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Van: [REDACTED]@schiphol.nl>
Verzonden: vrijdag 20 mei 2022 15:43
Aan: [REDACTED] (CCN); [REDACTED]
CC: [REDACTED]
Onderwerp: CCN documents S22 extraordinary meeting
Bijlagen: 20220524_CCN_S22 Operational limit.pdf; 20220524 CCN ACNL Working method
Lock on the door AMS S22 DRAFT v0.2.pdf

Dear [REDACTED]

Thank you in advance for hosting an extraordinary CCN meeting on such short notice.
Attached you will find the S22 Operational Limit presentation from Schiphol.
The aim of the presentation is to inform and consult the CCN concerning the steps and process, in order to match capacity with demand, given the major task we face as a sector this summer.

We are requesting your advice concerning the presented steps and positive advice on the "Temporary Operational Limit", that we want to implement as soon as possible as "a lock on the door".

ACNL has asked me to also provide you with their concept Working Method concerning the "lock on the door", which they can present during the meeting.

Please share these documents with your members upfront.

Should there be any questions please do not hesitate to contact me.

Met vriendelijke groet, kind regards,

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

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

Summer '22 operational limit & measures

For CCN - extraordinary meeting

24 MAY 2022

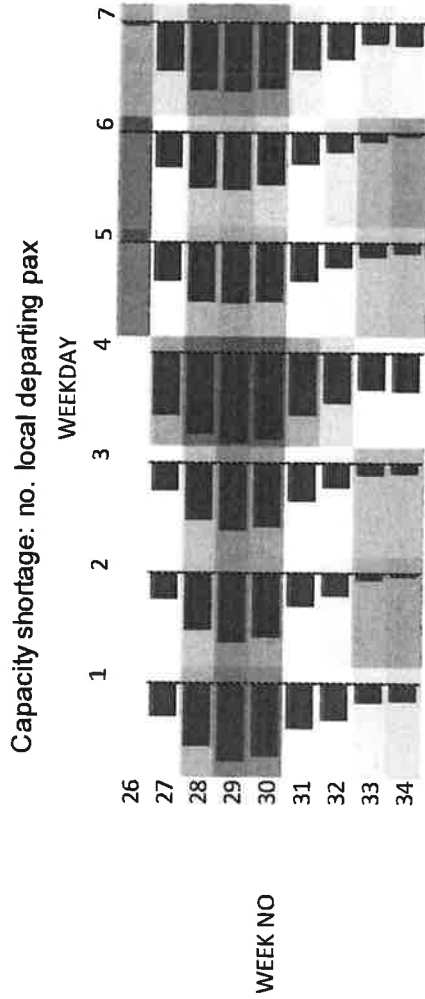
Schiphol

Welcome to Amsterdam Airport

SUMMER 2022 expectations

Major capacity shortages expected during summer holidays for local departing passengers

- Based on most recent insights
- Assuming high productivity and maximum effort security companies
- Disregarding waiting times
- Below: shortages compared to expected delivery
- Hence; we expect major capacity shortages and immediate action of all involved is required

