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1049 Brussels
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Executive core

Prog.dir. Schiphol Airport
Programme
Cluster Noise and
International

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Courtesy translation – Only the Dutch version is authentic

Reference

IENW/BSK-2025/79961

Date

Re: Reaction to the European Commission's decision
regarding the balanced approach procedure for Schiphol

Dear Commissioner Tzitzikostas,

The Dutch government has duly received the decision of 5 March 2025 concerning the procedure 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, C(2025) 1355 (hereinafter referred to as: the decision). The Netherlands thanks the European Commission for its analysis and observations as set out in the decision and the accompanying staff working document. After studying the decision and the staff working document, the Dutch government is pleased to respond to the decision in this letter, as prescribed by Regulation (EU) 598/2014¹ (hereafter referred to as: the Regulation). Firstly, this letter explains a number of general points. It then discusses the substantive topics from the decision: autonomous development, General Aviation (GA) and operational procedures. It then briefly discusses the topics of monitoring and slots.

The decision explains that the balanced approach procedure has been adhered to, except for a number of elements. In this letter, I would like to respond to this statement. Before I do so, please find the Dutch government's response summarised below.

Summary

The decision explains that the balanced approach procedure has been adhered to, except for three elements: 1) autonomous developments, 2) GA traffic and 3) operational procedures.

Autonomous fleet renewal

In response to the finding that the Dutch government only partially considered the expected reduction of aircraft noise at source through autonomous fleet renewal, contrary to the requirements of Article 5(3)(a) of the Regulation, the Dutch government notes that it does not consider this finding to be correct. The Dutch government has considered all measures that lead to a reduction of aircraft noise at the source. Specifically for autonomous fleet renewal, the Dutch government

¹ EU regulation No. 598/2014 of the European Parliament and of the Council of 16 April 2014 on establishing rules and procedures about the introduction of noise-related operational restrictions at Union airports within the framework of a Balanced Approach and repealing Directive 2002/30/EC (OJEC 2014, L 173)

has investigated and considered its effects. The Dutch government has chosen to include these developments in the baseline against which the noise abatement objective is measured, before proceeding to consider the possible combination of the remaining measures. Subsequently, it can be determined which measure or combination of measures offers the greatest cost-effectiveness, as prescribed in Article 5(3) of the Regulation. By fully incorporating autonomous development into the baseline, the Dutch government is also fully incorporating these autonomous developments. The Dutch government also believes that this is the most accurate method of visualising the baseline. After all, autonomous developments are expected to occur regardless of the balanced approach procedure (or the implementation of further noise reduction measures). Below, we will discuss the process and the considerations that underlie the choices regarding the noise abatement objective and the autonomous developments.

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General Aviation

In response to the European Commission's observations regarding General Aviation, the Dutch government notes that the proposed operating restrictions do not discriminate on the basis of nationality or business model. The measures also have no indirectly discriminatory effect. By establishing a maximum capacity of 478,000 aircraft movements per year, the actual space for general aviation is also limited and secured. The enforcement points are dimensioned at 478,000 aircraft movements in the overall amendment to the Airport Traffic Decree (LVB). Since the enforcement points, in combination with the available environmental space and the maximum capacity for commercial traffic, determine the number of slots remaining for GA, this limitation of environmental space also limits the number of slots for GA.

Operational procedures

Regarding the observation in Article 1(1)(c) that the Netherlands has considered the operational procedures for combating noise nuisance, but only in part, the Dutch government notes that it has certainly considered all available operational measures. The Dutch government has adhered to the procedural diligence prescribed in Article 6 of the Regulation and has involved all relevant stakeholders in these considerations, particularly the airport operator, aircraft operators, and air navigation service providers. This has not resulted in operational measures that the Dutch government can include in the combination of measures that must be implemented by 1 November 2025 for phase 1.

The Dutch government confirms the importance of monitoring the actual effect of the package of measures. Finally, it indicates that it will also maintain close contact with the slot coordinator, ensuring that the principles of non-discrimination, transparency, and impartiality in the distribution of slots are observed. The Dutch government will support the slot coordinator in the proposed plans to limit the impact on the issuance of historical slots.

The Dutch government assumes that this response provides sufficient further explanation and justification of the points identified in the European Commission's decision and that the procedure is finalised with the sending of this letter. The Dutch government will then proceed to implement the package of measures as notified to the European Commission as of 1 November 2025.

You will find the detailed response below.

