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FLASH UPDATE 17 DECEMBER 2024

edition 2024/20



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

We are almost at the end of the year. Our last Flash Update of 2024. A hectic year. A year full of surprising twists and turns .

Court-cases, and a ministry continuing on its path to decrease flight movements, ignoring input of Schiphol and the airlines, objective and realistic data.

The city of The Hague prohibiting outdoor advertising of the airlines, travel agents, tour-operators; at the same time you trip over billboards of Zara, SuitSupply , Albert Heijn and Jumbo.

Schiphol announced the increase of its charges with another 40%, amongst others due to recovering Corona-losses and budget overspending.

Yes, it has been quite a rollercoaster.

2025 should be different!

Our industry needs long-term planning; decisions based on facts, and has to invest independent of the

colour of a government.

In '25 Brussels and Washington will have their say, and the court in The Hague will speak out .
The ACM will come with a verdict and that might be different than last time.
The sometimes too silent majority will and should become more vocal.

Most important, again, like last year I reach out to everyone, MRS, I&W, SPL, all stakeholders to listen and learn from each other.
At the end of the day we all want the same: less noise, less emissions. And only collectively we can reach the targets.

Happy Holidays,

Marnix H Fruitema,
Chairman



Minister Madlener submits noise calculations on Balanced Approach to European Commission

On Friday 6th December Infrastructure & Watermanagement Minister Barry Madlener submitted the additional calculation on the Balanced Approach to come to a noise reduction at Schiphol Airport. According to the Ministry these calculations used lead to a maximum possible number of 478.000 air traffic movements per annum at Schiphol. The aviation sector is highly surprised by the calculations used based on the fact that the Ministry did not adhere to the calculations on tariff differentiation as proposed by Schiphol, and neither did the Ministry take the entire fleet renewal impact on noise reduction into consideration. This led to a lower noise reduction than anticipated by the sector. The first target for 2025 now is to reduce noise by 15% with the remaining 5% to be realized after 2025.

Please [click here](#) to download the letter (in Dutch) the Minister sent to the House of Representatives. And please [click here](#) for letter (in English) sent by the Minister to the European Commission

Schiphol

Amsterdam Airport

Positive first results for the pilot APU inspections

Since July 2024, Schiphol Airport Authority (SAA) has been checking more intensively for improper Auxiliary Power Unit (APU) use. Airlines that violate the rules receive a warning. The pilot has yielded positive first results!

Please [click here](#) to read more.

Interesting to read

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- Please [click here](#) to download the Luchtvaartnieuws article 'KLM vreest voor vergelding nu Schiphol gedwongen moet krimpen'
- Please [click here](#) to download the Luchtvaartnieuws article 'Procentpunten domineren de discussie'
- Please [click here](#) to download the Luchtvaartnieuws article 'Slag om Schiphol gaat hardere fase in'
- Please [click here](#) to download the De Ingenieur article 'Vliegtuiggeluid afzwakken met antigeluid'



IATA Updates

- Please [click here](#) to download the IATA's Weekly News Digest on LinkedIn 'Assessment on Potential Risks in 2025'

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About BARIN

BARIN is the industry association representing the interests of airlines in

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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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