

Traffic Review 2012








Foreword

The 2012 Traffic Review provides an extensive overview of Amsterdam Airport Schiphol's key traffic and transport figures. For more information about previous years, please visit our website www.schipholgroup.com

The data and figures in this publication are based on current knowledge of the Amsterdam/European aviation market over 2012 and might be subject to changes in the near future. Therefore the shared data and figures are for limited use within the scope of this review. This cannot be relied upon for recipient's business models and/or calculations. The shared data and figures may be published only if reference is made to Amsterdam Airport Schiphol, while quoting: "These data and figures have been published by Amsterdam Airport Schiphol in Traffic Review 2012".

February 2013

-  Summary
-  Air transport movements
-  Passengers
-  Cargo
-  Other Airports

Infrastructure

Definitions



Summary

In 2012 a milestone was reached, the number of passengers travelling from/to and via Amsterdam Airport Schiphol totalled 51 million; + 2.6% more than the year before. The number of air transport movements increased by + 0.8% to 423,407 and cargo traffic dropped by – 2.6% to just under 1.5 million tonnes.

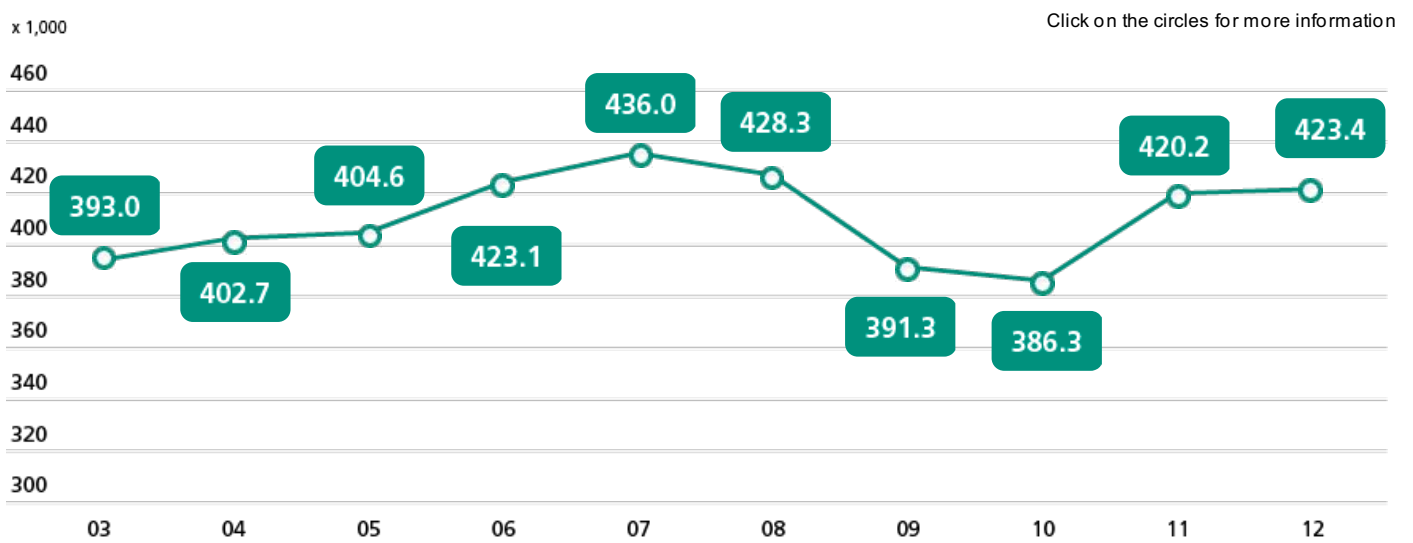
→ Traffic and transport summary

| | 2012 | Compared to 2011 in % |
|---|-------------------|--------------------------|
| Air transport movements (excl. general aviation) | 423,407 | + 0.8% |
| - scheduled services | 393,211 | + 0.9% |
| - non-scheduled services | 30,196 | - 1.6% |
| - passenger services | 407,864 | + 0.9% |
| - full-freighter services | 15,543 | - 2.4% |
| General aviation | 14,497 | - 13.9% |
| Total air transport movements (incl. general aviation) | 437,904 | + 0.2% |
| Passenger transport (incl. transit-direct 1x) | 51,035,590 | + 2.6% |
| - scheduled services | 47,196,523 | + 2.7% |
| - non-scheduled services | 3,839,067 | + 1.1% |
| - domestic | 38 | - 90.9% |
| - europe | 34,665,528 | + 2.4% |
| - intercontinental | 16,370,024 | + 2.9% |
| Transit-direct passengers | 59,998 | - 19.6% |
| Passenger transport (excl. transit-direct) | 50,975,592 | + 2.6% |

| | | |
|---------------------------------|------------------|---------------|
| Cargo transport (tonnes) | 1,483,448 | - 2.6% |
| - inbound | 751,578 | - 3.4% |
| - outbound | 731,870 | - 1.9% |
| - passengers services | 608,758 | - 5.1% |
| - full-freighter services | 874,690 | - 0.9% |

| | | |
|--------------------------------|---------------|---------------|
| Mail transport (tonnes) | 28,375 | + 9.6% |
|--------------------------------|---------------|---------------|

Air transport movements annual totals



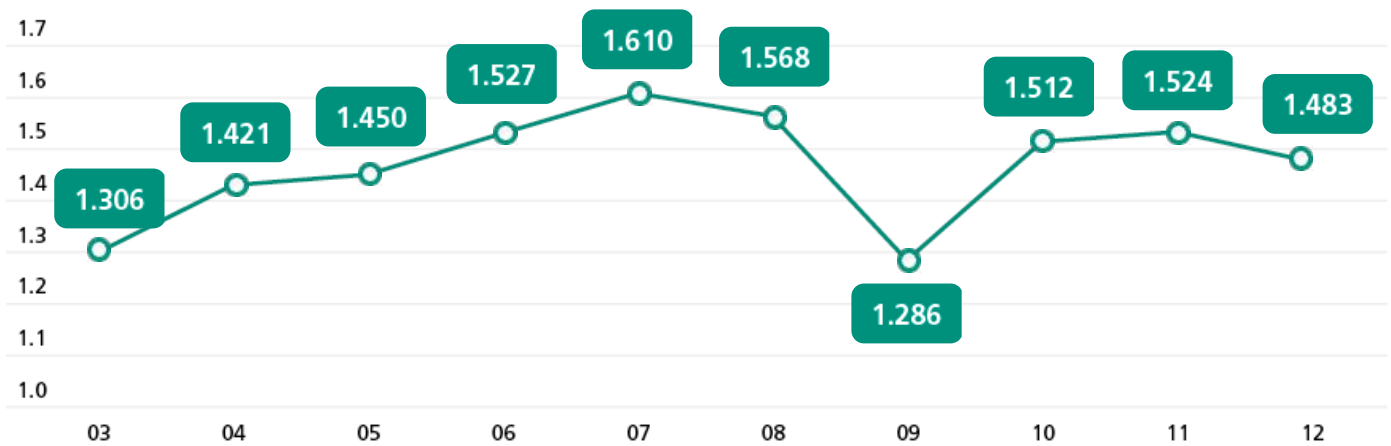
Passenger transport annual totals



Cargo transport annual totals

Click on the circles for more information

x 1,000,000 tonnes



→ Traffic and transport summary per continent

| | Air transport movements | Compared to 2011 in % | Passengers (incl. Transit-direct) | Compared to 2011 in % | Cargo (tonnes) | Compared to 2011 in % |
|-------------------------------|-------------------------|-----------------------|-----------------------------------|-----------------------|------------------|-----------------------|
| E.U. *) | 281,107 | - 0.4% | 28,102,062 | 1.1% | 32,305 | - 3.7% |
| Rest of Europe | 59,048 | 9.5% | 6,563,504 | 8.7% | 106,191 | 69.9% |
| Total Europe | 340,155 | 1.2% | 34,665,566 | 2.4% | 138,496 | 44.2% |
| North America | 24,899 | - 3.3% | 5,564,646 | 1.2% | 260,792 | - 7.9% |
| Latin America | 10,183 | - 0.5% | 2,287,124 | 6.7% | 173,716 | - 0.3% |
| Africa | 16,153 | 6.0% | 2,802,807 | 8.3% | 176,958 | - 4.3% |
| Middle East | 9,294 | - 7.9% | 1,410,336 | - 5.6% | 172,199 | - 2.2% |
| Asia | 22,723 | - 0.7% | 4,305,111 | 2.9% | 561,286 | - 7.9% |
| Total intercontinental | 83,252 | - 1.1% | 16,370,024 | 2.9% | 1,344,952 | - 5.8% |
| Grand total | 423,407 | 0.8% | 51,035,590 | 2.6% | 1,483,448 | - 2.6% |

*) The 27 official members of the European Union



The number of air transport movements increased by + 0.8% to 423,407, which was caused by a + 0.9% increase in passenger aircraft and a – 2.4% decrease in full-freighters. The average Maximum Take-Off Weight (MTOW) dropped by – 1.0 tonnes to 100.7 tonnes due to a – 0.7% decrease in the average MTOW of passenger or mixed aircraft and a decrease of – 1.3% of the average MTOW of full-freighters.



