



Supplementary information

Gerben Stavast, Manager Pricing & Regulatory Affairs:

'From April 2025, the charges for flying to Schiphol will increase by an average of 37% over three years. This will allow us to invest in the desired quality of our airport. Flying with noisier aircraft and flying at night will become considerably more expensive. In this way, we want to encourage an increase in quieter aircraft at Schiphol and contribute to less noise nuisance for the surrounding area.'

Green Bond Progress Report

About this report

Royal Schiphol Group’s Why is 'Connecting your world'. Our ambition is to create the world's most sustainable, high-quality airports. To lead by example, we work to drive sustainability across our operations. By 2030, we aim to operate zero-emission and zero-waste airports. As part of this strategy, we issued our first green bond in 2018 with a value of 500,000,000 euros, to invest in green buildings and clean transportation at our airports. Schiphol was the first European airport, and among the first airports worldwide, to issue a green bond. In 2020, we issued two additional green bonds, with a value of 500,000,000 and 750,000,000 euros, respectively. Our sustainable finance efforts highlight our sustainability ambitions.

This document comprises our 2024 Green Bond Progress Report, in which we shed light on the allocation of the green bond proceeds and the impact achieved. We have defined a portfolio of 'eligible assets', comprising the following asset categories for our green bonds: green buildings and clean transportation.

Green buildings as at 31 December 2024	#
Number of buildings with A label	39
Number of buildings with B label ¹	2
Number of buildings with BREEAM (Very Good, Excellent or Outstanding) certificate	5
Number of buildings with LEED Gold certificate ²	2

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

Clean transportation as at 31 December 2024	#
Number of Electric buses airside	51
Number of charging stations	1441

Green bond details

Issuer | Royal Schiphol Group N.V.
Issue date | 5 November 2018
Currency | EUR
Tenor | 12 years
Issued amount | 500,000,000
ISIN | XS1900101046

Applicable framework: Green Bond Framework (2018)

Issuer | Royal Schiphol Group N.V.
Issue date | 6 April 2020
Currency | EUR
Tenor | 9 years
Issued amount | 750,000,000
ISIN | XS2153459123

Applicable framework: Green Finance Framework (2020)

Issuer | Royal Schiphol Group N.V.
Issue date | 8 September 2020
Currency | EUR
Tenor | 12 years
Issued amount | 500,000,000
ISIN | XS2227050379

Applicable framework: Green Finance Framework (2020)

Green bond allocation reporting¹

Portfolio date: 31 December 2024

Eligible Green Project Portfolio

Category	Amount (EUR) ¹
Green buildings	2,326,100,268
Clean transportation	38,692,898
Of which; Electric buses - airside	5,097,005
Of which; Other ^{2,3}	33,595,893
Total eligible Green Project Portfolio	2,364,793,166

- ¹ Concerns the book value as per 31 December 2024 and is either the fair value (investment property) or historical cost minus accumulated depreciation (operating assets).
- ² Comprises of charging stations for airside e-vehicles (other than airside e-buses), charging stations for landside e-vehicles (other than landside e-buses), energy infrastructure for the charging stations for landside e-buses and zero-emission equipment for ground-handling.
- ³ In order to avoid double counting between this Eligible Green Project Portfolio and the Electrification Airside Schiphol Zero Emission (EASZE) project co-funded by the CEF-Transport Alternative Fuels Infrastructure Facility (AFIF) grant of the European Union and the European Investment Bank, all EASZE assets have been excluded from the Eligible Green Project Portfolio above. The EASZE assets consist of charging infrastructure and zero emission equipment for ground handling, invested in as of November 7th, 2023. Their total book value as per 31 December 2024 was €3.489.504.

Percentage of Eligible Green Loan Portfolio Allocated (usage)	74%
Percentage of Net Proceeds of Green Funding allocated to Eligible Green Loan Portfolio	135 %
Eligible Green Loan Portfolio – Unallocated	EUR 614,793,166
Current value of expected eligible green buildings (currently under construction) ¹	EUR 906,599,514

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

Green funding

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

¹⁾ This section is within the scope of the EY assurance engagement.

