

## Capacity declaration Rotterdam The Hague Airport; summer 2017

### Available number of slots

The number of available slots for coordination by Airport Coordination Netherlands in the summer season 2017 (March 26, 2017 through October 28, 2017) is specified in the table below. For the summer season local time equals UTC + 2 hours. The numbers as specified in this table are applicable to Commercial Aviation only.

	Slots available
Departures	6.110
Arrivals	6.110
<b>Total</b>	<b>12.220</b>

The number of available slots depends on assumptions for distribution over a 24 hours period and the types of aircraft used. The assumption of the aircraft mix is shown in the table below, changes in the aircraft mix and/or distribution over a 24 hours period can result in changes regarding the number of available slots.

Aircraft size	Percentage of flights	Average penalty L <sub>den</sub>
Propeller aircraft 19-34 seats	< 0,1%	
Propeller aircraft > 35 seats	1,3%	1,64
Jet aircraft < 120 seats	24,2%	1,58
Jet aircraft > 120 seats	74,5%	1,63
<b>Total</b>	<b>100,0%</b>	

### Distribution of aircraft movements over a 24 hours period

Peak:	0455 - 0700 UTC (0655 - 0900 LT departures) 2000 - 2100 UTC (2200 - 2300 LT arrivals)
Off-peak:	0700 – 2100 UTC (0900 - 2300 LT departures) 0500 - 2000 UTC (0700 - 2200 LT arrivals)
Night restrictions:	2100 – 0455 UTC (2300 - 0655 LT departures) 2100 – 0500 UTC (2300 - 0700 LT arrivals)

### Operating restrictions

Regular opening hours are 0500 - 2100 UTC (0700 - 2300 LT) outside these hours no slots can be allocated, except for:

- Incoming positioning flights for which slots can be allocated 0400 – 2059 UTC (0600 – 2259LT).
- Departing flights for which slots can be allocated at 0455 UTC (0655 LT), these flights are however not allowed to take off before 0500UTC (0700 LT).

Due to delay, individual incoming flights are allowed to be delayed into the period 2100-2259UTC (2300-0100LT), these night-delays should be no more then 3% of the slots allocated to an operator.

The latest departure slot for any commercial passenger flight is 2030 UTC (2230 LT).

Aircraft which are certificated in accordance with noise standards of ICAO Annex 16 Chapter 2 (and which are allowed to operate conform EU-regulation 92/14/EEG) are only allowed to operate between 0600 - 1600 UTC (0800-1800 LT). An exception is made for aircraft certificated for a maximum take-off weight of 34 tons and a maximum seating capacity of 19 seats, these aircraft are allowed to operate 0500 - 2100 UTC (0700 - 2300 LT).

For aircraft which are certificated in accordance with the noise standards of ICAO Annex 16 Chapter 3, for which the margin of the sum of the three certificated noise levels, relative to the sum of the three applicable ICAO Annex 3 certification limits, is less than 5 EPNdB the same operational restrictions are applied as the aircraft certificated in accordance with noise standards of ICAO Annex 16 Chapter 2.

New slots will only be granted to aircraft which comply with categories R4, R5, R6, R7 or R8 of the ACI aircraft noise rating index. To comply with category R4 or better aircraft have to meet each of the requirements as mentioned below:

- Cumulative EPNdB reduction from ICAO Chapter 3 standard of at least 10 EPNdB
- Individual EPNdB reduction from ICAO Chapter 3 Standard at each noise measurement point of at least 2 EPNdB

Examples of aircraft types which are not (standardly) compliant are all non-chapter 4 compliant aircraft and Boeing 737-Classics and McDonnell Douglas MD80-series. For these aircraft a noise certificate has to be provided by the operator to prove that they are compliant to category R4 or better.

For this restriction for individual (not series of) flights exemptions can be granted when no other aircraft is available with respect to the payload and/or special flight operations.

It is noted that, if required for noise control purposes, the operational restrictions as specified above may be amended.

### ***Terminal capacity***

The capacity in the departure-lounge is limited to 650 passengers at any given moment. The average time spent by passengers in the departure-lounge is 60 minutes. This results in a maximum capacity of 650 passengers departing per hour except for the period 0455UTC-0600UTC (0655LT-0800LT). In the period 0455UTC-0600UTC (0655LT-0800LT) the maximum capacity is 835 passengers departing in this specific period of which the maximum capacity in the period 0455UTC-0525UTC (0655LT-0725LT) is 790 departing passengers.

There are 8 gates in the terminal, the split between Schengen and non-Schengen is flexible (minimum 1, maximum 6 Non-schengen gates) however switching in this split requires sufficient time. The limitation for the number of departing passengers to non-schengen destinations within the limitations mentioned above are 240 departing passengers per 30 minutes. Under specific circumstances (e.g. no other departing flights directly before or after the requested slot time) this limitation may be raised occasionally to 320 departing passengers to non-Schengen destinations per 40 minutes, up to the discretion of the coordinator.

The capacity in the arrival-halls is also limited but because the average time spent by passengers in this area is less and that due to variations in the actual arrival-times the passenger-load can not be predicted accurately. No more than 6 arriving aircraft with no more than 1.100 passengers in total are allowed in any 35 minutes period.

Cleaning of aircraft with transit-passengers (or any other form of disembarkation of transit-passengers) arriving on a flight which is not originating in "THIRD COUNTRIES RECOGNISED AS APPLYING SECURITY STANDARDS EQUIVALENT TO THE COMMON BASIC STANDARDS" (as mentioned in EU-regulations 185/2010 and 300/2008) is limited to one aircraft at any moment.

This limitation applies (at this moment) to at least all flights originating in e.g. Albania, Algeria, Egypt, Morocco, Tunisia and Turkey (among many other non EU-countries).

In case that the transit-area as mentioned above is not used and the total departure-lounge limitations are exceeded, this transit-area (with limited facilities) can be used on an incidental basis as departure lounge for one flight at any time with a maximum of 80 departing passengers under the following conditions only:

- Charter flight operating on one master ticket, no individual bookings allowed
- No individual check-in required, no luggage
- Flight does not require immigration (Schengen destinations only)
- Airline can accept reduced security (DAR)

### **Aircraftstands**

Due to renovation of the apron there are 10 aircraftstands for commercial aviation available at certain periods in calendar years 2016 and 2017. Renovation will be completed June 1, 2017 estimated.

<b>Number of stands</b>	<b>Max wingspan</b>	<b>Max length overall</b>	<b>Indicative aircraft types</b>
4	29 meter	30 meter	F50 E70 R85
6	36 meter	40 meter	737 73W 738 73H 319 320

The maximum allowed turnaround time for commercial aviation is 180 minutes. On request an exemption on this restriction can be obtained by Rotterdam The Hague Airport Airport Authorities. Flights with a turnaround >180 min have to be requested and approved via [capacity@rtha.com](mailto:capacity@rtha.com). Historical rights on longer turnaround times have priority and will be respected whenever possible.