→ Air transport movements, monthly and annual totals

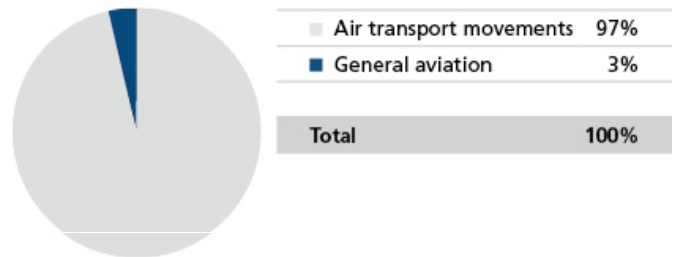
Monthly totals 2012

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|-----------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| I. Air transport | | | | | | | | | | | | |
| Scheduled | | | | | | | | | | | | |
| Passenger services | 29,103 | 27,868 | 31,449 | 32,466 | 34,157 | 33,401 | 34,668 | 34,516 | 33,248 | 33,861 | 29,603 | 27,967 |
| Full-freighter services | 794 | 916 | 944 | 926 | 901 | 899 | 944 | 913 | 940 | 888 | 962 | 877 |
| Subtotal | 29,897 | 28,784 | 32,393 | 33,392 | 35,058 | 34,300 | 35,612 | 35,429 | 34,188 | 34,749 | 30,565 | 28,844 |
| Non-scheduled | | | | | | | | | | | | |
| Passenger services | 889 | 924 | 1,076 | 1,586 | 2,665 | 2,771 | 4,022 | 4,020 | 2,903 | 2,573 | 1,115 | 1,013 |
| Full-freighter services | 348 | 361 | 402 | 370 | 397 | 378 | 378 | 400 | 397 | 460 | 384 | 364 |
| Subtotal | 1,237 | 1,285 | 1,478 | 1,956 | 3,062 | 3,149 | 4,400 | 4,420 | 3,300 | 3,033 | 1,499 | 1,377 |
| Total air transport | 31,134 | 30,069 | 33,871 | 35,348 | 38,120 | 37,449 | 40,012 | 39,849 | 37,488 | 37,782 | 32,064 | 30,221 |
| II. General aviation | | | | | | | | | | | | |
| Taxi / Business / Private | 638 | 616 | 869 | 785 | 984 | 886 | 755 | 645 | 923 | 765 | 713 | 570 |
| Other flights | 481 | 403 | 504 | 500 | 429 | 508 | 454 | 419 | 401 | 401 | 457 | 391 |
| Total general aviation | 1,119 | 1,019 | 1,373 | 1,285 | 1,413 | 1,394 | 1,209 | 1,064 | 1,324 | 1,166 | 1,170 | 961 |
| Grand total | 32,253 | 31,088 | 35,244 | 36,633 | 39,533 | 38,843 | 41,221 | 40,913 | 38,812 | 38,948 | 33,234 | 31,182 |

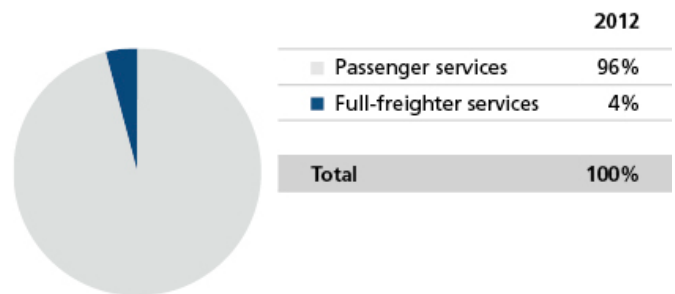
Annual totals 2012

| | 2012 | Compared to 2011 in % |
|-------------------------------|----------------|-----------------------|
| I. Air transport | | |
| Scheduled | | |
| Passenger services | 382,307 | + 1.0 |
| Full-freighter services | 10,904 | - 1.4 |
| Subtotal | 393,211 | + 0.9 |
| Non-scheduled | | |
| Passenger services | 25,557 | - 1.0 |
| Full-freighter services | 4,639 | - 4.7 |
| Subtotal | 30,196 | - 1.6 |
| Total air transport | 423,407 | + 0.8 |
| II. General aviation | | |
| Taxi / Business / Private | 9,149 | - 33.6 |
| Other flights | 5,348 | + 75.0 |
| Total general aviation | 14,497 | - 13.9 |
| Grand total | 437,904 | + 0.2 |

