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en Waterstaat

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Reference
IenW/BSK-2024/355055

Date 06/12/2024
Re: Outcome calculations of the Balanced Approach
procedure Schiphol

Dear Commissioner Tzitzikostas,

This letter is intended to inform you about the outcome of the calculations regarding the notification of September 4th 2024. It successively explains the stability of the calculations, the modified reduction percentage as of November 2025, and the outcome of the calculations, including a concrete maximum number of aircraft movements as a final number instead of a range.

Stable calculations

Through the additional notification document dated 4 September 2024, the European Commission was informed of the package of measures required to achieve at least a 15% reduction in night-time noise and a 17% reduction in noise over the 24-hour period. The results of the calculations for the final element, the maximum number of aircraft movements needed to achieve these reduction percentages, were still subject to a number of checks at the time of the 4 September additional notification. Therefore, the 4 September 2024 measure package contained a range rather than an exact number for the maximum number of aircraft movements per year.

The checks showed that the results of the calculations could not be used to determine the exact maximum number of aircraft movements. Therefore, new calculations were performed. To achieve stable results, three changes were made to the calculations:

- The Noise Load Database (hereafter: NLD) used to perform the noise calculations has been updated. Profiles of new-generation aircraft have been added, and the threshold for the number of movements per aircraft has been lowered, giving the NLD better coverage.
- The *Additional fleet renewal* measure is incorporated into the calculations in accordance with the assumptions used throughout the procedure. In the initial calculation, this measure was incorrectly incorporated.
- The assumptions regarding the *Rate differentiation* measure have been updated based on the rates set by Schiphol on October 31.

The final calculations have been completed. An independent agency and an independent expert provided a second and a third opinion on the final calculations.

The reports can be found in Annex IV and Annex V, respectively. These checks show that the results of the calculations are stable.

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Noise objective for November 2025

The calculations show that - assuming that the noise abatement objective of -17% will be met by November 2025 - the maximum number of aircraft movements will be lower than the range notified on 4 September. All things considered, the Cabinet chooses to adjust the noise abatement objective to -15% in the first phase.

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You will find enclosed the letter to the Dutch parliament in which the choice to implement a reduction percentage of -15% by November 2025, as opposed to the previously communicated -17%, has been made known and explained. Below are the measures, including capacity limitation, that realise this reduction.

Results of the calculations

The table below shows the noise reduction per individual measure minus the capacity reduction needed as a last resort to achieve the November 2025 noise abatement objective of -15% for the 24-hour and night-time periods. This shows that no individual measure meets the noise abatement objective for the 24-hour period by November 2025, and a combination of measures is required.

Measure	Number of people severely affected within the 48 dB(A) L _{den} contour	Number of houses within the 58 dB(A) L _{den} contour	Number of people experiencing sleep disturbance within the 40 dB(A) L _{night} contour	Number of houses within the 48 dB(A) L _{night} contour
Using quieter aircraft at night	-1.2%	-1.1%	-6.3%	-8.1%
Rate differentiation	-1.4%	-1.3%	-0.7%	-2.1%
Additional fleet renewal	-4.9%	-3.6%	-7.2%	-8.2%
Excluding noisy aircraft at night down to -13 EPNdB	-1.0%	-0.7%	-3.3%	-2.0%
Maximum 27,000 night flights	-5.0%	-4.2%	-18.7%	-22.4%

Table 1: The objective of the individual measures

The above measures were calculated in combination in the next step of the calculations. This calculation shows that the measures, including the reduction in the number of night flights, lead to an 11.3% decrease in the number of houses within the 58 dB(A) L_{den} contour. The Cabinet's chosen objective as of November 2025 is a decrease of 15% for this contour. It follows from the calculations that to achieve the remaining 3.7% reduction, a capacity reduction to a maximum of 477,000 to 478,000 aircraft movements per year is required. This conclusion

follows from the calculation results in Table 2. Considering the previously mentioned points, such as the impact on Schiphol and the uncertainties surrounding the *Rate differentiation* measure, the Cabinet chooses to sit at the upper end of this range and to notify a capacity reduction to 478,000 air transport movements per year.

