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To: [REDACTED] <[REDACTED]@coordination-committee.nl>, "[REDACTED] (CCN)"
<[REDACTED]@coordination-committee.nl>

Dear CCN board, beste [REDACTED], [REDACTED]

Attached you will find the presentation from Schiphol for the CCN meeting. This presentation also includes the proposed addendum, which can be found in the appendix. On behalf of ACNL attached also their presentation and working procedure.

Met vriendelijke groet,

kind regards,

[REDACTED]
[REDACTED]
[REDACTED]
Amsterdam Airport Schiphol

[REDACTED]
[REDACTED]@schiphol.nl



Summer '22 regulating capacity

For OSO and CCN

09 June 2022 OSO

10 June 2022 CCN

**Schiphol**
Group

INTRODUCTION

- The aviation sector is struggling to recover from the effects of Covid-19.
- For Schiphol, the impact on the operational situation is unprecedented and exceptional.
- Where market demand is currently booming, the crisis has severely affected the extent to which we can facilitate the swift recovery from an operational perspective.
- For the oncoming months of July and August, we foresee challenges which, from the viewpoint of operational integrity as well as public order and safety, force us to take additional measures.
- For this, an addendum to the S22 CapDec was published on May 25, 2022, introducing a "Temporary Operational Limit" for the June 1st – August 28th period (step 1). Additionally, the sector worked together under coordination of the APOC, in order to optimise demand vs. Capacity (step 2).
- Unfortunately, the limited results from step 2 demand additional steps to prevent public order and safety issues during the summer holiday.
- Introducing an additional regulating parameter, in line with the WASB best practice paper "Managing temporary reductions of airport capacity", is regarded by Schiphol as a necessary next step, that facilitates optimising demand in line with capacity, in a fair, non-discriminatory and transparent manner.

REGULATION TOOLS

Bi-weekly, the APOC shares the expected capacity shortages for S22 and requests airlines to cancel or relocate accordingly. Due to limited effectiveness, a regulating parameter is required at this point.

1. "Lock on the door" - Temporary Operational Limit

- Prevent allocation of new slots in the summer through Temporary Operational Limit
- Applicable 1 June– 28 Aug
- Airline consultation CCN on May 24th
- After publishing addendum (May 25th), no new (pax) slots have been allocated

Live: 1 June

2. D-30 Joint Control APOC

- Weekly rolling D-30 process (with outlook until August 28), coordinated by the APOC, to match demand with capacity
- Cancellations/changes/relocations by airlines in consultation with Schiphol
- Analysis twice a week, shared with sector. So far max. ~200 slots have been cancelled following the D-30 process.
- Airlines may request "force majeure" for cancelled slots at Amsterdam during peak days, in accordance with WP.
- Currently no structural "force majeure" at out-stations. No EU-wide agreement, only bilateral

Started mid-May

3. Regulating parameter

- Regulating capacity by means of a terminal parameter is preferred and technically feasible
- Fair, non-discriminatory and transparent. Early cancellations before implementation are taken into account
- Implementing a regulating parameter is, according to the WASB Best Practice for Temporary Capacity Reduction, considered a basis for granting "force majeure" at out stations

