Statistical Annual Review **2003**

2003

Amsterdam Airport Schiphol

Statistical Annual Review **2003**

2003

Preface

April, 2004

This Statistical Annual Review describes the developments of Traffic and Transport at Amsterdam Airport Schiphol and related events of the past year. It is presented mostly by means of text, supplemented with graphs and a limited number of tables.
Additional information is available through an Appendix on our website **www.Schiphol.com**.
If you require any further information, please feel free to contact the department mentioned below. Data from this publication may be published as long as the source is quoted.

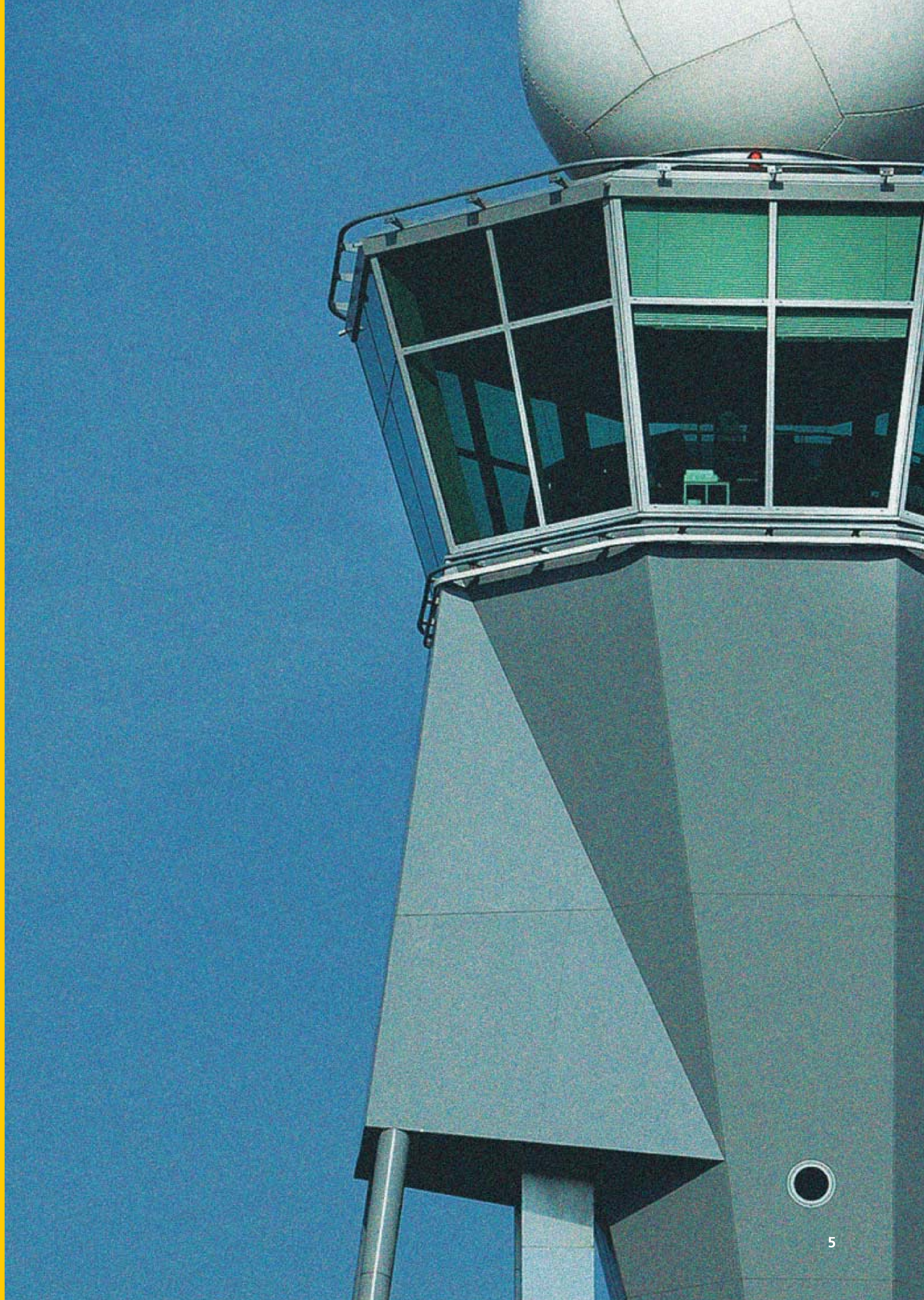
Contents

Summary of developments 2003

1

In 2003, the year in which aviation celebrated its 100-year anniversary, the global aviation market was strongly influenced by the war in Iraq, the outbreak of Severe Acute Respiratory Syndrome (SARS), and the discouraging economic situation. According to IATA, passenger transport declined worldwide by 2.4% with the regions of the Middle East, Asia, and North America being the hardest hit. Alongside these negative developments, however, Amsterdam Airport Schiphol also experienced several very positive events. For instance, putting the "Polderbaan" runway officially into operation and the announcement of the intended merger of KLM and Air France. All these events put together made for a turbulent 2003 for Schiphol as well.

Developments



Nearly 40 million passengers

Just like the aftermath of the terrorist attacks in the US on 9/11, passengers were afraid to fly because of the outbreak of SARS. Combined with the war in Iraq and the grave economic situation, for the first time in years Schiphol saw passenger transport drop by nearly 2%, to just below the 40 million mark. Many airlines reduced flight frequencies due to the lack of demand for flights, which caused a decline in the number of air transport movements in commercial traffic at Schiphol for the second consecutive year. With a decrease of more than 2%, to 392,997 movements, the number of movements at year's end was on a par with the 1999 level.
On the other hand, cargo transport at Schiphol showed a very positive development and increased by 5.3%, to 1.3 million tonnes of cargo.

Outbreak of SARS

On 12 March 2003 the World Health Organization (WHO) issued its first global alert about cases of SARS in Asia, later followed by cases in Canada. The disease appeared to be spreading along the routes of international air travel. The SARS outbreak was declared contained by the WHO on 5 July 2003.

War in Iraq

The United States and Great Britain attacked Iraq on 20 March 2003 and a second Gulf War became a fact. Coalition forces had made so much progress within the first three weeks that Baghdad could be seized. Like the Gulf War in the early '90s, this war was as good as over just a month after it began. Previously cancelled flights to the Middle East were cautiously resumed toward the end of April.

Recession in the Netherlands

The Dutch economy shrunk in 2003 by 0.7% (Source: CBS). For the first time since 1982, there was a negative growth figure for the domestic economy in 2003. Moreover, the situation in the Netherlands in this context was significantly less favourable than in the neighbouring euro zone countries. Because a country's economic situation is a determining factor for consumer confidence and – in this connection – the willingness of consumers to travel by air, the adverse conditions had a negative effect on the number of passengers travelling from Schiphol. As a consequence, market share was lost in comparison with competitive airports in the surrounding countries.

Polderbaan fully operational

After many years of preparation, Schiphol's new runway, the Polderbaan, was officially opened and put into operation on 20 February 2003. This now gives Schiphol 3 parallel north-south runways. The Polderbaan was put into operation in phases. For example, only night flights used this runway until the summer. After that, flights were also implemented during the day and the runway system was fully operational as of 1 November.

KLM and Air France merger

In September, KLM announced plans for a merger with Air France. This decision is very much in line with the further consolidation currently taking place in global aviation. In addition, it will strengthen KLM's position because in joining the SkyTeam alliance the carrier will be participating in a strong, international alliance. The multi-hub system, which is contemplated with Charles de Gaulle Airport and Amsterdam Airport Schiphol as its most important European hubs, will offer good growth prospects for Schiphol in the future.

Traffic and transport summary

	2003		Compared to 2002 in %
Total air transport movements	**408,300**	-	**2.1%**
General aviation	15,303	-	2.7%
Air transport	392,997	-	2.1%
- scheduled services	359,127	-	2.7%
- non-scheduled services	33,870	+	4.9%
- passenger services	378,309	-	2.8%
- full-freighter services	14,688	+	21.2%
Passenger transport (incl. transit-direct 1x)	39,960,400	-	1.9%
Transit-direct passengers	151,751	+	2.2%
Passenger transport (excl. transit-direct)	39,808,649	-	1.9%
- scheduled services	35,589,774	-	1.4%
- non-scheduled services	4,218,875	-	5.9%
- domestic	114,499	-	12.4%
- europe	27,587,404	-	1.2%
- intercontinental	12,106,746	-	3.4%
Cargo transport (tonnes)	1,306,155	+	5.3%
- scheduled services	1,035,456	+	4.9%
- non-scheduled services	270,699	+	7.2%
- passengers services	596,001	-	2.5%
- full-freighter services	710,154	+	13.0%
Mail transport (tonnes)	47,605	-	2.3%

Air transport movements

2

The war in Iraq, the outbreak of the SARS virus, and the bad economic conditions resulted this year in decreased demand for air transport. The result was that airlines reduced their flight frequencies. Consequently, the number of flights in commercial traffic at Amsterdam Airport Schiphol declined by 2.1% and resulted in 392,997 movements. Moreover, due to the shortfall in the numbers of intercontinental transfer passengers as a result of SARS and Iraq, many frequencies to European destinations were also cancelled. Therefore, traffic to this region – which constitutes approximately 80% of the air traffic at Schiphol – declined by nearly 3%. Thanks specifically to cargo traffic, the other regions remained at the same level or in some cases even increased.

Movements

Increase in full-freighter flights

The decrease in the number of air transport movements was only evident in the passenger segment where carriers scrapped flights in reaction to the declining demand for transport after Iraq and SARS. As a result of this, the number of these flights dropped by 2.8%, to 378,309.
And this while the number of cargo flights rose very sharply by a growth percentage of 21.2% thanks to both the expansion of frequencies by existing cargo carriers and the arrival of new cargo carriers. Ultimately, 14,688 flights were implemented with full-freighters for all of 2003.

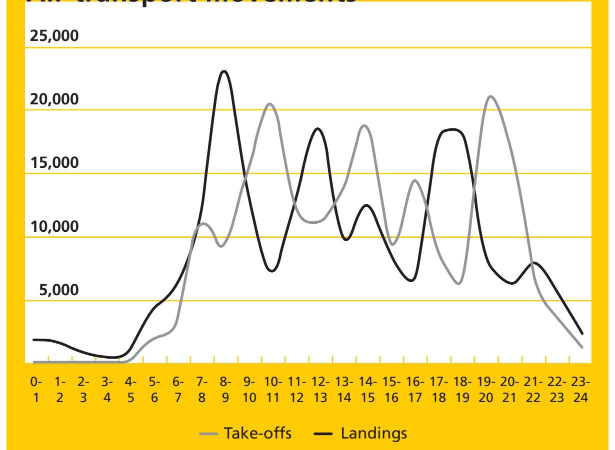
Hub operation under pressure

A large number of airlines cancelled flights in reaction to the declining demand for transport following the start of the war in Iraq and the outbreak of the SARS virus. The total hub operation (KLM and partners), which together implements nearly 60% of the total number of flights at Schiphol, reached the lowest point in April; however, flights were gradually added again starting in May. However the level of the previous winter had not yet been reached at the start of the 2003 - 2004 winter schedule. There was a shift within the hub segment in 2003 due to the fact that all the flights that were previously implemented by KLM uk were taken over by KLM Cityhopper. KLM uk carried out the last flight to Schiphol under its own name in mid-October. Ultimately, more than 4% fewer flights were implemented by the hub carriers for all of 2003.

