

# 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](mailto:rtnfbo@jetaviation.com)
- **EHEH/Eindhoven** (56nm) – For handling, contact: Viggo Eindhoven, [info@viggo.eu](mailto:info@viggo.eu)
- **EHGG/Groningen** (82nm) – For handling, contact: Ground Ace, [info@groundace.eu](mailto: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.

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## **What's going on at Schiphol?**

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In the past few weeks and months, we've been reporting on delays at major European airports. But one in particular has been making headlines more than any other – Amsterdam's **EHAM/Schiphol**.

Overcrowding and understaffing have been causing multi-hour queues to clear security, or collect baggage. In fact, things have gotten so bad that airport authorities previously closed roads and asked major carriers to cancel their flights there. And it looks like there is more to come.

But why Schiphol, and why now? There's more to it than simply the Northern Summer. Let's take a closer look at what's happening there.

### **The Perfect Storm**

The trouble at Schiphol is a unique brew of delay-inducing ingredients, all happening at the same time:

- Industrial action
- Surging demand
- Staffing
- Weather

### **Strikes**

On April 23, airport staff went on an unannounced strike which brought ops to a grinding halt for several hours. The airport became **overcrowded** with passengers unable to travel, and authorities scrambled to close road access to the airport before things got any worse.

The news is that this may be about to happen again. A major union of airport workers (FNV) has announced their intention to strike from June 1 over pay and conditions – the impact could last for several days.

### **Crowds**

It's good news for the industry, but not so much for airports struggling to play catch-up. EHAM/Schiphol is one of the busiest airports by pax numbers in Europe, based on the latest stats. It's streaks ahead of

Frankfurt, Munich and even big hitter, Heathrow.

All those passengers are causing a log jam, and some aren't happy about it. On May 22, news broke that a threatening security situation developed at security by passengers stuck in forever-queues, when staff began to feel unsafe – some even walked off the job. Military police were called in to calm the situation down before processing resumed. Which brings us to the next issue – staff, or **lack thereof**.

## **Getting more people**

With Covid restrictions easing, passenger levels are steadily increasing, but staffing levels are lagging behind – it takes time to find and train new manpower. It is an emerging problem in a resurgent industry, with airports across the globe reporting similar problems. It seems that Schiphol is one of the worst affected.

## **Those Pesky Clouds**

Talk about the straw that broke the camel's back, but the weather has also been playing a role. Or more specifically, clouds have been.

On May 24, Eurocontrol reported that low clouds were delaying inbound flights due to arrivals being regulated with holding or other delaying actions. Perhaps the only good news is that summer is just around the corner, and with it, better conditions for flying.

## **Outlook**

With the crowds going nowhere, and strikes on the horizon, it seems things will get worse before they get better. While impacts on the ground may be bigger for scheduled operators, airborne delays affect everyone.

## **What are the alternatives?**

The good news is that there are a couple of good options nearby which may keep you clear from the log jam.

### **EHRD/Rotterdam**

It's only 24nm away, and about a fifty-minute drive to Amsterdam Central. It's the nearest international option with customs.

Handling:

- *Aviapartner* rtm.handling.ops@aviapartner.aero +31 10 238 27 00
- *Jet Aviation Rotterdam* rtmfbo@jetaviation.com +31 10 298 49 49

### **EHEH/Eindhoven**

A little further afield at 56nm, about an hour and fifteen minutes on the road.

Handling:

- *Viggo Eindhoven Airport*: info@viggo.eu +31 40 258 11 58

## **Stay updated**

For major delays, the best place to stay informed is the Eurocontrol website [here](#), which is updated around the clock.