1. General points

Legal situation Schiphol

In recent years, the legal situation surrounding Schiphol has not been in order. The current situation of conditionally tolerating the exceedance of noise limits has gone on for too long. That is why the Cabinet has stipulated in the Coalition Agreement that the legal protection of local residents must be restored while maintaining the quality of Schiphol's air connectivity. It also resolved to tackle noise nuisance around Schiphol Airport. This is crucial for people in the surrounding area and the airport's future. To restore the legal framework as quickly as possible, reduce noise nuisance, and provide peace of mind and certainty for all stakeholders, the Dutch government has followed the European balanced approach procedure.

Bending the curve in noise abatement

For starters, it is essential to emphasise the reason for initiating a balanced approach at Schiphol Airport. After all, the current balanced approach procedure is not the first starting point in the approach to tackling noise nuisance around Schiphol Airport. This process has been ongoing for many years.

Schiphol Airport plays a crucial role in connecting the Netherlands with the rest of the world and is a vital pillar of the Dutch economy. However, the impact of the airport on the environment, public health and liveability in the vicinity of Schiphol Airport is also significant.

Attention has been directed at reducing noise nuisance for decades, through an intensive collaboration and dialogue between all the stakeholders. The policy on Schiphol Airport regarding noise nuisance has been shaped in particular by the discussions at the 'Alderstafel' forum since 2008, resulting in an agreement that was crucial for Schiphol's operation until 2020. During this period, a large number of initiatives were developed to reduce noise nuisance, which can be classified into the three categories of measures from the Regulation - respectively (1) Limitation of aircraft noise at the source, (2) Spatial planning and management and (3) Operational procedures. Measures in these categories must also be considered under the Regulation before proceeding with operating restrictions. However, the positive impact of the measures realised so far has proved insufficient.

The negative impact of noise has grown to such an extent that the Dutch government now considers intervention necessary. This involves addressing noise nuisance in addition to the already calculated improvements resulting from autonomous developments, such as fleet renewal. The aforementioned is also related to the legal situation regarding Schiphol's operation, which has not been in order for some time. The Dutch government has agreed that legal protection for local residents should be restored while maintaining the quality of Schiphol's network.

The Dutch government aims to take a significant step in the short term to reduce the maximum noise allowance by implementing noise reduction measures in relation to the baseline. In addition, the Dutch government wants the upward trend in noise nuisance to be reversed into a permanent downward trend: 'Bending the curve in noise abatement'. In the opinion of the Dutch government, more must therefore be done than autonomous developments to realise a sufficiently significant improvement by 1 November 2025 and to offer the prospect

of a continuous reduction in noise nuisance in the longer term. The balanced approach procedure has been initiated to achieve this improvement.

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Based on Article 5(2) of the Regulation, the Member State must define a noise abatement objective. The Dutch government has defined this noise abatement objective and established it in the amendment to the Schiphol Environmental Noise Action Plan 2018-2023. This plan was followed by the Schiphol Environmental Noise Action Plan 2024-2029, which maintains this noise abatement objective. It concerns a noise abatement objective to reduce the noise nuisance around Schiphol by at least 20% over a 24-hour period and 15% at night, in addition to autonomous developments. With the notification of September 2024 and the supplement of December 2024, the current Dutch government has opted to realise 15% of this noise abatement objective in the first phase, in addition to autonomous development, with the remaining percentage to be achieved in a subsequent phase.

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Fact-based baseline

Below, we first consider several observations about the numbers of houses and people experiencing severe disruption or severe sleep disturbance associated with the noise situation of the baseline. The baseline is set out in recital (9) of the decision. The noise situation associated with this baseline does not correspond with the figures mentioned by the European Commission in recital (9) of the decision. The decision refers to the figures described in the notification of 4 September 2024. In the supplement to that notification of 6 December 2024, these numbers were adjusted following the updating of the so-called Noise Load Database. The figures pertaining to the noise situation of the baseline in which the autonomous developments have been incorporated are:

- 6,962 houses within the 58 dB(A) Lden contour;
- 111,955 people highly annoyed within the 48 dB(A) Lden contour;
- 5,750 houses within the 48 dB(A) Lnight contour;
- 24,502 people severely sleep disturbed within the 40 dB(A) Lnight contour.

