


Statistical Annual Review 2001

2001



Statistical





**Statistical  
Annual Review  
2001**

2001



# Preface

April, 2002

In this Statistical Annual Review Traffic and Transport of Amsterdam Airport Schiphol in 2001 you will find, as is customary, one section with text and one section of tables. The section of text consists of different explanations and graphs.

Should you require more information, feel free to contact the undermentioned department.

Data from this publication may be printed, providing acknowledgement of the source.

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# Develo

# Summary of developments in 2001



# vements



<b>Total aircraft movements</b>	<b>432.101</b>	-	<b>0,1</b>
air transport	416.462	+	0,4
other and non-commercial flights	15.639	-	10,9
- scheduled traffic	382.614	+	0,3
- non-scheduled traffic	33.848	+	1,7
- passenger services	404.781	+	0,4
- freight services	11.681	-	1,7
<b>Passenger transport (incl. Transit-direct 1x)</b>	<b>39.531.123</b>	-	<b>0,2</b>
transit-direct passengers	221.682	-	34,1
passenger transport (excl. Transit-direct)	39.309.441	+	0,1
- scheduled traffic	34.597.071	+	0,3
- non-scheduled traffic	4.712.370	-	1,3
- domestic	142.348	-	16,5
- europe	26.659.185	+	1,8
- intercontinental	12.507.908	-	3,1
<b>Freight transport (in tonnes)</b>	<b>1.183.208</b>	-	<b>3,2</b>
- scheduled services	944.857	-	2,0
- non-scheduled services	238.351	-	7,8
- passengers services	601.285	-	3,3
- freight services	581.923	-	3,2
<b>Mail transport (in tonnes)</b>	<b>50.953</b>	+	<b>13,8</b>

Note: Percentages show change compared to the preceding year

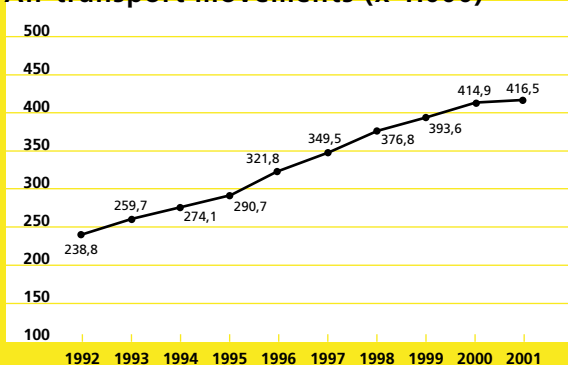
The attacks in the United States on 11 September, among other things culminating in the collapse of the World Trade Center in New York, helped bring about a sharp downturn in global air travel this year. In the immediate aftermath of the attacks demand for passenger flights nosedived, with flights in North America being hit extra badly as a result of the air space being closed temporarily. Over the entire year international passenger traffic on scheduled services dropped worldwide by about 4%. The trend in passenger traffic in 2001 showed similarities with developments in 1991 when the Gulf War caused a drop in passenger flights. Then, it was American and Japanese passengers that tended to avoid Europe.

As far as cargo traffic was concerned, the check on economic growth which set in at the beginning of 2001 had already brought about a decline before 11 September. Scheduled European carriers were reporting this downturn from April onwards. A turning-point had already been identified in North America in December 2000. Worldwide, international traffic in cargo decreased by 8%. The downward trend in air travel resulted in extra security measures being introduced at Schiphol on the one hand, and expansion plans being put on hold on the other. One positive impulse for worldwide air travel was the falling price of kerosene. Since 1999 the price had been rising fast reaching its peak in November 2000. The result was that airlines were forced into putting up passenger ticket prices as well as cargo rates. However, from December 2000 onwards - urged on by the events

of 11 September - kerosene prices dropped to a level in December 2001 which was only half the peak prices in November 2000. As a result, KLM and its partner Northwest announced that they would be dropping their fuel surcharge from November 2001.

In relation to the worldwide trends in 2001 and the ongoing situation at other European airports, results at Schiphol fared better. Amongst the major group of airports (London, Paris, Frankfurt, Schiphol, Zurich and Brussels), Schiphol was the only one which ended the year with an almost identical number of passengers (-0,2% including transits) and aircraft movements (+0,4%) as in 2000. With the exception of February, month-on-month Schiphol made inroads in market share in passenger traffic. After 11 September the gains in market share were boosted by the decreasing number of flights to and from Brussels and Zurich as a result of the problems at Sabena and Swissair. The number of aircraft movements at Schiphol at the beginning of the year was strongly influenced by KLM's operation 'baseline'. With the introduction of its summer timetable in 2000, KLM started to focus on improving profits instead of generating volume. The effects of this were felt right up to April 2001. So during the first quarter, Schiphol also saw its market position with respect to the number of aircraft movements drop. The introduction of the winter timetable brought with it restrictions on capacity and fewer frequencies, which had been expected in the wake of 11 September. However, at Schiphol this did not result in a decrease in the number of destinations. Cargo traffic at Schiphol was hit by the worldwide economic downturn. The 3,2% decrease was less than at other major airports, so that Schiphol was able to consolidate on its 4th placed position in Europe.

**Air transport movements (x 1.000)**



#### Passenger growth reasonable up until 11 September

The number of passengers in 2001 dropped marginally in 2001 to 39,5 million. The growth in passenger numbers before the 11 September attacks was still around 4%. However, in the period following 11 September this dropped by around

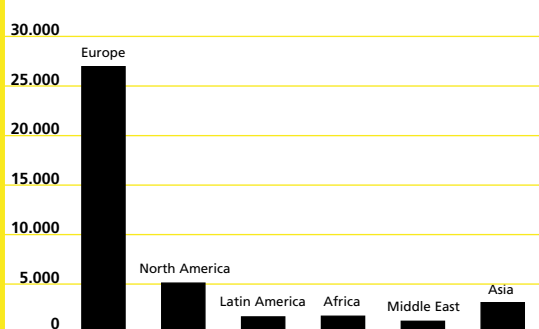
9%, thus cancelling out the growth which had been achieved. The number of Origin & Destination passengers (i.e. those who arrive at and depart from Schiphol) showed a modest growth of 2,2%. However, the number of Transfer passengers (i.e. those who change flights at Schiphol) fell by 3,2%, which was probably a result of the reticence on the American market.

Spain remained the most popular flight destination for Dutch holidaymakers. Turkey saw the number of tourists climb significantly. After the dip in 1999, caused by political unrest and earthquakes, the number of flights to this country recovered. In 2001 Turkey attracted 49% more holidaymakers from the Netherlands than in 2000. Italy, Portugal and Greece however, attracted hardly any more tourists than in the previous year. Tourism to the United States clearly continued to suffer as a result of the

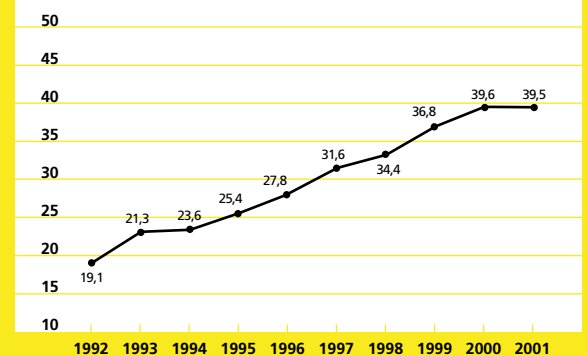
expansion in the network of low-fare carrier easyJet, the number of UK tourists increased significantly. Despite the relatively strong Pound for Dutch tourists, tourist traffic to the UK also increased. The strong Dollar also meant that the number of American tourists continued to grow during the first three quarters. However, the reticence shown by the American market after 11 September resulted in 20% fewer American holidaymakers.

Business traffic in particular decreased during 2001. During the first three quarters of the year, it was already showing a drop as a result of the economic downturn and the decrease in world trade. Business travel to the United States and Germany fell by more than average. Traffic to Asia however saw an upturn. After 11 September business traffic

### Passenger movements by continent



### Passenger transport (x mln.)



strong Dollar and the number of tourists decreased accordingly. After the events of 11 September, the country was completely shunned by tourists. As a result of the unrest in Israel, tourism to this country decreased significantly and after a number of years of strong growth, flights to North African destinations dropped too. As a holiday destination, South America started to recover. A number of destinations saw a sharp rise, including the Dutch Antilles, Surinam, Brazil and Peru. Thailand consolidated its leading position in Far East destinations with more than 40% more Dutch holidaymakers.

The Netherlands also became more popular amongst foreign tourists. Partly as a result of

to all destinations fell even more sharply as a result of business trips being postponed or cancelled. The number of transfer passengers dropped by 3,2%, resulting in a share of 40,8% in passenger traffic, excluding transit. As such, the share taken up by this segment was lower than in previous years. In the period prior to 11 September, the number of transfer passengers grew slightly (+2%) and took a strong downturn afterwards (-15%). Prior to 11 September this was caused primarily by KLM's strategy of focusing on profits rather than the generation of volume. This reduced capacity on destinations with low occupancy rates. A number of destinations were dropped altogether. There was a sharp fall in the number of German

passengers as a result of the KLM and Eurowings partnership being terminated at the end of April. After 11 September, it was the transfer sector in particular that experienced a sharp downturn as a result of American travellers being frightened away by the attacks.

With an upward swing in passenger traffic to European destinations, this region performed better than average. Charter flights to holiday destinations increased, mainly as a result of the strong positive influence of Turkey. A rise in numbers to Spain was caused partly by the new easyJet schedules to Barcelona, the expansion in capacity by Iberia to Madrid and the rapid growth of Transavia/Basqair to Spain. Traffic to the UK also showed positive movement with a doubling of flights by easyJet.

With a drop of 10%, passenger traffic to North America showed the largest decrease by any region. This was all to do with the events of 11 September. KLM and its partner Northwest Airlines saw traffic to its hubs, Detroit and Minneapolis, decrease dramatically. More positive however was the upward trend in traffic to Chicago, where United Airlines in particular showed strong growth in addition to Montreal (KLM) and Miami (Northwest).

Destinations in the Middle East experienced an average decrease of 1% in passenger volumes. Because of the unrest in Israel during the first few months, many tourists chose to travel to other destinations and traffic volume fell sharply. In July and August, confidence seemed to have returned, but this was cancelled out by the events of 11 September and the escalating violence in Israel. Destinations in the Middle East that saw an increase in 2001 were Lebanon, Syria and Saudi Arabia.

As in Europe, the Latin American and African regions saw an increase in passenger volumes, despite the downswing after 11 September. KLM ignored capacity restrictions to destinations in Nigeria and South Africa and frequencies actually increased.

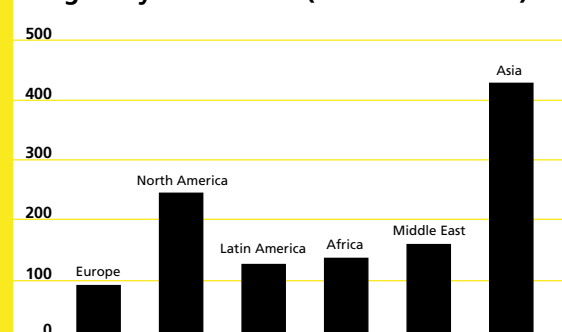
The continuing economic recovery in the Far East resulted in growth rates of more than 5% to this region prior to 11 September. For the whole of 2001 however, traffic decreased by 1%. The

partnership deal between KLM and Malaysia Airlines resulted in a sharp increase in flights to Malaysia and likewise to China as a result of the co-operation with China Southern. In addition, both countries became more popular as holiday destinations. Civil unrest in a number of countries was reflected in falling traffic figures, for example to the Philippines in the first half of the year, to Nepal from May to August and to Indonesia in August. India and Thailand showed impressive growth, in particular due to consolidation to these destinations by KLM, Northwest, Eva Airways and China Air.

#### **Decrease in cargo tonnage due to economic downturn**

After four years of limited growth, cargo turned in a poorer performance in 2001. In 2001 cargo tonnage was 1.183.208 tonnes representing a drop of 3,2% on 2000. The cause of this reduction was not the events of 11 September as such, but the economic downturn and decreasing world trade. Cargo traffic at other European airports decreased significantly more than at Schiphol, so reinforcing Amsterdam's fourth place in Europe. What's more, Schiphol concentrated its efforts not only on an increase in volume, but also on selected markets, where the emphasis is on accommodating high quality goods flows and optimising available capacity. Schiphol occupies a leading position with respect to traffic to and from Asia, Africa and the Middle East. Additionally it is important to maintain a good network to North America. These four regions have been designated as the four

**Freight by continent (x 1.000 tonnes)**



selected markets by Schiphol. Cargo traffic to these four selected markets shrunk by 1,4% in 2001. However, increases were achieved to Asia (+5%) and Africa (+11%). Cargo traffic to the Middle East dropped for the fourth year in succession by 6% to 158.636 tonnes. The main cause of this was the reduction in the number of cargo flights to Israel in the first half of the year.

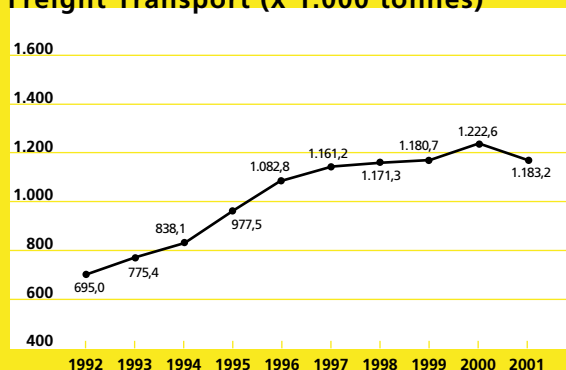
After an almost unchanged situation with regard to cargo flights on the North Atlantic route in the past three years, in 2001 tonnage dropped by 12% to 244.776 tonnes. In 2000 the strong Dollar caused a decrease in incoming traffic and an increase in outgoing traffic to this region. The changing economic situation however, was responsible for the fact that cargo traffic in 2001 decreased sharply across the board.

Cargo traffic to European destinations has fallen at an increasing rate in recent years. 2001 saw a decrease of as much as 29%.

The generation of volume at KLM was once again sluggish. The airline is concentrating its efforts on improving profits rather than on increasing volume. The Full-Freighter network within Europe continued to be stripped as a result. Moreover, on an intercontinental level, a number of destinations were scrapped and fleet deployment adapted. Martinair has also intensified its efforts on the cargo market in recent years. Whilst the company went into the red, its cargo trade was the most profitable branch. For that reason fewer freighters were converted to passenger aircraft in the summer months, which means that extra cargo capacity was

available. Since the beginning of the eighties El-Al has been developing Schiphol as a cargo hub. By 1997 El-Al's volume had quadrupled, but since then this has diminished partly as a result of the airline's new policy of flying to more European destinations and partly as a result of the shrinking cargo capacity. Whilst volume appeared to stabilise in 2000, up to 11 September it dropped sharply in particular as a result of El-Al's activity on the North Atlantic route. However, after 11 September, the number of cargo flights rose sharply, mainly on the back of El-Al's reputation as a 'safe' airline. 49,2% of the total cargo volume of 1.183.208 tonnes (representing 581.923 tonnes) was carried on full-freighters, which is the same level as in 2000. In contrast, the number of movements of full-freighters decreased by 1,7% to 11.683.

**Freight Transport (x 1.000 tonnes)**



**Aircraft movements according to type**

	2000	2001	
1 Boeing 737	121.983	133.297	9,3%
2 Fokker 50	34.995	34.083	-2,6%
3 Fokker 100	30.347	28.782	-5,2%
4 Boeing 747	28.886	27.894	-3,4%
5 Fokker 70	26.800	26.206	-2,2%
6 ATR 42	23.621	16.918	-28,4%
7 Boeing 767	18.778	16.864	-10,2%
8 Boeing 757	14.746	16.360	10,9%
9 Airbus 320	10.627	14.480	36,3%
10 Dornier 328	12.901	11.896	-7,8%

**Airlines starting/ending scheduled services at Amsterdam Airport Schiphol in 2001**

(+ starting)		(- ending)	
US Airways	APR	Korean Airlines (pax)	JAN
Air Dolomiti	APR	Regional Airlines	JAN
Ethiopian Airlines (cargo)	JUN	Air Canada	JAN
Korean Airlines (pax)	JUL	Balkan Bulgarian Airlines	FEB
Trans Travel Airlines	SEP	Gandalf Airlines	MAR
Flymetropolis	NOV	Uzbekistan Airways	SEP
Dutch Caribbean Airlines	DEC	Swissair	OCT
Ethiopian Airlines (pax)	DEC	Korean Airlines (pax)	OCT
		Sabena	NOV

**Decrease in number of aircraft movements on introduction of winter timetable**

As in previous years, the number of aircraft movements is strongly dictated by the co-ordination of slots. In order to reduce noise pollution, in 2001 Amsterdam Airport Schiphol was allowed to complete 440.000 aircraft movements in commercial traffic. Because of a larger than expected number of cancellations, in particular in the aftermath of 11 September, and as a result of the reduction in the number of slots after the winter timetable was introduced, in the end there were 416.462 flights, which represents a 0,4% increase in relation to 2000.

The number of nighttime aircraft movements in this sector decreased by 1,9% to 12.535.

Other traffic, consisting mainly of Taxi, Business and Private flights, diminished by 10,9% to 15.639 aircraft movements, with the result that overall traffic amounted to 432.101 in 2001.

**KLM and Martinair restructure network**

After the partnership deal between KLM and Alitalia fell through, likewise a possible but complex merger with British Airways hit the buffers, so for the time being in 2001 KLM was left to continue under its own steam in Europe. The introduction of the summer timetable in 2000 signalled the start of operation 'base-line', the aim of which was to improve profits instead of generate volume. This meant that unprofitable services were scrapped, in particular, to destinations in Europe, South America and the Middle East. The number of KLM group flights, which increased by 10% in the first few months of 2000, were cut back with the introduction of the summer timetable. These cutbacks continued in the

2000/2001 winter timetable. When the summer timetable commenced in 2001, a further round of cuts followed with the break-up of the partnership deal with the German Eurowings airline. KLM rival, Lufthansa, had taken up shares in the airline resulting in KLM having to operate to German airports on its own. This meant having to drop a number of destinations.

Martinair aimed to recuperate some of its profit by means of the operation 'red alert'. For example, capacity on the North American routes was halved and Far Eastern destinations were scrapped from the network altogether. On the other hand, efforts became more focused on its profit-generating cargo business.

Despite the restructuring of the Martinair network, the number of aircraft movements in the leisure market grew by 12,5%, a much sharper rise than the overall average growth at Schiphol. The leisure business consists of charter airlines as well as scheduled airlines, such as Tunis Air and Royal Air Maroc which focus specifically on destinations in the sun. Likewise this growth was higher than that achieved in 2000. In addition to Transavia, with its low-fare product Basiqair, which attained a 5% increase in aircraft movements, there were a number of other newcomers such as DutchBird, Hapag Lloyd and the recently revived Air Holland, which together were responsible for the rise in the leisure sector. The increasing popularity of Turkey was accompanied by a rise in the number of flights by Anatolia.

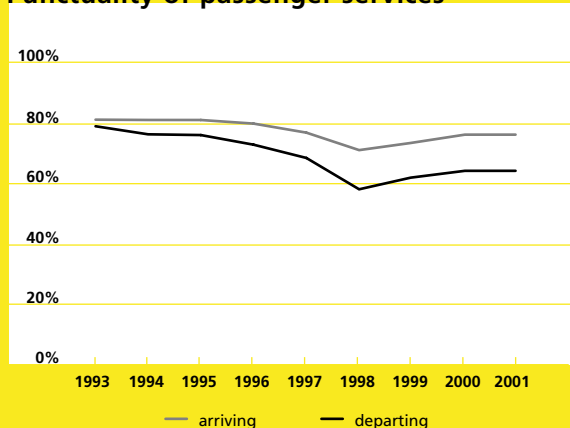
The low-fare sector was the sector with the largest growth. On the basis of the number of aircraft movements, easyJet has now become the fourth

largest airline operating from Schiphol. EasyJet continued to develop Schiphol as its home base and added more destinations to its network flying out of Amsterdam. The great majority of passengers travelling with easyJet were leisure passengers, but a significant proportion also travelled for business purposes.

#### No change in punctuality

The number of delays at Schiphol in 2001 increased marginally in relation to 2000. In 2001 64,1% of all passenger flights, including charter flights, left Amsterdam Airport Schiphol on time, which equals the departure punctuality achieved in 2000. The punctuality of passenger arrivals worsened slightly. In 2001 75,6% of incoming flights had a delay of less than 15 minutes, as opposed to 75,7% in 2000. In September, punctuality rates were hardly pushed

#### Punctuality of passenger services



as a result of the attacks of 11 September, but mainly because of the poor weather. As a result, the number of non-punctual departing passengers was larger than the number of those departing on time. Bad weather was also a cause of lower punctuality rates in December.

In relation to other large airports in Europe, Schiphol is one of the best when it comes to arrival punctuality. The only airports to perform better are in Scandinavia, mainly due to their location beyond the busier European routes. As for departure punctuality, Schiphol is in the middle bracket of airports.

#### Fleet mix

The proportion of turboprop aircraft operating as a feeder within Europe continued to increase sharply in 2000. However, in 2001 the most significant drop in flights occurred in this sector. One of the reasons for this was the termination of the agreement between KLM and Eurowings, which conveyed transfer passengers to Schiphol. The number of narrow-body aircraft (including the Boeing 737) increased in 2001. One of the biggest causes of this was the relatively steep rise in the number of flights in the leisure and low-fare sector.

