

## Press Release

3 March 2023

# Airlines join forces, urge courts to safeguard the future of Schiphol Airport

**The KLM Group, Delta Air Lines, Corendon, easyJet and TUI are joining forces to take summary proceedings against the Dutch government in a bid to keep the Netherlands connected to the rest of the world via Schiphol Airport. The airlines are challenging the government's unilateral decision to significantly cut flight movements at Schiphol, confident they can reduce noise levels and CO<sub>2</sub> emissions while maintaining a network of destinations for the millions of passengers and tonnes of cargo they carry annually to and from Schiphol.**

Schiphol Airport makes a significant contribution to the Dutch economy, providing more than 100,000 jobs, both directly and indirectly. Millions of people across the Netherlands use the airport every year for business trips, vacations, family visits or studies, while the airport's international network makes it attractive to foreign companies looking to establish themselves in the Netherlands.

The airlines maintain that the Dutch government's unilateral and sudden decision to reduce Schiphol's capacity from 500,000 to 460,000 flight annual movements (with the ultimate goal of reducing flight movements to 440,000 by 2024) is incomprehensible. The airlines have already made multi-billion euro investments to meet near- and long-term goals in line with their own decarbonisation trajectories as well as government policies, while the government's justification hinges on operational restrictions with no consideration of alternative workable solutions to effect noise reduction.

In addition to negatively impacting the Dutch economy, the capacity reduction would significantly reduce travel options and connectivity for consumers. The airlines maintain that, along with violating national, European and international legislation, the decision is unnecessary, damaging and lacks proper substantiation, given the airline industry is already achieving significant results in relation to reducing CO<sub>2</sub> emissions and lowering noise levels.

For these reasons, KLM, KLM Cityhopper, Martinair, Transavia – all part of Air France-KLM Group – as well as Corendon, Delta Air Lines, easyJet and TUI are urging the courts to safeguard the future capacity of Schiphol Airport.

The KLM Group, which accounts for close to 60 per cent of traffic at Schiphol, initiated this legal action in line with parent company Air France-KLM Group's position on the matter. In addition, industry association BARIN has indicated its full support for this initiative. This initiative is also fully supported by industry associations Airlines for Europe (A4E) and the European Regions Airline Association (ERA) because the capacity reduction at Schiphol has major implications for the EU's single aviation market. In a further move, industry association IATA and a number of airlines will also be going to court to initiate proceedings against the Dutch government.

\* Founded in 1980, European Regions Airline Association (ERA) is a non-profit trade association representing over 55 airlines plus around other 150 companies involved in European air transport, and is the only association that bring together the entire spectrum of companies involved in European aviation. The association supports and defends the airline industry in providing safe, efficient and sustainable air connectivity to all regions of Europe. By lobbying European regulatory bodies on policy matters, ERA promotes and protects social responsibility, environmental sustainability and the development of regional economies and local communities.

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**KLM President & CEO Marjan Rintel said:**

“We are embracing the targets set for reducing noise levels and CO<sub>2</sub> emissions, investing billions in fleet renewal and SAF procurement that will ultimately supersede these targets while maintaining our network that serves 170 destinations worldwide. This is good news for the millions of people who fly from the Netherlands with KLM every year whether for business or leisure and for the cargo industry. As the government appears not to hear our call, unfortunately we find ourselves compelled to take legal action.”

**Delta Air Lines’ Executive Vice President External Affairs Peter Carter said:**

“Delta is committed to ambitious sustainability targets and wants to work collaboratively to meet these goals. We firmly believe that it is possible and, indeed, necessary to properly balance sustainability priorities with economic and wider societal interests. We strongly object to capacity reductions at Schiphol Airport and remain actively focussed on investing in our fleet renewal and modernisation program as the most effective way forward to mitigate noise and environmental concerns.”

**General Manager, TUI Netherlands, Arjan Kers said:**

“The proposed measures will negatively limit Dutch travellers’ options. That is why TUI wholeheartedly supports this action. The measures are contrary to (European) regulations and government policies that have been in place for years and do not reward the efforts that have been and are being made by airlines to reduce noise and emissions.”

**CEO, Corendon, Steven van der Heijden said:**

“Emphatic focus on rapid fleet renewal will reduce noise levels and emissions in the short term far more effectively than imposing limits on capacity, which will only serve to put pressure on network connections and holiday flights, driving passengers across the border.”

**CEO, Transavia, Marcel de Nooijer said:**

“Transavia finds itself compelled to join the summary proceedings against the reduction of capacity at Schiphol to 460,000 flight movements. As a company, we have made an important decision to invest billions in a cleaner, more fuel-efficient and quieter fleet, so that we can continue to offer our passengers a pleasant trip to beautiful destinations. Reducing the number of flights does not provide a solution and will not have the desired effect for local residents and the environment.”

**easyJet Country Manager William Vet said:**

“By choosing to pursue an arbitrary flight cap the Dutch government totally disregards both the efforts made by the industry to decarbonise as well as the socio-economic benefits of aviation, significantly reducing connectivity. easyJet is taking important steps towards the decarbonisation of our operations, having recently published our roadmap to net zero carbon emissions by 2050, which includes a combination of operational efficiencies, fleet renewal, and other elements like airspace modernisation.”

