

21

[REDACTED]

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Verzonden: woensdag 1 juni 2022 20:44
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[REDACTED]@lvnl.nl'; [REDACTED]
CC: [REDACTED]@lvnl.nl'; [REDACTED]
Onderwerp: RE: OSO agenda 2 juni en stuk
Bijlagen: 20220602_OSO_S22 NIGHT.pdf; 20220602_OSO_S22 Regulering.pdf

Beste allen,

T.a.v. agendapunt 2 stuur ik hierbij een presentatie t.a.v. de nachtoverheveling. Deze zullen we morgen toelichten. Tevens een update van de presentatie voor agendapunt 1. Hierin is 1 slide toegevoegd en zijn een aantal wijzigingen of aanvullingen gedaan (rode tekst).

Met vriendelijke groet,

[REDACTED]

From: [REDACTED]
Sent: Wednesday, 1 June 2022 08:51
To: [REDACTED]@schiphol.nl>; [REDACTED]@lvnl.nl>;
[REDACTED]@lvnl.nl'; [REDACTED]@barin.nl'; [REDACTED]@corendon.nl'; [REDACTED]
[REDACTED]@transavia.com>; [REDACTED]@easyjet.com>; [REDACTED]@lvnl.nl';
[REDACTED]@minienm.nl'; [REDACTED]@minienm.nl'; [REDACTED]@klm.com';
[REDACTED]@barin.nl'; [REDACTED]@schiphol.nl>; [REDACTED]@schiphol.nl>;
[REDACTED]@martinair.com'; [REDACTED] (SPLFI) - [REDACTED]@martinair.com>;
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[REDACTED]@minienw.nl>; [REDACTED]@tuifly.nl'; [REDACTED]@tui.nl'; [REDACTED]
[REDACTED]@slotcoordination.nl>; [REDACTED] (SPLZL) - KLM' <[REDACTED]@KLM.COM>; [REDACTED] (SPLOZ) -
KLM' <[REDACTED]@KLM.COM>; [REDACTED]@schiphol.nl>; [REDACTED]
[REDACTED]@schiphol.nl>; [REDACTED] - DGLM' <[REDACTED]@minienw.nl> [REDACTED]
[REDACTED]@schiphol.nl>; [REDACTED]@lvnl.nl' <[REDACTED]@lvnl.nl>; [REDACTED]
[REDACTED]@schiphol.nl>
Cc: [REDACTED]@schiphol.nl>; [REDACTED]@slotcoordination.nl>;
[REDACTED]@lvnl.nl' <[REDACTED]@lvnl.nl>
Subject: OSO agenda 2 juni en stuk

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.