In order to take full advantage of the available (noise) capacity and to consolidate Schiphol's competitive position, tariffs for some aircraft have increased whilst others have decreased. For example, a new set of tariffs was introduced in 1998 to differentiate between quiet and less quiet types of aircraft in order to stimulate the use of the very quietest types of aircraft at Schiphol. Since 2 June, the quietest types of aircraft have received a 10% discount on take-off and landing charges (previously 5%). Less quieter types of aircraft pay the standard charge, whilst the least quiet types of aircraft must pay a surcharge of 20% (previously 15%). This last category not only includes all Chapter 2 aircraft, but also the noisiest aircraft in the quieter Chapter 3 category. Furthermore, from now on Amsterdam Airport Schiphol will be determining the noise category of all aircraft individually (on the basis of the aircraft's official noise certificate) and no longer simply on the basis of the aircraft type. This is more objective because aircraft of the same type can generate differing levels of noise depending on the differences in take-off weight and engines.

The number of Chapter 2 flights from Schiphol, which dropped by a third in 2001 to 428, will disappear completely as from April 2002 as a result of European regulations.

#### Network

As a result of the events of 11 September many airlines have cancelled flights for the winter period. The main emphasis was to retain the same number of destinations whilst cutting back on the frequency. At the end of 2001 it was possible to fly direct to 204 destinations in 82 countries from

## Passenger destinations, scheduled services 2001 (end of the year)

	2000	2001
Domestic	2	3
Europe	108	104
North America	20	20
Latin America	22	19
Africa	20	20
Middle East	14	14
Asia	27	24
Total	213	204

Amsterdam Airport Schiphol. There were only three destinations in this total used exclusively for cargo purposes.

16 destinations were dropped in 2001 (including 1 cargo destination), whilst there were 7 new destinations. Overall therefore, the route network from Amsterdam Airport Schiphol lost 9 destinations. In relation to other European airports Amsterdam Airport Schiphol occupied fourth placed position, both in terms of destinations and frequencies.

The number of scheduled carriers operating at Schiphol was 86 at the end of the year. Eight of these airlines carried only cargo. Ten airlines stopped flights from Amsterdam in 2001, whilst 7 new airlines started operations from Schiphol in 2001.

The new airlines in 2001 were:

- US Airways, with 7 flights a week to Philadelphia since April 2001.
- Air Dolomiti, with 2 flights a day to Verona.
- Ethiopian Airlines, with cargo services to Addis Ababa since June and 2 passenger flights a week to Addis Ababa via Frankfurt since 6 December.
- Korean Airlines renewed passenger operations on 17 July with 2 flights a week to Seoul after having scrapped this service earlier in the year. However, Korean continued to operate cargo flights throughout.
- Trans Travel Airlines started 3 daily passenger to Groningen in September.
- Flymetropolis, a new Dutch regional airline, started 4 daily flights a day to Malmö from 26 November.

- Dutch Caribbean Airlines took over scheduled services to Curaçao in October from the bankrupt Air ALM.

### Traffic and transport records and high points

Prior to the events of 11 September, a new record was set with respect to traffic and transport. In passenger traffic, for example, July was the busiest month on record with 4.098.761 passengers (excluding transit). For the first time ever, the number of passengers in a single month totalled more than four million. This figure was achieved once again in August. The busiest day was 29 July with 145.672 passengers and the busiest hour was on 29 June from 14 to 15 hrs with 13.789 passengers.

The most cargo was transported in March with 111.857 tonnes. The busiest day of the year for cargo was 13 October with 4.640 tonnes handled. In terms of air traffic August was the busiest month with 38.451 commercial aircraft movements. However, the busiest day of the year fell on 18 September with 1.295 movements. As a result of United States air space being closed from 11 September, this day was used to deploy extra capacity in order to carry passengers who had otherwise been stranded. The busiest hour in terms of aircraft movements was 24 July from 14 to 15 hrs with 110 flights being recorded.

### Market position

The passenger market at the 10 largest European airports suffered a decline of 1,7% in the last year in the wake of the events of 11 September. Worldwide, passenger traffic dropped more vigorously by around 4%. Madrid airport, which for many years had a shortfall in runway capacity, saw its traffic grow by 3% as a result of runway expansion in November 1999. Traffic at Munich also grew by over 2% thanks to the restructuring of Lufthansa's network, whereby Munich's role as a hub was strengthened. In contrast, passenger traffic at Brussels en Zurich subsided sharply by 9% and 7% respectively. At the end of October Sabena, Belgium's national carrier, went into moratorium eventually resulting in its liquidation at the



beginning of November. As a result, Brussels lost its position in the top ten and was replaced by Barcelona, which transported around 5% more passengers than in 2000. In Zurich, Swiss national carrier Swissair, likewise went into moratorium at the beginning of October. Some of the Swissair flights were taken over by Crossair, operating from Basle as well as Zurich. At the top 4 destinations - London, Paris, Frankfurt and Amsterdam - passenger traffic fell 2,4% more strongly than the average within the top 10. This was caused mainly by the fact that traffic at the major airports is relatively more dependent on intercontinental flights and transfer passengers. It was these sectors in particular that suffered most as a consequence of 11 September. With a minimal drop of 0,2%, Schiphol was able to maintain and consolidate its 4th placed position amongst the top 10 in Europe

in 2001 the Far East appeared to present increasing opportunities as a market. In view of the large volumes of cargo traffic to the Far East from Schiphol, Amsterdam was in a better position to take advantage of this than other major airports at London, Paris, Frankfurt and Brussels. Moreover, cargo traffic dropped substantially at Brussels as a result of Sabena's difficulties. As a result Schiphol, with the transport of 1.183.208 tonnes, was able to sustain its fourth place in Europe and because of the slight downturn in traffic overall, saw its market share rise by 0,4% to 14,5%, amongst the top 10 in Europe.

There was a 4% rise in the number of aircraft movements at Schiphol in 2001, in all 416.462 commercial flights, 23.538 movements less than the permitted number. This rise was higher than the average growth figures at the 10 major European

#### Passenger movements (in mln)

105.587	London
71.025	Paris
48.569	Frankfurt
<b>39.531</b>	<b>Amsterdam</b>
33.987	Madrid
26.284	Rome
25.707	Milan
23.647	Munich
20.971	Zurich
20.748	Barcelona

#### Freight transport (x 1.000 tonnes)

1.628	London
1.476	Frankfurt
1.460	Paris
<b>1.183</b>	<b>Amsterdam</b>
561	Brussels
475	Luxembourg
443	Cologne
353	Zurich
295	Madrid
293	Milan

with a market share of 9,5%. However, Madrid, in 5th position, strengthened in position and closed the gap between 4th and 5th place.

Despite a decrease of 3,2%, the cargo market at Schiphol performed more strongly than other airports in Europe, so consolidating on its 4th placed position. The market share of cargo traffic rose every month. After the attacks in September, this increase intensified. Cargo traffic at Schiphol, which is too a lesser extent dependent on the North American market, suffered less from the diminishing trade on this route. On the other hand,

destinations, which meant that the market share for 2001 climbed to 9,7%. In 2001, Madrid saw a sharp increase in the number of its aircraft movements, with a percentage growth of almost 5%, caused by the expansion in runway capacity referred to earlier. Thanks to the growth of Lufthansa, Munich experienced an increase of almost 7%. Of the four largest (London, Paris, Frankfurt and Amsterdam), Schiphol was the only airport to achieve growth, so consolidating its position.





# Airc

# Aircraft Movements



# raft

# Aircraft Movements

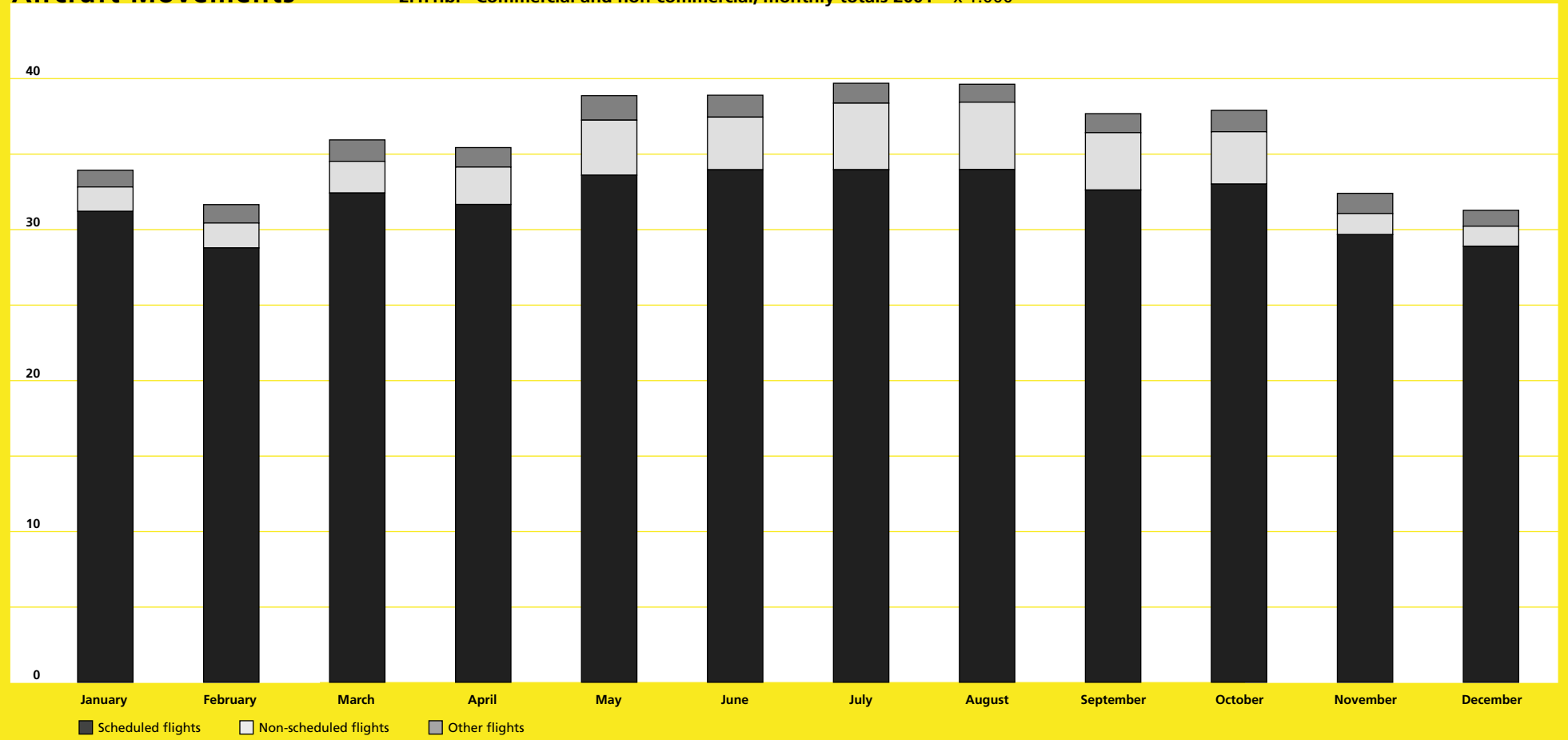
2.1.1.a. Commercial and non-commercial, monthly totals 2001

20

	January	February	March	April	May	June	July	August	September	October	November	December
<b>A. Commercial flights</b>												
I. Air transport												
1. Scheduled flights												
Passenger services	30.672	28.214	31.766	31.067	33.040	32.137	33.395	33.442	32.057	32.351	29.032	28.282
Freighter services	540	573	667	607	569	587	579	545	577	664	631	620
Sub total	31.212	28.787	32.433	31.674	33.609	32.724	33.974	33.987	32.634	33.015	29.663	28.902
2. Non-scheduled flights												
Passenger services	1.198	1.251	1.653	2.097	3.278	3.190	4.129	4.191	3.445	3.035	954	905
Freighter services	425	398	443	386	368	295	283	273	353	436	442	420
Sub total	1.623	1.649	2.096	2.483	3.646	3.485	4.412	4.464	3.798	3.471	1.396	1.325
Total air transport	32.835	30.436	34.529	34.157	37.255	36.209	38.386	38.451	36.432	36.486	31.059	30.227
II. Other flights												
Taxi / Business / Private	623	769	938	827	1.058	974	830	688	834	918	860	670
Training flights	45	44	18	17	32	16	19	33	60	58	59	30
Other flights	448	395	433	445	531	461	467	466	361	441	422	349
<b>Grand total</b>	<b>33.951</b>	<b>31.644</b>	<b>35.918</b>	<b>35.446</b>	<b>38.876</b>	<b>37.660</b>	<b>39.702</b>	<b>39.638</b>	<b>37.687</b>	<b>37.903</b>	<b>32.400</b>	<b>31.276</b>

# Aircraft Movements

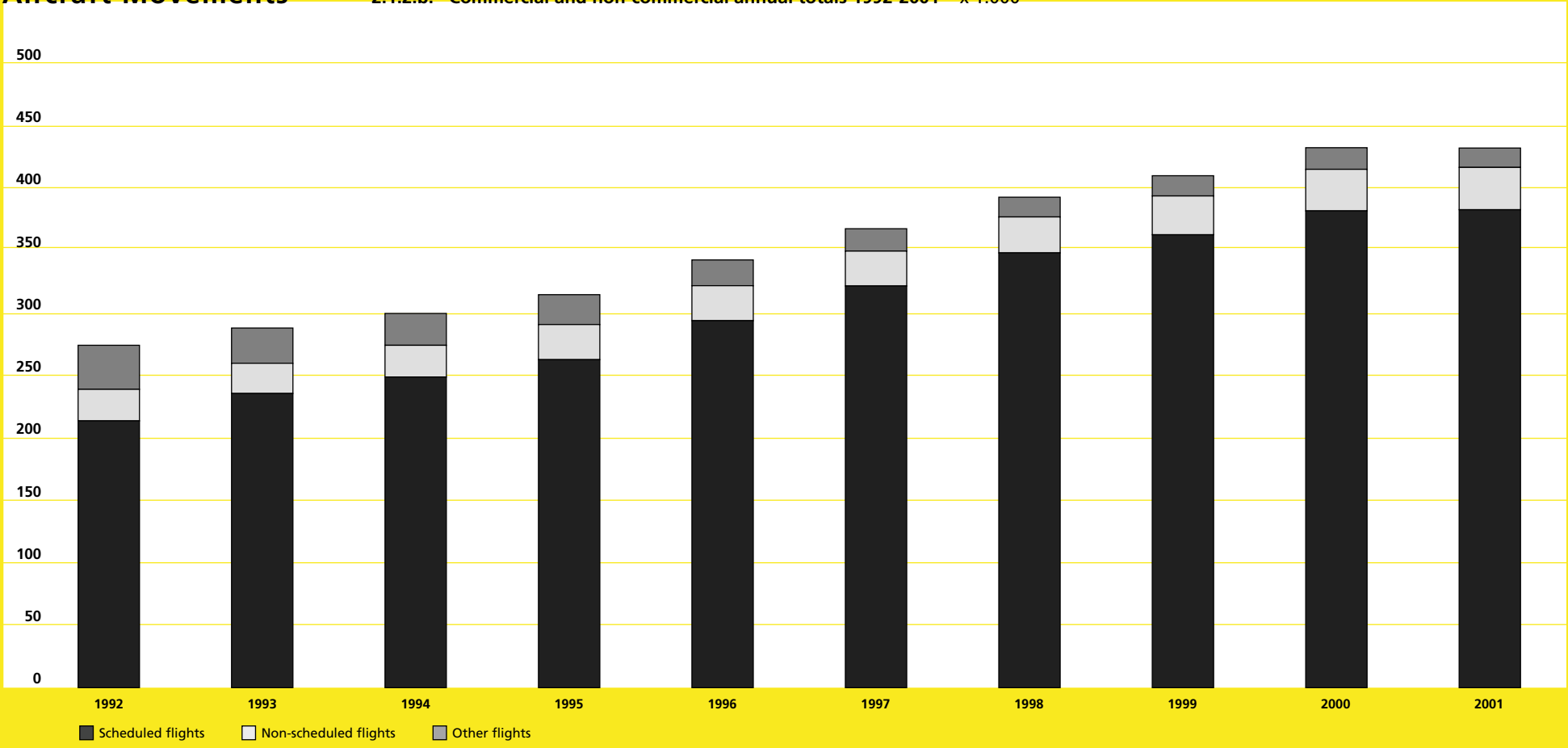
2.1.1.b. Commercial and non-commercial, monthly totals 2001 x 1.000



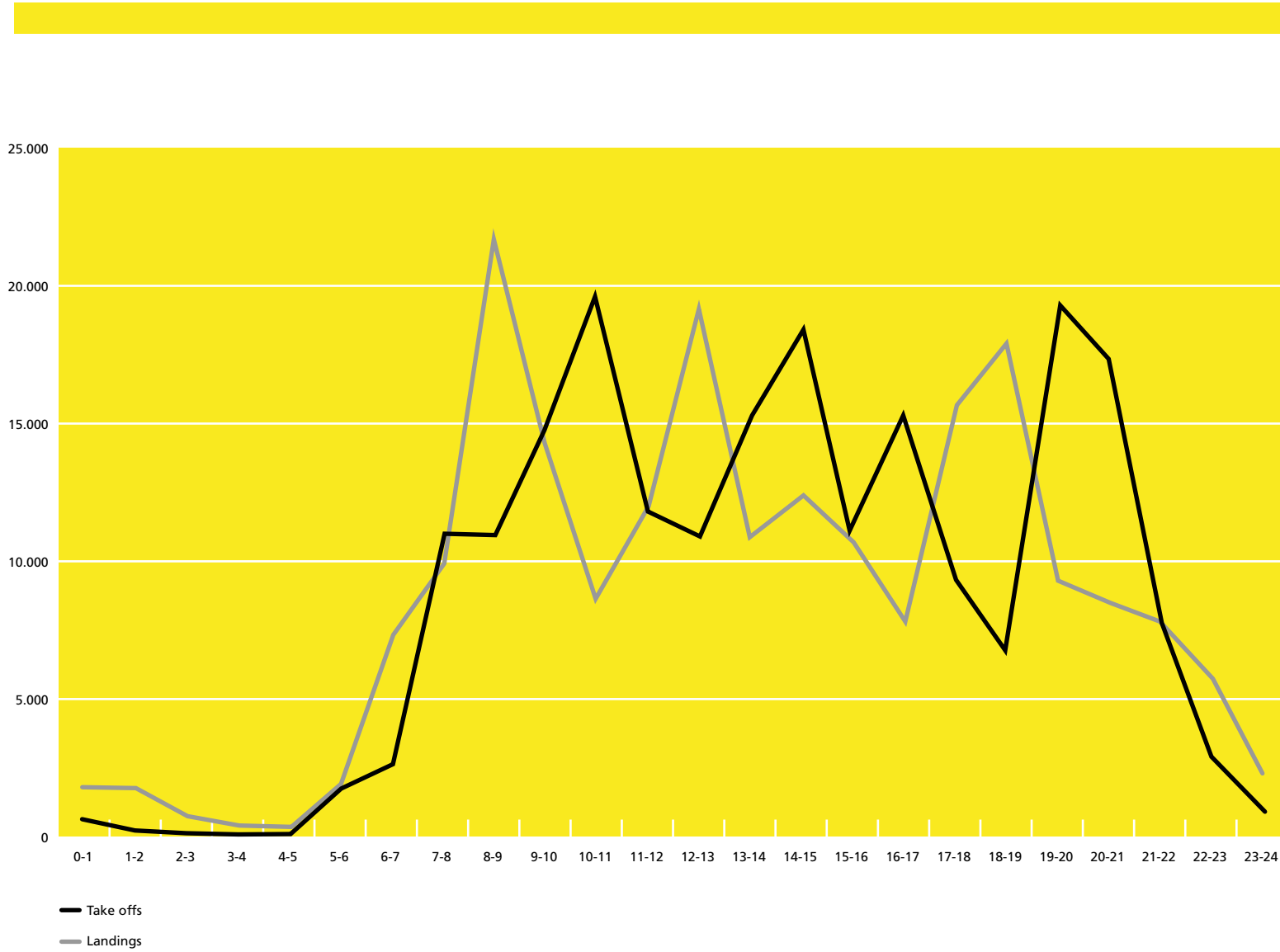
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Compared to 2000 in %	
<b>A. Commercial flights</b>												
I. Air transport												
1. Scheduled flights												
Passenger services	208.944	230.595	243.216	255.917	285.801	312.415	339.195	354.377	374.421	375.455	+	0,3
Freighter services	4.630	4.913	5.496	6.656	7.977	9.120	8.842	8.202	7.230	7.159	-	1,0
Sub total	213.574	235.508	248.712	262.573	293.778	321.535	348.037	362.579	381.651	382.614	+	0,3
2. Non-scheduled flights												
Passenger services	21.331	20.311	21.177	23.323	23.048	24.040	24.897	26.712	28.627	29.326	+	2,4
Freighter services	3.907	3.856	4.175	4.793	4.953	3.901	3.876	4.315	4.650	4.522	-	2,8
Sub total	25.238	24.167	25.352	28.116	28.001	27.941	28.773	31.027	33.277	33.848	+	1,7
Total air transport	238.812	259.675	274.064	290.689	321.779	349.476	376.810	393.606	414.928	416.462	+	0,4
II. Other flights												
Taxi / Business / Private	20.934	17.597	14.603	11.949	10.192	9.051	9.106	9.899	10.890	9.989	-	8,3
Training flights	8.480	4.306	4.753	5.684	3.986	1.575	1.184	825	389	431	+	10,8
Other flights	6.382	6.360	6.292	6.490	6.646	7.423	5.619	5.669	6.276	5.219	-	16,8
<b>Grand total</b>	<b>274.608</b>	<b>287.938</b>	<b>299.712</b>	<b>314.812</b>	<b>342.603</b>	<b>367.525</b>	<b>392.719</b>	<b>409.999</b>	<b>432.483</b>	<b>432.101</b>	-	<b>0,1</b>

