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**Onderwerp:** OSO agenda 2 juni en stuk  
**Bijlagen:** 20220530\_OSO\_S22 Regulering.pdf

Beste OSO leden,

Morgen staat er een extra OSO gepland.

Op de agenda vooralsnog staan twee onderwerpen.

1. Opties voor regulering capaciteit S22 (operationele parameters), zie bijgevoegd document
2. Advies nacht t.b.v. operationele spreiding

T.a.v. het tweede punt is een document in de maak n.a.v. vooroverleg gisteren. Dit zullen we zsm voor het overleg nog sturen.

Mochten er nog andere agendapunten zijn dan verneem ik dat graag

Met vriendelijke groet,

[REDACTED]

**AO&AP / PPI /  
Airport & Airline Solutions**

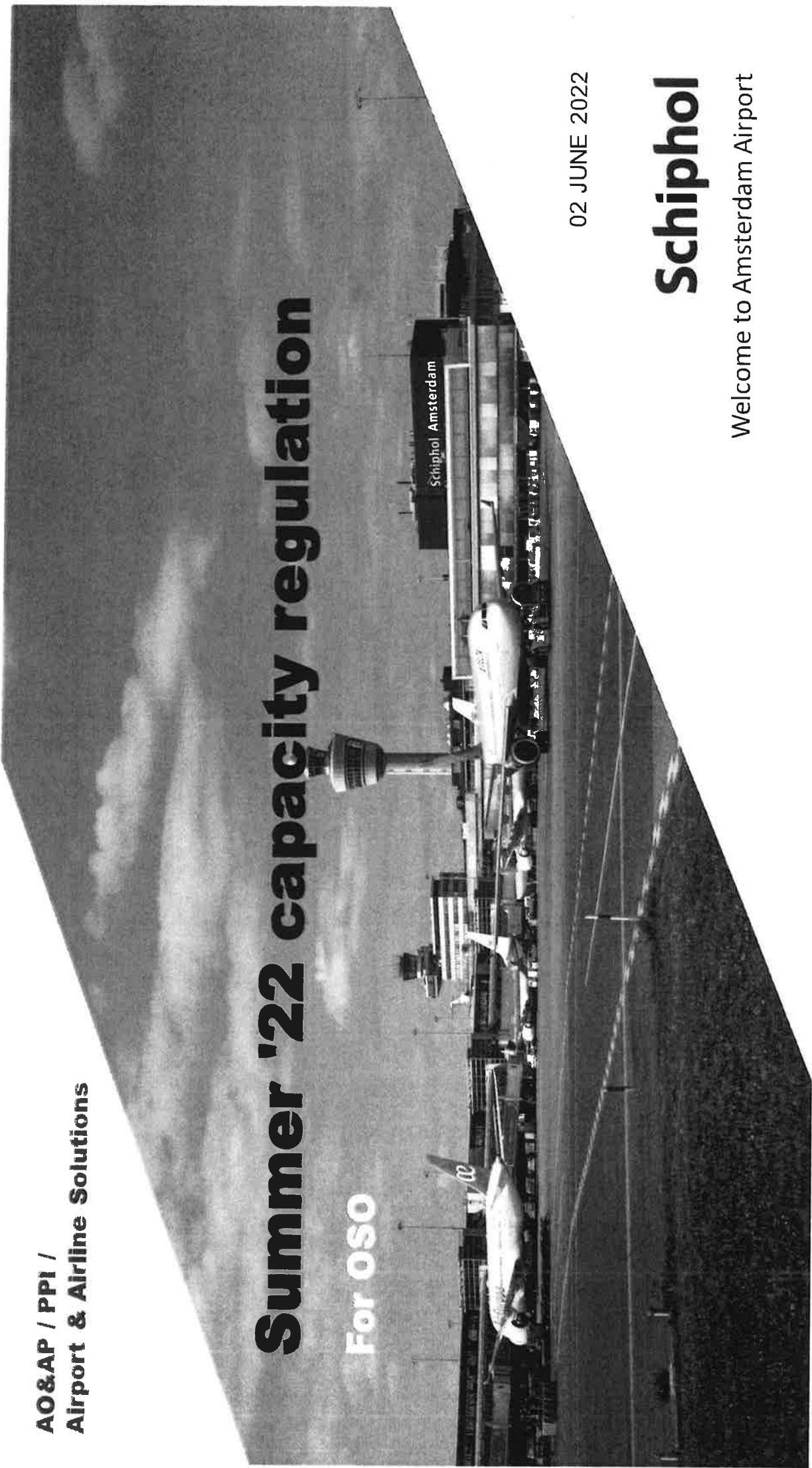
# **Summer '22 capacity regulation**

**For OSO**

02 JUNE 2022

# **Schiphol**

Welcome to Amsterdam Airport



# REGULERINGSOPTIES

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

- Doel om juni-aug geen nieuwe slots meer toe te staan, door tijdelijke operationele limiet 90.000 (nu 126.000 pax slots)
- 1 juni – 28 aug
- Airlines mogen verzoek tot force majeure bij annulering aanvragen bij coördinator

Live: 1 juni

## 2. D-30 Joint Control APOC

- Onder coördinatie van APOC rollend wekelijks D-30 proces om vraag en aanbod op elkaar af te stemmen
- Annuleren/wijzigen/uitplaatsen in overleg met Airline Partnership Managers
- Tweewekelijkse analyse

Loop: Effectiviteit APOC

## 3. Regulating parameter

- Twee mogelijke parameters in onderzoek
- Fair, non-discriminatoire en transparant
- Indien 2 niet effectief, snelle implementatie noodzakelijk

