Traffic Review 2009

Schiphol Amsterdam Airport
The 2009 Traffic Review provides an extensive overview of Amsterdam Airport Schiphol’s key traffic and transport figures. For more information about previous years, please visit our website www.schipholgroup.com

The data and figures in this publication are based on current knowledge of the Amsterdam/European aviation market over 2009 and might be subject to changes in the near future. Therefore the shared data and figures are for limited use within the scope of this review. This cannot be relied upon for recipient's business models and/or calculations. The shared data and figures may be published only if reference is made to Amsterdam Airport Schiphol, while quoting: “These data and figures have been published by Amsterdam Airport Schiphol in Traffic Review 2009“.

February 2010
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In 2009, the number of passengers travelling from/to and via Amsterdam Airport Schiphol totalled 43.6 million; -8.1% less than the year before. The number of air transport movements dropped by -8.7% to 391,264 and cargo traffic dropped by -17.9% to a little less than 1.3 million tonnes.
### Traffic and transport summary

<table>
<thead>
<tr>
<th></th>
<th>2009</th>
<th>Compared to 2008 in %</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Air transport movements (excl. general aviation)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- scheduled services</td>
<td>391,264</td>
<td>- 8.7%</td>
</tr>
<tr>
<td>- non-scheduled services</td>
<td>363,641</td>
<td>- 8.1%</td>
</tr>
<tr>
<td>- passenger services</td>
<td>27,623</td>
<td>- 15.0%</td>
</tr>
<tr>
<td>- full-freighter services</td>
<td>13,582</td>
<td>- 23.7%</td>
</tr>
<tr>
<td><strong>General aviation</strong></td>
<td>15,710</td>
<td>- 14.4%</td>
</tr>
<tr>
<td><strong>Total air transport movements (incl. general aviation)</strong></td>
<td>406,974</td>
<td>- 8.9%</td>
</tr>
<tr>
<td><strong>Passenger transport (incl. transit-direct)</strong></td>
<td>43,570,370</td>
<td>- 8.1%</td>
</tr>
<tr>
<td>- scheduled services</td>
<td>40,295,375</td>
<td>- 7.5%</td>
</tr>
<tr>
<td>- non-scheduled services</td>
<td>3,274,995</td>
<td>- 15.3%</td>
</tr>
<tr>
<td>- domestic</td>
<td>2,900</td>
<td>- 93.4%</td>
</tr>
<tr>
<td>- europe</td>
<td>29,013,992</td>
<td>- 8.5%</td>
</tr>
<tr>
<td>- intercontinental</td>
<td>14,553,478</td>
<td>- 7.2%</td>
</tr>
<tr>
<td><strong>Transit-direct passengers</strong></td>
<td>47,260</td>
<td>+ 23.4%</td>
</tr>
<tr>
<td><strong>Passenger transport (excl. transit-direct)</strong></td>
<td>43,523,110</td>
<td>- 8.2%</td>
</tr>
<tr>
<td><strong>Cargo transport (tonnes)</strong></td>
<td>1,228,372</td>
<td>- 17.9%</td>
</tr>
<tr>
<td>- inbound</td>
<td>690,257</td>
<td>- 17.3%</td>
</tr>
<tr>
<td>- outbound</td>
<td>596,115</td>
<td>- 18.6%</td>
</tr>
<tr>
<td>- Passenger services</td>
<td>590,044</td>
<td>- 7.9%</td>
</tr>
<tr>
<td>- full-freighter services</td>
<td>696,328</td>
<td>- 24.9%</td>
</tr>
<tr>
<td><strong>Mail transport (tonnes)</strong></td>
<td>30,748</td>
<td>- 11.8%</td>
</tr>
</tbody>
</table>

### Traffic and transport summary per continent

<table>
<thead>
<tr>
<th></th>
<th>Air transport movements compared to 2008</th>
<th>Passengers (incl. transit-direct) compared to 2008</th>
<th>Cargo (tonnes) compared to 2008</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>E.U.*)</strong></td>
<td>264,958 – 9.6%</td>
<td>24,022,537 – 9.2%</td>
<td>35,187 – 26.2%</td>
</tr>
<tr>
<td>Rest of Europe</td>
<td>48,320 – 1.8%</td>
<td>4,994,355 – 5.7%</td>
<td>21,655 – 20.9%</td>
</tr>
<tr>
<td><strong>Total Europe</strong></td>
<td>313,278 – 8.5%</td>
<td>29,016,892 – 8.6%</td>
<td>56,843 – 24.3%</td>
</tr>
<tr>
<td>North America</td>
<td>24,774 – 13.6%</td>
<td>5,206,563 – 11.5%</td>
<td>209,697 – 21.5%</td>
</tr>
<tr>
<td>Latin America</td>
<td>9,196 – 2.1%</td>
<td>1,928,647 – 5.5%</td>
<td>141,700 – 0.0%</td>
</tr>
<tr>
<td>Africa</td>
<td>15,044 – 0.5%</td>
<td>2,539,600 – 0.6%</td>
<td>178,575 – 5.7%</td>
</tr>
<tr>
<td>Middle East</td>
<td>7,390 – 6.6%</td>
<td>1,092,034 – 5.2%</td>
<td>118,736 – 32.7%</td>
</tr>
<tr>
<td>Asia</td>
<td>21,582 – 13.1%</td>
<td>3,786,634 – 6.4%</td>
<td>580,822 – 19.1%</td>
</tr>
<tr>
<td><strong>Total intercontinental</strong></td>
<td>77,986 – 9.3%</td>
<td>14,553,478 – 7.2%</td>
<td>1,229,529 – 17.6%</td>
</tr>
<tr>
<td><strong>Grand total</strong></td>
<td>391,264 – 8.7%</td>
<td>43,570,370 – 8.1%</td>
<td>1,286,372 – 17.9%</td>
</tr>
</tbody>
</table>

* The 27 official member states of the European Union.
Air transport movements

The number of air transport movements decreased by – 8.7% to 391,264, which was caused by a – 8.0% decrease in passenger aircraft and a – 23.7% decrease in full-freighters. The average Maximum Take-Off Weight (MTOW) decreased by – 0.1 tonnes to 99.8 tonnes due to a + 1.7% increase in the average MTOW of passenger or mixed aircraft and a decrease of – 0.2% of the average MTOW of full-freighters.
I. Air transport

Scheduled


Full-freighter services 646 639 772 695 695 693 749 715 762 876 953 856

Subtotal 28,634 26,367 30,197 31,427 32,386 31,699 32,418 32,071 31,324 31,596 28,603 26,919

Non-scheduled

Passenger services 791 776 871 1,476 2,521 2,279 3,918 3,927 2,499 2,310 843 881

Full-freighter services 418 411 435 353 357 330 330 374 361 409 374 379

Subtotal 1,209 1,187 1,306 1,829 2,878 2,609 4,248 4,301 2,860 2,719 1,217 1,260

Total air transport 29,843 27,554 31,503 33,256 35,264 34,308 36,666 36,372 34,184 34,315 29,820 28,179

II. General aviation

Taxi / Business / Private 634 660 674 732 910 916 832 636 869 892 912 908

Other flights 530 545 586 625 559 653 554 636 487 406 362 192

Total general aviation 1,164 1,205 1,260 1,357 1,469 1,569 1,386 1,272 1,356 1,298 1,274 1,100

