



Dutch Aviation Policy

Briefing for Government

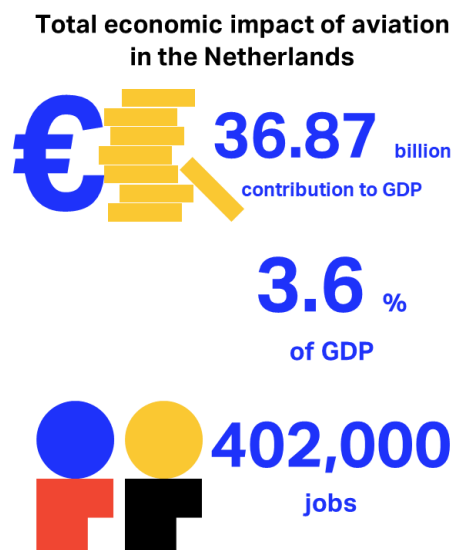
Air travel transforms lives, connecting people, cultures, and opportunities across the globe.

Aviation opens cultural horizons, unites families, and fosters prosperity by enhancing connectivity for businesses, tourism, trade, employment, and innovation. It's no surprise that the aviation sector supports 15 out of the 17 United Nations Sustainable Development Goals (SDGs).

In the Netherlands, aviation plays a vital role in the economy, connecting the country to global markets and facilitating the movement of people and goods. It has allowed economic growth for the country and continues to bring wealth and prosperity to Dutch citizens.

The air transport industry supports 402,400 jobs and contributes €38.1 billion annually to the Dutch economy, representing 3.6% of the total GDP. In 2023, 24.4 million passengers flew internationally from the Netherlands, and 1.4 million tons of air cargo were transported through Dutch airports, supporting the country's import and export activities. Air connectivity, particularly through the hub function of Schiphol Airport, is crucial for the country's economic growth, driving business activity and improving living standards. It also contributes to poverty reduction and enhances cultural diversity.

At the same time, the aviation sector faces significant challenges including environmental impact and noise pollution. However, as an industry, we remain steadfast in our commitment to mitigating these effects and working towards a more sustainable future.



[Source: IATA publication "The Value of Air Transport to the Netherlands" (2024)¹]

¹ Accessible here : [iata.org/en/iata-repository/publications/economic-reports/the-value-of-air-transport-to-the-netherlands/](https://www.iata.org/en/iata-repository/publications/economic-reports/the-value-of-air-transport-to-the-netherlands/)

Below are some of our priorities for the incoming Dutch Government

The industry is fully committed to addressing noise issues through the Balanced Approach

IATA and its member airlines recognize the importance of reducing noise and are committed to addressing it through fleet modernization with quieter aircraft and optimized operational procedures. Today's aircraft are 75% quieter than those from 30 years ago, and their noise impact has reduced drastically. This improvement is due to technological advances, as well as collaborative efforts among stakeholders to modernize airspace and implement continuous climb and descent operations, among other noise abatement operational measures. Certain operational measures, aligned with the third pillar of the ICAO² Balanced Approach, can help reduce noise while releasing additional capacity. Striking a balance between capacity needs and noise reduction is crucial to achieving sustainable aviation growth.

The Netherlands, with its rich history of connectivity, has greatly benefited from the aviation industry for its economy and society. However, the Dutch government's decision to cap movements at Schiphol Airport in an attempt to reduce noise will have repercussions beyond aviation, touching the entire country and its connectivity. It will significantly hinder airport growth and the broader economy.

Noise management in aviation should not be politically motivated and should be strictly guided by internationally agreed principles, notably the ICAO Balanced Approach, as outlined in Annex 16 (Environmental Protection) of the Chicago Convention³ and EU Regulation 598/2014⁴ ("the Regulation").

In response to the Dutch government's decision to implement the movement cap, the aviation sector emphasizes the critical importance of correctly adhering to the European Commission's actual recommendations as stated in its Decision of 5 March 2025⁵ as regards the introduction of operating restrictions at Schiphol Airport in accordance with the Regulation. The European Commission specifically identified three findings where the process under the Regulation has not been respected and clearly requested that the Dutch government advise them of its intentions before introducing operating restrictions at Schiphol Airport.