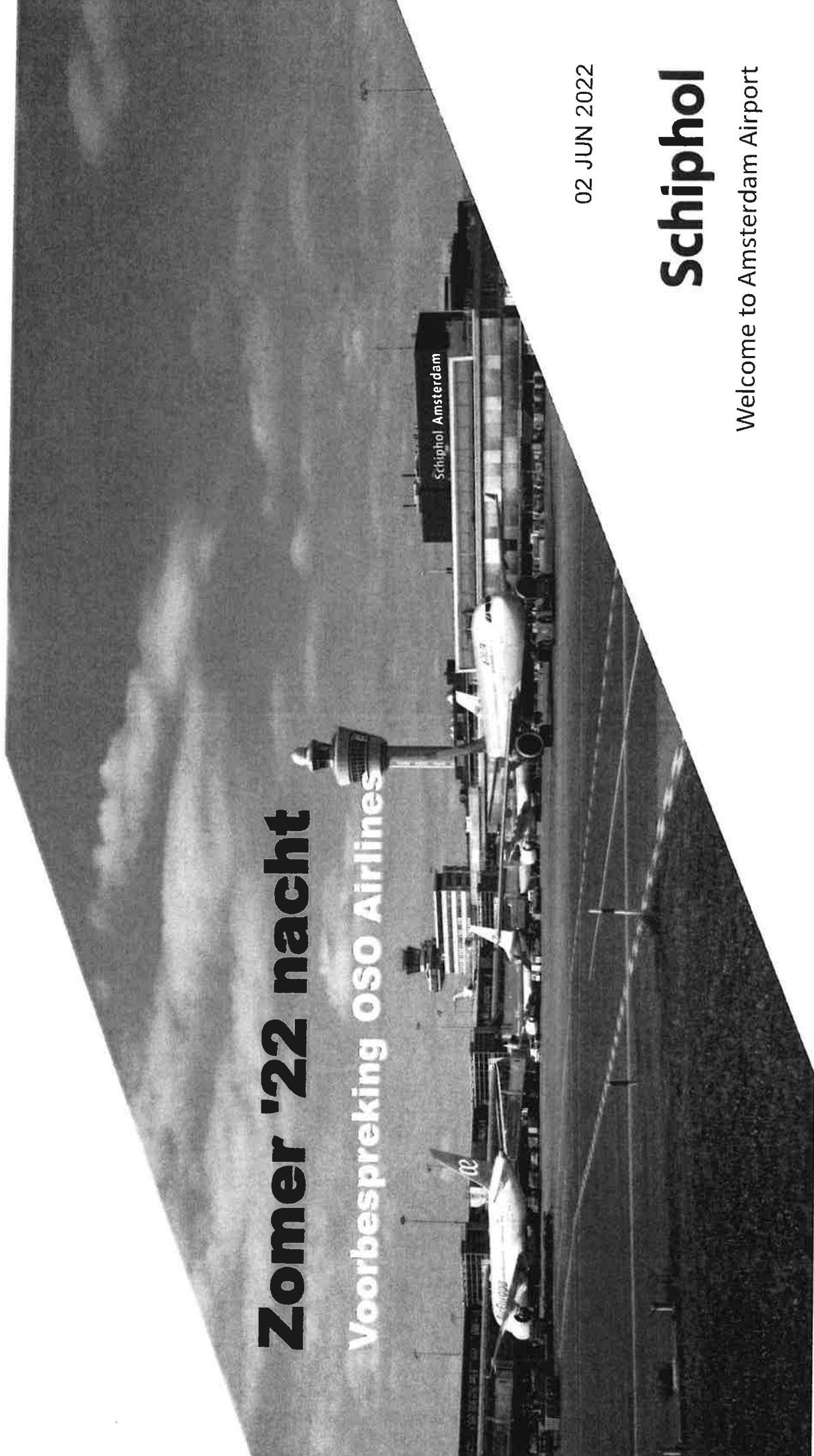
Mochten er nog andere agendapunten zijn dan verneem ik dat graag

Met vriendelijke groet,

A thick black horizontal bar used to redact the signature of the sender.

Zomer '22 nacht

Voorbespreking OSO Airlines



02 JUN 2022

Schiphol

Welcome to Amsterdam Airport

NACHTCAPACITEIT – de getallen van W21

Een eventuele overheveling zou maximaal 3391 slots kunnen zijn.

Nachtcapaciteit winter (W21):

- W21 had een slot limiet van 10k nachtslots. De realisatie in W21 was 8857 nachtslots, resulterend in 6548 nachtbewegingen.
- Conform formule CapDec S22 kunnen er 3391 nachtslots worden overgeheveld.

Uit de CapDec

$OLNS22^{(5)} = 32,000^{(6)} - ACNW^{(7)} - 146^{(8)}$

- 5) Operational Limit for the total number of night movements and slots for Commercial Aviation for Summer 2022.
- 6) The annual capacity limit for night movements of Commercial Aviation in the operational year 2022.
- 7) ACNW, the actual number of night movements in Commercial Aviation in operational year 2022 by the end of Winter 2021/2022 (period November 1, 2021 through March 26, 2022).
- 8) The expected total number of night movements for Commercial Aviation during Winter 2022/2023 within operational year 2022 (period October 30 through October 31, 2022).

