

Bizav Clampdown at Amsterdam

Chris Shieff

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From March 2024, the number of slots available for GA/BA at EHAM/Amsterdam Schiphol will almost halve. And apparently, it's just the tip of the iceberg – the ultimate goal is for them to be banned altogether.

Just like with Portugal's new Bizav Punishment Tax, the small jets are getting the big heat – often unfairly.

Go Away, GA...

The news came out in the airport's latest capacity declaration – the maximum number of 'small business aviation' flights will be **capped** at 12,000 next year (down from 17,000).

It's all part of a master plan that Schiphol announced back in April to make the airport 'quieter, cleaner and better.'

The biggest news is that a **complete ban on business aviation** is planned from 2025. And until then, GA/BA will increasingly feel the squeeze.

So, what happens after the ban?

With no more slots available to business jets, operators will need to look elsewhere. Here are the **current closest alternatives** with customs:

- **EHRD/Rotterdam** (24nm) – For handling, contact: Jet Aviation FBO, rtnfbo@jetaviation.com
- **EHEH/Eindhoven** (56nm) – For handling, contact: Viggo Eindhoven, info@viggo.eu
- **EHGG/Groningen** (82nm) – For handling, contact: Ground Ace, info@groundace.eu

Across the border, don't forget about **EBBR/Brussels** either.

Look out for other restrictions too

1. Night curfew: The same plan includes banning all aircraft movements between midnight and 6am (5am for departures). This will severely restrict available slots for late evenings and early mornings.



A night curfew is coming to Schiphol soon too.

2. No new runway: The airport has decided that the existing six runways should just about cover it. Plans have officially been scrapped for lucky number seven – a twin sister for Kaagbaan (yes, the runways have names!)

3. Noisy rides: From this coming Summer, Schiphol has announced that eighty-seven aircraft types will no longer be welcome. The good news is most of them are old.



A large number of older, noisier aircraft will be banned from Schiphol next year.

4. Airport fees: The quieter and cleaner your ride, the cheaper the airport fees will be moving forward. Operators using louder and more polluting aircraft will pay up to five times as much.

I want to go to Schiphol anyway

The doors haven't quite closed on business aviation just yet. But with the new capacity restrictions, slots are going to be hard to come by – so **get in early**.

The latest guidance of how it all works, along with fees and charges can be found in Schiphol's latest charges and conditions doc.