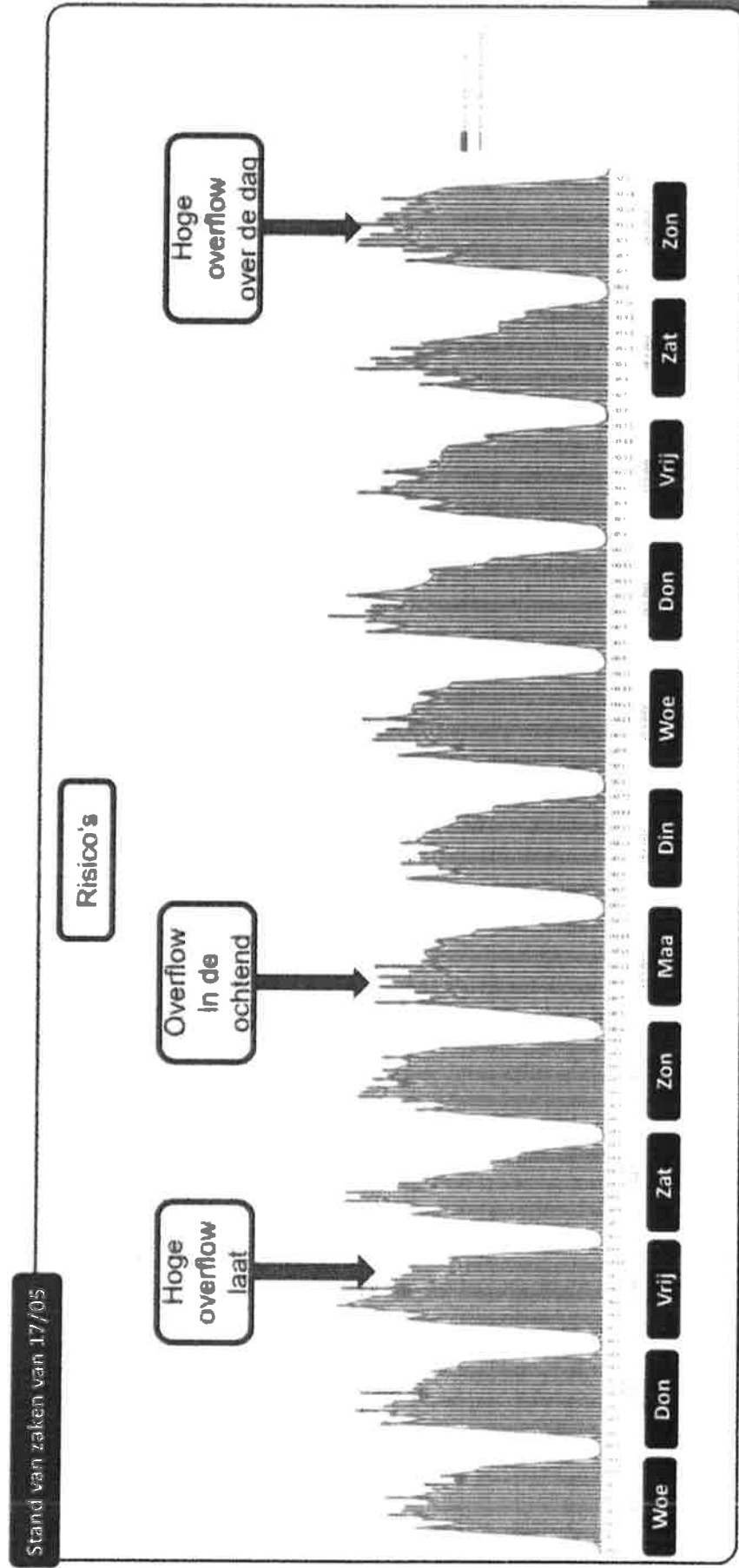


SUMMER 2022 expectations - continued

The upcoming weeks towards the summer holidays already provide their challenges and close cooperation to balance demand and capacity

APOC BRIEFING 19 MEI

UPDATE STAND VAN ZAKEN SECURITY VERTREKFILTERS KOMENDE 12 DAGEN



PROPOSED MEASURES SUMMER 2022

1. "Lock on the door"

Contain issue

- Despite all operational issues, new S22 slots are still being allocated. Also, during peak moments/peak periods, which increases operational challenges compared to the latest forecasts.
- In order to safeguard the operational integrity for the summer operations, a "lock on the door" is necessary in order to stop the reallocation of new slots.
- For this, Schiphol proposes an additional Operational Limit, and thus request ACNL to stop allocating new slots.
- **For this, guidance from the OSO is requested and the CCN will be consulted a.s.a.p. accordingly.**
- ACNL will clarify the impact of this measure, including the potential impact on historic rights, through a working procedure.

2. D-30 Joint Control APOC

Manage issue

- In order to prevent rigorous last-minute measures due to demand exceeding capacity, a rolling D-30 capacity management cycle is performed by the APOC.
- Schedule optimisation or operational measures will be aligned with the airlines through the Partnership Managers.

