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FLASH UPDATE 20 APRIL 2026

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Dear BARIN Web,

BARIN issues this Special Flash Update at a critical political moment. This week, Parliament debates on the future of our sector, while on the very same day, April 21 EU Transport Ministers meet to confront the escalating crisis in the Middle East and its direct consequences for European connectivity and our economic resilience.

Let us be clear: airlines are operating under extreme and deteriorating conditions. Fuel supplies are uncertain, prices have surged to unprecedented levels, and volatility linked to tensions around the Strait of Hormuz continues to threaten stability. These are not temporary disruptions—they represent a structural shift that policymakers cannot ignore. Against this backdrop, any decision to increase — let alone triple — ticket taxes is not just ill-timed, it is economically and politically indefensible. This policy originates from our former

government, during a completely different geopolitical reality, when kerosene prices were less than half of today's levels. Persisting with an increase of taxes now would amount to knowingly undermining the competitiveness of the Dutch aviation sector.

Other European governments are making different, and more responsible choices. Germany and Sweden have already moved to reduce or abolish ticket taxes, recognising the need to protect connectivity, economic activity, and consumers. If the Netherlands refuses to adjust course, it will isolate itself and actively drive traffic across the border to airports such as Düsseldorf Airport and Brussels Airport.

It is therefore deeply concerning that the Kennisinstituut voor Mobiliteitsbeleid (KiM) continues to underestimate these cross-border dynamics. Ignoring the reality of Dutch travellers departing via Germany and Belgium is not sound policy analysis; it is wilful blindness. BARIN calls on The Hague to show political leadership. In times of crisis, government must stand alongside a sector that is vital for trade, tourism, and strategic connectivity, not burden it further with outdated fiscal measures.

In addition, we urge immediate clarity on regulatory flexibility. Airspace closures linked to conflict must be recognised as justified non-use of slots (JNUS), ensuring airlines are not penalised for circumstances beyond their control. A temporary waiver of slot usage rules (the so-called "80/20-rule") is equally essential if fuel shortages and airspace restrictions persist.

Finally, we call on both the Dutch government and the European Union to move beyond slow, procedural responses. This is a moment for decisive, coordinated action. Europe cannot afford fragmentation, nor can the Netherlands afford to act in isolation. The choices made now will determine whether the Netherlands remains a competitive

aviation hub, or consciously prices itself out of the market.

Take care,

Marnix H Fruitema,
Chairman



Airlines For Europe (A4E) writes letter to EU Transport Commissioner regarding Middle-East crisis

In a letter dated 14th April, Airlines for Europe (A4E) strongly urge the European Transport Ministers as well as the EU-Commissioner for Transport and Sustainable Tourism to take measures to mitigate the impact of the Middle-East crisis and subsequent concerns for ample fuel supplies. In a three-point action plan a call is suggested to monitoring as well as future-proofing the jet fuel supply across Europe and to apply regulatory alleviation in terms of granting Justified Non-Use of Slots for both restrictions in flight-operations due to airspace closures as well as fuel scarcity.

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



Sweden's Transport Minister explains why Sweden abolished the aviation tax

In a video message during a conference 2 weeks ago, the Transport Minister of Sweden, Mr. Andreas Carlson explains the importance of aviation in connecting communities and supporting economies around the globe and hence why Sweden has decided to abolish aviation taxes. These taxes are counter productive and create obstacles for travel en transport.

Please [click here](#) to watch Mr. Carlson's message.



Analysis on KiM report on increase aviation tax in The Netherlands

On March 24th the Netherlands Institute for Mobility (KiM) issued the report on a study executed at the request of the Ministry of Infrastructure and Watermanagement on the effect of traffic leakage to neighbouring countries due to the increase of Dutch aviation taxes. We find the conclusions of this study highly disputable and kindly refer to our analysis which you may [find here](#).



Entry/Exit System (EES creates long waiting times at border control

Across Europe, border control of non-EU travellers entering the European Union is causing long delays due to 100% biometric border checks under the new Entry and Exit System as per April 10th last. This results in unacceptable long waiting times for passengers, delayed flights and many passengers missing their flight or misconnecting to their transfer flight. Warnings that IT-systems were not stable and ready were given beforehand. In a call with the ministry of Justice on April 7th confirmation was given that the Royal Military Police (KMar) was authorized to halt the 100% biometric screening if waiting lines were becoming too long. We are calling upon the responsible bodies to monitor the situation closely and act where necessary. We will be requesting updates from Schiphol and will keep you informed.

Please [click here](#) to read our joint BAR-Eu letter the European Commission and you may [click here](#) to read the reply letter from the Commission.



Schiphol releases 2025 BAS-report with steep reductions of nose complaints

Last week Schiphol published the 2025 report on complaints of people living in the Schiphol area which are reported through the website Bewoners Aanspreekpunt Schiphol. These are the following highlights. Compared to 2024, the number of people complaining from the focus group dropped significantly by 11%, whereas the number of complaints even dropped by 15% from 235.285 to 200.504. The number of people who complained more than 500 times (*veelmelders*) increased by 7%. The total number of commercial air traffic movements increased by 1,4% to 477.065 (of which 25.508 during the night. As in previous years, most complaints came in regarding the Boeing 747-400.

Please [click here](#) to read the full report.

Interesting to read

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- Please [click here](#) to download the Up in the Sky publication 'Paspoortcontrole op Nederlandse luchthavens is veranderd'
- Please [click here](#) to read the LinkedIn publication by Koen Karsbergen-Aviation Strategy Consultant on 'How airlines make a profit'



IATA updates

- Please [click here](#) to read the IATA Monthly Newsletter April 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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