



Ministry of Infrastructure
and Water Management

Additional Consultation

Balanced Approach Schiphol

May 2024



Additional Consultation

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Introduction

The Cabinet is working on a new balance between the importance of an international airport, Schiphol, and the importance of a healthy living environment, specifically for local residents. To this end, the Cabinet has set two objectives: the legal protection of local residents must be restored, and there must be demonstrably less nuisance for the surrounding area. The ruling in the case between Stichting Recht op Bescherming tegen Vliegtuighinder (RBV) and the State of the Netherlands (the State) on 20 March last further emphasised the need to take steps.¹ This ruling underlines the course the Cabinet has already taken and the urgency of immediate action.

To take measures to reduce noise, it is important to follow a careful process. When noise abatement can lead to an operating restriction at airports, a European procedure, the

balanced approach procedure, must be followed.² The procedure includes several steps that must be followed to ensure that a proper balance is struck between the various interests concerned in taking noise abatement measures (hereinafter: measures), which may lead to an operating restriction.

After the completion of a consultation phase last year, a notification phase was started in accordance with the balanced approach procedure. On 1 September 2023, the Ministry of Infrastructure and Water Management submitted a package of noise abatement measures to the European Commission, European Member States and other relevant parties for Schiphol Airport. This package aims to achieve the noise abatement objective set by the ministry.

¹ <https://www.luchtvaartindetoekomst.nl/actueel/nieuws/2024/03/20/uitspraak-rechter-in-civiele-procedure-vliegtuighinder-schiphol>

² Part of (EU) Regulation No. 598/2014 on establishing rules and procedures about the introduction of noise-related operational restrictions at airports in the Union as part of a balanced approach ("Noise Ordinance").



The current process and the need for additional consultation

During the notification phase, from 1 September 2023, numerous discussions were held with the European Commission, and several additional questions were asked. To respond to the European Commission's comments, the Ministry of Infrastructure and Water Management has since developed a modified approach and package of measures. The ruling in the court case between RBV and the State underlines the urgency of the noise problem in the surrounding area of Schiphol and the need to ensure improvement in the short term.

It is of great importance that the balanced approach procedure is carefully followed and that the outcome of this procedure leads to feasible and permanent measures. The ministry, therefore, believes it is important for all stakeholders to be able to respond to the new proposed approach and package of measures before the Cabinet makes a final decision. Hence, why the opportunity to respond to this revised proposal is now being presented. This proposal is in addition to the 2023 consultation, which ran from 15 March 2023 to 15 June 2023. Everyone can submit a response to the new approach and the amended package of measures at www.internetconsultatie.nl/aanvullende_raadpleging_BA for a period of four weeks from 24 May 2024.

Your response

You are given the opportunity to respond to the revised proposal as described in this document. You are specifically asked to respond to the new elements of the proposal. This concerns: (i) the intended gradual approach, the associated phasing of the noise abatement objective over time and (ii) the new and adapted measures proposed to achieve the noise abatement objective. You are requested to specifically address phase 1 and phase 2 of the gradual approach in your response. Phase 3 has been included in this document to provide as specific an insight as possible into the intended follow-up process, but a separate process, including consultation, will be followed for this.