Grand total 31,007 28,759 32,763 34,613 36,733 35,877 38,052 37,644 35,540 35,613 31,094 29,279

Air transport movements, monthly totals 2009

<table>
<thead>
<tr>
<th>Month</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheduled</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Full-freighter</td>
<td>646</td>
<td>639</td>
<td>772</td>
<td>695</td>
<td>695</td>
<td>693</td>
<td>749</td>
<td>715</td>
<td>762</td>
<td>876</td>
<td>953</td>
<td>856</td>
</tr>
<tr>
<td>Subtotal</td>
<td>28,634</td>
<td>26,367</td>
<td>30,197</td>
<td>31,427</td>
<td>32,386</td>
<td>31,699</td>
<td>32,418</td>
<td>32,071</td>
<td>31,324</td>
<td>31,596</td>
<td>28,603</td>
<td>26,919</td>
</tr>
<tr>
<td>Non-scheduled</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger</td>
<td>791</td>
<td>776</td>
<td>871</td>
<td>1,476</td>
<td>2,521</td>
<td>2,279</td>
<td>3,918</td>
<td>3,927</td>
<td>2,499</td>
<td>2,310</td>
<td>843</td>
<td>881</td>
</tr>
<tr>
<td>Full-freighter</td>
<td>418</td>
<td>411</td>
<td>435</td>
<td>353</td>
<td>357</td>
<td>330</td>
<td>330</td>
<td>374</td>
<td>361</td>
<td>409</td>
<td>374</td>
<td>379</td>
</tr>
<tr>
<td>Subtotal</td>
<td>1,209</td>
<td>1,187</td>
<td>1,306</td>
<td>1,829</td>
<td>2,878</td>
<td>2,609</td>
<td>4,248</td>
<td>4,301</td>
<td>2,860</td>
<td>2,719</td>
<td>1,217</td>
<td>1,260</td>
</tr>
<tr>
<td>Total</td>
<td>29,843</td>
<td>27,554</td>
<td>31,503</td>
<td>33,256</td>
<td>35,264</td>
<td>34,308</td>
<td>36,666</td>
<td>36,372</td>
<td>34,184</td>
<td>34,315</td>
<td>29,820</td>
<td>28,179</td>
</tr>
</tbody>
</table>

Air transport movements, annual totals 2009

<table>
<thead>
<tr>
<th>Category</th>
<th>2009</th>
<th>Compared to 2008 in %</th>
</tr>
</thead>
<tbody>
<tr>
<td>I. Air transport</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scheduled</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger services</td>
<td>354,590</td>
<td>– 7.6</td>
</tr>
<tr>
<td>Full-freighter services</td>
<td>9,051</td>
<td>– 23.9</td>
</tr>
<tr>
<td>Subtotal</td>
<td>363,641</td>
<td>– 8.1</td>
</tr>
<tr>
<td>Non-scheduled</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger services</td>
<td>23,092</td>
<td>– 13.2</td>
</tr>
<tr>
<td>Full-freighter services</td>
<td>4,531</td>
<td>– 23.2</td>
</tr>
<tr>
<td>Subtotal</td>
<td>27,623</td>
<td>– 15.0</td>
</tr>
<tr>
<td>Total air transport</td>
<td>391,264</td>
<td>– 8.7</td>
</tr>
<tr>
<td>II. General aviation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Taxi / Business / Private</td>
<td>9,575</td>
<td>– 26.7</td>
</tr>
<tr>
<td>Other flights</td>
<td>6,135</td>
<td>– 15.6</td>
</tr>
<tr>
<td>Total general aviation</td>
<td>15,710</td>
<td>– 14.4</td>
</tr>
<tr>
<td>Grand total</td>
<td>406,974</td>
<td>– 8.9</td>
</tr>
</tbody>
</table>

Air transport movements, per period of the day

<table>
<thead>
<tr>
<th>Period</th>
<th>Night 23:00-05:59</th>
<th>Early morning 06:00-06:59</th>
<th>Day 07:00-18:59</th>
<th>Evening 19:00-22:59</th>
<th>Total</th>
<th>Landings</th>
<th>Take-offs</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Night</td>
<td>15,469</td>
<td>5,178</td>
<td>20,647</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Early morning</td>
<td>4,486</td>
<td>3,072</td>
<td>7,558</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day</td>
<td>140,247</td>
<td>143,752</td>
<td>283,999</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Evening</td>
<td>35,422</td>
<td>43,638</td>
<td>79,060</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>195,624</td>
<td>195,640</td>
<td>391,264</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Punctuality of passenger services, annual totals

<table>
<thead>
<tr>
<th>Year</th>
<th>Arrivals</th>
<th>Departures</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>60%</td>
<td>50%</td>
</tr>
<tr>
<td>2001</td>
<td>70%</td>
<td>60%</td>
</tr>
<tr>
<td>2002</td>
<td>80%</td>
<td>70%</td>
</tr>
<tr>
<td>2003</td>
<td>90%</td>
<td>80%</td>
</tr>
<tr>
<td>2004</td>
<td>100%</td>
<td>90%</td>
</tr>
<tr>
<td>2005</td>
<td>110%</td>
<td>100%</td>
</tr>
<tr>
<td>2006</td>
<td>120%</td>
<td>110%</td>
</tr>
<tr>
<td>2007</td>
<td>130%</td>
<td>120%</td>
</tr>
<tr>
<td>2008</td>
<td>140%</td>
<td>130%</td>
</tr>
<tr>
<td>2009</td>
<td>150%</td>
<td>140%</td>
</tr>
</tbody>
</table>
Air transport movements

Main European countries

<table>
<thead>
<tr>
<th>(2008 ranking)</th>
<th>Total Movements</th>
<th>Compared to 2008 in %</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 (1) Great Britain</td>
<td>76,364</td>
<td>– 10.4%</td>
</tr>
<tr>
<td>2 (2) Germany</td>
<td>42,931</td>
<td>– 3.3%</td>
</tr>
<tr>
<td>3 (4) France</td>
<td>26,202</td>
<td>– 3.4%</td>
</tr>
<tr>
<td>4 (3) Spain</td>
<td>25,340</td>
<td>– 12.5%</td>
</tr>
<tr>
<td>5 (5) Italy</td>
<td>20,523</td>
<td>– 9.2%</td>
</tr>
<tr>
<td>6 (6) Norway</td>
<td>15,459</td>
<td>– 0.9%</td>
</tr>
<tr>
<td>7 (7) Switzerland</td>
<td>13,606</td>
<td>– 1.8%</td>
</tr>
<tr>
<td>8 (8) Turkey</td>
<td>11,484</td>
<td>+ 0.6%</td>
</tr>
<tr>
<td>9 (10) Denmark</td>
<td>9,423</td>
<td>– 5.1%</td>
</tr>
<tr>
<td>10 (9) Sweden</td>
<td>8,786</td>
<td>– 12.4%</td>
</tr>
<tr>
<td>11 (11) Greece</td>
<td>7,626</td>
<td>– 14.2%</td>
</tr>
<tr>
<td>12 (12) Portugal</td>
<td>6,445</td>
<td>– 11.3%</td>
</tr>
<tr>
<td>13 (13) Austria</td>
<td>6,064</td>
<td>– 12.8%</td>
</tr>
<tr>
<td>14 (14) Ireland</td>
<td>4,747</td>
<td>– 11.1%</td>
</tr>
<tr>
<td>15 (17) Finland</td>
<td>4,293</td>
<td>– 0.8%</td>
</tr>
<tr>
<td>16 (16) Belgium</td>
<td>4,287</td>
<td>– 5.6%</td>
</tr>
<tr>
<td>17 (15) Czech Republic</td>
<td>4,285</td>
<td>– 17.1%</td>
</tr>
<tr>
<td>18 (18) Poland</td>
<td>3,801</td>
<td>– 8.3%</td>
</tr>
<tr>
<td>19 (20) Russia</td>
<td>3,508</td>
<td>+ 7.0%</td>
</tr>
<tr>
<td>20 (19) Hungary</td>
<td>3,379</td>
<td>– 9.2%</td>
</tr>
<tr>
<td>Rest of Europe</td>
<td>14,745</td>
<td>– 24.9%</td>
</tr>
<tr>
<td>Total Europe</td>
<td>313,278</td>
<td>– 8.5%</td>
</tr>
</tbody>
</table>

