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[REDACTED]

Van: [REDACTED] (CCN [REDACTED] [REDACTED]@coordination-committee.nl>
Verzonden: dinsdag 21 juni 2022 17:30
Onderwerp: Minutes Extra CCN meetings on June 13 and 15, 2022 (drafts)
Bijlagen: Minutes Extra CCN meeting 13-06-2022 (draft).pdf; Minutes Extra CCN meeting 15-06-2022 (draft).pdf

Dear CCN members,

Attached are find the draft minutes of the Extra CCN meetings held on June 13 and 15, 2022.

For the latest info on the subjects discussed, please refer to the mails sent on June 16 and 18, subject:

- 2nd Addendum Capacity Declaration AMS S22 and related Local Regulation
- MESSAGE FROM ACNL - Subject : S22 AMS temporary terminal parameter

Any comments to these minutes can be send to me and will be incorporated in the next draft to be approved in the next meeting.

Moreover, please send me any additions to the lists of participants.

Many thanks in advance!

With kind regards,

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

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w: <https://slotcoordination.nl/coordination-committee/>

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Minutes of the extra-ordinary (Teams) meeting of the Coordination Committee Netherlands (CCN)

Tuesday 13th June 2022

1. Opening

At 13.00 hrs, Mr. [REDACTED] welcomed all participants and briefly referred to the previous extra CCN meeting on 24 May, when Schiphol Airport presented its plans to handle the recent issues with capacity shortages. He stated any written comments on the minutes of this meeting could be sent to the secretary, to be dealt with at a later stage. He then referred to the extra CDSC meeting (7 June) held to further discuss Schiphol's plans and said all ensuing questions had been answered since then.

Mr. [REDACTED] added that CDSC discussions had resulted in changes to the regulating parameter in Schiphol's proposal, an amended version of which had been sent to the CCN-board this morning. These changes would be discussed at pt. 2 (terminal parameter proposal).

2. Terminal parameter proposal

Introduction

Firstly, Mr. [REDACTED] (Schiphol Airport) summarised how recent market recovery had presented great challenges to operational integrity and safety and public order at Schiphol airport. He briefly referred to the first two steps taken mid-May (D-30 process) and 1 June (lock on the door), which had unfortunately yielded limited results. He then went on to say that Schiphol had therefore deemed it necessary to implement step 3 and impose a regulating parameter. This measure would grant airlines "force majeure" at outstations. Regulating on the operational day (step 4) had been considered but as a last resort.

The regulating parameter would have to be in place on 7 July, considering the DBC-deadline (23 June) and calculation time required for both coordinator and airlines.

Explanation

Schiphol proposes to declare its capacity per hour for local departing passengers, converted into departing seats. Mr. [REDACTED] explained that capacity per hour would be declared per weekday and period of the day, whereby capacity would set only once per period, after which the coordinator would work with the airlines to meet declared capacity. The declared capacity would be defined in 2-3-week periods, so capacity updates might be incorporated and recent insights on security capacity included.

Recent prognosis of the airport's security companies show that local departing passenger demand currently exceeds available capacity. Mr. [REDACTED] showed the maximum number the airport could declare, based on the highest security productivity and with current waiting times.

Status

Schiphol Airport regards a terminal parameter as the best option to regulate the number of passengers at the terminal per day. It is in accordance with WASB Best Practice on Temporary Capacity Reductions.

Implementation is planned in the period between 7 July and 28 August (week 27-35), and it is technically feasible for ACNL to implement the measure.

Following CDSC discussions, improvements have been made in the proposal. These relate to capacity distribution during the day following planned demand more closely, resulting in optimised capacity. Furthermore, capacity is to be declared in blocks of 3-4 hours instead of hourly, which would spread impact and allow for more operational flexibility for both airport as well as airlines.

(New) proposal

Schiphol plans to establish capacity limits for three periods of 2-3 weeks, 3 between week 27 – 35. Period 4 (after 28 August) remains to be determined after consultation with CCN. As slots only provide seat data, the airport has made a conversion between local departing capacity and the number of seats, using historical data, booking and schedule information from airlines. Mr. [REDACTED] showed the maximum number of departing seats allowed in these periods and emphasised these were totals per block rather than hours and applicable to flights with service types J / C / G / S / Q / B / R / O / L.

(New) proposal – alternative

The airport also considers declaring terminal capacity over a shorter period, so that information on maximum security capacity, improvements following the social agreement reached recently and the effect of new staff can be incorporated as it evolves. This has yet to be decided.

