



Marlies Verschoor | Programme Manager Safety | Roshan Moenesar | Project Manager Schiphol Projects | Schiphol

## Green Bond Progress Report

### About this report

Royal Schiphol Group's mission is 'Creating a home for world travellers.' Our ambition is happy travellers, airlines and employees, in balance with our environment. To lead by example, we work to drive sustainability across our operations. As part of this strategy, we issued our first green bond in 2018 with a value of 500,000,000 euros, to invest in

green buildings and clean transportation at our airports. Schiphol was the first European airport, and among the first airports worldwide, to issue a green bond. In 2020, we issued two additional green bonds, with a value of 500,000,000 and 750,000,000 euros, respectively. Our sustainable finance efforts highlight our sustainability ambitions.

This document comprises our 2025 Green Bond Progress Report, in which we shed light on the allocation of the green bond proceeds and the impact achieved. We have defined a portfolio of 'eligible assets', comprising the following asset categories for our green bonds: green buildings and clean transportation.

Green buildings as at 31 December 2025		#
Number of buildings with A label		40
Number of buildings with B label <sup>1</sup>		2
Number of buildings with BREEAM (Very Good, Excellent or Outstanding) certificate		9
Number of buildings with LEED Gold certificate <sup>2</sup>		2

- 1 Eligible under the Green Bond Framework (2018) and the Green Finance Framework (2020) as this concerns refurbished buildings with at least two steps improvement in energy label up to at least EPBD label B.  
 2 Concerns buildings that are currently under construction or not fully operational.

Clean transportation as at 31 December 2025		#
Number of Electric buses airside		64
Number of charging stations		1034

### Impact reporting

Green buildings							
Category	Eligible portfolio (EUR)	Share of total financing	Total annual energy (GJ) savings	Total annual electricity (kWh) avoidance	Total annual gas (m <sup>3</sup> ) avoidance	Total annual CO <sub>2</sub> e (tonnes) avoidance	Total annual electricity production (kWh)
a <sup>1</sup>	b <sup>2</sup>	c <sup>3</sup>	d <sup>4</sup>	e <sup>4</sup>	f <sup>4</sup>	g <sup>4</sup>	h <sup>4</sup>
Green buildings	2,404,190,433 <sup>5,6</sup>	98% <sup>7</sup>	47,008	6,387,029	758,769	1,352,379	109,694

- 1 Category of eligible project.  
 2 Portfolio components eligible for Green Bond financing.  
 3 Share of the total portfolio cost that is Green Bond eligible.  
 4 See methodology and assumptions for definition.  
 5 Please note that our current buildings under construction, with a current book value of €1,113,202,234, will be categorised as green buildings upon completion.  
 6 Share of refinancing at bond issue was 100%, excluding the unallocated amount.  
 7 2% of the total financing applies to clean transportation, for which no specific impact indicator is currently available.

## Green bond allocation reporting<sup>1</sup>

Portfolio date: 31 December 2025

Eligible Green Project Portfolio	
Category	Amount (EUR) <sup>1</sup>
Green buildings	2,404,190,433
Clean transportation <sup>2,3</sup>	53,574,066
<b>Total eligible Green Project Portfolio</b>	<b>2,457,764,500</b>

- 1 Concerns the book value as per 31 December 2025 and is either the fair value (investment property) or historical cost minus accumulated depreciation (operating assets).
- 2 Comprises of charging stations for e-vehicles, zero-emission ground handling equipment and related infrastructure, and investments to further improve access to public transportation.
- 3 In order to avoid double counting between this Eligible Green Project Portfolio and the Electrification Airside Schiphol Zero Emission (EASZE) project co-funded by the CEF-Transport Alternative Fuels Infrastructure Facility (AFIF) grant of the European Union and the European Investment Bank, all EASZE assets have been excluded from the Eligible Green Project Portfolio above. The EASZE assets consist of charging infrastructure and zero emission equipment for ground handling, invested in as of November 7 th, 2023. Their total book value as per 31 December 2025 was € 18.761.334.