Air transport movements per hour of the day

Local time	Landings	Take-offs
0- 1 h	1,770	466
1- 2	1,605	144
2- 3	891	89
3- 4	489	52
4- 5	854	144
5- 6	3,824	1,810
6- 7	5,724	2,979
7- 8	10,537	10,271
8- 9	22,148	9,029
9-10	12,869	14,447
10-11	6,953	19,512
11-12	12,059	11,639
12-13	17,582	10,705
13-14	9,411	13,306
14-15	11,954	17,896
15-16	8,102	9,000
16-17	6,543	13,825
17-18	16,917	8,166
18-19	17,190	6,475
19-20	7,986	19,804
20-21	6,087	16,409
21-22	7,545	6,246
22-23	5,308	3,296
23-24	2,165	774
Total	196,513	196,484
Total movements		392,997

Air transport movements



Passenger destination airports, scheduled services (summer season)

	2002	2003
Domestic	2	2
Europe	109	134
North America	19	21
Latin America	21	21
Africa	21	23
Middle East	13	12
Asia	22	20
Total	207	233

Sharp growth in low-cost traffic

The only segment in passenger traffic where sharp growth in the number of air transport movements was visible in 2003 was the low-cost segment. The number of flights implemented by low-cost carriers in 2003 rose by nearly 34%. This growth was partially attributed to Transavia, which converted several existing services into scheduled services that were implemented by Basiq Air, Transavia's low-cost concept. As a result, these flights shifted from the leisure segment to the low-cost segment. The new low-cost airlines that began operations at Schiphol in 2003 – and in so doing contributed to the growth of low-cost traffic – were Jet2.com, which operates two daily flights to Leeds Bradford, and Virgin Express with a daily flight to Rome and as from the autumn to Milan. Another carrier that was new to Schiphol this year was MytravelLite with flights to Birmingham. However, this airline halted its operations at Schiphol in October.

Substantial increase in number of regularly scheduled destinations

Many airlines reduced the number of flights this year as a consequence of the war in Iraq and the SARS virus. In this context, however, the emphasis was placed on reducing frequencies rather than on doing away with destinations. The number of airports to which scheduled services were implemented from Schiphol in 2003 came to 237 in 88 countries. This was a sharp increase compared with 2002 when flights were implemented to 210 different airports in 83 countries.
Transavia made a significant contribution to this major increase. This airline implemented a great many regularly scheduled flights to holiday destinations this year whereas these locations were still seen as charter destinations the previous year. This pertained primarily to destinations in Greece and Turkey.

Deployment of larger aircraft

The average maximum take-off weight (MTOW), which can be viewed as an indicator for the size of the aircraft, rose in 2003 by 3.0%, to 95.6 tonnes. Taken on average, larger aircraft were deployed in both the passenger and the full-freighter segment. The average MTOW of passenger aircraft increased by 1.0%, to 86.8 tonnes. The average MTOW of full-freighter aircraft rose by 2.0%, to 321.6 tonnes. The Boeing 747 in particular was deployed more frequently and consequently contributed to this increase. Nearly 31% more full-freighter flights were implemented in 2003 with this aircraft with a high average MTOW.

New airlines at Schiphol

The total number of scheduled airlines at Schiphol came to 95 in 2003. Fourteen of these carriers implemented cargo flights exclusively. Twenty airlines began implementing scheduled flights to Schiphol in 2003 and 11 airlines discontinued their operations at Schiphol in this year.

Two new airlines came to Schiphol this year from the Baltic States, i.e. Estonian Air and airBaltic, with the result that flights are now implemented to all three Baltic States. Other new carriers that ensured the expansion of the network at Schiphol in 2003 also included Air Astana, Air Moldova, Airzena Georgian, Armavia Airline, Bulgaria Air, Eritrean Airlines, Kalitta Air, Qatar Airways and Sierra National.

Improvement in punctuality

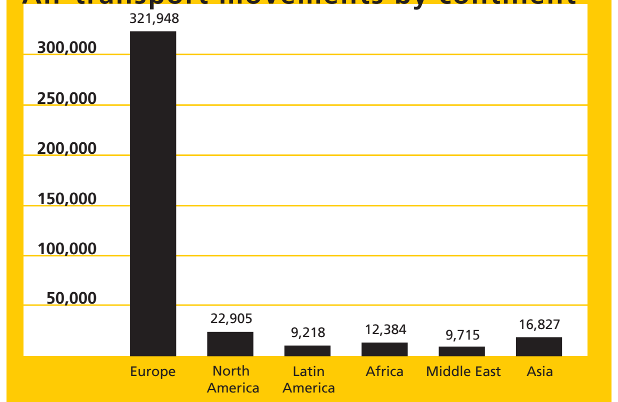
Punctuality for both arriving and departing passenger flights improved in 2003. The arrival punctuality rose by 1.3 percentage points, to 81.7%, and departure punctuality rose by 4.6 percentage points, to 73.7%. Just as in the entire Eurocontrol region, the most significant cause of delays for flights departing from Schiphol is Air Traffic Flow Management (ATFM). ATFM concerns the measures to ensure an optimum flow of air traffic to and through areas during times when demand exceeds or is expected to exceed the available capacity.

A sharp increase in punctuality was realised in January and February in comparison with those same months in 2002. This improvement can be attributed to the enlargement of the airspace above Europe as of March 2002. Also the decline in air traffic as a consequence of Iraq and SARS contributed throughout the entire year to the rise in the punctuality figures. The highest punctuality figures ever were realised in May. The arrival punctuality reached a value of 87.0% and the departure punctuality came to 81.6%.

Aircraft movements according to type

		2002	2003	% change
1	Boeing 737	141,403	**144,507**	2.2%
2	Fokker 70	33,908	**39,204**	15.6%
3	Boeing 747	27,347	**28,874**	5.6%
4	Fokker 100	28,512	**26,041**	-8.7%
5	Fokker 50	29,668	**24,095**	-18.8%
6	Airbus 320	16,921	**19,593**	15.8%
7	Boeing 767	18,454	**18,090**	-2.0%
8	Airbus 319	8,298	**10,351**	24.7%
9	Boeing 757	12,200	**9,021**	-26.1%
10	MD11	8,772	**8,675**	-1.1%

Air transport movements by continent



Air transport movements, monthly totals 2003

	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
I. Air transport												
Scheduled												
Passenger services	28,506	26,692	29,950	28,383	29,711	29,503	30,648	30,516	30,311	30,647	28,177	26,891
Full-freighter services	608	622	798	703	690	758	740	726	790	865	934	958
Subtotal	29,114	27,314	30,748	29,086	30,401	30,261	31,388	31,242	31,101	31,512	29,111	27,849
Non-scheduled												
Passenger services	1,006	1,074	1,338	2,021	3,090	2,862	4,182	4,029	2,951	3,109	1,409	1,303
Full-freighter services	429	392	476	453	405	388	466	452	456	487	534	558
Subtotal	1,435	1,466	1,814	2,474	3,495	3,250	4,648	4,481	3,407	3,596	1,943	1,861
Total air transport	30,549	28,780	32,562	31,560	33,896	33,511	36,036	35,723	34,508	35,108	31,054	29,710
II. General aviation												
Taxi / Business / Private	546	578	708	679	774	804	631	589	803	844	720	643
Training flights	15	16	41	16	8	11	5	25	22	8	2	-
Other flights	543	466	605	630	664	595	553	584	648	637	473	417
Total general aviation	1,104	1,060	1,354	1,325	1,446	1,410	1,189	1,198	1,473	1,489	1,195	1,060
Grand total	**31,653**	**29,840**	**33,916**	**32,885**	**35,342**	**34,921**	**37,225**	**36,921**	**35,981**	**36,597**	**32,249**	**30,770**

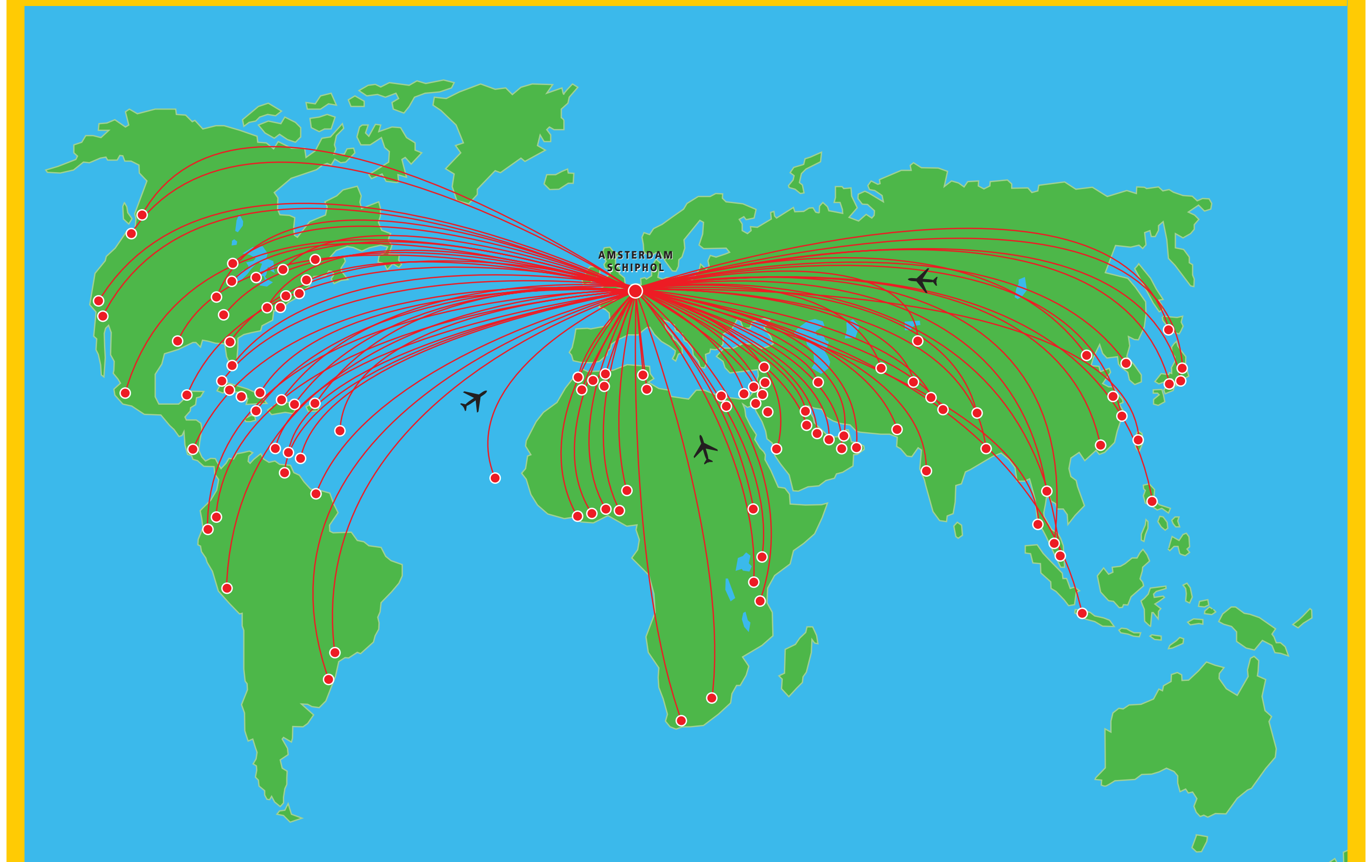
Air transport movements, annual totals 1994 - 2003