# Aircraft Movements

2.1.2.b. Commercial and non-commercial annual totals 1992-2001 x 1.000







Local-time	Landings	Take-offs
0- 1 h	1.631	610
1- 2	1.548	239
2- 3	742	128
3- 4	435	47
4- 5	398	48
5- 6	1.858	1.743
6- 7	7.304	2.581
7- 8	9.952	11.031
8- 9	21.643	10.936
9-10	14.309	14.750
10-11	8.687	19.524
11-12	11.944	11.756
12-13	19.077	10.789
13-14	10.860	15.255
14-15	12.390	18.403
15-16	10.625	11.033
16-17	7.722	15.249
17-18	15.657	9.381
18-19	17.828	6.827
19-20	9.354	19.243
20-21	8.492	17.333
21-22	7.769	7.768
22-23	5.710	2.745
23-24	2.292	816
<b>Total</b>	<b>208.227</b>	<b>208.235</b>
<b>Total movements</b>	<b>416.462</b>	

# Aircraft Movements

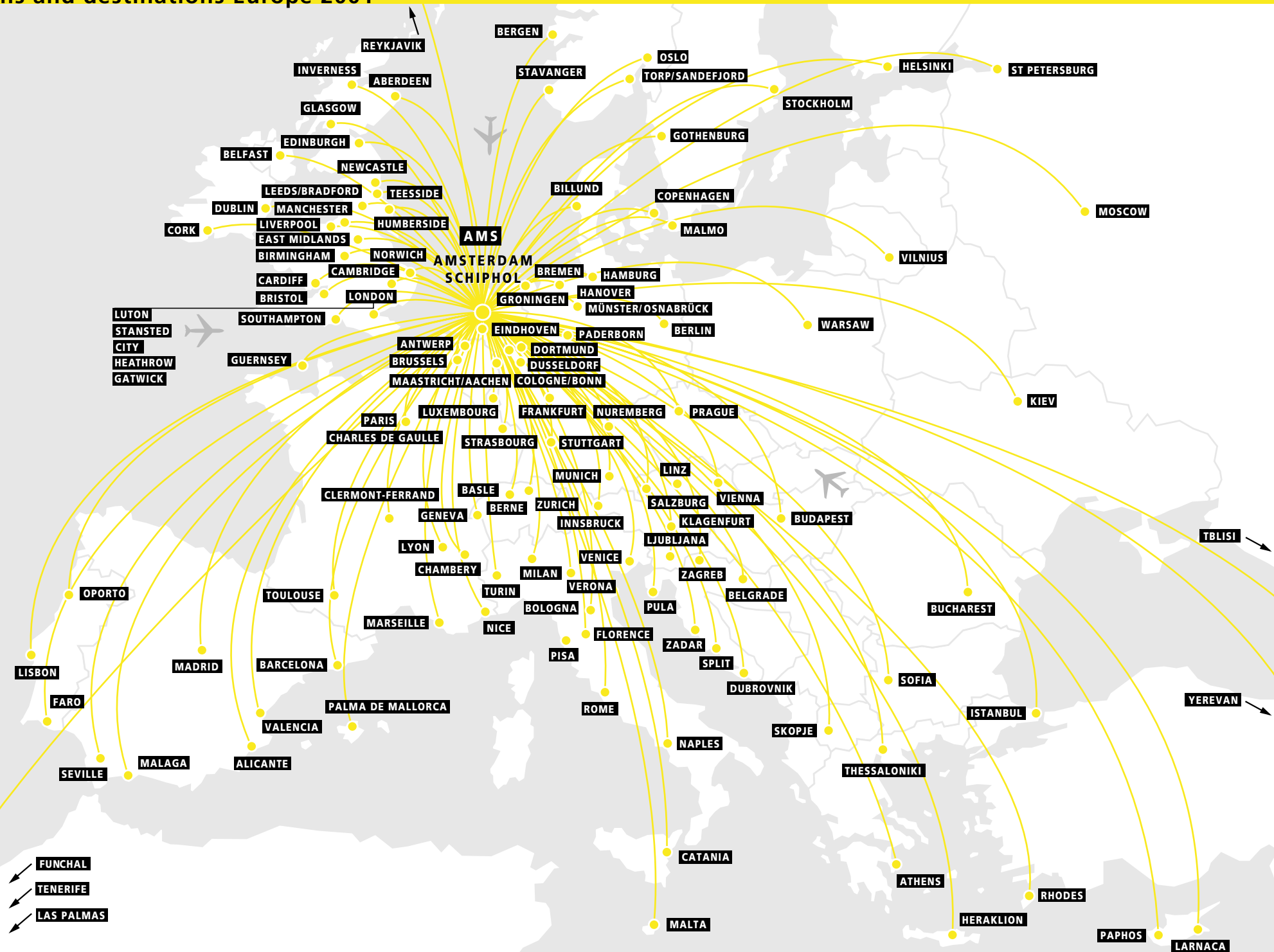
2.1.4. Per country/continent, annual totals 1992-2001

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Compared to 2000 in %	
Austria	4.073	5.062	4.759	5.534	6.791	7.378	7.735	9.216	11.416	11.221	-	1,7
Belgium	8.515	8.396	8.662	8.539	8.640	9.351	9.306	10.946	10.665	10.385	-	2,6
Denmark	5.118	7.173	7.065	7.747	8.602	8.814	8.555	8.353	8.776	8.812	+	0,4
Finland	1.816	1.860	1.949	2.165	2.188	2.582	3.653	3.645	3.704	4.021	+	8,6
France	15.680	16.758	17.535	18.990	20.579	23.434	24.270	26.518	25.434	24.746	-	2,7
Germany	30.096	29.494	30.069	30.288	35.593	39.058	46.428	47.071	49.905	44.360	-	11,1
Great Britain	55.129	58.650	63.464	65.482	73.442	79.907	85.117	87.117	94.208	96.824	+	2,8
Greece	6.379	6.676	7.368	6.636	6.373	7.007	7.366	8.594	8.933	9.006	+	0,8
Ireland	2.566	1.787	1.924	2.235	3.098	3.795	4.253	5.081	4.686	5.433	+	15,9
Italy	9.895	10.942	10.978	11.771	13.744	15.549	17.914	19.648	22.724	22.600	-	0,5
Luxembourg	830	1.452	1.519	1.505	1.766	2.252	2.395	2.844	2.566	2.129	-	17,0
Netherlands	7.276	8.107	8.078	10.769	12.680	13.216	12.921	8.388	7.718	7.401	-	4,1
Portugal	3.411	2.847	3.277	3.426	3.334	3.485	4.024	4.673	5.077	6.166	+	21,4
Spain	14.551	14.136	15.113	15.747	15.885	17.247	19.348	20.730	22.032	25.179	+	14,3
Sweden	7.684	9.261	8.782	8.764	9.814	11.284	12.099	13.231	13.536	12.197	-	9,9
<b>Total E.U.*)</b>	<b>173.019</b>	<b>182.601</b>	<b>190.542</b>	<b>199.598</b>	<b>222.529</b>	<b>244.359</b>	<b>265.384</b>	<b>276.055</b>	<b>291.380</b>	<b>290.480</b>	-	<b>0,3</b>
Rest of Europe	27.547	34.263	37.618	39.677	43.274	45.705	49.165	53.629	57.340	58.216	+	1,5
<b>Total Europe</b>	<b>200.566</b>	<b>216.864</b>	<b>228.160</b>	<b>239.275</b>	<b>265.803</b>	<b>290.064</b>	<b>314.549</b>	<b>329.684</b>	<b>348.720</b>	<b>348.696</b>	-	<b>0,0</b>
North America	12.994	15.140	16.046	17.901	19.440	20.442	21.746	22.922	23.419	22.554	-	3,7
Latin America	4.285	4.615	4.546	5.223	5.677	6.400	6.715	6.537	6.813	7.746	+	13,7
Africa	5.671	6.903	7.595	7.841	8.451	8.770	9.266	10.131	10.810	11.485	+	6,2
Middle East	6.742	6.392	7.099	7.861	8.550	9.290	9.706	9.662	9.515	9.373	-	1,5
Asia	8.554	9.761	10.618	12.588	13.858	14.510	14.828	14.670	15.651	16.608	+	6,1
<b>Total Intercontinental</b>	<b>38.246</b>	<b>42.811</b>	<b>45.904</b>	<b>51.414</b>	<b>55.976</b>	<b>59.412</b>	<b>62.261</b>	<b>63.922</b>	<b>66.208</b>	<b>67.766</b>	+	<b>2,4</b>
<b>Grand total</b>	<b>238.812</b>	<b>259.675</b>	<b>274.064</b>	<b>290.689</b>	<b>321.779</b>	<b>349.476</b>	<b>376.810</b>	<b>393.606</b>	<b>414.928</b>	<b>416.462</b>	+	<b>0,4</b>

\*) The 15 official members of the European Union

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Compared to 2000 in %	
<b>Europe</b>												
1. London Heathrow	17.244	16.966	16.255	16.318	16.713	16.276	17.105	17.121	16.754	17.358	+	3,6
2. Paris Charles de Gaulle	7.585	8.262	8.524	8.456	8.713	9.450	9.844	11.359	12.330	11.776	-	4,5
3. Manchester	4.572	6.111	6.571	6.811	6.657	7.676	8.347	8.756	9.968	8.985	-	9,9
4. Brussels	5.627	5.583	5.701	5.583	5.748	6.371	6.492	7.726	7.564	7.422	-	1,9
5. Barcelona	2.597	2.649	2.875	2.507	2.452	2.928	4.181	4.339	5.451	7.185	+	31,8
6. Frankfurt	5.700	5.682	5.049	5.436	5.522	5.303	5.684	6.246	6.960	7.004	+	0,6
7. Munich	3.332	3.183	3.778	3.971	4.399	5.017	5.391	5.726	6.545	6.989	+	6,8
8. Zurich	5.055	5.648	5.741	5.753	5.927	6.439	6.842	7.038	7.076	6.961	-	1,6
9. Birmingham	2.326	2.726	3.622	5.245	5.641	5.644	6.455	6.796	7.726	6.960	-	9,9
10. Copenhagen	4.502	5.550	4.994	5.038	5.226	5.400	6.122	6.326	6.691	6.742	+	0,8
11. Madrid	3.945	4.247	3.802	3.217	3.485	3.646	5.006	5.377	5.999	6.395	+	6,6
12. Stockholm	3.529	4.426	4.422	4.018	4.672	5.389	5.947	6.241	6.274	6.345	+	1,1
13. London Stansted	2.709	2.645	2.954	2.789	3.786	5.058	5.445	5.781	6.285	5.846	-	7,0
14. London Gatwick	5.292	3.620	3.454	3.367	5.791	5.477	6.057	5.689	4.776	5.820	+	21,9
15. Vienna	3.251	3.558	2.927	3.090	4.077	5.000	5.083	5.258	5.654	5.516	-	2,4
16. Edinburgh	53	183	1.391	1.839	2.050	2.763	3.171	3.507	4.065	5.353	+	31,7
17. Milan Malpensa	994	1.929	1.232	369	298	332	1.011	4.214	5.097	5.341	+	4,8
18. Oslo	2.892	3.944	4.072	4.093	4.361	4.729	5.270	5.254	5.169	5.149	-	0,4
19. Geneva	3.449	3.084	3.961	3.493	3.053	3.137	3.876	3.912	4.916	5.015	+	2,0
20. Rome Fiumicino	3.449	3.785	3.703	3.641	3.726	3.759	4.379	4.377	5.181	5.004	-	3,4
Rest of Europe	112.463	123.092	133.135	144.241	163.507	180.270	192.841	198.641	208.239	205.530	-	1,3
<b>Total Europe</b>	<b>200.566</b>	<b>216.873</b>	<b>228.163</b>	<b>239.275</b>	<b>265.804</b>	<b>290.064</b>	<b>314.549</b>	<b>329.684</b>	<b>348.720</b>	<b>348.696</b>	-	<b>0,0</b>

# Origins and destinations Europe 2001

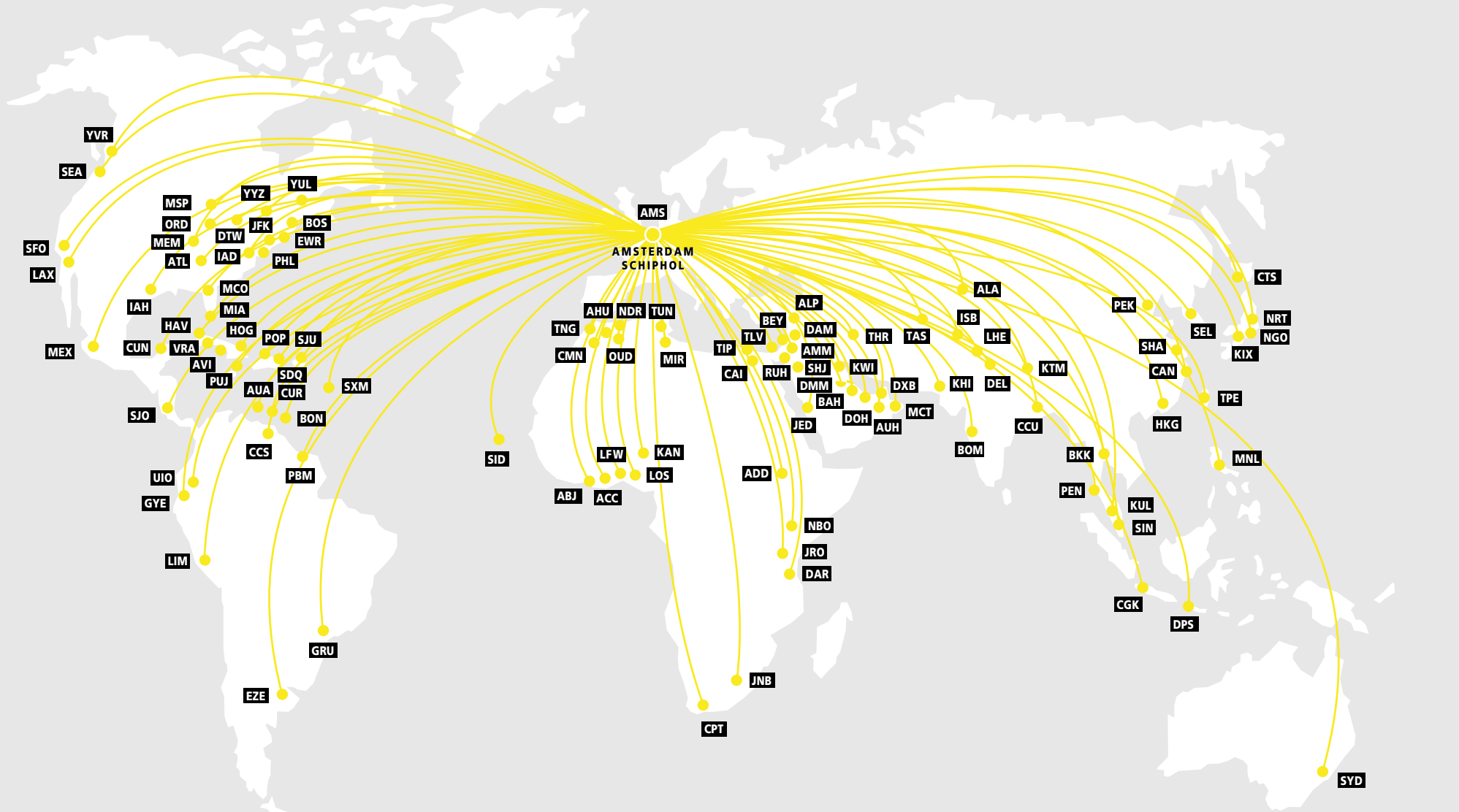


# Aircraft Movements

## 2.1.6. Main intercontinental origins/destinations 1992-2001

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Compared to 2000 in %	
<b>Intercontinental</b>												
1. Tel Aviv	2.256	2.422	2.404	2.855	3.195	3.087	3.161	3.385	3.475	3.074	-	11,5
2. Detroit	560	719	743	984	1.588	1.668	1.864	2.483	3.026	3.037	+	0,4
3. New York	3.808	3.960	3.741	3.936	3.683	3.649	3.294	3.167	3.169	2.665	-	15,9
4. Nairobi	245	275	368	369	495	945	1.534	2.063	2.178	2.386	+	9,6
5. Taipei	1.184	1.339	1.271	1.435	1.595	1.848	1.938	1.916	2.112	2.156	+	2,1
6. Tokyo	1.251	1.380	1.365	1.606	1.771	1.784	1.847	1.934	2.065	2.082	+	0,8
7. Chicago	912	1.090	1.320	1.343	1.983	1.632	1.640	1.671	1.914	1.847	-	3,5
8. Newark	87	90	65	93	79	564	997	1.519	1.827	1.751	-	4,2
9. Hong Kong	764	954	1.039	1.041	1.217	1.121	1.181	1.278	1.436	1.726	+	20,2
10. Dubai	456	574	626	182	135	394	837	994	1.069	1.695	+	58,6
11. Minneapolis	314	618	818	1130	1158	1135	1.090	1.273	1.463	1.449	-	1,0
12. Kuala Lumpur	279	263	394	650	714	819	810	924	918	1.425	+	55,2
13. Casablanca	927	1.012	915	959	987	1.053	1.212	1.297	1.376	1.413	+	2,7
14. Washington	1	300	372	422	737	769	692	904	730	1.327	+	81,8
15. Atlanta	1.298	1.282	1.226	1.144	1.167	1.423	1.507	1.496	1.484	1.266	-	14,7
16. Toronto	1.316	1.187	1.113	1.169	1.324	1.314	1.107	1.056	1.406	1.139	-	19,0
17. Cairo	997	947	904	760	872	1.083	962	1.063	1.165	1.129	-	3,1
18. Singapore	851	893	958	1019	959	858	913	1.080	1.039	1.102	+	6,1
19. Los Angeles	1.225	1.556	1.782	2.164	2.047	2.023	1.498	1.225	1.198	1.067	-	10,9
20. Osaka	-	-	85	474	730	741	837	962	992	1.024	+	3,2
Rest of Intercontinental	19.515	21.941	24.392	27.680	29.540	31.502	33.340	32.232	32.166	33.006	+	2,6
<b>Total Intercontinental</b>	<b>38.246</b>	<b>42.802</b>	<b>45.901</b>	<b>51.415</b>	<b>55.976</b>	<b>59.412</b>	<b>62.261</b>	<b>63.922</b>	<b>66.208</b>	<b>67.766</b>	<b>+</b>	<b>2,4</b>
<b>Grand total</b>	<b>238.812</b>	<b>259.675</b>	<b>274.064</b>	<b>290.689</b>	<b>321.779</b>	<b>349.476</b>	<b>376.810</b>	<b>393.606</b>	<b>414.928</b>	<b>416.462</b>	<b>+</b>	<b>0,4</b>

# Origins and destinations Intercontinental 2001



• ARUBA • ATLANTA • BONAIRE • BOSTON • BUENOS AIRES • CANCUN • CARACAS • CHICAGO • CIEGO DE AVILA • CURAÇAO • DETROIT • GUAYAQUIL • HAVANA • HOLGUIN • HOUSTON • LIMA • LOS ANGELES  
 • MEMPHIS • MEXICO CITY • MIAMI • MINNEAPOLIS • MONTREAL • NEWARK • NEW YORK • ORLANDO • PARAMARIBO • PHILADELPHIA • PUERTO PLATA • PUNTA CANA • QUITO • SAN FRANCISCO • SAN JOSÉ  
 • SAN JUAN • SANTO DOMINGO • SAO PAULO • SEATTLE • ST. MAARTEN • TORONTO • VANCOUVER • VARADERO • WASHINGTON

• ABIDJAN • ABU DHABI • ACCRA • ADDIS ABABA • AL HOCEIMA • ALEPPO • AMMAN • BAHRAIN • BEIRUT • CAIRO • CAPE TOWN • CASABLANCA • DAMASCUS • DAMMAN • DAR ES SALAAM • DOHA • DUBAI  
 • ILHA DO SAL • JOHANNESBURG • KANO • KILIMANJARO • KUWAIT • LAGOS • LOME • MONASTIR • MUSCAT • NADOR • NAIROBI • OUJDA • SHARJAH • TANGER • TEHRAN • TEL AVIV  
 • TRIPOLI • TUNIS

• ALMATY • BANGKOK • BEIJING • CALCUTTA • DELHI • DENPASAR • GUANGZHOU • HONG KONG • ISLAMABAD • JAKARTA • KARACHI • KATHMANDU • KUALA LUMPUR • LAHORE • MANILA • MUMBAI  
 • NAGOYA • OSAKA • PENANG • SAPPORO • SEOUL • SHANGHAI • SINGAPORE • SYDNEY • TAIPEI • TASHKENT • TOKYO