For discussion

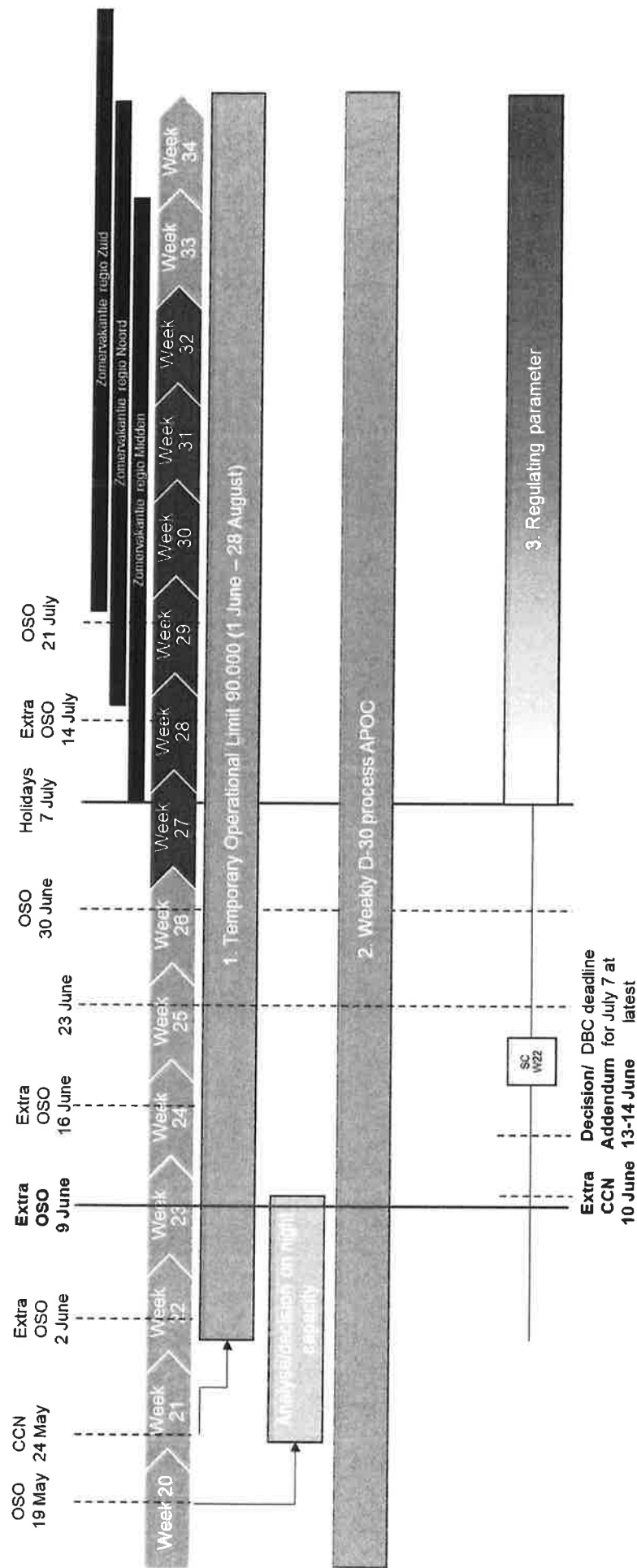
4. Operational regulation

- Operational regulation of runway capacity on D-0 or D-1 as a last resort
- Effect: Aircraft in holding, delays, holding on out-stations, regulations by Eurocontrol and unpredictable effect on terminal
- Procedure conform current situation in case of adverse weather and therefore reduced runway capacity
- Only as a last resort during or prior to operations in case of a severe gap between expected demand and capacity

Last resort

TIMELINE

The CapDec addendum for the Terminal Parameter S22 must be finalised on 14 June at the latest, after CCN consultation.



TERMINAL PARAMETER - explained

The terminal parameter describes the maximum throughput of the security departure filters per hour. Establishing the maximum capacity will be done in periods and new insights will be incorporated.

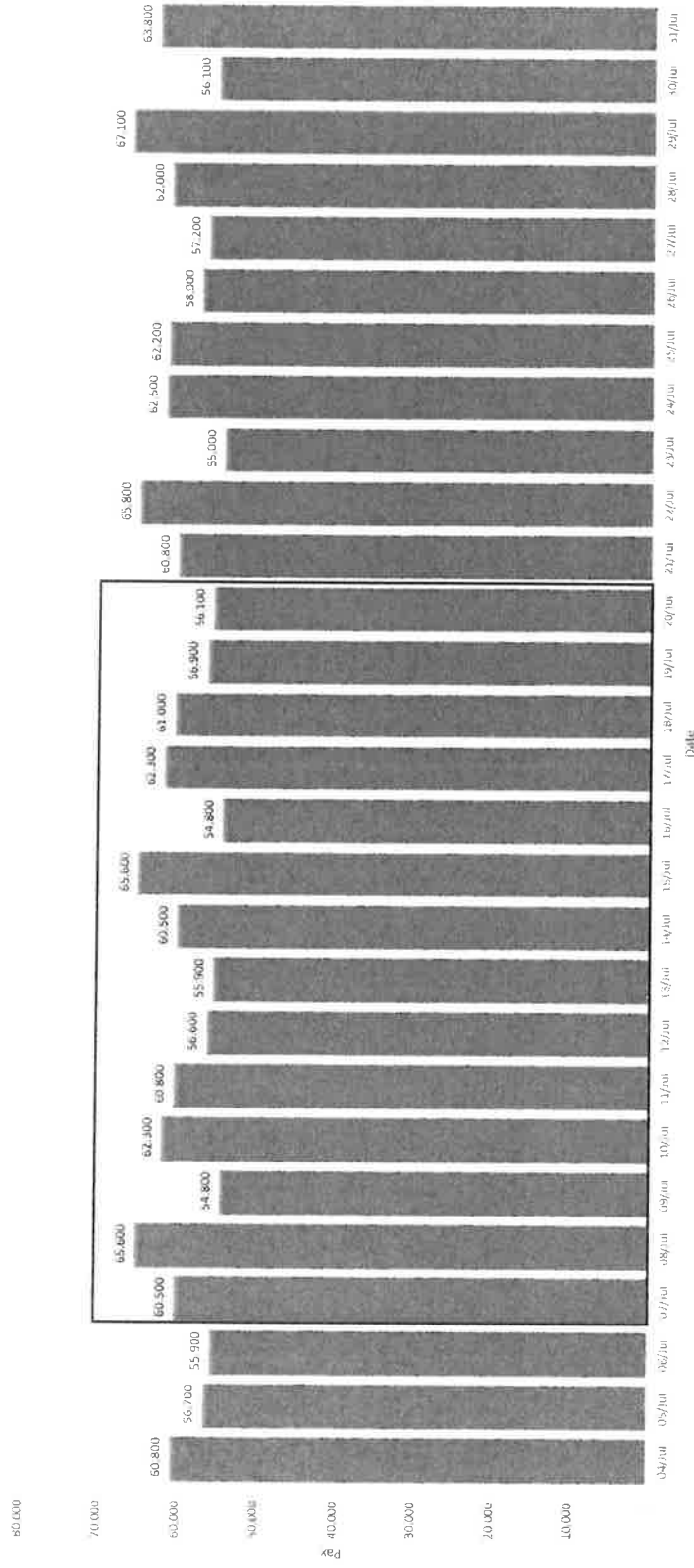
Terminal parameter:

