in accordance with the capacity declaration for winter 2008/2009. A possible higher or lower number of used slots in said period should be subtracted from, respectively added to the 275,800 slots available for summer 2009. Likewise, if for winter 2008/2009 less night and/or early morning slots have been used than the maximum numbers as specified in the capacity declaration for winter 2008/2009, these unused slots can be added to the pool of night and early morning slots for summer 2009. However, such additional night and early morning slots originating from winter 2008/2009 should be allocated in summer 2009 on a non-historic basis only.
It is noted that for the purpose of the above provision, night and early morning slots imply departure slots in the bracket 22:40 – 06:59 LT (winter 21:40 – 05:59 UTC; summer 20:40 – 04:59 UTC) and arrival slots in the bracket 23:00 – 07:19 LT (winter 22:00 – 06:19 UTC; summer 21:00 – 05:19 UTC).
2. Arrival and departure peaks should not overlap.
3. To facilitate a smooth handling of traffic, fire breaks should be planned between all transitions from departure to arrival peak. In the 20 minutes blocks where fire breaks should be planned (or 30 minutes block for the first fire break of the day) and have not yet been completely realized, new slots should not be allocated. In addition, cancelled slots should not be re-allocated in these blocks until the required fire breaks are fully incorporated.

Supplemental information

In addition to the capacity limitations, aircraft operators should take into account that the operating restrictions as specified below are effective at Amsterdam Airport Schiphol.

Operating restrictions based on certificated noise levels

1. Aircraft which are certificated in accordance with the noise standards of ICAO Annex 16 Chapter 2:
 - Take-off and landing is not allowed.
2. Aircraft which are certificated in accordance with the noise standards of ICAO Annex 16 Chapter 3, for which the margin of the sum of the three certification noise levels, relative to the sum of the three applicable ICAO Annex 16 Chapter 3 certification noise limits, is less than 5 EPNdB:
 - For aircraft equipped with engines with bypass ratio ≤ 3 , new operations are not allowed.
 - For aircraft equipped with engines with bypass ratio ≤ 3 , take-off and landing is not allowed between 18:00 and 07:59 hr. local time (16:00 – 05:59 UTC for summer season).
 - For aircraft equipped with engines with bypass ratio > 3 , it is not allowed to plan take-offs between 23:00 and 05:59 hr. local time (21:00 – 03:59 UTC for summer season).
3. Aircraft which are certificated in accordance with the noise standards of ICAO Annex 16 Chapter 3, for which the margin of the sum of the three certification noise levels, relative to the sum of the three applicable ICAO Annex 16 Chapter 3 certification noise limits, is 5 EPNdB or more:
 - No restrictions.

It is noted that, if required for noise control purposes, the operating restrictions as specified above may be amended.

P-RNAV requirement for night arrivals

A P-RNAV approval is required for night arrivals between 23:00 and 06:29 hr. local time (21:00 – 04:29 UTC for summer season). Temporary exemptions may be issued by CAA-NL only to operators not meeting this requirement and currently holding arrival slots between 06:00 and 06:29 hr. local time (04:00 – 04:29 UTC for summer season). Temporary exemptions will be valid until 31 October 2008, but may expire at an earlier date as set by CAA-NL. No exemptions will be granted for the period 23:00 – 05:59 hr. local time (21:00 – 03:59 UTC for summer season).

Preferred aircraft types

In view of severe noise-related capacity constraints for the night and early morning periods, as well as the need to minimize noise impact on the environment, it is of essential importance that noise of each aircraft movement during night and early morning is as low as possible. Aircraft operators are therefore urged to use the quietest possible aircraft types for night and early morning flights. In addition, in respect of legal limits on aircraft emissions, it is of the utmost importance that aircraft operators use the cleanest possible aircraft for all operations at Amsterdam Airport Schiphol.

It is noted that Amsterdam Airport Schiphol has adopted and will continue to develop a policy to further encourage the use of quieter (and cleaner) aircraft, for instance through its airport charges system which includes reductions and surcharges based on certification noise levels.