The European Commission's stance set out in its decision is consistent with the Balanced Approach to noise management as prescribed by the Regulation and aims to protect the Single Market. The European Commission has repeatedly clarified that the focus must be on achieving effective noise reduction, rather than arbitrarily introducing operating restrictions.

The aviation industry is committed to further noise reduction through fleet modernization and compliance with noise abatement procedures, but such arbitrary operating restrictions in the form of capacity cuts significantly impact slots allocation and expose the industry to retaliation measures under international agreements.

² International Civil Aviation Organization (www.icao.org).

³ Convention on Civil Aviation signed at Chicago on 7 December 1944.

⁴ Regulation (EU) No 598/2014 of the European Parliament and of the Council of 16 April 2014 on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Union airports within a Balanced Approach and repealing Directive 2002/30/EC.

⁵ COMMISSION DECISION (EU) 2025/519 of 5 March 2025 on the process for the introduction of operating restrictions at Schiphol Airport in accordance with Regulation (EU) No 598/2014 of the European Parliament and of the Council (published in the Official Journal on 18.03.2025).

The industry is committed to a sustainable growth. Policy support is key to enabling the scale-up of air transport's decarbonization levers.

At the IATA AGM in 2021 its member airlines committed to achieving net-zero carbon emissions by 2050⁶. This was followed in 2022 by ICAO states adopting a similar long-term aspirational goal (LTAG) for aviation emissions. With states and industry aligned, it is now necessary to turn commitments into policies and action.

The air transport industry is pursuing a mix of solutions to reduce its environmental footprint: investing in fuel-efficient aircraft, expanding the use of Sustainable Aviation Fuel (SAF), improving operations and infrastructure, and addressing local environmental issues such as noise and air quality in partnership with communities and authorities.

Globally, ICAO adopted CORSIA in 2016 as the global carbon offsetting mechanism for aviation, rejecting carbon taxes and levies as effective solutions. CORSIA is projected to offset 1.2 to 2.0 billion tons of CO₂ from 2024 to 2035 and remains the only global market-based measure (MBM) in any industry. In this context, the full operationalization of CORSIA should be a priority of the government, ensuring, first and foremost, the unlocking of the Eligible Emissions Units (EEUs).

While the government also has a role in supporting R&D of new technologies such as electric and hydrogen-powered aircraft, the priority should be scaling up SAF production and uplift. SAF is expected to be the most significant and immediate decarbonization lever but its affordable availability on the market is highly limited. The European Union has set out specific targets for aviation in the *ReFuelEU Aviation* regulation (RFEUA)⁷. Fuel producers have been mandated to supply 2% of Sustainable Aviation Fuel from 2025, rising to 6% by 2030 at EU airports. However, airlines face several practical unexpected consequences of RFEUA implementation, in particular related to the sustainability document acceptance and RFEUA compliance fees charged by fuel suppliers, equating to SAF price premiums and that are on average, twice the current market premium, as published by reporting agencies such as Argus Media and S&P Global Commodity Insights. Further details can be found in IATA's publication on [Access to SAF in Europe](#).

In this context, there is a pressing need for Dutch policymakers to develop and implement strategic policies. With limited SAF available on the market today, not only is the industry's decarbonization at risk but the Netherlands also risks losing its current advantage as one of the biggest SAF producers in the EU.

Therefore, the aviation industry is urging the Dutch Government to propose policies to incentivize SAF production, ultimately leading to a unit price decrease. These policies shall be developed in a transparent, non-distortive manner, ensuring proper consultation process is in place and review clauses are incorporated to ensure that the most efficient policies are in place. By de-risking investments in SAF production, the Netherlands can create an economic opportunity for the country, developing SAF as an export good with significant added value. For instance, the use of EU Emissions Trading Scheme⁸ (ETS) revenues could be directed to the funding of this industry and its revenue certainty mechanism (RCM). This will also allow the Netherlands to advance its own decarbonization plans and factor in the sector's needs in its future energy mix. This echoes the Dutch government's plan to achieve zero carbon emissions by 2050 and to invest in renewable energies.

⁶ <https://www.iata.org/en/programs/sustainability/flynetzero/>.

⁷ Regulation (EU) 2023/2405 of the European Parliament and of the Council of 18 October 2023 on ensuring a level playing field for sustainable air transport (ReFuelEU Aviation).