The Dutch government aims to achieve a 15% noise reduction by 1 November 2025, based on the above figures and the package of measures outlined in the notification. This is 'phase 1'. At a later date, the Dutch government will assess whether and which subsequent measures are needed to achieve the remaining noise abatement objective ('phase 2'). Phase 2 falls outside the scope of this balanced approach procedure.

2. Autonomous developments

In Article 1(1)(b) of the decision, the European Commission considers that the Dutch government only partially considered the expected reduction of aircraft noise at source through autonomous fleet renewal, contrary to what is required in Article 5(3)(a) of the Regulation. The Dutch government disagrees with this. The Dutch government has considered all measures that lead to a reduction of aircraft noise at source. Specifically for autonomous fleet renewal, the Dutch government has studied and considered its effects. The Dutch government has chosen to include these developments in the baseline against which the noise abatement objective is measured, before proceeding to consider the possible combination of the remaining measures. Subsequently, it can be determined which measure or combination of measures offers the greatest cost-effectiveness, as prescribed in

Article 5(3) of the Regulation. By fully incorporating autonomous development into the baseline, the Dutch government has also fully considered these autonomous developments. The Dutch government also believes that this is the most accurate method of visualising the baseline. After all, autonomous developments are expected to occur regardless of the balanced approach procedure (or the implementation of further noise reduction measures). Below, we will discuss the process and the considerations that underlie the choices regarding the noise abatement objective and the autonomous developments.

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The notification document of 1 September 2023² and the accompanying Annex II³ contain a description of what these autonomous developments consist of and how they have been taken into consideration as a whole. In the opinion of the Dutch government, the expected reduction of aircraft noise at the source has been given special consideration and has also been included in the procedure.

In recital (16), the European Commission considers that the notification does not include a substantiation on the way in which the trends in the sector are derived on which basis the autonomous fleet renewal is to be considered as 'business as usual' and the specific situation and characteristics of Schiphol that have been taken into account when refining the assumptions. In response to this, it is important to note that autonomous development consists of two parts: autonomous fleet development and a number of procedural developments. The basis for the trend of autonomous fleet development was established in the process leading up to the Environmental Impact Assessment 2020⁴ (hereinafter: EIA2020). This is also explained in Annex C of part 5 of the draft EIA2018⁵, which ultimately led to the final EIA2020. This was then updated and included in the annex. To determine this trend, we have looked retrospectively and prospectively. Retrospectively, based on data available up to 2005, and prospectively, based on the expected changes in the fleet composition up to 2030. Both exercises lead to a similar picture in terms of development per year. This approach is explained in detail in Annex 1 to this letter.

The second part of autonomous development comprises several procedural developments. These developments, such as the increased use of "reduced flaps" and "Continuous descent approaches" (CDAs), have already been partially implemented and will be developed further autonomously. The further incorporation of autonomous developments into the baseline is described in Appendix A of Annex A to the Consultation Document of March 2023⁶. This shows that the Dutch government, in accordance with the Regulation, has fully taken into account measures for reducing aircraft noise at source, including autonomous developments.

It is also worth noting that if the Dutch government had chosen a different methodology and the autonomous developments had not been included in the baseline, but rather as a measure with the expected reduction of aircraft noise at the source, this would not have led to a different outcome. In that case, the noise problem would have been greater at the start of the procedure. As a result, a higher noise abatement objective would have been set. This was to arrive at the

² Notification document Balanced Approach procedure for Schiphol, Ministry of Infrastructure and Water Management (IenW), September 2023

³ Annex II – Notification document Balanced Approach for Schiphol, To70, September 2023

⁴ Environmental Impact Assessment 2020, Schiphol Group, November 2020

⁵ [conceptmerschiphol-228561.pdf](#)

⁶ Annex A Consultation Document Balanced Approach procedure for Schiphol, To70, March 2023

same final situation, allowing for a significant step in the maximum noise limitations through noise reduction in relation to the baseline. After all, the noise abatement objective is linked to the desired noise reduction in addition to the autonomous development. This involves reducing the number of people seriously affected by noise to the predetermined desired level.

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Initiatives from the sector

In recital (23) of the decision, the European Commission considers that not all initiatives or proposed measures by the sector are taken into account to achieve the noise abatement objective, but rather that these are attributed to autonomous developments. However, the package of measures shows that initiatives from the sector will in fact contribute to achieving the noise abatement objective. KLM's use of quieter aircraft at night, the additional fleet renewal and the rate differentiation are such initiatives and contribute to achieving the noise abatement objective. They are part of the package of measures and not of the autonomous developments as described above.

