

Market consultation Traffic Distribution Rule Amsterdam Airport Schiphol (AAS) – Lelystad Airport (LA)

With this consultation interested parties are offered the opportunity to respond to the draft Traffic Distribution Rule AAS-LA (after this: TDR). It concerns a draft decree and the accompanying draft Ministerial Regulation (MR), including their explanatory memoranda. For your information three studies underpinning these measures have also been included.

1. Context

The available capacity at AAS is limited. That is why government policy aims at a selective development for AAS. This means that the capacity at AAS must be used in a way that benefits the (inter)continental network of connections as much as possible. Within that framework LA will be developed as an 'overflow' airport for AAS, destined to accommodate leisure traffic that is now still carried out from AAS. This so-called selectivity policy has been set down in, amongst others, the Alders Agreement, the White Paper on Dutch Aviation, the Schiphol Action Programme, and it has recently been affirmed politically.

In early October 2017 the House of Representatives has requested the government by motion to exert itself to find (legal) instruments to prevent LA from being used by airlines which have not been relocated from AAS. In addition to this the coalition agreement of the new cabinet has indicated that the selectivity policy needs to be improved, meaning that flights which strengthen the (inter)continental network need to be given priority at AAS. It has also been mentioned that LA is an important airport for leisure flights.

The present draft TDR is an instrument to interpret this government policy.

2. The relation between the market approach and the traffic distribution rule

The goal of a selective development of AAS in relation to LA is threefold:

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 exclusively for intercontinental and feeder traffic.

At this moment the airport operator pursues a stimulation policy to stimulate the airlines to serve leisure destinations at LA which are relocated from AAS (market approach). Because we can not be certain beforehand that the stated goals will be reached with the market approach, the Dutch government has drawn up the draft TDR which is included. If the market approach does not have the desired effect, it may be decided to implement the TDR. After this consultation phase, and after the opinions of the interested parties have been processed, the planning is to submit the draft TDR to the European Commission for approval at the end of 2017. By the middle of 2018 it should be clear whether the market approach of Schiphol Group has produced the intended effect. Based on that, the ministry of Infrastructure and Water Management will decide whether the TDR, after approval by the European Commission, will be implemented as of the opening of LA.

3. Process and planning

During a hearing for the aviation sector, which was held on 31 January 2017, a line of thought for the TDR was presented. As a result of the responses during and after the hearing, the line of thought has been adjusted and elaborated into the present draft TDR. An important modification compared to the line of thought presented earlier this year, is the definition of a leisure destination. This is now based on several objective and transparent criteria, as indicated and explained in the documents included.

The internet consultation for the present draft TDR will take 4 weeks. After that all responses will be processed, which will lead to an adapted draft TDR. Before this adapted draft TDR is sent to the European Commission for approval, the ministry of Infrastructure and Water Management will inform the interested parties the way in which the responses from the market consultation have been processed.