

Draft– Minutes BGA – 11 September 2025 BARIN General Assembly Confidential

PLACE OF MEETING Radisson Blu Hotel, Boeing Avenue 2, Schiphol-Rijk	DATE OF MEETING 11 September 2025	TIME 16.00 – 17.30 hrs.
MEETING NO. 02/2025	DATE OF ISSUE 16 September 2025	PAGES (incl. this page) 5

ITEM	DESCRIPTION OF ITEM	By
1	Confirmation/Changes Agenda	MF
1.a	<p>The Chairman opens the meeting at 16:00 welcoming all..</p> <p>The Chairman requests all attendants to take note of our rules of engagement as per below and reads these out loud:</p> <p><i>BARIN meetings are being conducted in compliance with the BARIN Code of Conduct.</i></p> <p><i>Pursuant thereto, meetings will not discuss or take action to develop rates or charges, nor will these discuss or take action on remuneration level of any intermediaries engaged in the sales of Air Transportation.</i></p> <p><i>These meetings also have no authority to discuss or reach agreement on the allocation of markets, the division or sharing of traffic or revenues or the number of flights or capacity to be offered in any market.</i></p> <p><i>BARIN-members or observers are aware of their obligation to comply with this BARIN Code of Conduct, and hereby once again reminded that any discussion regarding such matters, or concerning any other competitively sensitive topics outside the scope of the agenda, either on the floor or off, is strictly prohibited.</i></p> <p>The Chairman opens the meeting welcoming 3 new airline representatives being Steven Yit of Singapore Airlines, Anja Lehmann of the Lufthansa Group and Liesbeth Oudkerk of IndiGO.</p> <ul style="list-style-type: none"> • Despite holiday time we had quite a hectic Summer with court cases in some of which BARIN is a party. • We have seen that a judge ruled that Extinction Rebellion demonstrators are able to fly again from Schiphol. • 10 September we have seen a Tweede Kamer Aviation Commission Debate, which gave an idea of the weeks to come; the election campaign has started. <p>On 29th of October national elections will take place and all major political parties issued their programs. Some realistic views were shared, some election promises from different parties are far from realistic. E.g. the proposal to close all regional airports and halve the capacity at SPL.</p> <ul style="list-style-type: none"> • BARIN will share its voice where possible; using media where we can share our view. • SPL had a reasonably good Summer; JUL showed ~7 million pax which is above LY and AUG will be similar. Quality of SPL is OK and will improve further with the investment program of SPL • We have quite a number of events coming up and we'll talk about that later on the agenda. 	
1.b	<p>The Chairman asks if there are any additions to the agenda: Not from the floor, but the Board would like to add the item of vacancies in the BARIN Executive Board coming up. This will be dealt with under item no. 7 AOB.</p> <p>The agenda is approved.</p>	
	Approval of the draft Minutes BGA 5th Sep 12th February 2025	MF
2.a	<p>The Chairman asks the meeting if there are any comments or changes to the draft minutes of the previous BGA held at the 12th of February 2025 as distributed along with the agenda of this meeting.</p> <p>As there are no further comments from the meeting, these minutes are approved unanimously.</p>	
3	Finance	HM
3.a	<p>The Treasurer Helen Malotau reports on the finances:</p> <ul style="list-style-type: none"> • We are having a good year, with all membership fees and Preferred Partner invoices paid. • We welcomed 1 new airline member (IndiGO) and 1 new Preferred Partner (Icon4Us.com) mid-year with pro-rated membership fees for 2025. 	