Company	Scheduled	Non-scheduled	Total	Compared to 2000 in %
1. K.L.M.	111.143	152	111.295	+ 8,6
2. K.L.M. uk	43.355	233	43.588	- 6,2
3. K.L.M. cityhopper	40.797	665	41.462	- 2,1
4. Transavia Airlines	11.411	11.984	23.395	+ 4,8
5. easyJet	12.301	65	12.366	+ 132,2
6. Martinair Holland	1.455	8.264	9.719	- 15,5
7. Air France	9.529	97	9.626	+ 64,0
8. K.L.M. exel	9.153	47	9.200	- 11,3
9. Eurowings	8.502	36	8.538	- 70,5
10. Northwest Airlines	8.335	19	8.354	+ 16,2
11. British Airways	8.189	10	8.199	+ 6,3
12. S.A.S. Scandinavian Airlines	7.880	36	7.916	+ 4,3
13. British Midland Airways	7.897	10	7.907	+ 0,1
14. Air Alps Aviation	5.630	16	5.646	- 0,2
15. Alitalia	4.974	13	4.987	+ 2,1
16. Aer Lingus	4.797	21	4.818	+ 20,6
17. Iberia	4.804	2	4.806	+ 26,6
18. CityFlyer Express	4.662	8	4.670	+ 19,6
19. Lufthansa	4.249	32	4.281	+ 0,5
20. Braathens	4.265	13	4.278	- 5,9
21. Lufthansa CityLine	4.024	23	4.047	+ 32,7
22. Scot Airways	4.031	7	4.038	+ 5,5
23. Crossair	3.396	7	3.403	+ 64,1
24. Sabena	2.965	6	2.971	- 15,2
25. British Airways (Maersk Air Ltd)	2.733	5	2.738	- 13,1
26. Swissair	2.722	2	2.724	- 23,8
27. Austrian Airlines	2.155	8	2.163	+ 0,8
28. Czech Airlines	2.114	-	2.114	+ 9,8
29. Maersk Air	2.050	8	2.058	- 1,0
30. Swisswings	1.966	3	1.969	- 23,9
31. El-Al	1.797	102	1.899	- 9,4
32. Singapore Airlines	1.765	5	1.770	+ 1,3
33. TAP Air Portugal	1.569	5	1.574	+ 42,8
34. easyJet Switzerland	1.445	1	1.446	+ 12,6
35. Meridiana	1.434	4	1.438	- 0,6
36. Malev Hungarian Airlines	1.427	4	1.431	+ 13,9
37. Delta Air Lines	1.428	2	1.430	- 1,2
38. LOT Polish Airlines	1.428	2	1.430	+ 4,2
39. Finnair	1.410	4	1.414	- 2,1
40. THY Turkish Airlines	1.381	13	1.394	+ 23,1
41. United Airlines	1.319	4	1.323	- 5,8
42. Nippon Cargo Airlines	1.249	1	1.250	- 2,2
43. Royal Air Maroc	1.119	45	1.164	+ 0,5
44. Olympic Airways	994	-	994	+ 12,2
45. Malaysia Airlines System	979	1	980	+ 13,4
46. China Airlines	925	1	926	+ 25,5
47. Lithuanian Airlines	893	3	896	+ 51,4
48. Air Dolomiti	886	-	886	-
49. Croatia Airlines	867	1	868	+ 7,4
50. Cyprus Airways	767	7	774	- 1,3
51. Cathay Pacific Airways	758	12	770	- 14,8
52. Japan Airlines	730	-	730	- 0,5
53. Kenya Airways	716	-	716	- 2,8
54. Aeroflot	714	-	714	+ 51,3

# Aircraft Movements

## 2.1.7. Scheduled airlines 2001

Company	Scheduled	Non-scheduled	Total	Compared to 2000 in %
55. Air Malta	691	3	694	+ 21,3
56. Continental Airlines	692	-	692	+ 0,6
57. Royal Jordanian Airlines	556	70	626	- 51,9
58. Aurigny Air Services	615	1	616	- 13,0
59. Icelandair	608	-	608	- 4,7
60. Trans Travel Airlines	579	1	580	-
61. Tarom	565	1	566	- 26,1
62. Ukraine International Airlines	517	1	518	+ 20,5
63. US Airways	518	-	518	-
64. JAT Yugoslav Airlines	434	2	436	+ 55,7
65. EVA Airways	416	-	416	- 1,2
66. Kuwait Airways	412	2	414	- 0,0
67. Polar Air Cargo	407	4	411	- 12,6
68. Adria Airways	368	4	372	+ 43,1
69. Emirates	367	2	369	+ 8,8
70. PIA Pakistan International	363	3	366	+ 41,9
71. Iran Air	345	8	353	- 2,5
72. Tunis Air	304	22	326	- 6,9
73. Garuda Indonesian Airways	312	-	312	+ 3,3
74. Egypt Air	308	-	308	- 1,9
75. T.M.A of Lebanon	287	5	292	- 12,0
76. Dragonair	285	-	285	+ 126,2
77. Korean Airlines	269	1	270	- 14,0
78. Syrian Arab Airlines	238	18	256	+ 11,3
79. Gandalf Airlines	251	1	252	- 74,9
80. Westair Aviation	219	18	237	-
81. Pulkovo Airlines	234	2	236	+ 9,3
82. Air ALM	225	-	225	-
83. Macedonian Airlines	219	1	220	- 38,4
84. China Southern Airlines	208	-	208	- 0,0
85. Farnair	169	34	203	-
86. Asiana Airlines	192	-	192	- 7,7
87. Ethiopian Airlines	186	2	188	-
88. Armenian Airlines	182	-	182	+ 8,3
89. Schreiner Airways	51	80	131	- 44,7
90. Uzbekistan Airways	128	-	128	- 37,9
91. Airzena Georgian Airlines	104	2	106	+ 15,2
92. Dutch Caribbean Airlines	83	-	83	-
93. T.A.C.V. Cabo Verde	62	-	62	- 43,6
94. Flymetropolis	60	-	60	-
95. Air Canada	40	-	40	- 88,2
96. Balkan Bulgarian Airlines	26	2	28	- 92,5
97. Libyan Arab Airlines	28	-	28	- 71,4
98. Express Airways	4	4	8	- 98,1
Sub Total	382.614	22.303	404.917	- 0,9
Charter airlines	-	11.545	11.545	+ 77,8
<b>Grand Total</b>	<b>382.614</b>	<b>33.848</b>	<b>416.462</b>	<b>+ 0,4</b>



Company	Total
1. Dutchbird	2.324
2. Air Anatolia	2.113
3. Hapag Lloyd	1.500
4. Air Holland	871
5. Pegasus Airlines	779
6. DAS Air	756
7. Onur Air	462
8. Alfa Airlines	320
9. Air Transat	258
10. Sobelair	233
11. Atlas Air Inc.	179
12. Tristar Airlines	151
13. Canada 3000	150
14. Israir	146
15. Arkia Israel Airlines	132
16. MK aircargo	123
17. Eurosun	120

Company	Total
18. Condor Flugdienst	109
19. Skydrift	100
20. Sunexpress	90
21. Cargo Air Lines	84
22. Spanair	66
23. City Bird Airlines	49
24. European	44
25. Iberworld Airlines	36
26. Kalitta	35
27. Free Bird	32
28. Helios Airways	30
29. Jet Link	25
30. Cimberair	14
31. Sun D'or Int.	14
32. Cargolux	9
33. Eurofly	8
34. Berlin Air	8

Company	Total
35. TNT Int.	8
36. Southern Aviation	7
37. Kroonk Air	6
38. Lauda Air	5
39. Virgin	5
40. Aero Lloyd	5
41. Sar	5
42. Aerolyon	4
43. Atlanta	4
44. Channel Express	4
45. Premair	4
46. Sunair	4
47. Antonov	4
48. Birmingham	4
49. Denim Air	4
50. Eurocypria Airlines	4
51. Futura Int.	4



# Aircraft Movements

2.1.9. According to type; Passenger or mixed version 2001

34

MTOW*) Class (x 1.000 kgs)	Aircraft type	Average m.t.o.w. (x 1.000 kgs)	Average seat capacity	Aircraft movements	MTOW*) Class (x 1.000 kgs)	Aircraft type	Average m.t.o.w. (x 1.000 kgs)	Average seat capacity	Aircraft movements	
> 300	Boeing 747-400MC	397	276	7.285	100-200	Airbus A310-2P	140	228	510	
	Boeing 747-400P	394	397	7.831		Boeing 757-300	123	279	100	
	Boeing 747-300MC	378	310	17		Boeing 757-200MC	111	192	268	
	Boeing 747-300P	378	388	5.123		Boeing 757-200P	105	202	15.820	
	Boeing 747-200P	370	393	773		Tupolev 154	101	157	248	
	Boeing 747-200MC	365	369	2		70-100	Boeing 727-200	90	140	2
	Boeing 7475P	305	328	40			Airbus A321	83	192	10.520
200-300	MD11	276	307	7.116	Boeing 737-900		78	177	1.833	
	Airbus A340-313	275	249	250	Boeing 737-800		76	168	33.369	
	Boeing 777-200	272	293	2.437	Airbus A320-2		73	154	13.454	
	DC10-30P	261	279	6.369	MD88		73	145	190	
	Airbus A340-211	258	260	4	MD90-30		71	147	68	
	Airbus A340-311	258	279	396	MD83	71	148	554		
	DC10-40	247	281	27	Airbus A320-1	70	161	1.026		
	Tristar 500	232	287	28	50-70	Boeing 737-700	68	145	4.471	
	Airbus A330	230	348	218		MD82	67	135	5.438	
	Airbus A330-300	217	440	52		Airbus A319	67	127	4.908	
Tristar 100	214	350	16	MD81		64	134	972		
Ilyushin 86	210	335	2	Boeing 737-400		64	137	29.647		
Boeing 767-400	205	304	6	MD87		62	111	2.206		
Tristar 1	205	400	2	Boeing 737-600		59	119	3.316		
100-200	Boeing 767-300	181	239	15.800		Boeing 737-300	58	128	47.711	
	Airbus A300-6P	168	322	1.278		YAK42	57	108	18	
	Boeing 767-200	166	200	1.058		Boeing 737-200P	56	122	104	
	Airbus A300	165	328	60	Boeing 737-200ADVP	56	117	20		
	Airbus A300-4P	160	314	668	Boeing 737-500	54	114	12.826		
	Airbus A310-3P	155	204	1.210	Boeing 717	53	107	256		

\*) Maximum take off weight

# Aircraft Movements

2.1.9. According to type; Passenger or mixed version 2001

MTOW*) Class (x 1.000 kgs)	Aircraft type	Average m.t.o.w. (x 1.000 kgs)	Average seat capacity	Aircraft movements
50-70	DC9-40	52	106	1.040
25-50	DC9-30P	49	102	88
	Tupolev 134	49	80	12
	BAE146	45	109	4.841
	BAE 146-300	45	101	2.835
	BAE 146-RJ85	44	82	396
	Fokker 100	42	102	28.782
	BAE 146-200P	41	85	2.957
	BAE 146-100	40	98	30
	Fokker 70	38	80	26.206
	Canadair RJ700	33	69	108
	Dash 8-400	29	71	172
0-25	Canadair100/200ER	24	50	7.382
	BAE ATP	23	72	18
	Canadair CL600	23	19	90
	Saab 2000	23	50	2.194
	ATR72-202	22	68	9.044
	EMB-145	21	50	2.690
	Fokker 50	21	50	34.083
	Dash 8-300	20	46	126
	ATR42-500	19	46	5.408
	EMB 135	19	44	1.932

MTOW*) Class (x 1.000 kgs)	Aircraft type	Average m.t.o.w. (x 1.000 kgs)	Average seat capacity	Aircraft movements
0-25	ATR42	17	45	10.918
	ATR42-300	17	44	592
	Dash 8-100/200	16	37	42
	DO328JET	16	32	240
	Dornier 328-100	14	32	11.656
	Falcon 20	14	12	10
	Saab SF340	13	34	1.300
	EMB-120	12	30	959
	Cessna 650	10	7	1
	Beech 1900C	8	19	678
	Merlin III	8	19	4
	Merlin IV	7	19	4
	EMB-110	7	21	14
	Piper 23-250	3	6	4
	Beech 200	2	2	2
	Sub Total			404.781
	Full freighter version			11.681
	<b>Grand total</b>			<b>416.462</b>

\*) Maximum take off weight

# Aircraft Movements

2.2.0. According to type; Fullfreighter version 2001

36

MTOW*) Class (x 1.000 kgs)	Aircraft type	Average m.t.o.w. (x 1.000 kgs)	Aircraft movements
> 300	Boeing 747-400F	396	1.315
	Antonov 124	392	4
	Boeing 747-300MC	379	172
	Boeing 747-200F	378	4.297
	Boeing 747-200P	375	969
	Boeing 747-100F	341	70
200-300	MD11F	269	1.849
	DC10-30P	268	6
	DC10F	258	773
100-200	Airbus A300F	168	737
	Airbus A300-4P	165	523
	DC8-63F	162	2
	Airbus A300B4	155	2
	DC8-62MC	152	4
	DC8F	152	20
	Boeing 707F	151	292

MTOW*) Class (x 1.000 kgs)	Aircraft type	Average m.t.o.w. (x 1.000 kgs)	Aircraft movements
100-200	Boeing 757-200F	116	172
	Belfast	105	2
50-100	Boeing 727F	96	2
	Hercules M382	71	2
	Antonov 12	64	8
0-50	Antonov 74	35	2
	Antonov 26	24	10
	BAE ATP	23	71
	BAE HS 748	22	167
	FK27-500	21	198
	Short 360	13	8
	EMB-110	6	2
	Beech 90	6	1
	Beech C99	5	1
Sub Total			11.681
Passenger version			404.781
<b>Grand Total</b>			<b>416.462</b>

\*) Maximum take off weight

# Aircraft Movements

## 2.2.1. Average Maximum Take Off Weight and average seat capacity

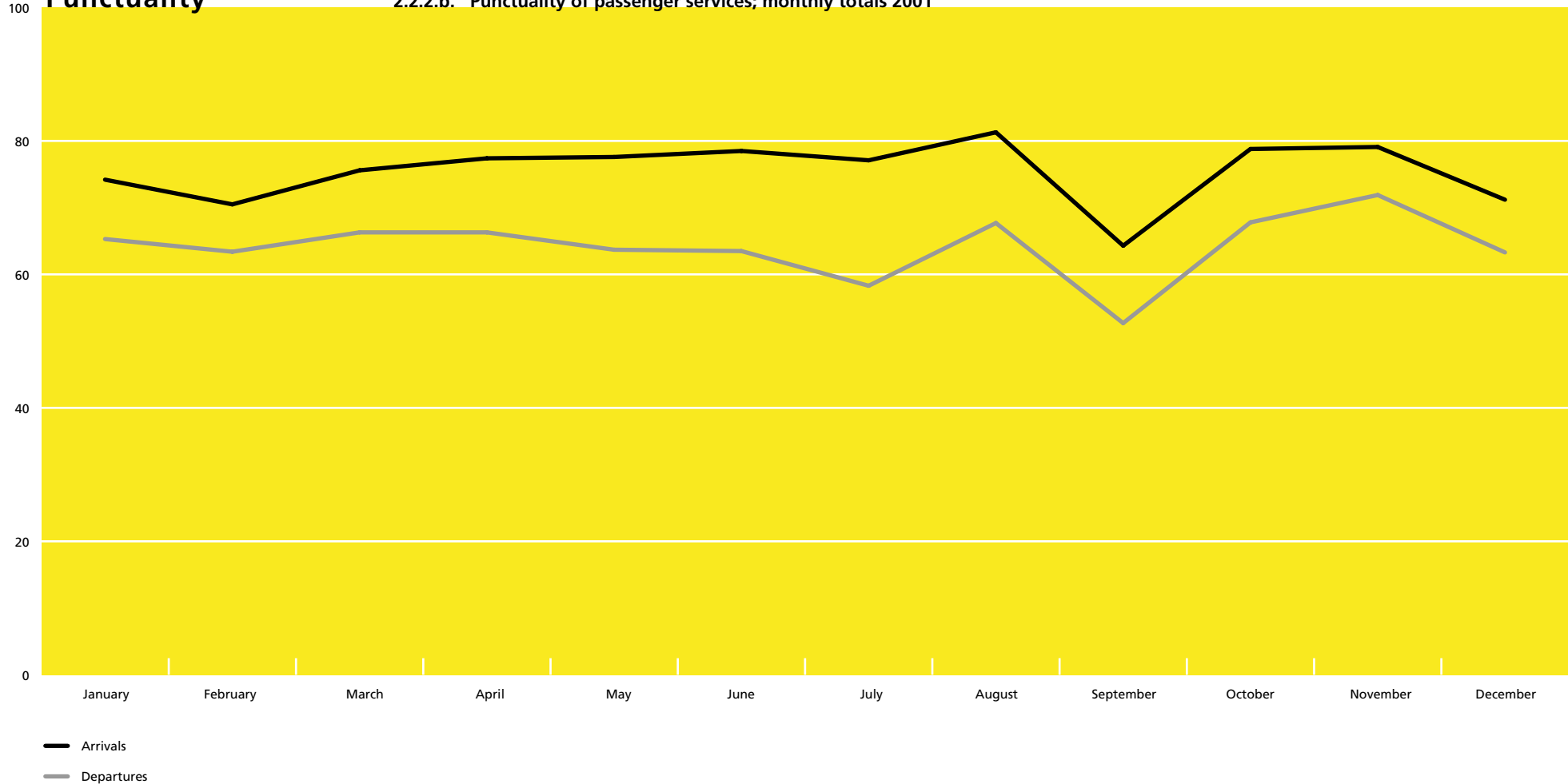
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Compared to 2000 in %	
<b>1. Number of aircraft movements</b>												
Passenger services	230.275	250.906	264.393	279.240	308.849	336.455	364.092	381.089	403.048	404.781	+	0,4
Freighter services	8.537	8.769	9.671	11.449	12.930	13.021	12.718	12.517	11.880	11.681	-	1,7
<b>Total</b>	<b>238.812</b>	<b>259.675</b>	<b>274.064</b>	<b>290.689</b>	<b>321.779</b>	<b>349.476</b>	<b>376.810</b>	<b>393.606</b>	<b>414.928</b>	<b>416.462</b>	<b>+</b>	<b>0,4</b>
<b>2. Maximum Take Off Weight (x1.000 tonnes)</b>												
Passenger services	20.008	21.860	22.851	24.517	26.757	28.957	31.060	32.214	33.804	34.040	+	0,7
Freighter services	1.681	1.803	1.977	2.540	3.111	3.224	3.382	3.714	3.612	3.585	-	0,7
<b>Total</b>	<b>21.689</b>	<b>23.663</b>	<b>24.828</b>	<b>27.057</b>	<b>29.868</b>	<b>32.181</b>	<b>34.442</b>	<b>35.928</b>	<b>37.416</b>	<b>37.625</b>	<b>+</b>	<b>0,6</b>
<b>3. Average Maximum Take Off Weight</b>												
Passenger services	86,9	87,1	86,4	87,8	86,6	86,1	85,3	84,5	83,9	84,1	+	0,3
Freighter services	196,9	205,6	204,4	221,9	240,6	247,6	265,9	296,7	304,0	306,9	+	0,9
<b>Total</b>	<b>90,8</b>	<b>91,1</b>	<b>90,6</b>	<b>93,1</b>	<b>92,8</b>	<b>92,1</b>	<b>91,4</b>	<b>91,3</b>	<b>90,2</b>	<b>90,3</b>	<b>+</b>	<b>0,2</b>
<b>4. Seat capacity *)</b>												
	30.998.809	33.671.736	35.281.765	36.993.877	40.806.609	45.493.929	49.564.012	52.482.195	54.951.675	56.010.031	+	1,9
<b>5. Average seat capacity</b>												
	134,6	134,2	133,4	132,5	132,1	135,2	136,1	137,7	136,3	138,4	+	1,5

\*) Seat capacity on passenger services

	January	February	March	April	May	June	July	August	September	October	November	December
<b>Arrivals</b>												
1. Scheduled flights												
Total number of flights	15.337	14.104	15.885	15.524	16.517	16.067	16.692	16.722	16.034	16.179	14.518	14.141
Flights delayed up to 15 min.	11.555	10.125	12.246	12.350	13.175	12.914	13.220	13.915	10.610	13.014	11.605	10.174
% punctuality	75,3	71,8	77,1	79,6	79,8	80,4	79,2	83,2	66,2	80,4	79,9	71,9
2. Non-scheduled flights												
Total number of flights	598	630	819	1.062	1.636	1.593	2.070	2.091	1.725	1.517	477	452
Flights delayed up to 15 min.	269	268	374	491	916	954	1.248	1.378	806	936	261	217
% punctuality	45,0	42,5	45,7	46,2	56,0	59,9	60,3	65,9	46,7	61,7	54,7	48,0
3. Total arrivals												
Total number of flights	15.935	14.734	16.704	16.586	18.153	17.660	18.762	18.813	17.759	17.696	14.995	14.593
Flights delayed up to 15 min.	11.824	10.393	12.620	12.841	14.091	13.868	14.468	15.293	11.416	13.950	11.866	10.391
% punctuality	74,2	70,5	75,6	77,4	77,6	78,5	77,1	81,3	64,3	78,8	79,1	71,2
<b>Departures</b>												
1. Scheduled flights												
Total number of flights	15.335	14.110	15.881	15.543	16.523	16.070	16.703	16.720	16.023	16.172	14.514	14.141
Flights delayed up to 15 min.	10.085	9.048	10.717	10.521	10.753	10.401	9.990	11.590	8.540	11.102	10.529	9.015
% punctuality	65,8	64,1	67,5	67,7	65,1	64,7	59,8	69,3	53,3	68,6	72,5	63,8
2. Non-scheduled flights												
Total number of flights	598	621	834	1.035	1.642	1.597	2.059	2.100	1.720	1.518	477	453
Flights delayed up to 15 min.	314	297	369	471	817	823	939	1.154	803	889	253	216
% punctuality	52,5	47,8	44,2	45,5	49,8	51,5	45,6	55,0	46,7	58,6	53,0	47,7
3. Total departures												
Total number of flights	15.933	14.731	16.715	16.578	18.165	17.667	18.762	18.820	17.743	17.690	14.991	14.594
Flights delayed up to 15 min.	10.399	9.345	11.086	10.992	11.570	11.224	10.929	12.744	9.343	11.991	10.782	9.231
% punctuality	65,3	63,4	66,3	66,3	63,7	63,5	58,3	67,7	52,7	67,8	71,9	63,3

