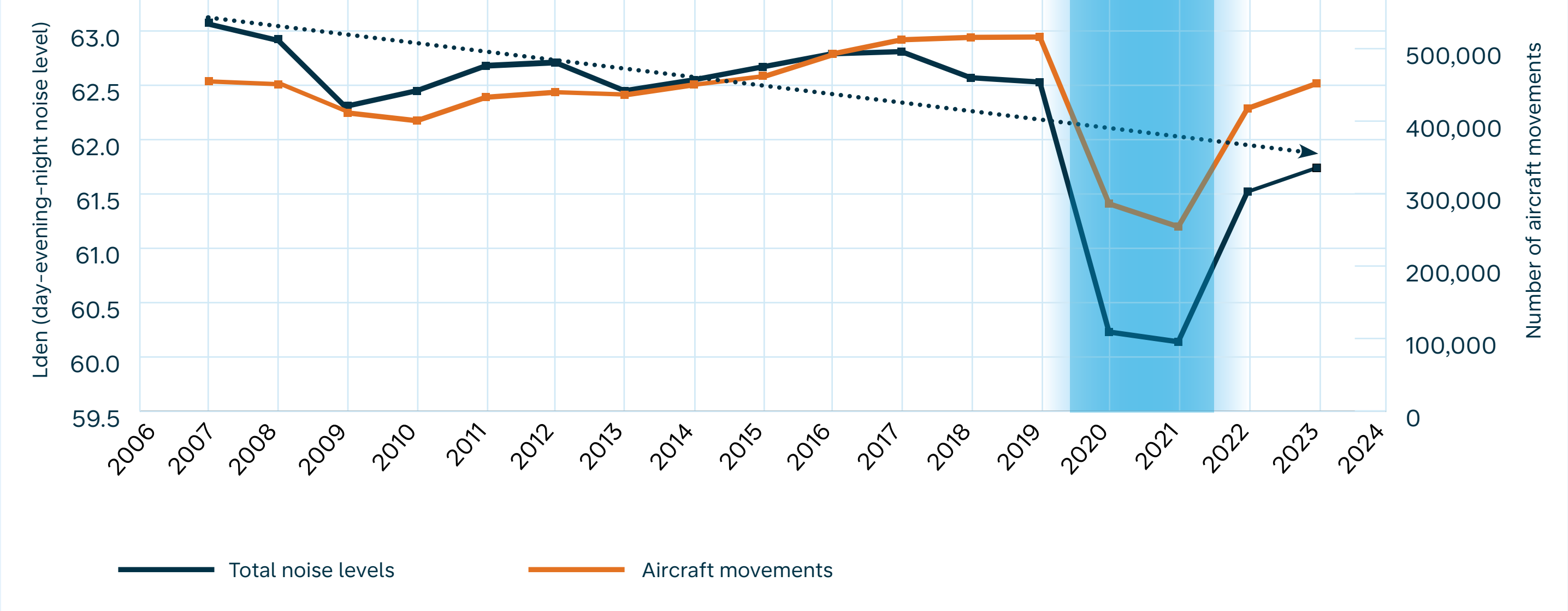


More than a century of civil aviation has generated a great deal for the Netherlands in terms of employment, prosperity and beautiful experiences with family and friends. KLM wants to keep making this possible, but we need to do so in balance with our environment. Our plan “Cleaner, Quieter, More Fuel-Efficient” demonstrates how we can reduce noise and CO² emissions. KLM is seriously committed to this plan, which achieves the government's noise targets by, among other things, renewing our aircraft to ensure that they are substantially quieter and more economical, and by deploying the quietest aircraft at night if possible and by adopting smarter approach and departure routes.



