Amsterdam Airport Schiphol
Statistical Annual Review

2004

Amsterdam
Airport Schiphol

Statistical Annual Review 2004

Preface

March, 2005

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.nl**
If you require any further information, please feel free to contact your account manager at Amsterdam Airport Schiphol.
Data from this publication may be published as long as the source is quoted.

Contents

Introduction

Last year saw the start of the worldwide recovery of the aviation market, which in 2003 was greatly impacted by the war in Iraq and the SARS epidemic. With the economic upturn of large parts of the world underway, it can safely be assumed that the positive development of the aviation market will continue in the near future.
According to the Airport Council International, global air transport again booked substantial gains in 2004, with 11% growth in passenger transport. This growth was particularly evident in the regions hit hardest in 2003, such as North America, the Middle East and Asia.
Amsterdam Airport Schiphol, too, benefited from the aviation market's solid recovery, with significant increases in passenger and cargo transport. Another positive development was the official decision that Air France and KLM took in September 2004 to continue as one airline in the SkyTeam alliance. It was also the first full year during which Schiphol could use the complete new runway system and completed the extension of the passenger terminal.

> The year 2004 saw the start of the worldwide recovery of the aviation market

Increased trust boosts transport
After several years of dramatic events that put pressure on aviation safety, 2004 proved a relatively tranquil year, restoring passengers' trust in air travel. The rigorous safety measures introduced in the aviation industry in recent years are clearly starting to pay off.

Slight recovery of the Dutch economy
Increased trust among passengers and positive economic development in the three main world markets – North America, Europe and Asia – have resulted in a significantly increased willingness to fly.
Although with growth of 1.3% it remained slightly behind the rest of the EU in 2004, the Dutch economy clearly recovered from the negative developments in 2003. The pace of economic growth outside Europe, however, was much higher – 5% – and can be qualified as the strongest growth of the past quarter century. Continued strong growth of the Chinese economy and favourable developments in Japan and the United States are the main drivers.
Schiphol, with a major share of 65% in foreign passengers, benefited from this development. In 2004, passenger transport increased sharply by 6.5% to a record 42.5 million passengers. Cargo transport volumes, frequently viewed as a forerunner of economic development, also grew considerably by 8.8% to a new record of more than 1.4 million tonnes.

Passenger terminal extension
In September 2004, the extension of the western part of the terminal was put into use, increasing the total capacity of the terminal complex. At the same time, reorganisation of the terminal was set in motion, with several airlines moving from Departure 1 to Departure 3. This was followed in the autumn by preparations for the construction of pier H, which will be linked to the new terminal part. Completion of this pier is scheduled for the end of 2005. It will be used for handling point-to-point carriers.

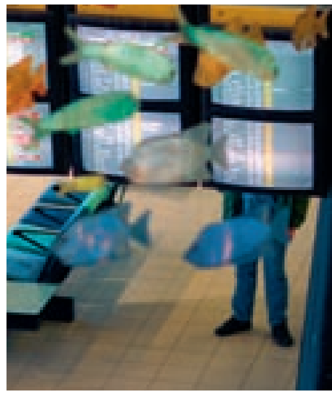
Runway system fully operational
The Polderbaan has been fully operational since November 2003, making 2004 the first full year during which Schiphol could use the complete new runway system. Aircraft can now taxi via the Southern taxi runway around the Zwanenburgbaan to the Polderbaan without disturbing air traffic. Construction of a Northern taxi runway will be finished in 2005.

KLM and Air France join forces in SkyTeam
In September 2004, KLM officially became part of the SkyTeam alliance through the previously announced merger with Air France. KLM thus secured participation in a powerful international alliance. It is assumed that Charles de Gaulle airport and Amsterdam Airport Schiphol will continue to develop as independent European hubs. The continuity offered by and a healthy development of a strong alliance will give Schiphol a positive impulse. KLM indicated that, for the period from September through December of last year, it had benefited more from the merger than Air France. Moreover, KLM also gained from the cost savings programme that had been initiated at the end of 2003 and expects to be able to build on this even more through the merger with Air France.

Asian tsunami
The horrific events taking place on Boxing Day in 2004 caused indescribable human suffering. In business terms, however, it will not have a major impact on air traffic at Schiphol. It certainly had little influence during the final days of 2004, and there will hardly be any fallout in 2005. Perhaps tourists will opt for other destinations for the time being. The other possible effect will be that the transport of relief goods by air will be reflected in the 2005 cargo transport figures.

EU expansion
In May 2004, ten countries joined the European Union, namely Poland, Estonia, Latvia, Lithuania, Hungary, Czech Republic, Slovakia, Slovenia, Cyprus and Malta, bringing the total number of EU countries to 25. For Amsterdam Airport Schiphol, this has increased the number of intra-EU passengers by approximately 1.5 million on an annual basis.

Peaks in traffic and transport
Amsterdam Airport Schiphol once again succeeded in setting new records in 2004. The number of passengers handled totalled 42.5 million, an absolute record after several years of fluctuations brought on by global events. The busiest month was July, with well over 4.3 million passengers. That month also had the busiest day, with a total of over 153,000 passengers. These numbers had never been reached in passenger transport before, but Schiphol handled them without any problems.
In cargo transport, too, a new record was set with over 1.4 million tonnes of cargo handled in 2004. A new monthly record was reached in November, when almost 135,000 tonnes of cargo were handled.



Traffic and transport summary

	2004		Compared to 2003 in %
Total air transport movements	**418,613**	+	**2.5%**
Air transport	402,738	+	2.5%
General aviation	15,875	+	3.7%
- scheduled services	367,681	+	2.4%
- non-scheduled services	35,057	+	3.5%
- passenger services	385,420	+	1.9%
- full-freighter services	17,318	+	17.9%
Passenger transport (incl. transit-direct 1x)	**42,541,180**	+	**6.5%**
Transit-direct passengers	115,788	-	23.7%
Passenger transport (excl. transit-direct)	42,425,392	+	6.6%
- scheduled services	38,034,588	+	6.9%
- non-scheduled services	4,390,804	+	4.1%
- domestic	104,762	-	8.5%
- europe	28,854,900	+	4.6%
- intercontinental	13,465,730	+	11.2%
Cargo transport (tonnes)	**1,421,023**	+	**8.8%**
- scheduled services	1,118,956	+	8.1%
- non-scheduled services	302,067	+	11.6%
- passengers services	611,553	+	2.6%
- full-freighter services	809,470	+	14.0%
Mail transport (tonnes)	**46,181**	-	**3.0%**

Air transport movements

After falling by more than 2% in the previous year, the number of air transport movements increased by 2.5% to 402,738 flights in 2004. Although many frequencies were resumed in the course of 2003 following the war in Iraq and the SARS epidemic, a lot of airlines were hesitant to extend frequencies. Economic reasons such as the high price of kerosene and the pressure on rates motivated the use of larger aircraft. This is evident from the fact that the average MTOW of passenger aircraft increased by over 1% this year and the average seating capacity even by 2%. The modest growth of slightly under 2% of the number of passenger aircraft movements was amply exceeded by the particularly strong growth (almost 18%) of the number of full-freighter movements.

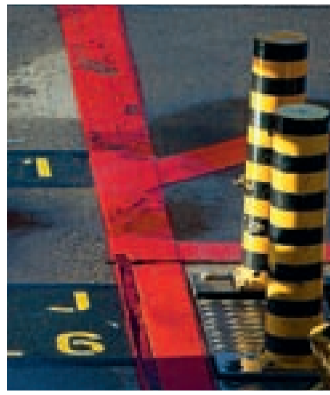
Dramatic growth in full-freighter flights

Under pressure from a growing cargo market, Singapore Airlines, KLM, Martinair and Emirates deployed additional capacity in 2004. Polar Air Cargo decided to move its full-freighter operation from Liège to Schiphol. These are two factors responsible for the growth of the number of flights in the full-freighter segment of almost 18% to 17,318 full-freighter air transport movements in 2004. Despite this development, this segment's share in the total number of air transport movements at Schiphol in 2004 (i.e. 402,738) is only a modest 4.3%.

Moderate growth in the number of air transport movements

Average MTOW increases despite a drop in full-freighters MTOW

Although the number of air transport movements in the full-freighter segment increased, these movements generally involved smaller aircraft, which is evident from a comparison of the average MTOW per movement, which decreased from over 321 tonnes in 2003 to a little under 316 tonnes in 2004.