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For the usage forecast for the operating year 2025, Schiphol has indicated that it will assume 484,000 aircraft movements, of which 29,000 will occur at night. Thus, the capacity limitation relative to the planned volume is 6,000 aircraft movements, including 2,000 aircraft movements at night.

	Number of people severely affected within the 48 dB(A) L _{den} contour	Number of houses within the 58 dB(A) L _{den} contour	Number of people experiencing sleep disturbance within the 40 dB(A) L _{night} contour	Number of houses within the 48 dB(A) L _{night} contour
Noise objective for November 2025	-15%	-15%	-15%	-15%
Objective combination of measures excluding the 24-hour capacity limitation	-13.7%	-11.3%	-36.8%	-41.6%
Objective combination of measures including capacity limitation to 480,000	-17.3%	-14.6%	-37.1%	-41.6%
Objective combination of measures including capacity limitation to 475,000	-18.2%	-15.5%	-37.1%	-41.6%

Table 2: Objective combination of measures, excluding and including capacity limitation

The reports by research firm To70, in Annex I and Annex II, provide a detailed explanation of the calculations to achieve -17% and -15% and the results. The cost-effectiveness analysis is attached in Annex III.

Assumptions rate differentiation

Following up on meetings about the results of the calculations, Schiphol provided additional information about the rate differentiation measure and the extent to which airlines are able to adjust their behavior. This additional information prompted, in consultation with Schiphol, to have two experts look at the assumptions and carry out an additional calculation. These experts indicate that the assumptions made by Schiphol and the ministry both seem realistic. The newly provided information from Schiphol is valuable but also lacks crucial

substantiation. As a result, certain uncertainties continue to play a major role. These experts indicate that the ministry's assumptions may be conservative and those of Schiphol may be optimistic. The experts' reports are attached as Annexes VI and VII.

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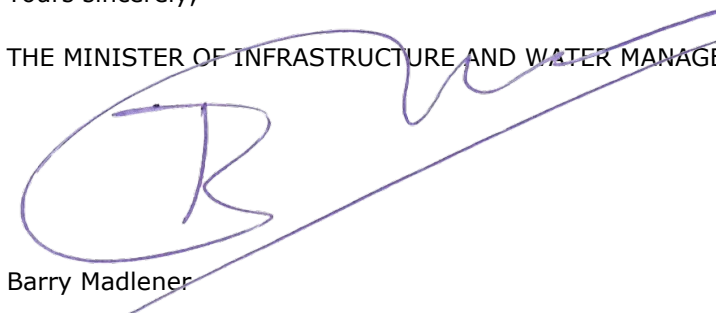
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In conclusion

I would like to reiterate my appreciation for the various useful and constructive consultations with the European Commission on the Balanced Approach for Schiphol. I am assuming that with this letter, and in addition to the information previously shared in the notification document, the file is complete and you have sufficient information to proceed to formulate an opinion, in accordance with the Regulation. I look forward to hearing the opinion.

Yours sincerely,

THE MINISTER OF INFRASTRUCTURE AND WATER MANAGEMENT



Barry Madlener

Annexes

- ❖ Annex I – Balanced Approach study third addendum, To70
- ❖ Annex II – Additional calculation -15%, To70
- ❖ Annex III – BA Schiphol 4th assessment report, Decisio and Beelining
- ❖ Annex IV – Checks of the Balanced Approach Schiphol calculations, NLR
- ❖ Annex V – Expert review BA, Kjeld Vinkx
- ❖ Annex VI – Expert review rate assumption, Floris de Haan/Erasmus UPT
- ❖ Annex VII – Expert review rate assumption, Rogier Lieshout/Beelining

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