Total air transport

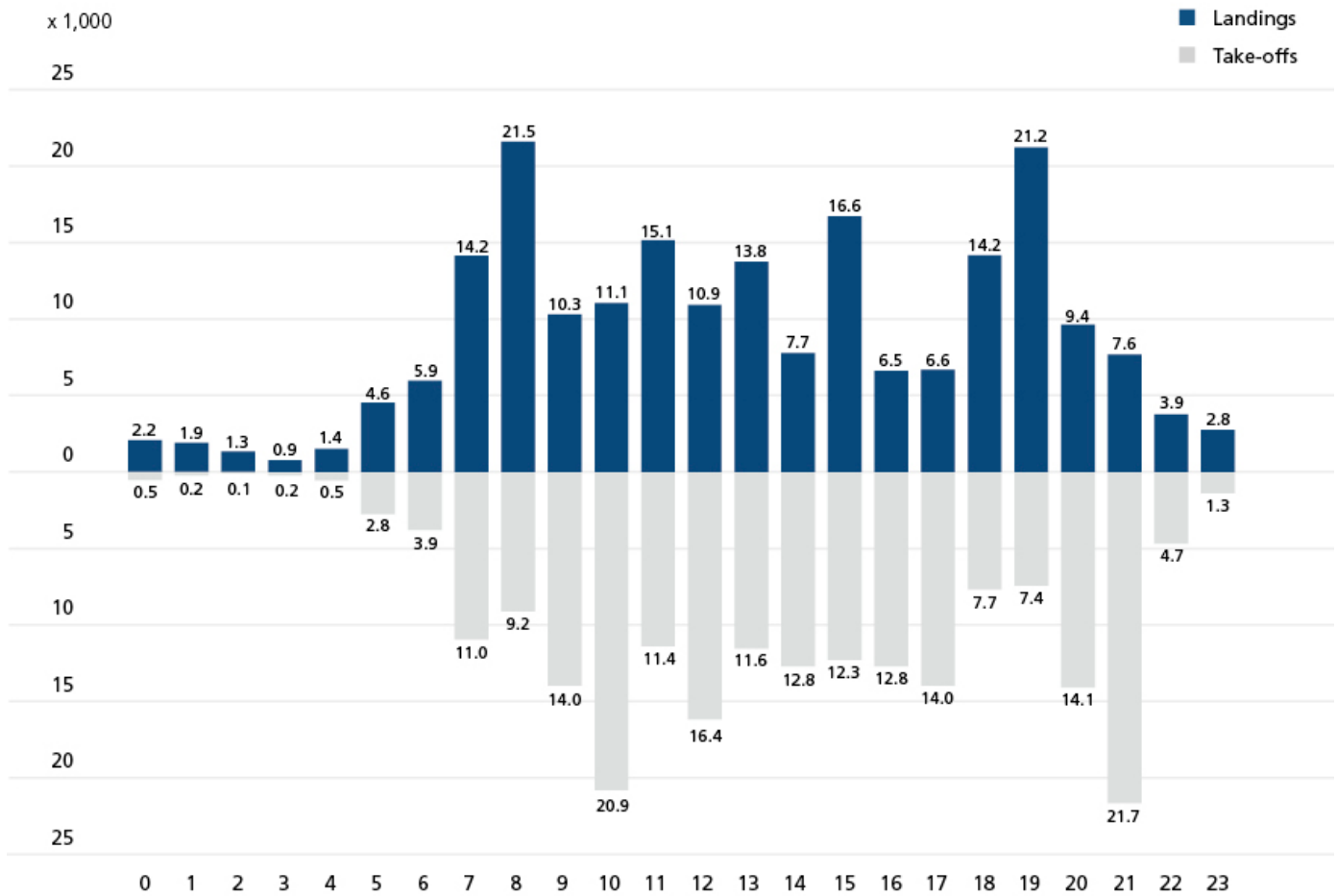


Air transport movements



→ Air transport movements, per hour of the day

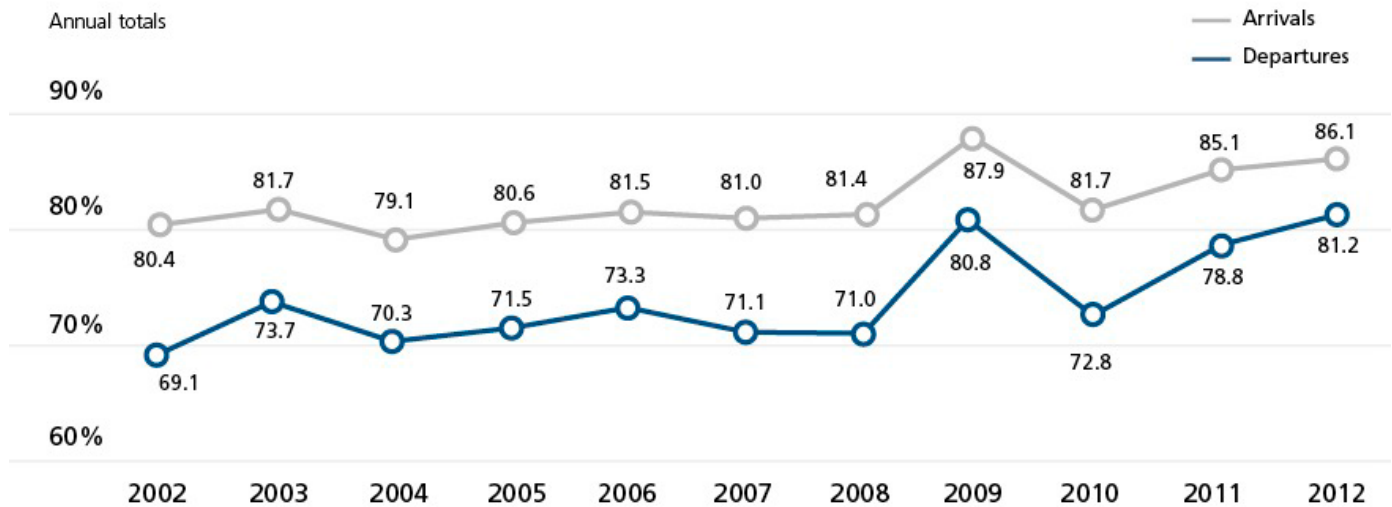
Per hour of the day



Per period of the day

| | | Landings | Take-offs | Total |
|---------------|---------------|----------------|----------------|----------------|
| Night | 23:00 - 05:59 | 15,179 | 5,673 | 20,852 |
| Early morning | 06:00 - 06:59 | 5,929 | 3,866 | 9,795 |
| Day | 07:00 - 18:59 | 148,489 | 154,163 | 302,652 |
| Evening | 19:00 - 22:59 | 42,115 | 47,993 | 90,108 |
| Total | | 211,712 | 211,695 | 423,407 |

→ Punctuality of passenger services



→ Air transport movements, main countries

Main European countries

| | (2011 ranking) | | Total Movements | Compared to 2011 in % |
|---------------------|----------------|----------------|-----------------|-----------------------|
| 1 | (1) | Great Britain | 81,180 | 1.3% |
| 2 | (2) | Germany | 45,219 | 3.9% |
| 3 | (3) | Spain | 28,472 | - 5.2% |
| 4 | (4) | France | 26,104 | - 2.0% |
| 5 | (5) | Italy | 23,213 | 2.0% |
| 6 | (6) | Norway | 18,105 | 9.4% |
| 7 | (7) | Switzerland | 16,289 | 16.8% |
| 8 | (8) | Turkey | 14,287 | 3.4% |
| 9 | (9) | Denmark | 12,701 | 2.3% |
| 10 | (10) | Sweden | 9,966 | 3.8% |
| 11 | (12) | Portugal | 7,135 | 12.5% |
| 12 | (11) | Greece | 6,010 | - 24.3% |
| 13 | (13) | Austria | 5,955 | - 1.5% |
| 14 | (14) | Ireland | 5,123 | 2.6% |
| 15 | (17) | Russia | 4,499 | - 0.9% |
| 16 | (18) | Poland | 4,418 | 10.0% |
| 17 | (16) | Czech Republic | 4,387 | - 8.8% |
| 18 | (19) | Belgium | 3,782 | 0.0% |
| 19 | (15) | Finland | 3,716 | - 22.9% |
| 20 | (21) | Romania | 2,550 | - 2.0% |
| Rest of Europe | | | 17,044 | 1.6% |
| Total Europe | | | 340,155 | 1.2% |

Main Intercontinental countries

| | (2011 ranking) | | Total Movements | Compared to 2011 in % |
|-------------------------------|-------------------|----------------------|--------------------|--------------------------|
| 1 | (1) | USA | 21,344 | - 4.4% |
| 2 | (2) | China | 9,207 | - 0.3% |
| 3 | (4) | Egypt | 3,573 | 6.0% |
| 4 | (3) | Canada | 3,555 | 3.6% |
| 5 | (5) | Morocco | 3,238 | 3.8% |
| 6 | (6) | United Arab Emirates | 2,816 | - 3.8% |
| 7 | (7) | Kenya | 2,263 | - 4.4% |
| 8 | (8) | Israel | 2,228 | - 1.3% |
| 9 | (9) | Japan | 2,179 | 3.0% |
| 10 | (13) | Indonesia | 1,882 | 11.9% |
| 11 | (11) | South Africa | 1,775 | - 6.2% |
| 12 | (14) | Netherlands Antilles | 1,647 | 1.0% |
| 13 | (15) | India | 1,613 | 6.3% |
| 14 | (10) | Singapore | 1,531 | - 23.6% |
| 15 | (16) | Brazil | 1,512 | 13.2% |
| 16 | (17) | South Korea | 1,319 | 1.1% |
| 17 | (12) | Taiwan | 1,276 | - 29.0% |
| 18 | (22) | Malaysia | 1,070 | 4.3% |
| 19 | (20) | Kazakhstan | 1,015 | - 8.0% |
| 20 | (29) | Ecuador | 981 | 39.5% |
| Rest of Intercontinental | | | 17,228 | 1.1% |
| Total Intercontinental | | | 83,252 | - 1.1% |

Intercontinental

| | | |
|-------------------------------|---------------|-----|
| North America | 24,899 | 30% |
| Latin America | 10,183 | 12% |
| Africa | 16,153 | 19% |
| Middle East | 9,294 | 11% |
| Asia | 22,723 | 27% |
| Total Intercontinental | 83,252 | |

→ Air transport movements per type

According to type, passenger or mixed version

| | Type | Average MTOW* | Movements | Compared to 2011 in % |
|----|-----------------------------|---------------|-----------|-----------------------|
| 1 | Boeing 737-800 | 75 | 72,555 | 4% |
| 2 | Fokker 70 | 38 | 52,676 | - 1% |
| 3 | Embraer 190/195 | 47 | 46,856 | 27% |
| 4 | Boeing 737-700 | 64 | 44,756 | 26% |
| 5 | Airbus A319 | 66 | 34,009 | 0% |
| 6 | Airbus A320 | 74 | 29,317 | - 4% |
| 7 | Boeing 747-400 | 396 | 12,953 | - 6% |
| 8 | Airbus A330-200 | 229 | 10,782 | - 1% |
| 9 | Airbus A321 | 86 | 9,819 | 0% |
| 10 | Boeing 777-200 | 296 | 9,580 | - 11% |
| 11 | Boeing 767-300 | 185 | 8,467 | 0% |
| 12 | Boeing 737-900 | 77 | 8,249 | 13% |
| 13 | Airbus A330-300 | 233 | 7,236 | 40% |
| 14 | Fokker 100 | 45 | 6,921 | - 17% |
| 15 | Bombardier CRJ 700/900/1000 | 38 | 5,955 | 2% |
| 16 | Boeing 737-300 | 60 | 5,824 | - 46% |
| 17 | Embraer 170/175 | 37 | 5,260 | 48% |
| 18 | BAe 146/AVRO RJ | 42 | 4,644 | - 36% |
| 19 | MD11 | 278 | 4,197 | - 15% |
| 20 | Dash 8-400 | 30 | 3,786 | 84% |
| 21 | Boeing 777-300 | 351 | 3,596 | 14% |
| 22 | Boeing 737-400 | 64 | 3,108 | - 76% |
| 23 | Boeing 757-200 | 113 | 2,975 | 2% |
| 24 | Embraer ERJ 145 | 20 | 2,942 | 2% |
| 25 | Boeing 737-500 | 56 | 2,919 | - 24% |
| 26 | MD80 | 67 | 1,794 | 5% |
| 27 | Boeing 737-600 | 59 | 1,122 | - 50% |
| 28 | Airbus A318 | 61 | 986 | 94% |
| 29 | Airbus A340-300 | 264 | 748 | 31% |
| 30 | Boeing 767-400 | 205 | 708 | 0% |