Air transport movements per hour of the day

Local time	Landings	Take-offs
0- 1 h	1,743	500
1- 2	1,636	230
2- 3	1,121	138
3- 4	629	119
4- 5	1,174	335
5- 6	4,601	2,308
6- 7	5,945	2,933
7- 8	10,490	9,850
8- 9	23,199	8,003
9-10	13,061	13,526
10-11	7,860	21,201
11-12	10,448	12,783
12-13	17,578	11,024
13-14	10,162	12,175
14-15	11,735	19,453
15-16	9,463	10,285
16-17	6,608	14,494
17-18	16,066	8,263
18-19	17,908	6,605
19-20	8,579	19,266
20-21	6,274	16,914
21-22	7,624	6,501
22-23	4,716	3,501
23-24	2,750	961
Total	201,370	201,368
Total movements		**402,738**

The aircraft used in the pax-combi segment, which increased by 2%, were generally larger. Average MTOW increased from 86.8 tonnes in 2003 to 87.9 tonnes in 2004.
Due to the solid growth of the number of full-freighter air transport movements, which generally operated with a much higher MTOW, the total average MTOW over 2004 rose by 2.2% to 97.7 tonnes.

Asia leads regional development

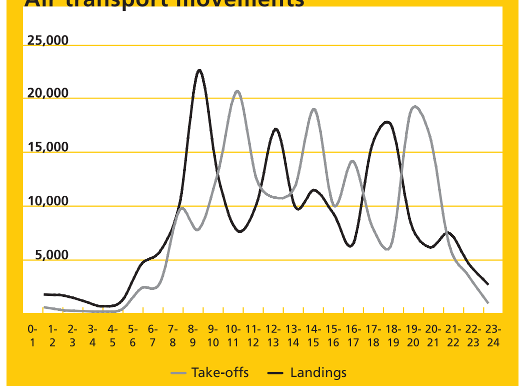
Marked differences were apparent in the development of the number of air transport movements by region. The number of movements to Europe, which is by far the main destination for Schiphol, representing nearly 80% of total transport, increased modestly by a little over 1%. All other regions, except Latin America, which grew by only 0.4%, showed a much more substantial increase in the number of air transport movements. Asia predominated with tremendous growth of almost 19%, while the number of movements to North America, Africa and the Middle East showed slightly more moderate growth at 6%, 9% and 4%, respectively. The increase in the movements to and from Asia was the result of an increase in the number of both passenger services (15%) and full-freighter services (28% growth compared to 2003).

China's emergence as an economic power plays a key role in this development, which is evident from the fact that the number of movements to this country alone increased by as much as 50% compared to 2003.

Low-cost traffic continues to increase

Last year, six new low-cost carriers started services from Schiphol, representing a substantial increase in the number of airlines in this segment, despite the fact that it is becoming increasingly difficult for many airlines in this segment to operate cost-effectively in the face of increasing competition. One casualty was Helvetic, which started its low-cost operation from Zurich in June, but had to discontinue its services in November. Having streamlined their organisation, traditional airlines like KLM can introduce considerably reduced rates for the European market, thus becoming more competitive. Nevertheless, low-cost air transport movements rose by over 12% at Schiphol. In addition to Helvetic, new low-cost carriers beginning operations at Schiphol in 2004 were EUjet, SkyEurope, Smartwings and Thomsonfly. In November, Corendon introduced a three-times weekly service to Istanbul flown by Onur Air.

Air transport movements



Passenger destination airports, scheduled services (summer season)

	2003	2004
Domestic	2	**2**
Europe	134	**139**
North America	21	**21**
Latin America	21	**21**
Africa	23	**28**
Middle East	12	**11**
Asia	20	**22**
Total	233	**244**

Continued growth in average passenger load factor

In response to rising oil prices and more intense competition, airlines are increasingly forced to operate as efficiently as possible. In order to make a profit, the break-even point of the average passenger load factor of aircraft deployed is increasing each year. Average passenger load factor at Schiphol increased by 1.7 percentage points to 75.5% in 2004 and by as much as 5 percentage points in the past five years.
Due in part to robust growth in the number of transfer passengers, the hub operation comprising Air France-KLM and partners succeeded in raising its average passenger load factor to almost 80% in 2004.

More scheduled flight destinations

After an initially cautious recovery during the second half of 2003, when the consequences of the war in Iraq and the SARS epidemic had abated, many airlines resumed frequencies and/or included new destinations in their network during 2004. In the summer of 2004, scheduled flights from Schiphol travelled to 247 destinations in 89 countries, representing an increase of 10 destinations compared to the summer of 2003.

A key development in this respect was Delta Airlines' decision in May 2004 to link its Cincinnati hub in the United States with Amsterdam Airport Schiphol, adding another mainport destination to the Schiphol network. Important new destinations in Europe were Riga and Tallinn in the new EU countries Latvia and Estonia, Kristiansand in Norway, Verona in Italy, Bratislava in Slovakia and Ankara in Turkey.
As a consequence of the optimisation of the Air France-KLM network, KLM discontinued certain destinations, including Turin.

Scheduled airlines at Schiphol

In the summer of 2004, 97 scheduled airlines operated at Schiphol, of which 12 operated full- freighter services only.
The six new airlines that began scheduled flights to Schiphol this year all belong to the low-cost segment mentioned above.
Compared to the same period in 2003, three airlines from the passenger segment discontinued their operations at Schiphol in 2004. Unfortunately, these included Garuda Airways and Kuwait Airways, two airlines with a long history at Schiphol.
A number of new airlines extended the Schiphol network in 2004, including Kuzu Air Cargo, a new cargo airline.

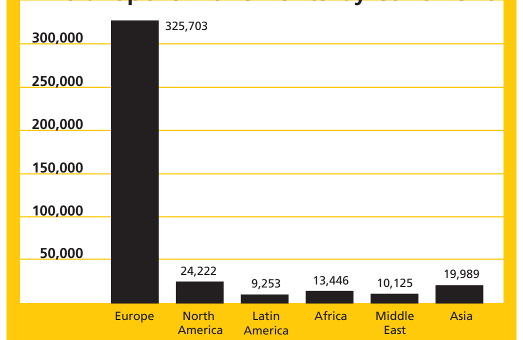
Punctuality deteriorated

After years of improvement, air traffic punctuality deteriorated in 2004. Arrival punctuality decreased from 81.7% in 2003 to 79.1% in 2004, ending up below the 2002 level. Departure punctuality showed a decrease from 73.7% in 2003 to 70.3% in 2004. The main reasons were the bad weather at the start of the year and the increased air traffic in the air space above Europe.

Aircraft movements according to type

		2003	2004	% change
1	Boeing 737	144,507	**150,319**	4.0%
2	Fokker 70	39,204	**40,472**	3.2%
3	Airbus 320	19,593	**26,514**	35.3%
4	Boeing 747	28,874	**26,390**	-8.6%
5	Fokker 100	26,041	**24,919**	-4.3%
6	Fokker 50	24,095	**20,300**	-15.8%
7	Boeing 767	18,090	**19,450**	7.5%
8	Airbus 319	10,351	**15,107**	45.9%
9	MD11	8,675	**8,781**	1.2%
10	Dornier 328	8,309	**6,747**	-18.8%

Air transport movements by continent



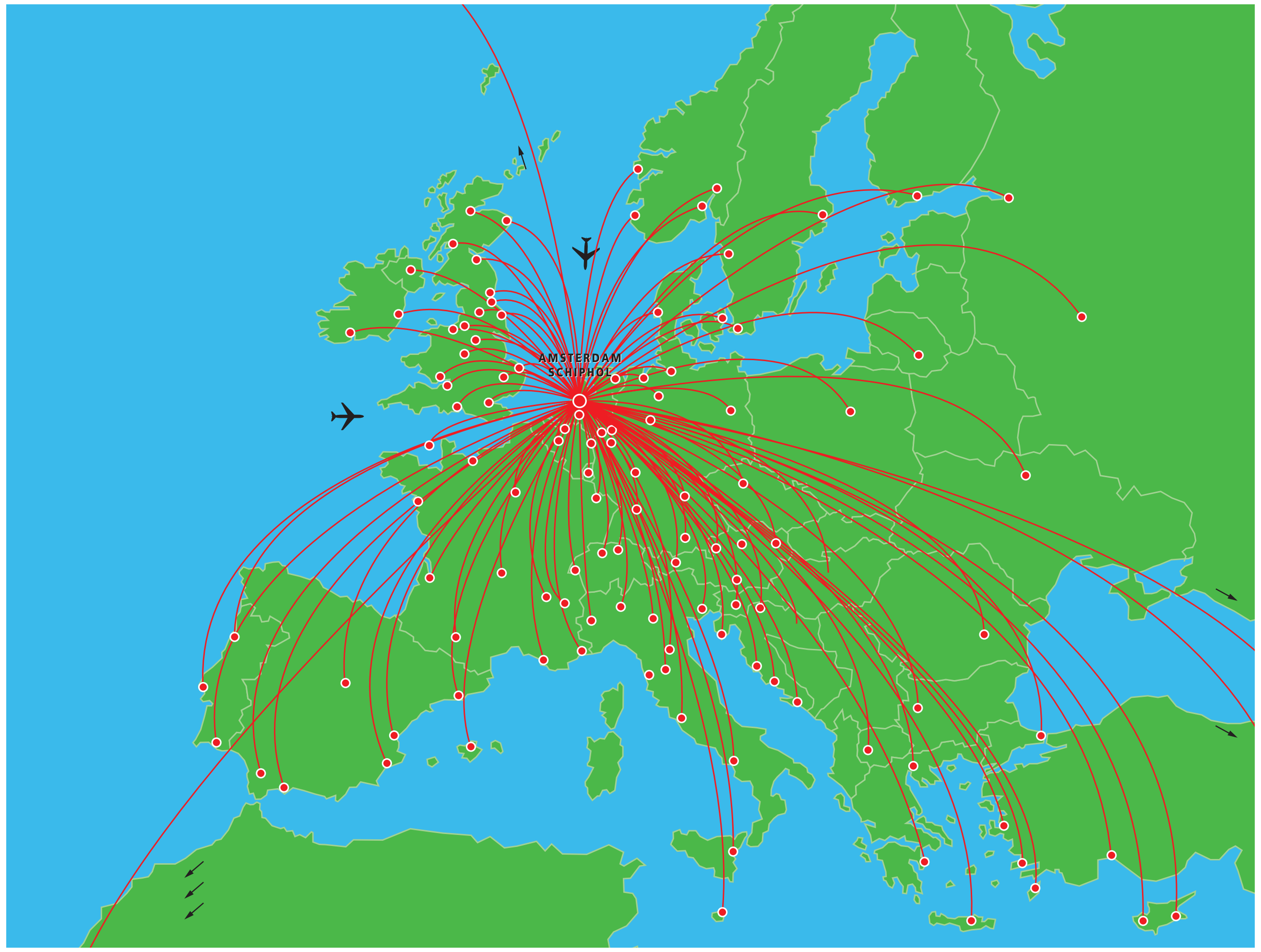
Air transport movements, monthly totals 2004