Green funding				
Instrument	Issuance date	Due date	Principal	Amount (EUR)
XS1900101046	5 November 2018	5 November 2030	EUR 500m	500,000,000
XS2153459123	6 April 2020	6 April 2029	EUR 750m	750,000,000
XS2227050379	8 September 2020	8 September 2032	EUR 500m	500,000,000
<b>Total Green Funding</b>				<b>1,750,000,000</b>

Percentage of Eligible Green Loan Portfolio Allocated (usage)	71%
Percentage of Net Proceeds of Green Funding allocated to Eligible Green Loan Portfolio	140%
Eligible Green Loan Portfolio – Unallocated	EUR 707,764,500
Current value of expected eligible green buildings (currently under construction) <sup>1</sup>	EUR 1,113,202,234

- 1 Please note that our current buildings under construction will be categorised as green buildings upon completion.

## Green bond details

### Issuer | Royal Schiphol Group N.V.

Issue date | 5 November 2018  
 Currency | EUR  
 Tenor | 12 years  
 Issued amount | 500,000,000  
 ISIN | XS1900101046  
 Applicable framework: Green Bond Framework (2018)

### Issuer | Royal Schiphol Group N.V.

Issue date | 6 April 2020  
 Currency | EUR  
 Tenor | 9 years  
 Issued amount | 750,000,000  
 ISIN | XS2153459123  
 Applicable framework: Green Finance Framework (2020)

### Issuer | Royal Schiphol Group N.V.

Issue date | 8 September 2020  
 Currency | EUR  
 Tenor | 12 years  
 Issued amount | 500,000,000  
 ISIN | XS2227050379  
 Applicable framework: Green Finance Framework (2020)

<sup>1</sup> This section is within the scope of the EY assurance engagement.

## Methodology and assumptions

As described in our Green Bond Framework (2018) and Green Finance Framework (2020), which can be accessed through our website, the following projects qualify as eligible projects;

### Green buildings

Use of Proceeds: financing or refinancing of new or existing investments in, or expenditures on, properties which meet at least one of the following criteria:

1. New, existing or refurbished buildings which have received at least one of the following classifications:
  - a. LEED<sup>2</sup>: Platinum, Gold
  - b. BREEAM<sup>3</sup>: Outstanding, Excellent, Very Good
  - c. EPBD<sup>4</sup>: A
  - d. Refurbished buildings with at least a two-step improvement in energy label up to at least EPBD label B
2. a. Individual investments in green buildings to ensure environmental improvements such as renewable energy projects (e.g., solar panel installations), sustainable/circular furniture, energy-efficient lighting (such as LED), thermal energy storage systems, cool roofs and any other sustainability-oriented construction materials, waste diversion, collection and reduction, water and energy-saving technologies, and materials and improvements recognised by sustainable rating systems.

The above-mentioned criteria have been applied and, additionally, the following choices were made in the selection of eligible assets:

- The asset base as at 31 December 2025 was used. The book value is either the fair value (investment property) or historical cost minus accumulated depreciation (operating assets), in line with the valuation in the Financial Statements, as it better represents the current value of Schiphol assets.
- A conservative approach has been applied in determining the book value of the eligible asset base to ensure that

only assets covered by the energy labels are included as assets.

- For buildings currently under construction, the current value on the balance sheet is provided under 'Current value of expected eligible green buildings'. This means that only the value of the part that was built as per 31 December 2025 is shown. This is the case for Pier A and Terminal Lelystad.
- Two shared aquifer thermal energy storage systems at AMS and RTHA are included under Individual investments in green buildings to ensure environmental improvements.

### Clean transportation

Use of Proceeds: financing or refinancing of new or existing investments in fixed electrical ground power and pre-conditioned air units, zero-emission equipment for remote handling, electric vehicles for passenger transportation at the airport premises, electric charging points for these vehicles, electric charging points for taxis and consumer cars, equipment for electric taxiing, investments to further improve access to public transportation and bio-kerosene facilities.

The above-mentioned criteria have been applied and resulted in the selection of eligible assets:

- Zero-emission equipment for ground handling at the gates: 400 Hz power supply equipment, fixed power units, pre-conditioned air units and the related infrastructure
- Zero-emission equipment for remote handling: e-GPU.
- Airside e-buses, their charging stations and the related infrastructure.
- Airside charging stations for ground handling equipment and other e-vehicles, and the related infrastructure.
- Equipment for electric taxiing : e-taxibot.
- Landside charging stations for e-vehicles, mostly in consumer car parks. Please note that landside e-vehicle charging stations in Schiphol Real Estate buildings are capitalised as part of the building and included in its market value. As such, they are not part of this category.