3. Regulation: operational parameter

- In case the D-30 APOC process is deemed insufficient, a new temporary capacity regulation will be introduced as support to the process.
- This will be in the shape of a "security parameter" or amending the runway parameter.
- This operational parameter is regarded an "ultimum remedium" but prepared in parallel as a contingency measure.

4. Evaluation of "lock on the door" & D30 process

Improve

- Mid-July 2022, at the latest, the effectiveness of the D-30 process and "lock on the door" 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 throughout the summer season, be replaced (by another parameter) or deleted.

1. LOCK ON THE DOOR

1. "Lock on the door"

- In order to stop the allocation of new slots, whilst the sector is working together on measures to match the demand during the summer season with available capacity, a "lock on the door" is required.

Proposed "lock on the door":

- A "Temporary Operational Limit" for flights with service types J / C / G / S / Q / B / R / O / L.
- To establish a limit a reduction of roughly 30% of allocated slots is assumed.*
- The "Temporary Operational Limit" will be **90,000 slots**
- This limit is applicable for the upcoming period of 1st June up to and including 28th August 2022 (~weeks 22-34).
- Mid-July at the latest a decision is requested upon possible extension, deletion or amendment of this limit.

* Note that there will be no forced withdrawal of slots. This is assumed as bottom line.

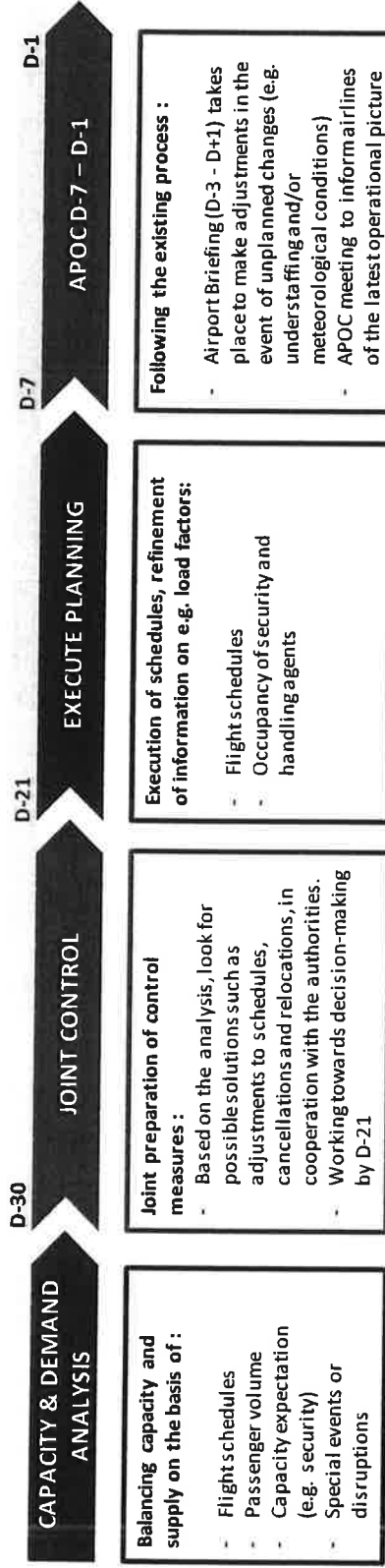
Week	Slots total	Slots max
22	9,233	8,793
23	9,387	8,946
24	9,491	9,046
25	10,103	9,664
26	10,152	9,710
27	10,389	9,937
28	10,394	9,959
29	10,405	9,975
30	10,412	9,983
31	10,401	9,973
32	10,412	9,983
33	10,475	10,045
34	10,580	10,141

2. D-30 JOINT CONTROL APOC

Summer 2022: earlier analysis of capacity and demand from D-30 through the APOC

Principles

- Aim: to avoid last-minute and rigorous measures because passenger volumes exceed processing capacities.
- Towards the summer, jointly and earlier, namely four weeks before departure (D-30), identify the moments when capacity will be insufficient in relation to the expected passenger volume.
- In a new APOC meeting, in addition to the operational update, the first analysis for 30 days ahead is also discussed. Subsequently, the Partnership Manager discusses possible schedule adjustments, cancellations or other solutions for each airline. Kick-off on 12 May.
- Information is refined towards the day of operation (rolling process). Until then we work with the best information available. Sharing more specific information is therefore important.



