

Text for the webpage

Revised draft Schiphol and Lelystad Airports (Traffic Distribution) Decree

Introduction

The Ministry of Infrastructure and Water Management has prepared traffic distribution rules (TDR) for Amsterdam Airport Schiphol (AAS) and Lelystad Airport (LA). The Ministry aims to support the international network and hub function of AAS. A revised draft of the TDR is submitted in this consultation.

Objective and stakeholders who may be affected

Capacity for aviation in the Netherlands is scarce and will remain so in the future. The government policy aims to use the available capacity at AAS in a manner that supports the international network and hub function of AAS as much as possible. AAS is primarily the airport for (inter)continental hub and mainport traffic. Regional airports focus mainly on point-to-point traffic. The TDR is one of the instruments to implement the government policy with respect to the selective development of AAS.

In general terms, TDR distribute air traffic between two or more airports that serve the same urban agglomeration. In the specific case of AAS and LA, the rules comprise the following two elements:

1. LA's capacity up to 25,000 slots will be provided with priority to traffic distributed from AAS. After three years an evaluation of the workings of the TDR will be conducted. Based on this evaluation, and after approval by the European Commission, the slots between 10,000 and 25,000 at LA will also be distributed with priority to traffic originating from AAS;
2. the capacity released at AAS as a result of the rules will be used exclusively by transfer traffic, the definition of which is laid out in a ministerial order.

The following stakeholders may be affected by the TDR:

- Air carriers (predominantly air carriers that now operate at AAS and want to operate at LA);
- Airports (mainly AAS and LA);
- Passengers;
- Slot coordinator;
- Residents in the surroundings of the airports;
- Ministry of Infrastructure and Water Management.

Expected impact

As a result of the TDR:

- Point-to-point traffic may be relocated from AAS to LA;
- Capacity for transfer traffic will thus be created at AAS.

Aim of consultation

The aim of the consultation is to inform stakeholders and to give them the opportunity to provide their input with regard to the TDR.

Elements of the TDR that are open for comments

The Ministry of Infrastructure and Water Management welcomes your views on the TDR. These will be weighed carefully and, where possible, will be used to further optimize the TDR. You can provide your views through 7th February 2019 on the following documents:

- 1) TDR draft Decree;
- 2) Notes on the individual articles of the draft Decree;
- 3) Explanatory memorandum on the draft Decree;
- 4) TDR draft Ministerial Order;
- 5) Explanation to the draft Ministerial Order.

Please bear in mind that these English documents are unofficial translations. The Dutch texts are always leading.

Note: this is a revised draft of the TDR. The first draft was made available for consultation at this site. The first draft of the TDR was withdrawn. Please see:

<https://www.rijksoverheid.nl/ministeries/ministerie-van-infrastructuur-en-waterstaat/documenten/kamerstukken/2018/12/04/notificatie-van-een-verkeersverdelingsregel-vvr>.

Note: between 11th January and 21st February 2019 the opinion procedure for “het Ontwerpwijzigingsbesluit voor het Luchthavenbesluit Lelystad” will also take place. Please see: www.platformparticipatie.nl/luchthavenlelystad.