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FLASH UPDATE

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

Clear Skies, Quieter Flights: Why Facts Matter in the Schiphol Noise Debate

"It is true: new aircraft are demonstrably quieter around Schiphol." This recent headline from the daily newspaper Het Parool is a breath of fresh air. In a debate so frequently dominated by emotion, this article stands out by anchoring itself firmly in data. Noise pollution is undeniably a critical issue surrounding Schiphol Airport, and rightly so. Unfortunately, the data is too often manipulated by various stakeholders, including political parties, to suit specific narratives. When we look at the actual numbers, however, a different story emerges.

The Data Behind the Noise Reduction

Thanks to targeted measures from both the government and Schiphol, such as capping night flights and levying significantly higher fees on louder, older planes, progress is being made.

Consider the following:

- **Fewer Highly Affected Residents:** The number of people classified as "severely nuisanced" (ernstig gehinderden) dropped from 180,000 in the year 2000 to 100,000 in 2024. Remarkably, this reduction occurred despite an overall increase in total flight movements.
- **Fleet Renewal:** Airlines are increasingly deploying next-generation, quieter aircraft.
- **Measurable Progress:** As Het Parool highlighted, aircraft noise dropped by 2.09 decibels last year alone. To put that in perspective, a 3-decibel drop represents a 50% reduction in noise levels.

This downward trend proves that the current targets are not just aspirational, they are entirely achievable. But to keep moving forward, the public discourse must rely on objective metrics rather than wilful misinterpretations.

Finding common ground in a polarized world. While managing noise is vital, the aviation industry's broader environmental footprint requires equally objective, collaborative solutions. A few months ago, BARIN and the environmental organization Natuur & Milieu sat down to discuss their starkly differing views on aviation. Despite those differences, the dialogue focused on finding common ground, a rare and vital achievement in today's polarized climate. The clear winner of that discussion was **Sustainable Aviation Fuel (SAF)**. Just this week, BARIN, Natuur & Milieu, and KLM stood together in The Hague to jointly plead for a massive upscaling of E-SAF production. They say you should never waste a good crisis. By aligning industry realities with environmental urgency, we can ensure that the future of aviation is not only quieter, but also cleaner.

Take care,

Marnix H Fruitema,
Chairman

We strongly encourage you to read the article by Herman Stil (what's in the name) in Het Parool. The article stands out for its factual approach and the wealth of valuable data it provides on the subject.



Inspectie Leefomgeving en Transport
Ministerie van Infrastructuur en Waterstaat

Minister of Infrastructure & Watermanagement sends reaction on Environmental Impact Analysis to House of Representatives

On Friday 19th of June, Minister Vincent Karremans of I&W sent his [reaction](#) on the advice of the Commission who executed the Environment Impact Analysis (Commissie MER – Milieu Effect Rapportage) to the House of Representatives. In his reaction the Minister acknowledges the advice of the Commission to review the Analysis, in order to validate a comparison of the effects on the legal reference and a supporting reasoning of the boundaries, targets and the target-range. In the [memo](#) describing the revision of the MER, the main targets of the revision described are:

- Transparency on the choices and starting points for both the MER and the LVB (Airport Traffic Decree)
- Clear substantiation to describe how and how far the targets for protection of the environment are being met
- Execution of a wider alternative-investigation
- Using the referential situation of the LVB 2008 not only in the main report but also to determine a new referential situation in the LVB 2008 with a higher number of air traffic movements
- Execute various additional analysis on environmental- and noise-effects, also after 2030.

BARIN, KLM and Natuur and Milieu publish position paper on E-SAF

In a joint initiative of BARIN, KLM, Natuur & Milieu (supported by Natuur & Milieu Federatie Noord Holland, Schiphol, SkyNRG and Power2X) a [position paper](#) was offered to Members of the

House of Representatives during a breakfast session in The Hague on Tuesday 23rd June.

The three initiators plea for an upscaling of E-SAF production in The Netherlands with a clear and unambiguous request to the Dutch Government and policy makers: Give more support to the production of E-SAF by financial as well as regulatory stimulation of the building of production facilities. A contemplation of the current state and the future outlook on a more sustainable aviation sector was presented by Ir. Joris Melkert of the Technical University in Delft followed by a lively discussion with the MP's and policy officers.



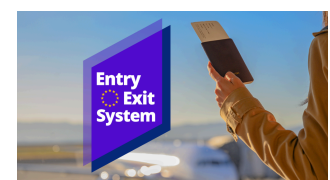
VNV and NVLT submit letter to Ministry of Infrastructure & Watermanagement on pilot-licensing delays

In a [letter](#) to the Minister of Infrastructure & Watermanagement the Dutch Pilot Association (VNV) and the Dutch Association of Aviation Technical personnel (NVLT), both organizations stress the urgency of speeding up the validation of Pilot Licences as well as Aircraft Maintenance Licenses by the Inspectorate of the Living Environment and Transport (ILT). In some cases ready-to-fly pilots who have successfully completed their pilot training are already waiting for the validation of their license since December 2024! With the Summer peak coming up clearing this backlog at the ILT is more than urgent.

Update on European Entry/Exit System

The disruptions in the implementation process of the new Exit/Entry System as initiated by the EU are ongoing. These disruptions are primarily caused by IT-malfunctions and we have been informed that the IT-issues are now all being identified and that hick-ups in the biometric scanning of incoming non-EU nationals should not lead to disruptions during the Summer peak. However no guarantee was given by the authorities.

BARIN regrets the situation which has created chaos and unacceptable waiting times for transfer passengers. We keep on putting pressure on all relevant government bodies (both on a



national and a European level) to delay the 100% compliance-deadline of 6 September with at least 6 months.



Interesting to Read

- Please [click here](#) to download the Het Parool publication 'Het klopt; nieuwe vliegtuigen zijn aantoonbaar stiller rondom Schiphol'
- Please [click here](#) to download the Up in the Sky publication 'Chaos op Europese vliegvelden; wachttijden 2 tot 3 uur'
- Please [click here](#) to download the De Telegraaf publication 'Schiphol waarschuwt voor lange rijen deze zomer: 'De huidige situatie is onhoudbaar''

IATA Updates

- Please [click here](#) to read the IATA publication 'IATA launches "Save a life not a bag" Passenger Safety Campaign'



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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