# Punctuality

2.2.2.b. Punctuality of passenger services; monthly totals 2001

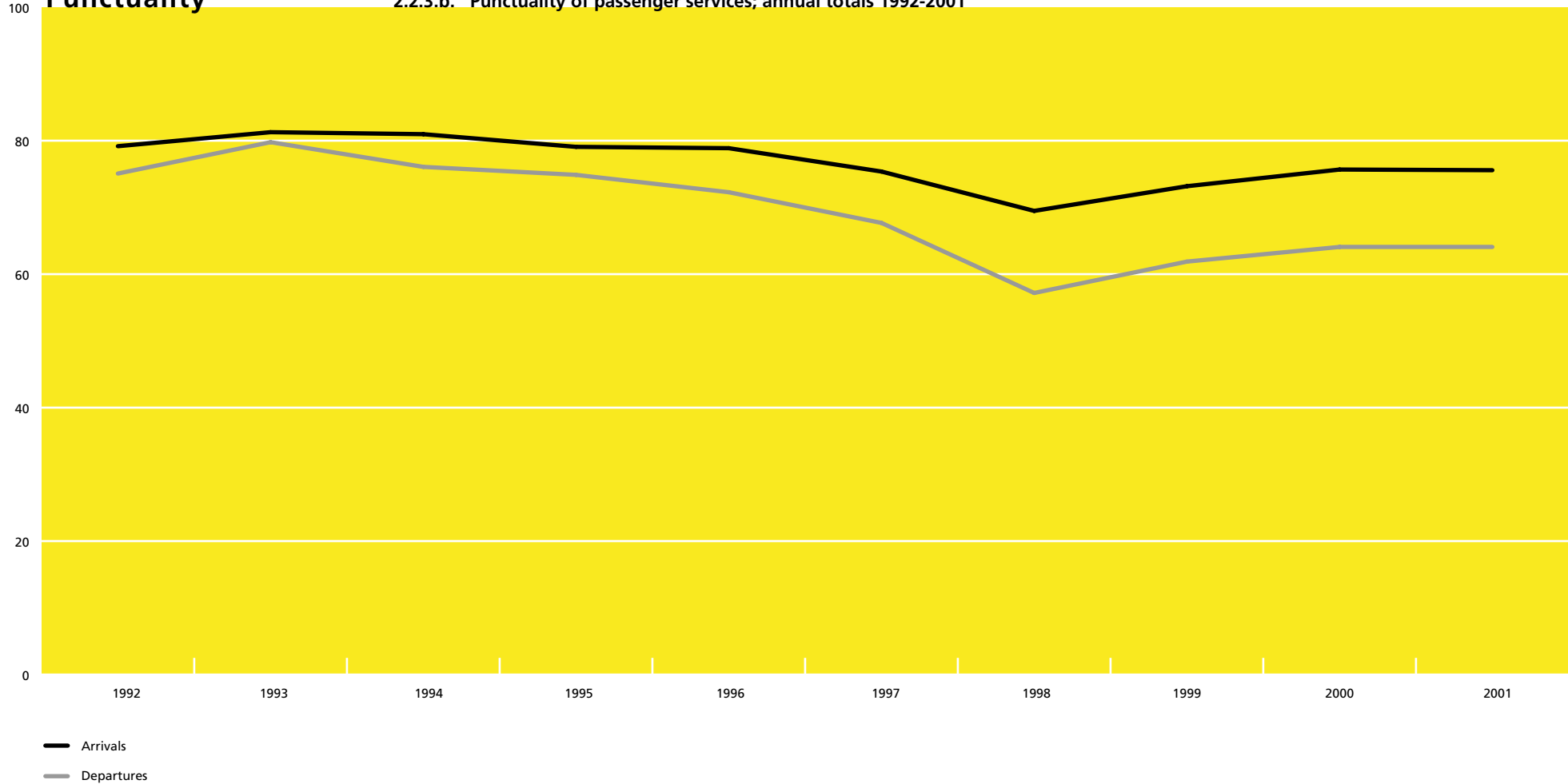


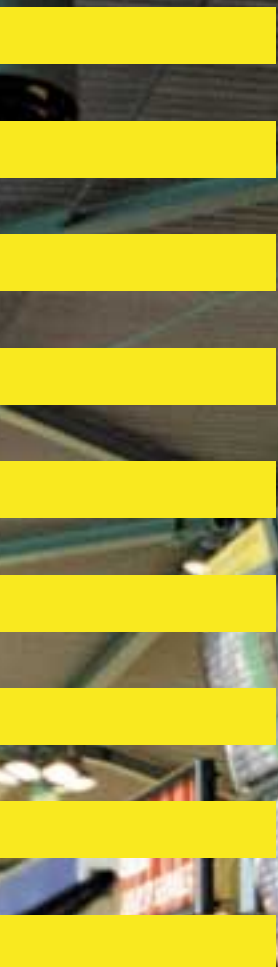


	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Compared to 2000 in %	
<b>Arrivals</b>												
1. Scheduled flights												
Total number of flights	104.430	115.288	121.607	127.946	142.906	156.196	169.674	177.249	187.151	187.720	+	0,3
Flights delayed up to 15 min.	86.237	96.549	101.238	103.848	115.356	120.303	120.811	134.079	145.434	144.903	-	0,4
% punctuality	82,6	83,7	83,3	81,2	80,7	77,0	71,2	75,6	77,7	77,2	-	0,6
2. Non-scheduled flights												
Total number of flights	10.698	10.161	10.606	11.684	11.531	12.015	12.370	13.330	14.349	14.670	+	2,2
Flights delayed up to 15 min.	4.984	5.503	5.801	6.549	6.521	6.598	5.757	5.335	7.099	8.118	+	14,4
% punctuality	46,6	54,2	54,7	56,1	56,6	54,9	46,5	40,0	49,5	55,3	+	11,7
3. Total arrivals												
Total number of flights	115.128	125.449	132.213	139.630	154.437	168.211	182.044	190.579	201.500	202.390	+	0,4
Flights delayed up to 15 min.	91.221	102.052	107.039	110.397	121.877	126.901	126.568	139.414	152.533	153.021	+	0,3
% punctuality	79,2	81,3	81,0	79,1	78,9	75,4	69,5	73,2	75,7	75,6	-	0,1
<b>Departures</b>												
1. Scheduled flights												
Total number of flights	104.514	115.308	121.608	127.971	142.896	156.219	169.521	177.128	187.270	187.735	+	0,2
Flights delayed up to 15 min.	80.745	94.009	94.288	97.479	104.828	107.133	98.621	112.582	122.736	122.291	-	0,4
% punctuality	77,3	81,5	77,5	76,2	73,4	68,6	58,2	63,6	65,5	65,1	-	0,6
2. Non-scheduled flights												
Total number of flights	10.633	10.150	10.571	11.639	11.516	12.025	12.527	13.382	14.278	14.654	+	2,6
Flights delayed up to 15 min.	5.692	6.046	6.284	7.034	6.786	6.725	5.526	5.294	6.516	7.345	+	12,7
% punctuality	53,5	59,6	59,4	60,4	58,9	55,9	44,1	39,6	45,6	50,1	+	9,9
3. Total departures												
Total number of flights	115.147	125.458	132.179	139.610	154.412	168.244	182.048	190.510	201.548	202.389	+	0,4
Flights delayed up to 15 min.	86.437	100.055	100.572	104.513	111.614	113.858	104.147	117.876	129.252	129.636	+	0,3
% punctuality	75,1	79,8	76,1	74,9	72,3	67,7	57,2	61,9	64,1	64,1	+	0,0

# Punctuality

## 2.2.3.b. Punctuality of passenger services; annual totals 1992-2001





# Passe

# Passenger Transport

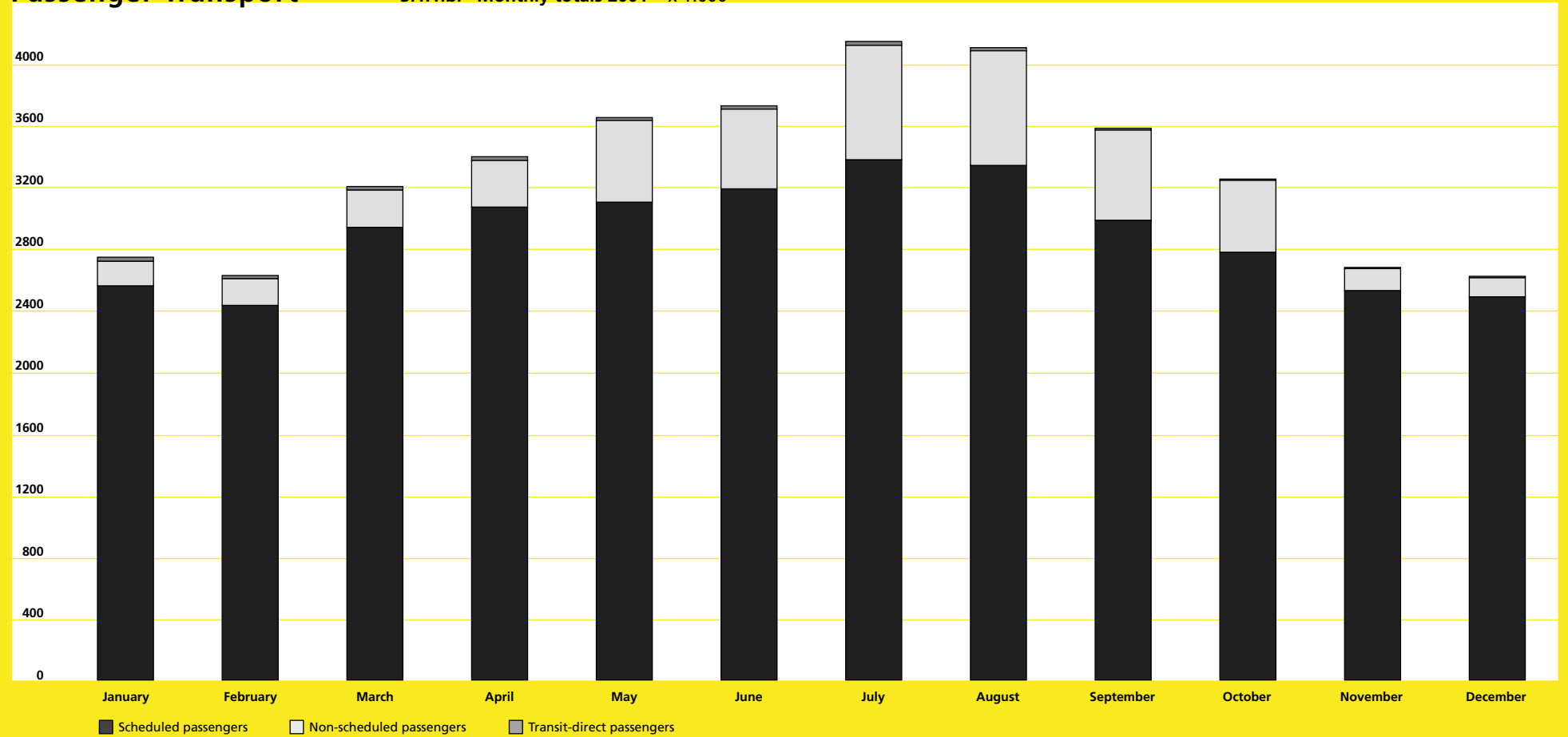


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	January	February	March	April	May	June	July	August	September	October	November	December
<b>1. Scheduled</b>												
Arrival	1.290.819	1.188.028	1.483.602	1.522.618	1.550.481	1.591.618	1.609.079	1.727.518	1.482.290	1.388.243	1.259.176	1.209.481
Departure	1.253.833	1.231.084	1.439.315	1.531.119	1.534.643	1.580.222	1.749.960	1.594.983	1.486.048	1.373.425	1.255.180	1.264.306
Sub total	2.544.652	2.419.112	2.922.917	3.053.737	3.085.124	3.171.840	3.359.039	3.322.501	2.968.338	2.761.668	2.514.356	2.473.787
<b>2. Non-scheduled</b>												
Arrival	82.125	79.850	122.715	130.861	251.803	248.503	322.452	406.123	293.950	255.528	75.174	57.003
Departure	77.220	92.411	118.116	170.539	276.775	266.430	417.225	334.893	289.201	209.467	67.312	66.694
Sub total	159.345	172.261	240.831	301.400	528.578	514.933	739.677	741.016	583.151	464.995	142.486	123.697
<b>3. Total air transport</b>												
Arrival	1.372.944	1.267.878	1.606.317	1.653.479	1.802.284	1.840.121	1.931.531	2.133.641	1.776.240	1.643.771	1.334.350	1.266.484
Departure	1.331.053	1.323.495	1.557.431	1.701.658	1.811.418	1.846.652	2.167.185	1.929.876	1.775.249	1.582.892	1.322.492	1.331.000
Total	2.703.997	2.591.373	3.163.748	3.355.137	3.613.702	3.686.773	4.098.716	4.063.517	3.551.489	3.226.663	2.656.842	2.597.484
Transit-direct	26.728	21.222	23.586	24.603	18.896	21.738	25.508	20.700	12.315	8.669	7.760	9.957
<b>Grand total</b>	<b>2.730.725</b>	<b>2.612.595</b>	<b>3.187.334</b>	<b>3.379.740</b>	<b>3.632.598</b>	<b>3.708.511</b>	<b>4.124.224</b>	<b>4.084.217</b>	<b>3.563.804</b>	<b>3.235.332</b>	<b>2.664.602</b>	<b>2.607.441</b>

# Passenger Transport

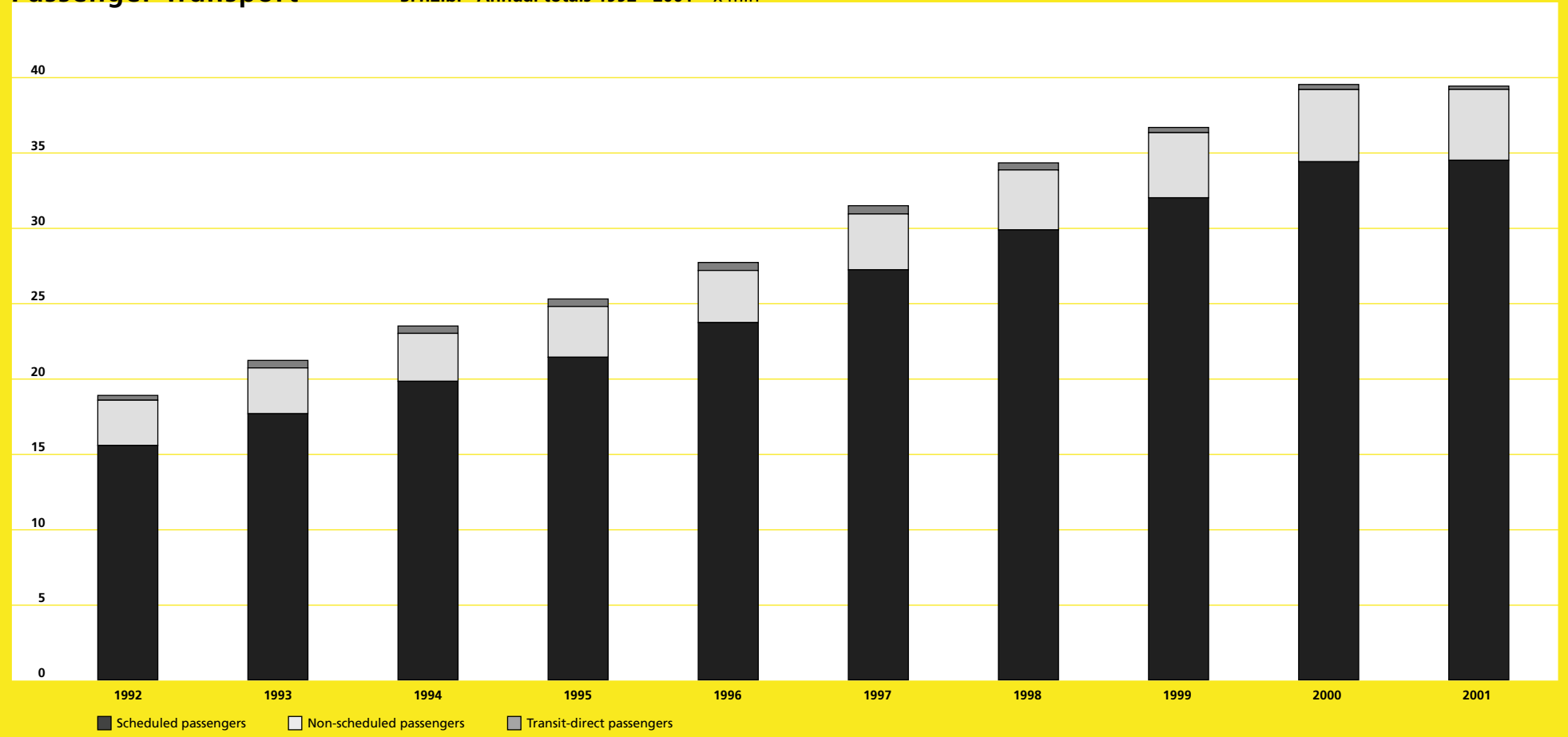
3.1.1.b. Monthly totals 2001 x 1.000



	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Compared to 2000 in %	
<b>1. Scheduled</b>												
Arrival	7.840.572	8.876.408	9.951.685	10.735.031	11.903.186	13.647.587	14.940.737	16.043.164	17.215.169	17.302.953	+	0,5
Departure	7.777.434	8.839.530	9.931.486	10.745.150	11.886.128	13.657.296	15.015.284	16.056.433	17.281.267	17.294.118	+	0,1
Sub total	15.618.006	17.715.938	19.883.171	21.480.181	23.789.314	27.304.883	29.956.021	32.099.597	34.496.436	34.597.071	+	0,3
<b>2. Non-scheduled</b>												
Arrival	1.538.344	1.520.194	1.587.537	1.678.100	1.730.941	1.848.570	1.958.402	2.142.988	2.364.971	2.326.087	-	1,6
Departure	1.556.240	1.534.218	1.598.656	1.698.436	1.741.789	1.867.549	2.037.725	2.182.528	2.409.203	2.386.283	-	1,0
Sub total	3.094.584	3.054.412	3.186.193	3.376.536	3.472.730	3.716.119	3.996.127	4.325.516	4.774.174	4.712.370	-	1,3
<b>3. Total air transport</b>												
Arrival	9.378.916	10.396.602	11.539.222	12.413.131	13.634.127	15.496.157	16.899.139	18.186.152	19.580.140	19.629.040	+	0,2
Departure	9.333.674	10.373.748	11.530.142	12.443.586	13.627.917	15.524.845	17.053.009	18.238.961	19.690.470	19.680.401	-	0,1
Total	18.712.590	20.770.350	23.069.364	24.856.717	27.262.044	31.021.002	33.952.148	36.425.113	39.270.610	39.309.441	+	0,1
Transit-direct	432.474	504.057	490.091	498.290	532.829	548.975	467.995	346.902	336.315	221.682	-	34,1
<b>Grand total</b>	<b>19.145.064</b>	<b>21.274.407</b>	<b>23.559.455</b>	<b>25.355.007</b>	<b>27.794.873</b>	<b>31.569.977</b>	<b>34.420.143</b>	<b>36.772.015</b>	<b>39.606.925</b>	<b>39.531.123</b>	-	<b>0,2</b>

