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Dear Léon Jansen ,

BARIN attended the Airlines for Europe (A4E) conference in Brussels last week. Aviation, still one of Europe's greatest success stories, delivers over €1 trillion to the economy and keeps the continent connected in an increasingly fragmented world. What stood out? Most European countries get it! They actively strengthen their aviation sectors through lower taxes, serious investment in airport infrastructure, flat competitive airport charges and accelerating SAF. They understand a simple truth: aviation is not a problem to contain, but an engine to enable.

Then there's the Netherlands.

Rising charges at Schiphol. Endless political debates about cutting flights. Additional taxes on long-haul travel. While others invest and compete, we hesitate, restrict, and debate.

The result? Growing disbelief across Europe.

One remark during the conference captured it perfectly:

“Do you guys live in a shoebox?”

Take care,

Marnix H Fruitema,
Chairman



Welcome back Kenya Airways

After a period of 5 years when Kenya Airways (KQ) was forced to pause their membership due to the COVID-19 pandemic, Kenya Airways re-joined BARIN as per January this year. Welcome back!

Amsterdam Airport Schiphol has long served as a key European gateway for Kenya Airways. Historically, the airline has operated daily flights between Amsterdam and Nairobi, thereby facilitating both business and leisure travel to East Africa. Kenya Airways also maintains a local presence at Amsterdam Airport Schiphol, including an office and a customer service contact point for passengers in the Netherlands.

Please [click here](#) to download Kenya Airways' company profile.



Rapid changes in fuel prices qualify as shocks and are hard to adjust to

Jet Fuel is the highest cost for airlines (along with labour), and fluctuations in fuel prices have an important effect on the airline industry's profitability. However, the pace of change tends to matter more than the price level. Rapid changes qualify as shocks and are hard to adjust to.

To read more, please [click here](#).



Amsterdam Airport Schiphol shares update on EES

On March 19th Schiphol issued an update on the further implementation of the Entry & Exit System for non-EU nationals entering the EU. The EES Regulation (the European law establishing the system) requires 100% EES registration from 9 April 2026.

However, due to technical challenges in the development of national ICT systems for EES, the Netherlands is behind the European schedule. To work towards this in a responsible manner, Schiphol has developed an updated plan together with the government.

To read more, please [click here](#).



Directors' Liability for Cyber Incidents in Aviation: Closer than you think

Airlines are among the most digitally dependent businesses in the world. From flight planning and maintenance systems to crew management and passenger data: virtually all core processes are ICT-driven. That makes the sector an attractive target for cyberattacks. Less well known is that a cyber incident may have not only operational or financial consequences, but also result in personal liability for directors.

Please [click here](#) to read the paper on "Directors' liability for cyber-incidents in aviation" by BARIN's Preferred Partner De Clercq Attorneys & Notary or visit their [website](#).

Interesting to read

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- Please [click here](#) to download the Up in the Sky publication 'Rotterdam Airport gaat 's nachts bijna helemaal dicht'
- Please [click here](#) to download the McKinsey & Company publication 'Booking Holdings' CEO on building the world's largest travel platform'



IATA updates

- Please [click here](#) to read the March IATA Airlines Magazine
Please [click here](#) to read the IATA LinkedIn publication 'Understanding the role of agentic AI & Air Travel to More Than Double by 2050'

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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