departing seats per 60 minutes

- Slot data includes # available seats per flight
- For every block hour (e.g. 7:00-7:55), the total number of departing seats is calculated
- Schiphol declares capacity per hour for local departing passengers, converted into departing seats
- Capacity per hour is declared per weekday and period of the day.
- Capacity is set only once per period. After this the Coordinator will work with the airlines to meet the declared capacity (by cancelling or retiming flights)
- Since there is continuous development of available capacity, capacity is declared in periods

MAXIMUM DEPARTURE CAPACITY - Assumptions

Maximum daily departure capacity for the first two weeks of summer holiday. Work is continuously being done to increase total capacity. Capacity will be updated after new insights.



Terminal parameter:

- Expected capacity based on most recent prognosis security companies.
- Expected productivity of 2.6 pax/minute (realized May holiday 2.4, current realization 2.5)
- Expected waiting times will be comparable with recent days including risks for disturbances
- Operations will be executed based on the action plan summer 2022 (4 hour arrival slots, extended waiting corridors and operational excellence principles)
- An OD factor (OD pax / seat) is used for each interval and weekday, based on the most frequent forecast. This forecast is based on Historic Data, Pax information by airlines and market knowledge.

TERMINAL PARAMETER - status

Implementing the Terminal Parameter is technically feasible and considered the most adequate regulating parameter. It will be implemented for the period 7 July – 28 August. Prolonging it is TBD

- A terminal parameter is regarded as the most adequate manner of capacity regulation in this case, since it addresses the number of departing passengers.
- The parameter is technically feasible to implement by Coordinator ACNL.
- The limits will be set to accommodate the process of matching the available terminal throughput capacity with demand, to ensure a safe situation, by avoiding crowd levels or congestion that cannot be safely accommodated and passenger volumes that cannot be processed.
- Main challenge for a terminal parameter is that a translation must be made between “local departing passengers per hour” into “departing seats per hour”.
- The slot data contains the seating capacity per flight.
- Using forecast data, the transfer rate and load factors of flights are taken into account when setting the limit for each period of the day, per weekday.
- This forecast data is based on historical data, booking information and forecasts delivered by airlines as well as market knowledge.

TERMINAL PARAMETER - proposal

The Terminal Parameter is a temporary capacity reducing measure, in accordance with WASB Best Practice on Temporary Capacity Reductions, and applicable for the dedicated periods between 07 July and 28 August.

- Schiphol will establish capacity limits for four periods:

- Period 1: Thursday 07 July – Wednesday 20 July
- Period 2: Thursday 21 July – Wednesday 04 August
- Period 3: Thursday 05 August – Sunday 28 August
- Period 4: After 28 August

Period 1 [UTC times]	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
00:00 - 02:55	381	311	297	637	345	457	451
03:00 - 03:55	1410	1524	1412	1458	1734	1725	1956
04:00 - 12:55	5529	5391	5724	6191	6425	5896	5945
13:00 - 20:55	4569	4268	3813	4360	4733	3636	4542
21:00 - 23:55	355	358	342	351	339	354	364

- The numbers are maximum departing **seats** per block hour (e.g. 07:00 – 07:55, static), times in UTC (+2 for LT)
- Applicable for flights with service types J / C / G / S / Q / B / R / O / L

- The final capacity limits for period 1 will be published with the addendum on Tuesday June 14 at the latest.