The actual numbers for the adjusted Operational Limits, if applicable, will be determined after the end of the Winter season 2022/2023.

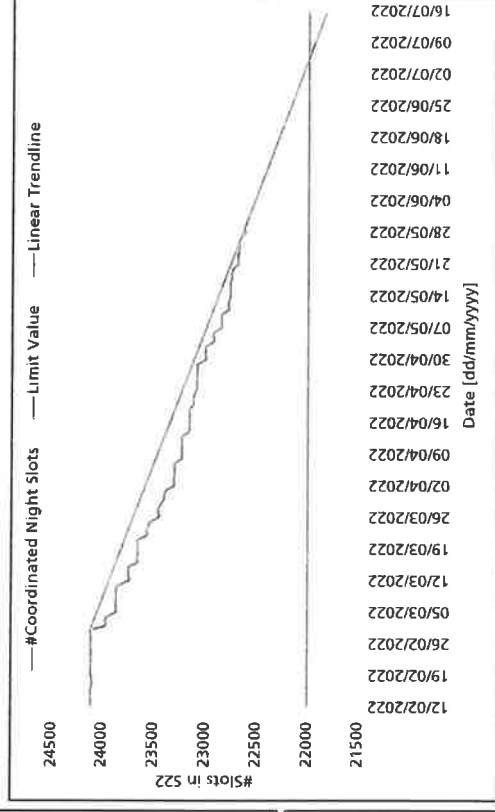
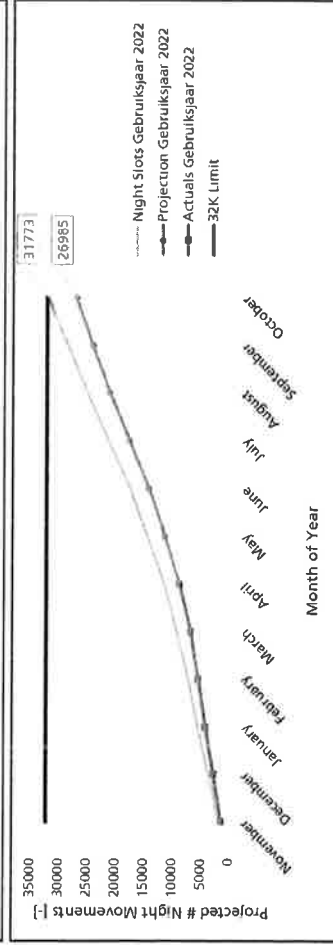
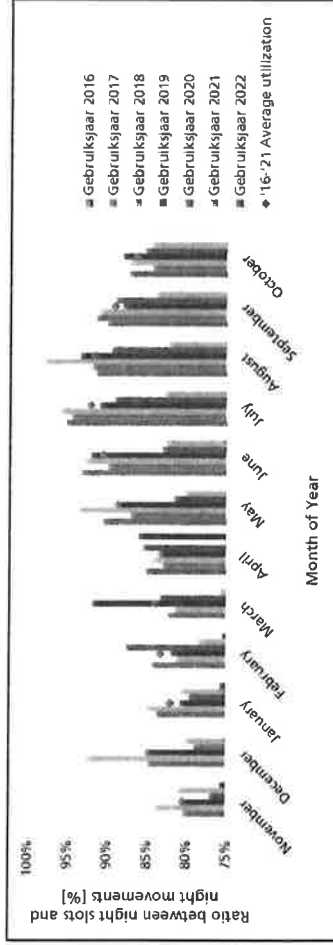
Ingevuld met realisatie cijfers

| | |
|-------------------------------------|--------------|
| FORMULE OVERHEVELING CONFORM CAPDEC | |
| 32000 | 32000 |
| ACNW | 6463 |
| 146 | 146 |
| OLNS22 | 25391 |
| Current OLNS22 | 22000 |
| Delta OLNS22 | 3391 |

NACHTCAPACITEIT – de huidige situatie en prognose

De huidige prognose komt uit op ca. 27k nachtbewegingen; herallocatie nachtslots medio juli.

