

# Traffic Review 2010



# Foreword

The 2010 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](http://www.schipholgroup.com)

The data and figures in this publication are based on current knowledge of the Amsterdam/European aviation market over 2010 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 2010".

February 2011

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# Summary

In 2010, the number of passengers travelling from/to and via Amsterdam Airport Schiphol totalled 45.2 million; +3.8% more than the year before. The number of air transport movements dropped by -1.3% to 386,316 and cargo traffic increased by +17.6% to more than 1.5 million tonnes.



## Traffic and transport summary

	2010	Compared to 2009 in %
<b>Air transport movements (excl. general aviation)</b>	<b>386,316</b>	<b>- 1.3%</b>
- scheduled services	354,177	- 2.6%
- non-scheduled services	32,139	+ 16.3%
- passenger services	370,711	- 1.8%
- full-freighter services	15,605	+ 14.9%
General aviation	16,059	+ 2.2%
Total air transport movements (incl. general aviation)	402,375	- 1.1%
<b>Passenger transport (incl. transit-direct 1x)</b>	<b>45,211,749</b>	<b>+ 3.8%</b>
- scheduled services	41,323,392	+ 2.6%
- non-scheduled services	3,888,357	+ 18.7%
- domestic	523	- 82.0%
- europe	29,803,378	+ 2.7%
- intercontinental	15,407,848	+ 5.9%
Transit-direct passengers	74,782	+ 58.2%
Passenger transport (excl. transit-direct)	45,136,967	+ 3.7%
<b>Cargo transport (tonnes)</b>	<b>1,512,256</b>	<b>+ 17.6%</b>
- inbound	790,393	+ 14.5%
- outbound	721,862	+ 21.1%
- passengers services	650,045	+ 10.2%
- full-freighter services	862,211	+ 23.8%
<b>Mail transport (tonnes)</b>	<b>25,878</b>	<b>- 15.8%</b>

## Traffic and transport summary per continent

	Air transport movements	Compared to 2009 in %	Passengers (incl. transit-direct)	Compared to 2009 in %	Cargo (tonnes)	Compared to 2009 in %
E.U. *)	255,800	- 3.5%	24,469,379	1.9%	33,643	- 4.4%
Rest of Europe	48,664	0.7%	5,334,522	6.8%	38,557	78.0%
<b>Total Europe</b>	<b>304,464</b>	<b>- 2.8%</b>	<b>29,803,901</b>	<b>2.7%</b>	<b>72,200</b>	<b>27.0%</b>
North America	24,356	- 1.7%	5,306,748	1.9%	253,529	20.9%
Latin America	9,546	3.8%	1,998,033	3.6%	169,073	19.3%
Africa	16,007	6.4%	2,764,572	8.9%	179,366	0.4%
Middle East	8,582	16.1%	1,284,634	17.6%	158,090	33.1%
Asia	23,361	8.2%	4,053,861	7.1%	679,999	17.1%
<b>Total intercontinental</b>	<b>81,852</b>	<b>5.0%</b>	<b>15,407,848</b>	<b>5.9%</b>	<b>1,440,056</b>	<b>17.1%</b>
<b>Grand total</b>	<b>386,316</b>	<b>- 1.3%</b>	<b>45,211,749</b>	<b>3.8%</b>	<b>1,512,256</b>	<b>17.6%</b>

\* The 27 official members of the European Union

### Air transport movements



### Passenger transport



### Cargo transport



# Air transport movements

The number of air transport movements dropped by -1.3% to 386,316, which was caused by a -1.8% decrease in passenger aircraft and a +14.9% growth in full-freighters. The average Maximum Take-Off Weight (MTOW) increased by +4.0 tonnes to 103.8 tonnes due to a +2.6% increase in the average MTOW of passenger or mixed aircraft and a rise of +2.5% of the average MTOW of full-freighters.



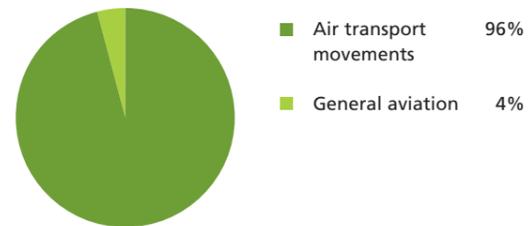
## Air transport movements, monthly totals 2010