- For period 2: publication date Tuesday June 28 at the latest

- For period 3: publication date Tuesday July 12 at the latest

- For period 4: publication date TBD (if applicable)

- The "Temporary Operational Limit" will remain until August 28.**

- In case of extension of the "Temporary Operational Limit" or extension of the Terminal Parameter is required after August 28, the CCN will be consulted.

TERMINAL PARAMETER – optional alternative

A system with 3 periods is proposed. An alternative, however, could be to split these periods into two periods. Both systems have their advantages and disadvantages. OSO and CCN are requested to share their advice.

- The alternative is a system with 2 periods:
 - Period 1: Thursday 07 July – Sunday 31 July
 - Period 2: Monday 01 August – Sunday 28 August
 - Period 3: after 28 August

Advantages:

- Airline will be granted force majeure only for the period(s) which have been published. Meaning that with a two-period system, initially, cancellations up until 01 August instead of 20 July will be granted force majeure.
- A system with two periods will require less workload for ACNL, and perhaps also for airlines.

Disadvantages:

- A two-period system allows for new insights to be reflected in the declared capacity to a lesser extent. The expected security capacity could increase or decrease in the future, and a three-period system allows to tailor this better than a two-period system.

The OSO and the CCN are requested to provide their advice whether a two-period or three-period system are preferred.

AIRSIDE CAPACITY – important note

When requested to cancel a departure, airlines should cancel the corresponding inbound flight to prevent excessive ground time

- Staff shortages are experienced in all airport processes, also on airside
- Also, as was the case for the past years, Schiphol is at its maximum in terms of demand vs. capacity of aircraft stands
- In order to prevent a sudden surge in remote aircraft handlings or additional towing movements, airlines are urged to, when requested to cancel flights, cancel the **corresponding** inbound flight
- For example, an airline with two flight pairs a day (A1 – D1 and A2 – D2) and is requested to cancel D1 should cancel A1 as well. Cancelling D1 and A2 would result in too much ground time which cannot be accommodated.
- During the July and August peak weeks, Schiphol is not able to accommodate longer ground times for aircraft, or the resulting additional remote handlings, due to shortages in staff (e.g. ground handling personnel, bus drivers, towing personnel) but also a shortage of stands during peak hours.

NIGHT CAPACITY – analysis and conclusion

The plans, received from airlines, would not lead to improvement or relief of the operation, due to insufficient security capacity for departing passengers at the proposed timings of flights.

- The home-based airlines have suggested to increase night capacity, to provide opportunities to spread S22 operational pressure over the day.
- Input has been received from multiple airlines with a proposal for optimising the flight schedules.
- Generally, for these plans, night slots are required in order to retime arrivals.
- In some cases, night departure slots were suggested to retime departures from early morning to the night.
- With respect to the retiming of arrivals into the night, the available departure capacity is not optimised by moving flights to a later time. The security capacity is insufficient at the proposed timings of flights.
- Concerning the removal of departure flights towards the night the same applies. At those times departure capacity is solely used for the start-up of the morning peak and no spare security capacity is available.
- Schiphol therefore is not inclined to increase night capacity.

ADDENDUM CAPDEC

Schiphol

Addendum 2 capacity declaration Amsterdam Airport Schiphol; IATA summer 2022

The capacity declaration for summer 2022 shall take the following additional and temporary capacity reductions, or "Temporary Terminal Parameter", into account:

For the period of July 7, 2022, up to and including July 20, 2022, or "Period 1", the following limitations in departing seats per block hour will apply for departing flights with service type codes J / C / G / S / Q / B / R / O / L:

Period 1 [UTC times]	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
00:00 - 02:55	381	311	297	637	345	457	451
03:00 - 03:55	1410	1524	1412	1458	1734	1725	1956
04:00 - 12:55	5529	5391	5724	6191	6425	5896	5945
13:00 - 20:55	4569	4268	3813	4360	4733	3636	4542
21:00 - 23:55	355	358	342	351	339	354	364

For July 21 up to and including August 28, 2022, "Period 2" and "Period 3", the Temporary Terminal Parameter will also be applicable. The respective capacity limits will be communicated through the CCN.

Note that the "Temporary Operational Limit", as published on May 25th, remains applicable for June 1 – August 28.

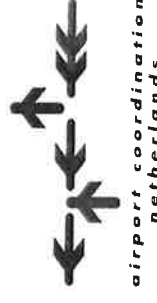


ACNL Temporary Capacity Reduction S22 AMS

CCN, 10 juni 2022



ACNL slot provisions temporary capacity reduction AMS S22



Steps:

1. Adding temporary operational limit for pax avoiding new slots being allocated.
2. Implement D-30 Joint Control APOC. Main goal: effective capacity management cycle.
3. Adding a terminal parameter for a temporary capacity reduction.