# Passenger Transport

3.1.2.b. Annual totals 1992 - 2001 x mln





# Passenger Transport

3.1.3. Per country/continent annual totals 1992 - 2001

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	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Compared to 2000 in %	
Austria	218.275	294.816	312.955	362.819	375.517	426.290	456.388	493.035	548.759	513.461	-	6,4
Belgium	212.676	262.752	307.366	300.825	309.791	351.281	387.040	394.460	448.298	364.488	-	18,7
Denmark	315.116	351.845	390.659	429.994	488.408	546.895	576.197	592.386	646.431	658.296	+	1,8
Finland	115.687	124.461	144.803	156.895	171.559	208.118	245.395	274.435	296.094	294.984	-	0,4
France	949.409	1.048.793	1.126.045	1.190.182	1.227.613	1.468.769	1.593.739	1.698.790	1.775.253	1.784.728	+	0,5
Germany	1.269.151	1.520.945	1.593.858	1.727.333	1.822.196	2.120.308	2.220.111	2.453.607	2.631.460	2.316.526	-	12,0
Great Britain	3.225.195	3.401.077	3.690.818	3.921.595	4.537.430	5.396.398	6.098.951	6.356.230	6.629.912	6.940.134	+	4,7
Greece	920.788	886.827	993.145	886.657	845.685	967.303	1.062.143	1.240.587	1.312.607	1.296.218	-	1,2
Ireland	137.673	137.794	154.008	178.830	231.784	278.736	331.368	408.444	457.753	490.405	+	7,1
Italy	750.024	832.794	942.238	1.004.569	1.100.393	1.234.424	1.405.131	1.530.209	1.655.086	1.668.127	+	0,8
Luxembourg	23.063	31.960	43.820	48.271	49.695	59.384	78.290	85.005	80.021	70.724	-	11,6
Netherlands	105.315	112.250	126.386	147.114	174.422	188.532	190.084	163.397	170.500	142.348	-	16,5
Portugal	482.250	419.028	521.145	532.707	549.655	590.938	679.897	744.519	775.815	814.375	+	5,0
Spain	1.572.164	1.605.163	1.911.484	1.983.558	2.045.322	2.298.015	2.642.409	2.955.194	3.144.673	3.423.426	+	8,9
Sweden	357.167	431.859	475.899	526.404	561.867	641.365	701.930	778.340	891.780	830.595	-	6,9
<b>Total E.U.*)</b>	<b>10.653.953</b>	<b>11.462.364</b>	<b>12.734.629</b>	<b>13.397.753</b>	<b>14.491.337</b>	<b>16.776.756</b>	<b>18.669.073</b>	<b>20.168.638</b>	<b>21.464.442</b>	<b>21.608.835</b>	<b>+</b>	<b>0,7</b>
Rest of Europe	1.974.268	2.422.268	2.623.088	2.850.829	3.179.990	3.612.277	3.957.201	4.113.896	4.896.334	5.192.698	+	6,1
<b>Total Europe</b>	<b>12.628.221</b>	<b>13.884.632</b>	<b>15.357.717</b>	<b>16.248.582</b>	<b>17.671.327</b>	<b>20.389.033</b>	<b>22.626.274</b>	<b>24.282.534</b>	<b>26.360.776</b>	<b>26.801.533</b>	<b>+</b>	<b>1,7</b>
North America	2.638.528	3.025.256	3.307.514	3.658.704	4.110.389	4.607.577	4.903.958	5.323.228	5.552.826	5.010.847	-	9,8
Latin America	853.820	940.264	1.051.008	1.162.112	1.262.360	1.430.467	1.466.396	1.407.060	1.485.723	1.608.797	+	8,3
Africa	789.439	761.604	857.697	961.595	1.095.996	1.223.391	1.293.242	1.472.105	1.615.441	1.678.236	+	3,9
Middle East	424.484	548.824	661.718	764.471	909.542	963.791	1.052.831	1.147.935	1.178.460	1.168.416	-	0,9
Asia	1.378.098	1.609.770	1.833.711	2.061.253	2.212.430	2.406.743	2.609.447	2.792.251	3.077.384	3.041.612	-	1,2
<b>Total Intercontinental</b>	<b>6.084.369</b>	<b>6.885.718</b>	<b>7.711.648</b>	<b>8.608.135</b>	<b>9.590.717</b>	<b>10.631.969</b>	<b>11.325.874</b>	<b>12.142.579</b>	<b>12.909.834</b>	<b>12.507.908</b>	<b>-</b>	<b>3,1</b>
<b>Grand Total</b>	<b>18.712.590</b>	<b>20.770.350</b>	<b>23.069.365</b>	<b>24.856.717</b>	<b>27.262.044</b>	<b>31.021.002</b>	<b>33.952.148</b>	<b>36.425.113</b>	<b>39.270.610</b>	<b>39.309.441</b>	<b>+</b>	<b>0,1</b>

\*) The 15 official members of the European Union

# Passenger Transport

## 3.1.4. Main European origins/destinations 1992 - 2001

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Compared to 2000 in %	
<b>Europe</b>												
1. London Heathrow	1.609.047	1.655.388	1.748.188	1.841.272	1.861.141	1.970.405	2.124.679	2.233.541	2.326.133	2.133.129	-	8,3
2. Paris Ch. de Gaulle	664.785	707.512	770.509	738.554	731.742	816.244	889.053	975.933	1.065.826	1.040.206	-	2,4
3. Barcelona	211.092	240.983	269.499	291.721	332.821	402.839	488.123	543.746	645.341	814.319	+	26,2
4. Madrid	263.029	288.621	284.051	301.880	310.262	344.305	450.380	549.462	664.110	682.505	+	2,8
5. Frankfurt	390.969	431.755	398.651	430.986	438.339	469.297	475.945	559.651	651.954	635.347	-	2,5
6. Zurich	346.576	391.613	423.287	435.433	468.748	517.512	558.924	555.822	620.101	550.800	-	11,2
7. Manchester	307.162	348.172	388.102	388.148	419.468	493.902	524.922	531.207	545.395	530.509	-	2,7
8. Copenhagen	300.447	311.254	337.116	360.119	376.614	401.768	437.873	463.038	505.438	526.803	+	4,2
9. Stockholm	203.513	256.084	283.904	303.202	326.073	374.708	405.809	441.246	497.587	491.929	-	1,1
10. Rome Fiumicino	280.836	324.678	343.738	344.436	362.698	371.784	426.397	485.676	539.069	491.835	-	8,8
11. Antalya	119.437	122.946	103.930	110.742	120.789	140.778	163.415	143.537	329.732	487.278	+	47,8
12. London Luton	43	2.467	523	8.873	112.494	169.966	197.773	247.518	388.352	471.111	+	21,3
13. Geneva	184.938	218.978	234.784	243.160	246.266	266.413	297.674	324.808	452.029	456.361	+	1,0
14. Edinburgh	74.238	82.240	105.818	117.383	157.578	218.597	239.462	251.798	286.253	448.497	+	56,7
15. London Gatwick	338.315	254.209	252.865	259.600	370.771	397.552	454.910	465.180	330.090	436.366	+	32,2
16. Munich	214.691	251.820	257.166	287.445	286.436	320.921	340.303	378.350	435.245	426.798	-	1,9
17. Milan Malpensa	41.631	111.774	79.409	16.915	3.855	1.967	53.287	333.601	422.481	426.491	+	0,9
18. Dublin	131.934	125.140	135.729	160.809	209.453	257.652	283.568	338.519	389.635	401.879	+	3,1
19. Oslo	170.324	223.467	252.715	272.320	283.197	320.075	351.965	345.609	398.528	400.080	+	0,4
20. Nice	123.956	133.287	114.793	123.068	116.694	201.319	240.076	238.626	282.138	399.037	+	41,4
Rest of Europe	6.651.258	7.402.244	8.572.940	9.212.516	10.135.888	11.931.029	13.221.736	13.875.666	14.585.339	14.550.253	-	0,2
<b>Total Europe</b>	<b>12.628.221</b>	<b>13.884.632</b>	<b>15.357.717</b>	<b>16.248.582</b>	<b>17.671.327</b>	<b>20.389.033</b>	<b>22.626.274</b>	<b>24.282.534</b>	<b>26.360.776</b>	<b>26.801.533</b>	<b>+</b>	<b>1,7</b>

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Compared to 2000 in %	
<b>Intercontinental</b>												
1. Detroit	135.594	180.047	215.366	368.086	483.454	602.083	646.045	832.231	941.892	789.852	-	16,1
2. New York	564.530	561.684	548.406	583.519	568.224	590.468	558.493	531.926	531.026	450.509	-	15,2
3. Minneapolis	81.158	146.773	248.221	342.803	377.636	390.609	391.561	453.640	494.264	418.988	-	15,2
4. Tokyo	182.468	222.231	275.662	274.022	281.242	291.363	335.284	354.718	391.767	367.186	-	6,3
5. Toronto	290.085	289.044	310.196	360.718	357.103	369.746	352.428	351.943	417.463	360.064	-	13,7
6. Bangkok	246.675	261.843	262.806	251.892	241.510	255.092	285.565	240.566	308.860	359.391	+	16,4
7. Tel Aviv	183.031	194.984	217.075	249.413	279.070	297.748	326.281	372.033	412.121	358.724	-	13,0
8. Washington	144	130.471	177.422	185.718	286.450	312.152	324.531	366.173	339.691	307.758	-	9,4
9. Nairobi	47.144	43.718	45.153	51.902	54.652	95.295	143.384	211.988	282.300	304.438	+	7,8
10. Los Angeles	232.203	239.388	233.142	252.006	291.528	331.772	327.682	311.446	336.442	285.333	-	15,2
11. Chicago	162.833	172.030	168.047	156.723	189.954	193.258	195.768	206.031	236.960	280.814	+	18,5
12. Kuala Lumpur	36.218	41.243	57.697	64.576	70.299	90.200	110.882	177.128	225.305	272.378	+	20,9
13. Singapore	190.664	191.294	214.314	229.269	237.547	235.717	242.807	254.097	272.923	271.336	-	0,6
14. Curaçao	154.573	169.168	181.116	188.504	180.629	183.991	190.848	182.575	177.362	270.911	+	52,7
15. Newark	19.326	13.367	14.017	18.904	17.052	126.851	207.909	293.218	350.592	270.260	-	22,9
16. Hong Kong	85.103	115.288	134.497	154.162	193.894	194.786	214.272	220.451	239.457	268.985	+	12,3
17. Montreal	164.020	181.963	171.225	176.885	188.189	217.088	208.046	194.804	206.226	254.411	+	23,4
18. Atlanta	200.564	187.222	178.525	166.848	178.595	232.441	254.045	244.758	267.556	224.921	-	15,9
19. Delhi	81.765	102.669	113.317	112.312	114.182	130.138	172.611	179.734	195.293	215.710	+	10,5
20. Mumbai	13.918	69.819	73.465	81.589	86.239	105.495	159.100	178.625	182.668	212.115	+	16,1
Rest of Intercontinental	3.012.353	3.371.472	3.871.979	4.338.284	4.913.268	5.385.676	5.678.332	5.984.494	6.099.666	5.963.824	-	2,2
<b>Total Intercontinental</b>	<b>6.084.369</b>	<b>6.885.718</b>	<b>7.711.648</b>	<b>8.608.135</b>	<b>9.590.717</b>	<b>10.631.969</b>	<b>11.325.874</b>	<b>12.142.579</b>	<b>12.909.834</b>	<b>12.507.908</b>	-	<b>3,1</b>
<b>Grand total</b>	<b>18.712.590</b>	<b>20.770.350</b>	<b>23.069.365</b>	<b>24.856.717</b>	<b>27.262.044</b>	<b>31.021.002</b>	<b>33.952.148</b>	<b>36.425.113</b>	<b>39.270.610</b>	<b>39.309.441</b>	+	<b>0,1</b>

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Compared to 2000 in %	
<b>1. Seat capacity</b>												
Scheduled flights	26.813.080	29.530.719	31.039.460	32.346.136	36.004.526	40.344.391	44.101.537	46.801.286	48.835.545	49.742.459	+	1,9
Non-scheduled flights	4.185.729	4.141.017	4.242.305	4.647.741	4.802.083	5.149.538	5.462.475	5.680.909	6.116.130	6.267.572	+	2,5
<b>Total</b>	<b>30.998.809</b>	<b>33.671.736</b>	<b>35.281.765</b>	<b>36.993.877</b>	<b>40.806.609</b>	<b>45.493.929</b>	<b>49.564.012</b>	<b>52.482.195</b>	<b>54.951.675</b>	<b>56.010.031</b>	<b>+</b>	<b>1,9</b>
<b>2. Passenger transport</b>												
Scheduled flights	15.618.006	17.715.938	19.883.171	21.480.181	23.789.314	27.304.883	29.956.021	32.099.597	34.496.436	34.597.071	+	0,3
Non-scheduled flights	3.094.584	3.054.412	3.186.193	3.376.536	3.472.730	3.716.119	3.996.127	4.325.516	4.774.174	4.712.370	-	1,3
<b>Total</b>	<b>18.712.590</b>	<b>20.770.350</b>	<b>23.069.364</b>	<b>24.856.717</b>	<b>27.262.044</b>	<b>31.021.002</b>	<b>33.952.148</b>	<b>36.425.113</b>	<b>39.270.610</b>	<b>39.309.441</b>	<b>+</b>	<b>0,1</b>
<b>3. Transit-direct passengers</b>												
Scheduled flights	361.026	442.878	424.180	431.947	464.495	453.097	397.659	312.687	311.192	191.108	-	38,6
Non-scheduled flights	71.448	61.179	65.911	66.343	68.334	95.878	70.336	34.215	25.123	30.574	+	21,7
<b>Total</b>	<b>432.474</b>	<b>504.057</b>	<b>490.091</b>	<b>498.290</b>	<b>532.829</b>	<b>548.975</b>	<b>467.995</b>	<b>346.902</b>	<b>336.315</b>	<b>221.682</b>	<b>-</b>	<b>34,1</b>
<b>3. Passenger load factor (%)</b>												
Scheduled flights	60,9	63,0	66,8	69,1	68,7	69,9	69,7	69,9	71,9	70,3	-	2,2
Non-scheduled flights	77,3	76,7	78,2	75,5	75,2	75,9	75,7	77,3	78,9	76,2	-	3,4
<b>Total</b>	<b>63,2</b>	<b>64,7</b>	<b>68,2</b>	<b>69,9</b>	<b>69,4</b>	<b>70,6</b>	<b>70,4</b>	<b>70,7</b>	<b>72,7</b>	<b>71,0</b>	<b>-</b>	<b>2,4</b>

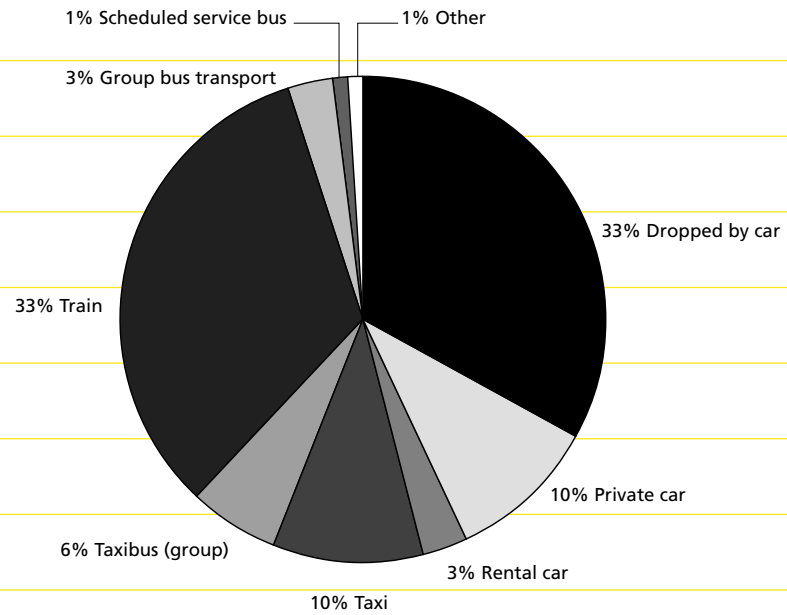
\*) Passenger load factor: terminal-passengers counted together with 2x transit passengers expressed in a percentage of the capacity

	1994	1995	1996	1997	1998	1999	2000	2001	Compared to 2000 in %	
<b>Worldwide main destinations</b>										
Spain	670	700	695	805	925	1.015	990	1.075	+	9
of which:										
Canary Islands	300	300	290	345	400	440	440	460	+	5
Balearic Islands	135	130	120	130	130	155	135	140	+	4
Mainland	235	270	285	330	395	420	415	475	+	15
Turkey	245	275	285	320	360	280	405	605	+	49
Greece	400	345	325	360	410	490	520	500	-	4
Great Britain	195	215	280	295	290	275	250	295	+	18
Portugal	175	175	180	185	225	245	250	260	+	4
United States of America	220	235	270	260	310	310	275	240	-	13
Italy	85	90	100	120	135	150	185	185	+	0
France	60	60	60	95	105	110	115	155	+	35
Egypt	10	20	40	60	50	90	110	100	-	9
Netherlands Antilles	75	75	75	80	80	80	75	95	+	27
Thailand	40	40	45	35	60	60	60	95	+	58
Canada	50	45	60	75	70	90	80	80	+	0
Switzerland	25	35	35	30	30	45	50	65	+	30
Morocco	40	40	45	45	50	60	65	55	-	15
Tunisia	75	70	65	55	60	60	55	55	+	0
<b>Per continent</b>										
Europe	2.120	2.195	2.250	2.510	2.820	2.985	3.210	3.560	+	11
North America	275	280	300	335	380	405	355	320	-	10
Latin America	195	220	265	290	310	330	315	335	+	6
Africa	150	175	205	235	240	300	320	310	-	3
Middle East	65	95	95	90	85	120	105	90	-	14
Asia	235	240	240	260	280	325	335	360	+	8
<b>Grand total</b>	<b>3.040</b>	<b>3.205</b>	<b>3.355</b>	<b>3.720</b>	<b>4.115</b>	<b>4.465</b>	<b>4.640</b>	<b>4.975</b>	<b>+</b>	<b>7</b>

\*) Main destinations of Dutch travellers in the leisure market segment.

## Passenger survey

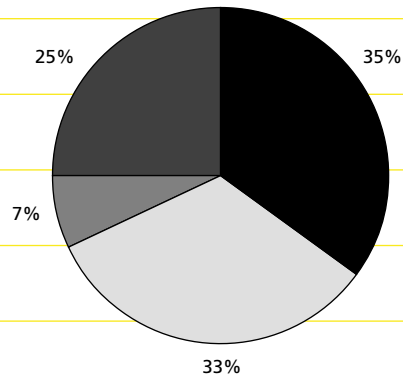
### 3.1.8.a. Means of transport to Amsterdam Airport Schiphol in 2001



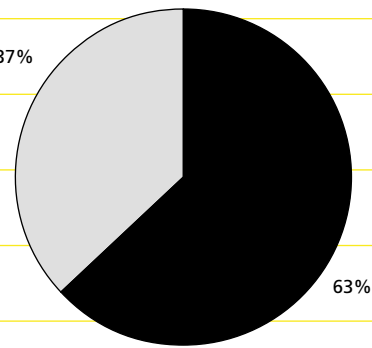
## Passenger survey

### 3.1.8.b. Passenger profile at Amsterdam Airport Schiphol in 2001

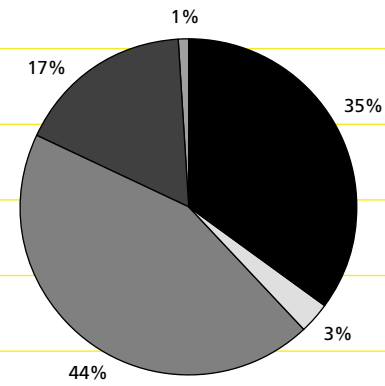
Residence



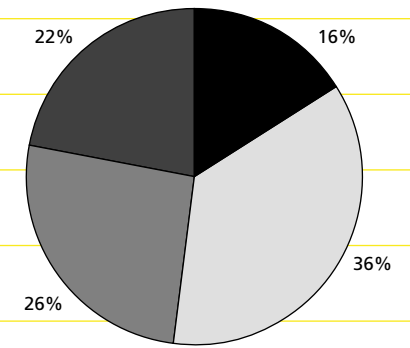
Gender



Reason for travelling



Flight experience



Netherlands  
 EU (ex. Domestic)  
 Rest of Europe  
 Intercontinental

Male  
 Female

Business  
 Congres/study  
 Leisure  
 Visiting friends/relatives  
 Other

First flight  
 1 to 3 flights  
 4 to 10 flights  
 > 10 flights



Frei



# Freight Transport

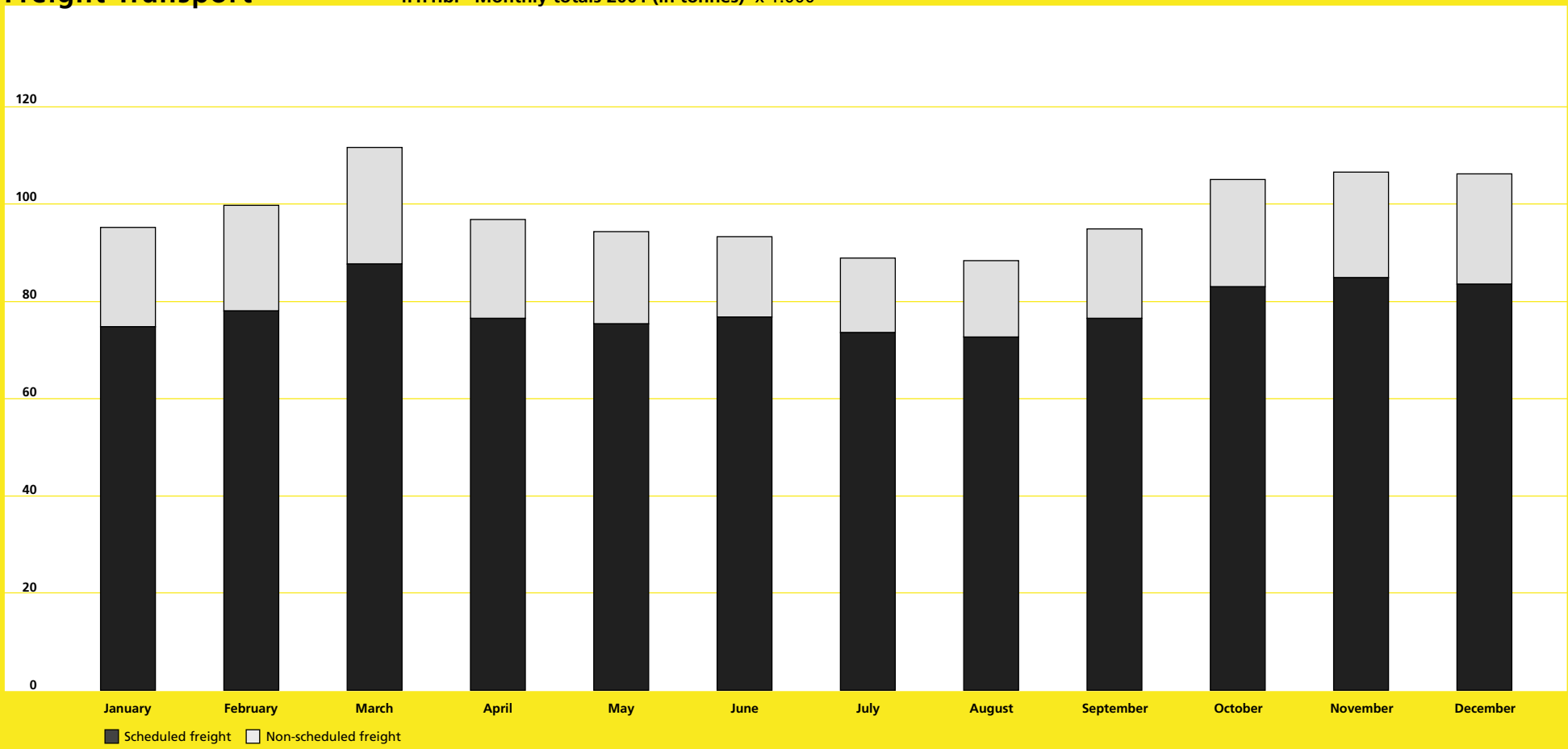


# ght

	January	February	March	April	May	June	July	August	September	October	November	December
<b>1. Scheduled</b>												
Passenger services	48.091	48.682	53.330	48.598	49.067	49.486	49.117	49.049	48.305	51.380	50.211	50.268
Freighter services	26.822	29.477	34.500	28.028	26.434	27.412	24.546	23.743	28.327	31.760	34.819	33.403
Sub total	74.913	78.159	87.830	76.626	75.501	76.899	73.664	72.793	76.631	83.140	85.029	83.671
<b>2. Non-scheduled</b>												
Passenger services	222	302	312	327	479	757	638	876	665	579	290	254
Freighter services	20.249	21.467	23.715	20.054	18.534	15.802	14.722	14.861	17.771	21.533	21.456	22.486
Sub total	20.471	21.769	24.027	20.382	19.014	16.558	15.360	15.738	18.435	22.112	21.745	22.741
<b>3. Total air transport</b>												
Passenger services	48.313	48.984	53.642	48.925	49.546	50.243	49.756	49.926	48.969	51.959	50.501	50.522
Freighter services	47.071	50.945	58.215	48.083	44.969	43.214	39.268	38.604	46.097	53.293	56.274	55.889
<b>Grand total</b>	<b>95.384</b>	<b>99.928</b>	<b>111.857</b>	<b>97.008</b>	<b>94.515</b>	<b>93.457</b>	<b>89.024</b>	<b>88.530</b>	<b>95.066</b>	<b>105.253</b>	<b>106.775</b>	<b>106.412</b>