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>I. Air transport</b>												
Scheduled												
Passenger services	26,536	25,136	29,074	24,248	30,198	30,398	31,217	31,022	30,326	31,139	28,769	25,923
Full-freighter services	783	693	839	683	803	831	903	924	980	969	945	838
Subtotal	27,319	25,829	29,913	24,931	31,001	31,229	32,120	31,946	31,306	32,108	29,714	26,761
Non-scheduled												
Passenger services	809	847	987	1,380	3,174	2,655	4,448	4,337	2,835	2,810	1,219	1,224
Full-freighter services	342	426	473	376	448	462	468	445	442	535	484	513
Subtotal	1,151	1,273	1,460	1,756	3,622	3,117	4,916	4,782	3,277	3,345	1,703	1,737
<b>Total air transport</b>	<b>28,470</b>	<b>27,102</b>	<b>31,373</b>	<b>26,687</b>	<b>34,623</b>	<b>34,346</b>	<b>37,036</b>	<b>36,728</b>	<b>34,583</b>	<b>35,453</b>	<b>31,417</b>	<b>28,498</b>
<b>II. General aviation</b>												
Taxi / Business / Private	846	882	1,287	1,048	1,149	1,415	1,191	1,151	1,324	1,287	1,108	832
Other flights	178	185	226	245	226	304	202	218	188	239	191	137
<b>Total general aviation</b>	<b>1,024</b>	<b>1,067</b>	<b>1,513</b>	<b>1,293</b>	<b>1,375</b>	<b>1,719</b>	<b>1,393</b>	<b>1,369</b>	<b>1,512</b>	<b>1,526</b>	<b>1,299</b>	<b>969</b>
<b>Grand total</b>	<b>29,494</b>	<b>28,169</b>	<b>32,886</b>	<b>27,980</b>	<b>35,998</b>	<b>36,065</b>	<b>38,429</b>	<b>38,097</b>	<b>36,095</b>	<b>36,979</b>	<b>32,716</b>	<b>29,467</b>

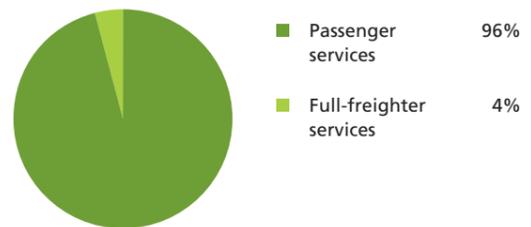
## Air transport movements, annual totals 2010

	2010	Compared to 2009 in %
<b>I. Air transport</b>		
Scheduled		
Passenger services	343,986	- 3.0
Full-freighter services	10,191	+ 12.6
Subtotal	354,177	- 2.6
Non-scheduled		
Passenger services	26,725	+ 15.7
Full-freighter services	5,414	+ 19.5
Subtotal	32,139	+ 16.3
<b>Total air transport</b>	<b>386,316</b>	<b>- 1.3</b>
<b>II. General aviation</b>		
Taxi / Business / Private	13,520	+ 41.2
Other flights	2,539	- 58.6
<b>Total general aviation</b>	<b>16,059</b>	<b>+ 2.2</b>
<b>Grand total</b>	<b>402,375</b>	<b>- 1.1</b>

## Total air transport

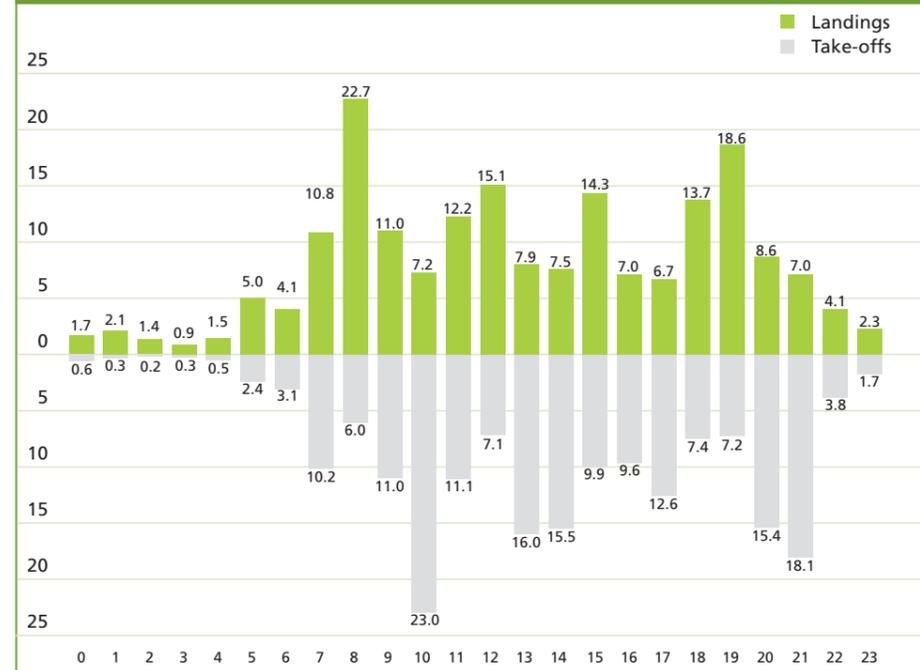


## Air transport movements



## Air transport movements per hour of the day

x 1,000



## Air transport movements, per period of the day

		Landings	Take-offs	Total
Night	23:00 - 05:59	14,994	5,960	20,954
Early morning	06:00 - 06:59	4,052	3,090	7,142
Day	07:00 - 18:59	135,882	139,560	275,442
Evening	19:00 - 22:59	38,213	44,565	82,778
<b>Total</b>		<b>193,141</b>	<b>193,175</b>	<b>386,316</b>

