



STATISTICAL
ANNUAL REVIEW 2005

Preface

The 2005 Statistical Annual Review provides a complete overview of key traffic and transport figures at Amsterdam Airport Schiphol in 2005. Additional information on previous years is available on our website www.schipholgroup.com

Data from this publication may be published provided the source is quoted.

If you require any further information, please feel free to contact your account manager at Amsterdam Airport Schiphol.

February 2006

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Amsterdam Airport Schiphol handled a record number of 44.2 million passengers in 2005. Annual passenger volume is again reflecting growth following a number of years of slow development resulting from events such as the September 11 attacks, the Iraq war and SARS.



Summary

Air transport movements have grown less significantly than passenger volume, which is indicative of the more economic use of capacity. Cargo traffic has been growing steadily since 2002. The new northern taxiway to the Polder runway was opened in October 2005, increasing reliability of the airport's runway system. A new Pier H was opened in November 2005. The new pier was designed to accommodate point-to-point carriers that demand short turnaround times.



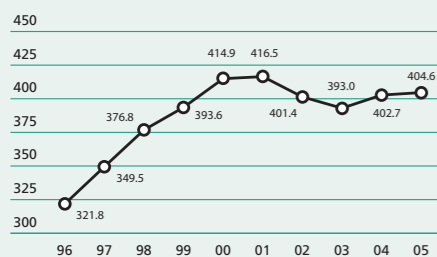
Traffic and transport summary

	2005	Compared to 2004 in %
Total air transport movements	420,736	+ 0.5%
Air transport	404,594	+ 0.5%
General aviation	16,142	+ 1.7%
Scheduled services	370,100	+ 0.7%
Non-scheduled services	34,494	- 1.6%
Passenger services	386,847	+ 0.4%
Full-freighter services	17,747	+ 2.5%
Passenger transport (incl. transit-direct 1x)	44,163,098	+ 3.8%
Transit-direct passengers	85,559	- 26.1%
Passenger transport (excl. transit-direct)	44,077,539	+ 3.9%
Scheduled services	39,830,603	+ 4.7%
Non-scheduled services	4,246,936	- 3.3%
Domestic	78,787	- 24.8%
Europe	29,667,378	+ 2.8%
Intercontinental	14,331,374	+ 6.4%
Cargo transport (tonnes)	1,449,855	+ 2.0%
Scheduled services	1,149,143	+ 2.7%
Non-scheduled services	300,712	- 0.4%
Passengers services	620,720	+ 1.5%
Full-freighter services	829,135	+ 2.4%
Mail transport (tonnes)	46,064	- 0.3%

Traffic and transport summary per continent

	Air transport movements	Compared to 2004 in %	Passengers (excl. transit-direct)	Compared to 2004 in %	Cargo (tonnes)	Compared to 2004 in %
EU	274,819	+ 1.7%	24,432,480	+ 3.7%	38,962	- 11.7%
Rest of Europe	49,252	- 11.4%	5,313,685	- 1.4%	16,039	+ 0.9%
Total Europe	324,071	- 0.5%	29,746,165	+ 2.7%	55,001	- 8.4%
North America	25,561	+ 5.5%	5,424,229	+ 5.6%	298,401	+ 3.0%
Latin America	9,710	+ 4.9%	1,922,364	+ 1.7%	133,294	+ 5.2%
Africa	13,848	+ 3.0%	2,235,537	+ 11.7%	157,822	- 2.6%
Middle East	9,639	- 4.8%	1,140,774	- 0.9%	190,451	- 7.6%
Asia	21,765	+ 8.9%	3,608,470	+ 9.9%	614,885	+ 6.7%
Total intercontinental	80,523	+ 4.5%	14,331,374	+ 6.4%	1,394,854	+ 2.5%
Total	404,594	+ 0.5%	44,077,539	+ 3.9%	1,449,855	+ 2.0%

Air transport movements
x 1,000



Passenger transport
x 1,000,000



Cargo transport
x 1,000 tonnes



The number of air transport movements in 2005 increased by 0.5% to 404,594. The highly competitive market and rising kerosene prices further encouraged higher passenger load factors. The number of passenger aircraft movements showed moderate growth of 0.4%. The number of full-freighter movements rose by 2.5%.

Air transport

movements

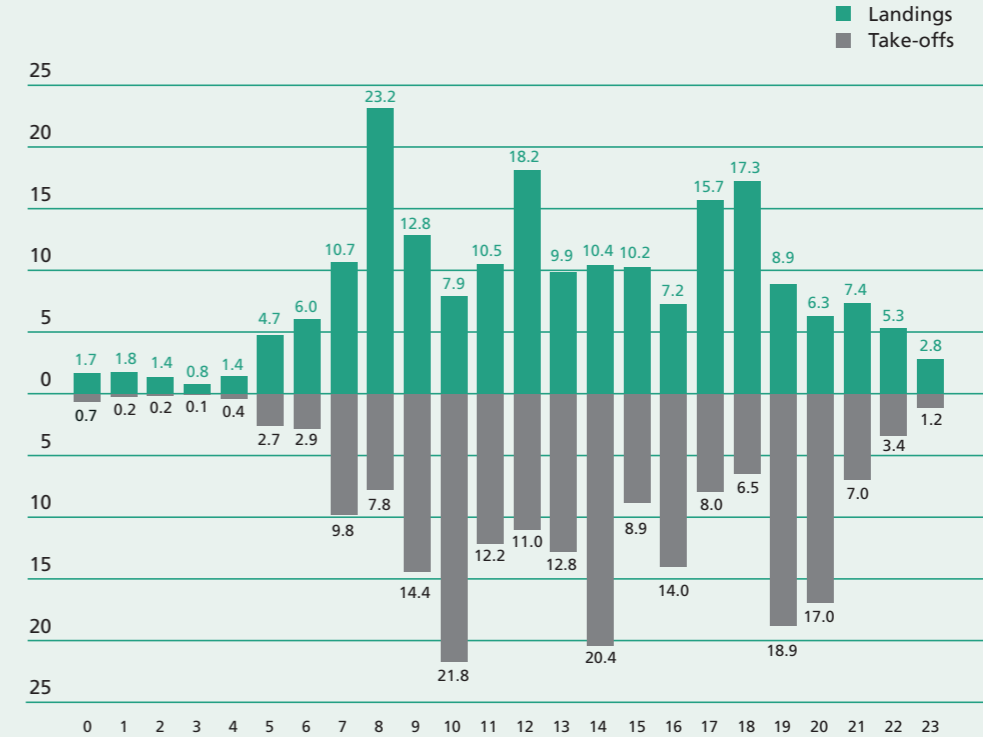
Two notable quality improvements were achieved in 2005. The network of destinations served by scheduled traffic increased from 247 to 261. In addition the punctuality of passenger services improved as a result of more efficient ground handling procedures and less external disturbances (weather and Air Traffic Control).