Main intercontinental countries

<table>
<thead>
<tr>
<th>(2008 ranking)</th>
<th>Total Movements</th>
<th>Compared to 2008 in %</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 (1) USA</td>
<td>21,712</td>
<td>– 15.0%</td>
</tr>
<tr>
<td>2 (2) China</td>
<td>7,498</td>
<td>– 16.5%</td>
</tr>
<tr>
<td>3 (4) Egypt</td>
<td>3,128</td>
<td>– 8.4%</td>
</tr>
<tr>
<td>4 (3) Japan</td>
<td>3,103</td>
<td>– 14.0%</td>
</tr>
<tr>
<td>5 (5) Canada</td>
<td>3,062</td>
<td>– 2.5%</td>
</tr>
<tr>
<td>6 (7) Singapore</td>
<td>2,332</td>
<td>– 5.8%</td>
</tr>
<tr>
<td>7 (9) Morocco</td>
<td>2,241</td>
<td>+ 6.4%</td>
</tr>
<tr>
<td>8 (10) Kenya</td>
<td>2,197</td>
<td>+ 10.9%</td>
</tr>
<tr>
<td>9 (13) South Africa</td>
<td>1,910</td>
<td>+ 1.2%</td>
</tr>
<tr>
<td>10 (12) Taiwan</td>
<td>1,901</td>
<td>+ 0.5%</td>
</tr>
<tr>
<td>11 (6) United Arab Emirates</td>
<td>1,817</td>
<td>– 30.4%</td>
</tr>
<tr>
<td>12 (8) Israel</td>
<td>1,780</td>
<td>– 16.6%</td>
</tr>
<tr>
<td>13 (11) India</td>
<td>1,512</td>
<td>– 23.6%</td>
</tr>
<tr>
<td>14 (15) Netherlands Antilles</td>
<td>1,471</td>
<td>– 7.8%</td>
</tr>
<tr>
<td>15 (14) Mexico</td>
<td>1,239</td>
<td>– 22.9%</td>
</tr>
<tr>
<td>16 (17) Malaysia</td>
<td>1,193</td>
<td>– 22.7%</td>
</tr>
<tr>
<td>17 (16) South Korea</td>
<td>1,186</td>
<td>– 23.4%</td>
</tr>
<tr>
<td>18 (19) Nigeria</td>
<td>1,044</td>
<td>– 0.9%</td>
</tr>
<tr>
<td>19 (18) Tanzania</td>
<td>1,042</td>
<td>– 7.9%</td>
</tr>
<tr>
<td>20 (20) Kazakhstan</td>
<td>1,028</td>
<td>+ 2.7%</td>
</tr>
<tr>
<td>Rest of Intercontinental</td>
<td>15,590</td>
<td>+ 5.9%</td>
</tr>
<tr>
<td>Total Intercontinental</td>
<td>77,986</td>
<td>– 9.3%</td>
</tr>
</tbody>
</table>
Origins and destinations

Europe

Main European origins and destinations

<table>
<thead>
<tr>
<th>Rank</th>
<th>Destination</th>
<th>Movements</th>
<th>Change 2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>London Heathrow</td>
<td>14,196</td>
<td>-15.3%</td>
</tr>
<tr>
<td>2</td>
<td>Paris Charles de Gaulle</td>
<td>10,204</td>
<td>-5.4%</td>
</tr>
<tr>
<td>3</td>
<td>Munich</td>
<td>8,236</td>
<td>-1.7%</td>
</tr>
<tr>
<td>4</td>
<td>Frankfurt</td>
<td>8,047</td>
<td>-0.5%</td>
</tr>
<tr>
<td>5</td>
<td>Barcelona</td>
<td>8,001</td>
<td>-12.9%</td>
</tr>
<tr>
<td>6</td>
<td>Madrid</td>
<td>7,036</td>
<td>-7.0%</td>
</tr>
<tr>
<td>7</td>
<td>Copenhagen</td>
<td>6,778</td>
<td>-6.3%</td>
</tr>
<tr>
<td>8</td>
<td>Zürich</td>
<td>6,653</td>
<td>-1.4%</td>
</tr>
<tr>
<td>9</td>
<td>London City</td>
<td>6,342</td>
<td>-38.8%</td>
</tr>
<tr>
<td>10</td>
<td>Vienna</td>
<td>5,876</td>
<td>-13.6%</td>
</tr>
<tr>
<td>11</td>
<td>Oslo</td>
<td>5,588</td>
<td>-8.6%</td>
</tr>
<tr>
<td>12</td>
<td>Rome Fiumicino</td>
<td>5,420</td>
<td>-0.9%</td>
</tr>
<tr>
<td>13</td>
<td>London Gatwick</td>
<td>5,308</td>
<td>-10.4%</td>
</tr>
<tr>
<td>14</td>
<td>Geneva</td>
<td>5,281</td>
<td>-3.2%</td>
</tr>
<tr>
<td>15</td>
<td>Hamburg</td>
<td>5,126</td>
<td>-8.7%</td>
</tr>
<tr>
<td>16</td>
<td>Milan Malpensa</td>
<td>4,959</td>
<td>-18.3%</td>
</tr>
<tr>
<td>17</td>
<td>Manchester</td>
<td>4,911</td>
<td>+15.0%</td>
</tr>
<tr>
<td>18</td>
<td>Birmingham</td>
<td>4,893</td>
<td>-7.4%</td>
</tr>
<tr>
<td>19</td>
<td>Stockholm</td>
<td>4,333</td>
<td>-24.4%</td>
</tr>
<tr>
<td>20</td>
<td>Prague</td>
<td>4,281</td>
<td>-17.1%</td>
</tr>
</tbody>
</table>

Total scheduled destinations in Europe: 155
### Air transport movements per type, passenger or mixed version