Development of aircraft movements at Schiphol compared to total noise levels:
Noise levels are declining

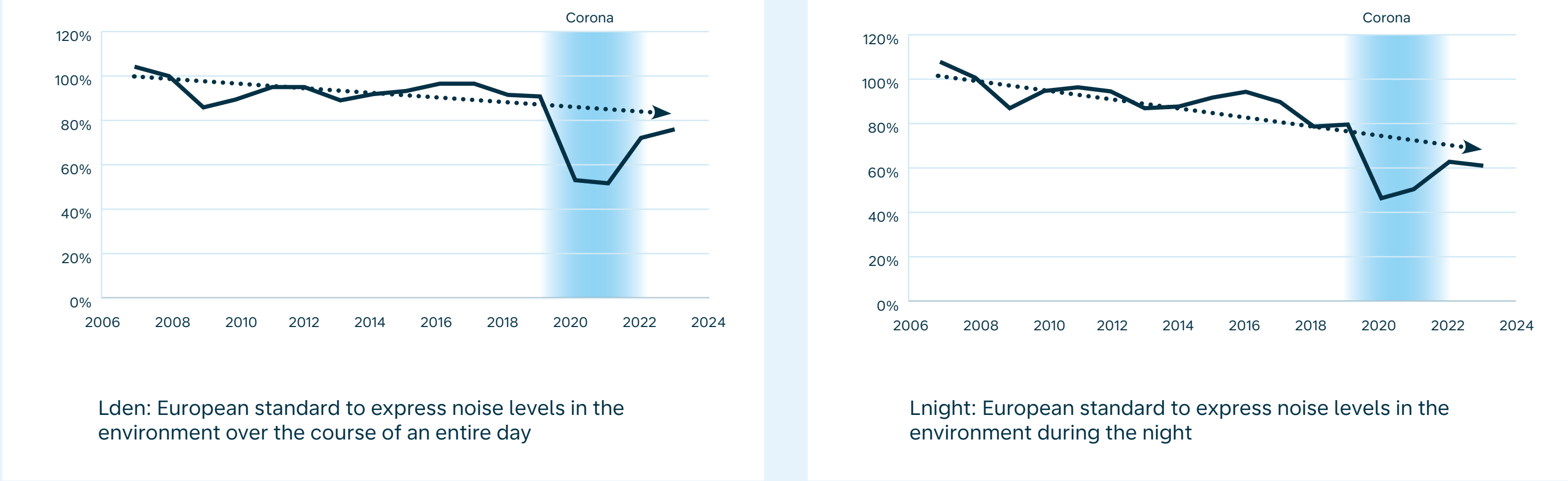


Source: ILT

Total noise levels have declined since 2008, throughout the entire day, as well as at night

Total noise levels (measured in Lden) as a percentage compared to 2008 as reference year

Total noise levels (measured in Lnight) as a percentage compared to 2008 as reference year