Airside capacity

Airside staff and stand shortages also result in Schiphol Airport reaching its limits in terms of demand vs. capacity. When the airport therefore requests airlines to cancel a departing flight, the airline should also cancel the corresponding inbound flight, to prevent excessive ground time.

Night capacity

Schiphol has received detailed proposals to spread capacity by increasing the number of slots during the night curfew. The airport has analysed these requests, however, despite optimal planning of security capacity for local departing passengers, capacity in this area is limited. This means Schiphol has decided the operational situation would not benefit from increasing night capacity.

3. Questions, remarks and answers

Q – [REDACTED] (Transavia):

- What does CCN expect from airlines at this stage?
- What is the impact per airline?
- What is the Ministry's opinion on the proposal?
- Transavia has serious concerns about the data used (e.g. in case of waiting times) and the time pressure

A - Mr. [REDACTED] / Mr. [REDACTED] / Ms [REDACTED] (Ministry of I&W):

- Schiphol is asking all parties to provide feedback on the proposal and the best way forward.

- The airport has not made any projections of the impact of the proposed parameter per airline. The latest changes ensure a more even spread of capacity over the day, which affects airlines in more equal measure and provides them with more flexibility.
- Ms [REDACTED] (Ministry of I&W) understands the sector's concerns and the huge impact of the proposed measure. Nonetheless, it supports the airport's efforts to improve the current capacity problems and appreciates the flexibility of the proposed parameter.
- The airport recognises the airlines' concerns and realises the extent of the impact on the entire sector. The highest feasible productivity of 2.6 has been used in the airport's calculations. Waiting times will not disappear but will be more predictable.

Q – Ms [REDACTED] (Lufthansa):

- Is force majeure granted on both sides of the route?
- Is force majeure granted after sending out an SCR, or does the communication on this subject between the coordinator and the airline take place beforehand?
- Should perhaps a Local Rule be put in place for next season to be prepared for unexpected circumstances, rather than having to impose ad-hoc measures?

A – Mr. [REDACTED] (ACNL):

- Force majeure can be granted at both ends of the route. It is however important to stick to the process as described in the WASB Best Practice.
- The administrative process is simple and ensures force majeure nearly always being granted, with ACNL in some cases asking for more information.
- ACNL has already drawn up a short and more general version of the working procedure in case of temporary capacity reduction. This will be explained shortly.

Q – Ms [REDACTED] (United Airlines):

- For an airline with a limited portfolio and international long-haul services, it makes a big difference if the situation is looked at as passengers vs. flights. How exactly will the desired reductions be achieved?
- How is this reviewed considering consumer protection and EU261?

A – Mr. [REDACTED] / Mr. [REDACTED] (I<)

- The proposed parameter is geared towards reducing the number of departing seats.

- EU261 is fully applicable. With less seats, an airline is more likely to have to deny boarding and would have to pay full compensation. Only in case of cancellation 15 days (or more) in advance, compensation is not required, however passengers must be rerouted or refunded.

Q – Mr. [REDACTED] (Corendon):

- On the matter of security capacity distribution (p.3 new proposal), are the mentioned times flight departure times or do they refer to the time passengers arrive at security?
- The Minister of I&W has repeatedly been quoted in the press to request Schiphol to solve the current problems. It is disappointing to see the Ministry supporting a solution so detrimental to airlines.

A – Mr. [REDACTED]

- Schiphol has looked at capacity for local departing passengers (local time) and built in a 1,5 hour-delay between passengers passing security and their flight departure times.
- Ms [REDACTED] stressed the Ministry was not pleased with this solution, but sees no other option, since steps 1 and 2 have not been sufficiently successful.

Q – Mr. [REDACTED] (BARIN):

- The current discussion seems to have little regard for the human factor. Passengers expect a certain degree of queuing in summer and naturally prefer standing in line to a cancellation.

A – Mr. [REDACTED]

- The human factor should not be forgotten, but the reality is that even long queuing times do not guarantee passengers make their flight. Serious safety issues are at stake here.

Q – Mr. [REDACTED] (TUI):

- What is the airport's principal statement on the use of night capacity for individual cases, e.g. positioning flights resulting from terminal capacity reduction, causing a fleet plan reshuffle? This matter was discussed in the most recent CDSC meeting and Schiphol indicated it would use night capacity for these instances.
- With airlines being asked to solve the airport's problem, at least the impact of the proposed measure per airline should be clear.