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	Compared to 2002 in %	
I. Air transport												
Scheduled												
Passenger services	243,216	255,917	285,801	312,415	339,195	354,377	374,421	375,455	361,758	349,935	-	3.3
Full-freighter services	5,496	6,656	7,977	9,120	8,842	8,202	7,230	7,159	7,331	9,192	+	25.4
Subtotal	248,712	262,573	293,778	321,535	348,037	362,579	381,651	382,614	369,089	359,127	-	2.7
Non-scheduled												
Passenger services	21,177	23,323	23,048	24,040	24,897	26,712	28,627	29,326	27,507	28,374	+	3.2
Full-freighter services	4,175	4,793	4,953	3,901	3,876	4,315	4,650	4,522	4,789	5,496	+	14.8
Subtotal	25,352	28,116	28,001	27,941	28,773	31,027	33,277	33,848	32,296	33,870	+	4.9
Total air transport	274,064	290,689	321,779	349,476	376,810	393,606	414,928	416,462	401,385	392,997	-	2.1
II. General aviation												
Taxi / Business / Private	14,603	11,949	10,192	9,051	9,106	9,899	10,890	9,989	9,868	8,319	-	15.7
Training flights	4,753	5,684	3,986	1,575	1,184	825	389	431	292	169	-	42.1
Other flights	6,292	6,490	6,646	7,423	5,619	5,669	6,276	5,219	5,575	6,815	+	22.2
Total general aviation	25,648	24,123	20,824	18,049	15,909	16,393	17,555	15,639	15,735	15,303	-	2.7
Grand total	**299,712**	**314,812**	**342,603**	**367,525**	**392,719**	**409,999**	**432,483**	**432,101**	**417,120**	**408,300**	**-**	**2.1**

Origins and destinations Europe

ABERDEEN • ALICANTE • ANTALYA • ANTWERP • ARRECIFE • ATHENS • BARCELONA • BASEL • BELFAST • BELGRADE BERGEN • BERLIN • BERN • BILLUND • BIRMINGHAM • BODRUM • BOLOGNA • BORDEAUX • BREMEN • BRISTOL BRUSSELS • BUCHAREST • BUDAPEST • CARDIFF • CATANIA • CHANIA • CHISINAU • CLERMONT-FERRAND • COLOGNE COPENHAGEN • CORFU • CORK • DUBLIN • DUBROVNIK • DUSSELDORF • EAST MIDLANDS • EDINBURGH • EINDHOVEN FARO • FLORENCE • FRANKFURT • FUERTEVENTURA • FUNCHAL • GENEVA • GLASGOW • GOTHENBURG • HAMBURG HANNOVER • HELSINKI • HERAKLION • HUMBERSIDE • INNSBRUCK • ISTANBUL • IZMIR • KARPATHOS • KIEV • KOS LARNACA • LAS PALMAS • LE HAVRE • LEEDS • LINZ • LISBON • LIVERPOOL • LJUBLJANA • LONDON • LUXEMBOURG LYON • MAASTRICHT • MADRID • MALAGA • MALTA • MANCHESTER • MARSEILLE • MILAN • MITILINI • MOSKOW MUNICH • MYKONOS • NANTES • NAPELS • NEWCASTLE • NICE • NORWICH • NURENBERG • OPORTO • OSLO • PALMA PAPHOS • PARIS • PISA • PRAGUE • PREVEZA • PULA • REYKJAVIK • RHODOS • ROME • SALZBURG • SAMOS SANDEFJORD • SANTIAGO DE COMP. • SANTORINI • SARAJEVO • SEVILLA • SHANNON • SKOPJE • SOFIA SOUTHAMPTON • SPLIT • ST. PETERSBURG • STAVANGER • STOCKHOLM • STRASBOURG • STUTTGART • TBILISI TEESSIDE • TENERIFE • THESSALONIKI • TOULOUSE • TRONDHEIM • TURIN • VENICE • VIENNA • VILNIUS • WARSAW YEREVAN • ZADAR • ZAGREB • ZAKYNTHOS • ZURICH

Origins and destinations intercontinental



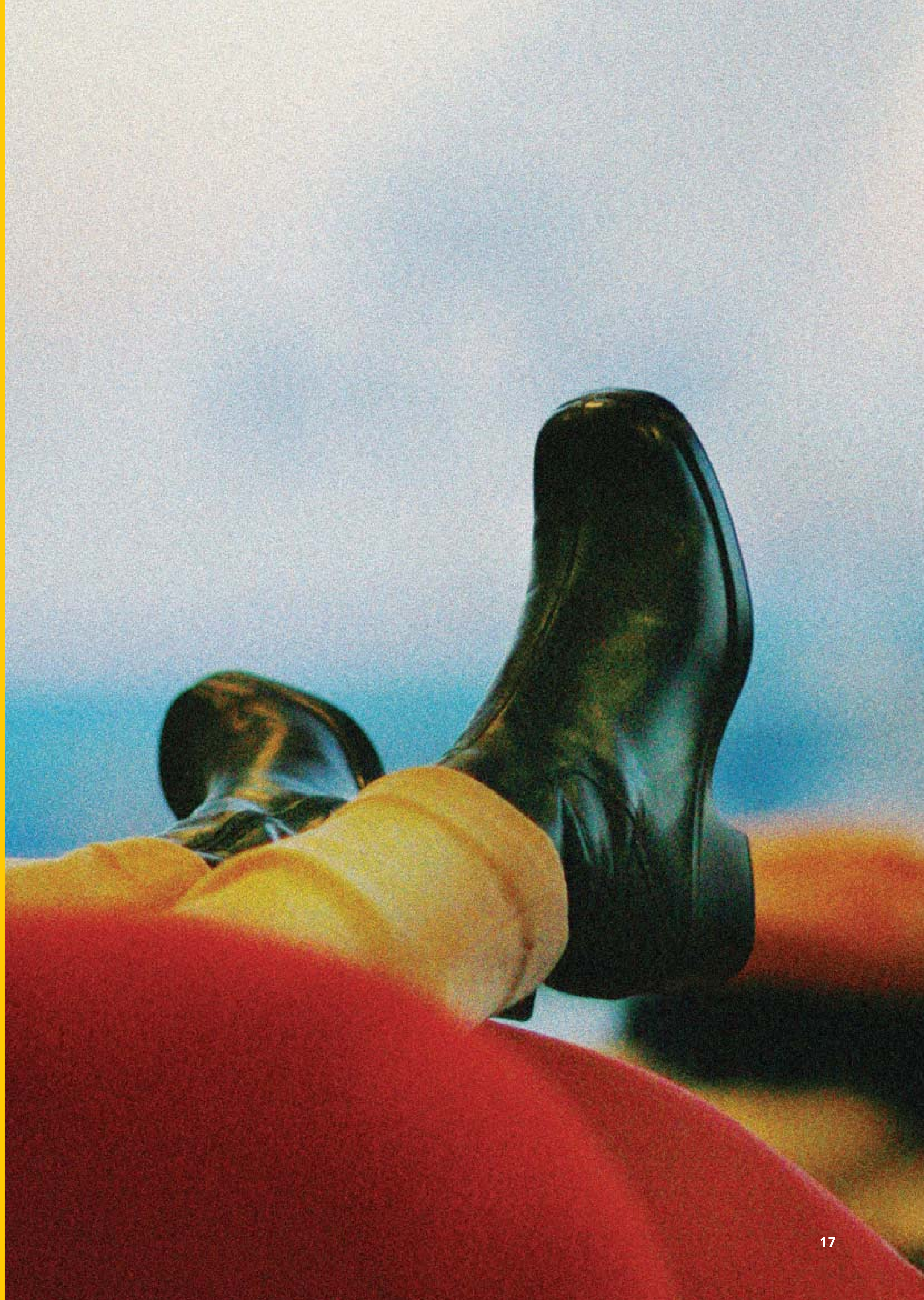
ABU DHABI • ABUJA • ACCRA • ADDIS ABEBA • AL HOCEIMA • ALEPPO • ALMATY • AMMAN • ARUBA • ASMARA ATLANTA • BAHRAIN • BANGKOK • BEIJING • BEIRUT • BONAIRE • BOSTON • CAIRO • CALCUTTA • CALGARY • CANCUN CAPETOWN • CARACAS • CASABLANCA • CHICAGO • CURACAO • DAMASCUS • DAMMAM • DAR-ES-SALAAM • DELHI DETROIT • DOHA • DOUALA • DUBAI • EDMONTON • GUANGZHOU • GUAYAQUIL • HAVANA • HOLGUIN • HONG KONG HOUSTON • ILHA DO SAL • ISLAMABAD • JAKARTA • JOHANNESBURG • KANO • KARACHI • KILIMANJARO • KUALA LUMPUR • KUWAIT • LAGOS • LAHORE • LIMA • LOS ANGELES • MADRAS • MALABO • MANILA • MEMPHIS • MEXICO CITY • MIAMI • MINNEAPOLIS • MONASTIR • MONTEGO BAY • MONTREAL • MUMBAI • NADOR • NAIROBI • NEW YORK NEWARK • ORLANDO • OSAKA • OUJDA • PARAMARIBO • PENANG • PHILADELPHIA • PORTO ALEGRE • PUERTO PLATA PUNTA CANA • QUITO • SAN FRANCISCO • SAN JOSE • SANTO DOMINGO • SAO PAULO • SEATTLE • SEOUL • SHANGHAI SHARJAH • SINGAPORE • ST. MAARTEN • TAIPEI • TANGER • TEHERAN • TEL AVIV • TOKYO • TORONTO • TRIPOLI TUNIS • VANCOUVER • VARADERO • WASHINGTON

Passenger transport

3

After passenger transport had shown a clear recovery in 2002 following the attacks in September 2001, it was expected that there would be an increase in the number of passengers worldwide for 2003. However, the negative effect of the war in Iraq and the SARS epidemic resulted in a worldwide decline in passenger transport. Transport also decreased at Amsterdam Airport Schiphol by 1.9% and 39,960,400 passengers were transported – which meant the volume of passengers stalled at just under 40 million.

Passenger



Passenger volume recovery as of October

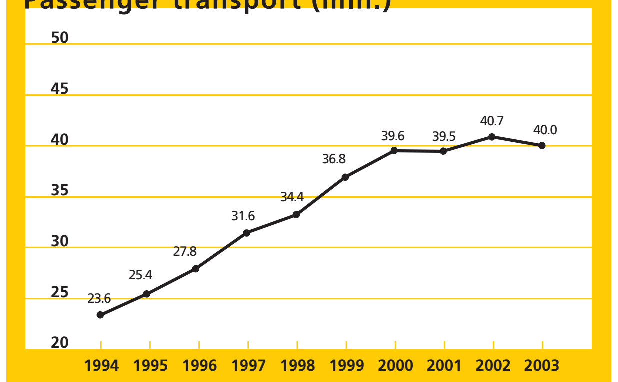
Although the year began auspiciously with a growth of more than 4% in the number of passengers, there was a subsequent period of decline in passenger transport at Schiphol. As a consequence of global events, transport declined sharply as of March with the lowest point being the month of April in which nearly 9% fewer passengers were transported. A slow recovery was evident in the course of June, but the first positive growth figures were not realised until October, except for the North Atlantic route that still stayed behind. Ultimately, the total number of passengers for Schiphol lagged 1.9% behind the 2002 level.