- Some infrastructure for landside e-bus charging stations belongs to Schiphol Group and is included as an eligible asset under this category. The landside e-buses and their charging stations are owned by a third party and are therefore not included in the portfolio of eligible assets.
- Investments to further improve access to public transportation : the new *Koepelstraat* bus station (a building block of the Multimodal Hub Schiphol project), the new *Haagse brug* (bridge under a bus route) and other bus infrastructure.

The above-mentioned criteria have been applied and, additionally, the following choices were made in the selection of eligible assets:

- The asset base as at 31 December 2025 was used and the only e-vehicles owned by Schiphol are the airside e-buses. All other e-vehicles are leased and not included in the asset base.

### Impact indicators

For the impact indicators total annual energy (GJ) savings, total annual electricity (kWh) avoidance and total annual gas (m<sup>3</sup>) avoidance, the following methodology and assumptions apply:

- The reported values concern 2025. The savings and avoidances reported are consistent with the methodology of the MYA 2017-2020 (Meerjarenaafspraken energie-efficiëntie) with the Netherlands Enterprise agency, a government agency which operates under the auspices of the Ministry of Economic Affairs and Climate Policy. Until 2020, Schiphol was required to report on the measures taken to improve energy efficiency and the associated savings and avoidances.
- For the CO<sub>2</sub>e calculation of electricity (kWh) and gas (m<sup>3</sup>), the relevant emission factors from [www.co2emissiefactoren.nl](http://www.co2emissiefactoren.nl) and the Dutch Government Gazette (*Staatscourant*), respectively, have been applied, which are retrieved once a year.
- A conservative approach has been adopted regarding the assumptions underlying the savings and avoidances of office buildings.

<sup>2</sup> LEED (Leadership in Energy and Environmental Design) is the most widely used green building rating system, which provides for a framework that can be used to create healthy, highly efficient and cost-saving green buildings.

<sup>3</sup> BREEAM (Building Research Establishment Environmental Assessment Method) is a leading sustainability assessment method for, among other things, infrastructure and buildings, whereby it assesses and certifies an asset's environmental, social and economic sustainability performance.

<sup>4</sup> EPBD is the Energy Performance of Buildings Directive, which is a European directive to enforce the measurement of the energy performance of buildings.



## Limited assurance report of the independent auditor on selected indicators in the Green Bond Progress Report

To: the shareholders and the supervisory board of Royal Schiphol Group N.V.

### Our conclusion

We have performed a limited assurance engagement on selected sustainability indicators in the Green Bond Progress Report (hereinafter: the selected indicators) as included in the accompanying Annual Report for the year 2025 of Royal Schiphol Group N.V. (hereinafter: Schiphol).

Based on our procedures performed and the assurance information obtained, nothing has come to our attention that causes us to believe that the selected indicators are not prepared, in all material respects, in accordance with the applicable criteria as included in the Section Criteria.

The selected indicators consist of:

- Total Eligible Green Project Portfolio:
  - Amount and number of green buildings
  - Amount and number of clean transportation
- Total green funding:
  - Amount issued instruments
- Other indicators:
  - Percentage of Eligible Green Loan Portfolio Allocated (usage)
  - Percentage of Net Proceeds of Green Funding allocated to Eligible Green Loan Portfolio
  - Eligible Green Loan Portfolio – Unallocated
  - Current value of expected eligible green buildings

The selected indicators are included in the Section Green Bond Progress Report in the supplementary information in the Annual Report from page 245 to page 247.

### Basis for our conclusion

We have performed our limited assurance engagement on the selected indicators in accordance with Dutch law, including Dutch Standard 3000A, "Assurance-opdrachten anders dan opdrachten tot controle of beoordeling van historische financiële informatie (attest-opdrachten)" (Assurance engagements other than audits or reviews of historical financial information [attestation engagements]). Our responsibilities in this regard are further described in the section 'Our responsibilities for the assurance engagement on the selected indicators' of our report.