A – Mr. [REDACTED] / Mr. [REDACTED]:

- Mr. [REDACTED] will do an internal check and contact Mr. [REDACTED] on this issue.
- The airport's task is to declare the maximum capacity available. It has not investigated the impact on individual airlines. ACNL will distribute capacity in accordance with the parameter. ACNL follows the WASB Best Practice: the airport declares and the coordinator specifies the task per airline according to the parameter. The overall impact is quite clear at a cut of approximately 20%-40%, depending on varying operational factors.

Mr. [REDACTED] subsequently provided a planning sheet and briefly explained the short allocation procedure in case of a temporary capacity reduction. He emphasised ACNL would need 10 business days from publication date. **He promised to send this overview to all members after the meeting.**

Q – Mr. [REDACTED] (KLM):

- How will airlines manage to implement a 20-40% capacity reduction for summer in one week time, in view of DBC?

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

- The exact percentage would vary daily, as the maximum capacity is declared per day. The numbers provided reflect the latest status. Some days show a 20% shortage in local departing capacity. The slot data, however, do not quite match the latest schedules received. All airlines are therefore urged to update their slot portfolio, which would alleviate the problem. Also, the number of seats shown include flights not open for booking (waivers following European law), accounting for approximately 15K seats per day.

Mr. [REDACTED] pointed out that the ACNL slot database seemed to show the availability of slots without it being clear to all if those would be operated or not. He suggested the airport would provide more insight on how to manage this matter.

Mr. [REDACTED] agreed the proposed measure would have a huge impact on airlines. He realised a number of flights in the slot database might not be operated but stressed the airport had declared the maximum capacity.

Mr. [REDACTED] pointed out that the lack of clean data would result in airlines receiving a large variety of tasks from ACNL. At this point, Mr. [REDACTED] suggested there seemed to be no clear insight into the slot data and an impasse had been reached. He pointed out these “ghost” flights polluted the numbers and again urged the airport and/or ACNL to clarify how this issue would be handled.

Mr. [REDACTED] stated that airlines were expected to update their portfolio as accurately as possible. In theory, the slot database should not contain slots airlines intended to cancel at some point. However, this should not present a problem in practice, as the requests ACNL would be issuing to airlines would refer to SAL rather than their current portfolio. Mr. [REDACTED] agreed that SAL would be the starting point in the matter of cancellations.

Mr. [REDACTED] stated that in that case, airlines with only active slots in the system would be given too big a task, compared to others with too many slots in the system possibly reducing more than they would be asked. Mr. [REDACTED] replied that it would be a case of SAL vs. new target and customised solutions would be designed for certain airlines when required.

Q – Mr. [REDACTED] (KLM):

- The proposed measure seems disproportionate. Which emergency measures does Schiphol itself take to solve this problem that lie within its own responsibility?

A – Mr. [REDACTED] (Schiphol Airport) / Mr. [REDACTED] (Schiphol Airport):

- The airport has started an extensive recovery programme published online and being thoroughly discussed in various panels. Several measures have been taken to increase productivity and new security staff is being hired.

- However, the current 30% security staff shortage will not be solved before the summer season. Efforts to increase capacity continue, but short from sending passengers home, there is presently no other way to bridge the current gap. Public safety must always be safeguarded.
- Initially, after the May holidays, airlines were asked to voluntarily cancel flights. Although this request was met with cooperation, results were insufficient to run a safe and manageable operation. A scale-up was therefore required. The mandatory measures currently being discussed are all in line with WASB. The airport is aiming to cap the impact by segmenting the summer in blocks, which allows for ongoing adjustments provided by the system and the airlines. The airport certainly is not eager to take this next step and intends to ease the measures as soon as possible.

Q – Ms. [REDACTED] (Vueling):

- Perhaps cancellation of slots might initially be voluntary, as some airlines could be more inclined to give up slots in congested times than others (suggestion).
- Would using the current status of airlines' portfolios not be a better baseline than SAL, which lies further in the future?
- How will airlines be compensated for the measure's impact on its customers, brand, financials, etc.?

A – Mr. [REDACTED] / Mr. [REDACTED]

- Using SAL was extensively discussed in WASB and there seems no reason to deviate from best practice.
- The airport working group "Secure Summer" is currently considering the matter of airline compensation and **will share its findings shortly**.

