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[REDACTED]

Van: [REDACTED]@coordination-committee.nl>
Verzonden: vrijdag 17 juni 2022 16:31
Onderwerp: 2nd Addendum Capacity Declaration AMS S22 and related Local Regulation + EIN S22 Addendum 03
Bijlagen: S22 Capacity Declaration Amsterdam Airport Schiphol 2nd Addendum_V1.0_.pdf; 20220617 Local Regulation temporary capacity reduction.pdf; EIN addendum 03 - S22.pdf

Dear CCN members,

Below please find an e-mail from Amsterdam Airport Schiphol and an e-mail from ACNL, both concerning the S22 AMS Capacity Declaration, and two annexes:

- the 2nd Addendum CapDec AMS S22 itself, and the related
- Local Regulation "Management of a temporary reduction in available capacity".

Moreover, I have added the EIN S22 Addendum 03, as requested by Eindhoven Airport.

With kind regards,

[REDACTED]
[REDACTED] Coordination Committee Netherlands (CCN)

e: [REDACTED]@coordination-committee.nl
m: [REDACTED]
w: <https://slotcoordination.nl/coordination-committee/>

Unsubscribe or wrong address:

In case you do not wish to receive CCN information or would like us to send it to someone else within your company, just let me know via a simple reply to this email.

Forwarded messages:

From: [REDACTED]@schiphol.nl>
Subject: 2nd Addendum Capacity Declaration AMS S22
Date: 17 juni 2022 om 15:30:23 CEST
To: [REDACTED]@coordination-committee.nl>, [REDACTED] (CCN)"
<[REDACTED]@coordination-committee.nl>

Dear [REDACTED] dear [REDACTED]

Hereby I send you the 2nd addendum to the S22 Capacity Declaration for Amsterdam Airport Schiphol.

This addendum was also shared with ACNL and published on their website.
Can you please share this with the CCN members?

Yesterday, we have also sent an e-mail with the solution to the issue, identified by the CCN on June 15th, concerning airlines with a relatively high transfer rate.

We have not received any feedback on this e-mail, and therefore conclude that the solution as proposed can be applied.

The solution is further described in the memo that will be sent to you by ACNL.

I hope to have informed you sufficiently and thank the CCN for the input, knowledge and time.

We will keep you updated on the numbers for August as soon as we have the insights.

Met vriendelijke groet, kind regards,

[Redacted signature block]

Amsterdam Airport Schiphol

[Redacted email address]
[Redacted email address]@schiphol.nl

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From: [Redacted]@slotcoordination.nl>
Subject: Update on capacity situation AMS S22: Introduction of temporary 'Terminal Parameter'
Date: 17 juni 2022 om 15:50:49 CEST
To: "[Redacted] (CCN)" [Redacted]@coordination-committee.nl>

Dear [Redacted] CCN, dear [Redacted]

This afternoon ACNL published following news update and documents.

Update on capacity situation AMS S22: Introduction of temporary 'Terminal Parameter'

Airport Coordination Netherlands (ACNL) has received a second capacity declaration addendum for Amsterdam Airport Schiphol (AMS) for the current season, IATA season Northern Summer 2022 (S22). Please find the addendum [here](#).

AMS will introduce a temporary 'Terminal Parameter'. As a result, ACNL will contact airlines involved with the targeted seat capacity for their portfolio and the remaining task for adjustment as soon as possible. ACNL will use Local Regulation "[Management of a temporary reduction in available capacity](#)". This Local Regulation is based on Worldwide Airport Slot Board (WASB) best practice paper "Managing temporary reductions of airport capacity".

Airlines may request Force Majeure by email to: monitoring@slotcoordination.nl:

- Until and including allocation date 6 July 2022 based on D-30 Joint Control APOC process (see [ACNL Work Procedure Capacity situation Amsterdam Airport Schiphol \(AMS\) S22](#)).
- For slot allocations in the timeframe 7 July – 31 July 2022 based on the addendum capacity declaration of June 2022.

Questions may be submitted to info@slotcoordination.nl

Please share with all CCN members.

Thank you & kind regards,
Airport Coordination Netherlands (ACNL)

Airport Coordination Netherlands
To the attention of [REDACTED]
Evert van de Beekstraat 23
1118 CL LUCHTHAVEN SCHIPHOL

**Capacity declaration summer
season 2022: addendum 2**

[REDACTED]
[REDACTED]
[REDACTED]

17 juni 2022
HB.2022.005

Dear Mr. [REDACTED]

Please find enclosed a second addendum to the capacity declaration of Amsterdam Airport Schiphol (AAS) which has been published by ACNL on September 30, 2021 for IATA Northern Summer 2022 (S22). This addendum includes a mandatory, temporary capacity reduction parameter applicable to all commercial passenger operations, in line with the WASB sector best practice (*"Managing temporary reductions of airport capacity"*) of July 17th, 2020. This parameter limits the volume of departing seats per day and is necessary to ensure a safe operational environment, proportionate to serve that goal. We trust that you will allocate the capacity to the aircraft operators in accordance with the limitations and requirements as specified in the capacity declaration and related addenda.

