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FLASH UPDATE 11 MARCH 2026

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

Over the past forty years Qatar Airways, Etihad Airways, and Emirates have built impressive global hubs in Doha, Abu Dhabi, and Dubai. Together, these hubs handle around 200 million passengers annually and connect hundreds of destinations across all continents. Also more than 100 airlines operate from these three major aviation gateways. Unfortunately, all of them are now heavily affected by the conflict in the Middle East, the Gulf carriers in particular.

Conflicts in the region are not new; we have seen them before. However, this time the tension affects the broader Middle East, which has a severe impact on fuel prices. Last Monday, a barrel of Brent Crude Oil peaked at USD 119.46. In many markets, jet fuel prices have increased by more than 100% due to concerns about supply through the Strait of Hormuz. Of course, the bottom line of every airline partly depends on its hedging strategy, a financial

instrument used to limit the risks of price fluctuations.

Airlines are not the only ones affected. The entire aviation and travel chain feels the impact, from airports and ground handlers to hotels and tourism destinations, from Zanzibar to Bangkok. There is enormous uncertainty about where and when fuel prices will peak and how long they will remain at elevated levels. At the same time, there is uncertainty about the scale and duration of possible windfall gains for some airlines through higher cargo rates and increased demand on Asia and Africa routes due to operational constraints faced by the Gulf carriers.

Consumer confidence to travel will also be affected. In the short term, European airlines may benefit somewhat from the situation. But history tells us that once military tensions the air campaign over Iran, slow down or cease, demand will quickly return and jet fuel prices will fall again. We already see this week that oil prices go down, but the trend remains volatile. The airline market continues to grow despite geopolitical conflicts. Passenger demand will keep increasing, and the three Gulf hubs will reclaim their position.

For our Dutch “know it all” friends one point is worth remembering:

Amsterdam Airport Schiphol on the one hand and the Gulf hubs — Doha, Abu Dhabi, and Dubai — on the other are communicating vessels. If something decreases in one place, it increases in another — and vice versa...This is also valid for Brussels and Düsseldorf.

Last minute:

The Council of State (Raad van State) announced this morning its ruling on the decision of the Minister of Infrastructure and Water Management to amend the Schiphol Airport Traffic Decree. This decision by the Minister of Infrastructure and Water Management stipulates, among other things, that the number of aircraft movements at Schiphol will be capped at

478,000 per year as of 1 November 2025, of which a maximum of 27,000 may take place at night. Sixteen parties have filed appeals against the decision, including seven airlines and interest groups, including BARIN, as well as local residents. BARIN has taken note of the ruling by the Council of State of the Netherlands in which the accelerated Airport Traffic Decree has been annulled. The Council of State concludes that the state acted with insufficient care in its reasoning. We underline the importance of a legally sound approach, which is necessary for all parties involved. BARIN urges clarity for airlines and residents through a carefully considered decision.”

Take care,

Marnix H Fruitema,
Chairman

Raad
vanState

Council of State annuls capping of air traffic movements in Airport Traffic Decree

As per the message above the Council of State ruled on 11th of March that the state acted with insufficient care in its reasoning to cap the air traffic movements at Schiphol at 478.000 per annum. A new procedure to come to a legally sound Airport Traffic Decree (LVB) is required. As far as capping of the night at 27.000 movements, the Council of State ruled that until a final LVB comes into force this number shall be adhered to.

To read the entire verdict, please [click here](#).



Impact on the global airfreight-chain due escalation of the Middle-East conflict

In last week's ACN newsletter, Air Cargo Netherlands published an interesting article (in Dutch) on the

impact on the global airfreight-chain following the escalation of the conflict in the Middle-East. A publication we gladly share with our readers.

Please [click here](#) to download the article.



Airline industry calls for relaxation 100% compliance European Entry/Exit System

In separate pleas to EU Commissioner of Internal Affairs and Migration Mr. Magnus Brunner, both a coalition of A4E, ACI and IATA as well as the European BAR's expressed their concern about the readiness of IT-systems needed for 100% implementation of the European Entry/Exit System (EES) for non-EU nationals entering the EU. As per the 9th of April 2026, 100% compliance by the border police in EU member states is required, however various national government bodies have declared that this will lead to severe congestion at EU-airports.

With the Summer season nearing, aviation representatives are expecting waiting-lines up to 6 hours for incoming non-EU travellers. This is unacceptable. Hence, a plea to allow using Article 9 of the Agreement to bring more flexibility into the implementation of EES was sent.

You may [click here](#) to download the A4E/ACI/IATA letter and [click here](#) to download the European BAR's letter.



Schiphol executes maintenance work at taxiway B

From 9 March to 12 April, maintenance activities will take place on taxiway B between intersections A22 and A25. During this period, runway exit W7 (runway 18C) will be unavailable. Throughout the works,

aircraft with a wingspan greater than 65 meters will be guided by a marshaller while using the adjacent taxiway A between A22 and A25.

Please [click here](#) to download the map.



Last week of February shows slight decrease in daily flights

In Week 9, the European aviation network recorded an average of 26,421 daily flights, a slight decrease of 0.3% compared to Week 8, as major airspace closures at the end of the week saw the flow between Europe and the Middle East drop by 66% on 28 February and 1 March compared to 2025, and for the entire week, -25% vs Week 8. Air traffic levels overall, however, remained up year-on-year at 1.7% higher than the same period in 2025.

To stay informed on the developments of European Air Traffic Control, please visit the [Eurocontrol website](#).

Interesting to read

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- Please [click here](#) to read the IATA Airlines Magazine
- Please [click here](#) to read the IATA LinkedIn publication '2026 Begins with a 3.8% Passenger Demand Growth; Cargo Demand Up 5,6%'



IATA updates

- Please [click here](#) to read the IATA LinkedIn post 'This Is An Extraordinary Time To Be

Joining The Aviation Industry'

- Please [click here](#) to read the IATA publication 'Airports and Airlines Call for Immediate Schengen Entry/Exit System (EES) Review Ahead of Peak Summer Months Traffic

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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