	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
I. Air transport												
Scheduled												
Passenger services	27,201	26,663	29,697	29,302	30,928	30,602	31,681	31,550	31,074	31,520	28,684	27,639
Full-freighter services	812	875	987	923	843	841	887	824	950	1,044	1,074	1,080
Subtotal	28,013	27,538	30,684	30,225	31,771	31,443	32,568	32,374	32,024	32,564	29,758	28,719
Non-scheduled												
Passenger services	1,319	1,319	1,518	1,929	3,392	2,937	3,896	3,896	2,865	3,356	1,267	1,185
Full-freighter services	430	504	524	524	534	485	448	426	441	561	621	680
Subtotal	1,749	1,823	2,042	2,453	3,926	3,422	4,344	4,322	3,306	3,917	1,888	1,865
Total air transport	29,762	29,361	32,726	32,678	35,697	34,865	36,912	36,696	35,330	36,481	31,646	30,584
II. General aviation												
Taxi / Business / Private	533	610	780	743	965	963	668	568	1,074	985	746	715
Training flights	4	4	10	6	18	7	2	3	4	8	8	5
Other flights	411	414	603	636	593	572	579	568	567	568	498	437
Total general aviation	948	1,028	1,393	1,385	1,576	1,542	1,249	1,139	1,645	1,561	1,252	1,157
Grand total	**30,710**	**30,389**	**34,119**	**34,063**	**37,273**	**36,407**	**38,161**	**37,835**	**36,975**	**38,042**	**32,898**	**31,741**

Air transport movements, annual totals 1995 - 2004

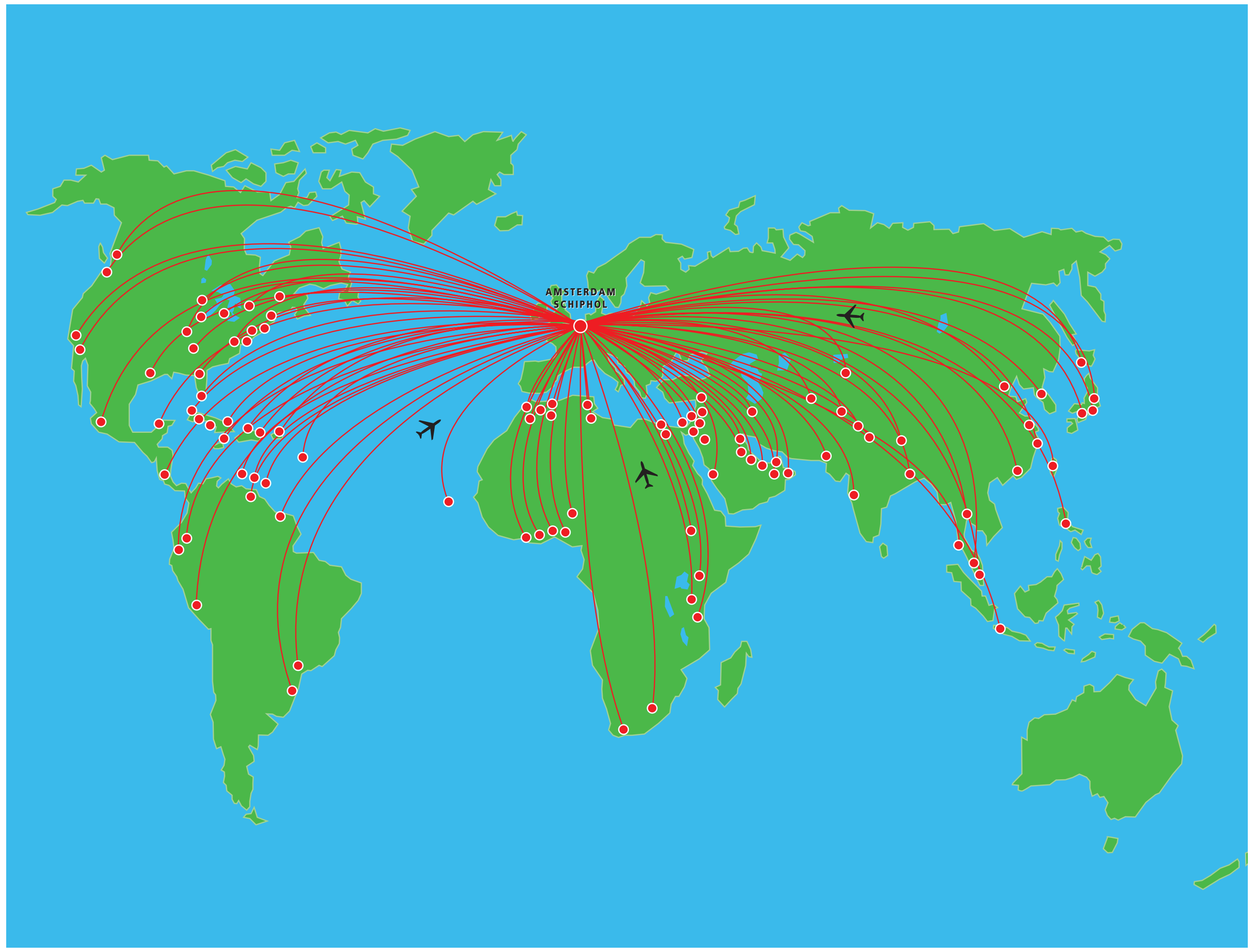
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004		Compared to 2003 in %
I. Air transport												
Scheduled												
Passenger services	255,917	285,801	312,415	339,195	354,377	374,421	375,455	361,758	349,935	356,541	+	1.9
Full-freighter services	6,656	7,977	9,120	8,842	8,202	7,230	7,159	7,331	9,192	11,140	+	21.2
Subtotal	262,573	293,778	321,535	348,037	362,579	381,651	382,614	369,089	359,127	367,681	+	2.4
Non-scheduled												
Passenger services	23,323	23,048	24,040	24,897	26,712	28,627	29,326	27,507	28,374	28,879	+	1.8
Full-freighter services	4,793	4,953	3,901	3,876	4,315	4,650	4,522	4,789	5,496	6,178	+	12.4
Subtotal	28,116	28,001	27,941	28,773	31,027	33,277	33,848	32,296	33,870	35,057	+	3.5
Total air transport	290,689	321,779	349,476	376,810	393,606	414,928	416,462	401,385	392,997	402,738	+	2.5
II. General aviation												
Taxi / Business / Private	11,949	10,192	9,051	9,106	9,899	10,890	9,989	9,868	8,319	9,350	+	12.4
Training flights	5,684	3,986	1,575	1,184	825	389	431	292	169	79	-	53.3
Other flights	6,490	6,646	7,423	5,619	5,669	6,276	5,219	5,575	6,815	6,446	-	5.4
Total general aviation	24,123	20,824	18,049	15,909	16,393	17,555	15,639	15,735	15,303	15,875	+	3.7
Grand total	**314,812**	**342,603**	**367,525**	**392,719**	**409,999**	**432,483**	**432,101**	**417,120**	**408,300**	**418,613**	+	**2.5**

