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

In our country, lawsuits have become an everyday occurrence. Not always a positive development, as it sometimes blocks a dialogue.

Two recent cases caught my attention.

One ruling concerned the environmental permit.

Earlier this year the court decided to revoke Schiphol's environmental permit. This permit had been granted in 2023, after which in December 2024 a new requirement was added (the so-called "additionality requirement": investigating whether nitrogen gains must first go to nature restoration). The court ruled that this still had to be done, while clearly noting that Schiphol's application met all conditions and had properly mapped the existing rights and effects of aviation.

Schiphol has rightly filed an appeal against this judgment and asked the Council of State to reinstate the permit at short notice. The Council of State held that there was no urgent interest and rejected the

request. However, Schiphol's main appeal is still pending; I expect that in 2026 the permit will be restored.

In another case Schiphol imposed an area ban on 37 XR demonstrators who, on 8 March, had protested in the airport's secure area. The "Friends of XR" foundation demanded that Schiphol lifts that ban. According to the verdict of the court, the area ban makes demonstrations at the airport "impossible" because of their deterrent effect (isn't that precisely the point..?). The ban also "has major consequences for the demonstrators, as they cannot fly from Schiphol for five or ten years." Excuse me..?? Fundamental rights have limits where safety is at stake. Yet the court ruled that Schiphol was not allowed to impose area bans on XR demonstrators because no "concrete security risk" had been shown — and in previous cases there had also been little or delayed intervention. All this despite the fact that the demonstrators illegally entered the secure area behind customs... and do you remember them destroying the fences at Schiphol-Oost, after which private jets were damaged on prohibited terrain?

Incidentally, and as everybody should, BARIN is pleased that XR will once again be able to fly! 🤗

Take care,

Marnix H Fruitema,
Chairman



European Entry/Exit System to be implemented in October

On October 12th, the Entry/Exit System (EES) will be implemented in the European Union. From that day onwards, non-EU nationals entering the European Union and Schengen countries will have their biometric data stored in the central eu-LISA system.

Incoming passengers from outside the EU need to be informed by their respective governments and the airlines they travel with. The right information is crucial. Amsterdam Airport Schiphol has already provided much information to the airlines operating to and from The Netherlands.

Please [click here](#) to download more information (in English) from the Schiphol website.

Detailed information can also be found on the website of the EU by [clicking here](#).

Schiphol
Amsterdam Airport

Schiphol will not be granted its nature permit at this time

The court revoked Schiphol's nature permit in June 2025. Schiphol appealed against this decision and requested a provisional measure in the meantime. Today, however, the Council of State decided not to grant the provisional measure. The Council of State recognizes that Schiphol needs certainty. However, as there are currently no consequences for the airport operations, the request has been rejected. This means that Schiphol will have to operate without a license while the appeal is pending, which is expected to last until the end of 2026. Schiphol had wanted to avoid this situation.

For more information, [click here](#).



Air Traffic Control The Netherlands (LVNL) appoints Joost Meijs as new CEO

Joost Meijs, current CEO of Maastricht-Aachen Airport has been appointed as CEO of Luchtverkeersleiding Nederland (LVNL) as per 01 November 2025. Non-missionary Minister of Infrastructure and Watermanagement Mr. Robert Tieman appointed Joost Meijs for a period of 4 years. Previously Joost Meijs worked amongst others

as CEO at Eindhoven Airport (2008-2019) and Reina Beatrix Airport in Aruba (2019-2024). As of October 2024, he is CEO of Maastricht Aachen Airport where he is giving direction to lead MAA to a sustainable future. For the press statement by LVNL, please [click here](#).



Eurocontrol improves performance over the June-August period 2025

Compared to the same period last year, Eurocontrol showed a year-on-year traffic increase of 3%, while at the same time realizing an overall reduction in en-route delays of 34%.

Overall, summer performance proved better than expected from an operational point of view, which demonstrates the clear operational benefits of improved planning, coordination and consistent network procedures being applied across European. However, delays remain high and above the target levels, which clearly highlights the ongoing structural lack of capacity.

Please [click here](#) for a detailed report.

Interesting to read

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- Please [click here](#) to download the Bureau Brandeis publication "Greener Skies, higher costs; recent developments in the Dutch aviation sector"
- Please [click here](#) to download the Up in the Sky article 'Waarom vliegtuigcabines zo vaak blauw en grijs zijn'
- Please [click here](#) to download the McKinsey & Co article 'Tariffs and Global Trade; the Economic Impact on Business'



IATA Updates

- Please [click here](#) to read the LinkedIn article "Air Passenger Market Analysis 2025"
- Please [click here](#) to read the IATA publication 'Wings of Change Europe, Brussels, Belgium, 18-19 November'
- Please [click here](#) to read the LinkedIn article 'Passenger and Air Cargo Demand up in July'

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

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Netherlands in the case of foreign based airlines, and hold senior executive management positions in the case of the Dutch-home-based airlines.

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