



Ministry of Infrastructure and the
Environment

Airport Capacity : The Dutch Approach



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Presentation outline

1. Background: Facts & figures Dutch aviation
2. Masterplan on airport development – ‘White paper on Dutch aviation’
3. Stakeholdersmanagement – ‘Alders Table’
4. Results and implementation
5. Conclusions



1. Background



Airports in the Netherlands

- **Schiphol**



323



52,6 mln



1,5 mln ton

- Eindhoven
- Lelystad
- Rotterdam
- Maastricht
- Groningen
- Twente



1. Background



Features and focus points Dutch Aviation

Features:

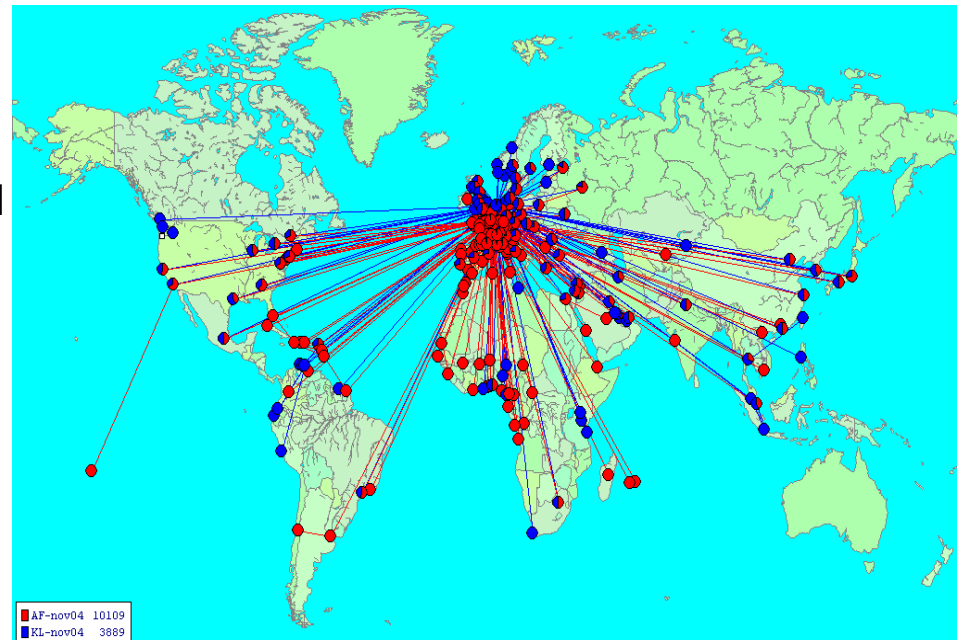
- high network quality
- high safety level
- attention for noise disturbance

International developments:

- economic crisis and uncertain demand
- climate change
- liberalisation
- consolidation
- competitive airline alliances and hub-airports

Focus points:

- OD passengers
- high dependence transfer passengers
- competitive cost level





Aviation important for Dutch economy

- **Conditions**
 - Good accessibility;
 - Strong infrastructure;
- **Economic value Schiphol**
 - Approximately 290.000 direct, indirect and induced jobs;
 - €26 billion contribution to national economy;
- **A society of networks demands good connections**
 - Global enhancement of scope and interconnectivity;
 - Economic and social activity;
- **Aviation facilitates and stimulates economic development**
 - Quality network of connections as a location factor;
- **Economic development stimulates aviation**



Step 1: create an objective & mission

- The aviation sector will emerge relatively strong from the economic crisis
- The aviation sector will be a strong international competitor
- The network quality of the Netherlands is in the top 5 of Europe
- The Netherlands is directly connected to the most important (new) economic centres of the world
- Schiphol airport is leading in eco-friendly aviation (emissions, noise, fuel efficiency)

Objective:

“Further development of optimal network quality, combined with a competitive and sustainable aviation sector”

Mission:

“Creating an optimal international connectivity in order to support national economic ambitions”



Step 2: Implement a goal-oriented structure

'Further development of network quality combined with a competitive, sustainable aviation sector'

- Achieving this goal is something the Dutch government cannot do on its own. As regards the role of government in the renewed governance model, the Dutch government decided to act more than in the past as a collaborative partner.
- To encourage joint realisation of goals, the government has implemented a goal-oriented structure: **'The Alders Table'**



Statement of the Dutch Cabinet

- Statement of the Dutch Cabinet:

“The balance between protection of surrounding area against the negative effects of aviation and the expansion potential of the Airport Schiphol can be improved.”

