



Dutch Airspace Redesign Programme

The Dutch Airspace Redesign Programme (DARP) is a joint civil-military programme for redesigning Dutch airspace. The airspace redesign is essential to accommodate (future) innovations in civil and military aviation, as well as reducing noise and climate impact. The Ministry of Infrastructure and Water Management, the Ministry of Defence, the Royal Airforce and the Air Navigation Service Providers (ANSP's) LVNL and MUAC work together in redesigning the Dutch airspace. International alignment and cooperation are inherently part of DARP.

In 2018, the Netherlands started a joint civil-military project for redesigning its airspace. It spans operational air traffic management concepts, airspace structure and routes as well as arrangements regarding airspace usage.

Objectives

Assuring safety is an overall prerequisite of the redesign of the Dutch airspace. The task is to implement an integral, future-proof air traffic management system with the following objectives:

- Efficient usage and management of airspace in the interests of all airspace users;

- Sustainability: reducing the environmental impact of aviation on noise, CO₂, NO_x and (ultra)fine particulate matter;
- Increasing airspace capacity for civilian and military (military mission effectiveness) usage.

Key elements

1. Preparing a better and more efficient design of the Dutch airspace:
 - a. Realignment of the east and southeast section of Dutch airspace. This enables the implementation of a (fourth) Initial Approach Fix for Schiphol and Rotterdam-The Hague Airport to the southeast of Schiphol.
 - b. The implementation of an adequate military training area in the north of the Dutch airspace and redesign of the northeast and southeast of Dutch airspace to improve the civil traffic flows, including the interface with German airspace (2026 onwards). Together with Germany we are exploring the feasibility of a cross-border area by Germany and the Netherlands for military training.
 - c. Redesign of the approach area for Schiphol to enable more sustainable and noise friendly solutions, such as continuous descent and climb operations.
2. Developing an implementation plan for the further development of the Dutch airspace and the operational concept of air traffic management to continue to adapt to future developments in aviation (2023-2035).





User engagement

DARP is committed to the realisation of a comprehensive, future-proof design and management of airspace, based on careful consideration of public interests, in cooperation with (international) partners and in focused dialogue with stakeholders.

Redesigning the relatively small Dutch airspace in the heart of Europe drives the need to align with our neighbours, with European and international commitments, Single European Sky, technical innovation programmes such as SESAR and with consideration to relevant European developments. In the entire process, the Netherlands wishes to operate in close contact with the Eurocontrol Network Manager, neighbouring countries and international organizations. DARP continues to work in strong consideration of the European network and it is announced as proposal in future European network planning.

Time line

The government of the Netherlands has set out its new structure and use of Dutch airspace in a Preferential Decision in October 2022. A Strategic Environmental Impact Assessment (SEIA) supports this Preferential Decision.

The Preferential Decision will be elaborated in more detail in the following Design and Implementation Phase, incorporating a Programme Decision in 2023. Implementation will start in 2026 and continue up to 2035.



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