2. D-30 JOINT CONTROL APOC - continued

- It is of paramount importance to make sure the D-30 joint control process in the APOC will be successful, and operational measures and schedule optimisations or cancellations deliver the necessary relief.
- Airlines are requested to contribute when asked to optimise schedules, cancel or relocate flights to meet the target capacity:
 - Airlines will be contacted by their Airline Partnership Manager with requests, or establish contact with their APM themselves
 - The requests and reactions are confirmed via e-mail (also in relation to establishing FM)
 - Schiphol will keep track of requests, changes and cancellations in order to evaluate effectiveness
 - Changes in demand be used in updated weekly D-30 cycle (rapid feedback)
- In case the D-30 process does not adequately result in meeting the target capacity, additional regulating parameters may be applied as a support to the process (see next slide)
- **Also, the members of the CCN are requested to deliver their solutions or options in order to achieve a better match between the available capacity and demand.**

3. ADDITIONAL REGULATING PARAMETERS (CONTINGENCY)

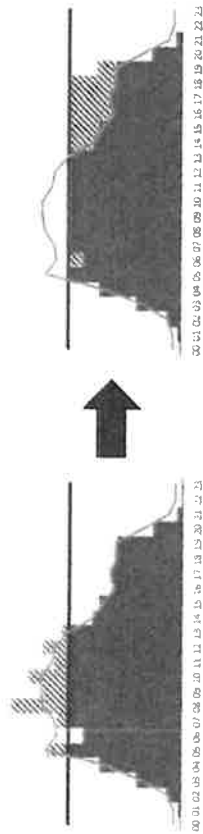
3. Regulation: operational parameter

In case additional regulation during S22 is necessary, there are two options for additional regulating parameters (as a last resort)

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

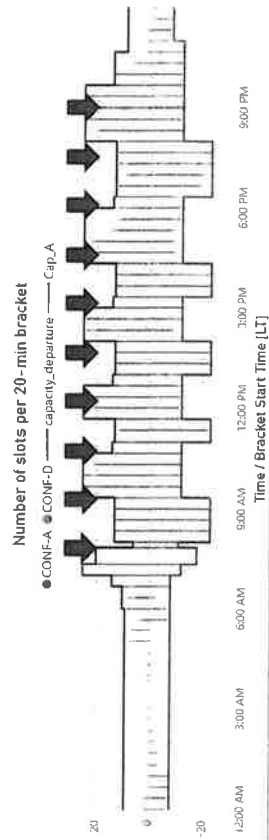
departing seats per 60 minutes

- Norm based on expected maximum capacity
- Parameter allows for optimisation towards off-peaks
- Parameter is similar to EIN or RTM situation and technically feasible within slot allocation tooling



Reduction of runway capacity

- Lowering 20 and/or 60 minutes runway capacity with xx%
- Similar parameter as temporary parameter FRA
- Technically feasible within slot allocation tooling
- An exemption for freight will be applied