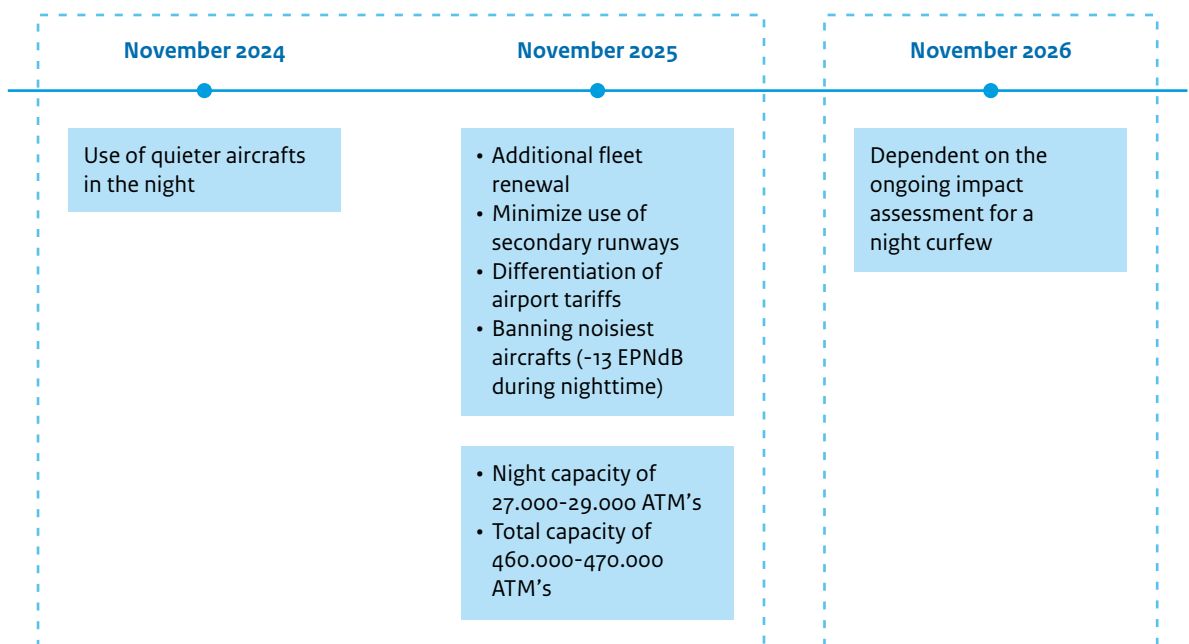
The package of measures

The noise abatement measures have been calculated in terms of achieving the objective and cost-effectiveness. Chapters 2 and 3 show which measures are proposed to reduce noise.

The follow-up process

Once the additional consultation is finished, the ministry will examine all submitted responses and a final decision can be made on an adjustment of the package of measures. This will form part of the response to the European Commission's questions.

The adjusted combination of measures in the gradual approach



1 Background

1.1 Balanced Approach: the procedure followed so far

The balanced approach procedure includes several steps that must be followed. These steps help ensure a diligent process that takes everyone's interests into account.

Setting a noise abatement objective

The Cabinet first set a noise abatement objective for Schiphol Airport in accordance with the balanced approach procedure. This noise abatement objective was established in the Noise Action Plan Schiphol 2018-2023³ and will also be anchored in the updated Noise Action Plan Schiphol 2024-2029.⁴ The noise abatement objective consists of four sub-objectives. The table below shows the noise abatement objective.

Noise abatement objective

Indicator	Houses	People
Number of houses with a noise exposure of 58 dB(A) L_{den} or higher	minus 20 per cent	
The number of people experiencing severe disruption with a noise exposure of 48 dB(A) L_{den} or higher		minus 20 per cent
The number of houses with a noise exposure of 48 dB(A) L_{night} or higher	minus 15 per cent	
The number of people experiencing severe sleep disturbance with a noise exposure of 40 dB(A) L_{night} or higher		minus 15 per cent

Technical sessions and consultation

Since the start of the procedure, stakeholders have been kept informed and consulted in several ways. First, in line with the balanced approach procedure, a collaboration with technical stakeholders was established. This collaboration took place in the form of three digital meetings in which the noise abatement objective was discussed, how the required studies and analyses of measures would be carried out, and finally, what the results of these studies and

³ <https://zoek.officielebekendmakingen.nl/stcrt-2023-24836.html>

⁴ The duration of the Noise Action Plan Schiphol 2018-2023 has been extended by one year. The Noise Action Plan Schiphol 2024-2029, which was submitted for views until the end of January 2024, is currently being updated. The final Noise Action Plan Schiphol 2024-2029 must be submitted to the European Commission by 18 July.



analyses were. During these meetings, room was provided to pose questions and make suggestions.

A broad consultation period of three months then took place. The consultation document presented three combinations of possible measures with more than sufficient impact to achieve the noise abatement objective. Participants in this consultation were invited to respond to the composition, effect and desirability of the three presented combinations and to suggest alternative measures.

Based on the responses and the alternative measures submitted, a nuanced picture emerged after the consultation with regard to the implementation of measures. New measures have emerged from the consultation. Measures were also dropped as a result of the implementation assessments by Air Traffic Control The Netherlands (LVNL) and the Human Environment and Transport Inspectorate (ILT). Also, considering the outcome of these implementation assessments and taking into account both the established criteria and the requirements of this balanced approach procedure, a limited number of measures remained. There were measures that had the potential to have a high impact but whose impact still needed further investigation. Moreover, some of these measures could not be implemented by November 2024.