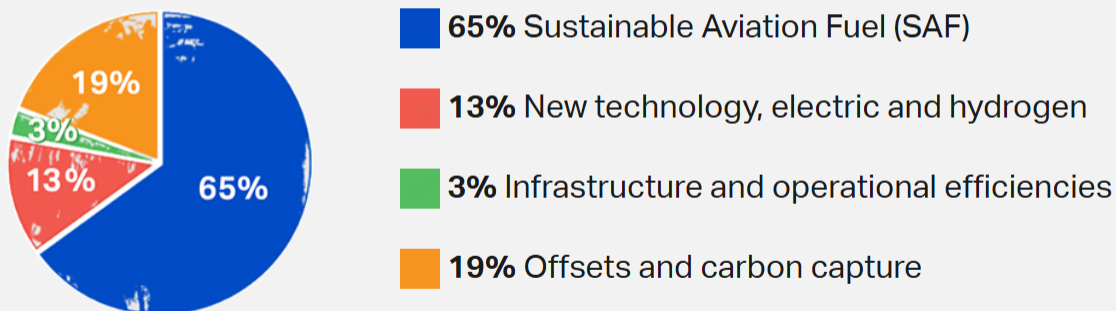
⁸ Established under European Directive 2003/87/EC of the European Parliament and of the Council of 13 October 2003 establishing a scheme for greenhouse gas emission allowance trading within the Community and amending Council Directive 96/61/EC.

Ultimately, this supply-side support will help mitigate the cost difference between conventional jet fuel and SAF while production ramps up, which will help protect consumers from the impact of higher airfares as a result of an elevated cost base for air carriers due to higher fuel prices.

In our latest Net Zero CO2 [Emissions Policy Roadmap](#)⁹, IATA aims to guide policymakers in developing a strategic, effective policy mix to support air transportation's decarbonization up to 2050.

Our strategy towards net zero CO2 emissions

Achieving net zero CO2 emissions by 2050 will require a combination of maximum elimination of emissions at the source, offsetting and carbon capture technologies.



Source : <https://www.iata.org/en/programs/sustainability/flynetzero/>

We advocate for a more affordable and competitive sector internationally

Air travel has become more accessible to people on lower incomes, but higher taxes are rendering it more expensive in recent years especially for families. In addition, in the Netherlands, connectivity to the Dutch Caribbean may be particularly impacted.

Airlines face high fixed costs, volatile fuel prices, and intense competition. IATA's latest report forecasts a net profit of just USD 7.20 per passenger flown¹⁰ for the year 2025, meaning any cost increase - such as the proposed Dutch tax hike for 2027 - may distort competition and have unintended consequences. Moreover, the tax would limit airlines' ability to invest in cleaner, quieter aircraft, delaying fleet renewal and environmental progress.

Aviation-specific taxes, such as the Dutch air passenger tax, distort air transport demand, hinder connectivity in the Netherlands, and fail to deliver any environmental benefits. While the government aims to boost revenue, higher prices reduce demand, negatively impacting the wider economy and ultimately leading to less revenue and loss of jobs. An estimated 24.4 million passengers are likely to be impacted by the proposal aimed to further increase the current air passenger tax in The Netherlands.

⁹ Published September 2024, available here: <https://www.iata.org/contentassets/8d19e716636a47c184e7221c77563c93/policy-net-zero-roadmap.pdf>

¹⁰ "Airline Profitability to Strengthen Slightly in 2025 Despite Headwinds" (2 June 2025) available here: <https://www.iata.org/en/pressroom/2025-releases/2025-06-02-01/>

IATA asks the Dutch government to reconsider and abandon the proposal and engage with local stakeholders to find alternative policies that balance environmental impact without diminishing aviation's connectivity and its broader societal value.

We urge the Netherlands to improve regulation governing ground infrastructure and modernize its airspace

IATA is challenging the Dutch Ministry of Infrastructure and Water Management in relation to its amendment to the Royal Decree governing operations at Amsterdam Schiphol Airport. In addition, IATA recommends updating the Aviation Act to ensure that there are no doubts regarding the Authority for Consumer and Markets task to regulate Schiphol and to ensure that Schiphol sets reasonable, non-discriminatory and cost-oriented charges that ensure that the airport operates efficiently while providing excellent quality to its customers.

The current regulation leads to an unbalanced situation which has resulted in huge increases in airport charges applicable to airline users and also passengers at Schiphol Airport: airport charges increased by 100% over the past 10 years to 2025 with a deteriorating quality of service¹¹.