## Punctuality of passenger services, annual totals



## Main European countries

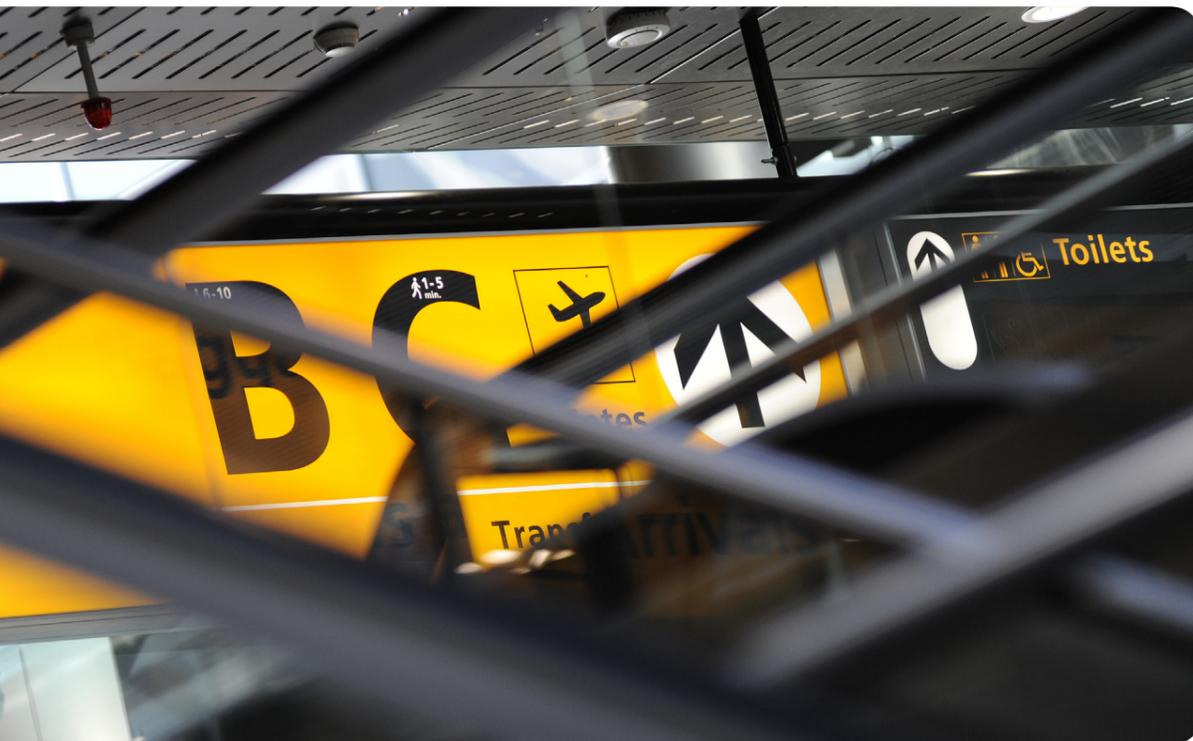
(2009 ranking)		Total Movements	Compared to 2009 in %
1	(1) United Kingdom	73,109	- 4.3%
2	(2) Germany	39,896	- 7.1%
3	(4) Spain	26,658	+ 5.2%
4	(3) France	25,658	- 2.1%
5	(5) Italy	20,792	+ 1.3%
6	(6) Norway	14,694	- 4.8%
7	(8) Turkey	13,109	+ 14.2%
8	(7) Switzerland	12,343	- 9.3%
9	(9) Denmark	9,398	- 0.3%
10	(10) Sweden	8,749	- 0.4%
11	(11) Greece	6,815	- 10.6%
12	(12) Portugal	5,901	- 8.4%
13	(13) Austria	5,805	- 4.3%
14	(14) Ireland	4,513	- 4.9%
15	(17) Czech Republic	4,236	- 1.1%
16	(15) Finland	4,167	- 2.9%
17	(19) Russia	4,109	+ 17.1%
18	(18) Poland	3,747	- 1.4%
19	(16) Belgium	3,598	- 16.1%
20	(20) Hungary	2,916	- 13.7%
Rest of Europe		14,251	- 3.4%
<b>Total Europa</b>		<b>304,464</b>	<b>- 2.8%</b>