- **Stakeholdermanagement:** Alternative procedure via consultation and negotiation between Airport, airlines, local governments, inhabitants and national government.
- The assignment: give recommendations supported by all parties concerned on the development of Schiphol for the short (2010) and medium term (2020).
- The parliament accepted this method and assignment of Mr. Alders



Mr. Alders

3. Alders Table



Goal Alders Table

Long-term agreement between all stakeholders on the future of Schiphol airport

The importance of air transport



The need for less noise impact

Common ground:
Maintain the quality of the aviation network



Stakeholders

National government

Ministry of Infrastructure and the Environment

Local governments

Municipalities of Amstelveen, Amsterdam and Haarlemmermeer
Provinces of Noord-Holland and Zuid-Holland

Aviation sector

Schiphol Group

KLM

BARIN – Board of Airline Representatives in the Netherlands

LVNL - Air Traffic Control the Netherlands

Inhabitants

CROS – Regional commission inhabitants representation airport Schiphol

VGP – Organisation for inhabitants representation groups



Rules of consultation

- Negotiation is 'giving and taking'
- The negotiation takes place in the meetings and not by means of press statements
- Participants accept the assignment of the Cabinet, of which growth of Schiphol is one of the starting points
- Respect for the different interests of the participants
- Results and working documents are confidential unless we decide to make them public
- Participants have a mandate to negotiate and participants are responsible to make sure their supporters are well informed
- Rules on communication: Mr. Alders is the one and only spokesman

3. Alders Table



The challenge: Finding the balance

Mobility

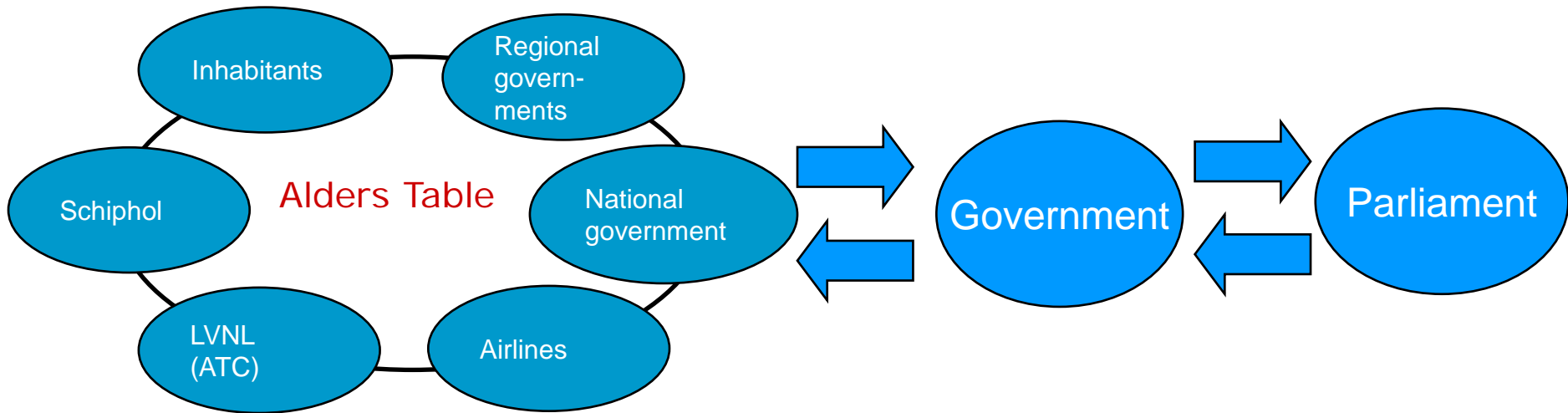
Optimal connectivity and selective growth

Sustainable development

Attractive mainport for consumers and companies

Safety and environment

Limit environmental impact and assure safety





Results Alders Table (1)