Notification phase

A notification document containing a package of measures to meet the noise abatement objective was then prepared. The notification document was presented to the European Commission, European member states and other stakeholders on 1 September 2023. This earlier combination of measures submitted for notification will fulfil a 15% reduction of the 24-hour (L_{den}) sub-objectives as a first step by November 2024 and leave 5% for fulfilment in the next phase, e.g. with some form of (partial) night-time closure.

The 1 September 2023 notification package consists of the following measures:

- Using quieter aircraft at night;
- A reduction in the use of secondary runways;
- Reduction of the capacity at night to 28,700 flights;
- Reduction of the capacity to 452,500 flights in total.

1.2 Proportionality of the measures

Through the questions from the European Commission and during the discussions following the notification, the European Commission raised concerns about the proportionality of the measures in relation to the targeted implementation deadline of November 2024. The European Commission has inquired about the possibility of implementing specific measures that contribute to noise nuisance reduction in the short term after November 2024, while being less impactful for the aviation sector than the notified package of measures. In doing so, with regard to the proportionality of the package of measures, the European Commission also asked to examine whether a more gradual approach to achieving the noise abatement objective was possible. A gradual approach means an approach in which the noise abatement objective is not achieved all at once but gradually over several years.

1.3 Court ruling in RBV case

During this period, a ruling was issued in civil proceedings brought by RBV against the State. In these proceedings, RBV argued on the basis of the European Convention on Human Rights (ECHR) that the State had acted unlawfully by disproportionately exposing many people to severe nuisance and sleep disturbance caused by air traffic to and from Schiphol.⁵ In doing so, the ruling underlines the urgency of the noise problem and the need to improve the noise situation around Schiphol in the short term.

1.4 Concluding

The European Commission's comments have led to a proposal for a gradual approach with several new and adjusted measures compared to the notification of 1 September 2023. This proposal is also a first step in working towards a balance, the need for which is underlined by the court's ruling in The Hague. Chapter 2 details the various measures (existing and new). Chapter 3 presents a proposal for a gradual approach.

⁵ [Parliamentary letter on the ruling by the District Court of The Hague in the proceedings on the merits between the RBV foundation and the State | Parliamentary Document | Rijksoverheid.nl.](#)



2

Measures

The balanced approach procedure requires looking at different categories of noise abatement measures to achieve the noise abatement objective. An operating restriction is only considered when noise abatement measures in other categories have been exhausted. The total of four categories are:

1. Measures at the source;
2. Land use planning measures;
3. Operational measures;
4. Operating restrictions.

The Noise Ordinance stipulates that the measures may not be more restrictive than necessary to achieve the noise abatement objective. This considers both the impact of noise and the cost-effectiveness of the measures. Within these four categories, the measures are taken in order of cost-effectiveness. The notification document dated 1 September 2023 provides a detailed description of the method used to calculate the measures' impact and cost-effectiveness.⁶ The annexes to this document include the reports by research firms To70 and Decisio that look at the impact of measures on noise nuisance and the cost-effectiveness of the new gradual package of measures.

⁶ <https://www.luchtvaartindetoekomst.nl/onderwerpen/besluit-minder-vliegtuigbewegingen-schiphol/documenten/besluiten/2023/09/01/notificatiedocument-balanced-approach-procedure-schiphol>

2.1 Selection criteria

An important criterion in selecting measures for the September 2023 package of measures was their feasibility to be achieved by November 2024. Measures whose introduction was not feasible by November 2024 were previously excluded based on this criterion. However, due to ongoing discussions with the European Commission in the notification phase, the desired implementation date of 1 November 2024 is no longer feasible. Therefore, it has been reassessed whether previously dropped measures can contribute to achieving the noise abatement objective and the previously mentioned criterion has been adjusted to November 2025. The measures submitted during the earlier consultation phase – from 15 March to 15 June 2023 – were explicitly considered. In line with the Noise Ordinance, these measures have been re-analysed and calculated in terms of achieving objectives and their cost-effectiveness. This led to some additions with respect to the original package.