Impact reporting

Green buildings

Category	Eligible portfolio		Total annual energy (GJ) savings	Total annual electricity (kWh) avoidance	Total annual gas (m³) avoidance	Total annual CO ₂ e (tonnes) avoidance	Total annual electricity production (kWh)
	(EUR)	Share of total financing					
a ¹	b ²	c ³	d ⁴	e ⁴	f ⁴	g ⁴	h ⁴
Green buildings	2,326,100,268 ^{5,6}	98% ⁷	61,952	5,258,123	462,197	3,553	109,694

1 Category of eligible project.

2 Portfolio components eligible for Green Bond financing.

3 Share of the total portfolio cost that is Green Bond eligible.

4 See methodology and assumptions for definition.

5 Please note that our current buildings under construction, with a current book value of €906,599,514, will be categorised as green buildings upon completion.

6 Share of refinancing at bond issue was 100%, excluding the unallocated amount.

7 2% of the total financing applies to clean transportation, for which no specific impact indicator is currently available.

Methodology and assumptions

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

Green buildings

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

1. New, existing or refurbished buildings which have received at least one of the following classifications:
 - a. LEED¹: Platinum, Gold
 - b. BREEAM²: Outstanding, Excellent, Very Good
 - c. EPBD³: A
 - d. Refurbished buildings with at least a two-step improvement in energy label up to at least EPBD label B
2. Individual investments in green buildings to ensure environmental improvements such as renewable energy projects (e.g., solar panel installations), sustainable/circular furniture, energy-efficient lighting (such as LED), thermal energy storage systems, cool roofs and any other sustainability-oriented construction materials, waste diversion, collection and reduction, water and energy-saving technologies, and materials and improvements recognised by sustainable rating systems.

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

- The asset base as at 31 December 2024 was used. The book value is either the fair value (investment property) or historical cost minus accumulated depreciation (operating assets), in line with the valuation in the Financial Statements, as it better represents the current value of Schiphol assets.
- A conservative approach has been applied in determining the book value of the eligible asset base to ensure that only assets covered by the energy labels are included as assets.
- For buildings currently under construction, the current value on the balance sheet is provided under 'Current value of expected eligible green buildings'. This means that only the value of the part that was built as per 31 December 2024 is shown. This is the case for Pier A and Terminal Lelystad.

- The aquifer thermal energy storages (ATES) are not separately included as they are often included in the value of buildings.
- No individual investments in green buildings have been included as eligible assets.

Clean transportation

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

- **Electric buses airside:** This category comprises airside e-buses and related airside infrastructure, including charging stations. Note that the landside e-buses and landside charging stations for buses are owned by a third party and are therefore not included in the portfolio of eligible assets.
- **Other:** This category includes the following:
 - Airside e-vehicle charging stations (for ground-handling and other equipment, but not for airside e-buses)
 - Landside e-vehicle charging stations (mostly in consumer car parks, but not for landside e-buses). Please note that landside e-vehicle charging stations in Schiphol Real Estate buildings are capitalised as part of the building and included in its market value. As such, they are not part of this category.
 - Some infrastructure for landside e-bus charging stations (not the charging stations themselves) belongs to Schiphol Group and is included as an eligible asset under this category.
 - E-GPUs (zero-emission equipment for remote handling).
 - 400 Hz power supply equipment (zero emission equipment for handling at the gates).

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

- The asset base as at 31 December 2024 was used.
- The only e-vehicles owned by Schiphol are the airside e-buses. All other e-vehicles are leased and not included in the asset base.

¹⁾ LEED (Leadership in Energy and Environmental Design) is the most widely used green building rating system, which provides for a framework that can be used to create healthy, highly efficient and cost-saving green buildings.

²⁾ BREEAM (Building Research Establishment Environmental Assessment Method) is a leading sustainability assessment method for, among other things, infrastructure and buildings, whereby it assesses and certifies an asset's environmental, social and economic sustainability performance.

