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FLASH UPDATE 8 APRIL 2026

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

Last week, the Ministry of Infrastructure and Water Management published the first results (with two more measurements to come) of its noise reduction action plan around Schiphol Airport; the so-called “Balanced Approach package” aiming at 15% noise reduction.

The outcome?

Night-time noise targets are already being met.
Daytime is moving in the right direction.

Even more striking: the tariff differentiation mechanism—penalising noisier aircraft, is outperforming expectations. Airlines are responding faster than anticipated. Quieter aircraft are replacing louder ones.

In other words: it’s getting quieter around Schiphol.

And the proof? Complaints.

Data from Bewoners Aanspreekpunt Schiphol (BAS) shows that night-time noise complaints dropped by nearly 50% in November and December 2025. Fifty. Percent.

So let's be clear: the measures are working.

The Board of Airline Representatives in the Netherlands expects all targets to be met by November 2026. That should be the foundation for a rational, fact-based discussion about the future of aviation in the Netherlands.

But instead, we risk doing the exact opposite.

The sector is being squeezed from all sides: rising kerosene prices, excessive airport charges at Schiphol, and now the threat of a new long-haul tax. The Netherlands will become the most expensive aviation country in Europe due to the stacking of taxes and charges!

Meanwhile, in Germany, the CDU/CSU and SPD are moving to lower ticket taxes to strengthen connectivity and competitiveness. Sweden has recently even abolished its national ticket tax for the same reasons.

The contrast could not be sharper.

At some point, The Hague has to face the facts.

If we genuinely care about reducing impact and maintaining connectivity from the Netherlands to the rest of the world, we should reinforce what works, not undermine it, just as it starts delivering real, measurable results.

Take care,

Marnix H Fruitema,
Chairman



First results Monitoring Balanced Approach Schiphol published by To70s

Last year the Minister of Infrastructure and Watermanagement implemented a system to monitor the noise reduction around Schiphol Airport as per 01 November 2025. Reduction of noise is to be gained by two major game-changers: tariff differentiation for noisier aircraft and subsequent deployment of quieter aircraft.

For more information and to read the full report please click on [this link](#).



Results of BAS-reporting Q4-25 show a drop in number of complaints; trend continues in Q1-26

Complaints by people living around Schiphol Airport has dropped significantly at all Cluster runways except at Cluster Zwanenburgbaan in Q4, 2025. One of the reasons of a sharp increase at the Cluster Zwanenburgbaan lies in the various runways were used differently due to maintenance. The Oostbaan was used more often for incoming traffic, whereas the Buitenveldertbaan and Zwanenburgbaan were used more for outgoing traffic.

Please [click here](#) for the report over Q4-2025.

Overall we see a trend of a reduction of complaints in line with the reduction in noise as per the above article. This trend continues in Q1-25;

Please [click here](#) for the report over Q1-2026.



Eurocontrol reports an overall increase in traffic of 2% but Middle East down by 51%

The network recorded 27,784 daily flights in Week 13, an increase of 2.5% from Week 12, and 2.0% higher than in 2025, as we enter the 2026 summer season (which began on Sunday). Year-on-year traffic flows were up in all regions except between Europe and the Middle East, which remained heavily affected, down 51% compared to the same week in 2025.

To read the full report, please [click here](#).



Travel Agency Association ANVR takes next step in legal battle against ban on air holiday advertisements in The Hague

As of last year, the city of The Hague has put a ban on advertisements in public spaces of products using fossil fuels and aviation / air holidays is one of those sectors. In a Summary Proceeding last year the judge stated that The Hague was entitled to take this action. The Dutch Travel Agency Association ANVR has now decided to start a so-called 'Substantive Procedure' (*bodemprocedure*) since ANVR is of the opinion that the ban is in conflict with both national and European legislation.

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

Interesting
to read

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- Please [click here](#) to download the Up in the Sky publication 'Schiphol wordt stiller'
- Please [click here](#) to download the McKinsey & Company publication 'The Future of Airports; Seamless, Automated and Personalized'

- Please [click here](#) to download the Future Travel Experience publication '4 Airlines that are taking personalisation to the next level'
- Please [click here](#) to download the Condé Nast Traveller publication 'Will flights be cancelled due to fuel shortage?'
- Please [click here](#) to download the Up in the Sky publication 'Reclame van vliegvakanties; ze gaan door tot het verboden is'
- Please [click here](#) to download the BBC publication 'Prepare for future - How a prolonged Middle East conflict could reshape how we fly'



IATA updates

- Please [click here](#) to read the IATA LinkedIn publication 'Air Cargo Demand Up by 11,2% in February'
- Please [click here](#) to read the IATA LinkedIn publication 'February Air Passenger demand grows 6,1%'

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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