Q – Mr. [REDACTED] (Delta Air Lines):

- How does it help us as a connecting airline to cancel flights? This impacts our passengers, might result in compensation claims, force majeure is not applicable as the flight took place, and these matters do not seem to be addressed.

A – Mr. [REDACTED] / Mr. [REDACTED]

- In this case, passengers will have to be compensated according to EU 261 (2004) and force majeure is not applicable.

ACNL's procedure will provide clarity on which slots to cancel. EU261 applies to cancellations within 14 days, so airlines need at least a 15-day timeframe to cancel compensation free. For long haul flights, compensation can be quite costly. Airlines cancelling bookings might have to pay compensation, while remaining obliged to rebook or refund passengers. EU261 may have quite a considerable impact on the decisions currently to be made.

From an inspection point of view, these decisions might even be dangerous, as airlines have been known to go bankrupt over this. Passenger rights should therefore be considered.

Then, Mr. [REDACTED] queried the seemingly absent support from the Ministry for airlines in this situation.

Mr. [REDACTED] repeated his question on proportionality and said not to be convinced the airport was doing its utmost. He claimed the airport was merely shifting both risks and responsibilities to the airlines and called for Schiphol to take ownership and consider other measures.

Mr. [REDACTED] again emphasised he felt the airport did not fully grasp the enormous complexity of the parameter's consequences. He underlined that future discussions on similar measures, in cases where demand could not be met, would be completely unacceptable.

Mr. [REDACTED] concluded that clearly all parties were aware of the size, impact and complexity of the issue, but unfortunately, a solution did not seem to be within reach today. CCN was therefore unable to provide advice on the airport's proposal. He suggested Schiphol would consider all remarks and questions and come back with its reaction shortly, adding that time was of the essence.

Mr. [REDACTED] agreed and informed all parties that tomorrow (14 June) another management meeting with the SAOC, BARIN and the Schiphol board would take place. Beforehand, more data would be gathered and assessed to see how the present figures could be improved in connection to the mitigating measures the sector is facing.

In addition, Mr. [REDACTED] invited all parties to contact him or Mr. [REDACTED] should they have any further questions on the numbers presented by the airport.

Finally, Mr. [REDACTED] thanked all participants for their input and closed the meeting at 14.45 hours.

List of participants extra CCN-meeting June 13th, 2022

[REDACTED]	Swiss	[REDACTED]	Delta Air Lines
[REDACTED]	ACNL	[REDACTED]	BARIN
[REDACTED]	LOT Polish Airlines	[REDACTED]	Vueling
[REDACTED]	CCN	[REDACTED]	Schiphol
[REDACTED]	Jet2.com	[REDACTED]	Delta Air Lines
[REDACTED]	?	[REDACTED]	LVNL
[REDACTED]	American Airlines	[REDACTED]	LOT Polish Airlines
[REDACTED]	Eindhoven Airport	[REDACTED]	Ministerie I&W
[REDACTED]	IATA	[REDACTED]	KLM
[REDACTED]	United Airlines	[REDACTED]	Vueling
[REDACTED]	Ministerie I&W	[REDACTED]	Air Europa
[REDACTED]	Aer Lingus	[REDACTED]	Schiphol
[REDACTED]	KLM	[REDACTED]	Corendon Airlines
[REDACTED]	Air France	[REDACTED]	Air Astana
[REDACTED]	Etihad Airways	[REDACTED]	United Airlines
[REDACTED]	IL&T	[REDACTED]	American Airlines
[REDACTED]	BIMS (minutes)	[REDACTED]	American Airlines
[REDACTED]	CCN	[REDACTED]	TUI Fly
[REDACTED]	ACNL	[REDACTED]	Schiphol
[REDACTED]	BA Cityflyer	[REDACTED]	Martinair
[REDACTED]	Schiphol	[REDACTED]	Emirates
[REDACTED]	SunExpress	[REDACTED]	SunExpress
[REDACTED]	IAS Aviation	[REDACTED]	Schiphol
[REDACTED]	Schiphol	[REDACTED]	British Airways
[REDACTED]	Finnair	[REDACTED]	Lufthansa
[REDACTED]	Lufthansa	[REDACTED]	Transavia
[REDACTED]	IL&T	[REDACTED]	

Minutes of the extra-ordinary (Teams) meeting of the Coordination Committee Netherlands (CCN)

Wednesday 15th June 2022

1. Opening and announcements

At 16.00 hrs, Mr. [REDACTED] welcomed all participants and thanked both airport and airlines for the large amount of work done in a short time since the most recent extra CCN-meeting on 13 June.