³⁾ EPBD is the Energy Performance of Buildings Directive, which is a European directive to enforce the measurement of the energy performance of buildings.

Impact indicators

For the impact indicators total annual energy (GJ) savings, total annual electricity (kWh) avoidance and total annual gas (m³) avoidance, the following methodology and assumptions apply:

- The reported values concern 2024.
- The savings and avoidances reported are consistent with the methodology of the MYA 2017-2020 (Meerjarenaafspraken energie-efficiëntie) with the Netherlands Enterprise agency, a government agency which operates under the auspices of the Ministry of Economic Affairs and Climate Policy. Until 2020, Schiphol was required to report on the measures taken to improve energy efficiency and the associated savings and avoidances.
- For the CO₂e calculation of electricity (kWh) and gas (m³), the relevant emission factors from www.co2emissiefactoren.nl and the Dutch Government Gazette (*Staatscourant*), respectively, have been applied, which are retrieved once a year.
- A conservative approach has been adopted regarding the assumptions underlying the savings and avoidances of office buildings.



Limited assurance report of the independent auditor on the Eligible Green Project Portfolio

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

Our conclusion

We have performed a limited assurance engagement on the Eligible Green Project Portfolio (hereinafter: the Portfolio) in the accompanying Annual Report for the year 2024 of Royal Schiphol Group N.V. (hereinafter: Schiphol) at Schiphol.

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

The Portfolio is included in section 'Green bond allocation reporting' in the supplementary information of the Annual Report.

Basis for our conclusion

We have performed our limited assurance engagement on the Portfolio in accordance with Dutch law, including Dutch Standard 3000A, "Assurance-opdrachten anders dan opdrachten tot controle of beoordeling van historische financiële informatie (attest-opdrachten)" (Assurance engagements other than audits or reviews of historical financial information [attestation engagements]).

Our responsibilities in this regard are further described in the section Our responsibilities for the assurance engagement on the Portfolio of our report.

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

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

Criteria

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

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

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

Limitations to the scope of our assurance engagement

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



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

Our conclusion is not modified in respect of these matters.

Responsibilities of the management board and the supervisory board for the Portfolio

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

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

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

Our responsibilities for the assurance engagement on the Portfolio

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

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

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



Our assurance engagement included amongst others:

- ▶ Performing an analysis of the external environment and obtaining an understanding of the sector, insight into relevant sustainability themes and issues and the characteristics of the company as far as relevant to the Portfolio
- ▶ Evaluating the appropriateness of the criteria applied, their consistent application and related disclosures on the Portfolio. This includes the evaluation of the reasonableness of estimates made by the management board
- ▶ Obtaining through inquiries a general understanding of the internal control environment, the reporting processes, the information systems and the entity's risk assessment process relevant to the preparation of the Portfolio, without obtaining assurance information about the implementation or testing the operating effectiveness of controls
- ▶ Identifying areas of the Portfolio where misleading or unbalanced information or a material misstatement, whether due to fraud or error, is likely to arise. Designing and performing further assurance procedures aimed at determining the plausibility of the Portfolio responsive to this risk analysis. These procedures consisted amongst others of:
 - ▶ Interviewing relevant staff responsible for providing the information for, carrying out controls on, and consolidating the data in the Portfolio
 - ▶ Obtaining assurance evidence that the Portfolio reconcile with underlying records of Schiphol
 - ▶ Reviewing, on a limited sample basis, relevant internal and external documentation
- ▶ Reconciling the relevant financial information with the financial statements

- ▶ Reading the information in the Annual Report 2024 that is not included in the scope of our assurance engagement to identify material inconsistencies, if any, with the Portfolio
- ▶ Considering whether the Portfolio are presented and disclosed free from material misstatement in accordance with the criteria applied.

