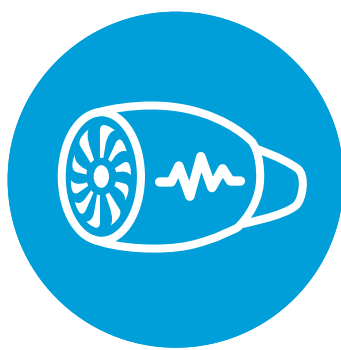


Night flights

We must seek to strike a balance ensuring good accessibility for the Netherlands, as well as a better living environment for local residents around Amsterdam Airport Schiphol. We have to reduce noise impact during the day and night.

What is paramount is that we must invest in cleaner, quieter, more fuel-efficient aircraft to make a difference sooner during the day and at night. **New aircraft are 40-50% quieter than their predecessors**, which means they immediately reduce noise impact substantially, as confirmed by data gathered in recent years. **That is why KLM is investing €7 billion in aircraft that a cleaner, quieter and more fuel-efficient.**



40-50% quieter



investment

Additional measures proposed by airline industry to reduce noise impact at night



Pursue existing **home insulation programmes** to reduce noise impact during night and day.



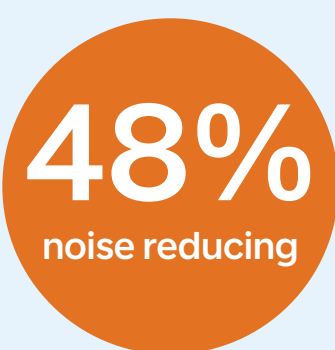
Maximise the deployment of the **quietest aircraft** at night.



Have noisy aircraft operating at Schiphol pay **higher airport fees** than quieter aircraft. This will encourage all airlines operating at Schiphol – at night and during the day – to deploy their quietest aircraft, thereby helping to **reduce noise** impact.



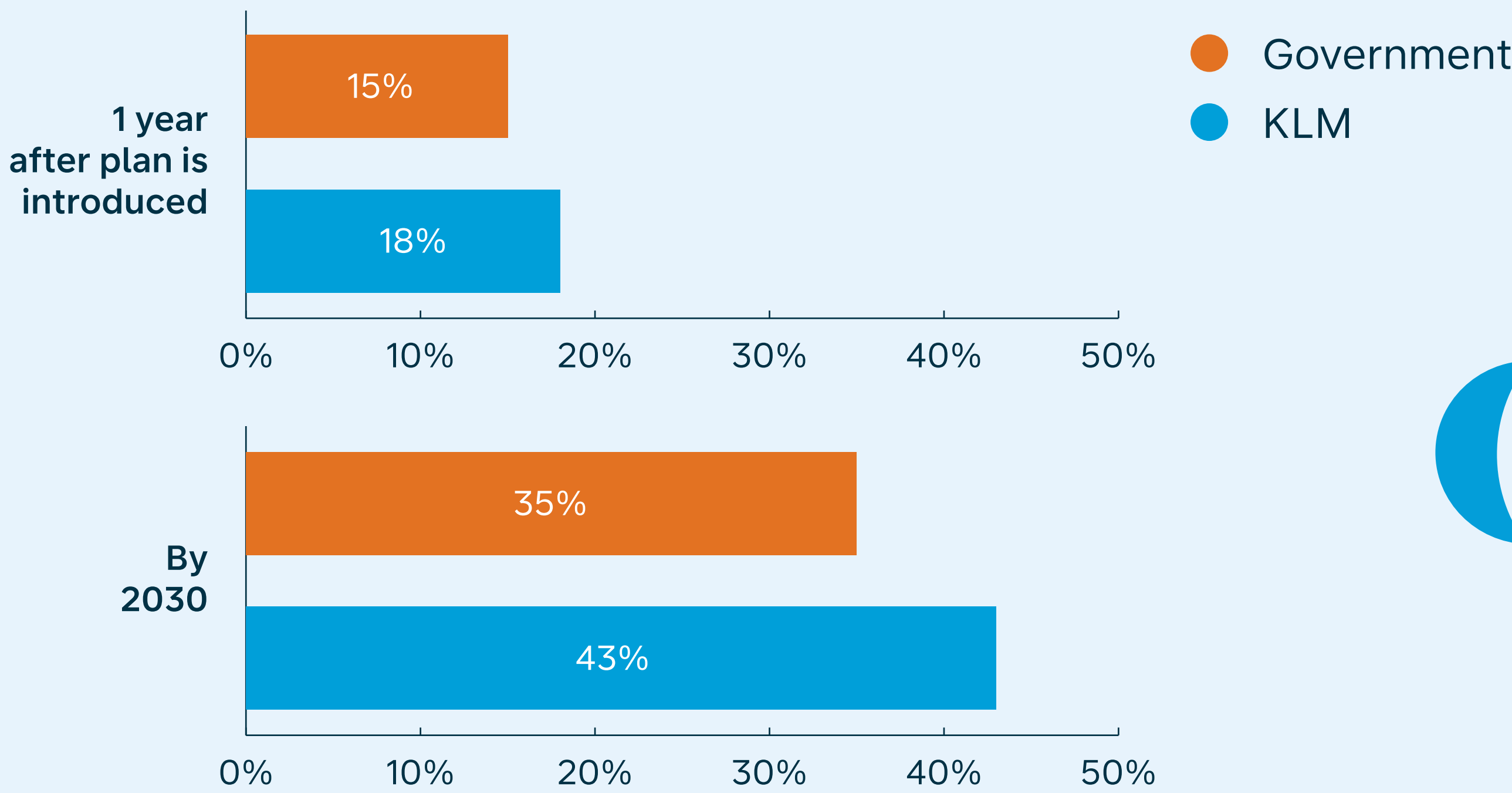
Smarter operational procedures to reduce aircraft noise during the day and night. One example is new approach procedures, which ensure that aircraft spend **less time flying at low altitude**. This means altering both ascent and approach procedures.