He pointed out Mr. [REDACTED] presentation was dated 13 June (p.1), but this should be 15 June. Also, the week numbers in the table on p.4 should start at nr. 27 (7 July) instead of 28. **A new version will be distributed shortly.**

2. Improved proposal

Mr. [REDACTED] (Schiphol Airport) briefly referred to the two proposals for a temporary terminal parameter presented earlier, declaring capacity in seats per hour or per block of 3-4 hrs. He then presented a different proposal, drawn up since the previous one, in order to incorporate all questions raised, feedback provided, and new calculations made.

Findings

Note had been taken of the impact on airlines' operations in general, impact on high transfer rate of airlines, the sometimes unclear and/or unfair impact per airline, the limited time available and the human factor involved.

Capacity declared per day

Capacity is now to be declared in seats, incorporating load and transfer factor. This means the local departing passenger numbers are translated into seats, thereby allowing for empty seats or seats filled with transfer passengers. The conversion to seats is to comply with WASB Best Practice and in line with ACNL's working procedure.

Capacity is to be declared per day, as this provides more flexibility for airlines to cancel flights or reduce seat numbers. This system is also less complex for ACNL.

Numbers on local departing security capacity have been re-evaluated, "stretched" and rounded-off, at the risk of further exceeding passenger capacity limits.

Capacity limits for 2 periods

The first and second period have been merged to run from 7 July-31 July and 1 Aug-31 Aug. This split in the summer period increases the uncertainty in respect to the declared capacity, but also allows airlines to look further ahead in time. July figures were shared in the presentation; **August figures will be distributed as soon as they become available.**

General

Numbers are in maximum departing seats per day (in UTC) and applicable for flights with service types J/C/G/S/Q/B/R/O/L.

The temporary operational limit will remain in place until 28 August. CCN will be consulted on extension of both parameters, should this prove necessary.

Operational impact

Schiphol requests airlines to reduce seat numbers preferably for flights departing between 8:00 – 14:00 and 17:00 - 20:00 LT. If guidance is required, please contact the airport via the appropriate Airline Partnership Manager. Although cancellations will reduce the risk of major (safety) issues, queues will likely remain equal to the current situation.

APOC will continue monitoring all processes within the total operation and contact parties if additional measures are required.

Airlines are urged to cancel corresponding inbound flights to prevent overdemand on airside; excessive ground times cannot be accommodated.

3. Questions, remarks and answers

Q – Mr. [REDACTED] (Delta Air Lines):

In order to avoid cancellations wherever possible, why not:

- identify the number of local passengers per airline that need to be reduced via inventory management?
- allow (connecting) airlines to change the departure slot from a passenger flight to a ferry flight, while maintaining the inbound flight as a passenger flight?

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

- The airport can assess the number of seats that need to be decreased to see if this would be beneficial.
- Since there are no in-bound capacity issues, this is allowed. Positioning flights are also exempt from the operational limit.

Mr. [REDACTED] urgently requested the airport to work on alternatives for high transfer rate flights and said several other airlines would also be interested to join these discussions. Mr. [REDACTED] agreed this was an important issue and offered to provide his assistance in this matter. **Both parties will set up an appointment soonest.**

Q – Mr. [REDACTED] (Corendon):

- Can force majeure in case of cancellations be granted for the whole summer period in one go?

A – Mr. [REDACTED] (ACNL) / Mr. [REDACTED]

- ACNL will send airlines specifications for July and grant force majeure for July.

- In case of cancellations for August, airlines will have to wait until Schiphol declares the coordination parameter, before force majeure questions are answered.
- The first addendum will contain the July numbers as well as targets for August. Numbers will be updated in the coming weeks.

Q – Mr. [REDACTED] (TU):

- Has the declared capacity per day become a combination of local departing seats plus transfer departing seats?
- Is the declared capacity a combination of the APOC-output combined with O&D departing and transfer passengers?
- Is it theoretically possible to decrease transfer passengers more than required and then add more O&D passengers?

A – Mr. [REDACTED] / Mr. [REDACTED] (Schiphol Airport):

- This was already the case in the previous proposal declaring in blocks or hours.
- The forecast added to the number of local departing passengers, incl. transfer passengers and empty seats, is the declared capacity. After the parameter is implemented, load factors are likely to exceed current forecast. It is therefore risky to include empty seats in the capacity, but this is a risk the airport is willing to take.
- Yes, there is no steering mechanism as to how the seats are used. This is also a risk the airport is aware of.