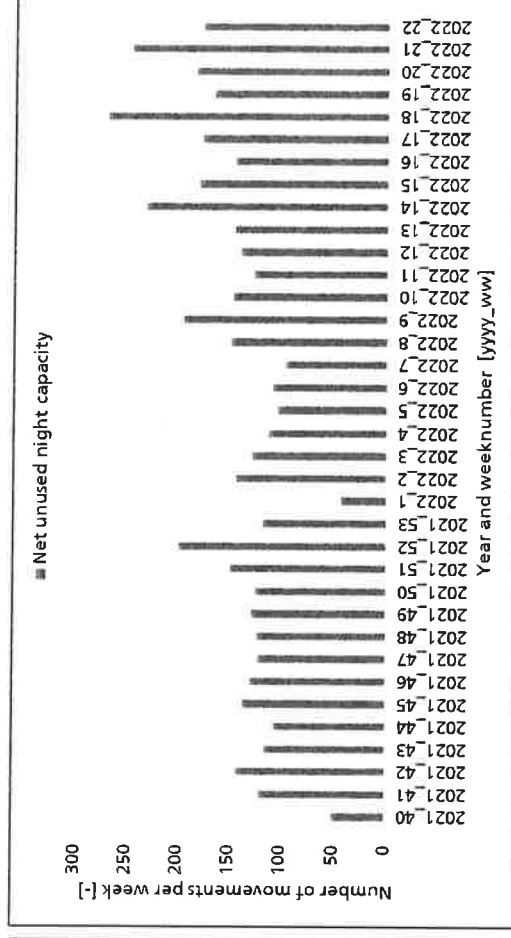
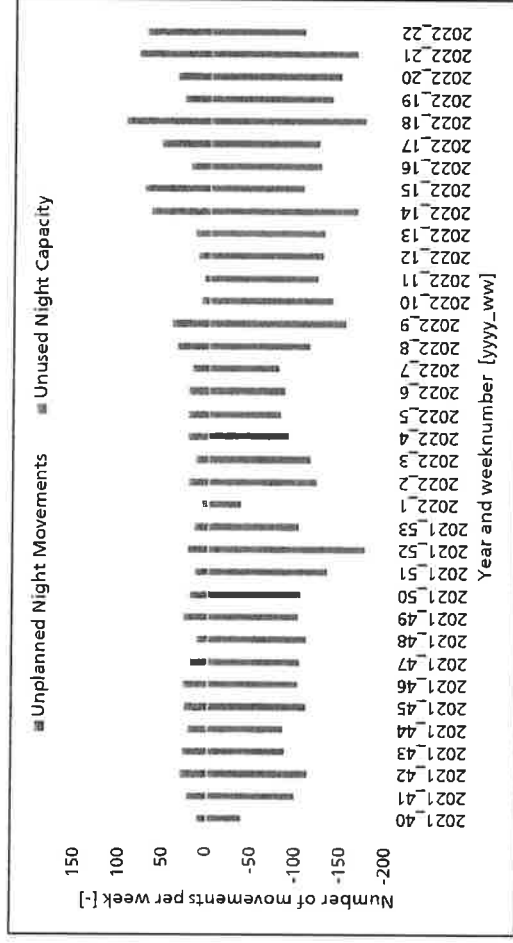
- De verhouding tussen het aantal nachtslots en het aantal nachtbewegingen varieert per gebruiksjaar en tussen de maanden.
- Uitgaande van de gemiddelde verhouding tussen GJ2016 en GJ2021, komt de huidige prognose uit op 26.985 nachtbewegingen (stand 1 mei 2022).
- Momenteel is er nog een surplus van ca. 625 nachtslots voor S22 (stand 30 mei). We verwachten dat er vanaf de tweede week van juli weer nachtslots kunnen worden gheralloceerd (binnen de huidige limieten)



NACHTCAPACITEIT – Risico op overschrijding 32k

ACNL heeft ons gewezen op een sterke toename in het aantal ongeplande nachtbewegingen. Dit leidt tot een verhoogd risico op overschrijding van 32k, zeker met een besluit om extra nachtslots uit te geven.