Air transport movements, monthly totals 2005

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
I. Air transport												
Scheduled												
Passenger services	27,433	25,753	28,637	30,305	31,855	31,151	31,872	32,044	31,415	31,645	28,783	27,423
Full-freighter services	1,001	883	1,082	1,016	900	972	963	917	901	985	1,078	1,086
Subtotal	28,434	26,636	29,719	31,321	32,755	32,123	32,835	32,961	32,316	32,630	29,861	28,509
Non-scheduled												
Passenger services	1,376	1,391	1,500	1,880	3,418	2,674	3,972	3,901	2,935	3,186	1,155	1,143
Full-freighter services	543	552	608	538	500	442	449	420	461	505	466	479
Subtotal	1,919	1,943	2,108	2,418	3,918	3,116	4,421	4,321	3,396	3,691	1,621	1,622
Total air transport	30,353	28,579	31,827	33,739	36,673	35,239	37,256	37,282	35,712	36,321	31,482	30,131
II. General aviation												
Taxi / Business / Private	665	724	771	903	945	1,114	789	698	1,061	1,153	1,058	890
Other flights	499	407	417	529	484	573	517	613	401	343	300	288
Total general aviation	1,164	1,131	1,188	1,432	1,429	1,687	1,306	1,311	1,462	1,496	1,358	1,178
Grand total	31,517	29,710	33,015	35,171	38,102	36,926	38,562	38,593	37,174	37,817	32,840	31,309

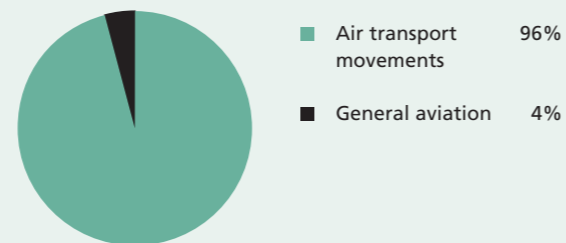
Air transport movements per hour of the day × 1,000



Air transport movements, annual totals 2005

	2005	Compared to 2004 in %
I. Air transport		
Scheduled		
Passenger services	358,316	+ 0.5
Full-freighter services	11,784	+ 5.8
Subtotal	370,100	+ 0.7
Non-scheduled		
Passenger services	28,531	- 1.2
Full-freighter services	5,963	- 3.5
Subtotal	34,494	- 1.6
Total air transport	404,594	+ 0.5
II. General aviation		
Taxi / Business / Private	10,771	+ 15.2
Other flights	5,371	- 17.7
Total general aviation	16,142	+ 1.7
Grand total	420,736	+ 0.5