Mr. [REDACTED] pointed out that this would make matters worse and give airports a competitive edge. Mr. [REDACTED] agreed, emphasising the airport would constantly monitor operations and urged all parties to only cancel local departure flights to solve the local departure issues at hand. He also offered to assist airlines with specific cases to see how they might contribute towards the required reductions.

Q – Ms. [REDACTED] (Lufthansa):

- How does the process of cancellations work?
- How are airlines compensated for these last-minute cancellations?
- Will airlines be granted force majeure on cancellations already sent out for July?

A – Mr. [REDACTED] (ACNL):

- All CCN-members have received an ACNL spreadsheet explaining the procedure. ACNL will make the required calculations to determine the target for every airline. Then it will inform all airlines at the beginning of week 25 on the exact numbers of seats it needs to reach on the specific dates. A snapshot is made the day after the declaration is published, after which airlines will be provided with the number of seats remaining to be decreased. The IATA slot conference in Seattle (21-23 June) will cause a temporary decrease in capacity at ACNL. Also, the DBC-deadline is 21 June. Airlines are requested to take this into account and act as soon as the ACNL specifications arrive.
- The airport presented the parameter two weeks ago and ACNL communicated its draft planning on Monday 6 June, so airlines were already made aware of the steps to be taken.
- That is correct.

Q – Ms. [REDACTED] (United Airlines):

- Will both arrival and departure be waived in case of a voluntary roundtrip cancellation?

A – Mr. [REDACTED]

- Yes of course, if there is proof no other solution could be found.

Q – Mr. [REDACTED] (KLM) / Mr. [REDACTED] (KLM):

- Transfer passengers are not causing the queues at security. However, reducing those numbers does however severely impact KLM's network.
- As airlines seem to be taking all the risk, will the airport compensate the enormous damages incurred already?
- Which parking issues are there?
- Capacity will be severely decreased on 16 July, which is a very busy day during the holiday season. Has this been taken into consideration?

Mr. [REDACTED] conceded transfer passenger should somehow be excluded from the system and focus should lie on passengers having to go through security.

A – Mr. [REDACTED]

- The transfer factor is a major downside of the proposed parameter and the airport offers to work together with disadvantaged airlines on a fairer solution for the capacity issues.
- The airport's declared capacity numbers are stretched and therefore not risk-free. The airport will remain congested, and this is a risk for the entire sector. Damage claims are not handled by CCN.
- In the last few years, Schiphol has seen limited aircraft stand capacity. The number of Wide Body arrivals in the morning was limited earlier and during peak hours, all aircraft handling stands are occupied. Not cancelling corresponding flights leads to longer ground times and this adds up very fast at an already congested airport such as Schiphol.
- Schiphol has declared the maximum capacity available to accommodate demand per day.

Q – Ms. [REDACTED] (Vueling):

- Does the seat reduction refer to physical aircraft seats?

A – Mr. [REDACTED]

- A seat cap is possible in the same aircraft planned for operation

Q – Ms. [REDACTED] (British Airways):

- Do the seat reduction time frames run to 14:55 and 20:55 or stop at 14:00 and 20:00?
- Could ACNL provide a letter explaining the cancellation process?

A – Mr. [REDACTED] Mr. [REDACTED]

- Times are indicative but planned to run until 14:00 and 20:00.
- An indicative planning explaining which steps to take has already been sent all members. **Once capacity is declared, ACNL will send an updated version.**

Q – Mr. [REDACTED] (IATA):

- Will this current procedure (tabled as working procedure rather than local procedure) be recognised by other coordinators as an official decision at the other end of the route?

A – Mr. [REDACTED]

- This is confirmed.

Q – Ms [REDACTED] (United Airlines):

- Could alleviation be provided to airlines for voluntarily cancellations during the targeted hours, decreasing impact on other (short haul) airlines?

A – Mr. [REDACTED] / Mr. [REDACTED]

- Momentarily, cancellations are granted force majeure when resulting from the D-30 APOC process. ACNL would need CCN approval to allow an airline to cancel more flights than targeted, reducing the task load for other airlines.
- Any questions on the APOC-process can be addressed to the Airline Partnership Manager (or Mr. [REDACTED] / Mr. [REDACTED]). Assistance will be provided on critical days before 7 July, when APOC still applies.