- ACNL is het beste in staat accurate data te delen m.b.t. ongeplande nachtbewegingen en ongebruikte nachtcapaciteit.
- Echter, met de aanname dat de slottijd gelijk is aan de schematijd, krijgen wij de inzichten hieronder. Deze aanname leidt tot een nauwkeurigheid van ca. 97%.
- De toename in unplanned night movements is zichtbaar; tegelijkertijd komt het aantal nachtbewegingen nog altijd uit onder het aantal nachtslots.



NACHTCAPACITEIT – Operationele impact

Wijzigingen in capaciteit dienen in goed overleg te gebeuren en 7-8 weken van tevoren, zodat alle partijen zich hierop kunnen voorbereiden.

- Uit overleg met de home-based carriers is gebleken dat hun planningen qua crew en afhandeling ver vooruit vastliggen en dat op korte termijn niet eenvoudig met vluchten geschoven kan worden (minimaal pas na 6 weken).
- Dit geldt voor Schiphol Security ook, waarbij er pas over 7-8 weken de mogelijkheid bestaat om de security planning aan te passen op wijzigingen in het schema
- Dit betekent dat wijzigingen op z'n vroegst eind juli doorgevoerd kunnen worden.
- Wijzigingen dienen in overleg te worden gedaan.
- Wijzigingen op korte termijn zijn voor alle partijen niet wenselijk, aangezien dit tot een verslechtering van de maakbaarheid kan leiden.
- Suggesties die door airlines zijn gedaan:
 - KLM enkele avondvluchten later laten vertrekken, retour in de nacht. Ochtend ICA's eerder binnen laten komen, eerder laten vertrekken.
 - HV: 1 a 2 vluchten per dag naar achteren plaatsen en nachtaankomsten
 - CND: enkele middagvluchten naar achteren, retour in de nacht. Eventueel ook een enkele charter in de nacht omdraaien (gebruik maken van de huidige minimale nachtbezetting).
 - EZY: mogelijk capaciteit gebruiken om vluchten om naar nacht uit te wijken om te ontclusteren (meer spreiding van gelijktijdige vertrekken).

NACHTCAPACITEIT – Vervolg

- Een overheveling dient uitsluitend te zorgen voor ontlasting van de operatie op piekmomenten, dient operationeel maakbaar te zijn (een daadwerkelijke verbetering te leveren) en uitlegbaar i.v.m. de toename van overlast voor de omgeving.
- Schiphol onderzoekt of er optimalisatie in het security planproces mogelijk is waardoor deze maatregel al vanaf 7 juli zou kunnen helpen
- Schiphol vraagt de airlines om specificaties van de voorgestelde vluchten. Bijv. Impact ICA aankomsten naar nacht of middagvluchten later vertrekkend nu onvoldoende te bepalen.
- Middels addenda zou er een overheveling (wintercapaciteit naar zomer) kunnen plaatsvinden. Hier moet rekening mee gehouden worden:
 - I. 625 nachtslots t.b.v. het inlopen van de huidige overboeking
 - II. 261 nachtslots t.b.v. het alloceren van de huidige wachtlijst voor re-timings naar de nacht (waarvan ca. 177 cargo)
 - III. NTB aantal nachtslots t.b.v. schema optimalisatie voor de spreiding van vraag naar security capaciteit in de periode tussen 17 juli en 28 augustus
- Voor categorie III. geldt de voorkeur om deze slots enkel beschikbaar te stellen voor passage operaties op de meest kritische dagen in de periode tussen 17 juli en 28 augustus. De wijze waarop moet nog bepaald worden.