* Maximum take off weight

Average Maximum Take Off Weight

| in tonnes | 2012 | Compared to 2011 in % |
|----------------------------|-------|-----------------------|
| Passenger or mixed version | 92.2 | - 0.7% |
| Full-freighter version | 324.1 | - 1.3% |

According to type, full-freighter version

| | Type | Average MTOW* | Movements | Compared to 2011 in % |
|----|-----------------|---------------|-----------|-----------------------|
| 1 | Boeing 747-400 | 401 | 6,438 | - 13% |
| 2 | Boeing 777-200 | 348 | 3,052 | 47% |
| 3 | MD11 | 285 | 2,663 | - 19% |
| 4 | Airbus A300 | 166 | 938 | 8% |
| 5 | Boeing 747-200 | 378 | 707 | - 19% |
| 6 | Boeing 757-200 | 105 | 628 | 283% |
| 7 | ATR72 | 22 | 447 | - 46% |
| 8 | Boeing 767-300 | 187 | 176 | 16% |
| 9 | Boeing 747-8 | 444 | 144 | 0% |
| 10 | Airbus A330-200 | 233 | 100 | 317% |
| 11 | Embraer EMB 120 | 12 | 63 | 0% |
| 12 | Antonov 12 | 64 | 42 | - 5% |
| 13 | ATR42 | 17 | 22 | 1000% |
| 14 | Boeing 737-300 | 66 | 16 | 100% |
| 15 | Boeing 767-200 | 174 | 13 | - 72% |

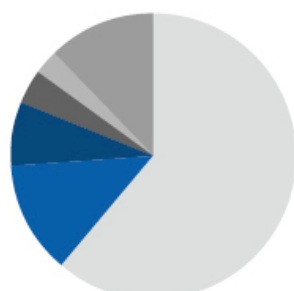
* Maximum take off weight

→ Air transport movements, main airlines

Air transport movements 2012

| | (2011 ranking) | Airline | Total | Compared to 2011 in % |
|-----------------------|----------------|------------------------------|----------------|-----------------------|
| 1 | (1) | KLM | 213,656 | 2.6% |
| 2 | (2) | transavia.com | 27,001 | 0.7% |
| 3 | (3) | easyJet (incl easyJet CH) | 25,676 | 9.2% |
| 4 | (4) | Air France | 14,551 | - 1.5% |
| 5 | (6) | Delta Air Lines | 10,984 | 0.5% |
| 6 | (7) | British Airways | 10,942 | 3.8% |
| 7 | (5) | Lufthansa | 10,868 | - 2.0% |
| 8 | (8) | ArkeFly | 7,884 | 10.3% |
| 9 | (9) | Alitalia | 6,191 | 7.3% |
| 10 | (12) | Aer Lingus | 5,078 | 2.9% |
| 11 | (10) | SAS | 4,992 | - 4.1% |
| 12 | (13) | Vueling | 4,914 | 0.9% |
| 13 | (18) | Flybe | 3,594 | 33.9% |
| 14 | (11) | Martinair | 3,513 | - 29.8% |
| 15 | (16) | Turkish Airlines | 2,912 | 7.4% |
| 16 | (14) | Swiss | 2,902 | - 0.4% |
| 17 | (32) | United Airlines | 2,775 | 108.0% |
| 18 | (15) | Austrian Airlines | 2,708 | - 1.2% |
| 19 | (20) | TAP Portugal | 2,588 | 6.6% |
| 20 | (25) | China Southern | 2,370 | 31.1% |
| 21 | (46) | Corendon Dutch Airlines | 2,028 | 137.7% |
| 22 | (22) | Corendon | 2,017 | 2.4% |
| 23 | (24) | LOT Polish Airlines | 1,832 | - 0.9% |
| 24 | (17) | Iberia (incl Iberia Express) | 1,828 | - 32.5% |
| 25 | (52) | Onur Air | 1,736 | 118.1% |
| 26 | (27) | Royal Air Maroc | 1,711 | 1.1% |
| 27 | (34) | Norwegian | 1,710 | 37.9% |
| 28 | (23) | Singapore Airlines | 1,574 | - 15.6% |
| 29 | (29) | Cathay Pacific | 1,494 | 6.4% |
| 30 | (37) | Pegasus | 1,494 | 21.5% |
| Other airlines | | | 39,884 | - 11.4% |
| Total | | | 423,407 | 0.8% |

By airline segment



| | 2012 | Share in total |
|--------------------------------------|----------------|----------------|
| ■ SkyTeam & partners (pax only) | 267,228 | 63.1% |
| ■ Low cost carriers | 50,226 | 11.9% |
| ■ Leisure carriers | 30,517 | 7.2% |
| ■ Full freighter carriers | 15,543 | 3.7% |
| ■ Legacy carriers intercontinental | 12,270 | 2.9% |
| ■ Legacy carriers Europe | 47,623 | 11.2% |
| Total air transport movements | 423,407 | 100.0% |

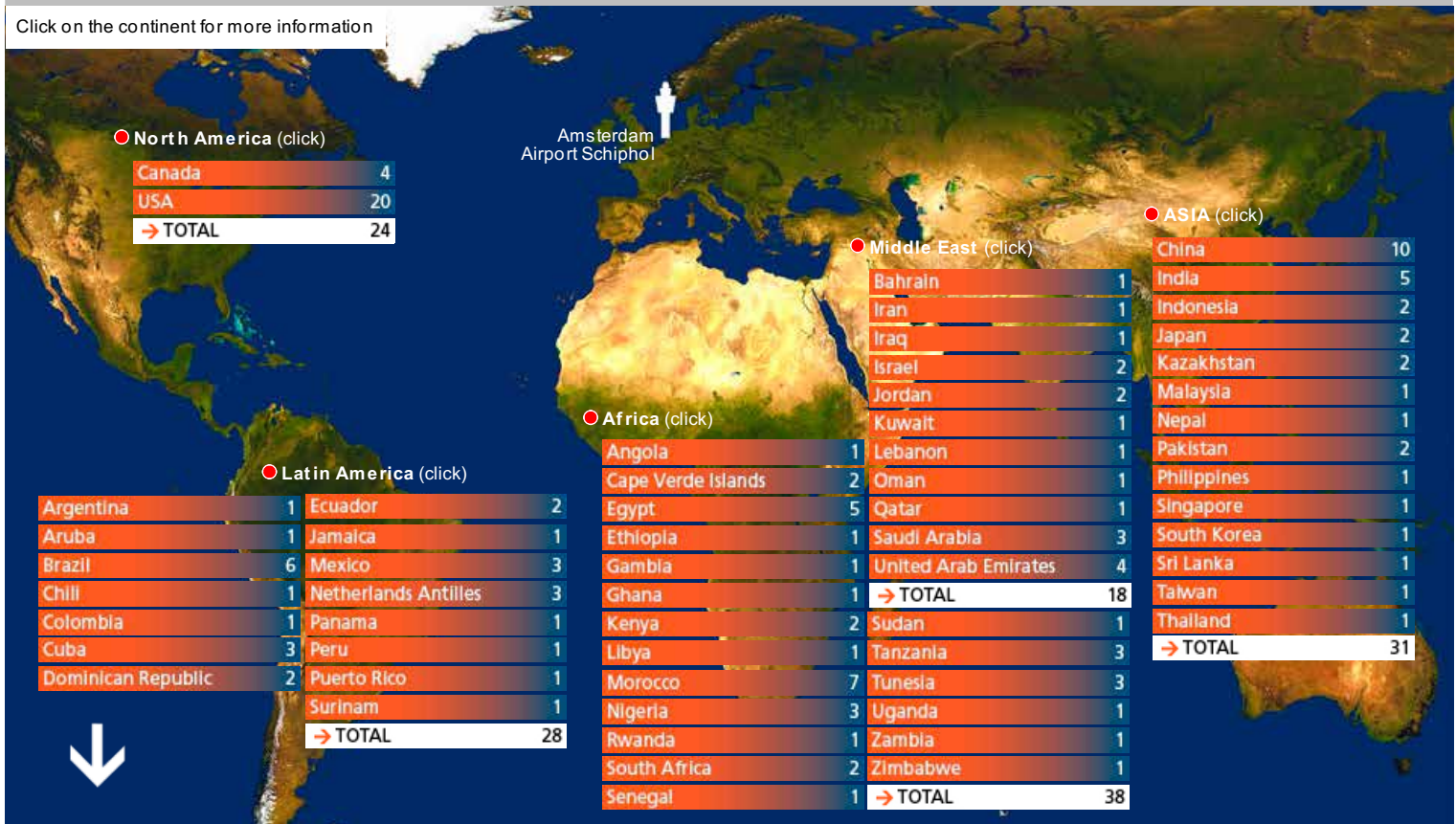
→ New airlines

Example of airlines starting services in 2012

| | | Airline | |
|---|---|---------------|---------|
| 1 |  | Air China | freight |
| 2 |  | Fedex Express | freight |
| 3 |  | MNG Airlines | freight |
| 4 |  | Swiftair | freight |
| 5 |  | Air Cairo | pax |
| 6 |  | BH Air | pax |
| 7 |  | EuroLOT | pax |
| 8 |  | FlyGeorgia | pax |
| 9 |  | Nouvelair | pax |