Amsterdam, 13 February 2025

EY Accountants B.V.

signed by A.E. Wijnsma

Historical summary

(in millions of euros, unless otherwise indicated)

	2024	2023	2022	2021	2020 ¹	2019	2018	2017	2016	2015
Statement of income										
Revenue	2,245	1,852	1,491	816	688	1,615	1,509	1,458	1,435	1,423
Other results from investment property	165	-151	-192	69	-64	113	107	80	71	117
Total operating income	2,410	1,701	1,299	885	624	1,728	1,616	1,538	1,506	1,540
Total operating expenses before depreciation, amortisation and impairment	-1,512	-1,351	-1,119	-732	-830	-1,039	-981	-916	-848	-804
EBITDA	898	350	179	154	-206	689	635	622	658	735
Depreciation, amortisation and impairment	-354	-344	-331	-299	-324	-294	-267	-264	-238	-230
Operating result	544	6	-152	-145	-530	395	368	359	420	505
Financial income and expenses	-19	2	-16	185	-92	-84	-90	-86	-91	-89
Taxation, share in operating result of associates and minority interests	-108	14	91	64	55	51	8	12	-18	-38
Result on ordinary activities after tax	418	22	-77	104	-568	362	286	286	311	378
Minority interests	11	9	9	-1	-5	7	7	6	5	4
Net result	407	13	-86	105	-563	355	279	280	306	374
Statement of financial position										
Non-current assets	8,533	7,723	7,585	7,512	7,852	7,446	6,512	6,040	5,818	5,646
Current assets	1,432	1,547	2,019	2,378	1,428	350	861	615	608	759
Total assets	9,965	9,270	9,604	9,891	9,280	7,797	7,373	6,655	6,426	6,405
Total equity	3,900	3,499	3,506	3,531	3,777	4,372	4,136	3,978	3,860	3,716
Provisions	71	68	71	82	100	104	106	79	57	56
Non-current liabilities	4,833	4,687	5,436	5,846	4,521	2,721	2,474	2,225	2,172	2,021
Current liabilities	1,161	1,016	591	433	883	599	656	373	337	612
Total equity and liabilities	9,965	9,270	9,604	9,891	9,280	7,797	7,373	6,655	6,426	6,405
Cash flow from operating activities	684	478	353	-79	-157	523	526	267	438	508
Investments in intangible assets and property, plant & equipment	-1,057	-662	-454	-450	-700	-811	-560	-443	-303	-439
Cash flow after CAPEX	-373	-184	-101	-529	-857	-288	-34	-176	135	69

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

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Ratios¹										
Underlying return on equity (ROE) ²	7.9	2.9	-2.5	3.0	-13.8	8.3	7.0	7.2	8.2	10.4
Underlying return on capital employed (ROCE)	5.9	2.8	-1.3	-1.6	-8.1	7.5	7.2	7.2	8.2	10.1
Net Leverage	5.7	7.6	10.1	n/a	-18.5	4.6	n/a	n/a	n/a	n/a
FFO / Gross debt	13.1%	8.4%	5.0%	-0.5%	-3.0%	19.2%	18.7%	21.6%	22.8%	22.0%
FFO interest coverage ratio	10.1	6.7	4.5	0.7	-0.6	7.5	6.6	6.9	6.8	6.7
Solvency	38.4%	37.0%	35.9%	35.2%	40.2%	55.4%	55.4%	59.1%	59.5%	57.5%
Personnel										
Average effective full-time equivalent employees	3,535	2,820	2,487	2,474	2,711	2,519	2,324	2,180	2,063	2,000

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

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

Glossary

8-point plan Quieter, Cleaner, Better

Eight **specific measures** that Schiphol believes are necessary for an airport and aviation sector that are more in balance with the world around them. With these measures, Schiphol wants to provide perspective for the local community, employees and the aviation sector.

Air transport movements

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

Airport Carbon Accreditation

Benchmark for the Airports Council International (ACI) sector association. This benchmark helps provide insight into airports' efforts to reduce CO₂e emissions.

BAS

The Local Community Contact Centre (BAS) is the information and complaints centre to which local residents can address their questions and complaints concerning air traffic at Amsterdam Airport Schiphol. BAS is a joint initiative of Air Traffic Control the Netherlands (LVNL) and Amsterdam Airport Schiphol.