# Freight Transport

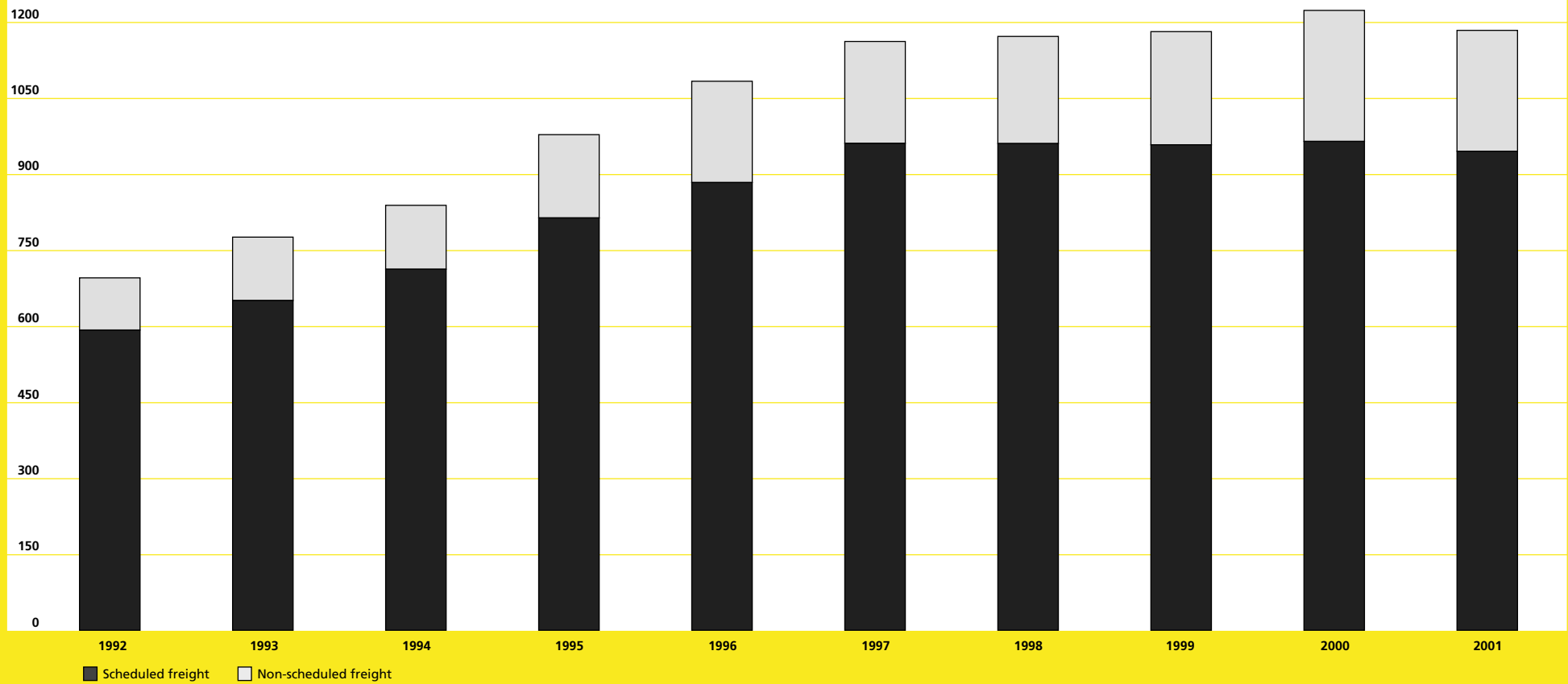
4.1.1.b. Monthly totals 2001 (in tonnes) x 1.000



	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Compared to 2000 in %	
<b>1. Scheduled</b>												
Passenger services	410.822	459.063	500.256	538.119	560.707	591.748	588.098	586.548	613.024	595.585	-	2,8
Freighter services	181.353	191.321	211.791	275.193	322.490	368.602	371.852	370.900	351.179	349.273	-	0,5
Sub total	592.175	650.384	712.047	813.312	883.197	960.350	959.950	957.449	964.203	944.857	-	2,0
<b>2. Non-scheduled</b>												
Passenger services	8.675	10.175	4.796	6.140	5.861	7.872	6.951	7.434	8.574	5.701	-	33,5
Freighter services	94.190	114.827	121.284	158.079	193.788	193.012	204.355	215.835	249.817	232.650	-	6,9
Sub total	102.865	125.002	126.080	164.219	199.649	200.884	211.306	223.268	258.391	238.351	-	7,8
<b>3. Total air transport</b>												
Passenger services	419.497	469.238	505.052	544.259	566.568	599.620	595.049	593.982	621.598	601.285	-	3,3
Freighter services	275.543	306.148	333.075	433.272	516.278	561.614	576.207	586.735	600.996	581.923	-	3,2
<b>Grand total</b>	<b>695.040</b>	<b>775.386</b>	<b>838.127</b>	<b>977.531</b>	<b>1.082.846</b>	<b>1.161.234</b>	<b>1.171.256</b>	<b>1.180.717</b>	<b>1.222.594</b>	<b>1.183.208</b>	<b>-</b>	<b>3,2</b>

# Freight Transport

4.1.2.b. Annual totals 1992 - 2001 (in tonnes) x 1.000



	January	February	March	April	May	June	July	August	September	October	November	December
<b>1. Incoming</b>												
E.U.*)	2.581	2.759	3.126	2.542	2.706	2.683	2.743	2.909	2.681	2.632	1.845	2.390
Rest of Europe	639	658	746	781	611	693	616	589	690	731	698	697
North America	8.647	8.702	9.782	8.240	8.465	8.515	8.036	8.194	7.711	9.154	8.522	8.641
Latin America	4.292	4.843	4.208	4.103	4.191	3.570	3.137	3.870	4.450	4.933	4.920	5.547
Africa	8.551	7.788	8.017	7.513	6.941	5.236	4.353	4.561	5.424	7.355	7.416	8.166
Middle East	8.445	7.913	8.715	6.246	5.773	5.165	4.546	4.240	4.867	5.466	6.034	7.470
Asia	15.811	16.653	19.733	16.747	15.742	15.954	14.891	15.388	17.233	18.690	21.583	19.394
Sub total	48.967	49.317	54.328	46.171	44.429	41.815	38.322	39.752	43.056	48.961	51.018	52.305
<b>2. Outgoing</b>												
E.U.*)	2.961	3.138	3.349	3.466	3.520	3.345	3.424	2.937	3.645	3.678	2.504	2.722
Rest of Europe	946	1.034	990	886	837	914	893	943	988	1.071	975	934
North America	11.273	11.494	13.062	11.279	11.379	11.354	11.239	11.541	11.902	12.899	12.502	12.243
Latin America	5.297	6.188	6.681	6.123	6.250	6.364	5.798	5.615	5.459	6.536	6.526	6.295
Africa	4.313	4.377	4.656	4.374	4.122	4.341	4.813	4.377	4.288	4.616	5.052	4.869
Middle East	6.261	7.045	7.770	6.343	6.487	6.520	6.113	6.406	7.142	7.391	8.192	8.088
Asia	15.366	17.335	21.021	18.366	17.491	18.803	18.422	16.961	18.586	20.101	20.006	18.956
Sub total	46.417	50.611	57.530	50.836	50.086	51.642	50.702	48.778	52.010	56.292	55.757	54.107
<b>3. Total air transport</b>	<b>95.384</b>	<b>99.928</b>	<b>111.857</b>	<b>97.008</b>	<b>94.515</b>	<b>93.457</b>	<b>89.024</b>	<b>88.530</b>	<b>95.066</b>	<b>105.253</b>	<b>106.775</b>	<b>106.412</b>

\*) The 15 official members of the European Union

# Freight Transport

## 4.1.4. Incoming/outgoing annual totals 1992 - 2001 (in tonnes)

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Compared to 2000 in %	
<b>1. Incoming</b>												
E.U.*)	39.704	45.297	48.969	46.552	50.881	58.880	57.031	56.473	44.869	31.599	-	29,6
Rest of Europe	7.941	8.259	8.844	9.278	9.668	9.891	10.601	10.450	9.770	8.150	-	16,6
North America	119.830	120.302	119.183	136.176	141.065	132.371	124.995	122.487	115.544	102.608	-	11,2
Latin America	16.322	21.070	23.554	31.062	36.347	43.817	52.454	52.176	48.731	52.064	+	6,8
Africa	25.105	32.045	35.953	40.949	51.144	57.143	58.889	63.583	81.256	81.321	+	0,1
Middle East	52.730	57.092	58.359	81.773	98.091	103.807	98.073	98.815	84.612	74.880	-	11,5
Asia	99.044	111.849	117.002	139.553	160.052	173.040	178.373	183.568	207.653	207.819	+	0,1
Sub total	360.676	395.914	411.864	485.343	547.248	578.949	580.416	587.552	592.436	558.441	-	5,7
<b>2. Outgoing</b>												
E.U.*)	45.870	49.176	47.856	48.190	47.962	60.520	63.198	63.870	59.595	38.690	-	35,1
Rest of Europe	12.460	12.420	13.728	19.511	17.102	17.667	16.586	12.556	12.877	11.412	-	11,4
North America	95.291	108.059	118.602	133.069	148.266	148.180	154.325	158.962	162.428	142.167	-	12,5
Latin America	23.104	27.517	34.931	40.697	42.980	56.810	68.475	68.951	67.298	73.130	+	8,7
Africa	19.132	22.075	27.243	29.055	30.305	36.560	39.603	37.629	41.362	54.197	+	31,0
Middle East	57.873	65.847	62.819	68.043	80.273	92.027	90.023	83.187	83.866	83.756	-	0,1
Asia	80.634	94.378	121.084	153.623	168.710	170.521	158.630	168.010	202.732	221.415	+	9,2
Sub total	334.364	379.472	426.263	492.188	535.598	582.285	590.840	593.165	630.158	624.767	-	0,9
<b>3. Total air transport</b>	<b>695.040</b>	<b>775.386</b>	<b>838.127</b>	<b>977.531</b>	<b>1.082.846</b>	<b>1.161.234</b>	<b>1.171.256</b>	<b>1.180.717</b>	<b>1.222.594</b>	<b>1.183.208</b>	-	<b>3,2</b>

\*) The 15 official members of the European Union

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Compared to 2000 in %	
Austria	3.015	4.982	5.386	5.892	6.397	7.929	7.103	1.730	1.366	1.401	+	2,5
Belgium	440	340	292	263	123	105	301	551	282	280	-	0,7
Denmark	2.937	2.428	2.831	2.263	2.291	2.202	2.214	1.871	1.622	1.381	-	14,8
Finland	1.262	1.370	1.559	1.718	1.751	2.330	3.465	3.801	4.189	6.556	+	56,5
France	6.915	6.765	6.081	5.282	4.510	5.053	4.225	2.978	2.445	2.993	+	22,4
Germany	7.073	7.183	7.579	6.698	6.263	6.634	5.571	4.570	4.077	3.451	-	15,4
Great Britain	25.649	31.594	31.694	34.722	31.802	33.567	32.726	35.151	35.512	15.986	-	55,0
Greece	3.255	3.385	2.538	2.692	2.329	3.051	2.544	2.132	2.111	1.487	-	29,6
Ireland	815	768	834	1.646	5.659	8.813	11.190	12.480	11.765	12.409	+	5,5
Italy	11.396	12.542	12.904	9.288	10.905	11.852	13.617	14.137	10.595	5.179	-	51,1
Luxembourg	49	46	46	146	28	31	59	52	842	220	-	73,9
Netherlands	2	2	-	-	9	12	7	-	-	4	-	-
Portugal	6.068	5.779	5.958	6.513	7.125	8.346	8.588	11.154	12.658	10.099	-	20,2
Spain	9.343	9.008	9.855	8.813	7.581	11.129	10.327	13.807	8.863	7.110	-	19,8
Sweden	8.355	8.281	9.268	8.806	12.070	18.345	18.292	15.927	8.135	1.735	-	78,7
<b>Total E.U.*)</b>	<b>86.574</b>	<b>94.473</b>	<b>96.825</b>	<b>94.742</b>	<b>98.843</b>	<b>119.399</b>	<b>120.229</b>	<b>120.343</b>	<b>104.464</b>	<b>70.291</b>	<b>-</b>	<b>32,7</b>
Rest of Europe	19.401	20.678	22.572	28.789	26.770	27.559	27.186	23.005	22.647	19.560	-	13,6
<b>Total Europe</b>	<b>105.975</b>	<b>115.151</b>	<b>119.397</b>	<b>123.531</b>	<b>125.613</b>	<b>146.958</b>	<b>147.415</b>	<b>143.348</b>	<b>127.111</b>	<b>89.851</b>	<b>-</b>	<b>29,3</b>
North America	215.121	228.361	237.785	269.245	289.331	280.552	279.321	281.449	277.972	244.775	-	11,9
Latin America	39.427	48.587	58.485	71.759	79.327	100.627	120.929	121.127	116.028	125.194	+	7,9
Africa	38.361	47.942	63.196	70.004	81.449	93.702	98.492	101.211	122.619	135.518	+	10,5
Middle East	116.479	129.118	121.178	149.816	178.364	195.834	188.096	182.003	168.478	158.636	-	5,8
Asia	179.677	206.227	238.086	293.176	328.762	343.561	337.003	351.578	410.385	429.234	+	4,6
<b>Total Intercontinental</b>	<b>589.065</b>	<b>660.235</b>	<b>718.730</b>	<b>854.000</b>	<b>957.233</b>	<b>1.014.276</b>	<b>1.023.841</b>	<b>1.037.369</b>	<b>1.095.483</b>	<b>1.093.357</b>	<b>-</b>	<b>0,2</b>
<b>Grand total</b>	<b>695.040</b>	<b>775.386</b>	<b>838.127</b>	<b>977.531</b>	<b>1.082.846</b>	<b>1.161.234</b>	<b>1.171.256</b>	<b>1.180.717</b>	<b>1.222.594</b>	<b>1.183.208</b>	<b>-</b>	<b>3,2</b>

\*) The 15 official members of the European Union



# Freight Transport

## 4.1.6. Main European origins/destinations 1992 - 2001 (in tonnes)

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Compared to 2000 in %	
<b>Europe</b>												
1. Dublin	810	750	801	1.641	5.646	8.811	11.168	12.250	11.750	12.391	+	5,5
2. London Heathrow	13.381	16.219	15.319	20.257	20.713	20.230	18.102	17.560	17.887	9.911	-	44,6
3. Oporto	2.872	2.732	2.926	2.836	3.546	4.140	4.127	7.564	8.723	7.803	-	10,5
4. Helsinki	1.262	1.370	1.536	1.718	1.751	2.330	3.465	3.801	4.189	6.556	+	56,5
5. Istanbul	3.680	3.129	2.927	4.316	3.858	3.013	3.882	5.004	6.448	4.045	-	37,3
6. Milan Malpensa	117	35	63	370	622	1.333	2.241	8.807	7.109	3.629	-	49,0
7. Madrid	3.821	4.793	4.515	3.787	2.680	2.763	2.434	6.989	4.185	2.723	-	34,9
8. Barcelona	3.677	3.049	3.940	3.215	2.611	3.089	2.901	3.141	2.478	2.377	-	4,1
9. Paris Ch. de Gaulle	5.180	5.083	4.740	3.958	3.447	3.815	3.015	1.675	1.580	2.261	+	43,1
10. Lisbon	3.143	3.040	2.988	3.581	3.546	4.126	4.365	3.464	3.885	2.258	-	41,9
11. Moscow Sheremetyevo	2.134	1.756	2.885	4.434	4.947	4.664	4.232	1.368	2.032	2.098	+	3,2
12. London Gatwick	1.316	825	418	22	1.744	3.416	4.313	4.982	8.505	1.973	-	76,8
13. Zurich	4.050	4.138	4.461	4.176	3.937	4.272	4.031	3.200	2.142	1.898	-	11,4
14. Frankfurt	3.105	3.273	3.264	3.215	3.234	3.012	2.159	2.017	2.014	1.849	-	8,2
15. Manchester	7.912	12.067	12.853	11.152	6.122	6.734	7.037	7.587	5.494	1.732	-	68,5
16. Oslo	1.546	2.113	2.043	1.572	1.587	1.893	1.783	1.820	1.565	1.402	-	10,4
17. Vienna	2.935	2.473	2.104	2.211	2.284	7.112	2.595	1.716	1.363	1.401	+	2,8
18. Copenhagen	2.909	2.408	2.752	2.254	2.254	2.126	2.162	1.824	1.585	1.355	-	14,5
19. Las Palmas	597	579	700	767	1.021	1.440	1.064	1.672	1.555	1.349	-	13,2
20. Budapest	871	1.241	1.188	1.180	1.011	1.192	1.325	1.529	1.323	1.329	+	0,5
Rest of Europe	40.657	44.078	46.974	46.869	49.052	57.447	61.014	45.378	31.299	19.511	-	37,7
<b>Total Europe</b>	<b>105.975</b>	<b>115.151</b>	<b>119.397</b>	<b>123.531</b>	<b>125.613</b>	<b>146.958</b>	<b>147.415</b>	<b>143.348</b>	<b>127.111</b>	<b>89.851</b>	<b>-</b>	<b>29,3</b>

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Compared to 2000 in %	
<b>Intercontinental</b>												
1. Tel Aviv	73.306	78.514	79.095	89.763	103.575	102.975	97.481	96.650	91.070	79.938	-	12,2
2. Hong Kong	22.533	26.051	27.943	29.375	33.893	33.734	32.984	39.765	53.499	58.833	+	10,0
3. Tokyo	29.345	32.729	36.993	40.508	42.900	48.869	51.164	51.547	58.650	55.151	-	6,0
4. Nairobi	9.763	12.610	14.312	16.479	23.609	31.029	38.538	47.063	52.951	55.057	+	4,0
5. Dubai	6.213	9.599	10.902	24.882	32.719	42.347	41.606	42.540	43.180	50.469	+	16,9
6. Singapore	31.199	34.265	43.058	40.212	41.425	34.041	33.518	39.911	48.325	47.935	-	0,8
7. New York	53.660	53.062	50.191	54.688	60.757	61.534	59.209	58.131	55.510	46.952	-	15,4
8. Taipei	32.181	34.679	32.915	43.412	47.702	44.076	40.324	40.793	47.693	41.811	-	12,3
9. Seoul	6.197	8.714	11.370	21.458	23.353	31.949	34.576	40.454	49.519	40.910	-	17,4
10. Kuala Lumpur	7.336	5.917	13.144	28.846	26.107	28.230	28.279	27.243	21.559	40.548	+	88,1
11. Chicago	26.454	27.661	36.885	45.574	44.968	42.256	43.475	41.797	36.154	34.080	-	5,7
12. Mexico City	14.618	15.419	14.340	13.645	14.176	17.360	29.660	27.783	26.357	31.753	+	20,5
13. Osaka	-	-	1.739	7.945	12.601	15.398	22.549	23.227	24.510	30.662	+	25,1
14. Bangkok	11.325	12.147	12.781	15.421	18.698	19.299	15.667	14.121	20.370	27.026	+	32,7
15. Harare	4.771	8.307	10.135	11.311	15.247	14.534	11.082	11.502	20.655	23.595	+	14,2
16. Houston	9.468	18.657	21.155	20.234	20.693	20.225	20.685	22.128	22.380	23.473	+	4,9
17. Los Angeles	25.419	23.040	22.618	28.092	31.105	25.850	23.963	20.959	21.341	21.978	+	3,0
18. Sao Paulo	1.805	2.213	4.086	8.706	10.992	15.097	14.901	14.729	15.173	21.358	+	40,8
19. Johannesburg	5.437	7.585	12.535	15.483	16.773	25.184	26.519	19.783	15.481	16.166	+	4,4
20. Detroit	11.884	17.041	18.324	20.852	25.997	15.752	15.117	17.034	19.816	15.975	-	19,4
Rest of Intercontinental	218.035	249.066	262.533	297.966	335.940	360.289	342.544	340.208	351.290	329.687	-	6,1
<b>Total Intercontinental</b>	<b>589.065</b>	<b>660.235</b>	<b>718.730</b>	<b>854.000</b>	<b>957.233</b>	<b>1.014.276</b>	<b>1.023.841</b>	<b>1.037.368</b>	<b>1.095.483</b>	<b>1.093.357</b>	-	<b>0,2</b>
<b>Grand total</b>	<b>695.040</b>	<b>775.386</b>	<b>838.127</b>	<b>977.531</b>	<b>1.082.846</b>	<b>1.161.234</b>	<b>1.171.256</b>	<b>1.180.716</b>	<b>1.222.594</b>	<b>1.183.208</b>	-	<b>3,2</b>