Chapter 3 sets out the overall combination of measures in the gradual approach. This looked at the implementation date, but also at the criteria previously used to compile the shortlist of measures. Both the measures already notified and those now additionally proposed must meet the conditions below:

- Safety: the measure should not introduce a safety risk.
- Feasibility: the measure should be able to be implemented by November 2025.
- Compliance with legislation: the measure should not conflict with international, European or national legislation.
- Reliability of the operation: the measure should not significantly decrease the reliability of the operation.
- Displacement of nuisance: the measure should reduce the nuisance, the nuisance should not just be displaced to other areas around the airport.
- Quality of the network connectivity: the measure should not result in an irreversible negative effect on the quality of the network connectivity.
- Emissions: the measure should not achieve a reduction in noise at the expense of a significant increase in emissions.
- Modelling: it must be possible to determine the effect of the measure using ECAC Doc29 noise modelling as implemented for Schiphol Airport.

2.2 Individual measures

The table below features the new shortlist followed by a substantive description of each measure. The substantive description also outlines when the measure can be implemented and its exact content.

Shortlist of measures

Measures	
Using quieter aircraft at night	Already in the notification package from September 2023
Stronger differentiation of airport charges	New
Additional fleet renewal	New
A reduction in the use of secondary runways	Already in the notification package from September 2023, but now adjusted
Excluding noisy aircraft	New

Measure: Using quieter aircraft at night (already in the September 2023 notification package)

The measure involves the optimisation of the fleet usage by means of the use of quieter aircraft at night. KLM introduced the measure during the consultation phase last year and may be implemented by November 2024. This involves deploying the airline's fleet so that the quietest aircraft are used at night. Enquiries with other airlines based at Schiphol indicate that other airlines cannot contribute to such a night-time optimisation.

Specifically, this means that some noisy aircraft are removed from operation at night and swapped with quieter aircraft. The measure has two elements:

- The transfer of, among others, wide-body aircraft from the night to the day and the filling of that slot with a narrow-body aircraft;
- Replacing a noisier wide-body aircraft with a quieter wide-body aircraft.

Measure: Stronger differentiation of airport charges (new)

This measure aims to reduce noise nuisance by encouraging airlines to replace noisy aircraft types with quieter ones. This is done through greater differentiation of airport charges. This makes using noisy aircraft more expensive for airlines. The setting airport charges follows a three-year cycle and is the responsibility of Schiphol Airport. The next time airport charges will be set is in April 2025. Schiphol's consultation on the adjusted airport charges will run until mid-summer 2024. The further implementation and monitoring of this measure will take the definitively determined rates into account. This measure falls under the first pillar of the Balanced Approach (reducing noise nuisance at source). Airport charges at Schiphol are already differentiated based on aircraft noise levels. Schiphol distinguishes 7 categories of noisiest aircraft, ranging from S1 (noisiest in their class) to S7 (least noisy). The noisiest aircraft tend to be larger, older aircraft. The measure assumes:

- S1: increase in cost;
- S2 – S3: no change;
- S4 – S7: reduction in costs (by the same absolute amount as the increase in costs for category S1).

Measure: Additional fleet renewal (new)

Several sector parties indicated during the consultation process that their fleets are being made quieter. The reference situation (the noise situation in November 2024 without additional measures) takes into account autonomous developments. These are developments, including fleet renewal, that occur annually, regardless of



the government's introduction of measures, since fleet renewal is an ongoing process. The 20% reduction objective should be achieved on top of this. After all, what has been done so far in terms of noise abatement is not enough to reduce the overall noise nuisance. Therefore, the effect of autonomous development is not part of the noise abatement objective to be achieved but is part of the baseline assumptions. However, in the submitted comments in the consultation phase and follow-up discussions with airlines, it has been indicated that specific airlines will carry out more fleet renewal between November 2024 and November 2025 than assumed within the autonomous development. This measure, additional fleet renewal, includes the fleet renewal that takes place on top of the autonomous development. The measure is, therefore, part of the new package of measures.

However, the deliveries of new aircraft are subject to external factors, such as delays at suppliers. Airlines that have purchased and expect these new aircraft often have no direct influence on this. It is important to include this uncertainty in the calculations of the noise effect of these new aircraft. That is why a margin of uncertainty has been taken into account in the calculations for this measure.

