

Capacity declaration Rotterdam The Hague Airport; summer 2025

The coordination parameters for Rotterdam The Hague Airport in the summer season 2025 (S25), March 30, 2025 through October 25, 2025) are specified in the table below. For the summer season local time equals UTC + 2 hour. The parameters as specified in this table are applicable to commercial aviation only.

Slots should be requested and will be allocated per 5 minutes only: 0000, 0005, 0010, 0015, 0020 et cetera.

Coordination parameters for commercial aviation

A1	Available number of slots (STC-codes (A,B,C,F,G,H,J,L,M,P,O,Q,R,S))	11.608
B1	Opening hours (STC-codes (A,B,C,F,G,H,J,L,M,O,P,Q,R,S,X))	0500-2059 UTC (0700-2259LT)
B2	- Landing positioning flights allowed (STC-codes P and X)	0400-2059UTC (0600-2259LT)
B3	- Earliest departure slot (STC-codes B,C,G,J,L,O,Q,R,S)	0455 UTC (0655LT)
B4	- Latest departure slot (STC-codes B,C,G,J,L,O,Q,R,S)	1955 UTC (2155LT)
C1	Aircrafttypes not allowed (All STC-codes)	See appendix 1
C2	- ICAO aircraft type size not allowed	F
	Terminal capacity departure (STC-codes B,C,G,J,L,O,Q,R,S)	
D1	- Period 0455-0559 UTC (0655-0759LT)	1.200 departing passengers in the period
D2	- Period 0600-0659 UTC (0800-0859LT)	600 departing passengers in the period
D3	- Period 0700-1959 UTC (0900-2159LT)	900 departing passengers in (any) rolling 60 minutes
D4	- Maximum total number of passengers	1.130 departing passengers in any (rolling) 45 minutes
D5	- Non-schengen passenger flights	Aircraft size CAT1: minimal 25 minutes separation to any preceding non-schengen departure Aircraft size CAT2: minimal 35 minutes separation to any preceding non-schengen departure Categorization of size CAT: see Appendix 3
D6	- Minimum separation between two flights both departing to non-schengen destinations not included in appendix 2	50 minutes (rolling)
E1	Terminal capacity arrivals (STC-codes B,C,G,J,L,O,Q,R,S)	1.100 arriving passengers in any (rolling) 35 minutes
E2	- Limitation on flights	8 arriving flights in any (rolling) 35 minutes
E3	- 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 4

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
Cyprus	All airports
Ireland	All airports
United Kingdom	All airports
Turkey	Antalya (AYT), Dalaman (DLM), Bodrum (BJV)
Morocco	Marakkesh (RAK)

Appendix 3: Size of Aircrafttypes

All aircrafttypes mentioned in the table mentioned below are CAT1.

CAT1 aircraft are commercial aircraft certified for a capacity between 20 and 190 seats.

CAT2 are all commercial passenger aircrafttypes excluding aircrafttypes mentioned below as CAT1.

IATA code	IATA Type	ICAO Code	Name
100	Subtype	F100	Fokker F28 Mark 0100 (Fokker 100)
141	Subtype	B461	BAE Systems 146-100 Passenger
142	Subtype	B462	BAE Systems 146-200 Passenger
143	Subtype	B463	BAE Systems 146-300 Passenger
146	Group		BAE Systems 146
220	Group		Airbus A220 Passenger
221	Subtype	BCS1	Airbus A220-100 Passenger
223	Subtype	BCS3	Airbus A220-300 Passenger
717	Subtype	B712	Boeing 717-200
736	Subtype	B736	Boeing 737-600 Passenger
73G	Subtype	B737	Boeing 737-700 Passenger
73W	Subtype	B737	Boeing 737-700 Passenger/BBJ1 (winglets)
7S7	Subtype	B737	Boeing 737-700 Passenger (Scimitar Winglets)
7S8	Subtype	B738	Boeing 737-800 Passenger (Scimitar Winglets)
738	Subtype	B738	Boeing 737-800 Passenger
73H	Subtype	B738	Boeing 737-800 Passenger/BBJ2 (winglets)
7M7	Subtype	B37M	Boeing 737 MAX 7 Passenger / BBJ MAX 7
7M8	Subtype	B38M	Boeing 737 MAX 8 Passenger / BBJ MAX 8/ MAX 200
C19	Group		Comac C919 Passenger
919	Subtype	C919	Comac C919 Passenger
318	Subtype	A318	Airbus A318 Passenger
319	Subtype	A319	Airbus A319 Passenger
320	Subtype	A320	Airbus A320 Passenger
31B	Subtype	A319	Airbus A319 Passenger (sharklets)
31N	Subtype	A19N	Airbus A319neo Passenger
32A	Subtype	A320	Airbus A320 Passenger (sharklets)
32N	Subtype	A20N	Airbus A320neo Passenger
A38	Subtype	AN38	Antonov An-38
A40	Subtype	A140	Antonov An-140
A58	Subtype	A158	Antonov An-158
A81	Subtype	A148	Antonov An-148-100
AR1	Subtype	RJ1H	Avro RJ100
AR7	Subtype	RJ70	Avro RJ70
AR8	Subtype	RJ85	Avro RJ85
ARJ	Group		Avro RJ
ATP	Subtype	ATP	BAE Systems ATP Passenger