BCI

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

Best Value

Best Value (Procurement Performance) is a method for organising large tenders. The aim is to find the expert that is most capable of carrying out the project at the lowest possible cost throughout its lifecycle ('total cost'). Best Value assumes that it is not the client but the contractor who is the expert. This means that the expert

is given every opportunity to come up with innovative, out-of-the box solutions, if applicable.

Bird strike

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

BPVS

Public-private platform: Beveiliging en Publieke Veiligheid Schiphol (Security and Public Safety Schiphol).

BREEAM

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

Business area

A functional cluster of activities within the Schiphol Group organisation.

Catchment area

Area from which passengers travel to and from Amsterdam Airport Schiphol by road or rail.

CO₂e emissions

A carbon dioxide equivalent or CO₂ equivalent, is a metric measure used to compare the emissions from various greenhouse gases based on their global-warming potential. By converting amounts of other gases to the equivalent amount of carbon dioxide with the same global warming potential.

CT

3D Computer Tomography, makes use of computer-processed combinations of X-ray measurements in such a way that a

three-dimensional image is generated, which can be rotated and looked at from all angles. With CT security scanners, passengers do not have to take their laptop or liquids out of their hand luggage anymore.

EBIT

Earnings before interest and tax.

EBITDA

Earnings before interest, tax, depreciation and amortisation.

Full freighter destination

Effective from 2018, full freighter destinations are defined as examples of more than 100,000 kilogrammes of cargo being shipped to and from a destination in at least ten frequencies during a single year.

Ground noise

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

Hub airport

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

Hub connectivity

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

HVAC systems

HVAC stands for heating, ventilation and air conditioning (including cooling).

Just culture

A concept which emphasises that mistakes are generally a product of faulty organisational cultures. A just culture is the opposite of a blame culture. A just culture helps create an environment in which individuals feel free to report errors and help the organisation to learn from mistakes.

Lden

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

MIRT

National government and regional authorities have joined forces in projects and programmes covering every region of the Netherlands. The Dutch Multi-Year Programme for Infrastructure, Spatial Planning and Transport (MIRT) focuses on financial investments in such programmes and projects.

Mobility as a Service

Mobility as a Service (MaaS) is a mobility concept that allows consumers to use various modes of transport via a single subscription, eliminating the need for users to book and pay for multiple tickets from multiple providers. MaaS automatically services adjustments to the trip when necessary.

MTOW

Maximum Take-Off Weight of an aircraft upon which take-off and landing charges are based.

MVP

A minimum viable product is a version of a product with just enough features to be usable by early customers who can then

provide feedback for future product development. A focus on MVP development can avoid lengthy and unnecessary work.

Net Promoter Score

A simple yet powerful instrument for measuring customer satisfaction, whereby respondents are asked to indicate the extent to which they would recommend a company, product or service to others.

Night-time flight

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

OD passengers

Origin and destination passengers using Schiphol as their airport of departure or arrival.

Passenger destination

Effective from 2018, a passenger destination is strictly defined as a destination served by an airline carrying at least ten passengers on a flight from Schiphol for at least eight weeks in a row.

Preclearance

A procedure where all border checks needed for entry into the United States are carried out at Amsterdam Airport Schiphol before boarding a US-bound flight. This eliminates the need for extensive checks upon arrival in the US.

Runways at Schiphol

Runways are officially indicated by their position according to compass degrees (e.g. 040 - 220) and if they are parallel, their relative position during their use (Left, Right, Centre runway). At Schiphol, the runways are mostly indicated by names:
04-22 Schiphol East
06-24 Kaagbaan
09-27 Buitenveldertbaan
18L-36R Aalsmeerbaan

18C-36C Zwanenburgbaan
18R-36L Polderbaan

TPI

Top Performance Indicator. These are the most important indicators for our operations at Amsterdam Airport Schiphol.

WLU

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

Zero-waste

We have reached our ambition to be zero-waste when incoming materials are minimised and residuals are reused in high-value applications, as high as reasonably possible, without disposal in landfills and minimising incineration.

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Cover picture

On the cover: Makke Yumuk, Security Officer at Schiphol