Measure: Reducing the use of secondary runways (already in the notification package of September 2023, but now adjusted following implementation tests)

The runways at Schiphol are characterised as either primary or secondary runways. Using the primary runways is preferred because, on balance, this leads to a lower number of people experiencing severe nuisance. Minimising the use of secondary runways reduces noise nuisance in relatively densely populated areas as take-offs and landings are concentrated on the primary runways. It creates in principle a quiet block around secondary runways. Therefore, a scenario has been drawn up in which, as of November 2025, only 1+1 runway use⁷ is applied between 13:00 and 15:00 hours, and secondary runways are used less.

In the notification document of 1 September 2023, this measure also included a time block in the morning hours – from 07:00 to 08:00. This block has been dropped. Also, the new proposal for a gradual approach implements this measure a year later, starting in November 2025. This is a consequence of the operational adjustments required to implement this measure. Forcing a quiet block in the morning is likely to increase the number of aircraft arriving

later in the morning. This is because the number of flights on offer in the morning are large, creating a waterbed effect. The nuisance then occurs not between 07:00 and 08:00 but later in the morning. This emerged from discussions with, among others, the slot coordinator (ACNL) and LVNL. Operational constraints prompted a move towards the alternative measure, as described above. However, this has the effect of reducing the impact on the noise abatement objective.

Measure: Excluding noisy aircraft (new)

This measure aims to exclude the noisiest aircraft. During the consultation, Schiphol proposed a measure whereby the permitted limits of aircraft noise categories would be raised to a -12 EPNdB margin (a specific noise measure) for the 24-hour period and to a -13 EPNdB margin for the night, as a result of which aircraft with a margin equal to or smaller than -12 EPNdB would no longer be allowed to land and take off from Schiphol during the day. In addition, aircraft with a margin equal to or smaller than -13 EPNdB will no longer be allowed to land and take off at night. After consultation with the European Commission, it appears that a measure excluding specific types of aircraft is only partially permissible. While completely excluding aircraft with a margin equal to or less than -12 EPNdB is not allowed, excluding aircraft at night with a margin equal to or less than -13 EPNdB is possible under the Noise Ordinance. This level is set as a limit at several airports in Europe as well.

It is proposed to exclude aircraft with a margin equal to or less than -13 EPNdB, from both Chapter 3 and Chapter 4 (cf. Chicago Convention), at night. The aircraft that will no longer be allowed to land at Schiphol at night as a result are heavy (old) cargo and passenger aircraft.

2.3 Calculations of measures

The results of the analyses on noise impact and cost-effectiveness of the measures on the new shortlist are presented below. In calculating cost-effectiveness and achieving the objective, the timing of possible implementation was specifically considered. The corresponding reports are included in the appendix.

⁷ 1+1 runway use involves using one runway for take-off and one for landing. Preferred runways are used for this as much as possible.

Results of the analyses

The results of the calculations of the individual measures, both for noise impact and cost-effectiveness, are presented in the following table. During implementation, overlap between the different measures may arise in the operation. Due to this overlap, there may also be an overlap between the impacts of the individual measures. When combined, because of this effect, the final effect of the combination of measures must always be calculated, and the individual effects cannot simply be added together. Chapter 3 explains the gradual approach including the proposed combination of measures.

In the table below, the impact is expressed in percentage reduction of the number of houses, people experiencing severe disruption or severe sleep disturbance within the relevant contours. Cost-effectiveness is expressed as the cost per reduced house for people experiencing severe disruption or severe sleep disturbance.

	Houses in 58 dB L _{den}		People experiencing severe disruption in 48 dB L _{den}		Houses in 48 dB L _{night}		People experiencing severe sleep disturbance in 40 dB L _{night}	
	Impact	KE (€)	Impact	KE (€)	Impact	KE (€)	Impact	KE (€)
Total noise abatement objective	-20%		-20%		-15%		-15%	
Using quieter planes at night (2024)	-3.5%	-33,081	-2.2%	-10,015	-14.4%	-3,273	-9.2%	-3,657
Stronger differentiation of airport charges (2025)	-0.1%	-1,114,595	-0.2%	-53,100	-1.0%	-198,103	-0.6%	-72,037
Additional fleet renewal (2025)*	+/- -1.0%	N/A	+/- -1.0%	N/A	+/- -0.5%	N/A	+/- -0.5%	N/A
Reduction in the use of secondary runways (2025)	-1.2%	-50,195	-1.7%	-2,204	0.0%	N/A	0.0%	N/A
Excluding noisy aircraft (2025)	-1,3%	-290,333	-1,2%	-19,481	-5,6%	-82,801	-2,2%	-49,196

* This measure has been calculated as part of the combination of measures, hence the individual results have not been calculated yet and an estimation of the impact has been presented.