AT4	Subtype	AT42	ATR 42 Passenger
AT7	Subtype	AT72	ATR 72 Passenger
ATR	Group		ATR Passenger
C21	Group		Comac ARJ21
C27	Subtype	AJ27	Comac ARJ21-700
CR1	Subtype	CRJ1	Canadair (Bombardier) Regional Jet 100
CR2	Subtype	CRJ2	Canadair (Bombardier) Regional Jet 200
CR5	Subtype	CRJ5	Canadair (Bombardier) Regional Jet 550
CR7	Subtype	CRJ7	Canadair (Bombardier) Regional Jet 700
CR9	Subtype	CRJ9	Canadair (Bombardier) Regional Jet 900
CRA	Subtype	CRJ9	Canadair (Bombardier) Regional Jet 705
CRK	Subtype	CRJX	Canadair (Bombardier) Regional Jet 1000
CRJ	Group		Canadair (Bombardier) Regional Jet
D38	Subtype	D328	Fairchild Dornier 328-100
DH7	Subtype	DHC7	De Havilland (Bombardier) DHC-7 Dash 7
DH1	Subtype	DH8A	De Havilland (Bombardier) DHC-8-100 Dash 8 / 8Q
DH2	Subtype	DH8B	De Havilland (Bombardier) DHC-8-200 Dash 8 / 8Q
DH3	Subtype	DH8C	De Havilland (Bombardier) DHC-8-300 Dash 8 / 8Q Passenger
DH4	Subtype	DH8D	De Havilland (Bombardier) DHC-8-400 Dash 8Q Passenger
DH8	Group		De Havilland (Bombardier) DHC-8
EM2	Subtype	E120	Embraer 120 Brasilia
275	Subtype	E275	Embraer 175 E2
290	Subtype	E290	Embraer 190 E2
295	Subtype	E295	Embraer 195 E2
E70	Subtype	E170	Embraer 170
E75	Subtype	E170	Embraer 175
E7W	Subtype	E75L	Embraer 175 (Enhanced Winglets)
E90	Subtype	E190	Embraer 190 / Lineage 1000
E95	Subtype	E195	Embraer 195
EMJ	Group		Embraer ER-jet
ER3	Subtype	E135	Embraer RJ135
ER4	Subtype	E145	Embraer RJ145
ERD	Subtype	E135	Embraer RJ140
ERJ	Group		Embraer RJ
F50	Subtype	F50	Fokker 50 Passenger
F70	Subtype	F70	Fokker 70
FRJ	Subtype	J328	Fairchild Dornier 328JET
I14	Subtype	Il 14	Ilyushin Il-114 Passenger
J41	Subtype	JS41	BAE Systems Jetstream 41
JST	Group		BAE Systems Jetstream
S20	Subtype	SB20	Saab 2000
SF3	Group		Saab 340
SFA	Subtype	SF34	Saab 340 Passenger

SFB	Subtype	SF34	Saab 340B Passenger
SH3	Subtype	SH33	Shorts 330 (SD3-30)
SH6	Subtype	SH36	Shorts 360 (SD3-60)
S9S	Subtype	SU95	Sukhoi Superjet 100-95 (Saberlets)
SU1	Group		Sukhoi Superjet 100
SU9	Subtype	SU95	Sukhoi Superjet 100-95
T20	Subtype	T204	Tupolev Tu-204 / Tu-214 Passenger

Appendix 4: 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

The coordination parameters may be amended by Rotterdam The Hague Airport after consulting the CCN. This can especially occur when during the season there is an unforeseen risk that the noise quota might be exceeded. In the period 24 June – 26 June 2025 The Netherlands will organise a NATO-summit in The Hague. This can result in (at this moment unforeseen) changes / restrictions in airspace and airport capacity and availability during and around the mentioned period. If applicable an amendment to the declared capacity will be published after consulting the CCN.

Transfer of unused winter capacity

Based on the actual number of movements that is realized during the operational year 2025 by the end of the Winter 2024/2025 season, the declared number of slots for Summer 2025 as specified may be replaced by an adjusted Operational Limit. This increase of the number of slots will be estimated by Rotterdam The Hague Airport by the end of February 2025 based on the expected number of unused slots at the end of the Winter season and the progress of the use of the yearly noise quota. Please note that Rotterdam The Hague Airport cannot be bound to the adjustment of the number of slots.

Operating restrictions

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.

Terminal capacity

There are 10 gates in the terminal, the split between Schengen and non-Schengen is flexible (minimum 2, maximum 4 Non-schengen gates) however switching in this split requires sufficient time.

High risk flights at RTM can be accommodated but are subject to special approval by the Dutch government depending on the security assessments of the specific situation. High risk flights are defined as all commercial passenger flights to destinations in the USA and Israel.

The planned implementation of the European Entry-Exit System (EES) by November 2024 is not expected to have any significant implications for the airport capacity. Should this not be the case, the relevant coordination parameters of this capacity declaration will be adjusted in accordance with the expected impact after consultation with the Coordination Committee

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

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).

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.