Further appearance of low-cost transport

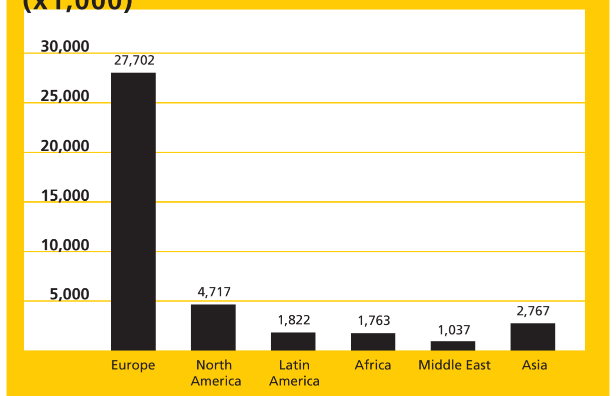
The number of O&D passengers - passengers that arrive or depart locally at Schiphol - declined by 0.5% in 2003 in the face of Iraq, SARS, and the poor economic conditions. The positive development of transport by the low-cost carriers ensured for just a slight relative decrease. In view of the fact that these low-cost carriers fly to European destinations and only carry O&D passengers, the total number of O&D passengers to Europe remained equal to the 2002 level. With 78%, Europe constitutes the largest region with respect to O&D transport.

The share of low-cost passengers in the total passenger transport at Schiphol rose further this year – from 7.3% in 2002 to 9.5% in 2003. A total of some 3.8 million passengers were transported in this segment. The major players were easyJet and Basiq Air with a combined share of 84% in low-cost transport at Schiphol.

Passenger transport (mln.)



Passenger transport by continent (x1,000)



Transfer transport lags behind significantly

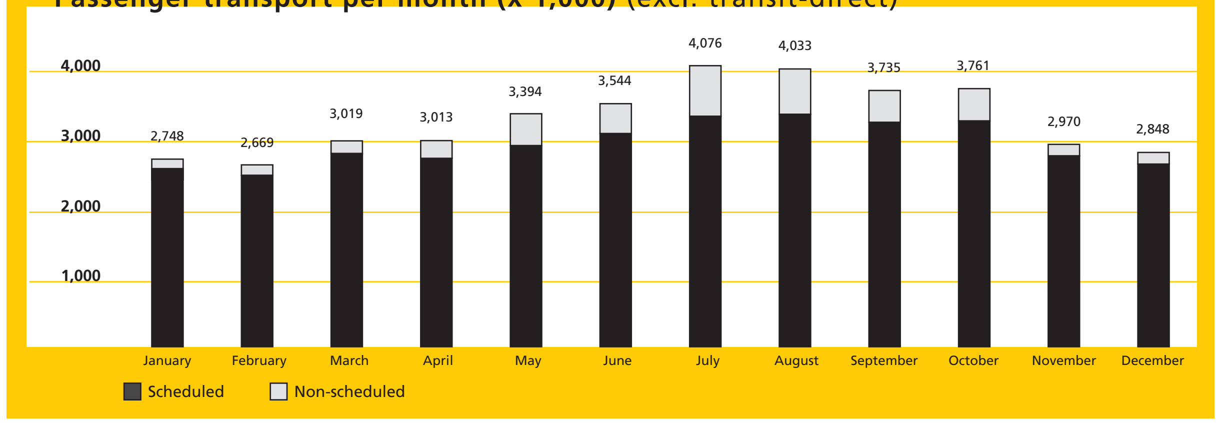
The number of transfer passengers – passengers that use Schiphol to change planes – dropped by nearly 4% compared with 2002. Because the number of transferring passengers decreased more sharply than the number of O&D passengers, the transfer share of the total passenger transport declined by 0.8 percentage point to 41.1%. As a result of the fear of flying that originated after Iraq and SARS, a clear drop in transfer transport was evident particularly to the Middle East and Asia.

Great Britain the most popular European destination

Great Britain remained the most important European destination for Schiphol – with more than 5 million O&D passengers, 3 million of whom were transported to and from London airports. Spain is a good, solid second with more than 3 million passengers transported. Of the total number of passengers to this country, more than 800,000 passenger movements alone took place to Barcelona. The interest in an urban trip to this destination increased greatly due to the advent of low-cost services on this route.

With more than 1.1 million Dutch holidaymakers departing from Schiphol, research has shown that the Spanish beaches – both on the mainland as well as the Balearic Islands and the Canary Islands – are still the most popular holiday destinations. Also this year Turkey is a significant holiday destination with nearly 700,000 holidaymakers departing from Schiphol. Nevertheless, the war in neighbouring Iraq caused the number of Dutch holidaymakers to decline by more than 60,000.

Passenger transport per month (x 1,000) (excl. transit-direct)



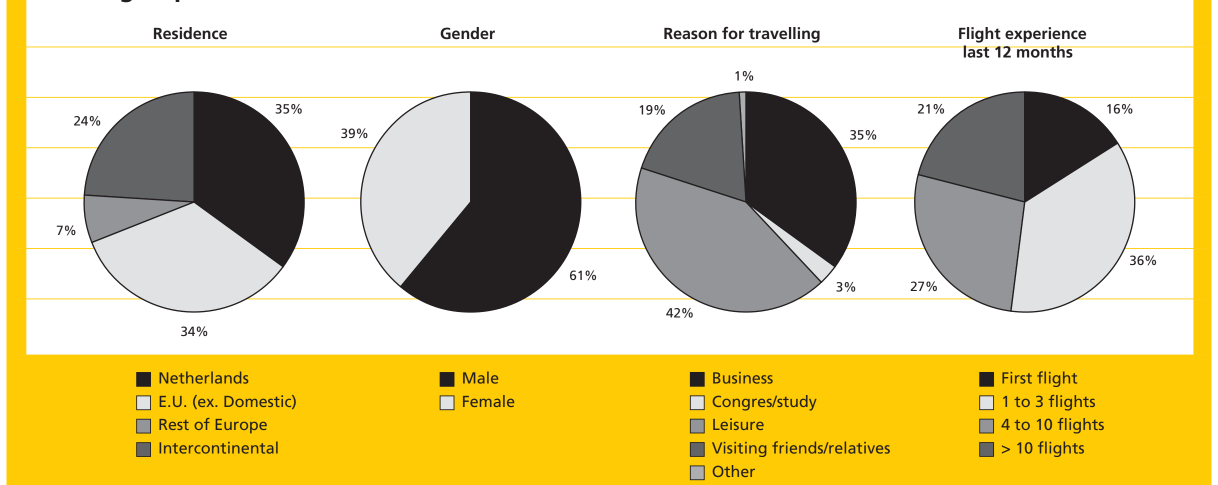
Strong growth to Latin America

With an 11% increase in the number of passengers, Latin America was the only region this year in which growth was visible. In addition to the popularity of the Netherlands Antilles, this substantial growth was due to the increase in transport to Mexico, Cuba, and Brazil. However, the growth to these countries was partly at the expense of transport to Venezuela, which showed a sharp decline.

A decrease in the passenger transport to all other regions was quite apparent. Transport to the Middle East suffered as a consequence of the war in Iraq and the unrest in Israel. Consequently, the number of passengers to this region dropped by nearly 10%. The biggest decline was visible in the charter transport to this region, which decreased by more than one-third. Transport to Asia diminished by nearly 8% primarily as a result of the SARS epidemic. The total number of passengers to North America decreased by more than 4%.

Transport to Africa dropped by 2% despite the 13% growth that was evident in charter transport to this region. Egypt, South Africa, and Kenya were particularly popular in 2003 as holiday destinations.

Passenger profile



Passenger profile

Although the ratio at Schiphol between passengers with a business purpose for travelling and those with a non-business purpose shifted slightly by 0.4 percentage point compared with 2002 for the benefit of the latter, it remains respectively at 38% and 62%. The increase in travel with a non-business motive is a development that has been in evidence for several years. The ratio between passengers residing in the Netherlands and those domiciled elsewhere remains constant at a ratio of 35% to 65%. Of all the passengers at Schiphol, 69% originate from the European Union (including the Netherlands), 7% from the rest of Europe, and 24% from the rest of the world. The Dutch business travel transport suffered the least from the war in Iraq and SARS, and declined only slightly compared with 2002. In proportion, the non-business transport of people residing in the Netherlands, decreased more sharply. The largest reduction at Schiphol appeared in the foreign business segment.

The male to female ratio among passengers shifted by one percentage point, to a ratio of 61% to 39%, in favour of the latter group. This shift is due primarily to the increase in the number of women travelling for business purposes.

Passenger transport, monthly totals 2003 (x 1,000)

	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
I. Scheduled												
Arrival	1,328	1,244	1,442	1,361	1,486	1,544	1,619	1,760	1,629	1,651	1,398	1,316
Departure	1,288	1,279	1,396	1,403	1,458	1,569	1,740	1,627	1,648	1,641	1,397	1,365
Subtotal	2,617	2,524	2,838	2,764	2,944	3,113	3,359	3,387	3,277	3,292	2,795	2,680
II. Non-Scheduled												
Arrival	66	66	93	94	218	201	315	371	224	257	91	74
Departure	65	79	88	155	231	230	402	275	234	212	84	93
Subtotal	131	145	180	250	449	431	717	646	457	469	175	167
III. Total air transport												
Arrival	1,395	1,311	1,535	1,455	1,704	1,746	1,933	2,131	1,852	1,908	1,489	1,390
Departure	1,353	1,358	1,483	1,558	1,689	1,798	2,142	1,902	1,882	1,853	1,481	1,458
Total	2,748	2,669	3,019	3,013	3,394	3,544	4,076	4,033	3,735	3,761	2,970	2,848
Transit-direct	16	13	14	12	14	14	13	14	12	9	9	11
Grand total	**2,763**	**2,682**	**3,033**	**3,025**	**3,408**	**3,559**	**4,089**	**4,047**	**3,747**	**3,771**	**2,979**	**2,859**

Passenger transport, annual totals 1994 - 2003 (x 1,000)

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	Compared to 2002 in %
I. Scheduled											
Arrival	9,952	10,735	11,903	13,648	14,941	16,043	17,215	17,303	18,036	17,779	- 1.4
Departure	9,931	10,745	11,886	13,657	15,015	16,056	17,281	17,294	18,066	17,811	- 1.4
Subtotal	19,883	21,480	23,789	27,305	29,956	32,100	34,496	34,597	36,102	35,590	- 1.4
II. Non-scheduled											
Arrival	1,588	1,678	1,731	1,849	1,958	2,143	2,365	2,326	2,206	2,071	- 6.1
Departure	1,599	1,698	1,742	1,868	2,038	2,183	2,409	2,386	2,280	2,148	- 5.8
Subtotal	3,186	3,377	3,473	3,716	3,996	4,326	4,774	4,712	4,485	4,219	- 5.9
III. Total air transport											
Arrival	11,539	12,413	13,634	15,496	16,899	18,186	19,580	19,629	20,242	19,850	- 1.9
Departure	11,530	12,444	13,628	15,525	17,053	18,239	19,690	19,680	20,346	19,959	- 1.9
Total	23,069	24,857	27,262	31,021	33,952	36,425	39,271	39,309	40,588	39,809	- 1.9
Transit-direct	490	498	533	549	468	347	336	222	148	152	+ 2.3
Grand total	**23,559**	**25,355**	**27,795**	**31,570**	**34,420**	**36,772**	**39,607**	**39,531**	**40,736**	**39,960**	**- 1.9**

Cargo transport

4

Following the strong growth in cargo volume in 2002, Amsterdam Airport Schiphol was able to realise a substantial increase in cargo transport in 2003 as well. A total of more than 1.3 million tonnes of cargo was transported via Schiphol – which signified a record growth of 5.3%. Because the volume that was transported increased more sharply than at the most consequential competitive European airports, Schiphol was able to strengthen its fourth place position among the top European airports.