Slot allocation provisions

- Remain unchanged for step 1: New slot requests, slots request on the waiting list and changes to allocated slots will be processed according to the revised coordination parameter for the period concerned. Changes in departure/arrival, destination/origin, aircraft type and number of seats will be processed taking into account the coordination parameters.
- Will be terminated for step 2 at publication date of the terminal parameter for the period for the which the terminal parameter applies: the terminal parameter from step 3 becomes the leading one for granting force majeure of the use-it-or-lose-it rule.
- Step 3: enclosed working procedure according to WASB best practice temporary capacity reduction will apply.



LOCAL WORKING PROCEDURE

INTRODUCTION

1. This local working procedure 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 working procedure 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 working procedure, 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 working procedure 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 working procedure is not intended to be a long term replacement for the normal capacity declaration.

**Minutes of the extraordinary (Teams) meeting of the Coordination Committee
Netherlands (CCN)**

Tuesday 24th May 2022

1. Opening and agenda

At 13.30 hrs, Mr. [REDACTED] welcomed all participants and explained that Schiphol airport had called this meeting to present its plans to handle the recent issues with capacity shortages. He hoped that members would come to a joint conclusion on how to improve the current rather severe situation at the airport.

2. Proposed measures

Mr. [REDACTED] briefly described the recent operational issues at the airport, which could largely be increase productivity and hire and train new personnel. However, Schiphol expected a tough summer ahead.

He showed that, in order to gain insight in maximum productivity and number of passengers during the summer holidays, Schiphol had carried out an extensive analysis of security filters capacity (local departure), assuming highest productivity and maximum levels of staffing and disregarding waiting time issues. This analysis showed a large capacity issue with some days showing a 20-30% shortage, even to the extent that passengers were not always able to navigate security in time to embark. Clearly urgent action needed to be taken.

On behalf of Schiphol, Mr. [REDACTED] then went on to propose four measures to alleviate the current problems:

1. Lock on the door

From 1 June to 28 August, an operational limit is proposed, with the aim of putting a stop to the reallocation of slots returned to the slot pool. This avoids additional demand from new airlines or existing airlines expanding operations. The measure only applies to specific service types relating to commercial passenger handling. Non-commercial/freight flights are excluded as they do not contribute to the problems at hand.

2. D-30 Joint Control APOC

A weekly analysis of the expected capacity 30 days ahead is compared with demand from airlines. A possible delta between capacity and demand will result in the partnership manager asking airlines to optimise schedules or cancel flights.

3. Operational parameter (optional)

A security or runway parameter is prepared in parallel as a contingency measure, should the D-30 process prove to be insufficient.

4. Evaluation

Mid-July, the effectiveness of measures 1 and 2 will be evaluated. Depending on the effectiveness of the D-30 process, additional measures and a capacity assessment, the lock on the door may remain during the summer season, be replaced or abolished.

3. Questions, remarks and replies

Q - [REDACTED] (United Airlines):

- How will changed requests due to irregular operations resulting from weather or mechanical issues be handled? Ms [REDACTED] (Lufthansa) expressed her support and pointed out the slot pool had been created for such events.

A - Mr. [REDACTED] (ACNL):

- This needs further consideration, as working procedures are under development. He promised to come back with a reply at a later stage.

Mr. [REDACTED] stated the aim was not to limit changes in existing flights or withdraw slots. Alterations would still be possible or might even be requested. Discussions with the coordinator would have to be held, to see how this would fit in the slot allocation process.

He then went on to say that a reduction of approx. 33% of the total amount of slots currently allocated for the said period (week 22 – 34) is proposed, amounting to a temporary operational limit of 90.000 slots as a baseline. Mr. [REDACTED] emphasised there would be no forced withdrawal of slots.

Q – Mr. [REDACTED] (Transavia):

- Will the operational limit in the capacity declaration for S22 be changed, applying to slots rather than pax?

A – Mr. [REDACTED]

- This measure should be regarded as an additional limit. It will not change the capacity declaration, but adds an operational limit on slots, only applicable to the said period. ACNL will be provided with an addendum stating the 90K limit.

Mr. [REDACTED] remarked the addendum should have been sent to all members beforehand, so it could have been properly studied. It should also mention the exceptional circumstances at hand.

Mr. [REDACTED] (AAS) reacted by sharing the addendum on screen and pointing out the similarities to the plans for a lock on the door. He emphasised this should be seen as a temporary addition to the capacity declaration, rather than replacing (other limitations in) it. The addendum will be shared with the coordinator as a first step in the toolkit of measures to alleviate the current capacity issues.

Q – Mr. [REDACTED]

- Why was this huge shortage not foreseen in the S22 capacity declaration and how many staff members are currently lacking?