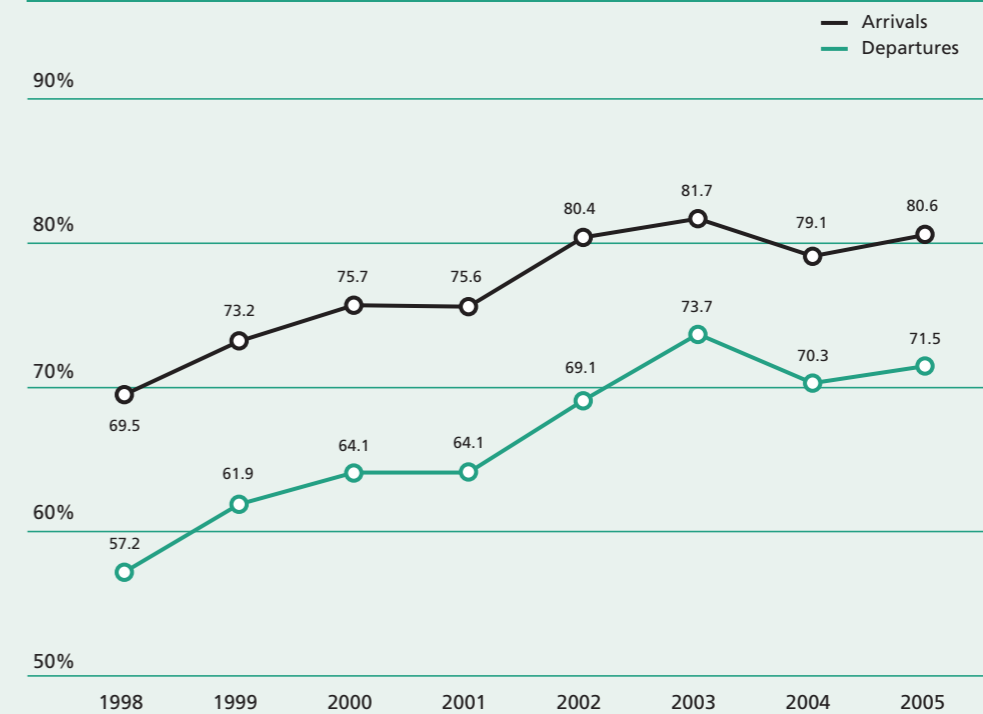
Total air transport



Air transport movements



Punctuality of passenger services, annual totals



Main European countries

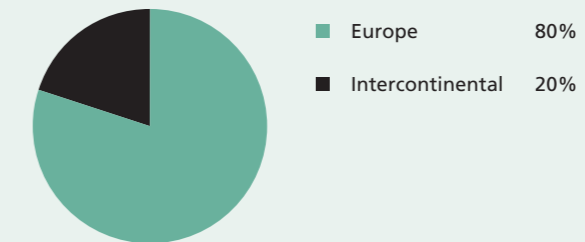
(2004 ranking)	Scheduled movements	Non-scheduled movements	Total	Compared to 2004 in %
1 (1) United Kingdom	83,550	738	84,288	+ 0.4%
2 (2) Germany	39,024	399	39,423	+ 2.2%
3 (3) Spain	20,406	5,875	26,281	+ 0.1%
4 (4) France	23,965	482	24,447	- 1.8%
5 (5) Italy	21,418	392	21,810	- 3.5%
6 (8) Turkey	4,756	9,008	13,764	+ 4.6%
7 (6) Switzerland	12,904	50	12,954	- 17.4%
8 (7) Norway	12,726	55	12,781	- 3.5%
9 (10) Denmark	8,808	102	8,910	+ 5.0%
10 (11) Sweden	7,987	82	8,069	- 4.1%
11 (12) Greece	3,476	4,147	7,623	- 0.9%
12 (9) Austria	7,289	130	7,419	- 14.8%
13 (13) Portugal	6,096	1,148	7,244	+ 5.1%
14 (15) Belgium	4,493	400	4,893	- 3.3%
15 (16) Ireland	4,466	84	4,550	- 2.4%
16 (18) Hungary	4,502	18	4,520	+ 12.2%
17 (14) Netherlands	3,742	546	4,288	- 20.7%
18 (20) Poland	4,231	20	4,251	+ 12.2%
19 (17) Czech Republic	4,061	76	4,137	+ 0.2%
20 (19) Finland	3,777	67	3,844	+ 1.1%
Rest of Europe	17,939	636	18,575	+ 13.7%
Total Europe	299,616	24,455	324,071	- 0.5%

Main intercontinental countries

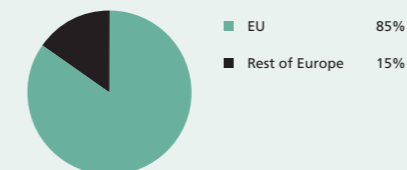
(2004 ranking)	Scheduled movements	Non-scheduled movements	Total	Compared to 2004 in %
1 (1) United States	21,542	1,148	22,690	+ 6.3%
2 (2) China	4,975	870	5,845	+ 14.9%
3 (3) Japan	3,620	21	3,641	+ 4.6%
4 (7) Egypt	1,179	1,735	2,914	+ 10.0%
5 (4) Canada	2,830	41	2,871	- 0.2%
6 (5) Kenya	2,064	510	2,574	- 6.1%
7 (16) Singapore	2,559	6	2,565	+ 73.4%
8 (8) United Arab Emirates	2,277	160	2,437	+ 12.1%
9 (6) Israel	2,058	325	2,383	- 11.9%
10 (9) Taiwan	2,041	1	2,042	+ 0.4%
11 (15) Mexico	1,039	605	1,644	+ 3.9%
12 (14) India	1,624	12	1,636	+ 1.1%
13 (12) Brazil	1,322	301	1,623	- 1.6%
14 (11) Morocco	1,470	110	1,580	- 6.0%
15 (10) Malaysia	1,508	15	1,523	- 12.9%
16 (17) South Korea	1,472	21	1,493	+ 10.2%
17 (13) South Africa	1,314	161	1,475	- 10.6%
18 (20) Nigeria	1,124	40	1,164	+ 14.3%
19 (23) Kazakhstan	1,017	20	1,037	+ 20.3%
20 (27) Tunisia	258	742	1,000	+ 32.6%
Rest intercontinental	13,191	3,195	16,386	- 1.0%
Total intercontinental	70,484	10,039	80,523	+ 4.5%



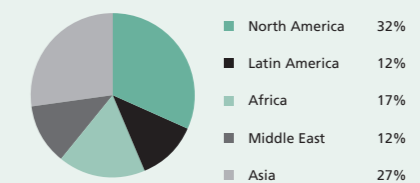
Air transport movements



Europe



Intercontinental



Origins and destinations Europe

Main European origins and destinations

(Ranking 2004)		Air transport movements	Compared to 2004 in %
1	(1)	London Heathrow	16,791 - 1.7%
2	(2)	Paris Charles de Gaulle	10,481 + 0.8%
3	(4)	Frankfurt	8,022 + 5.9%
4	(3)	Barcelona	7,816 - 3.9%
5	(7)	Madrid	7,190 - 0.2%
6	(6)	Munich	6,986 - 4.1%
7	(9)	Manchester	6,680 + 0.2%
8	(10)	Copenhagen	6,620 + 3.2%
9	(8)	London Gatwick	6,492 - 3.8%
10	(5)	Zurich	6,307 - 16.0%
11	(12)	Rome Fiumicino	5,945 + 5.9%
12	(11)	Stockholm	5,455 - 4.8%
13	(14)	Vienna	5,374 - 0.6%
14	(13)	Oslo	5,140 - 5.7%
15	(15)	Milan Malpensa	5,035 - 1.1%
16	(21)	Birmingham	5,031 + 21.3%
17	(38)	London City	4,962 + 58.3%
18	(17)	Geneva	4,941 + 0.1%
19	(20)	Antalya	4,604 + 5.0%
20	(23)	Budapest	4,520 + 12.2%

**Amsterdam
Airport Schiphol**

ICELAND 1

NORWAY 6

FINLAND 1

IRELAND 2

SWEDEN 2

ESTONIA 1

UNITED KINGDOM 24

DENMARK 2

LATVIA 1

NETHERLANDS 2

LITHUANIA 1

RUSSIA 2

BELGIUM 2

GERMANY 10

POLAND 2

LUXEMBOURG 1

CZECHIA 1

UKRAINE 1

FRANCE 8

AUSTRIA 2

SLOVAKIA 1

MOLDOVIA 1

ARMENIA 1

SWITZERLAND 3

SLOVENIA 1

HUNGARY 1

GEORGIA 1

SPAIN 14

CROATIA 5

ROMANIA 1

PORTUGAL 4

SERBIA 1

BULGARIA 2

ITALY 16

MACEDONIA 1

TURKEY 8

GREECE 12

TOTAL SCHEDULED DESTINATIONS EUROPE 148

MALTA 1

CYPRUS 2

Origins and destinations intercontinental

North America

CANADA	5
UNITED STATES	17
TOTAL	22

Latin America

ARUBA	1
BRAZIL	2
CUBA	3
COSTA RICA	1
DOMINICAN REP.	3
ECUADOR	2
JAMAICA	1
MEXICO	2
NETHERLANDS ANTILLES	3
PERU	1
SURINAM	1
TRINIDAD AND TOBAGO	1
VENEZUELA	1
TOTAL	22

