

Connectivity as the Foundation of Dutch Prosperity

**Keep the Netherlands Connected.
Secure Our Future.**

The Dutch Business Aviation Association (DBAA) advocates an integrated and, above all, constructive approach to accessibility, one that places societal value, innovation and sustainability at its core.

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Connectivity is the goal - mobility is the means

The Netherlands is an open economy. Our prosperity, business climate, standing as a knowledge economy and international competitiveness depend on strong connectivity.

Connectivity encompasses more than aviation. Roads, rail, waterways, digital infrastructure and aviation together form the network that connects the Netherlands with its hinterland, regions across Europe and the rest of the world.

The debate should therefore not begin by asking how many aircraft movements the Netherlands needs, but by asking:

What connectivity does the Netherlands need to remain economically strong, accessible, innovative and sustainable?

Aviation is not an end in itself, but one of the means of achieving that connectivity. Where road, rail or water offer a good alternative, those modes should naturally be part of the assessment. Where speed, distance or accessibility call for it, aviation has a complementary and sometimes unique role.

Business aviation: more than mobility

Within this broader network, business aviation enables direct, flexible connections between economic centres, regions and locations that are not always served efficiently by scheduled services.

Its significance goes beyond transporting passengers. Smaller aircraft, shorter routes and flexible operations create the right conditions to develop, test, deploy and scale new technologies and operational concepts.

Together with General Aviation, business aviation can serve as an incubator for the aviation of tomorrow: a development and testing environment for electric, hydrogen and hybrid propulsion, new aircraft concepts and eVTOL technology. The sector is also often home to the first reference customers, while regional infrastructure can be improved and strengthened at the same time.

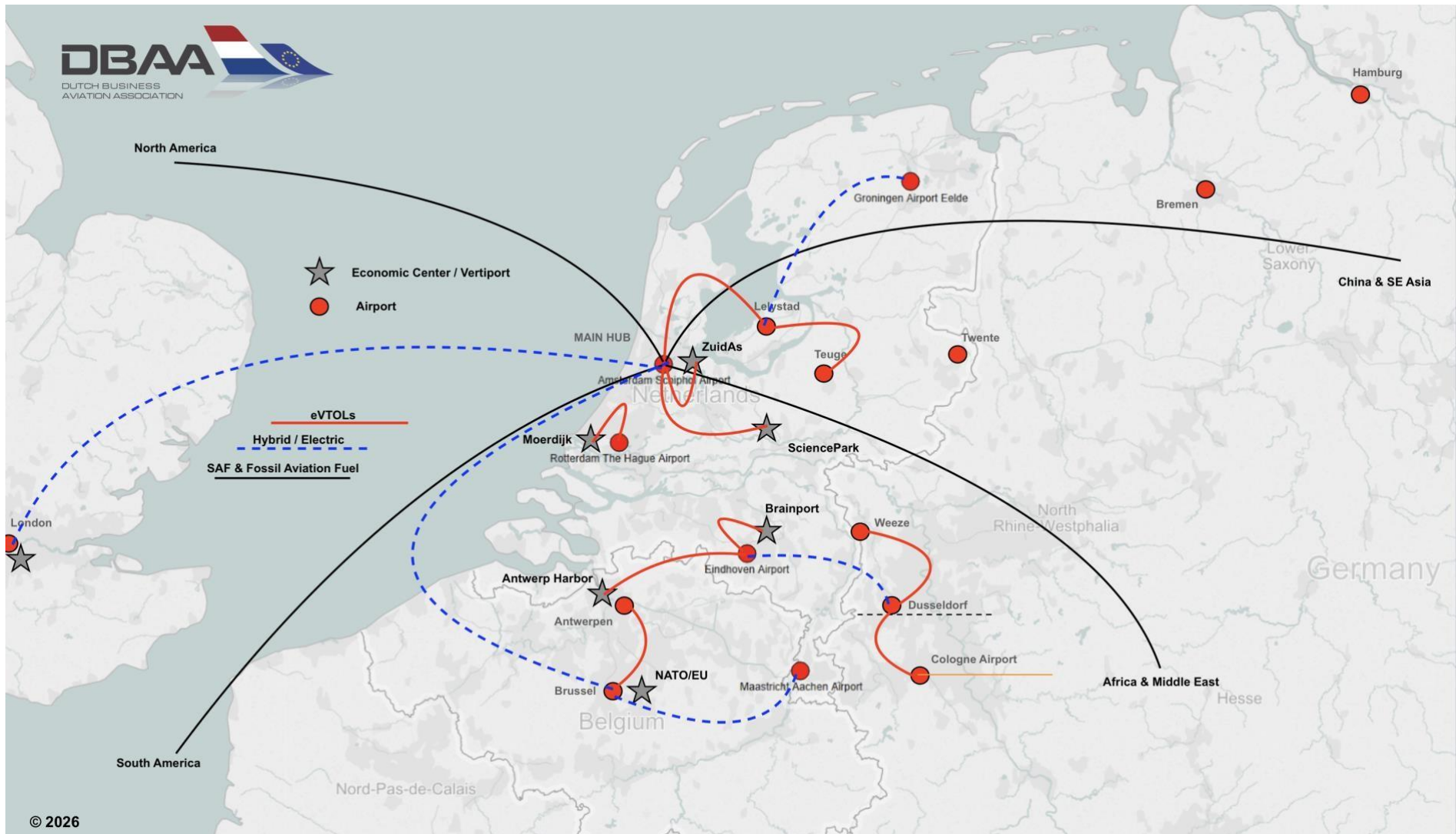
A policy that assesses this sector solely on today's emissions risks giving too little weight to its contribution to tomorrow's sustainability.