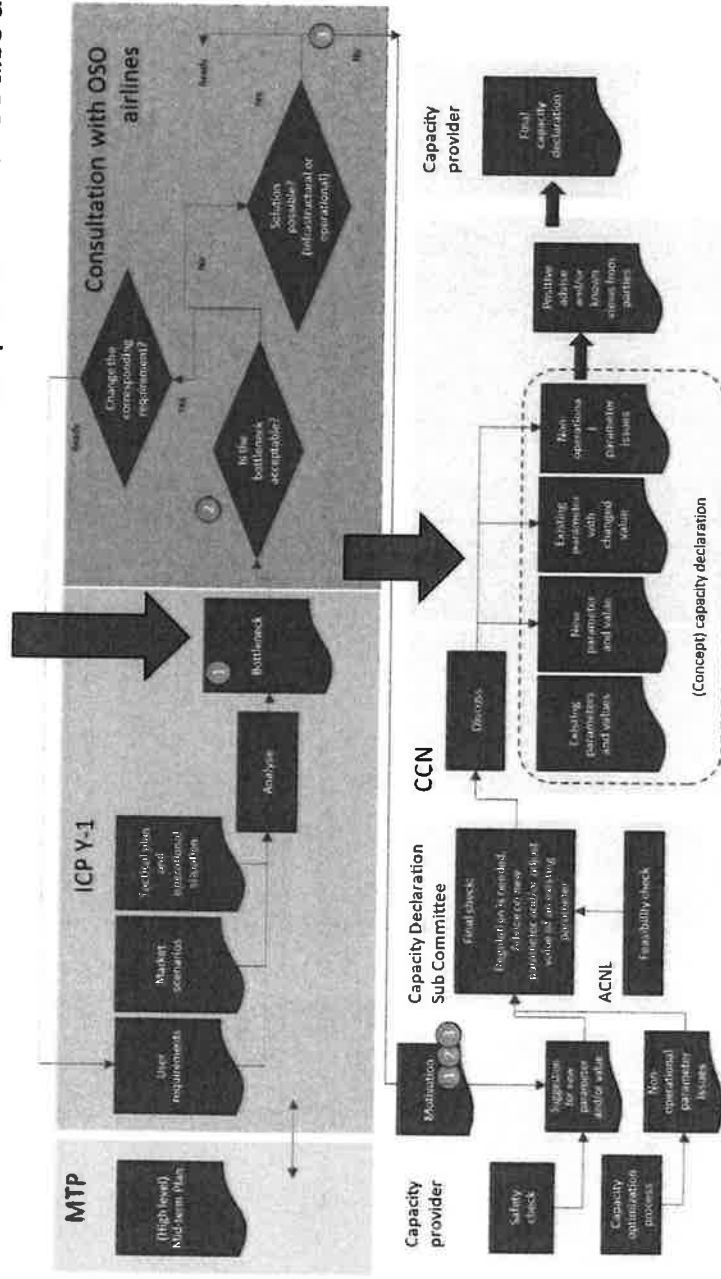
4. EVALUATION D-30 & “LOCK ON THE DOOR”

4. Evaluation of “lock on the door” & D-30 process

- Mid-July 2022 (at the latest) the effectiveness of the D-30 process and “lock on the door” will be evaluated
- Depending on the effectiveness of the D-30 process, additional measures and a capacity assessment, the lock on the door may prolonged throughout the summer season, amended, be replaced (by another parameter) or deleted.
- The OSO will be requested for guidance.
- The CCN will be consulted

APPENDIX: GOVERNANCE OSO

- OSO ToR:
 - The OSO is responsible for: [...] Finding (operational) solutions for expected capacity bottlenecks (from ICP Y-1, capacity analysis or environmental regulation), to prevent the necessity of new or more stringent capacity parameters (both operational and environmental). This includes discussing trade-offs between traffic volume and quality of service and performance. See also appendix 2.



APPENDIX: Capacity Declaration S22

Operational parameters

COVID-19 has caused the aviation industry to be in a global crisis and the path to recovery is tentative and uncertain. The demand levels and patterns of demand currently are and will most likely remain uncertain for the oncoming season. At the same time, the operational capacity availability is highly dependent on COVID-19 mitigation measures and regulations imposed to control the spreading of the virus. New information might require capacity providers and airline operators to implement additional operational measures or to regulate capacity operationally. **As a last resort, additional or more stringent operational capacity parameters can be declared after the initially declared operational capacity. This might occur pre- or in-season.** If necessary, Amsterdam Airport Schiphol will adhere to relevant regulations, legislation and the best practice posed by the Worldwide Airport Slot Board (WASB). Schiphol will consult the Coordination Committee Netherlands, LVNL and ACNL of anticipated changes in declared capacity, wherever possible at least two weeks before declaring such change(s).