Origins and destinations **Europe***



ABERDEEN • ALGHERO • ALICANTE • ALMERIA • ANKARA • ANTALYA • ANTWERP • ARRECIFE • ATHENS
BARCELONA • BASEL • BELFAST • BELGRADE • BERGAMO • BERGEN • BERLIN • BERN • BILLUND • BIRMINGHAM
BODRUM • BUDAPEST • BUCHAREST • BOLOGNA • BORDEAUX • BRATISLAWA • BREMEN • BRISTOL • BRUSSELS
CALVI • CARDIFF • CATANIA • CHANIA • CHISINAU • CLERMONT-FERRAND • COLOGNE • COPENHAGEN • CORFU
CORK • DALAMAN • DUBLIN • DUBROVNIK • DURHAM • DUSSELDORF • EDINBURGH • EINDHOVEN • FARO • FLORENCE
FORLI • FRANKFURT • FUERTEVENTURA • FUNCHAL • GENEVA • GLASGOW • GOTHENBURG • HAMBURG • HANNOVER
HELSINKI • HERAKLION • HUMBERSIDE • INNSBRUCK • ISTANBUL • IZMIR • KIEV • KOS • KRISTIANSAND • LARNACA
LAS PALMAS • LEEDS BRADFORD • LISBON • LIVERPOOL • LJUBLJANA • LONDON • LUXEMBOURG • LYON
MAASTRICHT • MADRID • MALAGA • MALTA • MANCHESTER • MARSEILLE • MILAN • MOSKOW • MUNICH • MYKONOS
NAPELS • NEWCASTLE • NICE • NORWICH • NOTTINGHAM • NURENBERG • OPORTO • OSLO • PALERMO • PALMA
PAPHOS • PARIS • PISA • PRAGUE • PREVEZA • PULA • REYKJAVIK • RHODOS • RIGA • ROME • ST.PETERSBURG
SALZBURG • SANDEFJORD • SANTA CRUZ • SANTIAGO DE COMP. • SANTORINI • SEVILLA • SKOPJE • SOFIA
SOUTHAMPTON • SPLIT • STAVANGER • STOCKHOLM • STRASBOURG • STUTTGART • SWANSEA • TALLIN • TBILISI
TENERIFE • THESSALONIKI • TOULOUSE • TREVISO • TRONDHEIM • VENICE • VERONA • VIENNA • VILNIUS • WARSAW
YEREVAN • ZADAR • ZAGREB • ZURICH

Origins and destinations **intercontinental***



ABU DHABI • ABUJA • ACCRA • ADDIS ABEBA • AGADIR • AL HOCEIMA • ALMATY • AMMAN • ARUBA
ASMARA • ASTANA • ATLANTA • ATYRAU • BAHRAIN • BANGKOK • BEIJING • BEIRUT • BONAIRE • BOSTON
CAIRO • CALGARY • CANCUN • CAPETOWN • CASABLANCA • CHICAGO • CINCINNATI • CURACAO • DAMASCUS
DAMMAM • DAR-ES-SALAAM • DELHI • DETROIT • DOHA • DOUALA • DUBAI • EDMONTON • ENTEBBE • GUANGZHOU
GUAYAQUIL • HAVANA • HOLGUIN • HONG KONG • HOUSTON • HURGHADA • ILHA DO SAL • ISLAMABAD
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NEWARK • ORLANDO • OSAKA • OUJDA • PARAMARIBO • PENANG • PHILADELPHIA • PORLAMAR • PORTO ALEGRE
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*) Scheduled services summer 2004

Record number of passengers

Passe

Passenger transport

Passenger transport in 2004 recovered sharply from the poor results of 2003, which were impacted by the war in Iraq, the SARS epidemic and a weak global economy. With solid growth of 6.5%, Amsterdam Airport Schiphol amply passed the 40 million limit, reaching a new record of 42,541,180 passengers in 2004. This development was largely the result of a 10% growth in the number of transfer passengers, while the number of locally arriving and departing passengers increased by 4.4%. The use of larger aircraft and an increase in the average passenger load factor by two percentage points made it possible to realise a substantial rise in passenger transport at Schiphol.

Economy underpins passenger growth

The favourable economic developments in large parts of the world have clearly contributed to the global increase in the number of passengers. Economic development has traditionally been considered the indicator for an increase or decrease in passenger transport.

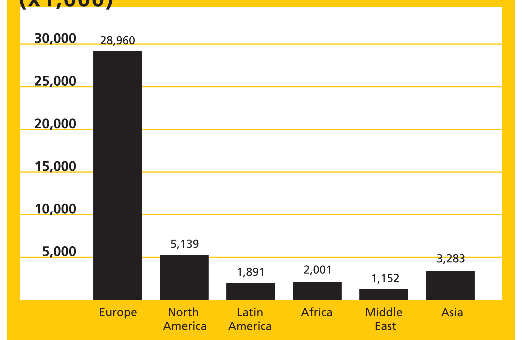
A second important factor was that no major security incidents occurred, despite the world-wide threat of attacks in the past year. In addition, all major airports have taken drastic measures to guarantee the security of their passengers. This has raised passengers' trust in air travel. These positive elements are clearly visible in the 11% growth of passenger transport world-wide in 2004, as reported by ACI.

> With solid growth Schiphol reaches 42,5 million passengers

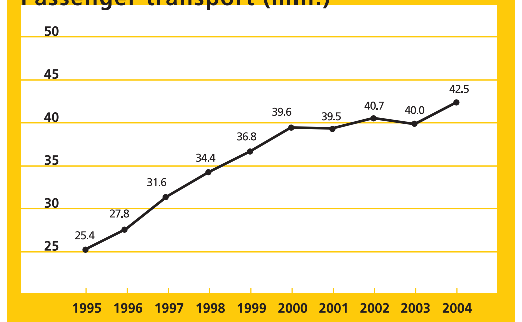
Low-cost transport continues to increase

With the arrival of six new low-cost carriers, this segment's share in European transport at Schiphol increased by 16.5% to 4.2 million passengers. In the European market, over 50 different airlines were in competition in the low-cost segment. Increased rivalry will cause smaller airlines to disappear over the next few years and give rise to joint ventures. Traditional scheduled airlines have streamlined their organisation in recent years, enabling them to offer cheap tickets to European destinations as well.

Passenger transport by continent (x1,000)



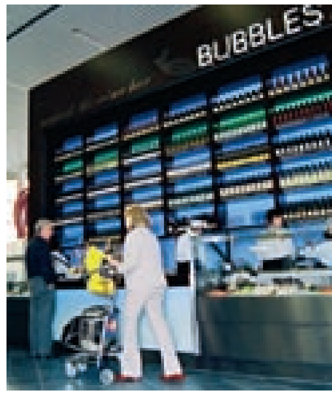
Passenger transport (mln.)



For Schiphol, transport to London represented by far the most important transport flow in the low-cost segment in 2004, with over 1 million passengers. Liverpool came second with over 360,000 passengers and popular Barcelona occupies third place with 315,000 passengers. The arrival of SkyEurope and Smartwings has enabled low-cost travel from Schiphol to Eastern European cities.

Hub operation ensures strong growth in transfer transport

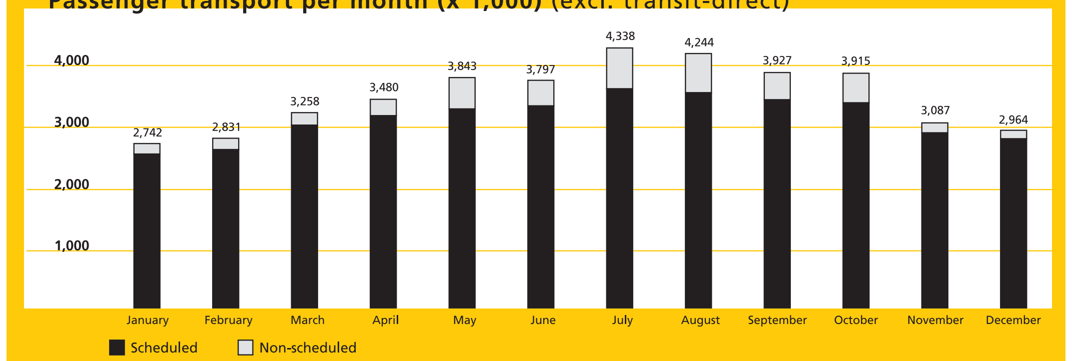
With a 10% increase, the hub operation at Schiphol, which comprises Air France-KLM and partners, has generated tremendous growth in the number of transfer passengers at Schiphol during the last year. Schiphol's share of transfer passengers in transport as a whole increased by 1.3 percentage points to 42.4%. Strongest growth was achieved with destinations in regions that were the worst affected by the Iraq war and the SARS virus, such as the Middle East and Asia, which both showed a more than 15% increase in transfer transport. With the Air France-KLM merger, KLM has joined the powerful SkyTeam alliance.The aim of Air France-KLM is to develop both the Parisian Charles de Gaulle airport and Amsterdam Airport Schiphol into European transfer hubs.