→ Origins and destinations intercontinental

Click on the continent for more information



Main Intercontinental origins and destinations

→ Total scheduled destinations intercontinental **139**

| | (2011 ranking) | Airport | Air Transport Movements | Compared to 2011 in % |
|----|----------------|----------------|-------------------------|-----------------------|
| 1 | (1) | Shanghai | 2,963 | - 9.4% |
| 2 | (4) | Detroit | 2,614 | 0.5% |
| 3 | (3) | Hong Kong | 2,350 | - 10.5% |
| 4 | (2) | Dubai | 2,266 | - 16.8% |
| 5 | (5) | Nairobi | 2,227 | - 1.2% |
| 6 | (7) | New York (JFK) | 2,195 | 0.5% |
| 7 | (14) | Atlanta | 2,129 | 23.2% |
| 8 | (6) | Tel Aviv | 2,120 | - 4.1% |
| 9 | (12) | Minneapolis | 1,887 | 0.8% |
| 10 | (11) | Chicago | 1,801 | - 6.9% |
| 11 | (10) | Newark (EWR) | 1,593 | - 18.0% |
| 12 | (8) | Singapore | 1,531 | - 23.6% |
| 13 | (18) | Tokyo | 1,465 | 4.2% |
| 14 | (16) | Washington | 1,458 | 2.7% |
| 15 | (9) | Houston | 1,454 | - 25.3% |
| 16 | (15) | Toronto | 1,421 | - 1.5% |
| 17 | (23) | Guangzhou | 1,390 | 11.4% |
| 18 | (20) | Seoul | 1,319 | 1.1% |
| 19 | (13) | Taipei | 1,276 | - 29.0% |
| 20 | (17) | Curacao | 1,220 | - 13.8% |

→ Origins and destinations European



Main European origins and destinations

→ Total scheduled destinations European **178**

| | (2011 ranking) | Airport | Air Transport Movements | Compared to 2011 in % |
|----|----------------|-------------------------|-------------------------|-----------------------|
| 1 | (1) | London Heathrow | 13,417 | 6.3% |
| 2 | (2) | Paris Charles de Gaulle | 9,284 | 0.9% |
| 3 | (7) | Frankfurt | 8,742 | 7.0% |
| 4 | (4) | Munich | 8,573 | 0.7% |
| 5 | (3) | Barcelona | 8,561 | - 6.2% |
| 6 | (6) | Madrid | 7,851 | - 5.3% |
| 7 | (5) | Copenhagen | 7,606 | - 10.6% |
| 8 | (8) | Zuerich | 7,054 | 1.7% |
| 9 | (10) | London City | 6,855 | 5.8% |
| 10 | (9) | Rome Fiumicino | 6,587 | 0.0% |
| 11 | (11) | Oslo | 6,073 | 3.0% |
| 12 | (13) | Geneva | 5,930 | 5.3% |
| 13 | (12) | London Gatwick | 5,816 | 2.4% |
| 14 | (14) | Vienna | 5,402 | - 2.3% |
| 15 | (15) | Manchester | 5,340 | - 0.9% |
| 16 | (20) | Stockholm | 5,211 | 9.2% |
| 17 | (17) | Hamburg | 5,209 | 3.4% |
| 18 | (16) | Edinburgh | 5,030 | - 0.6% |
| 19 | (18) | Birmingham | 4,538 | - 6.8% |
| 20 | (27) | Lisbon | 4,462 | 19.4% |



The number of passengers travelling from/to and via Amsterdam Airport Schiphol increased by + 2.6% to 51 million passengers. Never before the magic number of 50 million was exceeded at Schiphol.

The passenger increase is composed by an increase in Origin & Destination (O&D) passengers (+ 2.1%) and an increase in transfer passengers (+ 3.4%).

The busiest day of the year was recorded on 20 July with almost 178 thousand passengers (excl. transit direct), 0.3% less than the busiest day the year before.



→ Transport Transfer, O&D, Transito & Load Factor

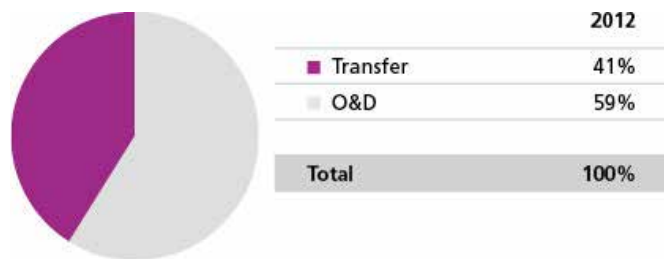
x 1,000

■ Transito
■ Transfer passengers
■ OD passengers

| Month | Transito | Transfer passengers | OD passengers | Total PAX per month | Load Factor |
|-----------|----------|---------------------|---------------|---------------------|-------------|
| January | 8 | 1,512 | 1,911 | 3,430 | 75% |
| February | 9 | 1,419 | 1,876 | 3,304 | 75% |
| March | 8 | 1,681 | 2,187 | 3,876 | 79% |
| April | 6 | 1,689 | 2,501 | 4,195 | 80% |
| May | 4 | 1,688 | 2,857 | 4,549 | 80% |
| June | 5 | 1,888 | 2,725 | 4,618 | 82% |
| July | 3 | 2,028 | 3,194 | 5,225 | 85% |
| August | 2 | 1,980 | 3,157 | 5,139 | 84% |
| September | 1 | 1,958 | 2,803 | 4,762 | 85% |
| October | 2 | 1,844 | 2,800 | 4,645 | 82% |
| November | 4 | 1,574 | 2,119 | 3,697 | 79% |
| December | 7 | 1,617 | 1,971 | 3,595 | 79% |

Total (incl. Transit) 51,036 81%

Transport, Transfer & O&D



→ Main European and Intercontinental countries

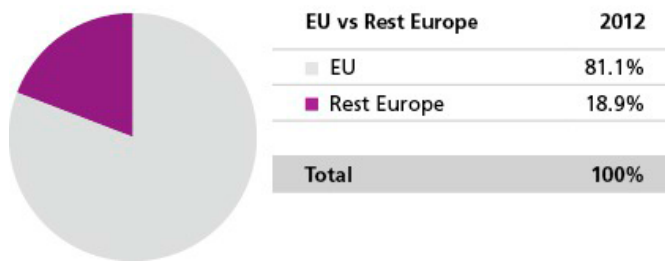
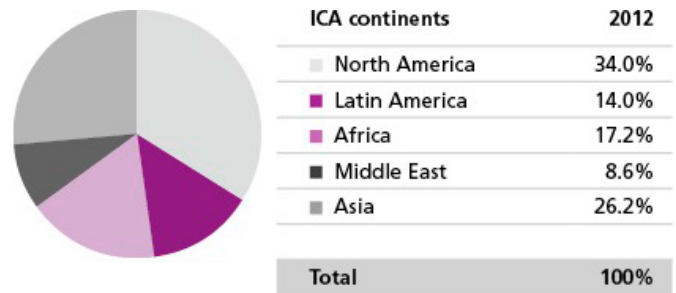
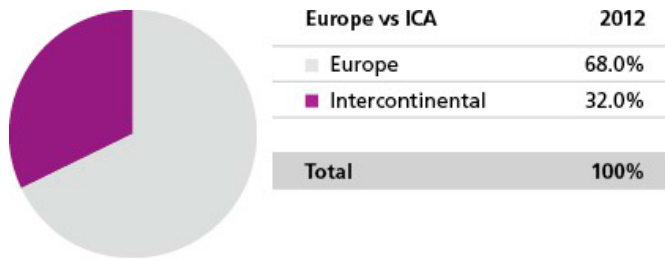
Main European countries

