

August 28, 2023

Daniel Koerhuis
Tweede Kamer der Staten-Generaal
Binnenhof 1a
2500 EA Den Haag
The Netherlands

RE: Dutch Government Proposal to Reduce Movements at Schiphol Airport

Dear Mr Koerhuis,

We, the undersigned, respectfully request the Members of Dutch Parliament to allow the next duly elected government to make a decision on the proposed reductions in annual aircraft movements at Amsterdam Airport Schiphol (AMS). Prior to its recent collapse, the government announced plans to reduce flights to 460,000 movements for a full year beginning in March 2024, with *pro rata* caps applied to the summer 2024 and winter 2024/2025 seasons. The reductions are scheduled to take place in a multiphase process, where 'Phase 1' is an Experimental Regulation decision to end anticipatory non-enforcement of Airport Traffic Decree 2008. The Phase 1 reduction of operations at AMS will be litigated before the Court of Cassations of the Netherlands in the coming months, underscoring its controversial nature and the significant impact on the aviation industry, the traveling public and the shipment of goods across the Netherlands, Europe and the world.

We believe that the next government, when duly elected, should make this important decision because of the political sensitivities involved and the significant negative impact that the proposed reductions could have on airlines, passengers, supply chains and the Dutch economy.

In keeping with the airline industry's history of strong partnership with the local communities that surround airports in addressing noise related concerns, the airline industry is fully committed to updating its fleet with the next generation of aircraft. As fleet renewal progresses, we continue to introduce quieter planes and work with governments to provide operational paths that minimize noise impact on those communities.

Our industry plays a vital role in facilitating connections between people and businesses, enabling global cultural exchange and promoting economic growth. With 588 scheduled passenger flights daily from AMS and 1.4 million tonnes of cargo being transported in 2022, AMS is a prominent global hub. The networks of both passenger and cargo carriers sustain vital trade flows between the Netherlands and Europe. Restricting flight operations will have far-reaching implications for a wide variety of stakeholders, including airlines, passengers, consumers and businesses across the Dutch economy. Recognizing that AMS accounts for up to 11.6 billion USD of the Dutch gross national product (GNP) and supports 360,000 jobs¹, moving forward with the controversial plan of a previous government at this time will lead to adverse effects on job opportunities and a decline in inward investment, to the detriment of Dutch consumers and the Dutch economy.

We recognize that the government is currently operating in a caretaker capacity. As such, we believe it is crucial to emphasize the delicacy and complexity surrounding the issue of flight movements at AMS. The potential ramifications of hastily implementing reduction

¹ <https://www.schiphol.nl/en/you-and-schiphol/page/prosperity-and-well-being/>

measures raises questions about the Dutch government's compliance with EU and international obligations.

Thus, while we acknowledge and respect the Dutch government's commitment to addressing noise concerns associated with aviation, we respectfully ask the Members of Dutch Parliament, the caretaker government and the future government to exercise prudence and refrain from making any substantive decisions regarding Amsterdam Airport Schiphol without careful analysis of all interests at stake, including economic and societal impact, in accordance with EU law and long-standing international treaties. We firmly believe that such consequential matters should be thoroughly deliberated under the newly elected government, which will possess the mandate to shape the future course of aviation policy in the Netherlands.

We appreciate your attention to this matter and remain at your disposal to answer any questions or provide further information.

Sincerely,

The undersigned air transport associations



Keith Glatz
Senior Vice President, International Affairs
Airlines for America



Robert Baltus
Chief Operations Officer
European Business Aviation Association



Stefanie Erdmann
Chair of Transport and Environment Committee
European Express Association



Montserrat Barriga
Director General
ERA (European Regions Airline Association)



Rafael Schwartzman
Regional Vice President - Europe
International Air Transport Association