A – Mr. [REDACTED]/Mr. [REDACTED] (BARIN):

- The capacity declarations are based on capacity analyses assuming sufficient staff levels.
- Mr. [REDACTED] the airport has communicated earlier that on a total of 1,400 security staff, there is a shortage of 500. Currently, 100 people are being trained.

Q – Mr. [REDACTED] (EasyJet):

- How would lowering capacity solve this staff capacity issue? Should the entire capacity declaration not be decreased?
- Why has no Local Rule or other mechanism been proposed to enact this?

A – Mr. [REDACTED]

- The airport agrees to both points. A series of steps will be taken and this is only the first one.

Q – Ms [REDACTED] (Alitalia):

- Might larger aircraft be used and could charter flights be used instead of regular flights?
- What will be the result on historic rights?

A – Mr [REDACTED]

- The airport aims at reducing local departing pax and therefore does not allow additional charter flights, as it cannot accommodate the extra pax. The proposed parameter does not limit upgrades, but airlines are requested not to do this during peak hours as this results in additional passengers.

Q - Ms [REDACTED] (BA):

- Will cancellations be voluntary?
- If so, will there be any alleviation?

A - Mr. [REDACTED]

- The airport prefers to work together with the sector to reach a solution beneficial to all, rather than impose mandatory measures.
- There are no grounds for mandatory withdrawal of slots, but airlines are urgently requested to cooperate.

Q – Mr. [REDACTED] (Transavia):

- Is this stop on OD traffic only on departures and not arrivals?
- Why is the limit not introduced during specific hours of high shortage?
- Will there be a working procedure for diverting flights to RTHA and EIN?

A – Mr. [REDACTED]

- The temporary limit is to be imposed on all passenger operations, so both departure and arrivals.
- Every day is different and has its own peak hours, therefore it has been decided to put a limit on the entire period. This also allows for a certain amount of flexibility for airlines to optimise their schedules within this limit.
- A form of force majeure might be applicable here. Mr. [REDACTED] answered the airport will have to study this issue and come back with more information on this subject.

Q – Ms [REDACTED] (KLM):

- How is the 90K cap on slots related to the total number of slots allocated in the period of 13 weeks?

- Are equipment changes still allowed in this period?

A – Mr. [REDACTED]

- The limit is an administrative one and a percentage might actually be more realistic. The limit should be regarded as a mechanism allowing airlines to cancel slots and receiving force majeure. It might never be reached and will also be reviewed regularly.
- Slot changes in equipment, time and date are still allowed.

Q – Mr. [REDACTED]

- What might the ultimate measure be, seeing that other operational measures (option 3) might be imposed when option 1 and 2 prove to be insufficient?
- The addendum should mention exceptional circumstances.

A – Mr. [REDACTED]

- All airlines are asked for their cooperation in the D-30 process and cancel or optimise slots when requested. Regulation is a last resort.
- This is a good suggestion and will be added.

Q – Ms. [REDACTED] (Lufthansa):

- Cancelling flights does not automatically result in force majeure as it needs to be taken up with the coordinator?
- How to deal with force majeure at the other end of a flight in view of the voluntary character of cancellations?

A – Mr. [REDACTED]

- In order to grant force majeure, it needs to be clear that cancellations are based on the D-30 process.
- In view of harmonisation, other European coordinating bodies were consulted, and the coordinator will follow WASG-guidelines in this case. The proposed measures have a voluntary character and there will be possibilities for force majeure at the other end of the route.

Q – Mr. [REDACTED]

- How is ACNL's aim to retime/reschedule existing flights to solve the issues compatible with the airport's intention to limit new flights to 90K? An airline might still be able to take slots other airlines have cancelled.
- Why are hinge points not reflected in the capacity declaration, so it is clear for parties where cooperation is desired?

A – Mr. [REDACTED] / Mr. [REDACTED]

- It is a combination of both, and all proposed measures should be regarded in sequence and combination.
- Mr. [REDACTED] ACNL and Schiphol airport are aligned in this matter. Airlines are still able to utilise slots where other airlines have cancelled, but parties are called upon not to do so. Emphasis should lie on flexible sector cooperation, rather than stringent regulation.

- Partnership managers will inform airlines when cancellation or optimisation of schedules is necessary. A rapid feedback cycle and the D-30 process is in place; cancellations/optimization is monitored closely, but slots are not withdrawn.

Q – Mr. [REDACTED]

- Is it correct that today actually only the operational parameter (lock on the door) is subject for discussion? If so, the threat of more regulatory measures is worrying.