<table>
<thead>
<tr>
<th>Type</th>
<th>Average MTOW*</th>
<th>Movements</th>
<th>Compared to 2008 in %</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Boeing 737-800</td>
<td>76</td>
<td>61,117</td>
<td>+ 5%</td>
</tr>
<tr>
<td>2 Fokker 70</td>
<td>38</td>
<td>45,713</td>
<td>+ 14%</td>
</tr>
<tr>
<td>3 Airbus A319</td>
<td>67</td>
<td>27,087</td>
<td>– 1%</td>
</tr>
<tr>
<td>4 Boeing A320</td>
<td>74</td>
<td>24,395</td>
<td>0%</td>
</tr>
<tr>
<td>5 Boeing 737-300</td>
<td>58</td>
<td>21,915</td>
<td>– 19%</td>
</tr>
<tr>
<td>6 Boeing 737-700</td>
<td>67</td>
<td>21,124</td>
<td>– 5%</td>
</tr>
<tr>
<td>7 Boeing 737-400</td>
<td>64</td>
<td>20,943</td>
<td>– 23%</td>
</tr>
<tr>
<td>8 Fokker 100</td>
<td>45</td>
<td>20,437</td>
<td>– 42%</td>
</tr>
<tr>
<td>9 Fokker 50</td>
<td>21</td>
<td>15,687</td>
<td>– 43%</td>
</tr>
<tr>
<td>10 Boeing 747-400</td>
<td>396</td>
<td>13,140</td>
<td>– 3%</td>
</tr>
<tr>
<td>11 Boeing 777-200</td>
<td>295</td>
<td>12,533</td>
<td>+ 4%</td>
</tr>
<tr>
<td>12 Embraer 190/195</td>
<td>46</td>
<td>10,141</td>
<td>+ 70%</td>
</tr>
<tr>
<td>13 BAe 146/Avro RJ</td>
<td>43</td>
<td>9,279</td>
<td>+ 134%</td>
</tr>
<tr>
<td>14 Airbus A330-200</td>
<td>232</td>
<td>8,213</td>
<td>– 10%</td>
</tr>
<tr>
<td>15 Boeing 737-900</td>
<td>77</td>
<td>7,813</td>
<td>– 12%</td>
</tr>
<tr>
<td>16 Boeing 767-300</td>
<td>185</td>
<td>6,725</td>
<td>– 12%</td>
</tr>
<tr>
<td>17 Airbus A321</td>
<td>86</td>
<td>6,496</td>
<td>– 34%</td>
</tr>
<tr>
<td>18 Airbus A330-300</td>
<td>233</td>
<td>5,998</td>
<td>+ 8%</td>
</tr>
<tr>
<td>19 Boeing 737-500</td>
<td>55</td>
<td>5,029</td>
<td>– 33%</td>
</tr>
<tr>
<td>20 MD11</td>
<td>281</td>
<td>4,503</td>
<td>– 14%</td>
</tr>
<tr>
<td>21 Boeing 757-200</td>
<td>112</td>
<td>4,252</td>
<td>– 24%</td>
</tr>
<tr>
<td>22 Bombardier CRJ 700/900</td>
<td>37</td>
<td>3,382</td>
<td>– 14%</td>
</tr>
<tr>
<td>23 Embraer ERJ 145</td>
<td>20</td>
<td>3,120</td>
<td>+ 12%</td>
</tr>
<tr>
<td>24 MD80</td>
<td>67</td>
<td>3,073</td>
<td>– 43%</td>
</tr>
<tr>
<td>25 Boeing 737-600</td>
<td>59</td>
<td>2,882</td>
<td>– 5%</td>
</tr>
<tr>
<td>26 Bombardier CRJ 100/200</td>
<td>24</td>
<td>2,591</td>
<td>+ 2%</td>
</tr>
<tr>
<td>27 Dass 8-400</td>
<td>30</td>
<td>2,212</td>
<td>+ 4%</td>
</tr>
<tr>
<td>28 Embraer 170/175</td>
<td>38</td>
<td>1,868</td>
<td>– 23%</td>
</tr>
<tr>
<td>29 Airbus A318</td>
<td>63</td>
<td>1,530</td>
<td>+ 5%</td>
</tr>
<tr>
<td>30 Boeing 777-300</td>
<td>351</td>
<td>1,410</td>
<td>+ 38%</td>
</tr>
</tbody>
</table>

* Maximum take off weight

### Air transport movements per type, full-freighter version

<table>
<thead>
<tr>
<th>Type</th>
<th>Average MTOW*</th>
<th>Movements</th>
<th>Compared to 2008 in %</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Boeing 747-400</td>
<td>402</td>
<td>7,306</td>
<td>– 22%</td>
</tr>
<tr>
<td>2 MD11</td>
<td>285</td>
<td>2,728</td>
<td>– 3%</td>
</tr>
<tr>
<td>3 Boeing 747-200</td>
<td>376</td>
<td>786</td>
<td>– 62%</td>
</tr>
<tr>
<td>4 Airbus A300</td>
<td>168</td>
<td>732</td>
<td>– 26%</td>
</tr>
<tr>
<td>5 Boeing 757-200</td>
<td>96</td>
<td>566</td>
<td>– 36%</td>
</tr>
<tr>
<td>6 ATR72</td>
<td>22</td>
<td>481</td>
<td>–</td>
</tr>
<tr>
<td>7 BAe ATP</td>
<td>24</td>
<td>353</td>
<td>– 66%</td>
</tr>
<tr>
<td>8 Boeing 777-200</td>
<td>348</td>
<td>224</td>
<td>–</td>
</tr>
<tr>
<td>9 Boeing 747-300</td>
<td>378</td>
<td>126</td>
<td>+ 5%</td>
</tr>
<tr>
<td>10 Boeing 767-300</td>
<td>187</td>
<td>118</td>
<td>– 53%</td>
</tr>
<tr>
<td>11 Boeing 747-100</td>
<td>333</td>
<td>48</td>
<td>– 71%</td>
</tr>
<tr>
<td>12 Antonov 124</td>
<td>397</td>
<td>30</td>
<td>+ 25%</td>
</tr>
<tr>
<td>13 Metro III</td>
<td>8</td>
<td>28</td>
<td>+ 250%</td>
</tr>
<tr>
<td>14 Antonov 12</td>
<td>64</td>
<td>16</td>
<td>– 64%</td>
</tr>
<tr>
<td>15 Airbus A310</td>
<td>142</td>
<td>8</td>
<td>–</td>
</tr>
</tbody>
</table>

* Maximum take off weight

### Average Maximum Take Off Weight

- **Passenger or mixed version**
- **Full-Freighter version**
- **Total air transport movements**

<table>
<thead>
<tr>
<th>Average Maximum Take Off Weight</th>
<th>Passenger or mixed version</th>
<th>Full-Freighter version</th>
<th>Total air transport movements</th>
</tr>
</thead>
<tbody>
<tr>
<td>in tonnes and compared to 2008 in %</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>350</td>
<td>323.9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>300</td>
<td>318</td>
<td></td>
<td></td>
</tr>
<tr>
<td>250</td>
<td></td>
<td>318</td>
<td></td>
</tr>
<tr>
<td>200</td>
<td></td>
<td></td>
<td>318</td>
</tr>
<tr>
<td>150</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>100</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>50</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- + 1.7%
- – 8.1%
### Air transport movements, main airlines