Separation of autonomous and additional fleet renewal

Not all fleet renewal that takes place is part of autonomous development. Specific airlines have demonstrated that, over the period from 1 November 2023 to 1 November 2025, they will undertake more fleet renewal than is assumed in the autonomous development. The part of the fleet renewal undertaken by these parties that is in addition to autonomous development contributes to achieving the noise abatement objective. This is the *Additional fleet renewal* measure.

In recital (25) of the decision, the European Commission enquires about the method for splitting the autonomous and additional parts. In the calculations for airlines that have demonstrated a higher level of fleet renewal than assumed in the autonomous development, averages were not used; instead, actual and detailed plans for fleet renewal were employed. First, the effect of the total fleet renewal of these airlines was examined, after which a correction was made for the autonomous trend in fleet development, at -0.1 dB for landings and -0.2 dB for take-offs. This ensures that only the additional part of the measure, *Additional fleet renewal*, is reflected in the impact of the measure and in the package of measures. The table below shows the percentages of noise reduction within the 58 dB(A) L_{den} and 48 dB(A) L_{den} contours for these intermediate steps.

	Effect on the number of houses within the 58 dB(A) L_{den} contour	Effect on the number of highly annoyed people within the 48 dB(A) L_{den} contour
The effect of total fleet renewal	-5.5%	-7.2%
<i>The effect of the Additional fleet renewal measure</i>	-3.6%	-4.9%
The effect of autonomous fleet renewal	-1.9%	-2.3%

From these percentages, a ratio of roughly 65/35 between additional and autonomous fleet renewal follows for these particular airlines.

The European Commission also notes in recital (25) that the aforementioned illustration is necessary to determine the cost-effectiveness of fleet renewal.

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The part of fleet renewal that falls under the autonomous trend is not a measure in the package of measures (because it is already part of the baseline), and its cost-effectiveness has therefore not been assessed. For the measure *Additional fleet renewal*, cost-effectiveness has been considered. However, the corresponding decisions on fleet renewal by airlines were taken before the Dutch government decided to reduce noise nuisance. The decision to reduce noise nuisance did not result in accelerated fleet renewal or additional costs for airlines over and above what was already planned. As there are no additional costs, the cost-effectiveness has not been calculated; however, the measure of *Additional fleet renewal* has been assessed as a cost-effective measure in advance. This measure is therefore (fully) part of the package of measures. In other words, because the measure *Additional fleet renewal* is based entirely on the existing investment plans of the airlines themselves, the Dutch government could assume – without further calculation – that this measure is cost-effective. The same applies to autonomous fleet renewal; there is no difference between the two in terms of cost-effectiveness.

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The effect of autonomous fleet developments after phase 1

In recital (24), the European Commission states that autonomous fleet developments can contribute to achieving noise reduction after a maximum capacity has been established, i.e. after the introduction of the measures as currently stated in the notification in phase 1. This notification only covers measures that can be implemented by 1 November 2025. The effects of measures, autonomous or additional, after that date are therefore not covered by this notification.

3. General Aviation

In recital (29), the European Commission states that operating restrictions may not be discriminatory. The Dutch government endorses this. In Article 1(1)(a) of the decision, the Commission then states that the Dutch government has violated Article 5(6) of the Regulation because the Netherlands has included the noise nuisance caused by general and business aviation, General Aviation (hereafter: GA) in the noise situation but excludes those types of activities from the operating restrictions. This would mean that the Netherlands has violated the requirement that operating restrictions may not be discriminatory. In response, the Dutch government notes that the proposed operating restrictions do not discriminate on the basis of nationality or business model. The measures also have no indirect discriminatory effect because GA would be excluded from the operating restrictions imposed. GA does contribute to the total noise reduction that has been calculated. Furthermore, the total noise space for aviation, which therefore also includes GA, is actually limited in the Airport Traffic Decree (hereafter: LVB).

The calculations submitted to the European Commission on 6 December 2024 take into account a surcharge for GA as part of the baseline with 500,000 air traffic movements per year and a surcharge for GA in the final package of measures with the maximum capacity of 478,000 aircraft movements per year. The difference between these two numbers is the effect for GA. When establishing the LVB in combination with the corresponding maximum capacity of 478,000 aircraft

movements, the space for GA is also limited and anchored. Therefore, there is, no question of a discriminatory package of measures. The Dutch government will explain this further below.