We are independent of Schiphol in accordance with the Verordening inzake de onafhankelijkheid van accountants bij assurance-opdrachten (ViO, Code of Ethics for Professional Accountants, a regulation with respect to independence). This includes that we do not perform any activities that could result in a conflict of interest with our independent assurance engagement. Furthermore, we have complied with the Verordening gedrags- en beroepsregels accountants (VGBA, Dutch Code of Ethics for Professional Accountants).

We believe that the assurance evidence we have obtained is sufficient and appropriate to provide a basis for our conclusion.



### Criteria

The criteria applied for the preparation of the selected indicators are the criteria developed by Schiphol and are disclosed in the Schiphol Green Bond Framework (2018) and Schiphol Green Finance Framework (2020) and further described in paragraph Methodology and assumptions in the Section Green Bond Progress Report of the Annual Report.

The comparability of selected indicators between entities and over time may be affected by the absence of a uniform practice on which to draw, to evaluate and measure this information. This allows for the application of different, but acceptable, measurement techniques.

Consequently, the selected indicators need to be read and understood together with the criteria applied.

### Limitations to the scope of our assurance engagement

Our assurance engagement is restricted to the selected indicators. We have not performed assurance procedures on any other information as included in the Annual Report in light of this engagement.

The references to external sources or websites are not part of our assurance engagement on the selected indicators. We therefore do not provide assurance on this information.

Our conclusion is not modified in respect of these matters.

### Responsibilities of the management board and the supervisory board for the selected indicators

The management board is responsible for the preparation of the selected indicators in accordance with the criteria as included in the Section Criteria. The management board is also responsible for selecting and applying the criteria and for determining that these criteria are suitable for the legitimate information needs of the intended users, considering applicable law and regulations related to reporting. The choices made by the management board regarding the scope of the selected indicators and the reporting policy are summarized in Schiphol Green Bond Framework (2018) and Schiphol Green Finance Framework (2020) and further described in paragraph Methodology and assumptions in the Section Green Bond Progress Report of the Annual Report.

Furthermore, the management board is responsible for such internal control as it determines is necessary to enable the preparation of the selected indicators that are free from material misstatement, whether due to fraud or error.

The supervisory board is responsible for overseeing the reporting process of the selected indicators of Schiphol.

### Our responsibilities for the assurance engagement on the selected indicators

Our responsibility is to plan and perform the assurance engagement in a manner that allows us to obtain sufficient and appropriate assurance evidence for our conclusion.



Our assurance engagement is aimed to obtain a limited level of assurance to determine the plausibility of the selected indicators. The procedures vary in nature and timing from, and are less in extent, than for a reasonable assurance engagement. The level of assurance obtained in a limited assurance engagement is therefore substantially less than the assurance that is obtained when a reasonable assurance engagement is performed.

We apply the applicable quality management requirements pursuant to the Nadere voorschriften kwaliteitsmanagement (NVKM, regulations for quality management) and the International Standard on Quality Management (ISQM) 1, and accordingly maintain a comprehensive system of quality management including documented policies and procedures regarding compliance with ethical requirements, professional standards and other relevant legal and regulatory requirements.

Our assurance engagement included amongst others:

- Performing an analysis of the external environment and obtaining an understanding of the sector, insight into relevant sustainability themes and issues and the characteristics of the company as far as relevant to the selected indicators
- Evaluating the appropriateness of the criteria applied, their consistent application and related disclosures on the selected indicators. This includes the evaluation of the reasonableness of estimates made by the management board
- Obtaining through inquiries a general understanding of the internal control environment, the reporting processes, the information systems and the entity's risk assessment process relevant to the preparation of the selected indicators, without obtaining assurance information about the implementation or testing the operating effectiveness of controls

- Identifying areas of the selected indicators where misleading or unbalanced information or a material misstatement, whether due to fraud or error, is likely to arise. Designing and performing further assurance procedures aimed at determining the plausibility of the selected indicators responsive to this risk analysis. These procedures consisted amongst others of:
  - Interviewing relevant staff responsible for providing the information for, carrying out controls on, and consolidating the data in the selected indicators
  - Obtaining assurance evidence that the selected indicators reconcile with underlying records of Schiphol
  - Reviewing, on a limited sample basis, relevant internal and external documentation
  - Considering data and trends
- Reconciling the relevant financial information with the financial statements
- Reading the information in the Annual Report that is not included in the scope of our assurance engagement to identify material inconsistencies, if any, with the selected indicators
- Considering whether the selected indicators are presented and disclosed free from material misstatement in accordance with the criteria applied