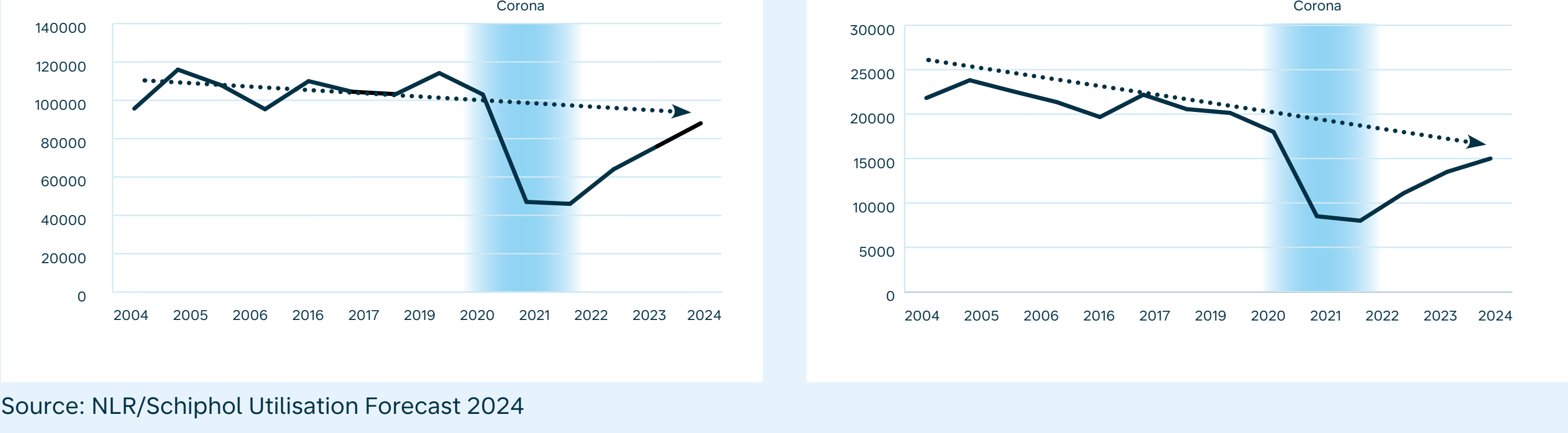


Source: ILT, data processed by Royal Schiphol Group

Declining number of residents seriously impacted by noise

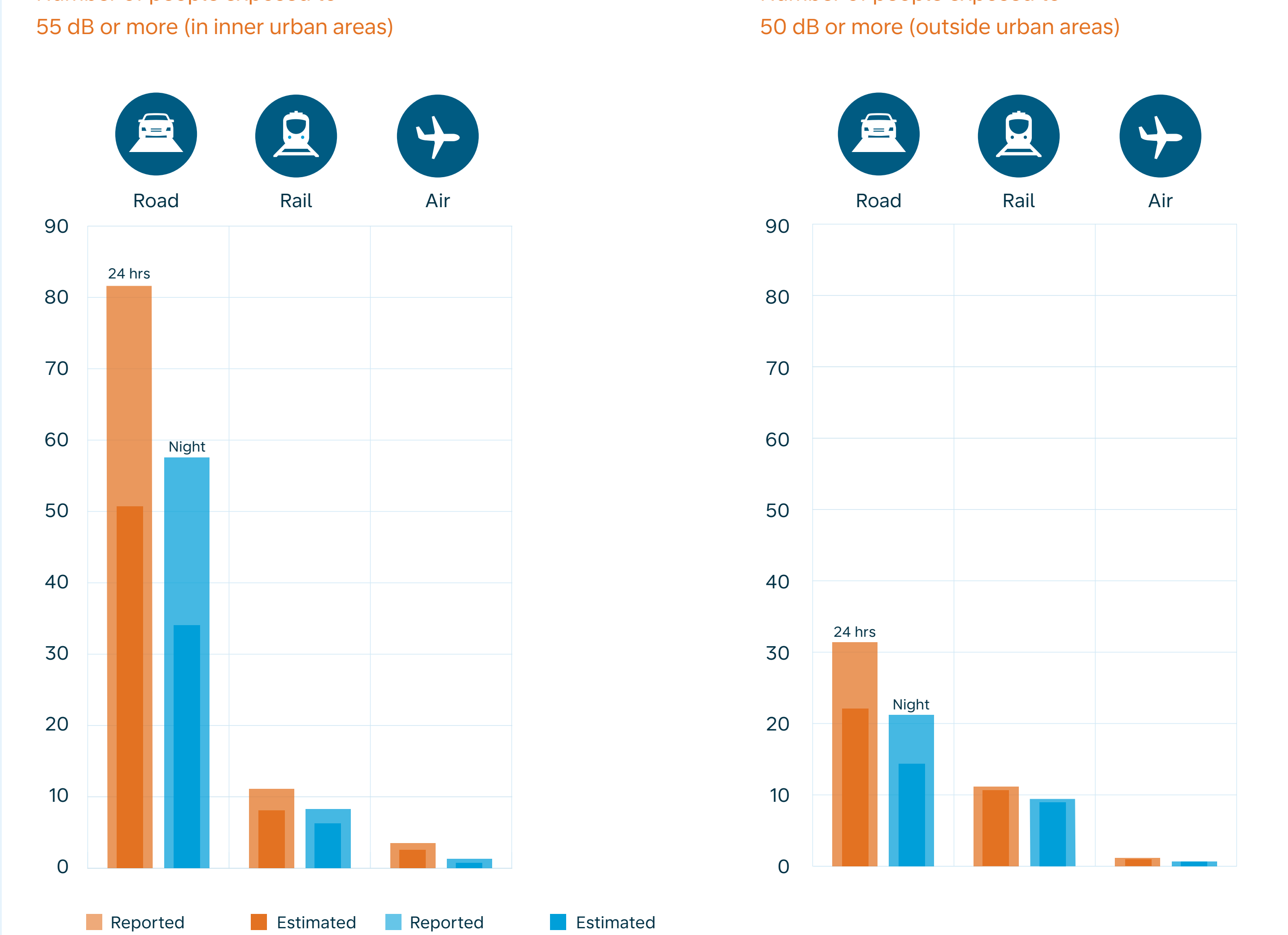
Number of people seriously impacted by noise throughout the entire day (contour 48(A) dB Lden)

