

Capacity declaration Rotterdam The Hague Airport; winter 2023/2024

The coordination parameters for Rotterdam The Hague Airport in the winter season 2023/2024 (W23), October 29, 2023 through March 30, 2024) are specified in the table below. For the winter season local time equals UTC + 1 hour. The parameters as specified in this table are applicable to commercial aviation only.

Coordination parameters for commercial aviation

Available number of slots	5.630
Opening hours	0600-2200 UTC (0700-2300LT)
- Landing positioning flights allowed	0500-2200UTC (0600-2300LT)
- Earliest departure slot	0555 UTC (0655LT)
- Latest departure slot	2055 UTC (2155LT)
-	
Aircrafttypes not allowed	See appendix 1
Terminal capacity departure	
- Period 0555-0659 UTC (0655-0759LT)	1.200 departing passengers in the period
- Period 0700-0759 UTC (0800-0859LT)	600 departing passengers in the period
- Period 0800-2059 UTC (0900-2159LT)	900 departing passengers in (any) rolling 60 minutes
- Maximum total number of passengers	1.130 departing passengers in any (rolling) 45 minutes
- Non-schengen	190 departing passengers per any (rolling) 25 minutes
- Minimum separation between two flights both departing to non-schengen destinations not included in appendix 2	50 minutes (rolling)
Terminal capacity arrivals	1.100 arriving passengers in any (rolling) 35 minutes
- Limitation on flights	8 arriving flights in any (rolling) 35 minutes
- Minimum separation between two flights both arriving from non-schengen origins not included in appendix 2	50 minutes (rolling)

Additional information for airlines can be found in appendix 3

Appendix 1: List of Aircraft types that does not comply to ACI R4

Manufacturer	Type	Subtypes
Airbus	A300	All
	A310	All
Antonov	AN-124	All
	AN-24	All
	AN-26	All
	AN-30	All
	AN-32	All
	AN-72	All
	AN-74	All
British Aerospace	BAC 1-11	All
Boeing	707	All
	727	All
	737	100/200/300/400/500
	747	100/200/300/SP
Fokker	F27	All
	F28	All
Ilyushin	IL-62	All
	IL-76	T/TD
	IL-86	All
	IL-96	All
McDonnell Douglas	DC-8	All
	DC-9	All
	DC-10	All
	MD-11	All
	MD-80	All (MD80/81/82/83/87)
Tupolev	TU-134	All
	TU-154	All
Yakovlev	YAK-40	All
	YAK-42	All

Appendix 2: List of airports

Country	Airports
Bulgaria	All airports
Cyprus	All airports
Ireland	All airports
Romania	All airports
United Kingdom	All airports
Turkey	Antalya (AYT), Dalaman (DLM), Bodrum (BJV)
Maroc	Marakkesh (RAK)

Appendix 3: Additional information for airlines

Available number of slots

Rotterdam The Hague Airport is not limited by number of movements but by a yearly noise quota. The number of available slots therefore depends on assumptions for distribution over a 24 hours period and the types of aircraft used. The assumption of the aircraft mix is shown in the table below, changes in the aircraft mix and/or distribution over a 24 hours period can result in changes regarding the number of available slots.

Aircraft size	Percentage of flights	Average penalty L _{den}
Propeller aircraft 19-34 seats	< 0,1%	
Propeller aircraft > 35 seats	< 0,1%	
Jet aircraft < 120 seats	17,2%	1,44
Jet aircraft > 120 seats	82,8%	1,63
Total	100,0%	1,60

When there is, during the season, a risk that the noise quota for the airport might be exceeded, the airport authorities can request the slot coordinator to stop issuing new slots or reissuing slots which are handed back during the season. Slots which were already granted will be respected in these circumstances.

Operating restrictions

Aircraft which are certificated in accordance with noise standards of ICAO Annex 16 Chapter 2 (and which are allowed to operate conform EU-regulation 92/14/EEG) are only allowed to operate between 0700 - 1700 UTC (0800-1800 LT). An exception is made for aircraft certificated for a maximum take-off weight of 34 tons and a maximum seating capacity of 19 seats, these aircraft are allowed to operate 0600 - 2200 UTC (0700 - 2300 LT).

For aircraft which are certificated in accordance with the noise standards of ICAO Annex 16 Chapter 3, for which the margin of the sum of the three certificated noise levels, relative to the sum of the three applicable ICAO Annex 3 certification limits, is less than 5 EPNdB the same operational restrictions are applied as the aircraft certificated in accordance with noise standards of ICAO Annex 16 Chapter 2.

New slots will only be granted to aircraft which comply with categories R4, R5, R6, R7 or R8 of the ACI aircraft noise rating index. To comply with category R4 or better aircraft have to meet each of the requirements as mentioned below:

- Cumulative EPNdB reduction from ICAO Chapter 3 standard of at least 10 EPNdB
- Individual EPNdB reduction from ICAO Chapter 3 Standard at each noise measurement point of at least 2 EPNdB

Examples of aircraft types which are not compliant to the ACI R4 limits are the Boeing 737-Classics and McDonnell Douglas MD80-series.

It is noted that, if required for noise control purposes, the operational restrictions as specified above may be amended.

Terminal capacity

There are 10 gates in the terminal, the split between Schengen and non-Schengen is flexible (minimum 3, maximum 4 Non-schengen gates) however switching in this split requires sufficient time.

RTM does not comply with the regulations regarding high risk flights. Therefore these flights cannot depart from this airport. High risk flights are defined as all commercial passenger flights to destinations in USA and Israel. congestion in the terminal.

For cleaning of aircraft with transit-passengers (or any other form of disembarkation of transit-passengers) arriving on a flight which is not originating in "THIRD COUNTRIES RECOGNISED AS APPLYING SECURITY STANDARDS EQUIVALENT TO THE COMMON BASIC STANDARDS" (as mentioned in EU-regulations 185/2010 and 300/2008) is prior permission of the airport authorities required.

This limitation applies (at this moment) to at least all flights originating in e.g. Albania, Algeria, Egypt, Morocco, Tunisia and Turkey (among many other non EU-countries).

Aircraft stands

During W23 there are 12 aircraft stands ICAO size C (max. wingspan 36 meters) for commercial aviation available. The maximum allowed turnaround time for commercial aviation is 120 minutes. On request an exemption on this restriction can be obtained by Rotterdam The Hague Airport Authorities.

Aircraft of ICAO size D or E (wingspan over 36 meters) require always special permission by Rotterdam The Hague Airport Authorities which have to be requested at 24H before operations (see AIP). Rotterdam The Hague Airport is not allowed to accept aircraft of ICAO size F (see AIP).

Permission for flights with a turnaround >120 min or aircraft of ICAO size D or E (wingspan over 36 meters) have to be requested via capacity@rtha.com. Historical rights on longer turnaround times are exempt from the requirement to obtain prior permission.