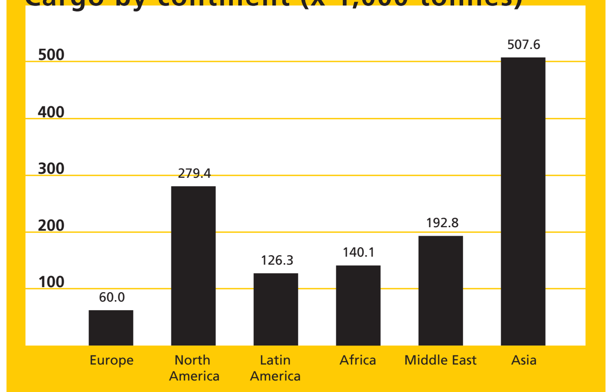
Cargo

Increased cargo volume in full-freighter segment

The high growth figure in cargo transport at Schiphol was realised thanks to the sharp 13% rise in transport with full-freighters. The volume transported with passenger aircraft decreased by 2.5%. The share of the volume of cargo transported in both segments was approximately the same in recent years, but the full-freighter share improved due to the sharp rise in transport on full-freighters this year. Throughout the entire year, full-freighters transported more than 54% of the total cargo volume. This is an increase of nearly 4 percentage points compared with 2002.

The significant growth in the cargo segment can be explained by the expansion of the number of full-freighter frequencies. As a result of the war in Iraq and the outbreak of SARS in early 2003, passenger transport dropped and airlines reacted to this by cancelling passenger flights. The available cargo capacity in the passenger aircraft segment declined as a consequence of this. In order to be able to process the volume of cargo to be transported, a number of carriers expanded the full-freighter frequencies in response to this. Partially as a result of this, the number of cargo flights this year rose by a record growth percentage of more than 21%. A total number of 14,688 cargo flights were implemented in 2003. Together with China Southern, which expanded its operation at Schiphol with full-freighter services, the new full-freighter carriers Kalitta and Qatar Airways also contributed to growth in this segment. The latter two selected Schiphol in 2003 as their main European hub.

Cargo by continent (x 1,000 tonnes)

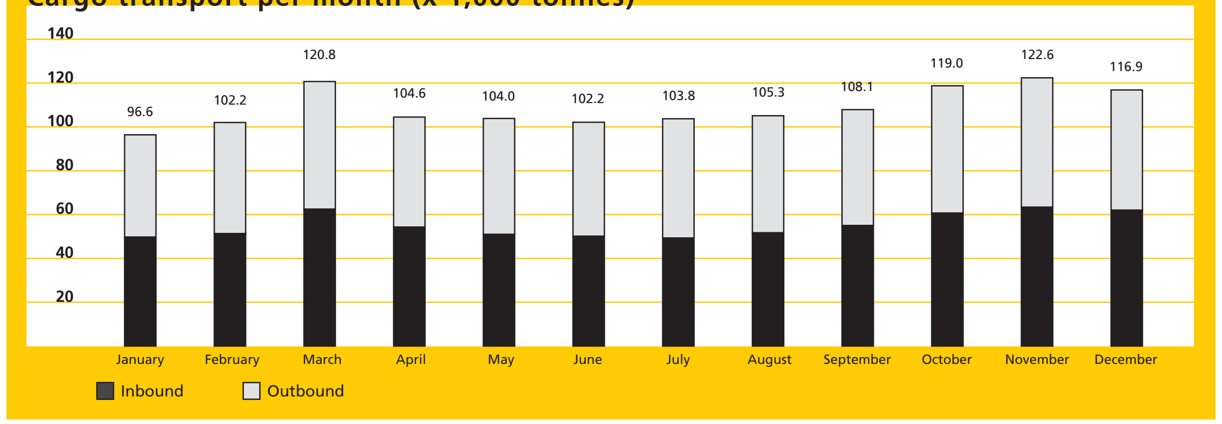


Hong Kong – the leading cargo destination for Schiphol

The highest growth figures in 2003 were realised to Asia with a share of 40% in the transport, making it the leading – and therefore most important – region for Schiphol. The volume transported to this region rose by more than 10% mainly as a result of the sharp growth in the supply of cargo from this region.
China is making a very strong showing. In order to meet the tremendous demand for air cargo transport emanating from the strong growth of the Chinese economy, transport by air on this route was further liberalised in 2003. Dutch carriers like KLM and Martinair were able to take advantage of this and recorded sharply increasing volumes to China.

Whereas Tel Aviv was still the leading cargo destination for Schiphol in 2002, Hong Kong supplanted it and evidenced a very sharp 39% growth. Transport rose by as much as 79% at Shanghai, the number two Chinese airport, ensuring that this airport wound up in 2003 among the top-20 leading cargo destinations. China Southern also initiated cargo flights to Shanghai at

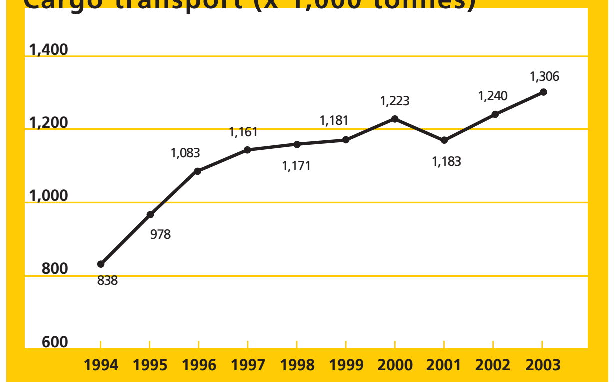
Cargo transport per month (x 1,000 tonnes)



the end of 2003 that were flown in codeshare with KLM and implemented previously at Liège.

Other countries in Asia like India and South Korea also recorded sharply increasing cargo volumes in 2003. This as a result of the strong growth of local economies, substantial expansion of production locations, and dynamic developments in the electronics and IT sectors. In addition to the aforementioned cargo carriers, Asian carriers like Korean Air and Asiana were also able to profit from this.

Cargo transport (x 1,000 tonnes)



Substantial growth to North America

Cargo transport to North America – with a 21% share, the number two region for Schiphol as far as transported volume is concerned – rose substantially in 2003 by more than 6%. This growth was mainly thanks to Martinair, which realised a sharp increase in volume on its cargo flights. Kalitta also made a significant contribution to the increase in volume to North America. This airline began in April with flights to New York and Chicago. In addition to this, Kalitta implemented a great many flights via Schiphol to the Gulf region. This pertained mainly to transit-direct cargo and as such had no influence on the volume transported at Schiphol.

Tel Aviv, still the leading destination for Schiphol in the Middle East, remained virtually stable in 2003 and as a result lost its position as the leading cargo destination for Schiphol woldwide. Dubai, the number two cargo destination in the Middle East, also grew sharply last year. As a result of this, the transfer function of this airport for cargo transport between Europe and Asia further intensified. In total, a substantial increase of 7.6% in the cargo volume was evident for the Middle East. The new full-freighter airline Qatar Airways, which initiated flights to Doha (Qatar) in October, also contributed to this growth.

Transport to Africa and South America virtually stable

The cargo transport to both Africa and Latin America was nearly identical with the level a year earlier. KLM's passenger flights and Martinair's cargo flights accounted almost totally for the transport to Latin America. An exception to this is VARIG Brasil, which is the only carrier from the region itself that implements daily passenger flights to Schiphol. Carriers that grew significantly in transport to Africa were Das Air, which implemented extra flights to Entebbe, and Kenya Airways.

European cargo transported more frequently by truck

The decline in intra-European cargo transport that has been apparent in recent years continued in 2003. Whereas intercontinental cargo transport is increasing, European cargo transport is declining due to the fact that intra-European cargo transport is being trucked more and more frequently.

Cargo transport, monthly totals 2003 (tonnes)

	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
I. Scheduled												
Passenger services	47,238	48,905	53,470	47,046	48,565	47,342	49,434	49,609	49,393	52,929	51,821	46,742
Full-freighter services	29,205	31,830	42,118	35,120	34,093	35,328	33,694	35,167	37,123	41,217	44,986	43,082
Subtotal	76,444	80,734	95,588	82,166	82,658	82,671	83,127	84,776	86,516	94,145	96,807	89,824
II. Non-Scheduled												
Passenger services	152	175	193	181	379	252	346	436	325	413	256	399
Full-freighter services	19,989	21,326	25,064	22,235	20,993	19,326	20,303	20,049	21,227	24,444	25,520	26,716
Subtotal	20,141	21,501	25,257	22,417	21,371	19,578	20,649	20,485	21,552	24,857	25,775	27,115
III. Total air transport												
Passenger services	47,390	49,080	53,663	47,227	48,943	47,595	49,780	50,045	49,718	53,342	52,077	47,142
Full-freighter services	49,195	53,156	67,182	57,355	55,085	54,654	53,996	55,216	58,351	65,661	70,506	69,798
Grand total	**96,585**	**102,236**	**120,845**	**104,582**	**104,029**	**102,249**	**103,776**	**105,261**	**108,069**	**119,003**	**122,583**	**116,939**

Cargo transport, annual totals 1994 - 2003 (tonnes)

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003		Compared to 2002 in %
I. Scheduled												
Passenger services	500,256	538,119	560,707	591,748	588,098	586,548	613,024	595,585	608,454	592,494	-	2.6
Full-freighter services	211,791	275,193	322,490	368,602	371,852	370,900	351,179	349,273	378,881	442,962	+	16.9
Subtotal	712,047	813,312	883,197	960,350	959,950	957,449	964,203	944,857	987,335	1,035,456	+	4.9
II. Non-Scheduled												
Passenger services	4,796	6,140	5,861	7,872	6,951	7,434	8,574	5,701	2,900	3,508	+	21.0
Full-freighter services	121,284	158,079	193,788	193,012	204,355	215,835	249,817	232,650	249,665	267,192	+	7.0
Subtotal	126,080	164,219	199,649	200,884	211,306	223,268	258,391	238,351	252,565	270,699	+	7.2
III. Total air transport												
Passenger services	505,052	544,259	566,568	599,620	595,049	593,982	621,598	601,285	611,353	596,001	-	2.5
Full-freighter services	333,075	433,272	516,278	561,614	576,207	586,735	600,996	581,923	628,547	710,154	+	13.0
Grand total	**838,127**	**977,531**	**1,082,846**	**1,161,234**	**1,171,256**	**1,180,717**	**1,222,594**	**1,183,208**	**1,239,900**	**1,306,155**	**+**	**5.3**

Cargo transport, annual totals by region 1994-2003 (tonnes)

