



FLASH UPDATE 16 MARCH 2023

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Dear &&First Name>> &&Last Name>>,

The KLM Group, Corendon, TUI, easyJet and Delta Airlines as well as IATA filed a court case against the Dutch Government, as they have the intention to reduce the number of air traffic movements at Schiphol. Back to 460.000 and thereafter to 440.000. In conflict with the Aviation Act which gave a perspective of 540.000 movements, in conflict with the last "Regeerakkoord", and in conflict with national and international binding regulations of EU & ICAO. The parties concerned will share their views with the court on Tuesday 21st March.

The Minister stated time and again that he doesn't want to look at any other option than simply and bluntly reduce movements, while the airline industry states that we can reach the same objective (less noise), but via a different path.

Billions have been and will be invested in new aircraft which significantly produce less noise (up to minus 50%). One can only guess why the Government is so determined setting one objective (460>440) instead of acknowledging we all want the same, less noise, so let's explore the different options...!

Less flights imply less destinations, less cargo to and from the Netherlands, less taxi rides, less hotel rooms, less congresses, less jobs, less etc. Maybe worst: It will definitely impact the image of the Netherlands abroad. It will affect our investment climate.

Unnecessary; again as we all want the same, less noise, less CO₂.

The aviation industry is totally committed to the Paris Climate Agreement, Schiphol climate neutral in 2030, the Green Deal, and we work hard to reach these ambitious objectives.

We call upon all to base decisions on facts, not on emotions & political agendas.

Take care,

Marnix H Fruitema
Chairman



Environmental Council Schiphol (ORS) sends negative advice to Minister Harbers on intended Experimental Regulation

In a letter dated 9th March, the ORS Chairman Mr. Eddy van Hijum sent a negative advice to the Minister of Infrastructure & Watermanagement Mr. Mark Harbers on the intended experiment in relation to the 'temporary measure on strict preferential runway use'. The experiment is part of the process of the intended reduction of air traffic movements at Schiphol but the ORS concluded that both from the airline sector as well as from the inhabitants surrounding Schiphol there is opposition to the experiment and doubts on the expected effects. Hence, the Chairman of the ORS cannot do anything else but sending a negative advice on the intended experiment.

Please [click here](#) to download the letter by the ORS.



CORRECTION: Amsterdam Airport Schiphol organizes Emergency Response Session for airlines

In our previous Flash Update (23rd February) we shared the invitation by Schiphol Airport for the Emergency Response Session, to be held on March 28th, from 14:30 to 17:00 hrs at the Head Quarters of Schiphol Airport.

By mistake a personal invitation was shared so that those airlines who registered through the Flash Update did so under the wrong name. If you did, please resubmit your registration by email to customersupport@schiphol.nl. The invitation is for airlines only.



A4E calls on EU Transport Ministers to expedite SES plans

Europe's leading airlines are calling on EU transport ministers to make the benefits of airspace reform a reality when they met in Stockholm. Pilots representing 9 A4E member airlines have come to urge ministers to seize the opportunity and move the Single European Sky (SES2+) legislation out of the holding pattern it has been stuck in for many years.

Please [click here](#) to download the Press Release by A4E.

Interesting
to read

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- Please [click here](#) to download the Luchtvaartnieuws article 'Verder uitstel dreigt voor krimp Schiphol naar 440.000 vluchten'
- Please [click here](#) to download the Financieel Dagblad article 'Brussel wil meer informatie

over krimpplan voor Schiphol'

- Please [click here](#) to download the De Telegraaf article 'Vliegtaks naar €150 per passagier zal reizigers wejagen uit Nederland: 'Luchtvaart moet kapot'
- Please [click here](#) to download the HSBC article 'Faster-than-expected freight normalisation not priced-in'
- Please [click here](#) to download the Luchtvaartnieuws article 'Multinationals niet serieus van plan om minder te vliegen'



IATA Updates

- Please [click here](#) to download the IATA publication 'Global Airline Community Challenges Legality of Mandatory Flight Reductions at Schiphol Airport'
- Please [click here](#) to download the IATA publication 'IATA releases 2022 Airline Safety Performance'
- Please [click here](#) to download the IATA publication 'Air Cargo Makes a Soft Start to 2023'
- Please [click here](#) to download the IATA publication 'Passenger Demand Stays Strong in January'

BARIN Preferred Partners



About BARIN

BARIN is the industry association representing the interests of airlines in The Netherlands.

BARIN Member Airlines are represented by the most senior executives representing their companies in The Netherlands in the case of foreign based airlines, and hold senior executive management positions in the case of the Dutch-home-based airlines.

Contact information

BARIN Secretariat c/o LJ COMPANY
Léon Jansen
Email: secretariat@barin.nl

Executive Office

Email: office@barin.nl
Phone: +31 652 666 186

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