

Capacity declaration Rotterdam The Hague Airport; summer 2024

The coordination parameters for Rotterdam The Hague Airport in the summer season 2024 (S24), March 31, 2024 through October 26, 2024) 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

Available number of slots	11.608
Opening hours	0500-2059 UTC (0700-2259LT)
- Landing positioning flights allowed	0400-2059UTC (0600-2259LT)
- Earliest departure slot	0455 UTC (0655LT)
- Latest departure slot	1955 UTC (2155LT)
-	
Aircrafttypes not allowed	See appendix 1
- ICAO aircraft type size not allowed	F
Terminal capacity departure	
- Period 0455-0559 UTC (0655-0759LT)	1.200 departing passengers in the period
- Period 0600-0659 UTC (0800-0859LT)	600 departing passengers in the period
- Period 0700-1959 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)
Morocco	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

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.

Transfer of unused winter capacity

Based on the actual number of movements that is realized during the operational year 2024 by the end of the Winter 2023/2024 season, the declared number of slots for Summer 2024 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 2024 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 3, 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.

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.