Amsterdam Airport Schiphol

Middle East

BAHRAIN	1
IRAN	1
ISRAEL	1
JORDAN	1
KUWAIT	1
LEBANON	1
QATAR	1
SAUDI ARABIA	1
SYRIA	2
UNITED ARAB EMIRATES	3
TOTAL	13

Asia

CHINA	5
INDIA	5
INDONESIA	1
JAPAN	2
KAZAKHSTAN	4
MALAYSIA	2
PAKISTAN	3
PHILIPPINES	1
SINGAPORE	1
SOUTH KOREA	1
TAIWAN	1
THAILAND	1
TOTAL	27

Africa

CAPE VERDE	1	MOROCCO	7
EGYPT	4	NIGERIA	3
EQUAT. GUINEA	1	SOUTH AFRICA	2
ERITREA	1	SUDAN	1
ETHIOPIA	1	TANZANIA	2
GHANA	1	TUNISIA	2
KENYA	1	UGANDA	1
LIBYA	1	TOTAL	29

TOTAL SCHEDULED DESTINATIONS INTERCONTINENTAL 113

Main intercontinental origins and destinations

(Ranking 2004)	Air transport movements	Compared to 2004 in %	(Ranking 2004)	Air transport movements	Compared to 2004 in %
1 (4) Detroit	2,872	+ 9.7%	11 (9) Taipei	2,042	+ 0.4%
2 (5) New York	2,822	+ 15.8%	12 (8) Chicago	1,728	- 15.2%
3 (3) Hong Kong	2,819	+ 5.6%	13 (15) Dubai	1,644	+ 18.5%
4 (13) Singapore	2,565	+ 73.4%	14 (21) Atlanta	1,534	+ 45.4%
5 (6) Tokyo	2,538	+ 4.4%	15 (16) Seoul	1,493	+ 10.2%
6 (2) Nairobi	2,521	- 5.6%	16 (12) Kuala Lumpur	1,456	- 7.4%
7 (1) Tel Aviv	2,361	- 12.7%	17 (14) Washington	1,453	- 0.7%
8 (7) Newark	2,278	+ 5.5%	18 (19) Shanghai	1,341	+ 11.7%
9 (10) Minneapolis	2,178	+ 8.0%	19 (17) Toronto	1,250	+ 0.5%
10 (11) Houston	2,080	+ 14.5%	20 (25) Hurgada	1,090	+ 8.6%

Air transport movements per type, passenger or mixed version

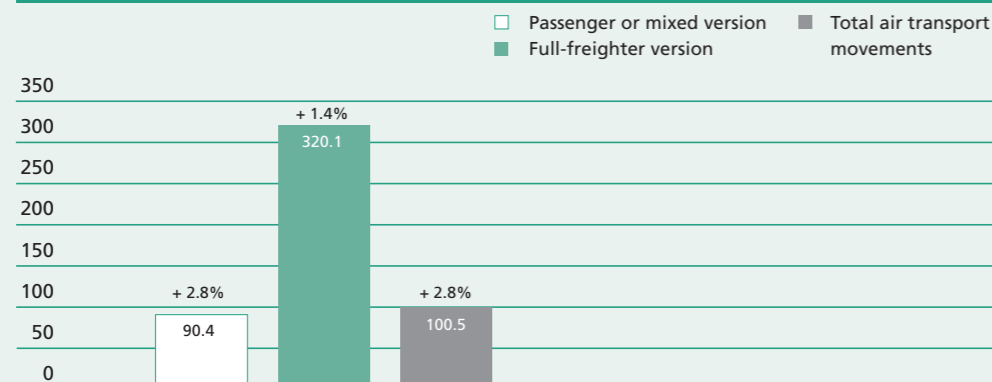
Type	Average MTOW	Movements	Compared to 2004 in %
1 Fokker 70	38	42,356	+ 5%
2 Boeing 737-800	76	42,249	+ 10%
3 Boeing 737-300	58	39,388	- 1%
4 Airbus A320-2	73	26,710	+ 8%
5 Boeing 737-400	64	26,676	- 11%
6 Fokker 100	42	23,246	- 7%
7 Fokker 50	21	21,432	+ 6%
8 AIRBUS A319	66	19,162	+ 27%
9 Boeing 737-700	67	18,596	- 7%
10 Boeing 767-300	184	17,097	- 2%
11 Boeing 737-500	55	14,357	+ 46%
12 Boeing 747-400MC	397	9,227	- 1%
13 Boeing 737-900	77	8,406	+ 10%
14 Boeing 777-200	293	8,340	+ 28%
15 MD11	282	7,069	+ 10%
16 Boeing 747-400P	391	4,887	- 13%
17 DC10-30P	262	4,503	- 1%
18 Canadair 100/200ER	24	4,256	+ 15%
19 EMB-145	20	4,222	+ 6%
20 Dornier 328-100	14	4,192	- 38%
21 Airbus A321	86	3,994	- 30%
22 Boeing 737-600	60	3,862	- 9%
23 Airbus A330-300	233	3,680	+ 39%
24 MD82	65	3,274	+ 15%
25 Saab 2000	23	1,956	- 31%
26 Boeing 767-200	167	1,952	+ 52%
27 MD87	63	1,808	- 21%
28 Boeing 757-200P	109	1,770	- 55%
29 Boeing 737-800W	79	1,748	+ 628%
30 Airbus A320-1	72	1,659	- 12%

Air transport movements per type, full-freighter version

Type	Average MTOW	Movements	Compared to 2004 in %
1 Boeing 747-400F	401	5,169	+ 33%
2 Boeing 747-200F	375	4,725	- 5%
3 MD11	285	1,314	- 4%
4 MD11F	286	1,199	+ 21%
5 DC10F	260	935	- 13%
6 BAE ATP	24	838	+ 4%
7 Boeing 747-200P	376	724	- 16%
8 Airbus A300F	165	611	- 34%
9 Boeing 747-300MC	378	477	- 16%
10 Piper 31 NA	4	474	- 3%
11 Boeing 747-100F	338	398	- 33%
12 Airbus A300-6P	171	308	+ 413%
13 Boeing 747-200MC	370	146	- 50%
14 Antonov 12	63	134	+ 31%
15 Airbus A300-4P	165	86	- 14%