| Ranking | (2011 ranking) | | 2012 | Compared to 2011 in % |
|---------|----------------|----------------|-----------|-----------------------|
| 1 | 1 | Great Britain | 7,424,766 | 1.8% |
| 2 | 2 | Spain | 4,158,067 | - 3.3% |
| 3 | 3 | Germany | 3,325,582 | 2.1% |
| 4 | 4 | Italy | 2,737,088 | 3.1% |
| 5 | 5 | France | 2,327,499 | 7.3% |
| 6 | 6 | Turkey | 2,241,527 | 6.7% |
| 7 | 7 | Norway | 1,607,579 | 8.5% |
| 8 | 8 | Switzerland | 1,553,241 | 5.6% |
| 9 | 10 | Denmark | 1,211,919 | 4.7% |
| 10 | 11 | Sweden | 1,008,596 | 8.5% |
| 11 | 12 | Portugal | 951,215 | 15.4% |
| 12 | 9 | Greece | 926,505 | - 20.0% |
| 13 | 13 | Ireland | 654,837 | 3.5% |
| 14 | 14 | Austria | 567,373 | - 3.1% |
| 15 | 16 | Russia | 510,889 | 6.9% |
| 16 | 15 | Finland | 478,977 | - 1.8% |
| 17 | 17 | Czech Republic | 402,034 | - 12.7% |
| 18 | 18 | Hungary | 361,337 | - 10.1% |
| 19 | 19 | Poland | 355,705 | 7.6% |
| 20 | 20 | Romania | 329,883 | 6.7% |

Main Intercontinental countries

| Ranking | (2011 ranking) | | 2012 | Compared to 2011 in % |
|---------|----------------|----------------------|-----------|-----------------------|
| 1 | 1 | USA | 4,616,405 | 0.1% |
| 2 | 2 | China | 1,348,975 | 4.2% |
| 3 | 3 | Canada | 938,777 | 7.1% |
| 4 | 4 | United Arab Emirates | 604,593 | 3.6% |
| 5 | 6 | Egypt | 554,465 | 13.8% |
| 6 | 5 | Netherlands Antilles | 487,508 | - 3.2% |
| 7 | 8 | Japan | 470,650 | 14.1% |
| 8 | 14 | Thailand | 440,799 | 21.3% |
| 9 | 10 | Morocco | 424,116 | 8.8% |
| 10 | 7 | Kenya | 422,859 | - 1.0% |
| 11 | 12 | South Africa | 391,044 | 3.6% |
| 12 | 9 | Malaysia | 390,519 | - 1.4% |
| 13 | 13 | India | 372,050 | 0.8% |
| 14 | 18 | Brazil | 350,031 | 34.2% |
| 15 | 11 | Israel | 335,605 | - 13.6% |
| 16 | 15 | Singapore | 331,542 | 1.7% |
| 17 | 17 | Surinam | 259,687 | - 2.8% |
| 18 | 20 | Indonesia | 238,943 | 0.3% |
| 19 | 16 | Mexico | 238,228 | - 18.4% |
| 20 | 22 | Peru | 224,419 | - 0.1% |

→ Passenger transport per continent, rate



→ Main European and Intercontinental origins and destinations

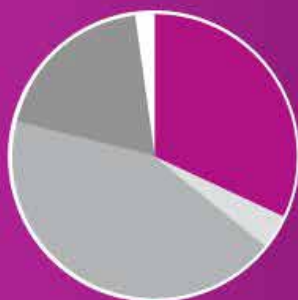
Main European origins and destinations

| | (2011 ranking) | Airport | IATA code | Passengers 2012 | Compared to 2011 in % |
|----|----------------|------------|-----------|-----------------|-----------------------|
| 1 | (1) | London | LHR | 1,429,378 | 1.6% |
| 2 | (2) | Barcelona | BCN | 1,250,144 | - 5.4% |
| 3 | (4) | Paris | CDG | 1,124,252 | 7.0% |
| 4 | (3) | Madrid | MAD | 1,030,188 | - 7.2% |
| 5 | (5) | Rome | FCO | 929,195 | 1.7% |
| 6 | (6) | Copenhagen | CPH | 822,723 | - 1.0% |
| 7 | (8) | Frankfurt | FRA | 706,106 | 1.3% |
| 8 | (7) | Antalya | AYT | 701,310 | - 3.9% |
| 9 | (9) | Munich | MUC | 689,499 | 2.0% |
| 10 | (11) | London | LGW | 678,519 | 6.7% |
| 11 | (10) | Zuerich | ZRH | 677,497 | 1.7% |
| 12 | (12) | Manchester | MAN | 674,228 | 7.2% |
| 13 | (15) | Stockholm | ARN | 630,012 | 11.6% |
| 14 | (14) | Geneva | GVA | 617,019 | 4.0% |
| 15 | (13) | Oslo | OSL | 612,418 | 2.7% |
| 16 | (18) | Istanbul | IST | 611,914 | 16.1% |
| 17 | (20) | Lisbon | LIS | 587,060 | 22.3% |
| 18 | (16) | Edinburgh | EDI | 566,347 | 0.4% |
| 19 | (19) | Vienna | VIE | 503,767 | - 4.3% |
| 20 | (32) | Milan | LIN | 485,016 | 42.2% |

Main Intercontinental origins and destinations

| | (2011 ranking) | Airport | IATA code | Passengers 2012 | Compared to 2011 in % |
|----|----------------|--------------|-----------|-----------------|-----------------------|
| 1 | (1) | Detroit | DTW | 631,350 | 4.1% |
| 2 | (2) | New York | JFK | 585,620 | 4.8% |
| 3 | (3) | Dubai | DXB | 551,891 | 5.0% |
| 4 | (4) | Atlanta | ATL | 526,032 | 14.6% |
| 5 | (12) | Bangkok | BKK | 440,799 | 21.3% |
| 6 | (5) | Minneapolis | MSP | 438,910 | - 2.0% |
| 7 | (7) | Nairobi | NBO | 414,409 | 1.3% |
| 8 | (6) | Hong Kong | HKG | 396,097 | - 3.8% |
| 9 | (9) | Kuala Lumpur | KUL | 390,519 | - 1.4% |
| 10 | (10) | Toronto | YYZ | 390,505 | 1.4% |
| 11 | (8) | Curacao | CUR | 388,041 | - 5.1% |
| 12 | (13) | Singapore | SIN | 331,542 | 1.7% |
| 13 | (11) | Tel Aviv | TLV | 321,252 | - 16.0% |
| 14 | (14) | Shanghai | PVG | 320,866 | - 1.4% |
| 15 | (15) | Houston | IAH | 304,371 | - 0.2% |
| 16 | (19) | Washington | IAD | 268,882 | 4.7% |
| 17 | (29) | Tokyo | NRT | 262,767 | 19.5% |
| 18 | (17) | Chicago | ORD | 260,745 | - 1.7% |
| 19 | (20) | Beijing | PEK | 260,339 | 1.6% |
| 20 | (16) | Paramaribo | PBM | 259,687 | - 2.8% |

➔ Passenger profile



| Reason for travelling | 2011 | 2012 |
|----------------------------|------|------|
| Business | 33% | 32% |
| Congress/study | 4% | 4% |
| Leisure | 42% | 43% |
| Visiting friends/relatives | 20% | 19% |
| Other | 1% | 2% |