For AAS, as communicated in our previous addendum, the operational impact of the recovery of traffic figures after the Covid-19 pandemic is unprecedented and exceptional. The crisis has severely affected the extent to which we can facilitate this recovery in operational terms. I hereby refer to the capacity declaration of S22 in which AAS has reserved the right to introduce additional measures to regulate operational capacity in-season in the event of exceptional circumstances, such as the situation at hand. For the upcoming months of July and August, we foresee capacity restraints which, from the viewpoint of public safety and operational integrity, force us to take additional measures to those already taken, since the demand for airport capacity amply exceeds what AAS has available. Therefore, I request ACNL to impose a mandatory capacity reduction for commercial passenger operations at AAS.

This 'Temporary Terminal Parameter' shall be effective from July 7th up to and including August 28th and shall consist of 2 consecutive periods as defined in the addendum. This addendum only defines the values for the first period, up to and including July 31st. Currently, the values for the other days are estimated. The capacity limitation shall be set for each individual period and will be communicated with you at least 3 weeks before the start of that period.

I would like to stress that this is an unprecedented situation, unfortunately forcing us to take these steps. The additional parameter is mandatory, providing ground to ACNL and coordinators worldwide for granting force majeure to those operations that are cancelled and meet the prerequisites in this period.

We trust in the continuing cooperation with you and our airline partners, but nevertheless reserve the right to introduce additional parameters if necessary. The impact of these steps is evaluated continuously.

Yours sincerely,

[REDACTED]
ROYAL SCHIPHOL GROUP

Enclosure: 2nd addendum capacity declaration Amsterdam Airport Schiphol; Summer 2022.

2nd Addendum capacity declaration Amsterdam Airport Schiphol; IATA summer 2022

The capacity declaration for summer 2022 shall take the following additional provisions into account:

- A 'Temporary Terminal Parameter' applies to flight operations with service type codes J / C / G / S / Q / B / R / O / L.
- This 'Temporary Terminal Parameter' equals a limitation of the volume of departing seats per day in the months of July and August (July 7th up to and including August 28th), expressed on basis of calendar days.

July 2022							
Mon	Tue	Wed	Thu	Fri	Sat	Sun	week
4	5	6	7	8	9	10	27
	N/A		95,500	100,500	88,500	96,500	
11	12	13	14	15	16	17	28
93,000	89,000	87,500	91,000	95,500	83,000	91,000	
18	19	20	21	22	23	24	29
89,000	86,500	85,000	89,500	97,000	83,000	91,500	
25	26	27	28	29	30	31	30
93,500	90,500	88,500	94,500	99,500	87,000	95,500	

August 2022							
(current estimation, to be published definitively per July 7 th)							
Mon	Tue	Wed	Thu	Fri	Sat	Sun	week
1	2	3	4	5	6	7	31
101,500	99,500	98,000	102,500	110,000	94,000	101,500	
8	9	10	11	12	13	14	32
104,500	103,000	101,500	106,000	114,000	98,500	106,500	
15	16	17	18	19	20	21	33
112,000	110,500	107,000	112,000	123,500	105,000	113,500	
22	23	24	25	26	27	28	34
112,000	110,000	108,000	111,000	124,500	105,000	111,500	

Note 1: This parameter is designed as a temporary measure to deal with the current imbalance of the operational supply and demand that is a consequence of the recovery of the traffic figures after the Covid-19 pandemic. The parameter in this addendum is projected to end at August 28th. The parameter is mandatory. Following the WASB sector best practice, this provides a ground to ACNL for granting 'force majeure'. AAS will take all reasonable steps to provide sufficient capacity to facilitate airline demand after the period for which this parameter is designed.

Note 2: the 'Temporary Terminal Parameter' does not affect nor replace the declared Operational Limitations as stated in the capacity declaration of S22 for other operations or periods than mentioned in this addendum



LOCAL REGULATION

INTRODUCTION

1. This Local Regulation sets out the process for managing periods of reduced capacity as a result of measures implemented by government, regulatory authorities or the airport managing body.

PRINCIPLES OF TEMPORARY AIRPORT CAPACITY REDUCTIONS

2. The competent authority will explain the rationale for the revised airport capacity parameters and provide them to the Coordinator as soon as practical after having consulted with the Coordination Committee Netherlands.
3. In the consultation with the Coordination Committee Netherlands the competent authority will advise the period impacted.
4. All stakeholders are encouraged to consider the use of innovative solutions or technologies to limit the need for temporary capacity reductions when possible.
5. Any mandatory schedule reductions must be spread across all affected airlines that utilise the infrastructure, in a fair, transparent, and non-discriminatory manner by a slot coordinator acting independently. Air services whose handling does not require the affected infrastructure will not be impacted by the temporary capacity reduction.