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003		Compared to 2002 in %
I. Inbound												
E.U.*)	48,969	46,552	50,881	58,880	57,031	56,473	44,869	31,599	21,998	16,589	-	24.6
Rest of Europe	8,844	9,278	9,668	9,891	10,601	10,450	9,770	8,150	7,859	8,321	+	5.9
North America	119,183	136,176	141,065	132,371	124,995	122,487	115,544	102,608	102,038	108,276	+	6.1
Latin America	23,554	31,062	36,347	43,817	52,454	52,176	48,731	52,064	60,117	65,260	+	8.6
Africa	35,953	40,949	51,144	57,143	58,889	63,583	81,256	81,321	82,649	84,423	+	2.1
Middle East	58,359	81,773	98,091	103,807	98,073	98,815	84,612	74,880	88,069	100,034	+	13.6
Asia	117,002	139,553	160,052	173,040	178,373	183,568	207,653	207,819	234,905	278,786	+	18.7
Subtotal	411,864	485,343	547,248	578,949	580,416	587,552	592,436	558,441	597,635	661,689	+	10.7
II. Outbound												
E.U.*)	47,856	48,190	47,962	60,520	63,198	63,870	59,595	38,690	27,075	23,433	-	13.5
Rest of Europe	13,728	19,511	17,102	17,667	16,586	12,556	12,877	11,412	11,658	11,633	-	0.2
North America	118,602	133,069	148,266	148,180	154,325	158,962	162,428	142,167	160,929	171,109	+	6.3
Latin America	34,931	40,697	42,980	56,810	68,475	68,951	67,298	73,130	67,486	61,024	-	9.6
Africa	27,243	29,055	30,305	36,560	39,603	37,629	41,362	54,197	58,602	55,701	-	4.9
Middle East	62,819	68,043	80,273	92,027	90,023	83,187	83,866	83,756	91,084	92,755	+	1.8
Asia	121,084	153,623	168,710	170,521	158,630	168,010	202,732	221,415	225,432	228,811	+	1.5
Subtotal	426,263	492,188	535,598	582,285	590,840	593,165	630,158	624,767	642,265	644,466	+	0.3
Total air transport	**838,127**	**977,531**	**1,082,846**	**1,161,234**	**1,171,256**	**1,180,717**	**1,222,594**	**1,183,208**	**1,239,900**	**1,306,155**	**+**	**5.3**

*) The 15 official members of the European Union

Mail transport, annual totals 1994-2003 (tonnes)

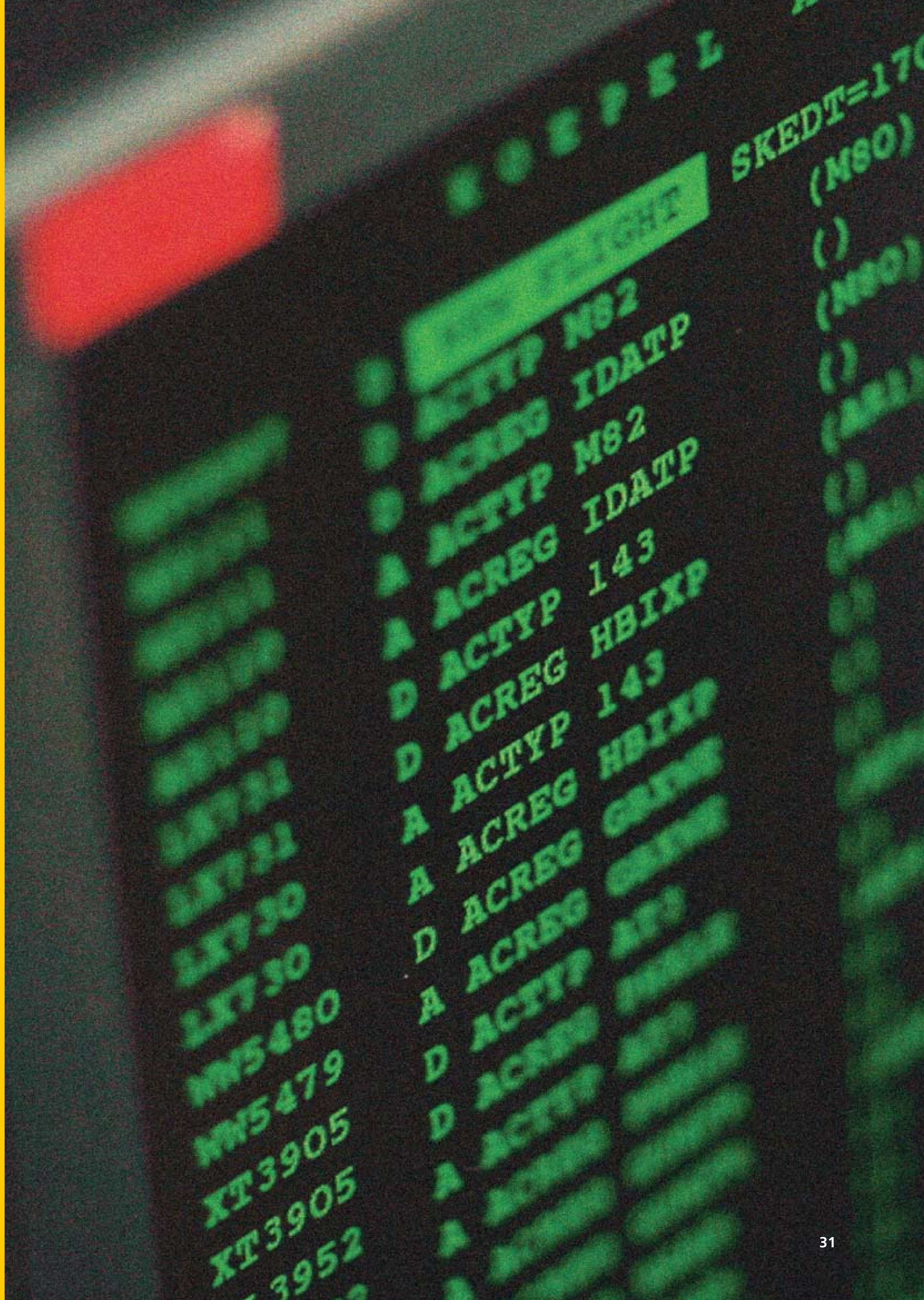
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003		Compared to 2002 in %
I. Inbound	15,169	17,822	17,779	19,860	20,772	20,729	20,579	23,105	20,609	20,517	-	0.4
II. Outbound	21,405	23,961	24,027	26,188	26,718	23,839	24,213	27,848	28,117	27,088	-	3.7
Total air transport	**36,574**	**41,784**	**41,806**	**46,048**	**47,490**	**44,567**	**44,792**	**50,953**	**48,726**	**47,605**	**-**	**2.3**

Other airports

5

After the drastic events in 2003 the home carriers in Paris and London restored their frequencies completely in the course of the year whereas at the end of 2003 the number of frequencies of the home carriers at Frankfurt and Schiphol had still not reached the 2002 level.

Airports



Marketing Mainport Index (MMX)

In 2003 the quality of the mainport network of Amsterdam Airport Schiphol was compared with that of nine competing Western European mainports using quantitative criteria with the aid of the marketing mainport index (MMX). These competing mainports were Brussels, Frankfurt, Copenhagen, London, Manchester, Milan, Munich, Paris, and Zurich. The comparison covers the routes between these mainports and a set of 70 selected intercontinental destinations. It includes the most important economic metropolises and air transport hubs outside Europe.

The MMX for each European mainport consists of the following three elements:

- destinations - how many of the 70 selected destinations are served directly?
- frequency - how often can these destinations be reached?
- degree of competition - how many of these flights are operated by the home carrier's alliance? In other words, how much choice do travellers have?

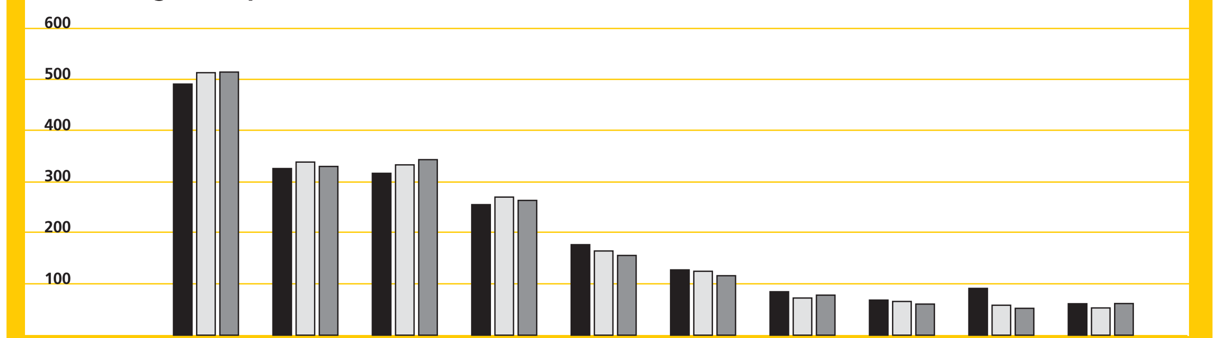
The score for the elements of destinations and frequency are combined to produce an index figure, while the degree of competition is specified separately as a percentage.

Reduction of hub alliance network

The decline in the MMX score in 2003 for all 10 selected airports was virtually zero. However, Schiphol performed less well than the average due to the slight dip in both the number of frequencies and the number of destinations. Despite a small decline in the frequency share of the home alliance (KLM and partners), it still remained high. It can be concluded from this that the drop in Schiphol's MMX score was caused by the reduction of the home alliance network.

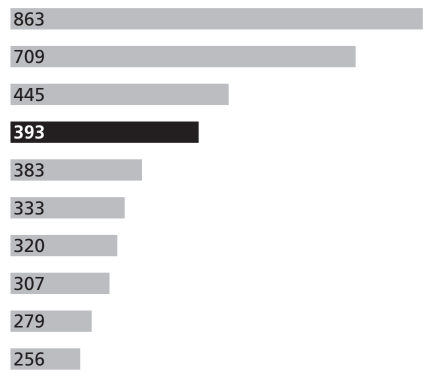
Apart from comparing European mainports on the basis of the aforementioned MMX, the absolute traffic and transport data of the top-10 largest European airports and airport systems have also been compared. An airport system refers to a cluster of airports. For example, a reference to Paris airport means the airports Charles de Gaulle and Orly together.