Regional development

The development of passenger transport to and from Schiphol by region shows particular growth in 2004 for the areas negatively impacted in 2003. With the threat of war and the fear of SARS infection gone, transport recovered fully, with some regions making up for lost ground. Transport to European destinations from Schiphol, which had not been hit as hard by events in 2003, experienced a healthy growth of 4.6%. Transport to North America increased by almost 9%, while Latin America grew modestly by slightly under 4%. Transport to Africa enjoyed remarkably strong growth of 13%, with a considerable increase in tourist numbers to Egypt, Kenya and Tunisia. A solid increase of 11% clearly

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



demonstrates the recovery of transport to the Middle East. Passenger transport to Asia grew even more, by almost 19%. Although transport to nearly every Asian country increased, China's performance eclipsed everything with a spectacular growth of almost 60%. Indonesia was the only country with fewer passengers from Schiphol, which was largely due to termination of Garuda Airways' Amsterdam-Jakarta route in October 2004.

Main destinations

Through the years, London remains the primary scheduled flight destination for Schiphol, with almost 3.5 million passengers transported in 2004. Having become an increasingly popular short city trip destination in recent years, Barcelona was the surprising runner-up with over 1.1 million passengers, double the number of five years ago, mainly resulting from the available range of low-cost transport to this destination. Schiphol's primary intercontinental scheduled flight destination was Detroit, with over 700,000 passengers.

The most important leisure destination was Antalya in Turkey, with over 600,000 passengers. Turkey has gained enormous popularity among Dutch tourists in recent years, resulting in an explosive rise in transport to this country from Schiphol, doubling in five years' time to more than two million passengers.

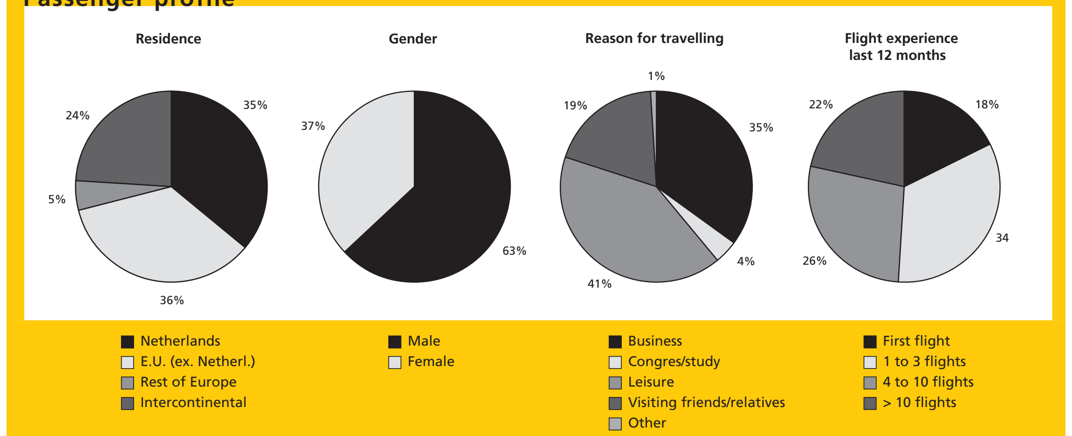
Number of business passengers increases again

Every year, Schiphol conducts a survey among 100,000 departing passengers to monitor a number of key characteristics in passenger profile trends. The 2004 survey revealed that the number of departing business travellers (incl. congres/study) increased more (+10%) than the number of passengers travelling for non-business purposes (+5%). This represents a clear recovery of the business segment after the drop in 2003. As a result, the share of business travellers rose to 39%, up one percentage point compared to 2003.

The ratio between the number of passengers living in the Netherlands and those living abroad remained constant at 35% to 65%. Due in part to the expansion of the EU by ten countries, the share of passengers living in an EU country (excl. Netherlands) rose by two percentage points to 36% of the total number of departing passengers from Schiphol.

Considering the flying behaviour of passengers, the share of first-time flyers over the past 12 months increased to 18%, up two percentage points compared to 2003.

Passenger profile



Passenger transport, monthly totals 2004 (x 1,000)

	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
I. Scheduled												
Arrival	1,296	1,304	1,550	1,581	1,674	1,686	1,740	1,863	1,729	1,712	1,458	1,384
Departure	1,271	1,338	1,499	1,626	1,645	1,684	1,915	1,727	1,743	1,709	1,463	1,438
Subtotal	2,567	2,642	3,049	3,207	3,319	3,370	3,655	3,590	3,472	3,421	2,920	2,821
II. Non-scheduled												
Arrival	90	90	106	113	258	208	294	360	225	267	88	61
Departure	85	98	103	160	265	219	388	293	230	226	80	81
Subtotal	175	188	209	273	524	427	682	654	455	494	167	142
III. Total air transport												
Arrival	1,386	1,394	1,656	1,694	1,933	1,894	2,034	2,224	1,955	1,980	1,545	1,445
Departure	1,355	1,436	1,601	1,787	1,910	1,903	2,304	2,020	1,973	1,935	1,542	1,519
Total	2,742	2,831	3,258	3,480	3,843	3,797	4,338	4,244	3,927	3,915	3,087	2,964
Transit-direct	11	10	12	10	13	14	7	10	9	8	5	7
Grand total	**2,753**	**2,840**	**3,270**	**3,490**	**3,856**	**3,811**	**4,345**	**4,254**	**3,936**	**3,923**	**3,093**	**2,971**

Passenger transport, annual totals 1995 - 2004 (x 1,000)

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004		Compared to 2003 in %
I. Scheduled												
Arrival	10,735	11,903	13,648	14,941	16,043	17,215	17,303	18,036	17,779	18,977	+	6.7
Departure	10,745	11,886	13,657	15,015	16,056	17,281	17,294	18,066	17,811	19,058	+	7.0
Subtotal	21,480	23,789	27,305	29,956	32,100	34,496	34,597	36,102	35,590	38,035	+	6.9
II. Non-scheduled												
Arrival	1,678	1,731	1,849	1,958	2,143	2,365	2,326	2,206	2,071	2,162	+	4.4
Departure	1,698	1,742	1,868	2,038	2,183	2,409	2,386	2,280	2,148	2,229	+	3.7
Subtotal	3,377	3,473	3,716	3,996	4,326	4,774	4,712	4,485	4,219	4,391	+	4.1
III. Total air transport												
Arrival	12,413	13,634	15,496	16,899	18,186	19,580	19,629	20,242	19,850	21,139	+	6.5
Departure	12,444	13,628	15,525	17,053	18,239	19,690	19,680	20,346	19,959	21,286	+	6.7
Total	24,857	27,262	31,021	33,952	36,425	39,271	39,309	40,588	39,809	42,425	+	6.6
Transit-direct	498	533	549	468	347	336	222	148	152	116	-	23.7
Grand total	**25,355**	**27,795**	**31,570**	**34,420**	**36,772**	**39,607**	**39,531**	**40,736**	**39,960**	**42,541**	**+**	**6.5**

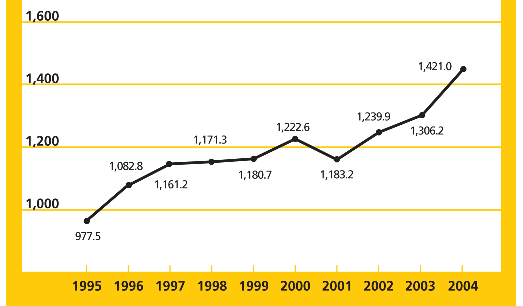
Substantial cargo growth

Cargo

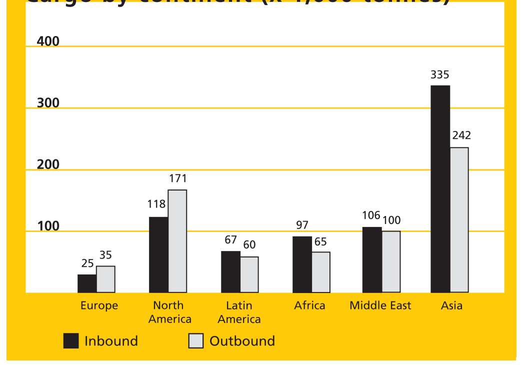
Cargo transport

As in recent years, Amsterdam Airport Schiphol realised substantial cargo transport growth in 2004, setting a new record with an 8.8% increase to over 1.4 million tonnes. The full-freighter segment experienced particularly strong growth. Despite the fact that other, competing airports in Europe also showed considerable development in cargo transport, Schiphol maintained its third place among European airports.

Cargo transport per year (x 1,000 tonnes)



Cargo by continent (x 1,000 tonnes)



China strongest growth market for Schiphol

There were two regions in 2004 that showed above-average growth in cargo transport at Schiphol.

First of all Asia. This prime transport market for Schiphol continued the growth in volume and number of flights that began in 2003. China's emergence as an economic power in particular continued to attract an ever larger flow of full-freighters in order to be able to convey the large quantity of goods produced. Total transport to and from China grew substantially last year by almost 40%, most of which was import, giving China a 32% share in total cargo transport between Asia and Amsterdam. Runner-up Japan, with a 17% share, has been outdistanced by China within a period of three years.