A – Mr. [REDACTED] / Mr. [REDACTED]

- This is the most important step at this stage, but CCN-members are also asked to give their advice on the matter.
- Mr. [REDACTED] Schiphol airport is not posing a threat, but merely issuing a warning.

Q – Ms [REDACTED]

- If airlines are to be of assistance, the certainty of alleviation is a key issue in the case of voluntary cancellations.

A – Mr. [REDACTED] / Mr. [REDACTED]

- ACNL will continue studying this important matter more closely in cooperation with other European coordinators. Mr. [REDACTED] if cancellations result from the D-30 process, airlines are certain to receive alleviation. As for the other end of the route, European coordinators have agreed to follow the WASG-guidelines and provide each other with the documentation necessary to grant alleviation.

Q – Mr. [REDACTED] (TUI):

- Why does Schiphol airport not transfer night capacity left from winter to summer and indicate where airlines might switch from a day to a night slot, which might help lower the peaks?

A – Mr. [REDACTED]

- Changing flights does not always help, since the shortage of manhours may vary daily. Work on this subject is currently being done and more information might be available next week.

Q – Mr. [REDACTED] (Transavia):

- Many airlines also operate outside the EU. Are coordinators outside the EU also involved?
- What happens should an airline cancel flights in the proposed period (wk 22-34) for a slot outside this period?

A – Mr. [REDACTED] / Mr. [REDACTED]

- On this subject we are currently in touch with coordinators within the EU.
- Mr. [REDACTED] any slots cancelled at any time during the said period of 13 weeks will alleviate the pressure on the capacity issue. Keep in touch with your airline partnership manager.
- Mr. [REDACTED] ACNL has no legal basis to grant alleviation if cancellations do not result from the D-30 process. In practice all flights cancelled from 1 June – 28 Aug. will help.

Mr. [REDACTED] (RTHA) remarked that, although RTHA presently operates according to the capdec, a sudden increase in flights due to slot changes at Schiphol airport would present problems. This was duly noted.

Q – Mr. [REDACTED] (Air Astana):

- Would it help if flights were to be voluntarily cancelled in the coming 90 rather than 30 days?

A – [REDACTED]:

- Should the airline want to optimise its schedule and the proposed cancellation is the outcome of the D-30 process, this is allowed.

Q – Mr. [REDACTED]:

- Does this mean that a cancellation within 90 days might also be granted alleviation? The fact that the 30 is not a maximum should be more clearly stated in the procedures.

A – Mr. [REDACTED]:

- The 30 stands for at least 30 days (ahead) but is not a maximum. 60 or 90 days is also possible.

Q – [REDACTED] (Air Lingus):

- What incentives can Schiphol airport offer airlines, hoping to make summer 22 a profitable one after the last difficult years, in order to get them to consider cancellations?

A – Mr. [REDACTED]:

- The wish for a profitable summer is understandable and the airport currently is looking into measures, details of which cannot yet be provided. Please refer to your airline partnership managers.

Q – Ms [REDACTED]:

- What is the exact procedure to obtain alleviation, should an airline want to cancel?

A – Mr. [REDACTED] / Mr. [REDACTED]:

- Should the airport receive a request to cancel, it will initially discuss with the airline what the best option in that specific case would be. The coordinator decides if alleviation is applicable.
- Mr. [REDACTED] ask ACNL for alleviation in conformity with the normal procedure and ACNL will either grant it or first check with the airport. Airlines should take into account a certain lead time for this process.

Q – Mr. [REDACTED]:

- Will CCN-members receive the addendum from Schiphol and the relevant ACNL working procedure before providing an advice?

A - Mr. [REDACTED]

- Schiphol is able to send the addendum to all CCN-members and forward it to ACNL later today, including the mention of exceptional circumstances. Time is of the essence, since the starting date of 1 June is next week.

Q - Ms [REDACTED]

- In view of the many questions posed during this meeting, what precisely is CCN being asked to consent to?

A - Mr. [REDACTED]

- The airport will send a letter with an addendum to the coordinator, proposing to install a temporary operational limit due to exceptional circumstances and stating the maximum of slots of 90K. This ensures that no new slots are allocated during the summer period in view of the current operational issues. It is an important first step for the airport with limited impact on airlines.

Q - Ms [REDACTED]

- What happens in case of cancellations due to weather, mechanics or crew illness, which have significant impact on operations?

A - [REDACTED] (Swiss)/Mr. [REDACTED]/Mr. [REDACTED]

- The addendum only restricts new flights with the mentioned service types. The examples referred to are eligible for a new slot.
- Mr. [REDACTED] existing slots not operated may be changed to another day, slots are not withdrawn.
- Mr. [REDACTED] in case of a lock on the door, ACNL cannot allocate new slots. A non-commercial flight is not affected. Commercial flights delayed to the next day are suggested to ask ACNL for a retime. Returning a slot to the slot pool does not provide the coordinator with any ground to reallocate the next day.