<table>
<thead>
<tr>
<th>(2008 ranking)</th>
<th>Airline</th>
<th>Total</th>
<th>Compared to 2008 in %</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 (1)</td>
<td>KLM</td>
<td>199,490</td>
<td>– 5.7%</td>
</tr>
<tr>
<td>2 (2)</td>
<td>transavia.com</td>
<td>26,960</td>
<td>– 15.1%</td>
</tr>
<tr>
<td>3 (3)</td>
<td>easyJet</td>
<td>14,487</td>
<td>– 3.1%</td>
</tr>
<tr>
<td>4 (4)</td>
<td>Air France</td>
<td>11,535</td>
<td>+ 6.2%</td>
</tr>
<tr>
<td>5 (5)</td>
<td>Lufthansa German Airlines</td>
<td>10,810</td>
<td>– 4.7%</td>
</tr>
<tr>
<td>6 (6)</td>
<td>Northwest Airlines</td>
<td>9,318</td>
<td>– 13.1%</td>
</tr>
<tr>
<td>7 (7)</td>
<td>British Airways</td>
<td>9,210</td>
<td>– 3.0%</td>
</tr>
<tr>
<td>8 (8)</td>
<td>Martinair Holland</td>
<td>5,460</td>
<td>– 20.9%</td>
</tr>
<tr>
<td>9 (10)</td>
<td>Aer Lingus</td>
<td>4,768</td>
<td>– 18.1%</td>
</tr>
<tr>
<td>10 (11)</td>
<td>SAS Scandinavian Airlines</td>
<td>4,728</td>
<td>– 17.1%</td>
</tr>
<tr>
<td>11 (13)</td>
<td>Arke Fly</td>
<td>4,706</td>
<td>+ 12.6%</td>
</tr>
<tr>
<td>12 (9)</td>
<td>VLM Airlines</td>
<td>4,387</td>
<td>+ 24.8%</td>
</tr>
<tr>
<td>13 (15)</td>
<td>Swiss Int. Airlines</td>
<td>3,584</td>
<td>– 2.0%</td>
</tr>
<tr>
<td>14 (19)</td>
<td>bmi baby</td>
<td>3,526</td>
<td>+ 14.6%</td>
</tr>
<tr>
<td>15 (16)</td>
<td>Malev Hungarian Airlines</td>
<td>3,314</td>
<td>– 8.0%</td>
</tr>
<tr>
<td>16 (14)</td>
<td>Alitalia</td>
<td>3,278</td>
<td>– 16.0%</td>
</tr>
<tr>
<td>17 (12)</td>
<td>bmi</td>
<td>3,161</td>
<td>– 39.3%</td>
</tr>
<tr>
<td>18 (17)</td>
<td>Baria</td>
<td>2,944</td>
<td>– 14.6%</td>
</tr>
<tr>
<td>19 (18)</td>
<td>TAP Portugal</td>
<td>2,916</td>
<td>– 15.3%</td>
</tr>
<tr>
<td>20 (20)</td>
<td>Austrian</td>
<td>2,593</td>
<td>– 6.7%</td>
</tr>
<tr>
<td>21 (26)</td>
<td>Turkish Airlines</td>
<td>2,502</td>
<td>+ 10.6%</td>
</tr>
<tr>
<td>22 (23)</td>
<td>Flybe</td>
<td>2,458</td>
<td>– 1.2%</td>
</tr>
<tr>
<td>23 (21)</td>
<td>Vueling</td>
<td>2,266</td>
<td>– 17.5%</td>
</tr>
<tr>
<td>24 (24)</td>
<td>CSA Czech Airlines</td>
<td>2,168</td>
<td>– 12.7%</td>
</tr>
<tr>
<td>25 (28)</td>
<td>LOT Polish Airlines</td>
<td>1,850</td>
<td>– 8.1%</td>
</tr>
<tr>
<td>26 (25)</td>
<td>Continental Airlines</td>
<td>1,836</td>
<td>– 19.0%</td>
</tr>
<tr>
<td>27 (30)</td>
<td>Singapore Airlines</td>
<td>1,668</td>
<td>– 4.7%</td>
</tr>
<tr>
<td>28 (27)</td>
<td>Finnair</td>
<td>1,460</td>
<td>– 29.8%</td>
</tr>
<tr>
<td>29 (32)</td>
<td>United Airlines</td>
<td>1,449</td>
<td>– 0.3%</td>
</tr>
<tr>
<td>30 (48)</td>
<td>Corendon</td>
<td>1,343</td>
<td>+ 36.5%</td>
</tr>
<tr>
<td></td>
<td>Other airlines</td>
<td>41,089</td>
<td>– 17.1%</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>391,264</td>
<td>– 8.7%</td>
</tr>
</tbody>
</table>

easyJet incl. easyJet Switzerland

### Air transport movements per airline segment

- Skyteam & partners: 63.6%
- Low cost carriers: 10.2%
- Other carriers: 26.3%

### New scheduled airlines

- Air Arabia Maroc passenger
- Air Contractors cargo
- Belavia passenger
- Estonian Air passenger
- Lufthansa Cargo cargo
- Norwegian Air passenger
- Sundt Atlanta Skybridge cargo
- Tarom passenger
- Wind Jet passenger
The number of passengers travelling from/to and via Amsterdam Airport Schiphol dropped by –8.1% to 43.6 million passengers.

The passenger decrease is composed by a decrease in Origin & Destination (O&D) passengers (–8.9%) and a decrease in transfer passengers (–7.2%).

The busiest day of the year was recorded on 30 July, with 158 thousand passengers (excl. transit direct), –6.5% less than the busiest day the year before.
### Passengers Transport, Monthly Totals 2009

<table>
<thead>
<tr>
<th>Month</th>
<th>Schedule Arrival</th>
<th>Schedule Departure</th>
<th>Schedule Subtotal</th>
<th>Non-Schedule Arrival</th>
<th>Non-Schedule Departure</th>
<th>Non-Schedule Subtotal</th>
<th>Total Arrival</th>
<th>Total Departure</th>
<th>Total Subtotal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan</td>
<td>1,435</td>
<td>1,384</td>
<td>2,819</td>
<td>49</td>
<td>43</td>
<td>93</td>
<td>1,484</td>
<td>1,427</td>
<td>2,912</td>
</tr>
<tr>
<td>Feb</td>
<td>1,298</td>
<td>1,316</td>
<td>2,614</td>
<td>51</td>
<td>56</td>
<td>107</td>
<td>1,349</td>
<td>1,372</td>
<td>2,721</td>
</tr>
<tr>
<td>Mar</td>
<td>1,566</td>
<td>1,522</td>
<td>3,088</td>
<td>57</td>
<td>55</td>
<td>112</td>
<td>1,624</td>
<td>1,576</td>
<td>3,200</td>
</tr>
<tr>
<td>Apr</td>
<td>1,715</td>
<td>1,775</td>
<td>3,490</td>
<td>74</td>
<td>109</td>
<td>182</td>
<td>1,788</td>
<td>1,884</td>
<td>3,672</td>
</tr>
<tr>
<td>May</td>
<td>1,796</td>
<td>1,733</td>
<td>3,529</td>
<td>186</td>
<td>177</td>
<td>363</td>
<td>1,982</td>
<td>2,007</td>
<td>4,009</td>
</tr>
<tr>
<td>Jun</td>
<td>1,870</td>
<td>1,846</td>
<td>3,716</td>
<td>260</td>
<td>332</td>
<td>363</td>
<td>2,049</td>
<td>2,070</td>
<td>4,119</td>
</tr>
<tr>
<td>Jul</td>
<td>2,049</td>
<td>1,821</td>
<td>3,870</td>
<td>333</td>
<td>258</td>
<td>366</td>
<td>2,828</td>
<td>2,103</td>
<td>4,931</td>
</tr>
<tr>
<td>Aug</td>
<td>1,828</td>
<td>1,827</td>
<td>3,655</td>
<td>190</td>
<td>176</td>
<td>356</td>
<td>2,836</td>
<td>2,013</td>
<td>4,849</td>
</tr>
<tr>
<td>Sep</td>
<td>1,836</td>
<td>1,516</td>
<td>3,352</td>
<td>176</td>
<td>145</td>
<td>320</td>
<td>2,534</td>
<td>1,997</td>
<td>4,531</td>
</tr>
<tr>
<td>Oct</td>
<td>1,534</td>
<td>1,519</td>
<td>3,053</td>
<td>60</td>
<td>51</td>
<td>104</td>
<td>2,069</td>
<td>2,012</td>
<td>4,081</td>
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<td>Nov</td>
<td>1,477</td>
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<td>Dec</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Average Seat Capacity and Passenger Load Factor