Amsterdam, 12 February 2026

EY Accountants B.V.

signed by A.E. Wijnsma

## Historical summary

(in millions of euros, unless otherwise indicated)	2025	2024	2023	2022	2021 <sup>1</sup>	2020	2019	2018	2017	2016
<b>Statement of income</b>										
Revenue	2,761	2,245	1,852	1,491	816	688	1,615	1,509	1,458	1,435
Other results from investment property	-25	165	-151	-192	69	-64	113	107	80	71
<b>Total operating income</b>	<b>2,736</b>	<b>2,410</b>	<b>1,701</b>	<b>1,299</b>	<b>885</b>	<b>624</b>	<b>1,728</b>	<b>1,616</b>	<b>1,538</b>	<b>1,506</b>
Total operating expenses before depreciation, amortisation and impairment	-1,638	-1,512	-1,351	-1,119	-732	-830	-1,039	-981	-916	-848
<b>EBITDA</b>	<b>1,098</b>	<b>898</b>	<b>350</b>	<b>179</b>	<b>154</b>	<b>-206</b>	<b>689</b>	<b>635</b>	<b>622</b>	<b>658</b>
Depreciation, amortisation and impairment	-393	-354	-344	-331	-299	-324	-294	-267	-264	-238
<b>Operating result</b>	<b>704</b>	<b>544</b>	<b>6</b>	<b>-152</b>	<b>-145</b>	<b>-530</b>	<b>395</b>	<b>368</b>	<b>359</b>	<b>420</b>
Financial income and expenses	-32	-19	2	-16	185	-92	-84	-90	-86	-91
Taxation, share in operating result of associates and minority interests	-121	-108	14	91	64	55	51	8	12	-18
<b>Result on ordinary activities after tax</b>	<b>551</b>	<b>418</b>	<b>22</b>	<b>-77</b>	<b>104</b>	<b>-568</b>	<b>362</b>	<b>286</b>	<b>286</b>	<b>311</b>
Minority interests	11	11	9	9	-1	-5	7	7	6	5
<b>Net result</b>	<b>540</b>	<b>407</b>	<b>13</b>	<b>-86</b>	<b>105</b>	<b>-563</b>	<b>355</b>	<b>279</b>	<b>280</b>	<b>306</b>
<b>Statement of financial position</b>										
Non-current assets	9,198	8,533	7,723	7,585	7,512	7,852	7,446	6,512	6,040	5,818
Current assets	985	1,432	1,547	2,019	2,378	1,428	350	861	615	608
<b>Total assets</b>	<b>10,183</b>	<b>9,965</b>	<b>9,270</b>	<b>9,604</b>	<b>9,891</b>	<b>9,280</b>	<b>7,797</b>	<b>7,373</b>	<b>6,655</b>	<b>6,426</b>
Total equity	4,420	3,900	3,499	3,506	3,531	3,777	4,372	4,136	3,978	3,860
Provisions	72	71	68	71	82	100	104	106	79	57
Non-current liabilities	4,564	4,833	4,687	5,436	5,846	4,521	2,721	2,474	2,225	2,172
Current liabilities	1,127	1,161	1,016	591	433	883	599	656	373	337
<b>Total equity and liabilities</b>	<b>10,183</b>	<b>9,965</b>	<b>9,270</b>	<b>9,604</b>	<b>9,891</b>	<b>9,280</b>	<b>7,797</b>	<b>7,373</b>	<b>6,655</b>	<b>6,426</b>
Cash flow from operating activities	986	684	478	353	-79	-157	523	526	267	438
Investments in intangible assets and property, plant & equipment	-963	-1,057	-662	-454	-450	-700	-811	-560	-443	-303
<b>Cash flow after CAPEX</b>	<b>23</b>	<b>-373</b>	<b>-184</b>	<b>-101</b>	<b>-529</b>	<b>-857</b>	<b>-288</b>	<b>-34</b>	<b>-176</b>	<b>135</b>

1 Comparative figures before 2020 have not been restated due to a change in definitions. Reference is made to the notes on the next page.