## Main intercontinental countries

(2009 ranking)		Total Movements	Compared to 2009 in %
1	(1) USA	21,190	- 2.4%
2	(2) China	8,828	+ 17.7%
3	(3) Egypt	3,580	+ 14.5%
4	(5) Canada	3,166	+ 3.4%
5	(4) Japan	2,751	- 11.3%
6	(7) Morocco	2,686	+ 19.9%
7	(11) United Arab Emirates	2,384	+ 31.2%
8	(8) Kenya	2,284	+ 4.0%
9	(6) Singapore	2,193	- 6.0%
10	(9) South Africa	1,964	+ 2.8%
11	(12) Israel	1,917	+ 7.7%
12	(10) Taiwan	1,824	- 4.1%
13	(27) Indonesia	1,546	+107.2%
14	(13) India	1,465	- 3.1%
15	(14) Netherlands Antilles	1,427	- 3.0%
16	(17) South Korea	1,233	+ 4.0%
17	(16) Malaysia	1,225	+ 2.7%
18	(22) Brasil	1,193	+ 25.7%
19	(15) Mexico	1,177	- 5.0%
20	(23) Qatar	1,048	+ 16.4%
Rest of Intercontinental		16,771	+ 4.1%
<b>Total Intercontinental</b>		<b>81,852</b>	<b>+ 5.0%</b>

## Air transport movements

Intercontinental		
North America	24,356	30%
Latin America	9,546	12%
Africa	16,007	20%
Middle East	8,582	10%
Asia	23,361	29%
<b>Total Intercontinental</b>	<b>81,852</b>	



# Origins and destinations

## Europe

**Main European origins and destinations**

	(2009 ranking)		Air transport movements	Compared to 2009 in %
1	(1)	London Heathrow	11,953	- 15.8%
2	(2)	Paris Charles de Gaulle	8,905	- 12.7%
3	(6)	Madrid	7,839	+ 11.4%
4	(5)	Barcelona	7,683	- 4.0%
5	(4)	Frankfurt	7,656	- 4.9%
6	(3)	Munich	7,652	- 7.1%
7	(7)	Copenhagen	6,695	- 1.2%
8	(9)	London City	6,316	- 0.4%
9	(8)	Zuerich	6,246	- 6.1%
10	(12)	Rome Fiumicino	6,126	+ 12.6%
11	(10)	Vienna	5,424	- 7.7%
12	(11)	Oslo	5,410	- 3.2%
13	(13)	London Gatwick	5,321	+ 0.2%
14	(14)	Geneva	4,964	- 6.0%
15	(18)	Birmingham	4,912	+ 0.4%
16	(15)	Hamburg	4,881	- 4.8%
17	(16)	Milan Malpensa	4,531	- 8.6%
18	(24)	Edinburgh	4,328	+ 6.0%
19	(20)	Prague	4,235	- 1.1%
20	(31)	Liverpool	4,230	+ 24.9%