- **Average Seat Capacity**
  - Europe: 66.6%
  - Intercontinental: 33.4%
- **Passenger Load Factor**
  - Europe: 60.8%
  - Intercontinental: 54.3%

### Main European Countries

<table>
<thead>
<tr>
<th>Country</th>
<th>Passengers 2009</th>
<th>Compared to 2008 in %</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 (1) Great Britain</td>
<td>6,568,965</td>
<td>– 9.4%</td>
</tr>
<tr>
<td>2 (2) Spain</td>
<td>3,516,393</td>
<td>– 10.5%</td>
</tr>
<tr>
<td>3 (3) Germany</td>
<td>2,598,473</td>
<td>– 1.8%</td>
</tr>
<tr>
<td>4 (4) Italy</td>
<td>2,122,024</td>
<td>– 8.1%</td>
</tr>
<tr>
<td>5 (5) France</td>
<td>2,069,299</td>
<td>– 5.1%</td>
</tr>
<tr>
<td>6 (6) Turkey</td>
<td>1,624,846</td>
<td>– 3.9%</td>
</tr>
<tr>
<td>7 (7) Norway</td>
<td>1,339,953</td>
<td>– 5.3%</td>
</tr>
<tr>
<td>8 (8) Switzerland</td>
<td>1,281,215</td>
<td>– 4.1%</td>
</tr>
<tr>
<td>9 (9) Greece</td>
<td>1,122,380</td>
<td>– 15.7%</td>
</tr>
<tr>
<td>10 (10) Denmark</td>
<td>927,444</td>
<td>– 6.5%</td>
</tr>
</tbody>
</table>

### Main Intercontinental Countries

<table>
<thead>
<tr>
<th>Country</th>
<th>Passengers 2009</th>
<th>Compared to 2008 in %</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 (1) USA</td>
<td>4,400,100</td>
<td>– 12.4%</td>
</tr>
<tr>
<td>2 (2) China</td>
<td>1,061,518</td>
<td>+ 5.0%</td>
</tr>
<tr>
<td>3 (3) Canada</td>
<td>802,961</td>
<td>– 6.4%</td>
</tr>
<tr>
<td>4 (4) Egypt</td>
<td>514,417</td>
<td>– 13.8%</td>
</tr>
<tr>
<td>5 (5) Japan</td>
<td>501,539</td>
<td>– 7.9%</td>
</tr>
<tr>
<td>6 (7) Netherlands Antilles</td>
<td>470,862</td>
<td>+ 8.9%</td>
</tr>
<tr>
<td>7 (9) Thailand</td>
<td>387,589</td>
<td>– 3.7%</td>
</tr>
<tr>
<td>8 (11) South Africa</td>
<td>386,768</td>
<td>– 1.7%</td>
</tr>
<tr>
<td>9 (14) Kenya</td>
<td>383,885</td>
<td>+ 28.7%</td>
</tr>
<tr>
<td>10 (6) India</td>
<td>380,785</td>
<td>– 25.8%</td>
</tr>
<tr>
<td>11 (8) Singapore</td>
<td>370,897</td>
<td>– 8.0%</td>
</tr>
<tr>
<td>12 (12) Malaysia</td>
<td>355,839</td>
<td>– 7.3%</td>
</tr>
<tr>
<td>13 (10) United Arab Emirates</td>
<td>349,560</td>
<td>– 11.5%</td>
</tr>
<tr>
<td>14 (13) Mexico</td>
<td>259,458</td>
<td>– 15.0%</td>
</tr>
<tr>
<td>15 (17) Morocco</td>
<td>256,902</td>
<td>+ 5.8%</td>
</tr>
<tr>
<td>16 (16) Surinam</td>
<td>256,755</td>
<td>– 5.0%</td>
</tr>
<tr>
<td>17 (15) Israel</td>
<td>255,634</td>
<td>– 7.7%</td>
</tr>
<tr>
<td>18 (18) Philippines</td>
<td>249,689</td>
<td>+ 3.0%</td>
</tr>
<tr>
<td>19 (20) Nigeria</td>
<td>228,984</td>
<td>– 4.6%</td>
</tr>
<tr>
<td>20 (19) Brazil</td>
<td>212,672</td>
<td>– 11.5%</td>
</tr>
</tbody>
</table>

These tables and figures provide a comprehensive overview of passenger transport statistics for the year 2009, categorized by scheduled and non-scheduled travel, total air transport, and comparing Europe and intercontinental travel. The data includes monthly and annual totals, as well as detailed comparisons with the previous year. The average seat capacity and passenger load factor are also highlighted, emphasizing the efficiency of each sector.
### Main European origins and destinations