Average Maximum Take Off Weight

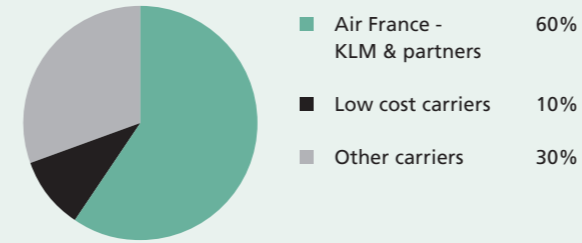
in tonnes and compared to 2004 in %



Air transport movements, main airlines

(2004 ranking)	Airline	Scheduled movements	Non-scheduled movements	Total	Compared to 2004 in %
1 (1)	KLM	192,100	974	193,074	+ 1.8
2 (2)	transavia.com	17,466	10,775	28,241	+ 15.7
3 (3)	easyJet	14,904	17	14,921	- 18.1
4 (4)	Martinair Holland	2,602	9,936	12,538	+ 6.7
5 (6)	Lufthansa German Airlines	10,776	36	10,812	- 2.2
6 (5)	British Airways	9,366	14	9,380	- 16.6
7 (7)	Air France	9,070	17	9,087	+ 3.9
8 (9)	Northwest Airlines	8,038	145	8,183	+ 13.0
9 (8)	SAS Scandinavian Airlines	6,394	16	6,410	- 13.4
10 (11)	bmi	5,366	4	5,370	- 0.0
11 (12)	Iberia	4,971	8	4,979	- 0.6
12 (13)	Alitalia	4,799	31	4,830	+ 1.4
13 (10)	Swiss Int. Airlines	4,457	10	4,467	- 17.2
14 (15)	Aer Lingus	4,358	16	4,374	+ 1.3
15 (41)	Jet2.com	3,082	6	3,088	+ 143.9
16 (19)	Malev Hungarian Airlines	2,837	0	2,837	+ 6.7
17 (18)	Austrian	2,717	16	2,733	- 0.1
18 (20)	TAP Portugal	2,674	0	2,674	+ 2.8
19 (38)	bmibaby	2,627	3	2,630	+ 95.5
20 (24)	Maersk Air	2,260	16	2,276	+ 10.2
21 (23)	CSA Czech Airlines	2,157	13	2,170	- 0.2
22 (22)	ScotAirways	2,153	9	2,162	- 1.7
23 (28)	Singapore Airlines	2,108	14	2,122	+ 32.6
24 (29)	Continental Airlines	2,098	2	2,100	+ 35.0
25 (21)	Onur Air	0	2,066	2,066	- 7.7
26 (14)	Air Alps Aviation	2,028	2	2,030	- 55.3
27 (26)	Delta Air Lines	1,939	3	1,942	+ 4.7
28 (27)	Turkish Airlines	1,869	64	1,933	+ 10.3
29 (-)	VLM Airlines	1,876	49	1,925	+ 276.7
30 (43)	SkyEurope	1,875	2	1,877	+ 59.6
Other airlines		41,133	10,230	51,363	- 8.0
Total		370,100	34,494	404,594	+ 0.5

Air transport movements per airline segment



New airlines (scheduled services)

	Air Berlin	passenger
	Corendon Airlines	passenger
	LAN Chile	cargo
	MNG Airlines	cargo
	Portugalia Airlines	passenger
	Sterling	passenger
	Volga-Dnepr	cargo
	Vueling	passenger
	Wizz Air	passenger

Passenger transport in 2005 was up by 3.8% at 44.2 million. The growth was evenly distributed among transfer passengers and Origin & Destination passengers. Air France-KLM and partners and the low cost carriers in particular contributed to the passenger volume increase.



Passengers

The average passenger load factor rose to a record value of 76.0%. Amsterdam Airport Schiphol recorded its busiest day ever on 29 July 2005 serving a record 160,348 passengers (excl. transit-direct passengers).



Passenger transport, monthly totals 2005

× 1.000

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
I. Scheduled												
Arrival	1,398	1,323	1,554	1,641	1,768	1,758	1,835	1,956	1,840	1,803	1,525	1,443
Departure	1,380	1,333	1,541	1,667	1,761	1,781	2,011	1,823	1,849	1,794	1,540	1,508
Subtotal	2,778	2,655	3,095	3,308	3,529	3,540	3,846	3,779	3,689	3,596	3,065	2,950
II. Non-scheduled												
Arrival	90	85	92	94	260	194	287	364	229	262	69	57
Departure	88	90	94	146	271	207	396	290	228	219	65	71
Subtotal	178	175	186	240	530	402	682	654	457	481	134	128
III. Total air transport												
Arrival	1,488	1,407	1,647	1,735	2,028	1,952	2,122	2,320	2,069	2,064	1,594	1,500
Departure	1,468	1,423	1,635	1,813	2,032	1,989	2,406	2,113	2,077	2,013	1,604	1,579
Total	2,956	2,830	3,281	3,548	4,060	3,941	4,529	4,433	4,146	4,077	3,199	3,079
Transit-direct	8	6	5	4	6	9	7	8	7	5	6	14
Grand total	2,964	2,836	3,286	3,552	4,066	3,950	4,535	4,441	4,153	4,083	3,204	3,093

Main European countries

(2004 ranking)	Passengers 2005	Compared to 2004 in %
1 (1) United Kingdom	7,370,209	- 0.9
2 (2) Spain	3,615,387	- 0.2
3 (3) Germany	2,308,278	+ 2.6
4 (4) Italy	2,190,532	+ 5.8
5 (5) Turkey	2,121,694	+ 4.3
6 (6) France	1,956,021	+ 2.0
7 (7) Greece	1,206,208	+ 7.4
8 (8) Switzerland	1,096,062	+ 1.0
9 (9) Norway	1,088,362	+ 8.2
10 (10) Portugal	848,243	+ 1.8
11 (11) Sweden	824,766	+ 7.5
12 (12) Denmark	791,502	+ 10.7
13 (13) Ireland	591,952	+ 7.2
14 (14) Austria	472,976	- 2.5
15 (15) Finland	400,107	+ 8.0
16 (17) Hungary	345,300	+ 6.2
17 (16) Czech Republic	340,871	- 0.9
18 (18) Poland	313,362	+ 11.0
19 (20) Romania	269,468	+ 19.8
20 (19) Russia	225,193	- 3.5