Total scheduled destinations Europe **162**

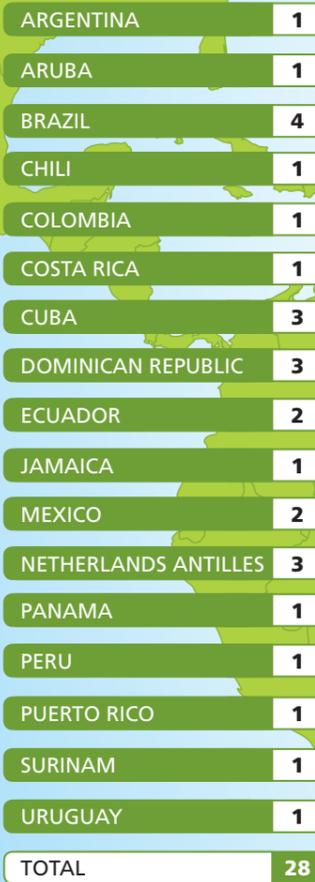
## Origins and destinations

# Intercontinental

### North America



### Latin America



Amsterdam  
Airport Schiphol

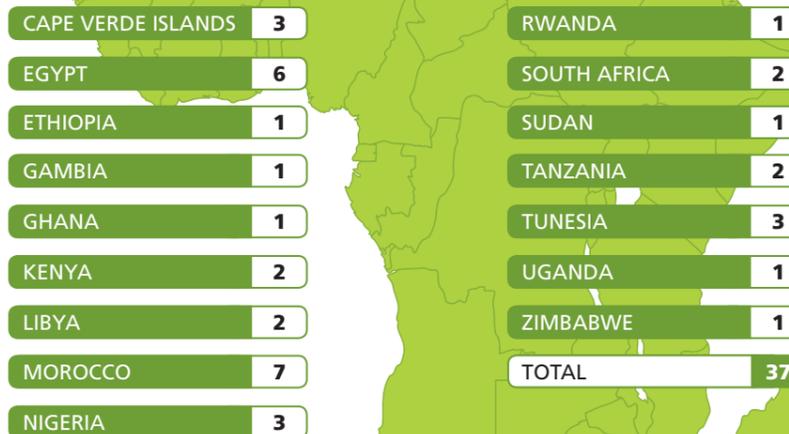
### Middle East



### Asia



### Africa



Total scheduled destinations  
intercontinental

139

### Main intercontinental origins and destinations

(2009 ranking)		Air transport movements	Compared to 2009 in %	(2009 ranking)		Air transport movements	Compared to 2009 in %
1	(2)	Shanghai	3,112 + 14.3%	11	(12)	Tel Aviv	1,917 + 7.7%
2	(1)	Hong Kong	3,057 + 9.7%	12	(11)	Minneapolis	1,826 - 3.1%
3	(3)	Detroit	2,576 - 1.2%	13	(10)	Taipei	1,824 - 4.1%
4	(13)	Dubai	2,291 + 46.9%	14	(18)	Atlanta	1,522 + 18.3%
5	(6)	Singapore	2,193 - 6.0%	15	(15)	Chicago	1,516 + 9.9%
6	(4)	New York JFK	2,093 - 17.2%	16	(14)	Washington	1,423 - 0.8%
7	(7)	Nairobi	2,082 - 3.7%	17	(19)	Johannesburg	1,354 + 5.4%
8	(5)	Tokyo	2,082 - 13.2%	18	(16)	Curacao	1,277 - 3.9%
9	(9)	Newark (EWR)	2,028 + 4.1%	19	(24)	Casablanca	1,276 + 23.6%
10	(8)	Houston	2,004 - 5.3%	20	(17)	Toronto	1,252 - 4.0%

### Air transport movements per type, passenger or mixed version

Type	Average MTOW*	Movements	Compared to 2009 in %
1 Boeing 737-800	76	61,289	+ 0%
2 Fokker 70	38	48,276	+ 6%
3 Embraer 190/195	46	28,534	+ 181%
4 Airbus A319	66	28,256	+ 4%
5 Airbus A320	74	27,813	+ 14%
6 Boeing 737-700	66	24,941	+ 18%
7 Boeing 737-400	63	19,293	- 8%
8 Boeing 737-300	58	15,546	- 29%
9 Boeing 747-400	396	12,953	- 1%
10 Boeing 777-200	293	12,317	- 2%
11 Airbus A330-200	229	9,708	+ 18%
12 Fokker 100	45	9,572	- 53%
13 BAe 146/AVRO RJ	42	8,131	- 12%
14 Boeing 737-900	77	7,427	- 5%
15 Airbus A321	87	7,279	+ 12%
16 Boeing 767-300	185	7,245	+ 8%
17 Airbus A330-300	233	5,456	- 9%
18 Boeing 737-500	54	5,181	+ 3%
19 MD11	280	4,648	+ 3%
20 Bombardier CRJ 700/900	37	3,339	- 1%
21 Boeing 757-200	113	3,036	- 29%
22 Embraer 170/175	37	2,993	+ 60%
23 Embraer ERJ 145	20	2,710	- 13%
24 Dash 8-400	30	2,182	- 1%
25 Boeing 777-300	351	2,165	+ 54%
26 Boeing 737-600	59	2,054	- 29%
27 MD80	67	2,014	- 34%
28 Bombardier CRJ 100/200	24	1,457	- 44%
29 Fokker 50	21	1,280	- 92%
30 Airbus A318	63	752	- 51%

\* Maximum take off weight

### Average Maximum Take Off Weight

in tonnes

	2010	Compared to 2009 in %
Passenger or mixed version	94.2	+ 2.6%
Full-freighter version	331.0	+ 2.5%
Total Air transport movements	103.8	+ 3.9%

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

Type	Average MTOW*	Movements	Compared to 2009 in %
1 Boeing 747-400	402	8,167	+ 12%
2 MD11	285	2,451	- 10%
3 Boeing 777-200	348	1,458	+ 551%
4 Boeing 747-200	376	1,203	+ 53%
5 Airbus A300	165	900	+ 23%
6 ATR72	22	794	+ 65%
7 Metro II,III,IV	6	237	+ 690%
8 Boeing 757-200	100	224	- 60%
9 Boeing 747-300	378	54	- 57%
10 Antonov 12	64	32	+ 100%
11 Boeing 767-300	187	14	- 88%
12 BAe 146/AVRO RJ	45	12	+ 200%
13 Antonov 124	395	8	- 73%
14 Boeing 737-300	66	7	+ 250%
15 ATR42	17	6	+ 200%