Marketing mainport index 2001 - 2003



	LON	PAR	FRA	AMS	ZRH	MIL	MUC	MAN	BRU	CPH
Summer 2001	491	326	317	256	178	128	85	69	92	62
Summer 2002	514	339	334	270	165	126	73	66	59	54
Summer 2003	515	330	344	264	158	119	79	62	54	62

Air transport movements (x 1,000)

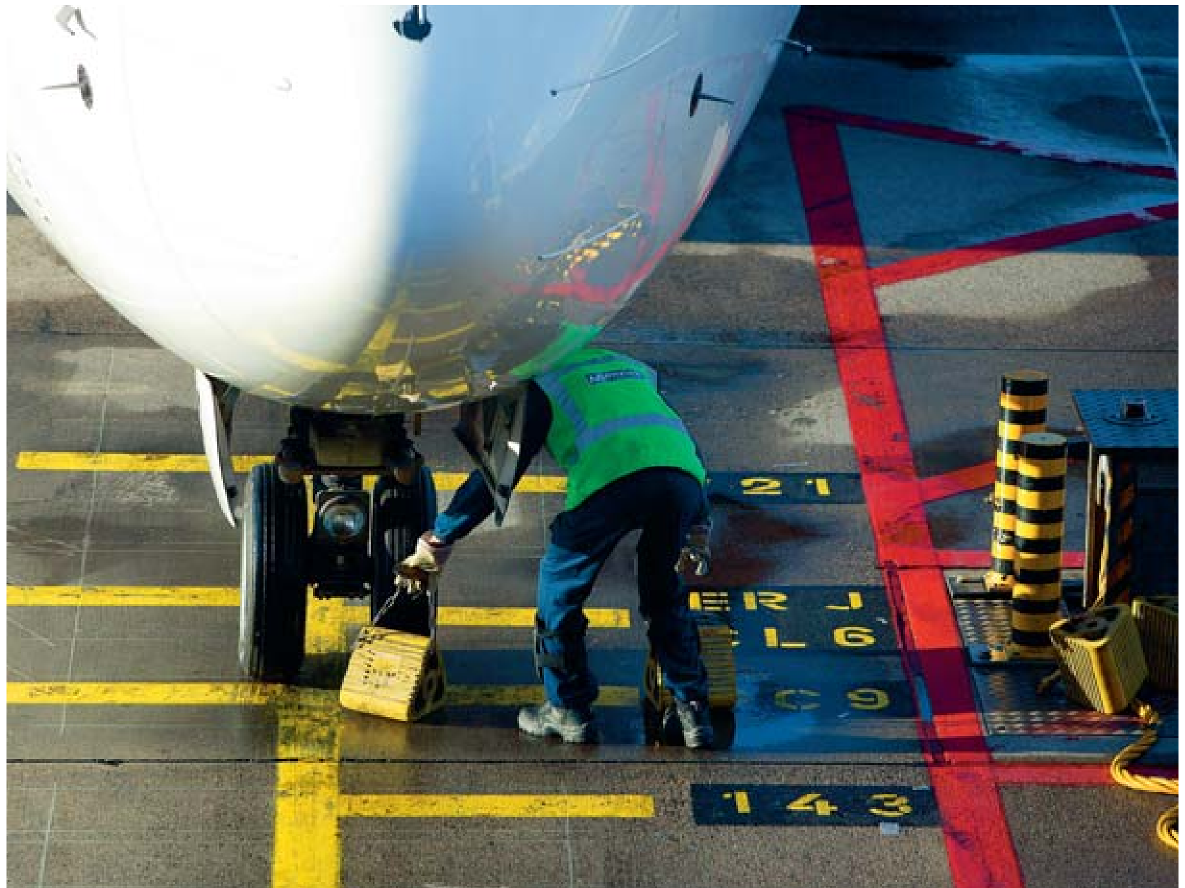


863	London
709	Paris
445	Frankfurt
393	**Amsterdam**
383	Madrid
333	Munich
320	Rome
307	Milan
279	Barcelona
256	Copenhagen

Late and incomplete recovery of frequency reductions

In 2003, air transport to the European airports experienced the detrimental consequences of the war in Iraq, the outbreak of SARS, and the adverse economic conditions. This resulted in a great many airlines reducing flights throughout the year. Despite this, an average growth of 1.7% in the number of air transport movements was evident among the top-10 European airports. The number of air transport movements at Schiphol dropped this year by 2.1% with the result that market share was lost. Besides Schiphol, Copenhagen – with a 2.8% decrease in the number of flights – was the only other airport in the top-10 with a clear decline in the traffic.

A significant distinction between the various airports is the degree to which and the speed with which carriers restored their frequencies after having reduced these earlier in the year because of Iraq and SARS. The home carriers in Paris and



Passenger transport (x 1,000)

112,193	London
70,512	Paris
48,352	Frankfurt
39,960	**Amsterdam**
35,694	Madrid
28,043	Rome
26,388	Milan
24,193	Munich
22,749	Barcelona
19,868	Manchester

London restored their frequencies completely in the course of the year whereas at the end of 2003 the number of frequencies of the home carriers at Frankfurt and Schiphol had still not reached the 2002 level. The European destinations from Schiphol in particular lagged behind. This relatively late and incomplete recovery was also partly responsible for the market share Schiphol lost in 2003.

Bad economic conditions

This year European passenger transport grew despite the negative consequences of the events at the beginning of 2003. The number of passengers transported increased by 2.2% among the top-10 European airports. Growth in the number of passengers was especially apparent among the smaller airports. With the exception of London, there was a decline in the number of passengers at the other major airports. The number of passengers transported at Schiphol decreased by 1.9% as a result of which Schiphol's market share in the European top-10 dropped by 0.4 percentage points, to 9.2%. Nevertheless, Schiphol's fourth position was maintained.

One significant cause of this was the late and incomplete recovery of frequencies by the hub carriers, in the context of which the transfer transport for Schiphol in particular seriously lagged behind. The re-establishment of the frequencies by hub carriers was also determined by the economic developments in the catchment area. The bad economic conditions in the Netherlands had a negative effect on consumer confidence and the willingness to travel by air. In addition to this, the Dutch economic situation in 2003 was clearly less favourable than that of neighbouring countries in the euro zone. For instance, the Netherlands had the largest decrease of 0.7% of the GDP and Great Britain had the largest increase of more than 2% of the GDP. This explains why only London experienced a growth in passenger transport.

Low-cost carriers ensure significant growth at Stansted

Low-cost transport in London, which is accommodated at Stansted, also grew significantly. The number of passengers at this airport rose by nearly 17%. And the growth of low-cost transport was also evident at Schiphol.

The rest of the low-cost transport in other countries primarily takes place at the so-called satellite airports and therefore is not counted as the main airport. For example, low cost transport in Germany took place mainly at Frankfurt Hahn.

Passenger transport in 2003 increased by 67% at this airport where 98% of the passengers were transported by the low-cost airlines Ryanair and VolareWeb.com. Low-cost transport in Paris and Brussels concentrated on the satellite airports of Paris Beauvais and Brussels Charleroi.

Gain in market share for cargo

A average growth of 4.2% was evident in cargo transport among the top-10 European airports in 2003. Due to the fact that cargo transport at Schiphol increased more sharply with a growth percentage of 5.3%, Schiphol's market share rose by 0.2 percentage points, to 14.9%. Schiphol grew significantly more than the 3 largest airports, London, Paris, and Frankfurt, with the result that its number 4 position as European cargo airport was further strengthened. Schiphol clearly exhibited greater growth than the other 3 airports to the largest and most important region for Schiphol – Asia. Moreover, Schiphol was the only major airport that realised an increase in the volume transported to the North American region.

London and Zurich were the only two airports among the top-10 at which a decline in the cargo volume was evidenced in 2003. The decrease at Zurich of more than 8% of the transported volume was mainly caused by home carrier Swiss, which reduced both its network and its fleet. London experienced the consequences of the fact that it is extremely dependent on passenger flights with respect to cargo volumes. As a result, not as much advantage could be taken of the growth that was visible in the past year in cargo transported by full-freighters. Growth was realised only at the Stansted Airport where the largest part of the cargo volume was transported by full-freighters. Nonetheless, this growth was unable to compensate for the decline in the volume transported at Heathrow and Gatwick. As a result of this, a decrease of more than 1% of the total volume transported was evident in its entirety in London.

Slight recovery of market share in Brussels

There was substantial growth of nearly 14% this year in the cargo volume at Brussels. This enabled Brussels to recover a portion of the market share that was lost after the bankruptcy of Sabena in 2001. Nevertheless, the 2000 level was not reached. The strong growth demonstrated by the airports of Luxembourg and Liège in recent years continued in 2003. The cargo volume transported at these airports rose by 13.5% and 14.7% respectively.

Cargo transport (x 1,000 tonnes)

1,647	London
1,589	Paris
1,527	Frankfurt
1,306	**Amsterdam**
630	Luxembourg
575	Brussels
519	Cologne
374	Liège
323	Milan
284	Zurich

Other Dutch airports

Of the airports situated in the Netherlands, those of Rotterdam, Eindhoven and Lelystad are also part of Schiphol Group in addition to Amsterdam Airport Schiphol.

Rotterdam Airport

Rotterdam Airport developed positively in 2003 despite the operational limitations that were imposed on the airport for night flights. Although the number of air transport movements in commercial traffic declined by nearly 20%, the number of passengers rose by 0.8%, to almost 617,000. Fourteen destinations were flown in regularly scheduled service from the airport and in addition to this there were another 6 locations as charter destinations.

Eindhoven Airport

With a growth percentage of nearly 18%, a record number of passengers – 428,000 – was transported at Eindhoven Airport. The increase was mainly attributable to the addition of Ryanair's second daily flight to London Stansted and the increasing popularity of Turkey, Eindhoven Airport's most important holiday destination. However, the number of air transport movements in commercial traffic declined by 8.3%.

Lelystad Airport

Lelystad Airport saw the number of air transport movements in general aviation drop by more than 13%, to nearly 120,000. The decline was also caused by the fact that far-reaching restrictions had to be imposed several times on traffic in connection with exceeding the noise limitations.

Groningen Airport Eelde

The number of passengers transported at Groningen Airport Eelde rose substantially by 28%, to nearly 138,000. The advent of Ryanair, which maintained daily scheduled service to London Stansted starting 1 May, made a significant contribution to this growth. On the other hand, the number of air transport movements decreased by 23%.

Maastricht Aachen Airport

The number of passengers as well as the number of air transport movements decreased at Maastricht Aachen Airport by 12% and 16% respectively. In addition, cargo transport dropped sharply and wound up more than 13% lower than in 2002. This can be attributed to the restrictions on expansion, increasing competition, and the diminished economic conditions.

Air transport movements (x 1,000). Provisional figures 2003

			1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	Compared to 2002 in %	
1	London	a)	648	677	715	744	782	832	859	855	850	863	+	1.6
2	Paris	b)	528	558	606	633	664	708	748	731	709	709	-	0.1
3	Frankfurt		347	363	371	377	404	421	442	441	444	445	+	0.2
4	Amsterdam		274	291	322	349	377	394	415	416	401	393	-	2.1
5	Madrid		194	219	235	252	266	306	358	375	367	383	+	4.3
6	Munich		188	202	221	256	255	270	291	310	320	333	+	4.0
7	Rome	d)	209	220	248	259	270	273	298	295	295	320	+	8.6
8	Milan	c)	155	174	194	204	230	286	313	318	299	307	+	2.9
9	Barcelona		143	153	180	211	213	229	254	270	268	279	+	4.1
10	Copenhagen		224	237	266	279	278	295	300	285	263	256	-	2.8
a)	Heathrow		409	419	427	430	438	450	460	458	460	457	-	0.7
	Gatwick		181	192	211	230	241	247	253	245	235	235	+	0.1
	Stansted		58	66	78	84	103	136	146	153	155	171	+	10.9
b)	Ch. de Gaulle		319	325	361	395	422	467	509	515	502	506	+	0.8
	Orly		209	233	245	237	242	241	239	216	208	203	-	2.3
c)	Linate		120	133	157	166	157	70	65	85	87	94	+	8.4
	Malpensa		36	41	37	38	73	216	248	233	212	214	+	0.6
d)	Fiumicino		200	209	237	246	258	261	283	284	283	301	+	6.4
	Ciampino		9	10	12	13	12	12	15	11	12	20	+	60.1