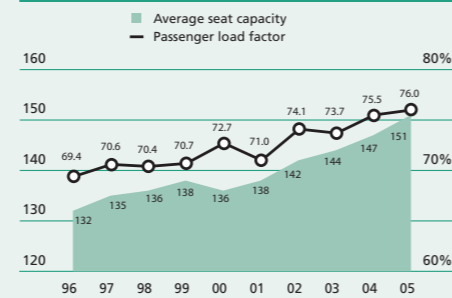
Main intercontinental countries

(2004 ranking)	Passengers 2005	Compared to 2004 in %
1 (1) United States	4,665,130	+ 6.3
2 (3) China	781,897	+ 17.7
3 (2) Canada	759,099	+ 1.1
4 (4) Japan	600,853	- 0.7
5 (5) Egypt	492,934	+ 18.8
6 (8) South Africa	396,251	+ 6.1
7 (6) India	389,062	+ 0.6
8 (9) Thailand	386,723	+ 3.6
9 (10) Kenya	376,276	+ 12.6
10 (7) Netherlands Antilles	371,100	- 3.6
11 (14) Singapore	343,015	+ 29.4
12 (12) Malaysia	342,255	+ 13.0
13 (13) United Arab Emirates	296,863	+ 10.3
14 (11) Mexico	288,883	- 6.0
15 (15) Brazil	277,077	+ 5.5
16 (16) Israel	268,302	+ 6.8
17 (18) Surinam	242,245	+ 11.5
18 (17) Nigeria	221,332	+ 0.4
19 (20) South Korea	192,336	+ 23.1
20 (35) Philippines	191,878	+ 120.5

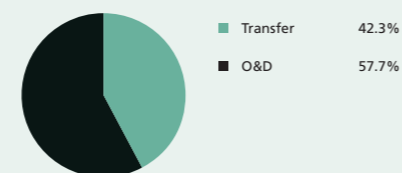
Passenger transport, annual totals 2005 × 1.000

	2005	Compared to 2004 in %
I. Scheduled		
Arrival	19,844	+ 4.6
Departure	19,987	+ 4.9
Subtotal	39,831	+ 4.7
II. Non-scheduled		
Arrival	2,084	- 3.6
Departure	2,163	- 2.9
Subtotal	4,247	- 3.3
III. Total air transport		
Arrival	21,927	+ 3.7
Departure	22,150	+ 4.1
Total	44,078	+ 3.9
Transit-direct	86	- 26.1
Grand total	44,163	+ 3.8

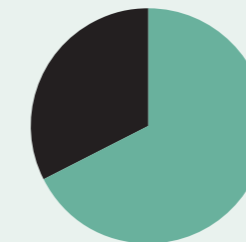
Average seat capacity and passenger load factor



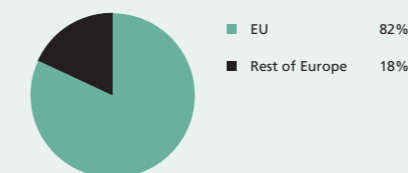
Passenger transport, transfer & O&D



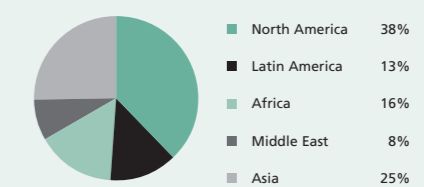
Passengers



Europe



Intercontinental



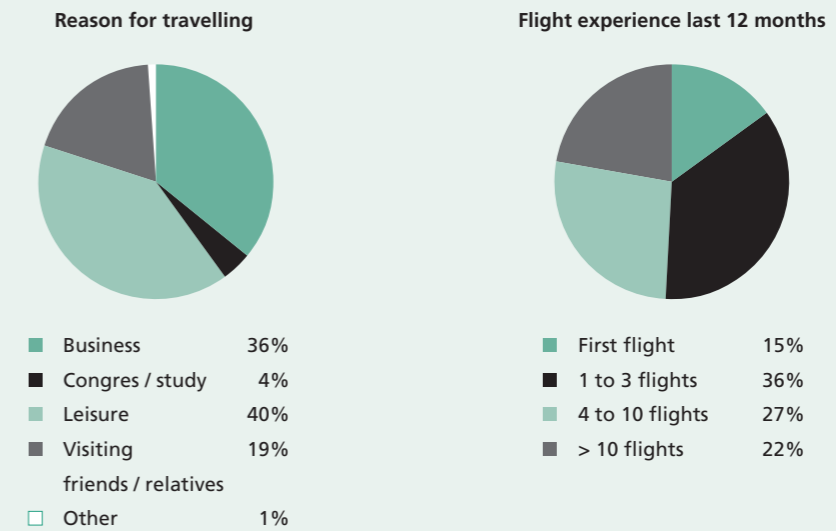
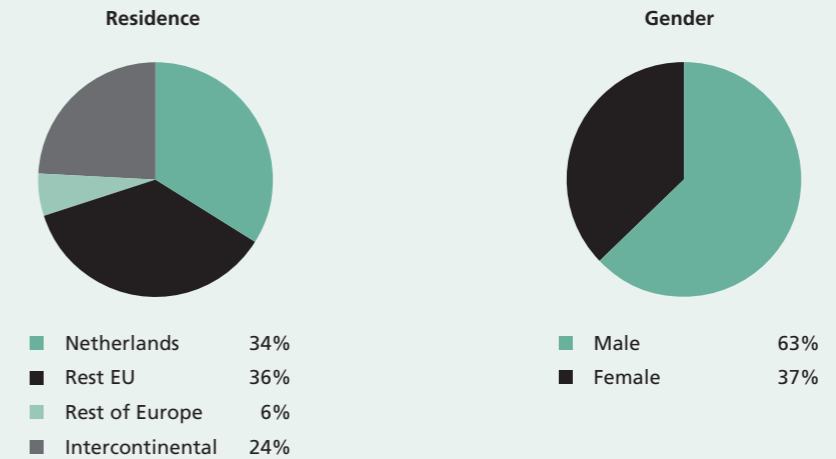
Main European origins and destinations