\*Maximum take off weight



## Air transport movements 2010

(2009 ranking)	Airline	Total	Compared to 2009 in %
1 (1)	KLM	190,012	- 4.8%
2 (2)	transavia.com	26,170	- 2.9%
3 (3)	easyJet	18,683	+ 29.0%
4 (4)	Air France	11,263	- 2.4%
5 (6)	Delta Air Lines	10,278	- 1.6%
6 (5)	Deutsche Lufthansa AG	10,278	- 4.9%
7 (7)	British Airways	8,972	- 2.6%
8 (8)	Martinair	5,828	+ 6.7%
9 (11)	Arkefly	5,243	+ 11.4%
10 (10)	SAS Scandinavian Airlines	4,548	- 3.8%
11 (9)	Aer Lingus Irish Airlines	4,484	- 6.0%
12 (12)	CityJet	4,427	+ 0.9%
13 (16)	Alitalia Compagnia Aerea Italiana	3,835	+ 17.0%
14 (23)	Vueling Airlines	3,506	+ 54.7%
15 (21)	Turkish Airlines	3,130	+ 25.1%
16 (13)	Swiss Int. Air Lines	3,100	- 13.5%
17 (18)	Iberia	2,852	- 3.1%
18 (14)	bmibaby	2,724	- 22.7%
19 (20)	Austrian Airlines	2,688	+ 3.7%
20 (15)	Malev Hungarian Airlines	2,564	- 22.6%
21 (22)	Flybe	2,550	+ 3.7%
22 (19)	TAP Portugal	2,422	- 16.9%
23 (30)	Corendon Airlines	2,186	+ 62.8%
24 (24)	CSA Czech Airlines	2,140	- 1.3%
25 (27)	Singapore Airlines	1,928	+ 15.6%
26 (25)	LOT Polish Airlines	1,774	- 4.1%
27 (26)	Continental Airlines	1,760	- 4.1%
28 (37)	Royal Air Maroc	1,646	+ 44.1%
29 (29)	United Airlines	1,428	- 1.4%
30 (33)	Aeroflot Russian Airlines	1,427	+ 16.8%
Other airlines		42,470	+ 0.6%
<b>Total</b>		<b>386,316</b>	<b>391,264</b>

easyJet incl. easyJet Switzerland



## Air transport movements per airline segment



## Example of airlines starting services in 2010

Airline	Carrier	Service Type
1	Emirates	pax
2	Garuda Indonesia	pax
3	CIMBER Sterling	pax
4	VIKING	pax
5	smartWings	pax
6	SOUTHERN AIR	freight
7	Trans Mediterranean	freight