<table>
<thead>
<tr>
<th>(2008 ranking)</th>
<th>Airport</th>
<th>IATA code</th>
<th>Passengers 2009</th>
<th>Compared to 2008 in %</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 (1)</td>
<td>London</td>
<td>LHR</td>
<td>1,511,941</td>
<td>– 11.5%</td>
</tr>
<tr>
<td>2 (2)</td>
<td>Barcelona</td>
<td>BCN</td>
<td>1,085,161</td>
<td>– 11.8%</td>
</tr>
<tr>
<td>3 (3)</td>
<td>Paris</td>
<td>CDG</td>
<td>1,094,814</td>
<td>– 4.4%</td>
</tr>
<tr>
<td>4 (4)</td>
<td>Madrid</td>
<td>MAD</td>
<td>943,152</td>
<td>– 2.9%</td>
</tr>
<tr>
<td>5 (5)</td>
<td>Copenhagen</td>
<td>CPH</td>
<td>694,486</td>
<td>– 7.3%</td>
</tr>
<tr>
<td>6 (7)</td>
<td>Rome</td>
<td>FCO</td>
<td>659,586</td>
<td>+ 1.1%</td>
</tr>
<tr>
<td>7 (13)</td>
<td>Munich</td>
<td>MUC</td>
<td>597,425</td>
<td>+ 1.4%</td>
</tr>
<tr>
<td>8 (8)</td>
<td>Zurich</td>
<td>ZRH</td>
<td>595,342</td>
<td>– 6.8%</td>
</tr>
<tr>
<td>9 (12)</td>
<td>Frankfurt</td>
<td>FRA</td>
<td>570,094</td>
<td>– 4.0%</td>
</tr>
<tr>
<td>10 (6)</td>
<td>Milan</td>
<td>MXP</td>
<td>563,073</td>
<td>– 14.2%</td>
</tr>
<tr>
<td>11 (14)</td>
<td>Antalya</td>
<td>AYT</td>
<td>549,899</td>
<td>– 4.6%</td>
</tr>
<tr>
<td>12 (11)</td>
<td>London</td>
<td>LGW</td>
<td>546,017</td>
<td>– 8.1%</td>
</tr>
<tr>
<td>13 (9)</td>
<td>Oslo</td>
<td>OSL</td>
<td>535,154</td>
<td>– 10.8%</td>
</tr>
<tr>
<td>14 (15)</td>
<td>Istanbul</td>
<td>IST</td>
<td>515,711</td>
<td>– 7.5%</td>
</tr>
<tr>
<td>15 (17)</td>
<td>Geneva</td>
<td>GVA</td>
<td>507,992</td>
<td>– 6.7%</td>
</tr>
<tr>
<td>16 (10)</td>
<td>Stockholm</td>
<td>ARN</td>
<td>506,541</td>
<td>– 14.8%</td>
</tr>
<tr>
<td>17 (21)</td>
<td>Manchester</td>
<td>MAN</td>
<td>472,862</td>
<td>+ 1.4%</td>
</tr>
<tr>
<td>18 (19)</td>
<td>Dublin</td>
<td>DUB</td>
<td>459,840</td>
<td>– 6.1%</td>
</tr>
<tr>
<td>19 (16)</td>
<td>Vienna</td>
<td>VIE</td>
<td>455,767</td>
<td>– 16.5%</td>
</tr>
<tr>
<td>20 (22)</td>
<td>Edinburgh</td>
<td>EDI</td>
<td>450,598</td>
<td>– 3.0%</td>
</tr>
</tbody>
</table>

### Main intercontinental origins and destinations

<table>
<thead>
<tr>
<th>(2008 ranking)</th>
<th>Airport</th>
<th>IATA code</th>
<th>Passengers 2009</th>
<th>Compared to 2008 in %</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 (1)</td>
<td>Detroit</td>
<td>DTW</td>
<td>667,131</td>
<td>– 15.8%</td>
</tr>
<tr>
<td>2 (2)</td>
<td>New York</td>
<td>JFK</td>
<td>501,249</td>
<td>– 10.4%</td>
</tr>
<tr>
<td>3 (3)</td>
<td>Minneapolis</td>
<td>MSP</td>
<td>482,418</td>
<td>– 6.5%</td>
</tr>
<tr>
<td>4 (8)</td>
<td>Hong Kong</td>
<td>HKG</td>
<td>423,696</td>
<td>+ 12.5%</td>
</tr>
<tr>
<td>5 (6)</td>
<td>Bangkok</td>
<td>BKK</td>
<td>387,589</td>
<td>– 1.1%</td>
</tr>
<tr>
<td>6 (12)</td>
<td>Curacao</td>
<td>CUR</td>
<td>387,141</td>
<td>+ 14.8%</td>
</tr>
<tr>
<td>7 (14)</td>
<td>Nairobi</td>
<td>NBO</td>
<td>380,168</td>
<td>+ 27.7%</td>
</tr>
<tr>
<td>8 (5)</td>
<td>Singapore</td>
<td>SIN</td>
<td>370,897</td>
<td>– 8.0%</td>
</tr>
<tr>
<td>9 (4)</td>
<td>Toronto</td>
<td>YYZ</td>
<td>368,628</td>
<td>– 17.6%</td>
</tr>
<tr>
<td>10 (7)</td>
<td>Kuala Lumpur</td>
<td>KUL</td>
<td>355,839</td>
<td>– 7.3%</td>
</tr>
<tr>
<td>11 (11)</td>
<td>Tokyo</td>
<td>NRT</td>
<td>338,043</td>
<td>– 3.0%</td>
</tr>
<tr>
<td>12 (10)</td>
<td>Houston</td>
<td>IAH</td>
<td>331,698</td>
<td>– 8.1%</td>
</tr>
<tr>
<td>13 (9)</td>
<td>New York</td>
<td>EWR</td>
<td>298,787</td>
<td>– 20.4%</td>
</tr>
<tr>
<td>14 (13)</td>
<td>Dubai</td>
<td>DXB</td>
<td>287,719</td>
<td>– 13.0%</td>
</tr>
<tr>
<td>15 (17)</td>
<td>Washington</td>
<td>IAD</td>
<td>286,365</td>
<td>– 3.3%</td>
</tr>
<tr>
<td>16 (16)</td>
<td>Shanghai</td>
<td>PVG</td>
<td>283,463</td>
<td>– 4.4%</td>
</tr>
<tr>
<td>17 (22)</td>
<td>Beijing</td>
<td>PEK</td>
<td>257,514</td>
<td>– 23.3%</td>
</tr>
<tr>
<td>18 (20)</td>
<td>Paramaribo</td>
<td>PBM</td>
<td>256,755</td>
<td>– 5.0%</td>
</tr>
<tr>
<td>19 (19)</td>
<td>Tel Aviv</td>
<td>TLV</td>
<td>255,634</td>
<td>– 7.7%</td>
</tr>
<tr>
<td>20 (24)</td>
<td>Manila</td>
<td>MNL</td>
<td>249,689</td>
<td>+ 3.0%</td>
</tr>
</tbody>
</table>

### Passenger profile

**Residence**
- Netherlands: 33%
- Rest EU: 37%
- Rest of Europe: 6%
- Intercontinental: 24%

**Gender**
- Male: 61%
- Female: 39%

**Reason for travelling**
- Business: 33%
- Leisure: 42%
- Visiting: 20%
- Other: 1%

**Flight experience last 12 months**
- First flight: 15%
- 1 to 3 flights: 35%
- 4 to 10 flights: 38%
- > 10 Flights: 22%
Cargo transport has declined at Amsterdam Airport Schiphol. A decrease was recorded in 2009 of –17.9% with cargo totalling 1.29 million tonnes. Cargo transported on full-freighter services showed the largest decrease of –24.9%, while cargo transported on passenger service flights dropped by –7.9%. An overall decrease of cargo was observed in almost all regions except for Latin-America; to and from this region nearly the same amount of cargo was transported as in the year before. The Far-East, which is the region with the most dense cargo traffic flow to and from Schiphol, showed a decrease of –19.1% and the second largest region North America (–21.5%) showed a significant drop as well. The busiest month in 2009 was November, with 130 thousand tonnes.
Cargo, monthly totals per service