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

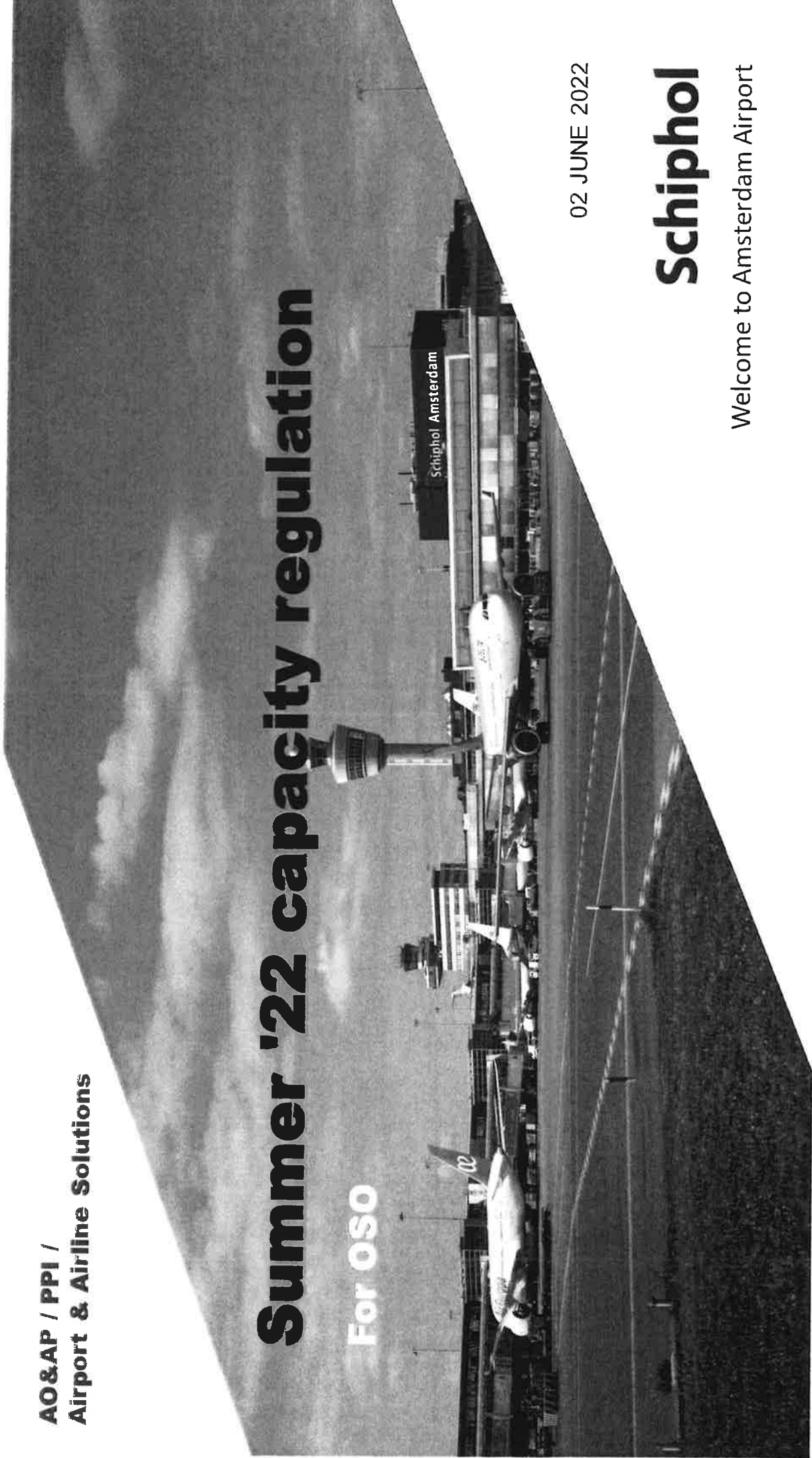
Summer '22 capacity regulation

For OSO

02 JUNE 2022

Schiphol

Welcome to Amsterdam Airport



REGULATION TOOLS

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

- Prevent allocation of new slots in the summer through Temporary Operational Limit 90,000 pax slots (was 126,000 pax slots)
- 1 June – 28 Aug
- Airlines may request ACNL for force majeure when cancelling slots if this provides operational relief on peak days