R - Mr. [REDACTED]

- We need to study the ACNL draft working procedure and receive replies to all concerns raised, before considering the airport's proposal.

A - Mr. [REDACTED]

- ACNL will come back soon with a working procedure, providing constructions for diversions and delays to the next day, with instructions how to deal with these.

R - Ms [REDACTED] (IATA)

- Although it is clear to all that measures urgently need to be taken and full sector cooperation is desired, clear guidance by ACNL needs to be provided in order to move forward.

4. Conclusion

Mr. [REDACTED] suggested that those airlines in close contact with the airport and ACNL might agree on the proposal as representatives of the CCN. Should no agreement be reached, an extra CCN-meeting could be organised.

Although he fully understood all concerns raised, Mr. [REDACTED] emphasised the importance of moving forward by means of the addendum (with the said amendment by Mr. [REDACTED]) by installing the temporary operational limit. In parallel, the airport and ACNL would process today's feedback, contact airlines directly where needed and inform members via e-mail on the next steps.

Ms [REDACTED] said the need for a solution was obvious, but airlines needed clear guidance on how to proceed. The implementation of the 90K limit would therefore have to be accompanied by a clear working procedure.

Mr. [REDACTED] stated that serious questions had been raised, all parties were doing their utmost to solve the issues at hand, but it was not unreasonable to ask for a few days to study the proposal.

Mr. [REDACTED] pointed out that many parties had called for clarity, which would be provided by means of a working procedure, possibly followed by amendments. No actual objections had however been raised to the operational limit itself. He therefore suggested to put the operational limit into place once ACNL had established a working procedure, latest 1 June.

Mr. [REDACTED] agreed that the operational limit and the relating ACNL working procedure went hand in hand. He stressed the possible effect of the measures on operations into next seasons and the importance of being able to decide how they would apply and affect operations.

In order to shorten lead times, Mr. [REDACTED] then suggested to mandate (homebased) carriers and BARIN to provide CCN with advice on the proposal. Mr. [REDACTED] suggested the CDSC (members of the Capacity Declaration Sub Committee) as CCN-subcommittee might be mandated.

Subsequently, Mr. [REDACTED] formally asked all members for their approval to issue this mandate and received no objections to this proposal.

He then thanked all participants for their positive contributions and subsequently closed the meeting at 15.15 hours.

List of participants extra CCN-meeting May 24th, 2022

[REDACTED]	Swiss
[REDACTED]	Air Lingus
[REDACTED]	ACNL
[REDACTED]	CCN
[REDACTED]	Saudia Airlines
[REDACTED]	
[REDACTED]	Jet2.com
[REDACTED]	
[REDACTED]	Jet2.com
[REDACTED]	ACNL
[REDACTED]	
[REDACTED]	ITA
[REDACTED]	FedEx
[REDACTED]	Ministerie I&W
[REDACTED]	LVNL
[REDACTED]	Aer Lingus
[REDACTED]	Air China Cargo
[REDACTED]	Eindhoven Airport
[REDACTED]	Corendon Airlines
[REDACTED]	Etihad Airways
[REDACTED]	IL&T
[REDACTED]	BIMS (minutes)
[REDACTED]	CCN
[REDACTED]	ACNL
[REDACTED]	LVNL
[REDACTED]	BA Cityflyer
[REDACTED]	Schiphol
[REDACTED]	Finnair
[REDACTED]	Air Malta
[REDACTED]	IL&T
[REDACTED]	Delta Air Lines

[REDACTED]	SAS Scandinavian Airlines
[REDACTED]	BARIN
[REDACTED]	
[REDACTED]	
[REDACTED]	IATA
[REDACTED]	ACN
[REDACTED]	KLM
[REDACTED]	Schiphol
[REDACTED]	Schiphol
[REDACTED]	Iberia Express
[REDACTED]	Madrid
[REDACTED]	Transavia
[REDACTED]	Air Astana
[REDACTED]	United Airlines
[REDACTED]	Qatar Airways
[REDACTED]	LOT Polish Airlines
[REDACTED]	DHL EU
[REDACTED]	
[REDACTED]	DHL
[REDACTED]	Air Astana
[REDACTED]	TUI Fly
[REDACTED]	Martinair
[REDACTED]	EasyJet
[REDACTED]	Emirates
[REDACTED]	Rotterdam The Hague Airport
[REDACTED]	LOT Polish Airlines
[REDACTED]	British Airways
[REDACTED]	Lufthansa
[REDACTED]	TUI fly
[REDACTED]	Schiphol
[REDACTED]	Transavia