Mr. [REDACTED] concluded all were in favour of allowing an airline to cancel more than required and stated that CCN approved of this method.

Q – Mr. [REDACTED] (Turkish Airlines):

- Could more detailed information be provided by ACNL on the cancellation procedure?
- How will this issue be communicated to the press and the public?

A – Mr. [REDACTED] / Mr. [REDACTED]

- All airlines will receive an email with the total number of seats they need to reduce on the specified dates. The email will also contain a specification of the remaining task as from the date of declaration. Furthermore, ACNL will provide some explanatory notes and rules. In order to allow all parties to apply for retiming, a small allocation process is in place, although this might not be necessary.
- The airport will issue a press release before or at the same time the addendum is published.

Q – Mr. [REDACTED] (Swiss International Airlines):

- How do we specify the number of seats on the SCR in case of reduced capacity on an outbound flight but full capacity on the inbound?

A – Mr. [REDACTED] (ACNL):

- SCRs are unpaired for arrivals and departures, so this is not an issue.

4. Conclusion and advice

After all questions were answered, Mr. [REDACTED] pointed out that the important issue of how to deal with the share of transfer seats in the total seat capacity reduction, had yet to be solved. He referred to the airport's earlier offer to work on this matter with Delta and KLM, focusing on departing passengers having to go through security. It was agreed that discussions would take place immediately after this meeting, with the aim of solving this pressing subject today.

Mr. [REDACTED] subsequently asked all members to confirm that CCN advised parties involved to maximise focus on O&D passengers in order to come to an agreement. **Since no objections were raised, this advice was accepted.**

Q – Mr. [REDACTED] (Corendon Airlines):

- What is the way forward after these last discussions?

A – Mr. [REDACTED]

- Aim is to hammer out an agreement to present to the Schiphol board later today, as action urgently needs to be taken. All parties will of course be informed of the outcome of the final discussions. Figures for the 2nd period in August will also be distributed as soon as they become available. Should additional action be required after the summer, the airport will again consult CCN.

Mr. [REDACTED] stated that should discussions require another CCN-meeting, he would be happy to organise one.

Q – Mr. [REDACTED] (Transavia):

- Could airlines be informed when the press release is issued, in view of the expected impact on their organisation?

A – Mr. [REDACTED]

- Statements will be issued in coordination with all parties concerned.

Finally, Mr. [REDACTED] thanked all participants for their valuable contributions, wished all parties success in the coming months and closed the meeting at 17.15 hours.

List of participants extra CCN-meeting June 15th, 2022

[REDACTED]	?	[REDACTED]	IATA
[REDACTED]	Swiss	[REDACTED]	LVNL
[REDACTED]	ACNL	[REDACTED]	Air Baltic
[REDACTED]	Turkish Airlines	[REDACTED]	Schiphol
[REDACTED]	?	[REDACTED]	Singapore Airlines Cargo
[REDACTED]	ACNL	[REDACTED]	LOT Polish Airlines
[REDACTED]	ITA	[REDACTED]	Vueling
[REDACTED]	IATA	[REDACTED]	Delta Air Lines
[REDACTED]	United Airlines	[REDACTED]	Air Europa
[REDACTED]	Ministerie I&W	[REDACTED]	Schiphol
[REDACTED]	Air Baltic	[REDACTED]	Corendon Airlines
[REDACTED]	Aer Lingus	[REDACTED] ... ?	?
[REDACTED]	BIMS (minutes)	[REDACTED]	United Airlines
[REDACTED]	NCA	[REDACTED]	American Airlines
[REDACTED]	ACNL	[REDACTED]	Lot
[REDACTED]	BA Cityflyer	[REDACTED]	?
[REDACTED]	Schiphol	[REDACTED]	TUI Fly
[REDACTED]	SunExpress	[REDACTED]	EasyJet
[REDACTED]	Schiphol	[REDACTED]	Corendon Airlines
[REDACTED]	Finnair	[REDACTED]	SunExpress
[REDACTED]	IL&T	[REDACTED]	Rotterdam The Hague Airport
[REDACTED]	Delta Air Lines	[REDACTED]	British Airways
[REDACTED]	Transavia	[REDACTED]	Lufthansa
[REDACTED]	Vueling	[REDACTED]	Air Canada
[REDACTED]	?	[REDACTED]	EasyJet
[REDACTED]	Schiphol		