(2004 ranking)	Airport	IATA code	Passengers 2005	Compared to 2004 in %
1 (1)	London Heathrow	LHR	1,894,076	- 5.5%
2 (2)	Barcelona	BCN	1,103,998	- 2.3%
3 (3)	Paris Charles de Gaulle	CDG	1,038,692	+ 4.7%
4 (4)	Madrid	MAD	896,367	+ 3.9%
5 (5)	Antalya	AYT	753,330	+ 2.9%
6 (7)	Rome Fiumicino	FCO	681,261	+ 11.8%
7 (9)	Copenhagen	CPH	617,673	+ 15.5%
8 (6)	London Gatwick	LGW	595,838	- 8.6%
9 (11)	Manchester	MAN	591,717	+ 15.7%
10 (10)	Zurich	ZRH	549,104	+ 3.4%
11 (13)	Stockholm	ARN	535,599	+ 9.6%
12 (8)	Frankfurt	FRA	535,206	- 5.5%
13 (14)	Oslo	OSL	519,567	+ 9.2%
14 (12)	Geneva	GVA	509,109	+ 3.8%
15 (15)	Istanbul	IST	504,437	+ 6.5%
16 (17)	Milan Malpensa	MLP	498,579	+ 13.1%
17 (18)	Dublin	DUB	470,692	+ 7.8%
18 (21)	Lissabon	LIS	444,952	+ 6.4%
19 (20)	Munich	MUC	438,506	+ 2.3%
20 (27)	Birmingham	BHX	426,720	+ 26.4%

Main intercontinental origins and destinations

(2004 ranking)	Airport	IATA code	Passengers 2005	Compared to 2004 in %
1 (1)	Detroit	DTW	775,858	+ 7.9%
2 (2)	Minneapolis	MSP	498,087	+ 1.4%
3 (3)	New York	JFK	497,634	+ 16.7%
4 (4)	Tokio	NRT	405,080	+ 0.3%
5 (5)	Bangkok	BKK	386,723	+ 3.6%
6 (6)	Toronto	YYZ	383,728	+ 3.8%
7 (8)	Houston	IAH	383,004	+ 8.6%
8 (9)	Nairobi	NBO	366,123	+ 14.5%
9 (7)	Newark	EWR	349,671	- 2.3%
10 (11)	Hong Kong	HKG	347,353	+ 16.6%
11 (15)	Singapore	SIN	343,015	+ 29.4%
12 (10)	Kuala Lumpur	KUL	342,255	+ 13.0%
13 (12)	Washington	IAD	297,111	+ 0.7%
14 (13)	Chicago	ORD	277,504	- 5.9%
15 (14)	Curacao	CUR	270,765	- 6.0%
16 (16)	Tel Aviv	TLV	265,935	+ 5.9%
17 (33)	Atlanta	ATL	253,354	+ 49.3%
18 (17)	Paramaribo	PBM	242,245	+ 11.5%
19 (20)	Beijing	PEK	236,197	+ 17.0%
20 (19)	Dubai	DXB	230,625	+ 12.8%

Passenger profile



Following substantial cargo growth in 2004, cargo volume in 2005 grew modestly. Amsterdam Airport Schiphol handled 1.45 million tonnes of cargo in 2005, up by 2.0% over 2004.

The total volume growth resulted from the increased volume of cargo transported on passenger services as well as on full-freighter services.



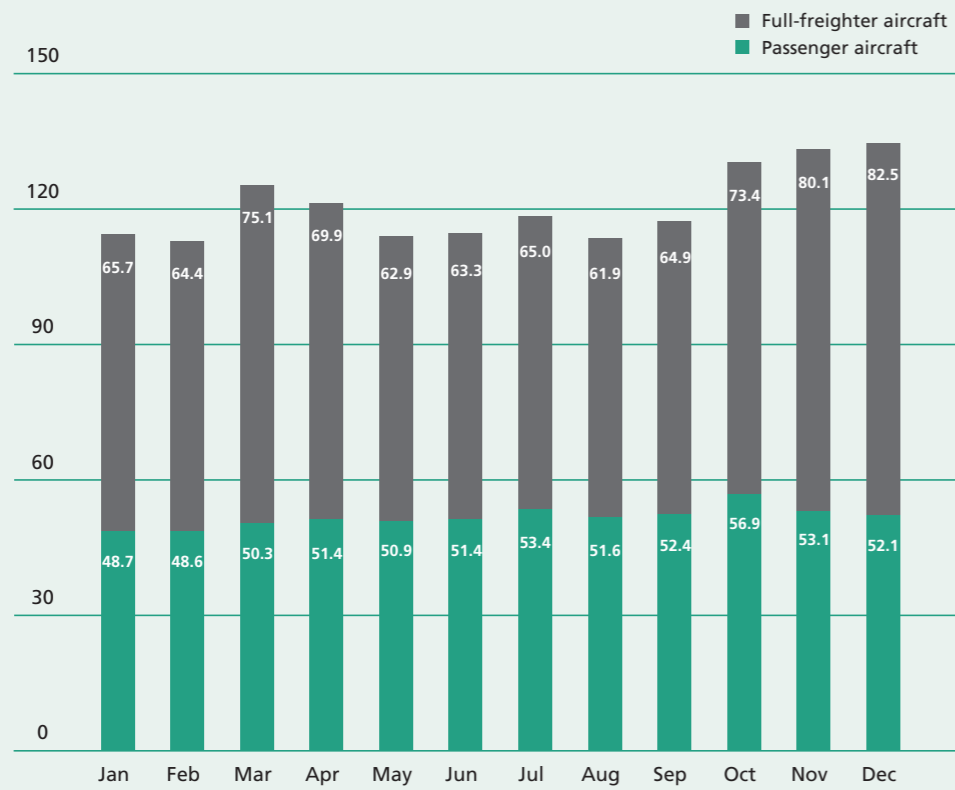
Cargo

With a growth percentage of 6.7%, Asia, Amsterdam Airport Schiphol's largest market for cargo imports, showed above average growth. However, the imbalance between inbound and outbound cargo flows to and from this region became larger throughout the year. North America, the airport's second largest cargo region after Asia, also showed above average growth of 3.0%.