- **Agreement on the medium-term (2020) is presented to the Minister /embraced by the Parliament**
- **The advise is a total package deal:**
- **Essence: selective development of the mainport Schiphol in combination with sustainable development of the airport region:**
 - Till 2020 maximum limit of air traffic on Schiphol of 510.000 flights
 - Of which 32.000 flights in the night/early morning
 - Specialisation of Schiphol for mainport- and hub- related air traffic
 - As a consequence: capacity on regional airports needed for overflow of not mainport related air traffic (about 70.000 flights in 2020)
 - Regional airports of Eindhoven and Lelystad come in sight (via regional Alders tables)
 - Capacity on regional airports is created step by step related to market development and the use of selectivity instruments (as airport charges etc)

4. Results



Complementary specialised airports

Part of the 'Alders agreement': development of selectivity measures to encourage leisure traffic to the regional airports. Schiphol Group (in close collaboration with stakeholders) also proposed operational measures to demote the use of noise aircrafts / Research on Traffic Distribution Rules.



Schiphol: Our National Mainport. Intercontinental traffic with high-quality transfer service. Full service carriers, full freighters and business-oriented point-to-point traffic. **Max 510.000 movements/year**

Lelystad: National airport for point-to-point traffic (business and leisure): **45.000 movements/year**

Eindhoven: National airport for point-to-point traffic (business and leisure): **25.000 movements/year**



Results Alders Table (2)

- **Nuisance reducing measures**
 - Limiting air traffic on Schiphol (also during night)
 - For the area near the airport: use of runways that cause least nuisance + limited use of the 4th runway
 - For the area further away: implementation of Continuous Descent Approaches
 - Experiments with modification of flight paths
 - € 60 mln for improving the quality of life in the area around the airport.
- **A proposal for a new noise management system**
 - The national government will elaborate the new noise management system in cooperation with the parties from the Alderstafel

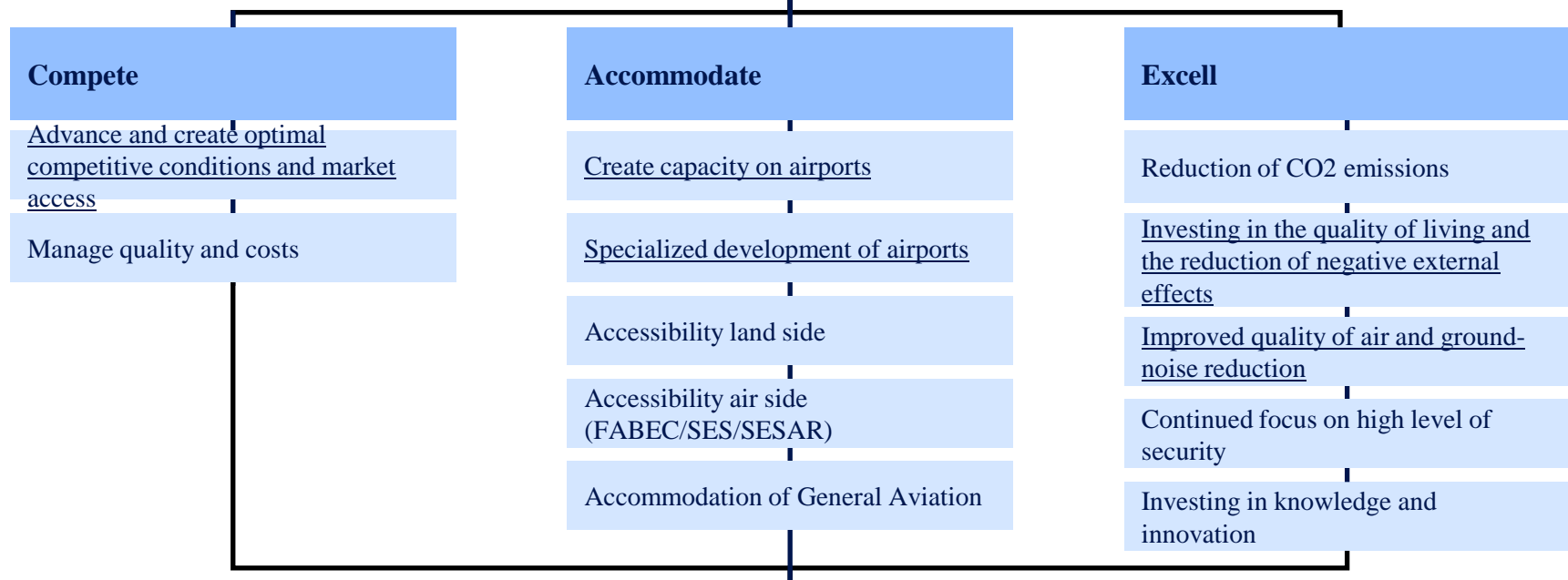
4. Results



Step 3: Results were translated in White paper

An innovative, competitive and entrepreneurial economy in a sustainable and social context. Optimal international connectivity of the Netherlands by air is a condition to reach this goal