APPENDIX: EU Slotregulation 95/93 and WASG

EU Slotregulation 95/93

Artikel 6

Coördinatieparameters

1. Op een gecoördineerde luchthaven draagt de verantwoordelijke lidstaat er zorg voor dat de parameters voor de toewijzing van slots tweemaal per jaar worden vastgesteld, waarbij rekening wordt gehouden met alle relevante technische, operationele en milieubeperkingen en de eventuele veranderingen die hierin zijn opgetreden.

Hierbij wordt uitgegaan van een objectieve analyse van de mogelijkheden om het luchtverkeer te verwerken, rekening houdend met de verschillende types verkeer op de luchthaven, de congestie van het luchtverkeer die tijdens de coördinatieperiode waarschijnlijk zal optreden en de capaciteitssituatie.

WASG edition 1

6 DEMAND AND CAPACITY MANAGEMENT

6.1 DEMAND AND CAPACITY ANALYSIS

6.1.1 The airport managing body or other competent body shall ensure that a thorough demand and capacity analysis, using commonly recognized best practice methods, is regularly conducted. The analysis should be completed in a timely manner to enable an official capacity declaration for coordination for each IATA season. At a minimum the analysis should be conducted whenever there are significant changes in airport infrastructure, operational practices, or patterns of demand.

6.1.2 The analysis should objectively consider the ability of the airport infrastructure to accommodate demand at applicable service levels, such as queue times, levels of congestion, and delay, while taking into account relevant airspace limitations set by local ATC authorities. This analysis should provide all relevant capacity limits of the runway(s), apron, terminal(s), and other airport facilities as deemed necessary.

6.10 REDUCTION IN AIRPORT CAPACITY

6.10.1 If a planned capacity reduction is unavoidable the Coordination Committee must be consulted during the decision process and as soon as possible before any reduction of capacity occurs. In all cases, airlines' historic slots must be honored. The coordinator, or other competent body, must communicate the capacity change to all relevant stakeholders well in advance of each scheduling season as soon as possible and at least 14 days and not later than 7 days before the Initial Submission Deadline for the SC.

6.10.2 Unplanned capacity reductions may occur which are impossible to discuss in advance with the Coordination Committee. If the reduction is ongoing, however, the Coordination Committee must be consulted as soon as possible regarding the impact of the ongoing reduction on future operations. In all cases, airlines' historic slots must be honored.

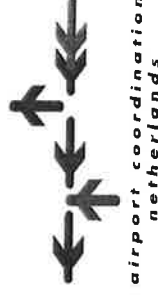
6.10.3 A capacity reduction after the Initial Submission Deadline, or a capacity reduction that cannot accommodate historic slots must be avoided except in exceptional circumstances.

ACNL Working method Lock on the door AMS S22

CCN, 24 May 2022

DRAFT ^{v0.2}

ACNL slot provisions temporary capacity reduction AMS S22



Steps:

1. Adding temporary operational limit for pax. Main goal: lock on the door to limit the problem size and to safeguard outcomes D-30 Joint Control APOC process.
2. Implement D-30 Joint Control APOC. Main goal: effective capacity management cycle.
3. Optional: adding coordination parameters for a temporary limit for seats/runway. Main goal: to set target for capacity reduction.

Preparation

- ACNL will consider revised airport capacity parameter (in this case operational limit) after publication of a capacity declaration addendum. ACNL will not anticipate by suspending allocation of slots prior publication of such addendum.

Slot allocation provisions

- 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.
- Step 2: D-30 Joint Control APOC process will be supported by force majeure (FM) for the use-it-or-lose-it-rule. At AMS, FM may be requested for (series of) slots in case of a cancellation for operations as outcome of the D-30 process until and included 28 August. Effective date as well as extension after 28 August to be determined by ACNL. FM requests according to normal procedure. At the other end of the route within Europe, FM may be requested for (series of) slots in case of mandatory cancellations due to revised airport capacity parameters (as shown by the procedures as dealt with in the CCN).
- Step 3: to be elaborated in case a coordination parameter is introduced.