3 Gradual approach

To address the European Commission's concerns about the proportionality of the notified combination of measures, a gradual approach is proposed. This means that the introduction of measures, and thus the fulfilment of the noise abatement objective, will be more spread out over time than was foreseen in the previously notified package of measures. The measures will be introduced in three phases. This chapter further explains this gradual approach and the corresponding combination of measures.

3.1 The gradual approach

The gradual approach is a proposal in which the noise abatement objective is not achieved within one year but the measures are spread over several years. The ministry has looked for a combination of measures that, taking into account the European Commission's concerns about proportionality, can achieve significant reductions in noise nuisance in the short term. This will also do justice to the noise problems in the surrounding area of Schiphol and the required better balance between Schiphol and its living environment.

The gradual approach consists of 3 phases, which take effect per operating year:

- Phase 1: from November 2024;
- Phase 2: from November 2025;
- Phase 3: from November 2026.

Difference in approach compared to previously submitted package of measures

In the original submitted package, a first step of -15% by November 2024 was specifically defined with the measures to be taken. The remaining 5% was left undefined. In this new, gradual approach, the objectives⁸ will be defined over 3 years. In the third phase a form of (partial) night-time closure will be explicitly considered. The final choice depends on the outcome of the ongoing impact analysis and therefore requires further decision-making.

⁸ of -20% of the number of houses within the 58 dB(A) L_{den} contour and -20% of the number of people severely affected within the 48 dB(A) L_{den} contour

Explanation of the phase 3 process

During the September 2023 notification, it was indicated that a (partial) night-time closure could be a measure with great potential. On the one hand, a (partial) night-time closure could provide a period of reduced noise nuisance for local residents at night, mainly at the primary runways, Kaagbaan and Polderbaan. On the other hand, a relatively small number of airlines operate at Schiphol during most night-time hours. A (partial) night-time closure could – depending on times and (pre)conditions – have a specific impact on them. Therefore, it is important to clearly understand the impact of several variants of a (partial) night-time closure before a decision can be made. The ongoing impact analysis should provide insight into the effects on the living environment, both positive and negative in the form of nuisance shifting, as well as the economic effects on the aviation sector and any wider effects. An impact analysis was launched in 2024, examining three different forms of a (partial) night-time closure, and a number of more far-reaching alternative night-time measures.

For further completion of this final phase of the gradual approach, a separate notification process to the European Commission, including a new stakeholder consultation, will be carried out after the impact analysis and decision-making thereon are completed. If the impact analysis shows that a form of (partial) night-time closure is not applicable, other measures will be taken to fulfil the full noise abatement objective, focusing on the night. This does not exclude further reductions in the total number of aircraft movements.

Reduction percentages per phase

For phase 1 of the gradual approach, it was examined which measures could be implemented by November 2024 to take a first step in reducing noise nuisance in the airport's surrounding area as soon as possible. However, in the gradual approach, the first step in noise reduction in 2024 is significantly smaller than in the package of measures submitted in September 2023. The majority of the measures will namely be implemented from November 2025 onwards.

For phase 2 of the gradual approach, an implementation date of November 2025 is assumed. This later date allows for alternative measures compared to the original implementation date of November 2024. Phase 2 aims to fulfil the remaining percentage of the noise abatement objective, already taking into account the effect of implementing a (partial) night-time closure in the third phase. This leads to a total of 15 to 17% fulfilment of the noise abatement objective in the first and second phase. This bandwidth will be finalised after the additional

consultation based on additional calculations, responses and discussions. For the night, the sub-objectives of -15% of the number of houses within the 48 dB(A) L_{night} contour and -15% of the number of people experiencing severe sleep disturbance within the 40 dB(A) L_{night} contour will be comfortably achieved in phase 2 of the gradual approach.