In onderzoek

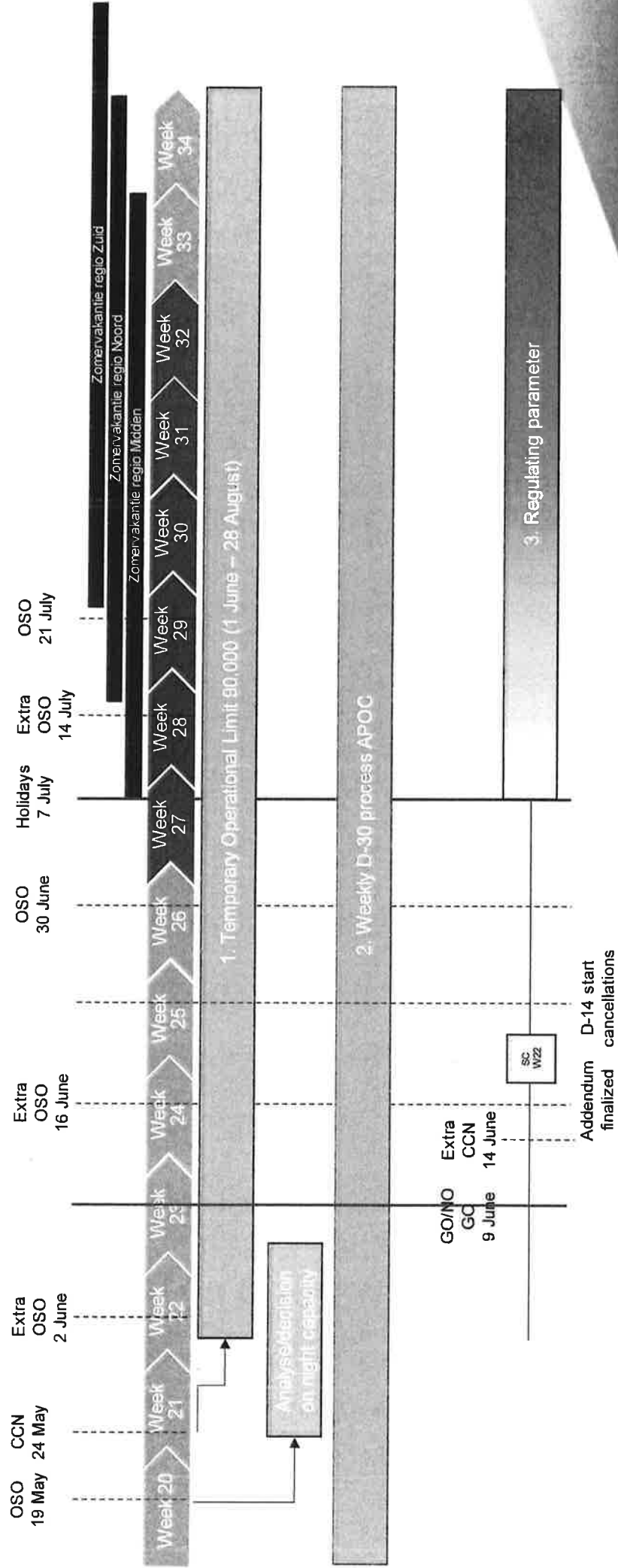
## 4. Operationeel reguleren

- Middels operationeel verlagen baancapaciteit op D-0 of D-1 aanbod reguleren.
- Vliegtuigen in holding, vertraging, niet vertrekken op buitenstations, regulaties door Eurocontrol
- Grote operationele impact op proces airlines. Effect op terminal moeilijk voorspelbaar.
- Procedure vergelijkbaar met huidige situatie i.g.v. extreme weersomstandigheden en daardoor verminderde baancapaciteit

Laatste redmiddel

# TIMELINE

Any operational regulating parameter (3), if implementation is required, needs to be consulted by CCN and finalised on June 16 at the latest.



# ADDITIONAL REGULATING PARAMETERS

## Regulation: operational parameter

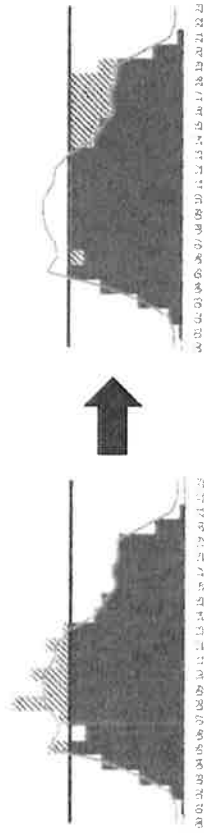
In case additional regulation during S22 is necessary, there are two options for additional regulating parameters:

1. Terminal parameter: # departing seats / 60 minutes
2. Reduction of runway capacity