	<ul style="list-style-type: none"> • Expenses: <ul style="list-style-type: none"> ○ Board expenses and travel expenses are within budget and the expectation for the remainder of the year is that it will continue to be like that. ○ 2 major expenses for event costs being the BBQ and Xmas dinner ○ Legal expenses are larger than budgeted; The Chairman explains that we had quite some costs on the court case regarding the LVB; court cases is not over yet but amount for legal costs is capped and limited to 1/14th of the total sum. ○ This affects our net result negatively with some € 5K; since we saved on some other items ○ But we need to be prudent on bottom-line. Any overdraft are to be taken from our cash reserves. <p>The Chairman states that the BARIN budgets are very small compared to your airline budgets; but still we are careful and we keep a sharp eye on our expenses on your behalf.</p>		
4	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">Schiphol Update</td> <td style="width: 20%; text-align: center;">MF/JH</td> </tr> </table>	Schiphol Update	MF/JH
Schiphol Update	MF/JH		
<p>4.a</p> <p>4.b</p> <p>4.c</p>	<p><u>Update Airport charges and ACM outcome and possible follow-up at CvBB (MF)</u> The Chairman recaps that BARIN and a number of other parties filed an appeal on the 3-year deal on airport charges at the ACM. However, the ACM declined our complaint which is disappointing. The ACM considered the increase of the charges reasonable (even to include again the Corona losses...) and the process as defined in the aviation act correctly followed. Another appeal at College van Beroep voor het Bedrijfsleven which is still pending for a verdict which will only come in 2026. But it puts pressure on SPL to have the aviation act change to come to another form of consultation, which will take some 2-3 years. The SG adds that SPL organizes another Consultation meeting on 24 September to finalize the 2026 charges which were pending due to the ACM-appeal. The meeting is open for joining to every airline but BARIN naturally will be acting on your behalf.</p> <p><u>Update Environmental permit Schiphol (JH)</u> The SG gives an recap of what happened so far: In September 2023 the Minister of LVVN (Food and Agriculture) issued the environmental permit for Schiphol. In December 2024 the additionality principle was added. Some organizations such as Mobilization for the Environment took the Ministry to court to contest the validity of the permit. In June 2025 the District Court in Haarlem ruled that the permit indeed was invalid due to the fact that a new additionality principle had to be taken into account. Any gain on less NOx depositions need to be used for restoring nature first (something that was not common in June when the permit was issued). SPL appealed to this decision at the Council of State requesting to overrule the court's decision by pointing at the imminent risk of having to close the airport. Although the Council of State in her verdict stated that Schiphol has adhered to the right procedures and was not to blame for any flaws, the claim of SPL was not granted since the Government had not yet issued a advice on enforcement of the ruling to the Inspectorate of the Living Environment (ILT). So there was no imminent risk. This verdict was issued in September 2025. In the meantime SPL continues to work on acquiring the right permit and is working actively with the Ministry of I&W and the Ministry of LVVN to get things sorted.</p> <p><u>Solar Park De Groene Energie Corridor (MF)</u> MF explains situation of the solar park underneath some of the runways, blinding pilots while landing at certain angles of the sun at certain times in Fall and Spring. A court-case concluded that all 178.000 panels need to be removed immediately and covered with glare-reflecting foil and re-installed as of January 2026. Marloes van Laake / HV adds that RTM has a similar solar park planned since airports are surrounded by land without houses so ideal place for solar parks. However, she is surprised that there seems no standard ruling in Europe on these solar parks.</p>		