Number of people seriously impacted by noise at night (contour 48(A) dB Lnight)



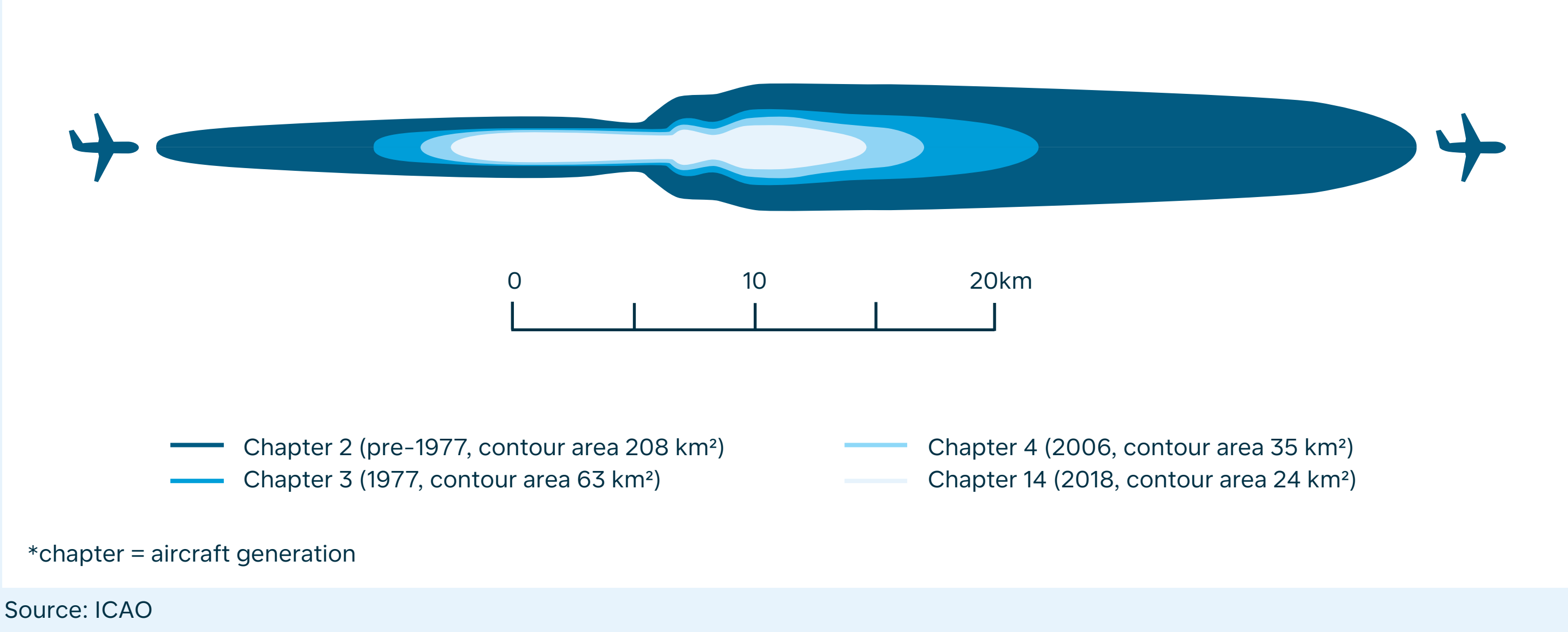
Source: NLR/Schiphol Utilisation Forecast 2024