The second region is Africa. Cargo transport to this continent showed tremendous growth of almost 16%. The positive development encompassed almost all destinations, but particularly transport to Uganda, which doubled compared to 2003 and consisted primarily of import. Kenya and South Africa, the largest transport markets for Schiphol in Africa with shares of 41% and 21%, respectively, also experienced tremendous growth.

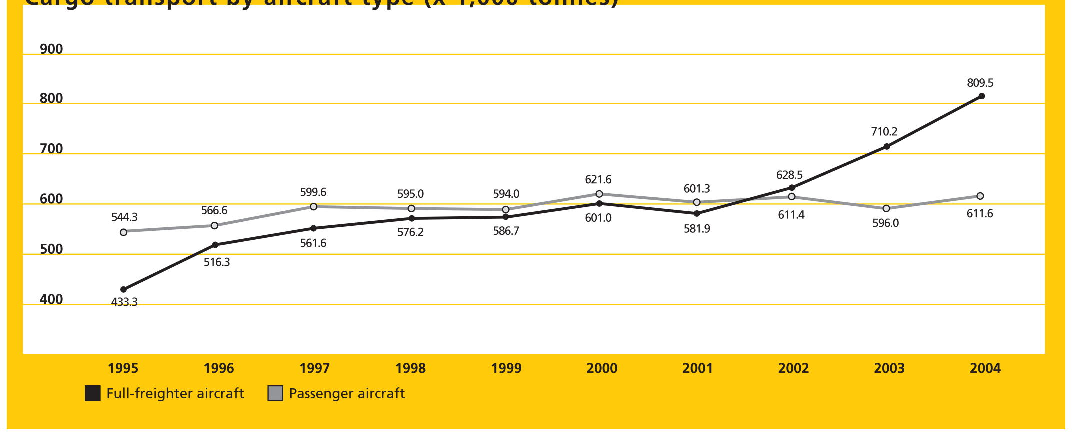
Transport to North America – Schiphol's second most important transport market after Asia – clearly suffered from the weak dollar. Although the import flow from this region increased by more than 9%, export stagnated at the level of 2003. As a result, total cargo transport growth to North America remained below 4%.

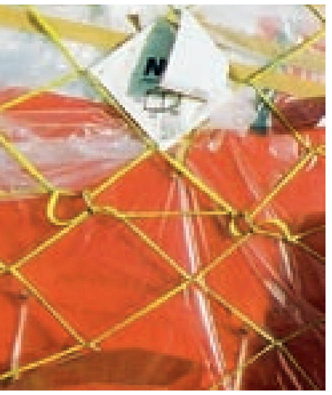
Schiphol maintened its third place among European airports

Full-freighters generate strong cargo growth

With a share of 57% of total cargo transhipment at Schiphol, transport using full-freighters made a major contribution to the end result in the past year, accounting for almost 810,000 tonnes of the 1.4 million tonnes of cargo transported. This equalled a growth of almost 14% compared to 2003. The full-freighter growth trend of recent years persisted in 2004. No fewer than 12

Cargo transport by aircraft type (x 1,000 tonnes)





airlines focused solely on cargo transport last year.
The average load per flight decreased slightly, however, as smaller aircraft were used more frequently than in 2003.

Schiphol is now Europe's primary intercontinental full-freighter hub

As a result of the strong increase in full-freighter transport, Schiphol has become Europe's primary intercontinental full-freighter hub. A total of 24 airlines operate full-freighter flights to and from Amsterdam. Many airlines extended their full-freighter services at Schiphol last year. During the 2004/2005 winter season, 192 full-freighter flights were handled by Amsterdam Airport Schiphol every week, 45 flights more than the previous year.

Airlines opt for expansion at Schiphol

In 2004, Polar Air Cargo decided to move its cargo hub from Liège to Amsterdam as of October. As a result, this airline's air transport movements quadrupled over the last three months of the year compared to the same period in 2003. In addition to an expansion of cargo services by KLM and Martinair, Singapore Airlines, Malaysia Airlines, Emirates and China Southern also expanded their cargo operations at Schiphol. A new airline, Kuzu Airlines Cargo, started four weekly flights to Istanbul in September.

Air France-KLM important for cargo transport on passenger aircraft

Despite the increased market share of full-freighters, the 43% market share for cargo transported on passenger aircraft is still large. The majority was transported by Air France-KLM and its partners, thus forming the backbone of Schiphol's mainport network. Most transport was carried out in pax-combi aircraft, which are capable of transporting large volumes of cargo in addition to its passenger configuration. In September of last year, KLM officially became part of SkyTeam Cargo, allowing further expansion of Schiphol's position as key cargo hub in the future.

Cargo transport, annual totals by region 1995 - 2004 (tonnes)

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Compared to 2003 in %
I. Inbound											
E.U.*)	47,990	52,190	60,102	58,898	58,364	46,883	33,092	23,461	18,750	18,477	- 1.5
Rest of Europe	7,840	8,359	8,669	8,734	8,558	7,756	6,657	6,395	6,160	6,582	+ 6.9
North America	136,177	141,065	132,372	124,995	122,488	115,544	102,608	102,038	108,276	118,496	+ 9.4
Latin America	31,061	36,348	43,817	52,454	52,175	48,731	52,064	60,117	65,260	66,745	+ 2.3
Africa	40,949	51,144	57,143	58,889	63,583	81,256	81,321	82,649	84,423	96,579	+ 14.4
Middle East	81,772	98,091	103,807	98,073	98,815	84,612	74,880	88,069	100,034	105,889	+ 5.9
Asia	139,553	160,052	173,039	178,373	183,568	207,653	207,819	234,905	278,786	334,772	+ 20.1
Subtotal	485,343	547,248	578,949	580,416	587,552	592,436	558,441	597,635	661,689	747,540	+ 13.0
II. Outbound											
E.U.*)	51,509	51,317	64,261	67,173	67,742	63,346	42,782	31,694	28,806	28,106	- 2.4
Rest of Europe	16,192	13,747	13,926	12,611	8,685	9,126	7,320	7,038	6,260	6,852	+ 9.4
North America	133,068	148,266	148,180	154,325	158,961	162,428	142,167	160,929	171,109	171,151	+ 0.0
Latin America	40,698	42,980	56,810	68,475	68,951	67,298	73,130	67,486	61,024	59,998	- 1.7
Africa	29,055	30,305	36,559	39,603	37,629	41,362	54,197	58,602	55,701	65,403	+ 17.4
Middle East	68,044	80,273	92,027	90,023	83,187	83,866	83,756	91,084	92,755	100,289	+ 8.1
Asia	153,623	168,710	170,521	158,630	168,010	202,732	221,415	225,432	228,811	241,684	+ 5.6
Subtotal	492,189	535,598	582,285	590,840	593,165	630,158	624,767	642,265	644,466	673,482	+ 4.5
Total air transport	**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**	**1,421,023**	**+ 8.8**

*) The 25 official members of the European Union per may 2004

Cargo transport, monthly totals 2004 (tonnes)

	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Total air transport												
Passenger services	45,228	48,909	53,710	48,861	51,988	50,274	51,087	49,238	50,726	54,634	53,549	53,350
Full-freighter services	55,070	64,999	73,088	66,722	63,239	60,214	62,997	60,434	65,570	76,497	81,290	79,349
Grand total	**100,298**	**113,908**	**126,798**	**115,584**	**115,226**	**110,488**	**114,084**	**109,672**	**116,297**	**131,131**	**134,839**	**132,699**

Cargo transport, annual totals 1995 - 2004 (tonnes)

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Compared to 2003 in %
Total air transport											
Passenger services	544,259	566,568	599,620	595,049	593,982	621,598	601,285	611,353	596,001	611,553	+ 2.6
Full-freighter services	433,272	516,278	561,614	576,207	586,735	600,996	581,923	628,547	710,154	809,470	+ 14.0
Grand total	**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**	**1,421,023**	**+ 8.8**

Mail transport, annual totals 1995 - 2004 (tonnes)

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Compared to 2003 in %
I. Inbound	17,822	17,779	19,860	20,772	20,729	20,579	23,105	20,609	20,517	21,071	+ 2.7
II. Outbound	23,961	24,027	26,188	26,718	23,839	24,213	27,848	28,117	27,088	25,110	- 7.3
Total air transport	**41,784**	**41,806**	**46,048**	**47,490**	**44,567**	**44,792**	**50,953**	**48,726**	**47,605**	**46,181**	**- 3.0**

Other airports

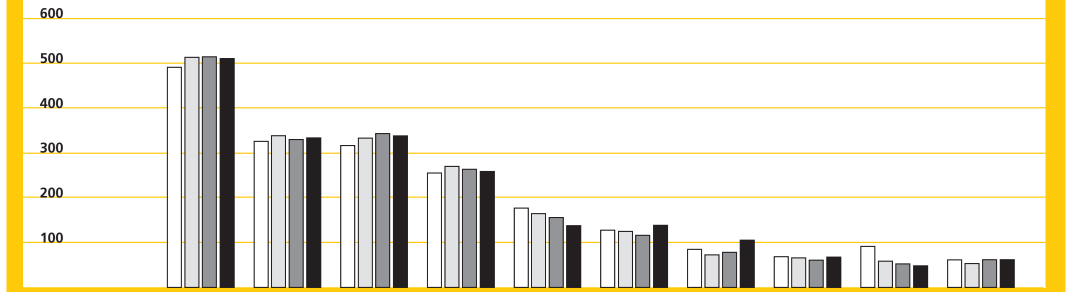
Marketing Mainport Index (MMX)

In 2004, the quality of Amsterdam Airport Schiphol's mainport network 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?