# Passengers

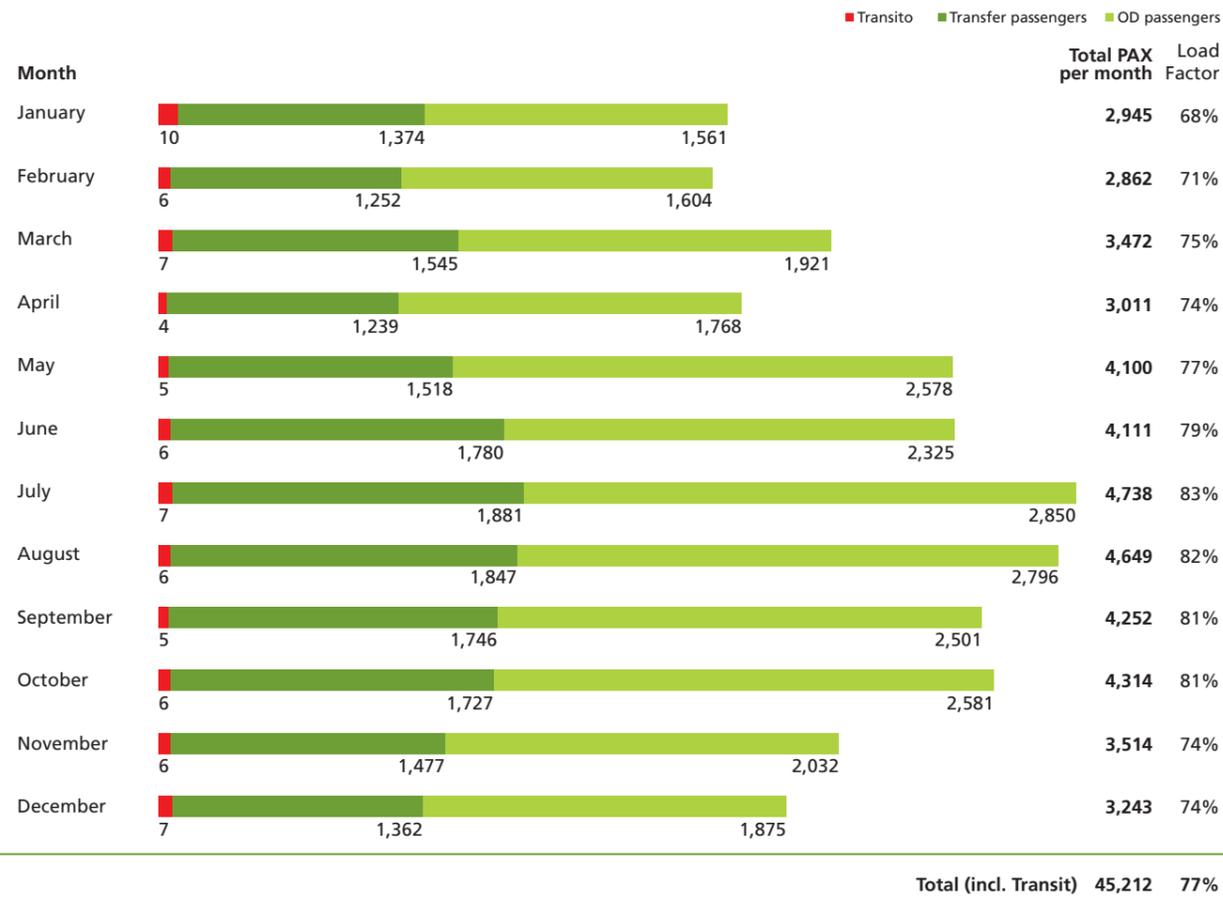
The number of passengers travelling from/to and via Amsterdam Airport Schiphol increased by +3.8% to 45.2 million passengers.

The passenger increase is composed by an increase in Origin & Destination (O&D) passengers (+7.0%) and a decrease in transfer passengers (-0.6%). The busiest day of the year was recorded on 31 July, with almost 164 thousand passengers (excl. transit direct), +3.6% more than the busiest day the year before.



## Passenger transport Transfer, O&D, Transito & Load Factor

x 1,000



### Passenger transport, Transfer & O&D in %



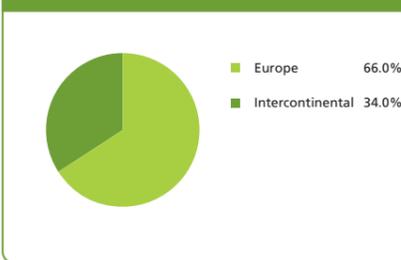
## Main European countries

(2009 ranking)	Passengers 2010	Compared to 2009 in %
1 (1) United Kingdom	6,547,648	- 0.3%
2 (2) Spain	3,733,465	+ 6.1%
3 (3) Germany	2,735,746	+ 5.3%
4 (4) Italy	2,286,839	+ 7.8%
5 (5) France	2,031,045	- 1.8%
6 (6) Turkey	1,847,376	+ 13.7%
7 (8) Switzerland	1,329,550	+ 3.8%
8 (7) Norway	1,311,861	- 2.1%
9 (9) Greece	1,013,077	- 9.7%
10 (10) Denmark	953,349	+ 2.8%
11 (11) Sweden	855,247	+ 2.8%
12 (12) Portugal	744,463	- 3.3%
13 (13) Ireland	586,359	- 4.6%
14 (14) Austria	503,720	+ 5.4%
15 (15) Finland	425,134	+ 1.2%
16 (17) Russia	423,714	+ 22.7%
17 (16) Czech Republic	396,214	+ 5.7%
18 (18) Hungary	290,005	+ 5.1%
19 (20) Romania	287,235	+ 6.4%
20 (19) Poland	286,052	+ 4.0%