# Mail Transport

## 4.1.8. Monthly totals 2001 (in tonnes)

	January	February	March	April	May	June	July	August	September	October	November	December
<b>1. Incoming</b>												
E.U.*)	584	548	646	676	704	648	680	618	597	686	747	818
Rest of Europe	157	145	174	178	166	150	153	141	138	184	220	295
North America	506	475	590	393	366	330	289	286	154	419	721	695
Latin America	32	33	38	34	55	58	56	64	59	63	74	81
Africa	38	34	48	50	56	51	47	45	42	82	78	63
Middle East	246	197	390	325	368	395	422	359	338	324	266	369
Asia	217	173	204	184	200	177	170	184	222	214	253	355
Sub total	1.779	1.604	2.089	1.840	1.914	1.808	1.818	1.696	1.549	1.972	2.358	2.676
<b>2. Outgoing</b>												
E.U.*)	546	563	668	558	569	536	489	470	576	846	694	948
Rest of Europe	346	319	364	352	333	309	305	299	327	483	473	597
North America	360	340	394	346	336	292	316	268	231	460	561	789
Latin America	141	138	156	140	132	131	149	132	131	173	193	203
Africa	161	148	171	197	200	203	197	204	154	274	279	274
Middle East	182	185	208	233	224	339	188	155	128	212	306	247
Asia	369	335	400	380	373	364	368	307	277	391	348	386
Sub total	2.104	2.029	2.360	2.207	2.166	2.174	2.011	1.834	1.823	2.840	2.855	3.445
<b>3. Total air transport</b>	<b>3.884</b>	<b>3.633</b>	<b>4.449</b>	<b>4.047</b>	<b>4.080</b>	<b>3.983</b>	<b>3.829</b>	<b>3.530</b>	<b>3.372</b>	<b>4.812</b>	<b>5.213</b>	<b>6.121</b>

\*) The 15 official members of the European Union

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Compared to 2000 in %	
<b>1. Incoming</b>												
E.U.*)	5.829	6.494	6.197	7.278	6.597	7.580	7.867	7.139	6.512	7.952	+	22,1
Rest of Europe	1.672	1.679	1.698	1.686	1.635	1.915	1.881	1.702	1.986	2.101	+	5,8
North America	1.242	1.938	3.620	5.114	5.944	6.716	5.596	6.404	6.056	5.223	-	13,8
Latin America	512	459	454	409	498	554	397	410	498	646	+	29,7
Africa	369	499	502	512	503	446	371	439	383	633	+	65,3
Middle East	331	390	406	444	453	652	2.514	2.610	2.781	3.999	+	43,8
Asia	2.161	2.333	2.292	2.378	2.149	1.999	2.147	2.024	2.364	2.550	+	7,9
Sub total	12.117	13.793	15.169	17.822	17.779	19.860	20.772	20.729	20.579	23.105	+	12,3
<b>2. Outgoing</b>												
E.U.*)	5.047	5.954	7.636	8.282	8.209	8.113	7.548	7.332	7.027	7.462	+	6,2
Rest of Europe	1.884	2.156	2.861	3.898	4.255	4.443	4.805	4.050	3.922	4.506	+	14,9
North America	2.987	3.550	2.917	2.669	2.283	3.067	3.784	3.383	3.662	4.692	+	28,1
Latin America	1.706	1.935	1.694	1.434	1.377	1.700	1.760	1.276	1.589	1.820	+	14,5
Africa	1.241	1.349	1.320	1.488	1.576	1.717	1.869	1.558	1.793	2.462	+	37,3
Middle East	987	1.119	1.263	1.490	1.978	2.473	2.589	1.952	1.988	2.606	+	31,1
Asia	2.831	3.732	3.714	4.701	4.349	4.675	4.362	4.288	4.231	4.300	+	1,6
Sub total	16.683	19.796	21.405	23.961	24.027	26.188	26.718	23.839	24.213	27.848	+	15,0
<b>3. Total air transport</b>	<b>28.799</b>	<b>33.589</b>	<b>36.574</b>	<b>41.784</b>	<b>41.806</b>	<b>46.048</b>	<b>47.490</b>	<b>44.567</b>	<b>44.792</b>	<b>50.953</b>	<b>+</b>	<b>13,8</b>

\*) The 15 official members of the European Union



# Gen

# General



# eral

	1999	2000	2001	Compared to 2000 in %	
Amsterdam Airport Schiphol	409.999	432.480	432.101	-	0,1
air transport movements	393.606	414.928	416.462	+	0,4
general aviation	16.393	17.552	15.639	-	10,9
Rotterdam Airport	107.635	113.324	92.874	-	18,0
air transport movements	22.305	24.806	19.933	-	19,6
general aviation	85.330	88.518	72.941	-	17,6
Maastricht - Aachen Airport	73.572	71.016	58.534	-	17,6
air transport movements	10.173	13.626	12.700	-	6,8
general aviation	63.399	57.390	45.834	-	20,1
Eindhoven Airport	25.139	23.294	17.524	-	24,8
air transport movements	14.449	16.174	11.347	-	29,8
general aviation	10.690	7.120	6.177	-	13,2
Groningen Airport Eelde	80.628	69.054	61.324	-	11,2
air transport movements	2.074	1.475	1.828	+	23,9
general aviation	78.554	67.579	59.496	-	12,0

	1999	2000	2001	Compared to 2000 in %	
Ameland	6.175	5.497	5.968	+	8,6
Budel	58.403	48.039	51.111	+	6,4
Drachten	N/A	N/A	N/A		
Hilversum	39.534	49.063	52.023	+	6,0
Hoogeveen	27.457	21.132	22.181	+	5,0
Lelystad	145.230	136.423	137.144	+	0,5
Noordoostpolder	362	362	N/A		
Seppe	61.935	51.640	46.957	-	9,1
Teuge	81.237	72.346	61.210	-	15,4
Texel	24.520	20.060	19.467	-	3,0
Twente Airport Enschede	2.392	1.735	790	-	54,5
Zeeland	35.215	30.820	28.120	-	8,8

\*) Except Schiphol, source: CBS

## Dutch airports

### 5.1.2. Passenger - and freight transport 1999- 2001 \*)

Passenger transport (transit direct not included)					Freight transport (in tonnes)				
	1999	2000	2001	Compared to 2000 in %		1999	2000	2001	Compared to 2000 in %
Amsterdam Airport Schiphol	36.425.113	39.270.610	39.309.441	+ 0,1	Amsterdam Airport Schiphol	1.180.717	1.222.594	1.183.208	- 3,2
Rotterdam Airport	607.167	696.612	747.827	+ 7,4	Rotterdam Airport	1.602	782	563	- 28,0
Maastricht - Aachen Airport	293.288	383.268	359.613	- 6,2	Maastricht - Aachen Airport	33.287	44.268	33.463	- 24,4
Eindhoven Airport	288.575	340.606	278.517	- 18,2	Eindhoven Airport	219	65	198	+ 204,6
Groningen Airport Eelde	90.168	78.266	94.220	+ 20,4					

\*) Except Schiphol, source: CBS



		1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Compared to 2000 in %	
1	London a)	606,3	616,5	648,2	676,9	715,4	744,3	782,0	832,1	858,7	855,4	-	0,4
2	Paris b)	495,7	508,3	527,8	558,1	605,9	632,6	663,5	708,1	747,5	730,7	-	2,2
3	Frankfurt	319,6	334,4	346,7	362,5	370,5	377,0	403,5	421,3	441,6	441,1	-	0,1
4	Amsterdam	238,8	259,7	274,1	290,7	321,8	349,5	376,8	393,6	414,9	416,5	+	0,4
5	Madrid	181,6	187,0	194,0	218,7	235,0	252,4	265,8	305,7	357,6	374,7	+	4,8
6	Milan c)	148,0	151,8	155,4	173,6	193,5	204,2	229,6	285,8	313,1	317,7	+	1,5
7	Munich	175,1	180,8	188,4	201,9	221,0	255,9	255,0	270,4	290,7	310,3	+	6,7
8	Rome d)	196,7	202,7	208,7	219,5	248,2	259,1	269,8	272,8	297,9	294,7	-	1,1
9	Brussels	181,8	188,8	202,7	221,8	241,5	254,7	280,5	292,6	304,9	286,8	-	5,9
10	Copenhagen	208,3	217,0	224,3	236,6	265,8	279,3	277,6	295,1	299,7	284,9	-	4,9
a)	Heathrow	386,8	394,1	409,4	418,8	426,9	430,4	438,2	449,5	459,7	457,6	-	0,4
	Gatwick	175,3	174,7	181,1	192,0	211,0	229,5	241,2	246,5	252,5	245,2	-	2,9
	Stansted	44,2	47,7	57,7	66,1	77,5	84,4	102,6	136,2	146,5	152,5	+	4,1
b)	Ch. de Gaulle	289,8	303,7	318,7	325,3	360,6	395,5	421,5	466,8	508,6	515,1	+	1,3
	Orly	205,9	204,6	209,0	232,7	245,4	237,1	242,0	241,3	238,9	215,6	-	9,8
c)	Linate	112,0	114,2	119,6	132,6	156,9	165,7	156,8	69,6	65,5	84,6	+	29,2
	Malpensa	36,0	37,6	35,8	41,0	36,6	38,5	72,9	216,2	247,6	233,2	-	5,8
d)	Fiumicino	186,2	193,6	200,1	209,2	236,5	245,7	258,1	260,6	283,4	283,7	+	0,1
	Ciampino	10,5	9,1	8,7	10,3	11,7	13,4	11,7	12,2	14,5	11,0	-	24,2

# Schiphol as compared with other European airports

5.1.4 Passenger Transport (x 1.000) (transit-direct counted once) Provisional figures

		1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Compared to 2000 in %	
1	London a)	67.562	70.761	76.221	80.919	85.230	90.357	96.720	102.275	108.537	105.587	-	2,7
2	Paris b)	50.369	51.483	55.298	55.090	59.089	60.349	63.581	68.946	73.643	71.025	-	3,6
3	Frankfurt	30.707	32.526	35.114	38.169	38.750	40.263	42.143	45.870	49.340	48.569	-	1,6
4	Amsterdam	19.145	21.274	23.559	25.355	27.795	31.570	34.420	36.772	39.607	39.531	-	0,2
5	Madrid	18.372	17.573	18.453	19.919	21.715	23.602	25.254	27.532	32.895	33.987	+	3,3
6	Rome c)	19.681	19.810	20.873	21.898	23.860	25.881	26.134	24.715	27.118	26.284	-	3,1
7	Milan d)	12.631	13.028	13.814	14.719	16.367	18.192	19.534	23.604	26.743	25.707	-	3,9
8	Munich	12.018	12.732	13.497	14.868	15.686	17.895	19.321	21.283	23.126	23.647	+	2,3
9	Zurich	13.049	13.511	14.507	15.340	16.226	18.292	19.322	20.875	22.627	20.971	-	7,3
10	Barcelona	10.321	9.992	10.642	11.728	13.435	15.282	16.082	17.418	19.809	20.748	+	4,7
a)	Heathrow	45.238	47.899	51.718	54.453	56.038	57.975	60.684	62.263	64.607	60.743	-	6,0
	Gatwick	19.969	20.159	21.212	22.546	24.327	26.962	29.173	30.559	32.055	31.182	-	2,7
	Stansted	2.355	2.703	3.291	3.920	4.865	5.420	6.863	9.453	11.875	13.661	+	15,0
b)	Ch. de Gaulle	25.198	26.115	28.680	28.355	31.724	35.293	38.629	43.597	48.246	47.997	-	0,5
	Orly	25.170	25.368	26.618	26.654	27.365	25.056	24.952	25.349	25.397	23.029	-	9,3
c)	Fiumicino	19.060	19.273	20.316	21.091	23.046	25.001	25.328	24.029	26.288	25.566	-	2,7
	Ciampino	621	537	557	806	814	880	806	686	830	719	-	13,4
d)	Linate	9.348	9.469	10.134	10.827	12.563	14.271	13.614	6.630	6.026	7.136	+	18,4
	Malpensa	3.284	3.559	3.679	3.892	3.803	3.921	5.920	16.974	20.717	18.570	-	10,4

		1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Compared to 2000 in %		
1	London	a)	1.002,4	1.105,7	1.278,7	1.367,9	1.436,9	1.548,0	1.661,7	1.740,1	1.795,4	1.627,7	-	9,3
2	Frankfurt		1.080,8	1.143,1	1.245,7	1.297,2	1.338,1	1.373,2	1.333,5	1.404,6	1.573,2	1.476,4	-	6,2
3	Paris	b)	887,4	934,8	1.080,9	1.100,4	1.112,5	1.129,4	1.089,8	1.227,7	1.517,8	1.460,3	-	3,8
4	Amsterdam		695,0	775,4	837,9	977,5	1.082,8	1.161,2	1.171,3	1.180,7	1.222,6	1.183,2	-	3,2
5	Brussels		314,1	306,2	380,7	426,6	450,7	518,7	585,7	642,7	623,4	560,6	-	10,1
6	Luxembourg		150,8	175,2	241,5	286,2	282,5	337,7	381,6	447,4	499,9	474,9	-	5,0
7	Cologne		187,6	193,0	241,4	276,4	322,5	374,3	354,9	390,8	423,6	443,0	+	4,6
8	Zurich		271,5	291,6	320,0	326,9	322,5	335,0	329,8	356,6	395,1	352,6	-	10,8
9	Madrid		201,0	195,7	213,2	230,1	238,2	265,4	261,9	294,4	308,9	294,8	-	4,6
10	Milan	c)	153,1	160,3	177,9	194,5	164,0	184,5	213,2	269,1	300,8	292,8	-	2,6
a)	Heathrow		757,9	846,6	967,5	1.042,8	1.052,5	1.156,2	1.207,6	1.265,8	1.307,1	1.180,3	-	9,7
	Gatwick		190,3	196,8	223,6	232,1	277,2	265,3	274,7	294,6	319,6	280,1	-	12,4
	Stansted		54,2	62,4	87,6	93,0	107,2	126,5	179,4	180,7	168,7	167,4	-	0,8
b)	Ch. de Gaulle		612,2	664,6	786,3	824,2	866,1	907,0	887,1	1.106,4	1.283,5	1.360,5	+	6,0
	Orly		275,3	270,2	294,6	276,2	246,4	222,5	202,7	121,3	103,2	99,8	-	3,3
c)	Linate		63,0	62,4	66,8	65,3	66,0	61,2	51,5	24,1	9,8	15,3	+	55,7
	Malpensa		90,1	97,9	111,1	129,2	98,0	123,3	161,7	245,0	291,0	277,6	-	4,6

# Employment

## 5.1.6. Employment area Amsterdam Schiphol \*)

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Compared to 2000 in %	
North	544	944	1.500	1.699	1.196	1.025	1.418	1.642	1.365	1.414	+	3,6
South	2.173	2.097	2.639	2.849	2.953	3.043	2.670	2.554	2.706	2.905	+	7,4
East	7.530	7.317	6.214	6.284	6.664	7.391	7.998	8.678	9.444	9.024	-	4,4
South-east	-	-	-	-	-	213	1.214	1.664	2.712	2.196	-	19,0
Centre	27.017	27.203	28.300	30.041	32.588	34.847	35.917	36.555	38.352	38.342	-	0,0
<b>General Total</b>	<b>37.264</b>	<b>37.561</b>	<b>38.653</b>	<b>40.873</b>	<b>43.401</b>	<b>46.519</b>	<b>49.217</b>	<b>51.093</b>	<b>54.579</b>	<b>53.881</b>	-	<b>1,3</b>

\*) Number of employees (temporary employees included) Fokker employees excluded

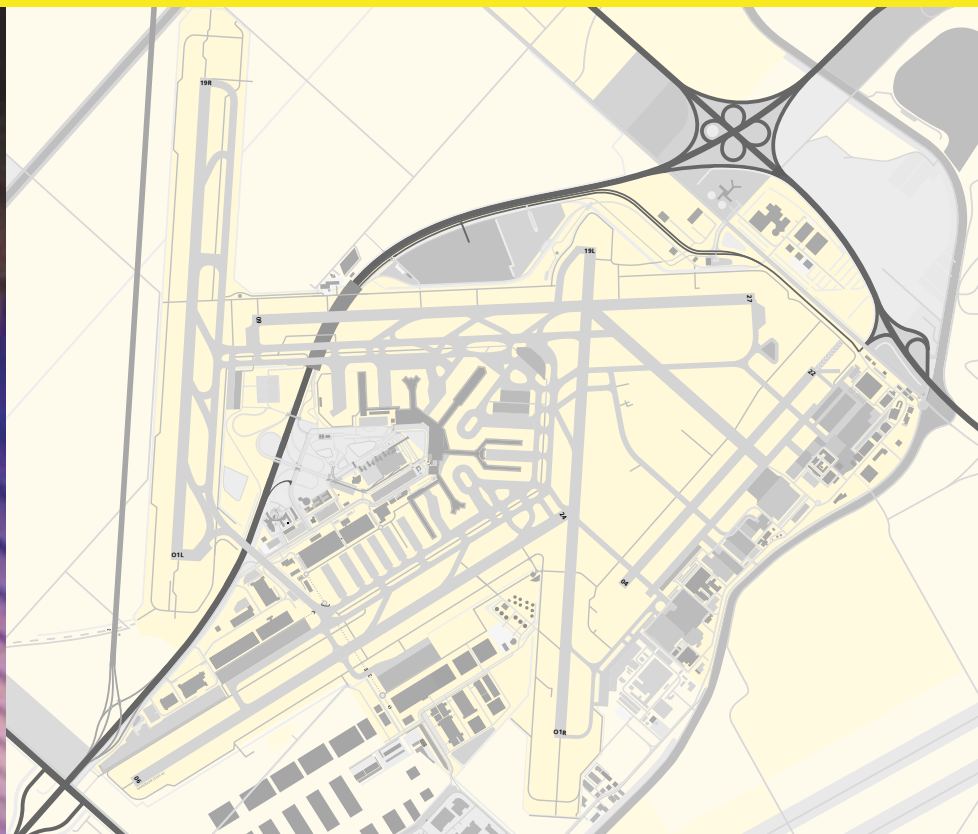


Amsterdam Airport Schiphol

Schiphol

Nederlandse Spoorwegen

Amsterdam Airport Schiphol



# Infrastructure

**Amsterdam Schiphol area** 2.678 ha

## Capacity

Terminal passengers 45 mln per year

Take-offs and landings 460.000 per year

## Aircraft stands

- connected 89

- disconnected 76

- total 165

## Car parking spaces

- passengers/visitors 16.938

- employees 12.950

- total 29.888

## Runways

Name	Location	Length	Width
Zwanenburg	01L-19R	3.300 metres	45 metres
Kaag	06-24	3.500 metres	45 metres
Aalsmeer	01R-19L	3.400 metres	45 metres
Buitenveldert	09-27	3.450 metres	45 metres
Oost	04-22	2.014 metres	45 metres

# Area Division

## **E.U.**

Netherlands, Great Britain, Ireland, Sweden, Finland, Denmark, Austria, Germany, Belgium, Luxembourg, France, Spain (incl. Canary Islands), Portugal (incl. Azores), Italy, Greece

## **Rest of Europe**

Norway, Iceland, Greenland, Switzerland, Yugoslavia, Bosnia Hercegovina, Croatia, Macedonia, Slovenia, Albania, Bulgaria, Romania, Hungary, Slovakia, Czech Republic, Poland, Ukraine, Russian Federation West of the Urals, Estonia, Latvia, Lithuania, Georgia, Armenia, Azerbaijan, Moldova, Belarus, Turkey, Cyprus, Malta

## **North America**

United States and Canada

## **Latin America**

Mexico, Guatamala, El Salvador, Honduras, Nicaragua, Costa Rica, Panama, Colombia, Venezuela, Bermuda, West-Indies, Caribbean, Ecuador, Peru, Chile, Guyana, Brazil, Bolivia, Paraguay, Uruguay, Argentina, Falkland Islands

## **Africa**

African Continent, Comoro Arch., Madagascar, Mauritius, Réunion Islands

## **Middle East**

Persian Gulf Countries, Syria, Lebanon, Israel, Jordan

## **Asia**

Afganistan and all countries to its East, including Russian Federation East of the Urals, all countries and islands in the Pacific.

# Definitions

## Passenger transport

All passengers on scheduled- and non-scheduled flights including free passengers, service passengers and infants.

Transfer passengers (those who change planes without leaving the customs area within 24 hours) 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 sight seeing flights are excluded.

## Freight transport

Both paying and non paying freight, including military mail, including express freight.

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 freight.

## Mail transport

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

## Aircraft movements

An aircraft movement means a landing or take-off. Aircraft movement in scheduled traffic means a movement in commercial traffic according to an official timetable, including relief service of a scheduled service.

Aircraft movement in non-scheduled traffic means a non-scheduled movement in commercial traffic (charter, inclusive tour charter, etc.; taxi flights excluded).

## Load factor

The 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 within the time period of 15 minutes after scheduled time on/off blocks, regarding scheduled passenger flights only.