COORDINATOR ACNL

6. ACNL considers measures for concerned (series of) slots to be applicable after publication of a capacity declaration addendum on ACNL's website. ACNL will not anticipate on a publication of such addendum.
7. Online portals may be temporarily disabled or message filters used to prevent Slot Clearance Requests (SCR) from being automatically processed.
8. ACNL will give an indication of the required reductions by carrier as soon as possible after the revised capacity parameters are received. The reference date used for the schedule reduction will depend on the timing of the temporary reduction of airport capacity:
 - a. If the revised capacity parameters are received after the Historic Baseline Date (HBD), schedule reductions will be based on slot allocations held one day after the revised capacity parameters are published;
 - b. If the revised capacity parameters are received after the publication of the seasonal capacity parameters but before or at the Historic Baseline Date (HBD), schedule reductions will be based on slot allocations held at the Historic Baseline Date (HBD).
9. The required schedule reductions will be measured based on a defined time period where congestion occurs and/or as a total per day, providing that a fair distribution of cancellations across carriers is ensured. Capacity reductions may be based on the peak week within the affected period to identify the maximum capacity reduction required.
10. The required schedule reduction will also consider as a reference the percentage share held by a carrier at the Slot Allocated List (SAL). For example, if carrier A held 70% of capacity in the 0900 hour at initial coordination then they should hold 70% of the reduced capacity in the same hour after the capacity reduction, whenever feasible.
11. ACNL will aim to satisfy as much demand as possible based on the revised capacity parameters and treat all (affected) types of service equally. In this regard, ACNL will provide insight about remaining capacity to the airlines for the purpose of avoiding schedule reductions.
12. Airlines with a single frequency per day will be protected wherever possible, however may be subject to a seat capacity cap to achieve the temporary capacity reduction. ACNL may consider

further consultations with the Coordination Committee Netherlands if further guidance regarding the reallocation of capacity is required.

13. All airlines will be given an opportunity to retime flights if so required. ACNL will advise a date that retime requests should be submitted. After this date, the Coordinator will process the requests to ensure a fair distribution across carriers. After this process has been completed, all subsequent changes will be processed on a first come, first served basis.
14. Any increase in available capacity will be allocated fairly across all carriers impacted by reductions. Priority will be given to those impacted by the greatest proportional reductions as a result of their limited operations at the impacted airport.
15. For the purpose of transparency, ACNL will inform relevant parties:
 - a. The temporary capacity parameters, including supporting analysis.
 - b. The total number of slots/seats that need to be cancelled
 - c. Details of the required reductions by carrier
 - d. Compliance in adhering to the temporary capacity reduction by carrier

AIRLINES

16. The airlines will decide which flights to cancel or retime into available capacity to meet the reduction in airport capacity. For reductions in passenger throughput limits, the airline may choose to meet the restriction in other ways, for example by capping the aircraft seat capacity instead of cancelling a flight.
17. Cancellations due to the temporary airport capacity reduction should be sent to ACNL at the earliest opportunity.

AIRPORT

18. The airport managing body will balance capacity with demand and regularly communicate with the Coordination Committee Netherlands. Where possible, lead times and preparations to open facilities should be shared with relevant stakeholders.

HISTORIC PRECEDENCE

19. Slots cancelled as a result of temporarily reduced capacity parameters will be treated as justified non-utilization use-it or lose-it rule. Force Majeure requests according to normal procedure (see ACNL Policy Rule Force Majeure for Use-it or Lose-it Rule published at www.slotcoordination.nl). Reference should be made to "Local Regulation temporary capacity reduction". Supporting documents are not required. ACNL makes random enquiries at the airport managing body or airline.
20. Alleviation will only be granted to slots returned in advance of the planned operation.
21. During the validity of the temporary capacity reduction, ACNL will relax its limitations on re-times counting towards utilisation of slots.
22. New slots allocated after the temporary reduction in airport capacity will only be allocated after the operational limit is reached and initially be allocated on a non-historic basis.

COMPLIANCE

23. Airlines are required to return slots that they do not intend to operate as soon as possible so they can be allocated to other carriers. Late return of slots that are not intended for use may prevent the application of any alleviation of the use-it or lose-it rule to the series concerned.
24. If an airline fails to comply with this Local Regulation, the airport managing body or the coordinator are entitled to consider appropriate action. This may result in an airline being unable to operate during the period in which the temporary capacity applies.
25. ACNL may consider further action, particularly in line with Article 14(4) of the EU Slot Regulation or WASG chapter 9, should an airline fail to operate to the times allocated.

SCOPE

26. This Local Regulation will apply as needed in the current and future scheduling seasons but will expire immediately on the capacity of the airport reaching the declared capacity.
27. For the avoidance of doubt, the adoption of this Local Regulation is not intended to be a long term replacement for the normal capacity declaration.