

## Text for the website

*General Order in Council in connection with the possible introduction of a traffic distribution rule between Amsterdam Airport Schiphol (AAS) and Lelystad Airport (LA)*

<b>Short introduction/cause</b>
<p>In the years to come the demand for air traffic will increase further, and the maximum number of aircraft movements allowed at AAS 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>
<b>Goal of the regulation and target groups which will be affected by the rule</b>
<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). 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"><li>1. Relocating leisure destinations from AAS to LA;</li><li>2. Using the capacity at LA exclusively for traffic which has been relocated from AAS;</li><li>3. Using the released capacity at AAS by adoption of the rule exclusively for intercontinental traffic and feeder traffic.</li></ol> <p>Target groups which will be affected by the measure:</p> <ul style="list-style-type: none"><li>• Airlines which operate from Schiphol;</li><li>• Airlines which wish to operate from Lelystad Airport;</li><li>• Passengers;</li><li>• Schiphol Group;</li><li>• Slot coordinator;</li><li>• Ministry of Infrastructure and Water Management.</li></ul>
<b>Expected effects of the measure</b>
<ul style="list-style-type: none"><li>• As a result of the rule, capacity will be created at AAS for intercontinental traffic and feeder traffic;</li><li>• As a result of the rule, the capacity at LA will be used by leisure traffic originating from Schiphol;</li><li>• As a result of the rule, leisure destinations will be relocated (in phases) from AAS to LA.</li></ul>

<b>On which parts of the measure is a response requested</b>
<p>Interested parties may include the next subjects in their response:</p> <ol style="list-style-type: none"><li>1) Draft decree Dutch traffic distribution rule;</li><li>2) Draft decree explanation by article;</li><li>3) Draft explanatory memorandum;</li><li>4) Draft ministerial regulation</li><li>5) Draft explanation ministerial regulation.</li></ol> <p>You may submit your response up to and including 6 December 2017. 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.</p> <p>The Ministry of Infrastructure and Water Management will examine all your observations carefully and will seek to improve the legislation wherever possible.</p>