4.d	<p><u>Introduction European Entry/Exit System EES (JH)</u> The SG notes that most airlines will be aware of the fact that as per 12th October, the new Entry and Exit System (EES) for nationals outside the EU and Schengen countries entering the EU must have an upfront digital visa application and their biometrics taken upon arrival. It is up to the airlines transporting these kind of passengers to the EU, to check whether the right formalities were done. There will be a phased introduction and the roll-out to come to 100% EES implementation for all non-EU travellers to adhere to the new EES procedures will be 180 days. So full implementation by April 2026. Given the lively discussion by the members, the project is well-known within the airline community. Schiphol has just sent an invitation for an online workshop to be held at 16 September at 15:00 hrs.</p>	
5	Update The Hague	MF
5.a	<p><u>ATM-reduction to 478K/27K as per 01 NOV 2025 (MF)</u> Once again the Chairman talks about this subject to mention that the court case to request suspension of the reduction of atm's for W25/26 was postponed. The SG adds that there was no imminent slot-shortage for W25/26 due to the fact that airlines (such as PLAY from Iceland who cancelled all flights to AMS) returned enough slots to grant all historic slots to current users. The lawyers of our sector did not see enough ground to go to the Council of State with the current situation as there is no real issue for W25/26. But the situation could change in future.</p>	
5.b	<p><u>LVB (Airport Traffic Decree) (JH)</u> When the noise target of -20% is being met (due to ongoing fleet renewal) the sector has room to grow in atm's again at 50% of the noise reduction gain. The other 50% will be used to actually reduce noise for the environment. It is expected that with the current fleet renewal we can get back at a level of 500.000 movements by 2028/29. More than 500K movements is not possible at this point in time due to the fact that the environmental permit only allows 500K movements. And even this permit is being discussed (See agenda item 4.b). In principle we as aviation sector support above reasoning of the 50/50 share. There are some other initiatives in the new LVB with which we are not happy at all such as the new Noise Measure Points (HandHavingsPunten). These measuring point will be spread out across and around Schiphol Airport introducing new sites and new levels which will create a new discussion between inhabitants and sector parties. Whereas everybody is looking for a solid system instead of starting a whole new debate. Furthermore, the new LVB does not grant the possibility to request an exemption for large runway maintenance and this should be planned within the regular operation. This will lead to shifting of traffic to already heavily used runways and create more noise hindrance for the environment and capacity-cuts for the sector. An unacceptable situation.</p>	
5.c	<p><u>National elections 29 OCT 2025 (all)</u> The Chairman mentions that major political parties by now have shared their election programs; they vary from unlimited growth to closing of regional airports. Both are not very realistic. Depending on what the voters will do, we will have to see what kind of coalition government we will have in the next couple of years. Where we can BARIN will try to influence policies based on facts and not on emotion and we will share our opinion in the media. We will also share this in the upcoming events.</p>	
	Events & Meetings	JH
6.a	<p>The Chairman talks about some 'cool events' coming up. Both from a knowledge point of view as well as from a networking angle. To start with, we have a golf event with our Preferred Partner CERTA Advocaten coming up. We have a 9-holes competition for the more experienced golfer as well as a clinic for beginners and non-golfers.</p>	

<p>6.b</p> <p>6.c</p> <p>6.d</p>	<p>The event will be held in the afternoon of 25th September. As subscriptions are still low, we urge you all to sign up for this good networking fun event.</p> <p>Then on the 2nd of October we are organizing a symposium together with our Preferred Partner ANVR on the state of aviation in The Netherlands. It will be held at the premises of Transavia at Schiphol-Oost and we have a number of very interesting speakers and panellists lined up for you. You are urged to register for this event.</p> <p>On the 26th of November we are organising a knowledge session together with parties such as Elysian and NLR on electric flying and the future of aviation. This session will be including young engineers from the generations who will primarily flying with new technology aircraft and is being held at the NLR (Nationaal Lucht & Ruimtevaart Laboratorium) in Amsterdam. Invitations will be sent out soonest.</p> <p>Last but not least, we are planning our annual BARIN Christmas Dinner on Monday evening 8th December, again at the Schiphol Hilton. Final invitation to be sent out nearer to date.</p>	
<p>7</p>	<p>AOB</p>	<p>All</p>
	<p>There are no additional topics raised by the meeting.</p> <p>The Chairman mentions that since Christian Stenkewitz of Singapore Airlines was transferred to KUL we have a vacancy in the BARIN Executive Board (BEB) as of the BGA in January 2026. Furthermore, by the end of 2026 BEB—member and Treasurer Helen Malotaux will be stepping down and we will be looking for a candidate with a financial affinity as per the BGA of September 2026.</p> <p>Candidates who are interested are requested to come forward and contact the Chairman or the SG.</p>	
<p>8</p>	<p>Introduction Radisson Blu Hotel by GM Joost Plantaz & team</p>	
	<p>Unfortunately the GM of the Radisson Blu, Mr. Joost Plantaz had to report sick, so no further introduction from the hotel was done. Sales staff from the hotel will be available during the BBQ.</p>	
<p>9</p>	<p>Closing</p>	
	<p>The Chairman closes the meeting at 17:15 inviting all members to join the BBQ which will be held indoor, downstairs. We will be some 80 people in total.</p>	

Next BGA

Jan/Feb 2026

Location to be advised