



FLASH UPDATE

Date: 23 September 2026

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

P&Q: Price and Quantity

BARIN is disappointed that Parliament has rejected the motion to reduce aviation taxes on short- and medium-haul flights (see article below), despite the commitment in the coalition agreement to work towards greater harmonization of ticket taxes across the EU.

Travellers staying in Amsterdam are already confronted with one of the highest levels of aviation and tourism taxation in Europe. The pressure is increasing. The municipality of Amsterdam is proposing to raise the tourist tax from 12.5% to 20%. On top of this, VAT on hotel accommodation has increased from 9% to

21%. And another monopolist, Air Traffic Control The Netherlands (LVNL) has the second highest charges in Europe.

Meanwhile, Schiphol remains the most expensive airport in Europe. Amsterdam and Schiphol seem to be overlooking a fundamental economic principle: P&Q: Price and Quantity. Increasing the price of a product or service does not automatically mean higher total revenues. Even not for monopolists. The crucial question is what happens to demand. How many travellers will still choose Amsterdam? And how many airlines will continue to operate to and from Schiphol if the cost of doing business keeps increasing?

Amsterdam and Schiphol are competing for travellers, airlines, investments and connectivity with other European destinations. Travellers and airlines have a choice. If prices continue to rise while competing destinations remain more attractive, demand will inevitably be affected. The question, therefore, is not simply how much more revenue can be generated per traveller or per flight, but how many travellers and flights will remain. This is the essence of P&Q: a higher price may generate more revenue per unit, but if the quantity falls sufficiently, total revenues can ultimately decline.

That is a risk Amsterdam, Schiphol and the Dutch Government should take seriously before adding yet another layer of taxation and charges to an already expensive aviation market.

Take care,

Marnix H Fruitema,
Chairman

Raad
vanState

Council of State advises positive on Airport Traffic Decree Schiphol

The Council of State (Raad van State), the major legislative advisory council of the Government has issued a positive advice on the proposed new Airport Traffic Decree (Luchthaven Verkeers Besluit - LVB) for Schiphol with a 'Dictum B'. The advice concerns the number of air traffic movements (atm's) in order to reduce noise hindrance for the people living in the

surroundings of the airport and to restore the legal status of the inhabitants. Although some clarifying questions were raised which need to be addressed, the maximum number of atm's to be executed as per 01 November will be 487.000 of which 27.000 during the night per annum. The provision for these numbers are a realized noise reduction of 15% compared to 2024. A further noise reduction of 5% to achieve the intended 20% noise reduction can be used to grow back to the original 500.000 atm's as operated prior to the COVID pandemic. Gain of the latter noise reduction will be shared on a 50/50 basis by the aviation sector (to grow back to 500.000 atm's) and by the surrounding of Schiphol to further reduce noise. Finalization of the LVB is to take place with a vote in the House of Representatives on 29th September.

Opening of the Parliamentary year: Prinsjesdag

Every third Tuesday of September marks the opening of the Parliamentary year which the Dutch call "Prinsjesdag". On this day, King Willem Alexander opens the Parliamentary year by delivering his speech called the "Troonrede". Following this Tuesday, 2 days of debates take place in the House of Representatives in which the policy plans of the Cabinet for the coming year are being discussed. These are general policy rules which then will be followed by a budget 2027 debate to be held on Thursday 24th September.

Obviously, there are too many political desires for too little budget. A reduction of the announced increase of the aviation tax is one of such desires.



Motion for reduction of aviation taxes short- and medium-haul rejected



Government of
the Netherlands

A motion submitted by JA21 to study the feasibility of bringing the proposed aviation taxes as per January 2027 in line with e.g. Germany on short- and medium-haul distances was rejected by a majority in the House last week Thursday. The reason given by the Prime Minister to advise against this motion was primarily the lack of funding. The reduction of the proposed increase of the long-haul aviation tax from € 71 to € 59 still

stands but needs to be confirmed in the final budget plan which is to be finalized after the budget debate on September 24th.

9 European countries -including The Netherlands- delay full implementation of Entry / Exit System



The new European Entry and Exit System (EES) for non-EU nationals entering the EU was implemented in 2025. With a deadline for 100% compliance to collecting biometric data by 6 September last in combination with a very unstable new IT-infrastructure behind the new system, EES has led to long queues at border control at most international airports in the EU. Nine countries including The Netherlands have been granted a 150 days grace period to fully implement EES by collecting biometrics of all incoming non-EU passengers. Hopefully we will see a smoother operation during the Christmas holidays than the operations we all experienced during the Summer peak.

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

Schiphol's Pier A is expected to become operational in April 2027

Anyone driving past Pier A in recent years would have seen mainly scaffolding, cranes and a building that just never seemed to be finished. Anyone driving past now sees something different: a completed pier. The main construction is finished. This is a moment worth pausing to reflect on, because it certainly didn't happen overnight. The journey over the past few years hasn't always been easy, which makes it all the more remarkable to see the results. Construction and delivery of the new pier is now getting into the final phase and the expectation is that Pier A will become operational by April 2027. To get an impression on the new pier. Here is a for a short [video](#) to get an impression.

BARIN has followed the cost developments over the past (too) many years closely and will not accept any unreasonable allocation in the airport charges.

The Dutch Central Bank (DNB) holds survey on Financial Stability Risks

De Nederlandsche Bank
EUROSYSTEEM

The DNB (De Nederlandse Bank) executed a [survey](#) amongst companies and organizations to assess the general feeling on the Dutch Financial Stability situation. Initial results show that geopolitical and cyber risks continue to be the key driver of the financial stability risk landscape. Looking ahead, respondents see cyber threats and AI-related vulnerabilities as among the risks most likely to intensify over the next six months. The full report is to be published by on 24th November next.



Interesting to Read

- Please [click here](#) to download the Up in the Sky article "Raad van State positief over Kabinetsplannen Schiphol"
- Please [click here](#) to download The Telegraph article "EU shelves Entry and Exit System"

- Please [click here](#) to download the Up in the Sky article ‘Chaotisch EES system uitgesteld: Schiphol ziet lange wachttijden’

IATA Updates



- Please [click here](#) to read the IATA LinkedIn publication “How to start a career in Ground Ops?”
- Please [click here](#) to read the IATA LinkedIn publication “How airlines verify e-Visas might surprise you”

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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

Contact information

BARIN Secretariat c/o LJ COMPANY
Léon Jansen

Executive Office

Email: office@barin.nl

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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