## Terminal parameter: # departing seats per 60 minutes

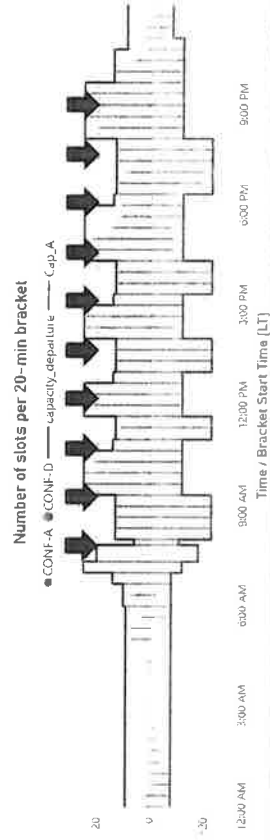
- Parameter focusses on capacity bottleneck at hand
- Takes seat capacity per aircraft into account
- Parameter allows for optimisation (reducing seats)
- Parameter is similar to EIN or RTM situation and technically feasible within slot allocation tooling
- Filing incorrect aircraft types leads to inaccuracy in this model

preferred option



## Reduction of runway capacity

- Lowering 20 minutes departure runway capacity
- Similar parameter as temporary parameter FRA
- Technically feasible within slot allocation tooling
- Disregards aircraft size/ seating capacity
- More complex concerning cargo and other STCs
- Higher risk of over- or underregulation



# TERMINAL PARAMETER

A Terminal Parameter is regarded as the most preferred regulating parameter, since it represents the capacity bottleneck at hand and enables optimising measures such as decreasing seat capacity.

