

Text for the website

Draft decree in connection with the possible introduction of a traffic distribution rule between Amsterdam Airport Schiphol (AAS) and Lelystad Airport (LA)

Short introduction/cause (max 500 signs)
<p>In the years to come the demand for air traffic will increase further, and the maximum number of aircraft movements allowed will be reached. Because of the importance of (inter)continental connections at AAS for the benefit to the Dutch economy, the scarce capacity at AAS has to be used by intercontinental traffic and feeder traffic. A traffic distribution rule between AAS and LA will make it possible to realise this goal (selectivity policy).</p>
Goal of the regulation (± 2000 signs) and target groups which will be affected by the rule (max 2000 signs)
<p>Selectivity policy includes the cabinet's choice that AAS be primarily dedicated to (inter)continental hub and mainport-connected traffic. The regional airports (Eindhoven and Lelystad) will then mainly serve point to point and leisure destinations. The selectivity policy is cabinet policy, which has recently been affirmed politically and is based on the Alders Agreement (2008), White paper on Dutch Aviation (2009) and the Schiphol Action Programme (2016).</p> <p>A traffic distribution rule between AAS and LA will make it possible to realise the selectivity policy, in case the market approach of the operator of the airports (Schiphol Group) does not produce the intended effect. In the end the European Commission will have to approve the measure.</p> <p>The goal of the rule is:</p> <ol style="list-style-type: none">1. Relocating leisure destinations from AAS to LA;2. Using the capacity at LA exclusively for traffic which has been relocated from AAS;3. Using the released capacity at AAS by adoption of the rule exclusively for intercontinental traffic and feeder traffic.
<p>Target groups which will be affected by the measure:</p> <ul style="list-style-type: none">• Airlines which operate from Schiphol;• Airlines which wish to operate from Lelystad Airport;• Passengers;• Schiphol Group;• Slot co-ordinator;• Ministry of Infrastructure, Public Works and Water Management.
Expected effects of the measure (max 2000 signs)
<ul style="list-style-type: none">• As a result of the rule, capacity will be created at AAS for intercontinental traffic and feeder traffic;• As a result of the rule, the capacity at LA will be used by leisure traffic originating from Schiphol;• As a result of the rule, leisure destinations will be relocated (in phases) from AAS to LA.
Goal of the consultation (max 2000 signs)
<p>The consultation will take place to give interested parties the opportunity to respond to the draft decree and the accompanying draft Ministerial Regulation in the matter of the traffic distribution rule between AAS and LA, and the explanatory memoranda.</p>

On which parts of the measure is a response requested (max 2000 signs)
Interested parties may include the entire draft decree and the accompanying draft Ministerial Regulation in the matter of the traffic distribution rule between AAS and LA, and the explanatory memoranda in their response. You may submit your response up to and including 6 December 2017. The Ministry of Infrastructure, Public Works and Water Management will examine all your observations carefully and will seek to improve the legislation wherever possible.
How will people be made aware of the consultation (communication)
People will be made aware of the (start of the) consultation by means of an email notification. Responses will be published during the course of the consultation. We will only publish those responses for which it has been indicated, by the contributor, that they may be made public. Before responses are published, they will be first checked for offensive or objectionable statements. This check may take several days.