Live: 1 June

2. D-30 Joint Control/APOC

- Weekly rolling D-30 process, coordinated by the APOC, to match demand with capacity
- Cancellations/changes/relocations in consultation with Airline Partnership Managers
- Analysis twice a week, also looking ahead until August 28

Ongoing: Effect TBD

3. Regulating parameter

- Two possible parameter options, with a preference for a terminal parameter
- Fair, non-discriminatory and transparent
- Fast implementation necessary

Under research

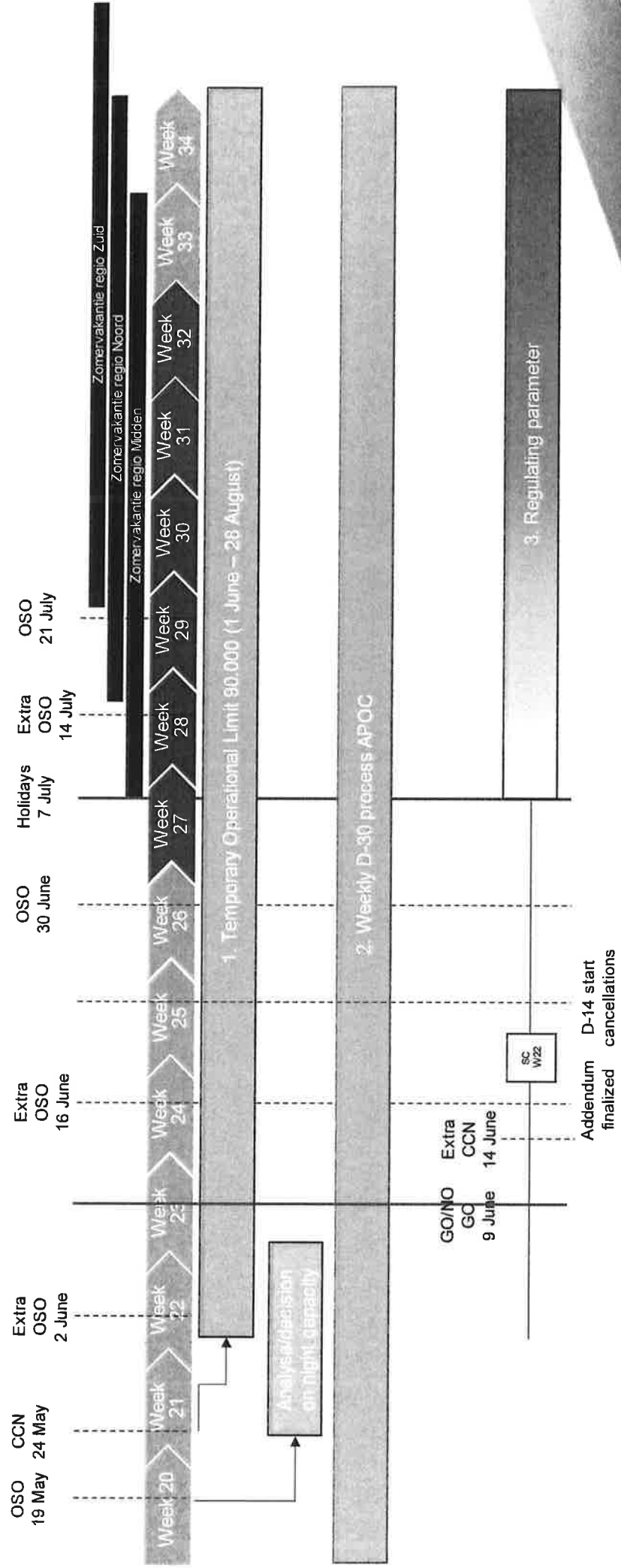
4. Operational regulation

- 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
- Large impact on operational process. Effect on terminal unpredictable.
- Procedure conform current situation in case of adverse weather and therefore reduced runway capacity