- Parameter based on the maximum security throughput for local departing passengers
- Uses seat capacity information from slot data
- Capacity of local departing pax is converted to number of seats (with assumptions on the average load and transfer factor included)
- CapDec S22 addendum:
- *“From 1 June up and to including 28 August, a maximum of XXXX departing seats per 30/60 minutes between XX:XX and XX:XX (UTC) and a maximum of XXXX departing seats per 30/60 minutes between XX:XX and XX:XX (UTC)”*
- On average in July-Sept, 61% of the seats is expected to be occupied by local departing pax (transfer factor and load factors included).
- For example, a capacity 1000 local departing pax per hour translates into 1558 departing seats per hour.
- Using this parameter limits upgauging of aircraft (increasing seat numbers). It does allow for reducing seats per flight.
- It is key to file the correct aircraft type/ seating configuration. **Currently in many cases, the filed AC type is incorrect!**
- Proposal to define 3 different capacities for morning/afternoon, evening and night.
- Capacity assessment in blocks of 30 or 60 minutes (not rolling)
- Note that in case of outbound cancellations, inbound must also be cancelled or optimised, in order to avoid airside parking

# RUNWAY CAPACITY REDUCTION

**In case the Terminal Parameter is not feasible, a reduction of the Runway Capacity can be used as an alternative. Main downside is the neglect of the seat capacity per aircraft.**

- The overage in demand can also be expressed in terms of a percentage of departing flights
- A reduction of roughly 20% of departing flights during peak would be required, in the period of XX June until August 28
- See table for the resulting departure capacity, applicable for passenger handling flights
- Cargo flights would not need reduction. For all service types, the CapDec S22 nominal operational runway capacity still applies
- Note that arrival capacity is not reduced. Downside is that mechanism could result in long ground times for aircraft (airside capacity issues). Arriving flights also need cancellation or optimisation.
- Also, aircraft size/ seat capacity is disregarded, which could result in over- or underregulation

ATM mode*	Possible within period from - to (UTC)	Current Max # Departures	-20% Max. # Departures
Day: departure peak mode (S)	05:00 - 19:39	25	20
Day: arrival peak mode (L)	05:00 - 19:39	13	10
Day: off peak mode (O)	05:00 - 20:39	14	11



# WASB BEST PRACTICE

The WASB paper “Managing temporary reductions of airport capacity” provides guidance concerning this matter.

## Introduction

Competent Authorities may introduce measures that temporarily reduce the available capacity of airports (e.g. as a result of the COVID-19 pandemic). This paper provides guidance to manage temporary reductions of airport capacity announced after the confirmation of seasonal capacity parameters. All guidance is complementary to the Worldwide Airport Slot Guidelines.

## Principles of temporary airport capacity reductions

1. 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 or equivalent body.
2. In the consultation with the Coordination Committee or equivalent body, the Competent Authority will advise the period impacted. If a Coordination Committee or equivalent body does not currently exist, it should be created to encourage open communication between all relevant stakeholders.
3. All stakeholders are encouraged to consider the use of innovative solutions or technologies to limit the need for temporary capacity reductions when possible.
4. Any mandatory schedule reductions must be spread across all affected airlines that utilise the affected infrastructure, in a fair, transparent, and non-discriminatory manner by a slot coordinator acting independently.
8. The required schedule reduction will also consider as a reference the percentage share held by a carrier at the Slot Allocated Listing (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. When slots are allocated for a specific terminal, the reduction may only apply to carriers operating in the said terminal if relocation is not possible.
14. The Airline 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.

Parameter must be consulted through CCN

Important to take slot cancellations prior to additional parameter introduction into account

Use of airline knowledge concerning priorities