

Position paper Traffic Distribution Rule for Schiphol and Lelystad Airport

Lelystad d.d.
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Lelystad Airport (a subsidiary company of Royal Schiphol Group) submits this position paper in support of the recently announced traffic distribution rule ("TDR") for Amsterdam Airport Schiphol and Lelystad Airport (LA).

LA believes that the current TDR will help to foster political support for the opening of Lelystad Airport and thereby helps to maintain the connectivity of Schiphol as a major hub for the EU.

From the very beginning, the aim of Lelystad Airport has always been to serve as relief capacity for Amsterdam Airport Schiphol, whereby LA would focus on carriers moving their European (leisure) air-services from Schiphol to LA. RSG has therefore developed Lelystad Airport as twin airport for Schiphol for traffic that does not necessarily need the dedicated, hub-supporting infrastructure of Amsterdam Airport Schiphol. As a result of European (leisure) traffic moving to LA, capacity will be added to the Dutch aviation market, in the interest of airlines and consumers, while providing relief for Schiphol.

RSG's other regional airports like Eindhoven and Rotterdam, also serving the wider metropolitan area of the Netherlands with point-to-point traffic, are popular and are almost at full capacity.

LA is located in the catchment area of Schiphol. Both airports serve Amsterdam and its conurbation. LA is well connected to Amsterdam and other major cities like Utrecht by highway and public transport (less than 1 hour). In comparison, travel time from existing airports serving the London and Paris areas to their respective city centers (or even between them) is similar or even longer.

The opening of Lelystad Airport for commercial operations was originally envisaged by 2018 but has been postponed by the Dutch government. A final, political decision on the opening of Lelystad Airport requires safeguards that its capacity is primarily used by traffic from Schiphol. A TDR is the instrument that could provide this assurance.

Besides the stimulus that is provided by the TDR, LA will stimulate airlines to move operations to Lelystad, firstly by providing them with substantially lower airport charges than Schiphol (comparable to other regional airports). Secondly, LA offers an attractive portfolio of services to both airlines and passengers: e.g., airlines will be able to turn around in 25 minutes. Passengers will be able to use a small, uncomplicated and self-service airport, easily accessible by both car and public transport. Public transport will be available at any given time of potential airline operations.

The opening of LA is one of the key instruments to grow connectivity in The Netherlands and the EU, while using the scarce capacity available in a balanced and efficient way. We believe a TDR, in compliance with Regulation 1008/2008, is possible and ask the EC to support such a measure.