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
<b>Ratios<sup>1</sup></b>										
Underlying return on equity (ROE) <sup>2</sup>	13.2%	7.9%	2.9%	-2.5%	3.0%	-13.8%	8.3%	7.0%	7.2%	8.2%
Underlying return on capital employed (ROCE)	9.9%	5.9%	2.8%	-1.3%	-1.6%	-8.1%	7.5%	7.2%	7.2%	8.2%
Net Leverage	3.8	5.7	7.6	10.1	n/a	-18.5	4.6	n/a	n/a	n/a
FFO / Gross debt	21.4%	13.1%	8.4%	5.0%	-0.5%	-3.0%	19.2%	18.7%	21.6%	22.8%
FFO interest coverage ratio	13.2	10.1	6.7	4.5	0.7	-0.6	7.5	6.6	6.9	6.8
Solvency	42.6%	38.4%	37.0%	35.9%	35.2%	40.2%	55.4%	55.4%	59.1%	59.5%
<b>Personnel</b>										
Average effective full-time equivalent employees	3,831	3,535	2,820	2,487	2,474	2,711	2,519	2,324	2,180	2,063

1 For definitions, reference is made to Key figures unless stated in the notes below.

2 Before 2020, ROE is calculated as net result attributable to shareholder / average total equity to shareholder.

# Glossary

## Air transport movements

Commercial air transport movements (not carried out by the military, police, etc.).

## Airport Carbon Accreditation

Airport Carbon Accreditation Benchmark for the Airports Council International (ACI) sector association. This benchmark helps provide insight into airports' efforts to reduce CO<sub>2</sub>e emissions.

## BCI

BCI (Building Circularity Index) is a way to determine the circularity, by taking into account, among other things, the circularity of the products that form a building, the origins and future possibilities of materials used, and the possibilities of disassembly. BCI is in line with the definition of Alba concepts

## Best Value

Best Value (Procurement Performance) is a method for organising large tenders. The aim is to find the expert that is most capable of carrying out the project at the lowest possible cost throughout its lifecycle ('total cost'). Best Value assumes that it is not the client but the contractor who is the expert. This means that the expert is given every opportunity to come up with innovative, out-of-the box solutions, if applicable.

## Bird strikes

Bird strikes are incidents in which dead birds or bird remains are found on an aircraft or a runway, and for which it can reasonably be assumed that the strike occurred within the airport boundaries.

## BREEAM

Building Research Establishment Environmental Assessment Method (BREEAM) certification is awarded by the Dutch Green Building Council.

## Business area

A functional cluster of activities within the Schiphol Group organisation.

## CO<sub>2</sub>e emissions

A carbon dioxide equivalent or CO<sub>2</sub>e equivalent, is a metric measure used to compare the emissions from various greenhouse gases based on their global-warming potential. By converting amounts of other gases to the equivalent amount of carbon dioxide with the same global warming potential.

## EBIT

Earnings before interest and tax.

## EBITDA

Earnings before interest, tax, depreciation and amortisation.

## Ground noise

Ground noise is low-frequency noise-producing vibrations that can cause disturbance. It is perceived differently from 'regular' noise, and is more often felt than heard. Low-frequency noise is produced by aircraft taking off on the runway.

## Hub airport

A large airport where continental and intercontinental flights are available. Schiphol is the hub for KLM and (codeshare) partners.

## Hub connectivity

Hub connectivity measures the number of connecting flights per week that can be facilitated by the hub airport in question, taking into account minimum and maximum connecting times, and weighting the quality of the connections by the detour involved and connecting times.

## Lden

The calculated noise levels produced by all aircraft flying to or from the airport during a year. Night-time noise levels are expressed in Lnight (Level night). 24-hour noise levels are expressed in Lden (Level day-evening-night). Formerly, the noise impact was expressed in Ke (Unit Costs).

## MTOW

Maximum take-off weight of an aircraft upon which take-off and landing charges are based

## Night-time flight

Air transport movement performed during the night (between 23.00 and 07.00). During this period, the use of runways is restricted and incoming aircraft must use silent approaches while departing flights must make use of special night routes.

## WLU

Work load unit indicator (WLU: one passenger or 100 kilogrammes of cargo), a method to measure the developments of costs.

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