Sustainable connections to the hinterland

The Netherlands' future connectivity should not be viewed solely through the lens of a major airport or hub. A strong network also connects the hinterland, not only to international hubs but also to smaller economic centres.

The development of electric and hybrid aviation, and potentially hydrogen-powered aviation over the longer term, offers the prospect of new, sustainable connections over shorter distances. Complementing road, rail and water, aviation can thereby contribute to a denser European network.

The following conceptual illustration clarifies this vision.



Innovation must be part of the policy assessment

The Netherlands faces a dual challenge: reducing the societal impact of mobility while maintaining sufficient economic and international connectivity.

This calls for a broader assessment than current emissions or the number of aircraft movements alone. Technological progress, innovation capacity and the ability to develop, deploy and scale new solutions in the Netherlands must be part of every future policy assessment.

A measure that reduces emissions today but at the same time hinders the development of cleaner technology, entrepreneurship and future connectivity may have a far more adverse societal impact over the longer term than one might initially expect.

An independent framework for assessment

DBAA advocates an independent Aviation Impact Account to assess policy options holistically. It should take at least four dimensions into account:

- **Connectivity:** international, regional and multimodal accessibility.
- **Environment:** CO₂, noise and air quality.
- **Economy:** business climate, productivity, employment and innovation.
- **Technology:** development, application and scaling of sustainable aviation technology.

This creates a policy framework in which the starting point is not automatically more or less aviation, but greater societal value per connection.

DBAA's position

DBAA does not advocate unlimited growth in aviation. It advocates smart policy that puts connectivity at the centre and assesses all available modes of transport on their societal value.

The policy question is therefore not: “How much aviation do we want?” but: “What combination of road, rail, water, aviation and digital connections will give the Netherlands the best accessibility and the greatest societal value, now and in the future?”

This calls for forward-looking policy that considers not only today's technology, but also anticipates tomorrow's innovations, the Netherlands' future connectivity needs, and the economic and societal costs and benefits of the choices to be made. DBAA strongly advocates encouraging innovation instead of displacing aviation in the Netherlands in the short term.