Marketing mainport index 2001 - 2004



	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
Summer 2004	510	334	339	260	130	131	105	68	53	62

Air transport movements (x 1,000)

516	Paris Ch. de Gaulle
470	London Heathrow
463	Frankfurt
403	**Amsterdam**
400	Madrid
360	Munich
310	Rome Fiumicino
288	Barcelona
269	Copenhagen
246	Zurich

Passenger transport (x 1,000)

67.344	London Heathrow
51.260	Paris Ch. de Gaulle
51.098	Frankfurt
42.541	**Amsterdam**
38.526	Madrid
31.462	London Gatwick
28.119	Rome Fiumicino
26.815	Munich
24.550	Barcelona
24.032	Paris Orly

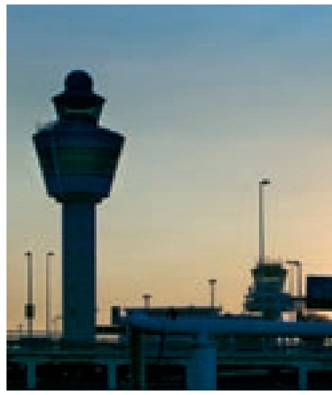
Cargo transport (x 1,000 tonnes)

1.724	Frankfurt
1.638	Paris Ch. de Gaulle
1.421	**Amsterdam**
1.325	London Heathrow
713	Luxembourg
654	Brussels
605	Cologne
382	Liège
347	Milan Malpensa
337	Madrid

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.

Mainport network grows less than competition

Compared with 2003, the year 2004 was both positive and negative for Amsterdam. Positive because, in absolute terms, the mainport network had grown due to increase in frequencies. Negative because that growth was lower than the average growth of the ten mainports surveyed, resulting in a lower MMX score. In other words, Schiphol's competitive position declined.



The results in figures:

- The MMX index decreased to 260 (down from 264).
- The number of mainport destinations remained steady at 52.
- The number of weekly frequencies to those mainport destinations increased from 513 to 530.
- The home alliance (KLM and partners) performed 75% of the number of mainport frequencies (up from 74%).

The below-average growth of Amsterdam can largely be attributed to the tremendous growth in Munich, Milan and Manchester. Moreover, KLM had discontinued the flights to Caracas and Casablanca at an early stage (prior to the MMX data collection period) with a view to the merger with Air France, while Air France did not discontinue its services to Jakarta and Manila until the end of October. This played a role in KLM's fairly limited contribution to growth of the mainport network. Other hub carriers experienced relatively larger growth, increasing the share of the home alliance. It should be noted that in 2004 Delta Airlines and Korean Air, both members of the SkyTeam that KLM, Northwest and Continental joined in September 2004, were counted as hub carriers. Excluding Delta and Korean, the share of the home alliance totals 71%.

Overall recovery of passenger transport visible

As with Schiphol, other major European airports also experienced a distinct recovery of flights and frequencies in 2004. Because all airlines in Europe are trying to operate as economically as possible, aircraft are deployed with optimum efficiency, which is clearly evident from the 3.8% average growth in the number of air transport movements at

the ten largest airports in Europe. The average growth of passenger transport at these airports totalled more than 7%, indicative of a more efficient use of aircraft. In general, strongest growth was achieved in transport to Asia and the Middle East, regions that were hit hard in 2003.

Schiphol reinforces position with respect to the three leading airports

Schiphol's strong growth in passenger transport this year compared to the three largest airports in Europe, enabled it to consolidate its fourth place in Europe.
Although Frankfurt and Paris CDG did not experience as much growth, their market share remained virtually unchanged compared to 2003. Stansted enjoyed robust growth in terms of transport to London.
Occupying fifth place after Schiphol, Madrid achieved growth of almost 8% in passenger transport, but with a total of 38.5 million passengers, did not yet form a threat to Schiphol.
Achieving growth in passenger numbers of almost 11%, Munich's market share increased, catching up to Milan in seventh position. The considerable expansion of the network of Lufthansa and partners in the newly opened terminal in Munich accounted for this positive effect. The European share of Milan, Brussels and Zurich declined somewhat.

Growth of low cost is main driver

At Schiphol and at other European airports, many flights are operated by low-cost carriers. A total of some 50 airlines are currently active in this segment in Europe. In Amsterdam, these airlines mainly fly to and from Schiphol itself, while other large airports tend to use satellite airports, i.e., smaller, regional airports in the near vicinity of the main airport. A few examples of satellite airports are Frankfurt Hahn, which experienced major growth in passenger transport by 14,2% to 2.8 million passengers, and Charleroi near Brussels, which also saw a 13% increase in transport to 2 million passengers.
At other airports, too, low-cost operations have contributed to growth. In Munich, for instance, this segment increased by 26% to 2.7 million passengers, raising its share from 9% to over 10%. Of the London airports, Stansted achieved the most rapid growth, with an 11.7% increase in passenger traffic in 2004.

High growth figures in cargo transport

On average, the ten largest European airports achieved high growth figures, resulting in an average of 10%, which is in line with the growth in cargo transport reported by ACI for a number of airports around the world in 2004.

Air transport movements (x 1,000) Provisional figures 2004*

			1995	1996	1997	1998	1999	2000	2001	2002	2003	2004		Compared to 2003 in %
1	Paris Ch. de Gaulle	CDG	325	361	395	422	467	509	515	502	506	516	+	2.1
2	London Heathrow	LHR	419	427	430	438	450	460	458	460	457	470	+	2.8
3	Frankfurt	FRA	363	371	377	404	421	442	441	444	445	463	+	4.1
4	Amsterdam	AMS	291	322	349	377	394	415	416	401	393	403	+	2.5
5	Madrid	MAD	219	235	252	266	306	358	375	367	383	400	+	4.6
6	Munich	MUC	202	221	256	255	270	291	310	320	333	360	+	8.0
7	Rome Fiumicino	FCO	209	237	246	258	261	283	284	283	301	310	+	2.9
8	Barcelona	BCN	153	180	211	213	229	254	270	268	279	288	+	3.3
9	Copenhagen	CPH	237	266	279	278	295	300	285	263	256	269	+	5.2
10	Zurich	ZRH	218	234	251	262	281	303	286	259	248	246	-	0.9

Passenger transport (x 1,000) (transit-direct 1x) Provisional figures 2004*

			1995	1996	1997	1998	1999	2000	2001	2002	2003	2004		Compared to 2003 in %
1	London Heathrow	LHR	54,453	56,038	57,975	60,684	62,263	64,607	60,743	63,339	63,469	67,344	+	6.1
2	Paris Ch. de Gaulle	CDG	28,355	31,724	35,293	38,629	43,597	48,246	47,997	48,303	48,122	51,260	+	6.5
3	Frankfurt	FRA	38,169	38,750	40,263	42,143	45,870	49,340	48,560	48,450	48,352	51,098	+	5.7
4	Amsterdam	AMS	25,355	27,795	31,570	34,420	36,772	39,607	39,531	40,736	39,960	42,541	+	6.5
5	Madrid	MAD	19,919	21,715	23,602	25,254	27,532	32,895	33,987	33,913	35,694	38,526	+	7.9
6	London Gatwick	LGW	22,546	24,327	26,962	29,173	30,559	32,055	31,182	29,628	30,007	31,462	+	4.8
7	Rome Fiumicino	FCO	21,091	23,046	25,001	25,328	24,029	26,288	25,566	25,341	26,285	28,119	+	7.0
8	Munich	MUC	14,868	15,686	17,895	19,321	21,283	23,126	23,647	23,164	24,193	26,815	+	10.8
9	Barcelona	BCN	11,728	13,435	15,282	16,082	17,418	19,809	20,748	21,345	22,748	24,550	+	7.9
10	Paris Orly	ORY	26,654	27,365	25,056	24,952	25,349	25,397	23,029	23,162	22,390	24,032	+	7.3