Our industry plan aims to reduce noise by **at least 48%** throughout the day and by **43%** at night by 2030, compared to **2023**. We want things to get **quieter sooner**.

Anticipated effect of proposed measures

Percentage decrease in the number of people severely impacted at night by 2030, compared to 2023.



Comparison with other airports

Compared to Schiphol, other airports handle more flight movements at the beginning and end of the day and have more capacity at nearby regional airfields at night.

	AMS	CDG	FRA	LHR	MUC
Night closure	N/A	Phased out unused slots between 00:00 and 05:00	23:00 - 05:00	N/A	0:00 - 05:00
Night capacity ¹ (8-hr period)	32k	33.5k	48.5k	27.5k	10,2k
% of aircraft movements in evening and at night 22:00-07:00	7%	12%	10%	10%	9%
Measures at regional airfields	No night closure ---	No night closure LIL: Night closure being discussed	No night closure NUE HHN	No night closure LTN	No night closure NUE
	Night closure EIN: 00:00 - 07:00 RTM: 23:00 - 07:00 ANR: 23:00 - 06:30 GRO: 23:00 - 06:00 NRN: 22:00 - 06:00	Night closure ORY: 23:00 - 06:30 BVA: 23:30 - 06:00	Night closure CGN: 00:00 - 05:00 STR: 23:00 - 06:00	Night closure LCY: 22:30 - 06:30 SEN: 23:00 - 06:30 Restricted no. of flights LGW: 23:30 - 06:00 STN: 23:30 - 06:00	Night closure SZG: 23:00 - 06:00 FMM: 22:00 - 06:00 INN: 23:00 - 06:00
Share of regional aircraft movements at night compared to main airport	40%	60%	60%	65%	80%

¹ Capacity at night is based on an 8-hour period between 23:00 and 07:00, except at FRA and MUC, where it is based on the period between 22:00 and 06:00