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Noise calculations for General Aviation

Noise exposure caused by GA has been included in the noise calculations in the balanced approach procedure by applying a 2.5% generic increase to the noise exposure as of 6 December 2024. The same generic percentage increase applies to the situation before and after the application of the package of measures.

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Ultimately, the LVB also includes a limited increase for GA. The difference between the increase in both situations is the model-based contribution that GA makes to the total reduction in noise as part of the package of measures. In this way, GA does indeed contribute to the reduction in noise. Annex 2 provides a numerical explanation of this.

Part of the package of measures

The reason that this reduction is not an active part of the actual package of measures is that the possible amount of GA is a consequence of the available noise limitation, and it is not possible to aim for an exact number. After all, this has been one of the key selection criteria for determining whether to include a measure in the package of measures. From the perspective of the Slots Regulation, it is not possible to define a separate usage space for GA. The contribution to noise reduction by GA is, therefore, a consequence of the overall reduction in the number of aircraft movements and not a measure in itself.

Embedding less noise space (part of which is for GA)

By establishing a maximum capacity of 478,000 aircraft movements per year, the actual space for GA is also limited and secured. The enforcement points are dimensioned at 478,000 aircraft movements in the overall amendment to the Airport Traffic Decree (LVB). Since the enforcement points, in combination with the available environmental space and the maximum capacity for commercial traffic, determine the number of slots remaining for GA, this limitation of environmental space also limits the number of available slots for GA.

For the intervening period – the period after 1 November 2025 in which the limited amendment to the LVB is in force – it will be examined in collaboration with the Human Environment and Transport Inspectorate (ILT) whether the maximum usable space under the final LVB can already be taken into account.

The Dutch government will follow the recommendations included in the staff working document on this subject, specifically regarding monitoring and the impact on airlines in the allocation process. This will be briefly discussed at the end of this letter.

4. Operational procedures

In Article 1(1)(c) of the decision, the European Commission states that the Netherlands has considered the operational procedures for combating noise nuisance, as required by Article 5(3)(c) of the Regulation, but only in part. However, the Dutch government has certainly considered all available operational measures. In doing so, the Dutch government has adhered to the procedural

diligence prescribed in Article 6 of the Regulation and has involved all relevant stakeholders, in particular the airport operator, aircraft operators and air navigation service providers, in these considerations. This has not resulted in operational measures that the Dutch government can include in the combination of measures that must be implemented by 1 November 2025 for phase 1. Below, we will discuss the process and the considerations that form the basis of the operational measures.

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Considered procedural measures

At the start of the process and the inventory of measures, the Dutch government examined measures in all categories described in the regulation, including operational procedures. The consultation document of 15 March 2023⁷ and the notification document of September 2023 refer several times to the 'longlist' of measures that were considered. Annex A to the March 2023 consultation document explains this longlist, which contains ten procedural measures. The same Annex A contains Appendix B, in which the measures are scored based on the selection criteria. After this exercise, two measures remained that could possibly be implemented in time. These were measures i) *reducing the use of the Buitenveldert runway* and ii) *reducing secondary runway use*. However, these measures were rejected during the process after input from the Human Environment and Transport Inspectorate, Air Traffic Control Netherlands, the sector and local residents, because the measures could not be integrated into the operation.

The measures that can contribute to achieving the 15% noise reduction objective by 1 November 2025 were assessed using the selection criteria outlined in the document 'Additional Consultation' of May 2024⁸. This document states that by shifting the implementation date from 1 November 2024 to 1 November 2025, a reassessment was made of whether previously discarded measures could contribute to achieving the noise abatement objective by 1 November 2025. For example, this led to the inclusion of the *Rate Differentiation* measure in the package. The question of whether the procedural measures on the original longlist could meet the conditions of the selection criteria with the new implementation date of 1 November 2025 was also explicitly considered. This assessment did not lead to the conclusion that the package of measures could also be supplemented with operational procedures. In short, there were no procedural measures that could be implemented by 1 November 2025 at the latest. As the European Commission also acknowledges in the staff working document, adapting current procedures and setting up new ones is often a lengthy process that, for the measures under consideration, cannot be completed before the deadline of 1 November 2025. In the opinion of the Dutch government, the process of identifying measures from the categories listed in the Regulation, including operational procedures, has been carefully followed, and all possible measures have been considered, but this has not led to measures in the package.