In phase 3, the remaining 3% to 5% of the 24-hour noise abatement objective will be achieved. The introduction of some form of (partial) night-time closure is explicitly considered for the third phase. The percentages are based on the expected effects of the night-time closure variants as currently examined in the impact analysis. It should be noted that the introduction of a (partial) night-time closure depends on the outcome of this impact analysis and requires further decision-making. The fulfilment of phase 3 is therefore not now up for consultation, but will be submitted to stakeholders in a separate consultation at a later date.

Measures and operating restrictions

Chapter 2 explained the various measures, including their effects on noise reduction and cost-effectiveness.

The analyses show that combining these measures does not lead to the full achievement of the noise abatement objective. Due to the exhaustion of measures in the first three categories of the balanced approach procedure (measures at source, land-use planning measures and operational measures), additional capacity reduction is necessary to achieve the noise abatement objective within phases 1 and 2. A distinction can be made between a reduction in the number of aircraft movements at night and the total number of aircraft movements.

Reduction of aircraft movements at night

The notified combination of measures of 1 September 2023 included a maximum number of aircraft movements at night of 28,700. After consultation with the European Commission, the amended proposal opted for a more far-reaching night-time reduction to 27,000. Indeed, this is a cost-effective measure and contributes to both the night and 24-hour sub-objectives. In addition, a reduction to 27,000 aircraft movements at night from November 2025 could potentially have a very positive effect on the number of sleep disturbances.

In the short term, 27,000 aircraft movements at night appears to be the current lower limit. According to the research firms involved, further reducing the number of night-time aircraft movements in the short term could have a negative impact on costs and the effect on the operations of various



airlines is currently unknown. Therefore, an impact analysis regarding a further reduction in the number of aircraft movements at night is ongoing. After completion of the impact analysis, a decision can be made on a possible further reduction in the number of aircraft movements at night and/or a rest period. With a reduction to 27,000 aircraft movements at night in phase 2, the night-time sub-objectives will be achieved.

Reduction in total aircraft movements

To achieve the daytime sub-objectives, a percentage still needs to be fulfilled. It is estimated that achieving this percentage will require a capacity reduction in the total number of aircraft movements to between 460,000 and 470,000. In addition to this capacity restriction for commercial traffic at Schiphol, General Aviation traffic at Schiphol may also be limited by regulating air traffic in the LVB. The extent of any limitation depends on the elaboration in the LVB and the design of the enforcement points. Partly on the basis of the additional consultation, it is being considered whether it is necessary to make this possible limitation of GA traffic also an explicit part of the combination of measures in the balanced approach procedure.

This document and this additional consultation do not present a final number for a capacity reduction but ask you to comment on the capacity's bandwidth. The final number of aircraft movements depends on the effect of the combination of measures excluding capacity limitation and the specific reservation of the noise abatement objective for Phase 3. The bandwidth named in this consultation document will be specified and finalised after the completion of the additional consultation on the basis of additional calculations, responses and discussions.

Implementation of phases

proposal for the implementation of the 3 phases of the gradual approach has been drawn up. The table shows the various measures per phase with the corresponding effects.

Objective for November 2026:		-20%	-20%	-15%	-15%
Phase	Measures	Houses in 58dB L_{den}	People experiencing severe disruption in 48 L_{den}	Houses in the 48 L_{night}	People experiencing severe sleep disturbance 40 L_{night}
Phase 1: 2024	1. Using quieter aircraft at night				
Phase 2: 2025	2. Stronger differentiation of airport charges				
	3. Additional fleet renewal				
	4. Reduction in the use of secondary runways	-15% to -17%	-15% to -17%	-20,5%	-21%
	5. Excluding noisy aircraft				
	6. Capacity reduction at night to 27,000				
	7. Capacity reduction overall to 460,000 – 470,000				
Phase 3: 2026	Subject to: 8. Further measures at night (as a result of the impact analysis)	-3% to -5%	-3% to -5%	sub-objective already achieved	sub-objective already achieved



Monitoring

After the implementation of the measures, monitoring takes place in two ways. On the one hand, the way of the actual implementation of the measures, the so-called “input”, will be monitored. A number of measures in the package of measures require cooperation from sector parties. This specifically concerns the measures *Using quieter aircraft at night*, *Additional fleet renewal* and *Reducing secondary runway use*.