Air transport has the least impact compared to other modes of transport



Source: European Environment Agency

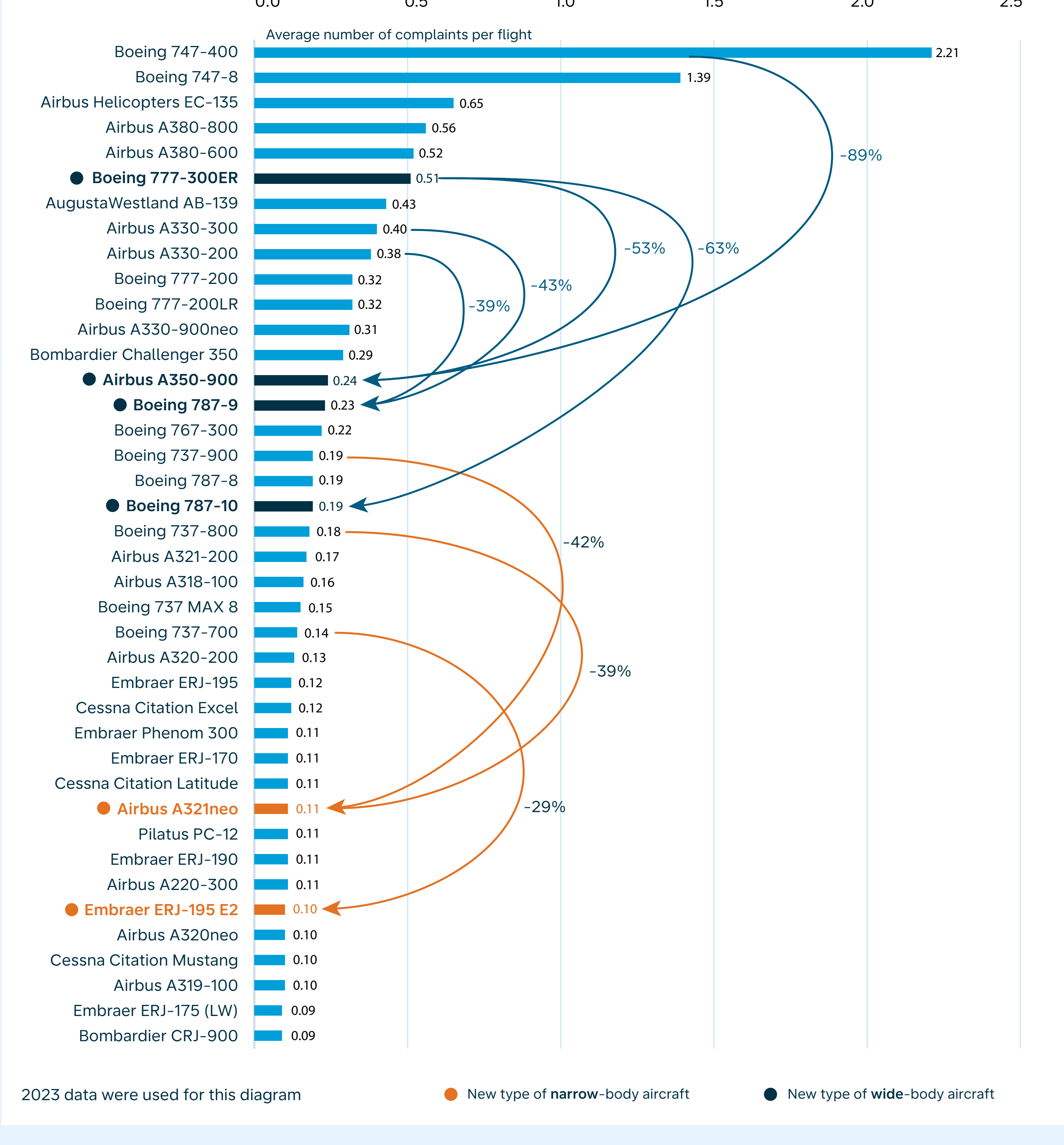
Technological improvement of aircraft translates into smaller noise contours on the ground: new generation of aircraft emit less noise



*chapter = aircraft generation

Source: ICAO

Annual report of the Local Community Contact Centre (BAS) at Schiphol confirms that technology makes a difference:
new aircraft types lead to a decline in complaints



2023 data were used for this diagram

New type of narrow-body aircraft

New type of wide-body aircraft

Noise experience: KLM's influence on noise impact is limited

How people experience aircraft noise is largely subjective

1/3 of impact caused by noise

Factors that affect how people experience aircraft noise:

Acoustic

- Exposure
- Peak level
- Duration
- Sound composition

Non-acoustic (among other factors)

- Noise sensitivity
- Age (affects sensitivity of ears)
- Night-time vs daytime
- Social background
- No control over source
- Anxiety (unexpected occurrence, abnormal movement)
- Economic effects (airport's effect on value of houses)
- Relationship with the airport (e.g. visitor who came by air, people who work in air transport)



Source: RIVM Scan of Aircraft Noise Impact (2019)