- Full-freighter services
- Passenger services

Cargo, annual totals per service

- 1,000 tonnes

Cargo, main origins and destinations*

- 1,000 tonnes

(a) Shanghai PVG 150.9 – 20.0%
(b) Hong Kong HKG 90.5 – 15.4%
(c) Nairobi NBO 80.4 + 11.2%
(d) Dubai DXB 59.0 – 21.6%
(e) Tokyo NRT 57.9 – 16.4%
(f) Singapore SIN 50.8 – 9.1%
(g) Seoul ICN 36.7 – 24.6%
(h) Kuala Lumpur KUL 31.9 – 19.6%
(i) Johannesburg JNB 30.2 – 18.4%
(j) Quito UIO 28.9 + 10.3%
(k) Chicago ORD 27.5 – 19.2%
(l) Bogota BOG 26.0 + 27.8%
(m) Taipei TPE 25.6 + 4.5%
(n) Houston IAH 25.6 – 12.9%
(o) Beijing PEK 24.8 + 2.8%
(p) Bangkok BKK 20.4 – 10.6%
(q) Los Angeles LAX 19.5 – 8.5%
(r) New York JFK 18.6 – 29.2%
(s) Doha DOH 18.4 – 3.8%
(t) Miami MIA 18.1 – 18.6%

* These are not necessarily first origins or final destinations.
Despite a decrease of –8.1% in passenger numbers, Amsterdam Airport Schiphol retained its fifth place in the ranking of the top ten European airports. In the ranking of cargo airports Amsterdam Airport Schiphol managed to maintain the third position in Europe, despite its decrease in cargo transport of –17.9%.

### Other Airports

<table>
<thead>
<tr>
<th>Air transport movements*</th>
<th>2009</th>
<th>Compared to 2008 in %</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Paris Ch. de Gaulle   CDG</td>
<td>518</td>
<td>6.8</td>
</tr>
<tr>
<td>2 London Heathrow       LHR</td>
<td>460</td>
<td>2.8</td>
</tr>
<tr>
<td>3 Frankfurt             FRA</td>
<td>458</td>
<td>4.5</td>
</tr>
<tr>
<td>4 Madrid                MAD</td>
<td>435</td>
<td>7.4</td>
</tr>
<tr>
<td>5 Amsterdam             AMS</td>
<td>391</td>
<td>8.7</td>
</tr>
<tr>
<td>6 Munich                MUC</td>
<td>377</td>
<td>7.7</td>
</tr>
<tr>
<td>7 Rome Fiumicino        FCO</td>
<td>319</td>
<td>6.4</td>
</tr>
<tr>
<td>8 Barcelona             BNC</td>
<td>279</td>
<td>13.2</td>
</tr>
<tr>
<td>9 London Gatwick        LGW</td>
<td>245</td>
<td>4.3</td>
</tr>
<tr>
<td>10 Vienna               VIE</td>
<td>243</td>
<td>8.6</td>
</tr>
</tbody>
</table>

* Top 10 airports in Europe in air transport movements

<table>
<thead>
<tr>
<th>Passenger transport (excl. transit-direct)*</th>
<th>2009</th>
<th>Compared to 2008 in %</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 London Heathrow                         LHR</td>
<td>65,908</td>
<td>1.5</td>
</tr>
<tr>
<td>2 Paris Ch. de Gaulle                    CDG</td>
<td>57,788</td>
<td>4.8</td>
</tr>
<tr>
<td>3 Frankfurt                              FRA</td>
<td>50,616</td>
<td>4.9</td>
</tr>
<tr>
<td>4 Madrid                                 MAD</td>
<td>48,271</td>
<td>5.1</td>
</tr>
<tr>
<td>5 Amsterdam                              AMS</td>
<td>43,523</td>
<td>8.2</td>
</tr>
<tr>
<td>6 Rome Fiumicino                         FCO</td>
<td>33,464</td>
<td>4.8</td>
</tr>
<tr>
<td>7 Munich                                 MUC</td>
<td>32,605</td>
<td>5.3</td>
</tr>
<tr>
<td>8 London Gatwick                         LGW</td>
<td>32,370</td>
<td>5.3</td>
</tr>
<tr>
<td>9 Barcelona                              BNC</td>
<td>27,312</td>
<td>9.6</td>
</tr>
<tr>
<td>10 Paris Orly                            ORY</td>
<td>25,099</td>
<td>4.2</td>
</tr>
</tbody>
</table>

* Top 10 passenger airports in Europe

<table>
<thead>
<tr>
<th>Cargo transport*</th>
<th>2009</th>
<th>Compared to 2008 in %</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Paris Ch. de Gaulle CDG</td>
<td>1,819</td>
<td>10.8</td>
</tr>
<tr>
<td>2 Frankfurt     FRA</td>
<td>1,808</td>
<td>10.6</td>
</tr>
<tr>
<td>3 Amsterdam     AMS</td>
<td>1,286</td>
<td>17.9</td>
</tr>
<tr>
<td>4 London Heathrow LHR</td>
<td>1,278</td>
<td>8.7</td>
</tr>
<tr>
<td>5 Luxembourg    LUX</td>
<td>628</td>
<td>20.2</td>
</tr>
<tr>
<td>6 Cologne       CGN</td>
<td>550</td>
<td>4.0</td>
</tr>
<tr>
<td>7 Liège         LGG</td>
<td>482</td>
<td>7.1</td>
</tr>
<tr>
<td>8 Brussels      BRU</td>
<td>449</td>
<td>31.9</td>
</tr>
<tr>
<td>9 Milan Malpensa MXP</td>
<td>334</td>
<td>17.3</td>
</tr>
<tr>
<td>10 Copenhagen** CPH</td>
<td>315</td>
<td>9.4</td>
</tr>
</tbody>
</table>

* Top 10 cargo airports in Europe
** Sep-Dec 2009 assumed
Infrastructure

### Amsterdam Airport Schiphol area

**Capacity**
- Terminal passengers: 60 - 65 mln per year

**Aircraft stands**
- Connected: 99
- Disconnected: 103
- Total: 202

**Car parking spaces**
- Passengers / visitors: 21,713
- Employees: 14,586
- Total: 36,299

**Runways**

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Length</th>
<th>Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Polder Runway</td>
<td>18R - 36L</td>
<td>3,800 metres</td>
<td>60 metres</td>
</tr>
<tr>
<td>2 Zwanenburg Runway</td>
<td>18C - 36C</td>
<td>3,300 metres</td>
<td>45 metres</td>
</tr>
<tr>
<td>3 Kaag Runway</td>
<td>06 - 24</td>
<td>3,500 metres</td>
<td>45 metres</td>
</tr>
<tr>
<td>4 Aalsmeer Runway</td>
<td>18L - 36R</td>
<td>3,400 metres</td>
<td>45 metres</td>
</tr>
<tr>
<td>5 Buitenveldert Runway</td>
<td>09 - 27</td>
<td>3,453 metres</td>
<td>45 metres</td>
</tr>
<tr>
<td>6 Schiphol East Runway</td>
<td>04 - 22</td>
<td>2,014 metres</td>
<td>45 metres</td>
</tr>
</tbody>
</table>
Definitions

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

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

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

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

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

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

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

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

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

**MTOW**
Maximum take-off weight of an aircraft.