Continuing development of an optimal quality of our air-network combined with competitive and sustainable aviation



Cooperation: the governance is focused on the collaborative effort of all stakeholders to create an optimal network combined with competitive and sustainable aviation



Step 4: Implementation of the 'package deal'

- Parties on the Alders table are also responsible for the implementation of the Alders agreement
- Based on a new assignment commissioned by the Minister of Infrastructure - the parliament accepted this method and assignment again
- In 2009 the process has started to implement the recommendations given by the Alders Table Schiphol.
- Every two months a stakeholdermeeting is taking place:
 - Monitoring the progress of implementation



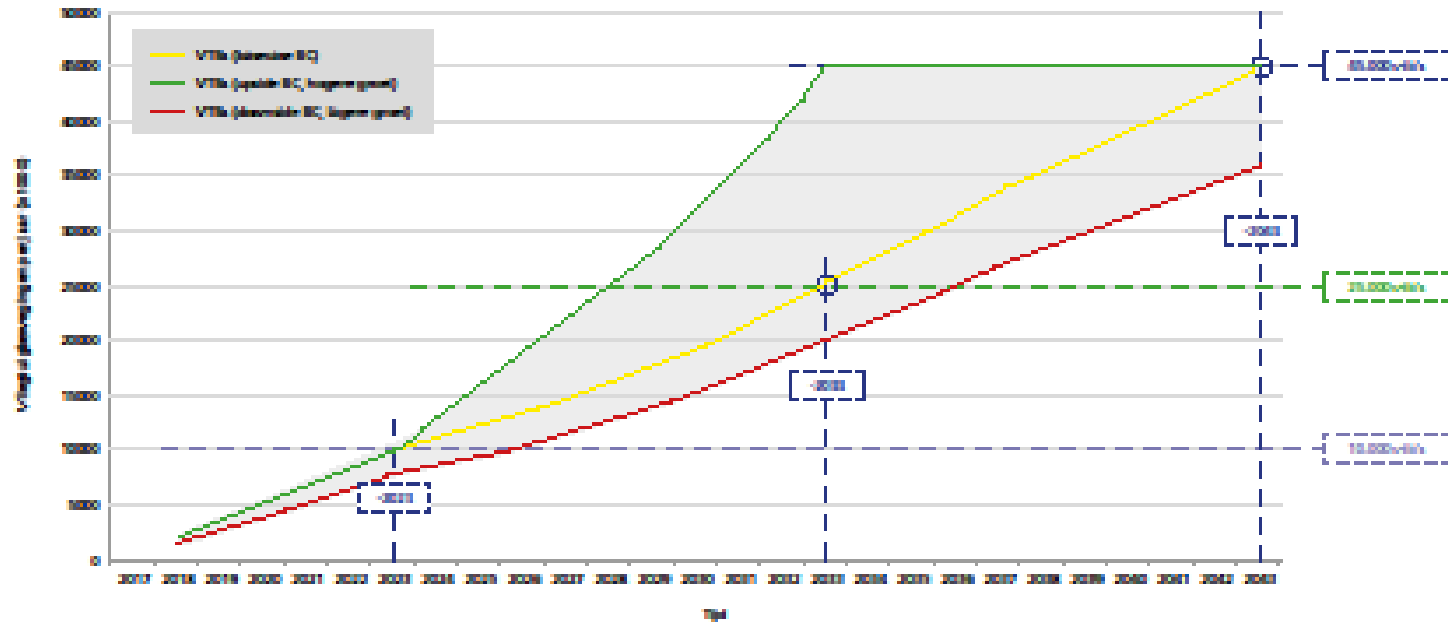
Recent developments

Business Case :