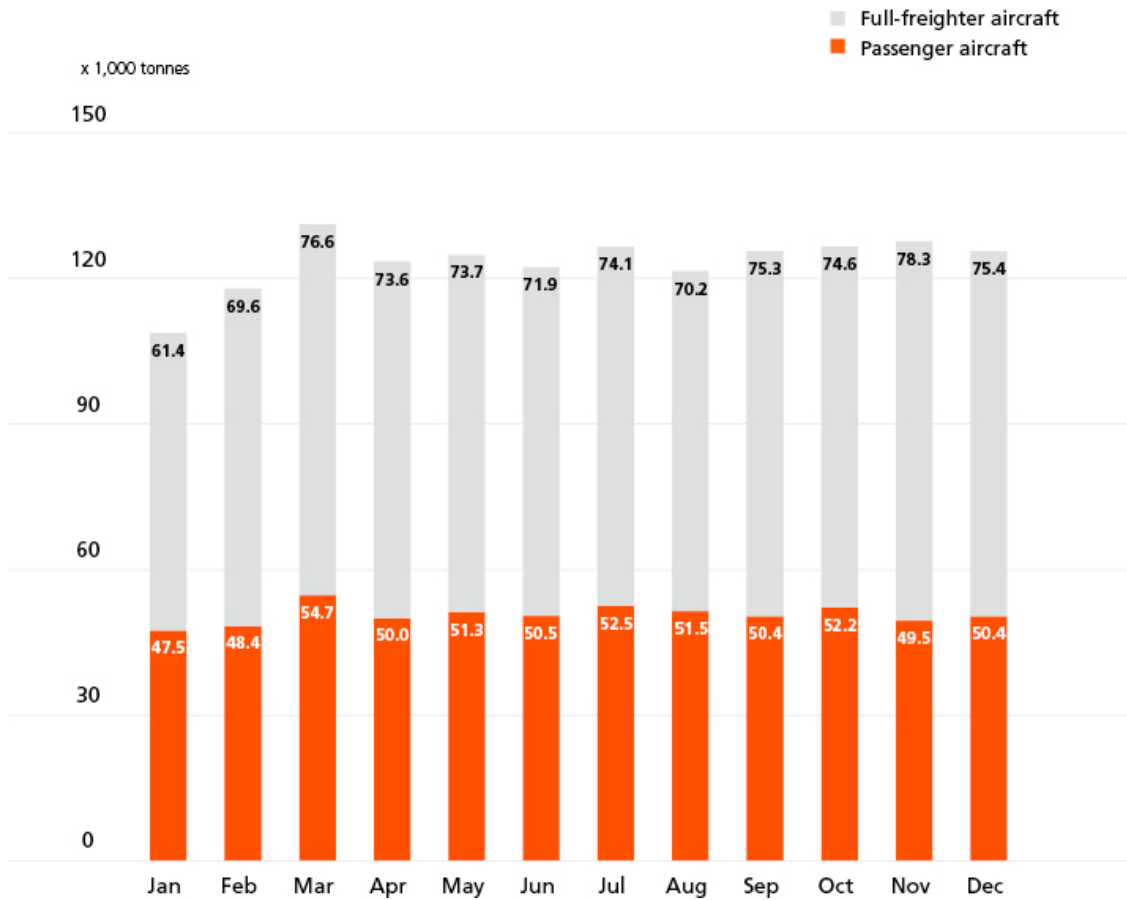


Cargo transport has experienced a small reduction at Amsterdam Airport Schiphol. In 2012 a drop was recorded – 2.6% with cargo totalling just under 1.5 million tonnes. Cargo transported on full-freighter services showed a decrease of – 0.9%, while cargo transported on passenger service flights went down by – 5.1%.



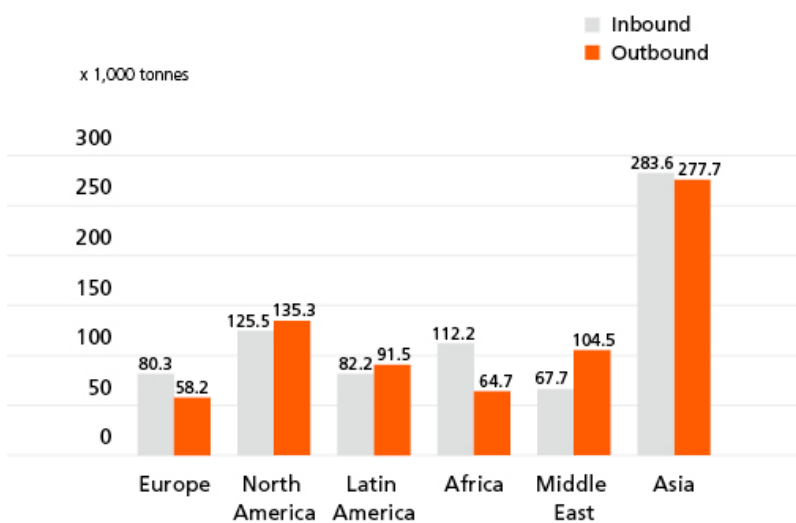
An overall decrease of cargo was observed in almost all regions except for Europe. The Far-East, the region with the most dense cargo traffic flow to and from Schiphol, dropped by – 7.9%. The second largest region North America also showed a reduction of – 7.9%. The busiest month in 2012 was March, with over 131 thousand tonnes.

→ Monthly totals per aircraft type



→ Annual totals by continent

Annual totals 2012



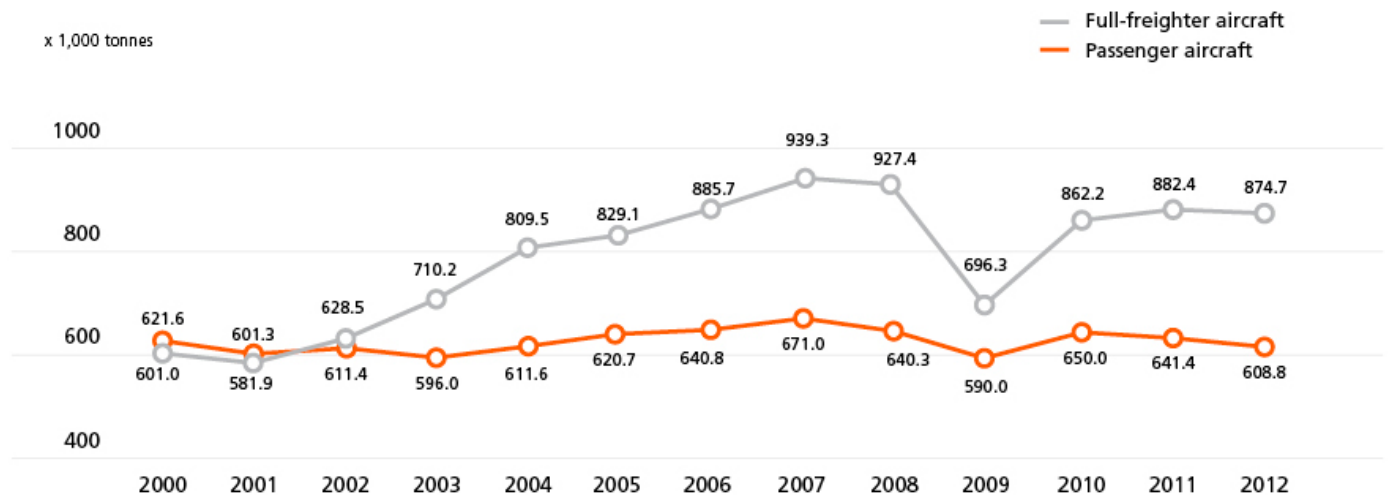
Total air transport

| | 2012 | Compared to 2011 in % |
|-------------------------|----------------|-----------------------|
| Total | 1,483.4 | - 2.6% |
| Passenger services | 608.8 | - 5.1% |
| Full-freighter services | 874.7 | - 0.9% |
| Inbound | 751.6 | - 3.4% |
| Outbound | 731.9 | - 1.9% |

→ Cargo, main origins and destinations

| | (2011 ranking) | Airport | IATA code | 2012 in tonnes | Compared to 2011 in % |
|----|----------------|--------------|-----------|----------------|-----------------------|
| 1 | (1) | Shanghai | PVG | 143,736 | - 13.2% |
| 2 | (2) | Nairobi | NBO | 92,068 | 3.6% |
| 3 | (10) | Moscow | SVO | 56,141 | 63.7% |
| 4 | (4) | Hong Kong | HKG | 55,714 | - 15.2% |
| 5 | (5) | Chicago | ORD | 51,812 | - 11.1% |
| 6 | (6) | Singapore | SIN | 47,764 | - 16.0% |
| 7 | (3) | Dubai | DXB | 46,463 | - 32.1% |
| 8 | (7) | Tokyo | NRT | 44,349 | - 9.2% |
| 9 | (8) | Seoul | ICN | 39,336 | - 4.2% |
| 10 | (11) | Doha | DOH | 35,481 | 4.0% |
| 11 | (13) | Kuala Lumpur | KUL | 33,707 | 10.0% |
| 12 | (16) | Guangzhou | CAN | 32,847 | 24.0% |
| 13 | (12) | Quito | UIO | 32,269 | - 1.7% |
| 14 | (15) | Miami | MIA | 32,039 | 13.5% |
| 15 | (22) | Jeddah | JED | 31,300 | 59.0% |
| 16 | (9) | Johannesburg | JNB | 30,292 | - 23.2% |
| 17 | (14) | Houston | IAH | 27,496 | - 3.4% |
| 18 | (19) | Taipei | TPE | 26,214 | 12.7% |
| 19 | (17) | Bogota | BOG | 25,300 | 1.4% |
| 20 | (18) | Beijing | PEK | 24,232 | - 1.3% |

→ Annual totals by aircraft type





Other Airports

With a growth of + 2.6% in PASSENGER numbers, Amsterdam Airport Schiphol maintained its fourth place in the ranking of the top ten European airports.