In the most recent charges process (for period 2025-27), Schiphol Airport announced its decision to increase charges by a cumulative 37% by the end of the period (+41%, +5%, -8% for 2025, 2026 and 2027). In our view, such increases are being driven by inefficiency, over scoped investments, and a lack of proper contributions from commercial activities. It also introduces significant noise modulations. Airlines (including IATA) are appealing this decision by ACM in court.

IATA is calling on the Netherlands and all other European Union Member States to modernize European airspace through the Single European Sky (SES) initiative. The aviation industry sector stresses the need to reduce congestion, lower costs, cut delays, and decrease emissions. Europe's airspace remains inefficient due to political complexities and resistance to reform by national air navigation service providers.

The industry calls on Dutch and European authorities to invest in Air Navigation Services by:

1. modernizing airspace to improve efficiency, capacity, and environmental performance;
2. establishing independent regulation with clear roles, performance assessments, and corrective measures; and
3. focusing on operational performance measures instead of charging models that fail to reduce CO2 emissions.

To support sustainable air transport, the Netherlands should prioritize improving airspace capacity through the effective implementation of planned capacity enhancement measures for the next five-year period (RP4: 2025–2029), notably the deployment of a new ATM system. At the same time, the country must ensure that airspace users benefit from a fair and efficient pricing structure for navigation services.

The unit price charged to airspace users for air navigation services during RP4 does not align with the European Union's cost-efficiency targets. To meet these targets, the Netherlands should review RP4 downwards, particularly by reviewing the cost of capital.

¹¹ "IATA Responds to Dutch Consumer and Market Authority Decision on Schiphol Airport Charges" (4 June 2025) available here: <https://www.iata.org/en/pressroom/2025-releases/2025-06-04-01/>

Currently, airspace users bear the burden of an unjustified cost of capital, calculated based on flawed assumptions, along with disproportionate pension costs allocated for RP4. A comprehensive review of these financial elements is essential to ensure a fair and balanced financial framework, ensuring that air navigation service charges remain reasonable while supporting necessary investments in airspace infrastructure.

We strongly support passenger rights and inclusivity

IATA advocates for shared accountability across the air transport system to improve customer service. Regarding the revision of EU Regulation 261/2004 (EU261)¹², IATA supports the 2013 proposal, which enhances clarity and focuses on passenger needs. IATA calls on the Netherlands and EU Member States to address key elements, including:

1. defining extraordinary circumstances with a binding, non-exhaustive list of exemptions from compensation;
2. revising thresholds to give airlines a reasonable timeframe to resolve technical issues and offer alternatives;
3. limiting care and assistance obligations to prevent open-ended responsibilities in force majeure scenarios;
4. standardizing complaint procedures to ensure a consistent experience for passengers;
5. harmonizing enforcement measures for a level playing field and clear passenger expectations.

IATA is committed to delivering a more seamless, inclusive, and secure passenger experience for all passengers, while improving efficiency and lowering industry costs. We also remain committed to the goal of achieving equal access to air travel for passengers with physical or hidden disabilities. To that extent, we engage with authorities and stakeholders to replicate the "[One Click Away](#)" initiative launched in [Italy](#) back in 2022 that has received wide support at European Civil Aviation Conference (ECAC) and at ICAO level. We look forward to the implementation of the "One Click Away" approach in the Netherlands in the near future. A well-designed consumer rights framework would uphold consumer rights whilst fostering innovation to allow airlines the ability to differentiate themselves from competitors through individual customer service offerings.

ABOUT IATA

The International Air Transport Association (IATA) represents over 350 airlines and 80% of global air traffic. Our local office is on hand to answer any questions you may have in relation to travel policy or guidance. As the only international aviation trade association in the Netherlands, we provide regular updates on aviation policy, statistics and global trends. Our advocacy team regularly meets with parliamentarians, officials, and industry bodies and organizes policy events.

More on IATA's work with Governments: [IATA - Governments & Policy Makers](#)

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¹² Regulation (EC) No 261/2004 of the European Parliament and of the Council of 11 February 2004 establishing common rules on compensation and assistance to passengers in the event of denied boarding and of cancellation or long delay of flights, and repealing Regulation (EEC) No 295/91.