

[Email not displaying correctly? View this email in your browser](#)



## FLASH UPDATE 06 FEBRUARY 2025

edition 2025/03



Dear <<First Name>> <<Last Name>>,

Minister Madlener informed Parliament on January 27<sup>th</sup> on the results of a so-called “Draagvlakonderzoek Luchtvaart”, which was conducted by research firm Motivaction, on request of the Ministry of Infrastructure & Watermanagement. This survey has been executed each year, since 2018.

Few conclusions are worth sharing:

- 77% of Dutch citizens are positive about aviation; this is a significant increase versus last survey done in 2023 (66%)
- 48% are against fewer flights vs. 43% in favour of fewer flights..
- 80% might fly from another country if this is cheaper.
- Respondents have a clear preference for measures that make flying more sustainable versus less flights.

- Fewer flights and increase of ticket price are not popular...

The nine million Dutch travelling in 2024 via Schiphol cannot be fooled. They keep on flying, more than ever before, and are not sensitive to a roaring minority condemning our industry. Nine million people who are also voting.

My question to political parties in The Hague, and to an alderman (“*wethouder*”) in Amsterdam: Are you also representing these 9 million, and the 77%?

In the mean time we keep on investing, with success, billions of euros in more noise reduction measures.

Take care,

Marnix H Fruitema,  
Chairman



## **Ministry of Infrastructure & Watermanagement publishes Motivation ‘support-study’ on aviation in The Netherlands**

Since 2018 Dutch research institute Motivation executes an annual support-study (*draagvlakonderzoek*) amongst Dutch citizens in order to get their feedback on how aviation in general is being perceived. What support for growth or reduction of aviation, sustainability goals and ambitions and pricing policies live amongst the Dutch population? After a few years of negative trends, we now see a positive trend again as you have seen on some of the numbers in the introduction of this Flash Update.

If you are interested in the research publication in full, please [click here](#) to download the results.



## **ANVR and BARIN join forces**

As per the beginning of 2025 ANVR has joined the ranks of BARIN's list of Preferred Partners and on a reciprocal basis BARIN joined the ANVR as Business Partner. The ANVR (*Algemene Nederlandse Vereniging van Reisondernemingen*) and BARIN are a natural fit. For a large part we share a common customer-base and we share a common concern about policy-making in relation to tourism and travel. Whether it is an intention to reduce air traffic movements at Schiphol, whether or not to open Lelystad Airport or when it concerns a ban on outside advertising of travel or aviation, it is important for our two organizations to stand shoulder-to-shoulder. Apart from our individual advocacy roles, ANVR and BARIN plan to organize joint sessions to make our voice even better heard.

For a short profile on ANVR, please [click here](#) or visit their website at [www.anvr.nl](http://www.anvr.nl).



## **Technical briefing on calculations Balanced Approach for members of Aviation Commission held on January 28th**

On Tuesday January 28<sup>th</sup>, a technical briefing for the House of Representatives Aviation Commission members was held in The Hague on the calculations and reasoning on the Balanced Approach on the reduction of air traffic movements at Schiphol as sent to the EC in Brussels last year. Both the Ministry of Infrastructure & Watermanagement and research institutes To70 and NLR, as well as KLM and Schiphol were given the opportunity to react to questions from the representatives of the various political parties. Main focus on the Q&A was on:

a) the number of quieter aircraft in operation taken into the equation of the calculations and why only a

part of the fleet is used. This does not do justice to the vast investments the industry is making and b) on the question why the Ministry only calculates with a 1,3% impact on noise-reduction of the tariff differentiation as proposed by Schiphol and where Schiphol comes to a noise reduction of 4-5%.

Furthermore, a discussion took place on a modelling mistake in the calculations as well as on a 'rolling target' which makes it very diffuse to assess when the 20% reduction target is met (changing goalposts). In case you have missed this debate, you can still revisit it by using this [video-link](#).

The technical briefing served as a prep meeting for the Commission Debate with Minister Madlener on February 4<sup>th</sup>.

You can also find a link to this debate [here](#).



## **Ministry of Infrastructure & Watermanagement publishes Impact Analysis on Night Curfew Schiphol**

In September last year, PA Consulting released the results of a study summoned by the Ministry to assess the impact of a (partial or complete) night curfew at Schiphol Airport (see [this link](#)). Now the Government has had time to evaluate these results, an impact analysis has been done by PA Consulting and To70 and published by the Minister. Three variants were examined from a short closure to a full night closure. It is evident that any form of closer will have a significant impact on both the people living around the airport as well as on the airlines. This study does not form part of the current Balanced Approach procedure and the targets for noise reduction in the night (- 15%  $L_{night}$ ) as per the BA shall be overshoot by far. So in our view, the intention of requesting this study in 2023 may have been valid, the results are now no longer relevant when targets as per the Balanced Approach are met.

Please [click here](#) to download the letter from the letter of the Minister.

Interesting  
to read/listen

### Interesting to read/listen

- Please [click here](#) to download the Up in the Sky article 'Voorlopig geen rechtszaak Amsterdam vs. Schiphol'
- Please [click here](#) to download the Anders Forslund podcast 'First cars, now planes; the future of flying electric'
- Please [click here](#) to download the [CNN.com](#) publication 'New planes, new schedules, new routes: How air travel will change in 2025'



### IATA Updates

- Please [click here](#) to download the IATA's publication 'Global Air Passenger Demand Reaches Record High in 2024'
- Please [click here](#) to download the IATA's publication 'Global Air Cargo Demand Achieves Record Growth in 2024'
- Please [click here](#) to download the IATA's publication 'The Value of Air Transportation to The Netherlands'
- Please [click here](#) to download the IATA's publication 'Air Connectivity Monitor Netherlands'

# 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](mailto:secretariat@barin.nl)

## Executive Office

Email: [office@barin.nl](mailto:office@barin.nl)

© 2025 BARIN, All rights reserved.

[Update your preferences](#) | [Unsubscribe](#)



