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# FLASH UPDATE

Date: 20 May 2026

Edition 10/2026



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

A bit like an ostrich burying its head in the sand while grinning at reality.

The Maatschappelijke Raad Schiphol (MRS), “representing inhabitants living in and around Amsterdam Airport Schiphol”, and some environmental organizations once again plead for a full night closure of the airport: zero flights between 23:00 and 07:00. They also consider a cap of 478,000 flights too high. In other words: reduce flights during the day, ban flights during the night — irrespective of actual noise targets. Their request is not new. It is repeated time and again, irrespective of the fact that noise reduction targets during the night are already being met

and irrespective of the legal and practical difficulties of closing a major European hub airport during the night.

What is regrettable is that the MRS rarely addresses the consequences of such a closure. Tens of thousands of people living and working in and around Schiphol would feel the impact: fewer jobs, reduced connectivity, weaker business climate and potentially depreciation of homes and local economic activity.

That said, their objective is understandable — and one we share: less noise. The important point, however, is that progress is already being made. Government night-noise targets have been met, and this is not the end of the story. More noise reduction is still to come. Amsterdam Airport Schiphol introduced differentiated airport tariffs in 2024: the noisier the aircraft, the higher the charges. That policy is already accelerating the deployment of quieter aircraft types. Airlines have also invested around €700 million in insulating tens of thousands of homes around Schiphol against aircraft noise.

And then there is the economic reality. A full night closure would seriously undermine the business model of many airlines that depend on early morning departures/arrivals, and late evening arrivals/departures, to operate profitably. So, if you plan to fly from Schiphol to Santorini, Faro, Ibiza, Samos, Palermo, Naples, Palma, Valencia, Gran Canarias, Sevilla, to name a few, please don't. Schiphol is closed between 23:00 and 07:00. Arriving from Tenerife, Casablanca, Hurghada, Cairo, Kos, Bari, Antalya, Seoul, Boston, New York, Atlanta, Toronto, Paramaribo, Accra, etc? Please book Brussels, Düsseldorf or another competing airport instead. Schiphol is closed.

One wonders whether the tens of thousands of passengers — and indeed many residents around Schiphol — would remain equally enthusiastic about the proposal to close the airport, once they realise that aircraft noise is already declining and technology continues to make aviation quieter year after year.

Take care,

Marnix H Fruitema,  
Chairman



## BARIN sends letter to Finance Minister Heinen on differentiated aviation tax

BARIN once again stressed the importance of securing a European level playing field when it concerns aviation taxes. We are not against a differentiation of taxes per se, however we see large differences in the levels in surrounding countries. By creating such a big difference in aviation taxes, we are not only driving Dutch passengers across the border to either Dusseldorf or Brussels but also Dutch jobs. We'd rather see larger investments in and by our sector to help reduce emissions than reducing the capacity to earn money which is needed to reinvest in sustainable aviation. Hence, BARIN wrote a letter on Friday 15th May to Finance Minister Heinen with the request to be very prudent when increasing taxes and bring taxes in line with European averages.

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

## ANVR KLM CORENDON TRANSVIA & TUI call upon Dutch cabinet to bring aviation taxes in line with EU average



On Monday 18th May, Dutch travel agent and tour-operator organizations ANVR together with KLM, Corendon, Transavia and TUI published the results of a survey amongst more than 1.000 people on the expected effects of the intended increase of aviation taxes as per January 2027.

Two-thirds of the Dutch population is worried about the overall affordability of air holidays from The Netherlands in case the aviation taxes do increase. At the same time 71% of the respondents are of the opinion that holidays by plane should remain accessible to people with a lower income.

Please [click here](#) to download the press release by ANVR and [click here](#) for the visual of the survey results.



- Please [click here](#) to download the Luchtvaartnieuws.nl publication 'Kerosineproducenten verwachten in Europa geen tekorten'
- Please [click here](#) to download Up in the Sky publication 'Transavia CEO bezorgd: het gaat ook over familie en werk'

## IATA Updates

- Please [click here](#) to read the IATA LinkedIn post 'How the industry is preparing for supply disruptions'
- Please [click here](#) to read the IATA Monthly Newsletter May 2026



## BARIN Preferred Partners



### About BARIN

BARIN is the industry association representing the interests of airlines in The Netherlands.

### Contact information

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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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