- Longer runway
- taxiways
- Platform
- New terminal
- Parking spaces
- Etc

- Start operation
- 2018
- Base Case
- Upside
- Downside

• Lelystad : Business Case and Planning Permit

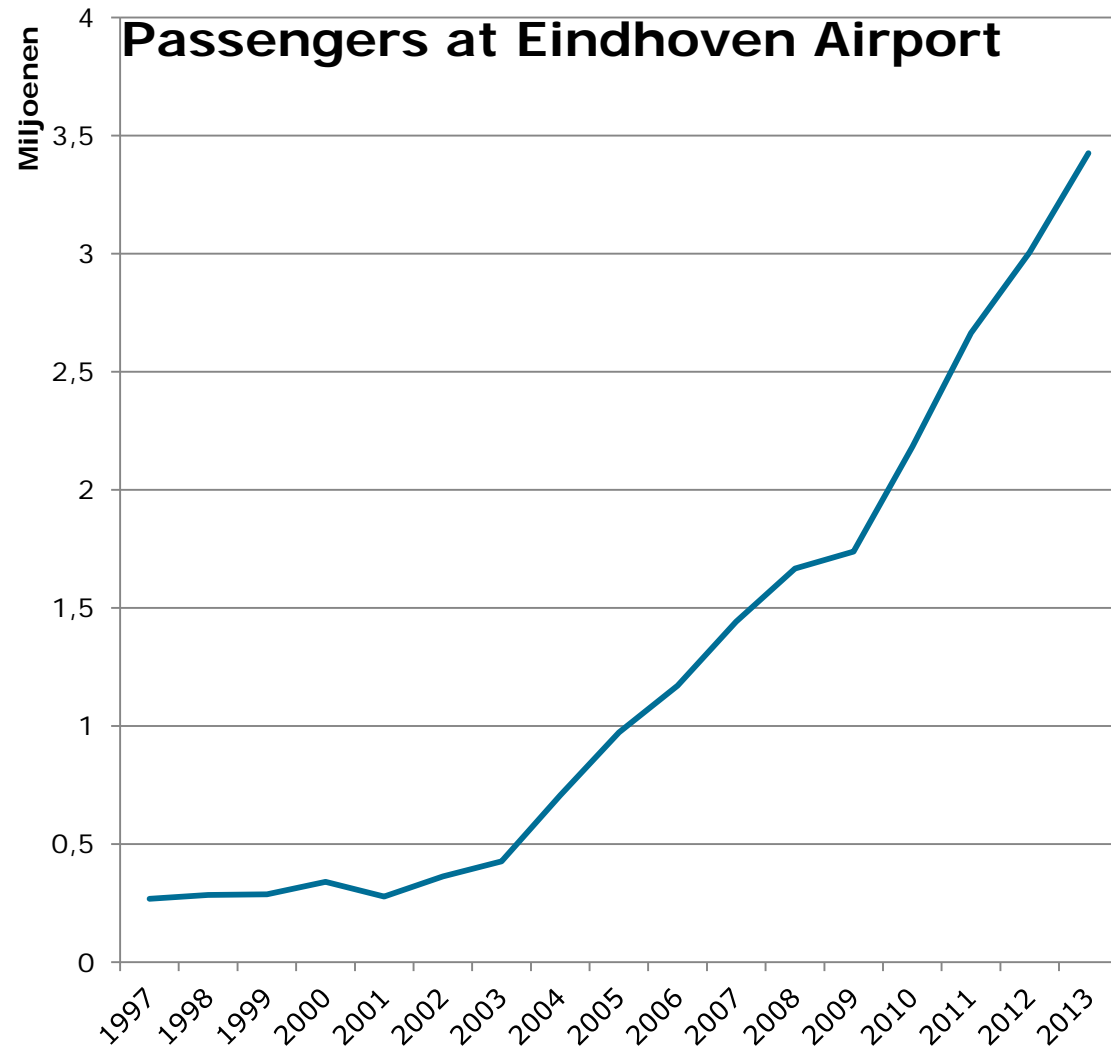


Figuur 5.2 Gehanteerd marktscenario voor Lelystad Airport
(base case, upside en downside)



Recent Development

Eindhoven Airport :
Strong Growth





The Dutch approach

- Finding the balance between economic development and quality of life in airport regions
- Long-term agreement between all stakeholders implemented in the White paper on Dutch aviation
- Highly ambitious on different aspects: costs, consumer quality, airport capacity and infra, sustainability, safety
- It takes a joint effort to get there!
- The aviation sector is responsible for deliverance with the Government as a more active player.