Cargo, monthly totals per aircraft type

x 1,000 tonnes



Cargo, main origins and destinations*

tonnes

(2004 ranking)	2005	Compared to 2004 in %
1 (1)	Hong Kong	100,463 + 1.3%
2 (2)	Dubai	85,152 + 6.2%
3 (5)	Singapore	75,416 + 17.4%
4 (7)	Shanghai	68,184 + 26.4%
5 (4)	Nairobi	65,967 - 0.7%
6 (6)	Tokyo	59,192 - 4.2%
7 (8)	Seoul	55,133 + 3.9%
8 (3)	Tel Aviv	51,674 - 31.1%
9 (9)	Chicago	51,325 + 1.4%
10 (11)	New York	43,660 + 8.8%
11 (10)	Kuala Lumpur	41,978 - 16.5%
12 (12)	Osaka	35,526 - 1.5%
13 (16)	Taipei	32,573 + 12.0%
14 (13)	Houston	31,644 - 1.9%
15 (14)	Mexico City	31,117 + 0.9%
16 (18)	Los Angeles	28,431 + 11.8%
17 (17)	Johannesburg	24,869 - 6.1%
18 (15)	Bangkok	23,141 - 23.0%
19 (20)	Beijing	23,055 + 23.3%
20 (19)	Atlanta	22,218 + 6.5%

* These are not necessarily first origins or final destinations

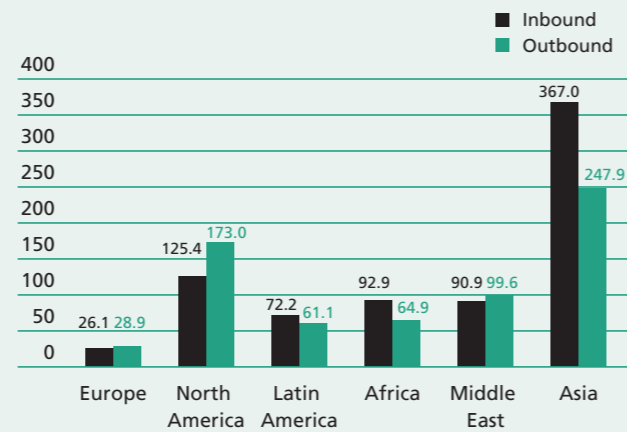
Cargo, annual totals

tonnes

	2005	Compared to 2004 in %
Total	1,449,855	+ 2.0%
Passenger services	620,720	+ 1.5%
Full-freighter services	829,135	+ 2.4%
Inbound	774,486	+ 3.6%
Outbound	675,369	+ 0.3%

Cargo, annual totals per continent

x 1,000 tonnes



Cargo, annual totals per aircraft type

x 1,000 tonnes



Other airports

With a growth of 3.8%, Amsterdam Airport Schiphol retained its fourth place ranking among the top 10 European passenger airports. In the cargo market the growth seen at Amsterdam Airport Schiphol was below average.

The airport nevertheless managed to retain its third place ranking among the top 10 European cargo airports.



Air transport movements

x 1,000

				2005	Compared to 2004 in %
	1	Paris Ch. de Gaulle	CDG	514	- 0.5
	2	Frankfurt	FRA	482	+ 2.8
	3	London Heathrow	LHR	472	+ 0.5
	4	Madrid	MAD	414	+ 3.5
	5	Amsterdam	AMS	405	+ 0.5
	6	Munich	MUC	375	+ 4.2
	7	Barcelona	BCN	305	+ 5.8
	8	Rome Fiumicino	FCO	303	- 2.0
	9	Copenhagen	CPH	265	- 1.6
	10	London Gatwick	LGW	252	+ 4.4

Passenger transport (transit-direct 1 x)

x 1,000

				2005	Compared to 2004 in %
	1	London Heathrow	LHR	67.915	+ 0.8
	2	Paris Ch. de Gaulle	CDG	53.756	+ 4.9
	3	Frankfurt	FRA	52.219	+ 2.2
	4	Amsterdam	AMS	44.163	+ 3.8
	5	Madrid	MAD	41.940	+ 8.4
	6	London Gatwick	LGW	32.784	+ 4.2
	7	Rome Fiumicino	FCO	28.620	+ 1.8
	8	Munich	MUC	28.619	+ 6.7
	9	Barcelona	BCN	27.121	+ 10.5
	10	Paris Orly	ORY	24.857	+ 3.3

Cargo

x 1,000 tonnes

				2005	Compared to 2004 in %
	1	Frankfurt	FRA	1.864	+ 8.2
	2	Paris Ch. de Gaulle	CDG	1.767	+ 7.9
	3	Amsterdam	AMS	1.450	+ 2.0
	4	London Heathrow	LHR	1.306	- 1.4
	5	Luxembourg	LUX	742	+ 4.2
	6	Brussels	BRU	700	+ 7.0
	7	Cologne	CGN	637	+ 5.3
	8	Milan Malpensa	MPX	369	+ 6.3
	9	Madrid	MAD	328	- 3.8
	10	Liège	LGG	326	- 14.8

Infrastructure

Amsterdam Airport Schiphol area

Capacity

Terminal passengers 58 mln per year

Aircraft stands

Connected 91

Disconnected 90

Total 181

Car parking spaces

Passengers / visitors 18,895

Employees 13,699

Total 32,594

Runways

Name	Location	Length	Width
Polder Runway	18R - 36L	3,800 metres	60 metres
Zwagenburg Runway	18C - 36C	3,300 metres	45 metres
Kaag Runway	06 - 24	3,500 metres	46 metres
Aalsmeer Runway	18L - 36R	3,400 metres	47 metres
Buitenveldert Runway	09 - 27	3,450 metres	48 metres
Schiphol East Runway	04 - 22	2,014 metres	49 metres



Definitions

Air transport movements

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

Cargo transport

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

Mail transport

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

Passenger load factor

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

Passenger transport

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

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; they are included in the figures.

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

Punctuality

Punctuality is the percentage of flights departing/ arriving 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.

Information

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