# Capacity declaration Rotterdam The Hague Airport summer 2020

## *Available number of slots*

The number of available slots for coordination by Airport Coordination Netherlands in the summer season 2020 (March 28, 2020 through October 24, 2020, 30 weeks) 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 |
|---|---|
| **Total** | **11.608** |

Rotterdam The Hague Airport is not limited by number of movements but by a yearly noise quota. The number of available slots therefore 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 $L_{den}$ |
|---|---|---|
| Propeller aircraft 19-34 seats | < 0,1% | |
| Propeller aircraft > 35 seats | 1,3% | 1,64 |
| Jet aircraft < 120 seats | 19,1% | 1.58 |
| Jet aircraft > 120 seats | 79,6% | 1,63 |
| **Total** | **100,0%** | |

When there is, during the season, a risk that the noise quota for the airport might be exceeded, the airport authorities can request the slot coordinator to stop issuing new slots or reissuing slots which are handed back during the season. Slots which were already granted will be respected in these circumstances.

## *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 1955 UTC (2155 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 to the ACI R4 limits are the Boeing 737-Classics and McDonnell Douglas MD80-series. A full list of the aircrafttypes can be found in appendix 1 of this capacity declaration.

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 900 passengers. The average time spent by passengers in the departure-lounge is 60 minutes. This results in a maximum capacity of 900 passengers departing per hour except for the period 0455UTC-0700UTC (0655LT-0900LT). In the period 0455UTC-0600UTC (0655LT-0800LT) the maximum capacity is 1.200 passengers departing in this specific period. In the period 0600UTC-0700UTC (0800LT-0900LT) the maximum capacity is 600 passengers departing.

There are 10 gates in the terminal, the split between Schengen and non-Schengen is flexible (minimum 3, maximum 4 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.

RTM does not comply with the regulations regarding high risk flights. Therefore these flights cannot depart from this airport. High risk flights are defined as all commercial passenger flights to destinations in USA and Israel.

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 then 8 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 prior permission of the airport authorities required.
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).

## *Aircraftstands*

During S19 there are 12 aircraftstands ICAO size C (max. wingspan 36 meters) for commercial aviation available. The maximum allowed turnaround time for commercial aviation is 120 minutes. On request an exemption on this restriction can be obtained by Rotterdam The Hague Airport Airport Authorities.
Aircraft of ICAO size D or E (wingspan over 36 meters) require always special permission by Rotterdam The Hague Airport Airport Authorities which have to be requested at 24H before operations (see AIP). Rotterdam The Hague Airport is not allowed to accept aircraft of ICAO size F (see AIP).

Permission for flights with a turnaround >120 min or aircraft of ICAO size D or E (wingspan over 36 meters) have to be requested via capacity@rtha.com. Historical rights on longer turnaround times are exempt from the requirement to obtain prior permission.

Appendix 1: List of Aircraft types that does not comply to ACI R4

| Manufacturer | Type | Subtypes |
|---|---|---|
| Airbus | A300 | All |
| | A310 | All |
| Antonov | AN-124 | All |
| | AN-24 | All |
| | AN-26 | All |
| | AN-30 | All |
| | AN-32 | All |
| | AN-72 | All |
| | AN-74 | All |
| British Aerospace | BAC 1-11 | All |
| Boeing | 707 | All |
| | 727 | All |
| | 737 | 100/200/300/400/500 |
| | 747 | 100/200/300/SP |
| Fokker | F27 | All |
| | F28 | All |
| Ilyushin | IL-62 | All |
| | IL-76 | T/TD |
| | IL-86 | All |
| | IL-96 | All |
| McDonnel Douglas | DC-8 | All |
| | DC-9 | All |
| | DC-10 | All |
| | MD-11 | All |
| | MD-80 | All (MD80/81/82/83/87) |
| Tupolev | TU-134 | All |
| | TU-154 | All |
| Yakovlev | YAK-40 | All |
| | YAK-42 | All |