Last resort

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

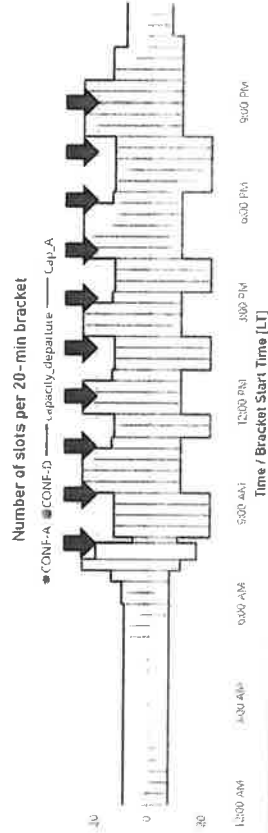
- Parameter focusses on capacity bottleneck at hand
- Takes seat capacity per aircraft into account
- Parameter allows for optimisation (reducing seats)
- Parameter is similar to EIN or RTM situation and technically feasible within slot allocation tooling
- Filing incorrect aircraft types leads to inaccuracy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

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
- Pending LVNL checks (legal, feasibility etc.)
- Additional stands maybe required for parking



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)”*
- Note that preferably the Summer period is divided in one-week periods, where capacity may be changed in case capacity changes (factors as productivity, available staff etc.)
- 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.
- To improve the effectiveness of this parameter, if feasible, designated historical data should be used to better include impact of transfer/OD share per flight
- 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, per weekday.
- Capacity assessment in blocks of 30-er 60 minutes (not rolling)
- Note that in case of outbound cancellations, inbound must also be cancelled or optimised, in order to avoid airside parking issues.

TERMINAL PARAMETER - continued

Determining the capacity levels is crucial for adequate relief in operations. Levels can be varied per part of day and per weekday. Levels should be set only once and therefore be stretching.

Terminal parameter: # departing seats per 60 minutes

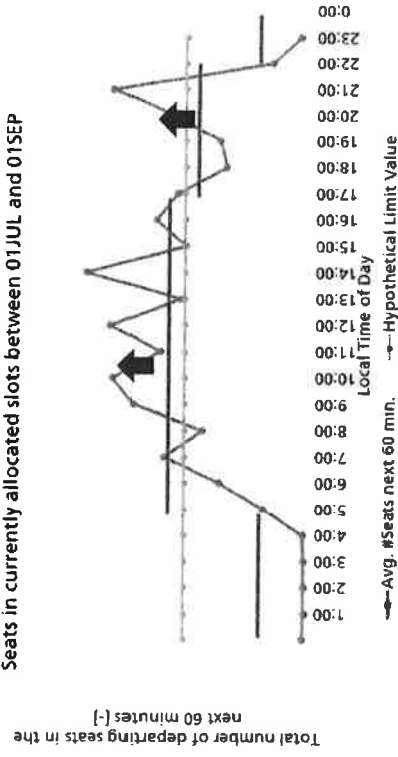
- In order to overcome high complexity for determining overage and reducing slots, number of seats is calculated for every hour (e.g. 7:00-7:55)
- Capacity TBD. Incorporate last estimates on productivity, staffing availability, process optimisations etc.
- Optimally, night, day and afternoon capacities are determined, per weekday, in accordance with expected security planning

| | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
|-------------|--------|---------|-----------|----------|--------|----------|--------|
| 00:00-06:55 | | | | | | | |
| 06:00-13:55 | | | | | | | |
| 14:00-21:55 | | | | | | | |
| 22:00-23:55 | | | | | | | |

- Levels for a given period cannot be changed. Therefore proposal to define week periods
- Prevent overregulating

Number of departing seats Summer vs. hypothetical limit Fixed limit vs. varying limit

Seats in currently allocated slots between 01JUL and 01SEP



alternative capacity varying limit (can be varied per working day)

Establishment numbers of capacity:

- Using May Holiday as baseline
- Assess impact productivity, improvement process times, additional capacity

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