Regarding these measures, concrete agreements will be made with the sector parties to establish (correct) implementation, as well as agreements on the consequences if implementation is not (correctly) established. It will be examined whether regulations need to be drawn up for this. It will also be examined whether sanctions must be in place if sector parties do not comply with the agreements.

In addition, the actual fulfilment of the noise abatement objective, the so-called “output”, will be monitored. As part of the gradual approach, after five years, in line with the period of the Schiphol Noise Action Plan, an evaluation will be carried out to see whether the package of measures has achieved the noise abatement objective of minus 20% in the 24-hour period and minus 15% at night. If it has not, additional measures will be taken to fully achieve the objective.

4

Invitation to those participating in this additional consultation

Additional consultation

Anyone can submit a response via www.internetconsultatie.nl/aanvullende_raadpleging_BA for a period of four weeks from 24 May 2023.

During this period, the ministry will organise two digital information sessions: one in Dutch and one in English. More information on these sessions can be found at www.luchtvaartindetoeekomst.nl.

Your response

During the 2023 consultation, you were able to respond to all elements of the consultation document.

In parallel to the consultation, the adapted and new measures and the proposal for the gradual approach will be tested by Air Traffic Control The Netherlands (LVNL) in an implementation test for safety, operational feasibility and impact on the organisation. This will also specifically look at the feasibility of the combination of measures. The Environment and Transport Inspectorate (ILT) will execute a similar assessment on the combination of measures.

Participants in this additional consultation are asked to respond to the new elements of the proposal. This concerns: (i) the intended gradual approach from Chapter 3 of this document and (ii) the new and adapted measures proposed to achieve the noise abatement objective from Chapters 2 and 3 of this document. You are requested to specifically address phase 1 and phase 2 of the gradual approach in your response. Phase 3 has been included to provide as specific an insight as possible into the intended follow-up process, but a separate process, including consultation, will be followed for this.



5

Follow-up process

5.1 Adjustment notification

Following the additional consultation, the Cabinet will decide on the package of measures and approach. The Cabinet will then notify the European Commission of an adjusted package and the steps taken.

5.2 National decision-making after completing the Balanced Approach procedure

After completing the Balanced Approach procedure, the Cabinet will eventually incorporate the measures in an amended Airport Traffic Decree (LVB). This will restore the legal status of local residents and give the Schiphol operation a new legal framework.

For this LVB amendment, the environmental effects will be mapped in an environmental impact assessment (EIA). A draft EIA has already been prepared as part of the draft LVB amendment for the NNHS in 2021. A new EIA will be prepared for the LVB amendment based on the latest data and information. Part of this new EIA is to examine the effects of the measures chosen after completion of the balanced approach procedure.

The draft amendment to the LVB will then be publicly announced together with the new EIA. Everyone will then have 4 weeks in which to submit their wishes and objections (also known as the 'opinions'). The Cabinet will then draw up a response and the draft decree will be amended if necessary.

In parallel with the procedure for gathering opinions, the draft decree will be submitted to Parliament (the process known as the 'preliminary procedure'). Parliament can discuss the draft decree if it wishes.

After the preview, the draft decree will be submitted to the Advisory Department of the Council of State (*Raad van State*) for its recommendations. The Cabinet then produces a report on those recommendations and the draft decree is amended accordingly if necessary. Then the draft decree is submitted together with the report to the King for his signature (known as 'assent'). The final decree is published in the Bulletin of Acts and Decrees and comes into effect on the date stated in the decree.

5.3 Effects of the measures on slots

A capacity limitation for Schiphol Airport may follow from this balanced approach procedure. The Slot Regulation⁹ determines the slot allocation process at coordinated airports. Schiphol defines its capacity declaration twice annually. The capacity declaration reflects the available capacity for that particular season, taking account of the technical, operational and environmental constraints. Based on the capacity declaration, the independent slot coordinator (ACNL) allocates slots to airlines for each season.

⁹ Regulation (EEC) no. 95/93 of the Council dated 18 January 1993 on common rules for the allocation of slots at EC airports.

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