NADP2 procedure

The European Commission specifically considers the possibility of using the NADP2 procedure in consideration (27). The European Commission recognises that a study by Air Traffic Control The Netherlands (LVNL) and Schiphol shows that the NADP2 procedure has already been followed for more than 95% of flights between 1 January 2023 and 28 July 2024. The use of the NADP2 procedure is currently

⁷ Consultation Document Balanced Approach procedure for Schiphol, IenW, March 2023

⁸ Additional Consultation Balanced Approach for Schiphol, IenW, May 2024

prescribed as the preferred procedure by the Netherlands for Schiphol Airport. Only if compliance with the recommended procedure (NADP2) is not possible for operational reasons, NADP1 may be used. This also explains the high percentage of NADP2. Pilots must inform Schiphol if it is not possible to comply with the NADP2 procedure. Compliance with this procedure is therefore automatically monitored, which means that following this procedure is already the norm at this point.

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In addition, making the NADP2 procedure compulsory, insofar as this is possible, also does not meet the selection criteria used for selecting measures. Compared to the NADP1 procedure, the NADP2 procedure causes more noise near the airport. Adjusting the NADP procedure does therefore, not result in a reduction in noise, but in the displacement of noise. This does not meet the selection criteria against which the measures have been tested.

The 'Minder Hinder Schiphol' programme

In recital (28), the European Commission states that the Dutch government refuses to take into account operational noise reduction measures that go beyond the 'Minder Hinder Schiphol' programme or the measures included in that programme but had not been implemented by November 2024. It is not that the the Dutch government does not want to consider this type of measure, but there are simply no operational measures that can be implemented by November 2025 at the latest.

As far as the measures from the 'Minder Hinder Schiphol' programme are concerned, most of the measures that were adopted in the final Nuisance Reduction programme on 5 March 2021 have already been implemented. These are part of the baseline against which the noise abatement objective has been set. For the package of measures, a specific check was made to determine whether any measures from the 'Minder Hinder Schiphol' programme remain that have been or can be implemented between 1 November 2024 and 1 November 2025. This is not the case. For that reason, the package of measures does not include such measures. As with other operational procedures, the remaining measures from the programme may contribute to a further reduction in noise nuisance after 1 November 2025. This pertains to the timeline for developing, adapting, and implementing new or existing operational procedures.

5. Monitoring

In recital (31) of the decision and the accompanying staff working document, the European Commission focuses on and states that monitoring is necessary to determine the ultimate actual effect of the package of measures. The Dutch government agrees and considers monitoring the actual effect of the package of measures to be important. The Dutch government has made the commitment to the Dutch Parliament that it will present a plan of action before the summer, which will include monitoring.

6. Slots

Usually, a proposed operating restriction can or does have consequences for the number of slots with historical precedence to be issued. This is unlikely to be the case here. The Dutch government remains in close contact with the slot coordinator, adhering to the principles of non-discrimination, transparency, and impartiality in the distribution of slots. In this case, the Dutch government is

following the developments of the process in the Coordination Committee Netherlands (CCN) regarding how the final slot allocation will be handled and supports the slot coordinator in plans to mitigate the impact on historic slots. With the current plans, it is foreseeable that all historic slots can be allocated. The slot coordinator has also coordinated these plans with the European Commission, which has responded positively to them.

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In conclusion

The Dutch government assumes that this response provides sufficient further explanation and justification of the points identified in the European Commission's decision and that the procedure is finalised with the sending of this letter. The Dutch government will then proceed to implement the package of measures as notified to the European Commission as of 1 November 2025. This package will improve the noise situation around Schiphol while maintaining the airport's network quality.

As the European Commission is aware, this phase concerns the fulfilment of 15% of the noise abatement objective. The Dutch government is aware that a balanced approach procedure may also need to be followed to fulfil the remaining 5% (so that the result ultimately adds up to 20%). This obviously depends on the type of measures that are taken. In implementing the second phase, the Dutch government will also consider the motion of the Dutch Parliament, which requests that the government include all noise reduction of the fleet (both autonomous and additional fleet renewal) for the remaining percentage⁹. The Dutch government would like to thank the European Commission for the intensive and constructive cooperation throughout the balanced approach procedure.

Yours sincerely,

THE MINISTER OF INFRASTRUCTURE AND WATER MANAGEMENT,

Barry Madlener

⁹ Lower House of the Dutch Parliament, session year 2024-2025, 31 936, no. 1209