Passenger transport (x 1,000) (transit-direct 1x). Provisional figures 2003

			1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	Compared to 2002 in %	
1	London	a)	76,221	80,919	85,230	90,357	96,720	102,275	108,537	105,587	109,016	112,193	+	2.9
2	Paris	b)	55,298	55,090	59,089	60,349	63,581	68,946	73,643	71,025	71,465	70,512	-	1.3
3	Frankfurt		35,114	38,169	38,750	40,263	42,143	45,870	49,340	48,569	48,450	48,352	-	0.2
4	Amsterdam		23,559	25,355	27,795	31,570	34,420	36,772	39,607	39,531	40,736	39,960	-	1.9
5	Madrid		18,453	19,919	21,715	23,602	25,254	27,532	32,895	33,987	33,904	35,694	+	5.3
6	Rome	c)	20,873	21,898	23,860	25,881	26,134	24,715	27,118	26,284	26,266	28,043	+	6.8
7	Milan	d)	13,814	14,719	16,367	18,192	19,534	23,604	26,743	25,707	25,257	26,388	+	4.5
8	Munich		13,497	14,868	15,686	17,895	19,321	21,283	23,126	23,647	23,164	24,193	+	4.4
9	Barcelona		10,642	11,728	13,435	15,282	16,082	17,418	19,809	20,748	21,345	22,749	+	6.6
10	Manchester		14,815	14,975	14,843	16,168	17,508	17,760	18,804	20,633	19,038	19,868	+	4.4
a)	Heathrow		51,718	54,453	56,038	57,975	60,684	62,263	64,607	60,743	63,339	63,469	+	0.2
	Gatwick		21,212	22,546	24,327	26,962	29,173	30,559	32,055	31,182	29,628	30,007	+	1.3
	Stansted		3,291	3,920	4,865	5,420	6,863	9,453	11,875	13,661	16,049	18,717	+	16.6
b)	Ch, de Gaulle		28,680	28,355	31,724	35,293	38,629	43,597	48,246	47,997	48,303	48,122	-	0.4
	Orly		26,618	26,654	27,365	25,056	24,952	25,349	25,397	23,029	23,162	22,390	-	3.3
c)	Fiumicino		20,316	21,091	23,046	25,001	25,328	24,029	26,288	25,566	25,341	26,285	+	3.7
	Ciampino		557	806	814	880	806	686	830	719	925	1,759	+	90.1
d)	Linate		10,134	10,827	12,563	14,271	13,614	6,630	6,026	7,136	7,815	8,757	+	12.0
	Malpensa		3,679	3,892	3,803	3,921	5,920	16,974	20,717	18,570	17,441	17,631	+	1.1

Cargo transport (x 1,000 tonnes). Provisional figures 2003

			1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	Compared to 2002 in %	
1	London	a)	1,279	1,368	1,437	1,548	1,662	1,740	1,795	1,628	1,666	1,647	-	1.2
2	Paris	b)	1,081	1,100	1,113	1,129	1,090	1,228	1,518	1,460	1,510	1,589	+	5.2
3	Frankfurt		1,246	1,297	1,338	1,373	1,334	1,405	1,573	1,476	1,495	1,527	+	2.2
4	Amsterdam		838	978	1,083	1,161	1,171	1,181	1,223	1,183	1,240	1,306	+	5.3
5	Luxembourg		242	286	283	338	382	447	500	510	579	657	+	13.5
6	Brussels		381	427	451	519	586	643	623	560	506	575	+	13.6
7	Cologne		241	276	323	374	355	391	424	443	495	518	+	4.8
8	Liège		0	1	8	35	164	208	270	273	326	374	+	14.7
9	Milan	c)	178	195	164	185	213	269	301	293	296	323	+	9.2
10	Zurich		320	327	323	335	330	357	395	353	310	284	-	8.4
a)	Heathrow		968	1,043	1,053	1,156	1,208	1,266	1,307	1,180	1,235	1,224	-	0.9
	Gatwick		224	232	277	265	275	295	320	280	245	223	-	8.9
	Stansted		88	93	107	127	179	181	169	167	186	200	+	7.4
b)	Ch. de Gaulle		786	824	866	907	887	1,106	1,283	1,361	1,399	1,497	+	7.0
	Orly		295	276	246	223	203	121	103	100	111	92	-	16.9
c)	Linate		67	65	66	61	52	24	10	15	16	17	+	6.9
	Malpensa		111	129	98	123	162	245	291	278	280	307	+	9.3

Dutch airports*

	2001	2002	2003	Compared to 2002 in %	
Air transport movements					
Amsterdam Airport Schiphol	432,101	417,120	408,300	-	2.1
- air transport movements	416,462	401,385	392,997	-	2.1
- general aviation	15,639	15,735	15,303	-	2.7
Rotterdam Airport	92,874	86,971	66,943	-	23.0
- air transport movements	19,933	17,991	14,458	-	19.6
- general aviation	72,941	68,980	52,485	-	23.9
Maastricht - Aachen Airport	58,534	47,093	40,688	-	13.6
- air transport movements	12,700	9,285	7,798	-	16.0
- general aviation	45,834	37,808	32,890	-	13.0
Eindhoven Airport	17,524	16,313	14,804	-	9.3
- air transport movements	11,347	10,758	9,860	-	8.3
- general aviation	6,177	5,555	4,944	-	11.0
Groningen Airport Eelde	61,324	67,783	54,890	-	19.0
- air transport movements	1,828	2,250	1,726	-	23.3
- general aviation	59,496	65,533	53,164	-	18.9
Lelystad					
- general aviation	137,144	138,192	119,754	-	13.3
Passenger transport (excl. transit-direct)					
Amsterdam Airport Schiphol	39,309,441	40,587,562	39,808,649	-	1.9
Rotterdam Airport	747,827	612,021	616,823	+	0.8
Maastricht - Aachen Airport	359,613	312,431	273,347	-	12.5
Eindhoven Airport	278,517	363,373	427,792	+	17.7
Groningen Airport Eelde	94,220	107,466	137,607	+	28.0
Cargo transport (tonnes)					
Amsterdam Airport Schiphol	1,183,208	1,239,900	1,306,155	+	5.3
Rotterdam Airport	563	285	230	-	19.3
Maastricht - Aachen Airport	33,463	39,477	34,255	-	13.2
Eindhoven Airport	198	511	649	+	27.0

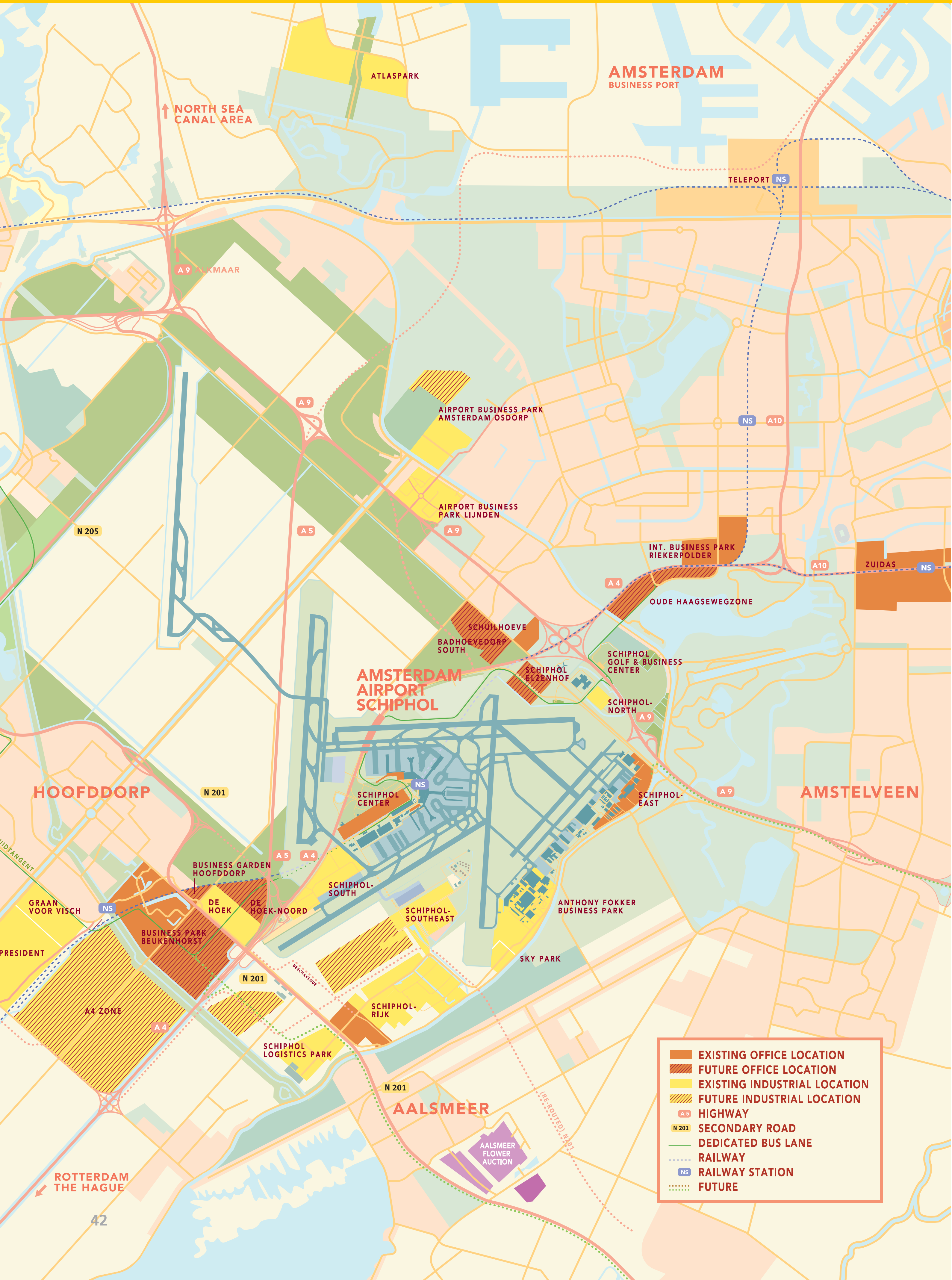
*) source: CBS, except Schiphol figures

Infrastructure

6

On 20 february 2003 Schiphol's new runway, the "Polderbaan", was officially opened. This now gives Schiphol 3 parallel north-south runways.

Infrastructure



Infrastructure

Amsterdam Airport Schiphol area	2,787 ha

Capacity

Terminal passengers	45 mln per year
Take-offs and landings	490,000 per year

Aircraft stands

-	connected	87
-	disconnected*	89
-	total	176

* minimum number of disconnected stand available; actual number depends on aircraft size.

Car parking spaces

-	passengers/visitors	18,523
-	employees	13,499
-	total	32,022

Runways

Name	Location	Length	Width
Polderbaan**	18R-36L	3,800 metres	60 metres
Zwanenburgbaan	18C-36C	3,300 metres	45 metres
Kaagbaan	06-24	3,500 metres	45 metres
Aalsmeerbaan	18L-36R	3,400 metres	45 metres
Buitenveldertbaan	09-27	3,450 metres	45 metres
Oostbaan	04-22	2,014 metres	45 metres

** new runway, operational as of 20 February 2003

Definitions

Passenger transport
All passengers on scheduled- and non-scheduled flights including service passengers and infants.
Transfer passengers (those who change planes within 24 hours without leaving the customs area) are counted both incoming and outgoing;
they are included in the figures.
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.
Passengers on taxi-, photo- and sightseeing flights are 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 TPG Post Group N.V. excluding mail leaving the airport on the same aircraft as the one by which it has arrived (transit-direct).

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).

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.

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