In the ranking of CARGO airports Amsterdam Airport Schiphol managed to keep up the third position in Europe.

Air transport movements *

| x 1,000 | | | | 2012 | Compared to 2011 in % |
|---------|----|---------------------|-----|------|-----------------------|
| | 1 | Paris Ch. de Gaulle | CDG | 491 | - 3.1 |
| | 2 | Frankfurt | FRA | 476 | - 1.1 |
| | 3 | London Heathrow | LHR | 471 | - 1.0 |
| | 4 | Amsterdam | AMS | 423 | + 0.8 |
| | 5 | Munich | MUC | 377 | - 2.9 |
| | 6 | Madrid | MAD | 373 | - 13.1 |
| | 7 | Istanbul | IST | 349 | + 14.4 |
| | 8 | Rome Fiumicino | FCO | 309 | - 4.6 |
| | 9 | Barcelona | BCN | 290 | - 4.3 |
| | 10 | Zurich | ZRH | 252 | - 2.3 |


*) Top 10 airports in Europe in air transport movements

Passenger transport (excl. transit-direct) *

| x 1,000 | | | | 2012 | Compared to 2011 in % |
|---------|----|---------------------|-----|--------|-----------------------|
| | 1 | London Heathrow | LHR | 69,985 | + 0.9 |
| | 2 | Paris Ch. de Gaulle | CDG | 61,490 | + 1.0 |
| | 3 | Frankfurt | FRA | 57,274 | + 1.7 |
| | 4 | Amsterdam | AMS | 50,976 | + 2.6 |
| | 5 | Madrid | MAD | 45,104 | - 9.0 |
| | 6 | Istanbul | IST | 44,999 | + 20.0 |
| | 7 | Munich | MUC | 38,193 | + 1.6 |
| | 8 | Rome Fiumicino | FCO | 36,741 | - 1.8 |
| | 9 | Barcelona | BCN | 35,091 | + 2.2 |
| | 10 | London Gatwick | LGW | 34,211 | + 1.7 |

*) Top 10 passenger airports in Europe

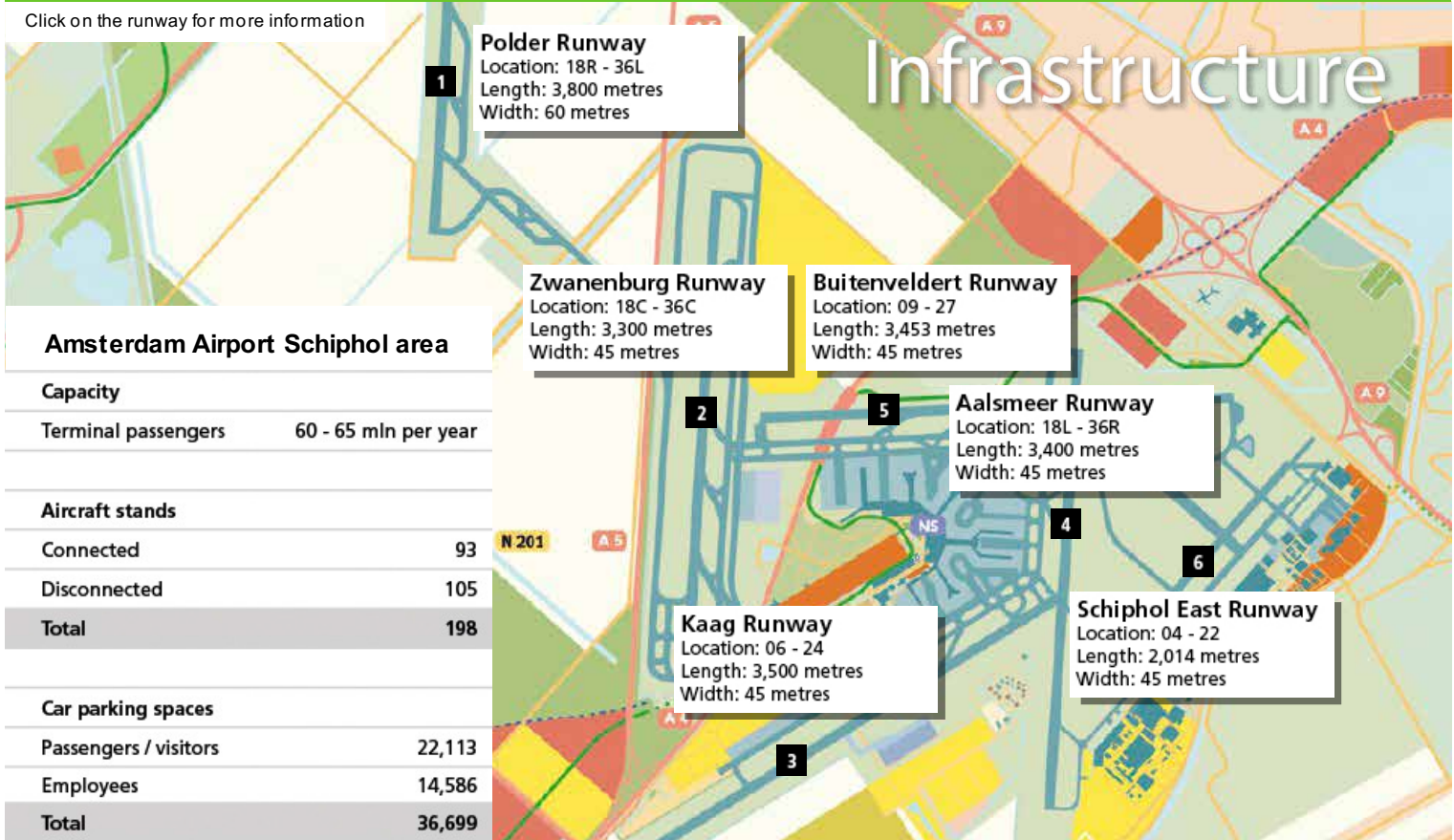
Cargo transport *

| | | | | 2012 | 2011 in % |
|---|----|---------------------|-----|-------|-----------|
|  | 1 | Frankfurt | FRA | 1,986 | - 6.9 |
|  | 2 | Paris Ch. de Gaulle | CDG | 1,950 | - 6.6 |
|  | 3 | Amsterdam | AMS | 1,483 | - 2.6 |
|  | 4 | London Heathrow | LHR | 1,465 | - 1.3 |
|  | 5 | Leipzig | LEJ | 864 | + 13.6 |
|  | 6 | Cologne | CGN | 730 | + 0.5 |
|  | 7 | Luxembourg | LUX | 615 | - 6.4 |
|  | 8 | Liège | LGG | 577 | - 14.5 |
|  | 9 | Istanbul | IST | 522 | + 4.9 |
|  | 10 | Brussels | BRU | 459 | - 3.3 |

*) Top 10 cargo airports in Europe

Click on the runway for more information

Infrastructure



Amsterdam Airport Schiphol area

Capacity

Terminal passengers 60 - 65 mln per year

Aircraft stands

| | |
|--------------|------------|
| Connected | 93 |
| Disconnected | 105 |
| Total | 198 |

Car parking spaces

| | |
|-----------------------|---------------|
| Passengers / visitors | 22,113 |
| Employees | 14,586 |
| Total | 36,699 |

Definitions

Air transport movements

An air transport movement means a landing or take-off. Air transport movement in scheduled traffic means a movement in commercial traffic according to an official timetable. Air transport movement in non-scheduled traffic means a non-scheduled movement in commercial traffic (charters, relief services, etc.; taxi flights excluded).

Cargo transport

Both paying and non paying cargo, including military mail and express cargo. Goods leaving the airport on the same aircraft as the one by which they have arrived (transit-direct) are left out of account, as well as trucking cargo.

Mail transport

Mail handled exclusively by TNT Post Group N.V. excluding mail leaving the airport on the same aircraft as the one by which it has arrived (transit-direct).

Passenger load factor

The passenger load factor means the number of passengers (including 2x transit-direct) expressed in a percentage of the number of available seats.

Passenger transport

All passengers on scheduled- and non-scheduled flights including service passengers and infants. Passengers on taxi-, photo- and sightseeing flights are excluded.

O&D passengers

Originating and destinating passengers. Those whose journey by air starts or ends at Amsterdam Airport Schiphol.

Transfer passengers

Those who change planes within 24 hours without leaving the customs area are counted both arriving and departing.

Transit-direct passengers

Those who leave the airport on the same flight number as the one by which they arrived, without leaving the customs area are not counted incoming or outgoing, but stated separately.

Punctuality

Punctuality is the percentage of flights departing/arriving within no more than 15 minutes of its scheduled time on/off blocks, regarding passenger flights only.

MTOW

Maximum take-off weight of an aircraft.