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FLASH UPDATE 4 FEBRUARY 2026

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

White smoke. Not in Rome, but in The Hague. Last Friday, January 30, the three coalition parties , D66, CDA and VVD presented their coalition agreement. Clear choices are being made. For our industry, however, the outcome is a mixed bag. A healthy aviation sector and a strong airport are essential for a healthy economy. This has been clearly confirmed in the report by Peter Wennink: if Schiphol shrinks, the Netherlands risks losing its attractiveness as an international business hub. It is therefore encouraging that the Cabinet has embraced this message. Recognition of the direct link between our investment climate and aviation is crucial , especially at a time when that climate has seen better days.

The long-awaited opening of Lelystad Airport for commercial aviation, after more than a decade of delays and hundreds of millions in investment, is another positive and logical step forward.

It is also reassuring that both the government and the House of Representatives (Motion Goudzwaard) acknowledge that aviation taxes must remain aligned with those in neighbouring countries. In our view, this should logically mean reconsidering the long-distance tax.

The agreed cap of 478,000 flight movements, with the possibility to grow back to 500,000 if proven noise reduction is achieved (15%+5%), should remain in place. After all, the objective should be noise reduction, not less flights.

However, the proposal to consider a night closure of Schiphol came as both a surprise and a disappointment. Such a measure would create disruption far beyond our borders, from Brussels to Washington and would disproportionately affect leisure carriers and cargo operators.

We also regret the absence of a concrete action plan and investment strategy for Sustainable Aviation Fuel. Many other countries are already taking the lead in this area. All in all, there are positive developments, but what is still missing is a coherent, forward-looking plan.

Take care,

Marnix H Fruitema,
Chairman



Government of
the Netherlands

New Cabinet shaping form by publishing coalition agreement

ILast Friday January 30th, the 3 coalition parties D66, CDA and VVD released their coalition agreement called "*Aan de slag. Bouwen aan een beter Nederland*". Massive investments in our national defence are proposed as well as a large investment in battling the NOx-depositions. For our industry the coalition embraces the fact that aviation is crucial to our economy, but at the same proposes a possible night

curfew at Schiphol Airport, which would hurt our economy tremendously. Especially the cargo-operators as well as leisure airlines will be damaged disproportionately.

To download the entire coalition agreement, please [click here](#).



New cabinet takes a decision on opening Lelystad Airport

After fierce investments in Lelystad Airport and after years of political debate, the new Cabinet to be, has finally taken the decision to fully open Lelystad Airport. The Royal Dutch Airforce will be granted space at Lelystad Airport to station and deploy the F-35 fighter jets. But -as per the precondition always set by the Provincial Government of Flevoland- this can only be done if at the same time the airport will also be opened for commercial aviation. This has now been decided with a maximum of 10.000 commercial air traffic movements.



Evaluation of winter disruptions

Together with the various chain-partners in the *Operationeel Schiphol Overleg* (OSO), Amsterdam Airport Schiphol has started identifying the lessons learned and the next steps Schiphol has also engaged with the ground handling companies. The lessons learned will focus on the present, the upcoming winter season, and the medium term. In addition, KLM and Schiphol have commissioned Oliver Wyman to perform an external review. Schiphol and KLM will make sure the input from the OSO and handler meetings will be included as well. The findings and recommendations are expected to

be shared with the Ministry of Infrastructure and Water Management by the end of March.

Interesting to read

Interesting to read

- Please [**click here**](#) to download the Up in the Sky publication 'Dit wil het nieuwe kabinet met Schiphol en de luchtvaart'
- Please [**click here**](#) to download the Up in the Sky publication 'Nieuw kabinet wil nachtsluiting Schiphol. Kan dat?'
- Please [**click here**](#) to download the ACN publication 'Luchtvracht; de strategische motor van Nederland onder druk.'
- Please [**click here**](#) to download the Barclays publication ' European Airports – Fraport and ADP preferred names'



IATA updates

- Please [**click here**](#) to read the IATA publication 'IATA Monthly Newsletter'
- Please [**click here**](#) to read the IATA LinkedIn post '5 Key Risks that Shape 2026'

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.

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