Cargo transport (x 1,000 tonnes) Provisional figures 2004*

			1995	1996	1997	1998	1999	2000	2001	2002	2003	2004		Compared to 2003 in %
1	Frankfurt	FRA	1,297	1,338	1,373	1,334	1,405	1,573	1,476	1,495	1,527	1,724	+	12.9
2	Paris Ch. de Gaulle	CDG	824	866	907	887	1,106	1,283	1,361	1,399	1,497	1,638	+	9.4
3	Amsterdam	AMS	978	1,083	1,161	1,171	1,181	1,223	1,183	1,240	1,306	1,421	+	8.8
4	London Heathrow	LHR	1,043	1,053	1,156	1,208	1,266	1,307	1,180	1,235	1,224	1,325	+	8.3
5	Luxembourg	LUX	286	283	338	382	447	500	510	579	657	713	+	8.4
6	Brussels	BRU	427	451	519	586	643	623	560	506	602	654	+	8.8
7	Cologne	CGN	276	323	374	355	391	424	443	495	518	605	+	16.7
8	Liège	LGG	1	8	35	164	208	270	273	326	374	382	+	2.2
9	Milan Malpensa	MXP	129	98	123	162	245	291	278	280	307	347	+	13.1
10	Madrid	MAD	230	238	265	262	294	309	295	296	306	337	+	10.0

*) Top 10 busiest airports in Europe

Schiphol consolidates third place in cargo transport

Despite its solid volume growth, Schiphol lost some of its market share in 2004. Our main European competitors were ahead of Schiphol, particularly during the summer months. Frankfurt airport and Charles de Gaulle airport in Paris did better than Schiphol with 1.7 million tonnes and 1.6 million tonnes, respectively. With 1.3 million tonnes of cargo transported, London Heathrow ended up behind Schiphol in fourth place.
Cargo transport on passenger aircraft in particular grew more in London and Frankfurt. Schiphol showed growth of less than 2% in this segment. Despite the slight decrease in market share, Schiphol maintained its third place in European cargo transport in 2004. Given the fact that growth at Schiphol in 2004 exceeded that at London Heathrow, Schiphol reinforced its position in Europe.
For next year, too, prospects for the development of cargo transport at Schiphol are good, given the expansion of the full-freighter services during the year and the arrival of Polar Air Cargo, which moved its operations from Liège to Schiphol.

Growth in full-freighter segment

In 2004, Schiphol experienced robust growth in transport by full-freighter, achieving a share of 57% of total transport, while growth of cargo transported by passenger aircraft remained limited.
Unlike Schiphol, Frankfurt faced strong growth in cargo transport by full-freighters as well as passenger aircraft, resulting in a total cargo volume increase of almost 13%. The share of full-freighter volume at London airports is much smaller and growth there can be attributed mainly to cargo transport in passenger aircraft. A remarkable development was the tremendous growth of almost 17% realised at Cologne/Bonn airport.

Dutch airports

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

Rotterdam Airport

Passenger transport grew rapidly this past year, increasing by 77.5% to 1,095,142 passengers. The main reason was Transavia's decision last spring to begin daily services to nine European destinations. VLM and KLM are also extending their services from Rotterdam Airport. Holiday flights were also provided from Rotterdam. The number of air transport movements increased sharply by almost 26%.

Dutch airports

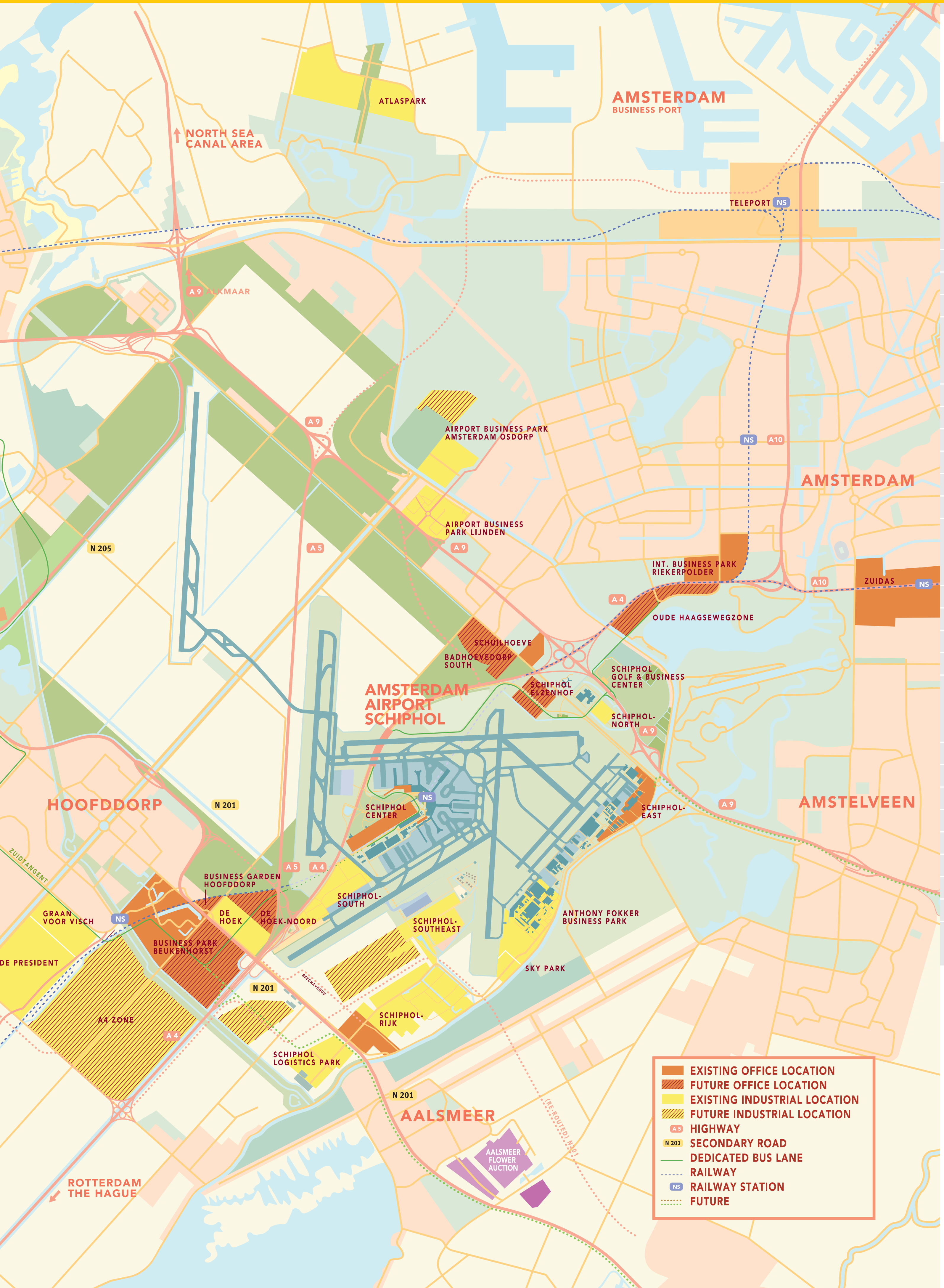
	2002	2003	2004		Compared to 2003 in %
Air transport movements					
Amsterdam Airport Schiphol	417,120	408,300	418,613	+	2.5
- air transport movements	401,385	392,997	402,738	+	2.5
- general aviation	15,735	15,303	15,875	+	3.7
Rotterdam Airport	86,971	66,943	58,802	-	12.2
- air transport movements	17,991	14,458	18,175	+	25.7
- general aviation	68,980	52,485	40,627	-	22.6
Eindhoven Airport	16,313	14,804	16,169	+	9.2
- air transport movements	10,758	9,860	10,543	+	6.9
- general aviation	5,555	4,944	5,626	+	13.8
Lelystad					
- general aviation	138,192	119,754	111,722	-	6,7
Passenger transport (excl. transit-direct)					
Amsterdam Airport Schiphol	40,587,562	39,808,649	42,425,392	+	6.6
Rotterdam Airport	612,021	616,823	1,095,142	+	77.5
Eindhoven Airport	363,373	427,792	694,451	+	62.3
Cargo transport (tonnes)					
Amsterdam Airport Schiphol	1,239,900	1,306,155	1,421,023	+	8.8
Rotterdam Airport	285	230	43	-	81.3

Eindhoven Airport

Eindhoven Airport also achieved very rapid growth in 2004, with an increase of over 62% in passenger transport to 694,451 passengers. This dramatic increase was due mainly to Ryanair's daily scheduled flights to London Stansted and connections to Amsterdam, Hamburg, Barcelona, Istanbul and Paris, as well as summer holiday flights to such destinations as Turkey and the Canary Islands. The number of air transport movements grew by almost 7%.

Lelystad Airport

As in 2003, Lelystad Airport experienced a decrease in the number of air transport movements in general aviation. Whereas traffic decreased by more than 13% in 2003, this year it remained limited to a little under 7%, resulting in 111,722 air transport movements in 2004.



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			84
- disconnected*			94
- total			178

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

Car parking spaces			
- passengers/visitors			19,095
- employees			13,499
- total			32,594

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

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 TPG 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.

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.

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.