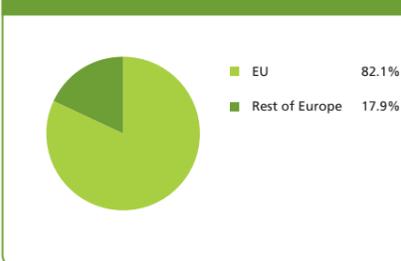
## Main intercontinental countries

(2009 ranking)	Passengers 2010	Compared to 2009 in %
1 (1) USA	4,454,927	+ 1.2%
2 (2) China	1,176,503	+ 10.8%
3 (3) Canada	841,892	+ 4.8%
4 (4) Egypt	626,147	+ 21.7%
5 (5) Japan	509,339	+ 1.6%
6 (13) United Arab Emirates	490,006	+ 40.2%
7 (6) Netherlands Antilles	480,491	+ 2.0%
8 (9) Kenya	438,375	+ 14.2%
9 (12) Malaysia	390,476	+ 9.7%
10 (8) South Africa	382,035	- 1.2%
11 (7) Thailand	370,984	- 4.3%
12 (10) India	363,141	- 4.6%
13 (11) Singapore	340,319	- 8.2%
14 (15) Morocco	326,103	+ 26.9%
15 (14) Mexico	289,975	+ 11.8%
16 (17) Israel	285,058	+ 11.5%
17 (16) Surinam	264,784	+ 3.1%
18 (18) Philippines	246,035	- 1.5%
19 (20) Brazil	223,527	+ 5.1%
20 (19) Nigeria	218,588	- 4.5%

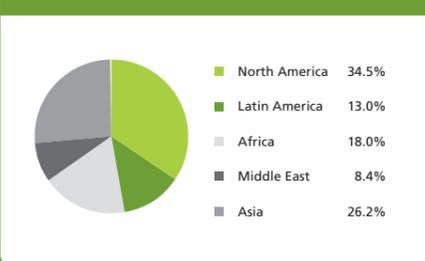
### Europe vs ICA



### Europe vs Rest Europe



### ICA Continents



## Main European origins and destinations

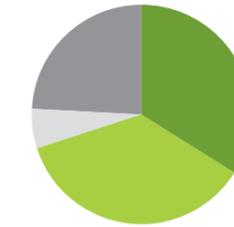
(2009 ranking)	Airport	IATA code	Passengers 2010	Compared to 2009 in %
1 (1)	London	LHR	1,333,047	- 11.8%
2 (4)	Madrid	MAD	1,076,252	+ 14.1%
3 (2)	Barcelona	BCN	1,066,836	- 1.7%
4 (3)	Paris	CDG	990,136	- 6.1%
5 (6)	Rome	FCO	810,944	+ 22.9%
6 (5)	Copenhagen	CPH	707,445	+ 1.9%
7 (11)	Antalya	AYT	614,276	+ 11.7%
8 (8)	Zuerich	ZRH	611,761	+ 2.8%
9 (7)	Munich	MUC	576,105	- 3.6%
10 (9)	Frankfurt	FRA	567,181	- 0.5%
11 (10)	Milan	MXP	558,076	- 0.9%
12 (12)	London	LGW	555,978	+ 1.8%
13 (13)	Oslo	OSL	542,747	+ 1.4%
14 (15)	Geneva	GVA	523,302	+ 3.0%
15 (16)	Stockholm	ARN	511,258	+ 0.9%
16 (20)	Edinburgh	EDI	494,659	+ 9.8%
17 (14)	Istanbul	IST	469,817	- 8.9%
18 (19)	Vienna	VIE	461,277	+ 1.2%
19 (17)	Manchester	MAN	442,284	- 6.5%
20 (18)	Dublin	DUB	436,746	- 5.0%

## Main intercontinental origins and destinations

(2009 ranking)	Airport	IATA code	Passengers 2010	Compared to 2009 in %
1 (1)	Detroit	DTW	625,045	- 6.3%
2 (2)	New York	JFK	518,603	+ 3.5%
3 (3)	Minneapolis	MSP	463,435	- 3.9%
4 (14)	Dubai	DXB	433,670	+ 50.7%
5 (4)	Hong Kong	HKG	429,217	+ 1.3%
6 (7)	Nairobi	NBO	406,604	+ 7.0%
7 (6)	Curacao	CUR	392,432	+ 1.4%
8 (10)	Kuala Lumpur	KUL	390,476	+ 9.7%
9 (5)	Bangkok	BKK	370,984	- 4.3%
10 (9)	Toronto	YYZ	368,383	- 0.1%
11 (22)	Atlanta	ATL	345,207	+ 44.8%
12 (8)	Singapore	SIN	340,319	- 8.2%
13 (11)	Tokyo	NRT	324,042	- 4.1%
14 (12)	Houston	IAH	295,449	- 10.9%
15 (16)	Shanghai	PVG	291,862	+ 3.0%
16 (13)	New York	EWR	291,616	- 2.4%
17 (17)	Beijing	PEK	291,537	+ 13.2%
18 (15)	Washington	IAD	288,767	+ 0.8%
19 (19)	Tel Aviv	TLV	285,058	+ 11.5%
20 (18)	Paramaribo	PBM	264,784	+ 3.1%

## Passenger profile

Residence



Gender



Reason for travelling



Flight experience last 12 months





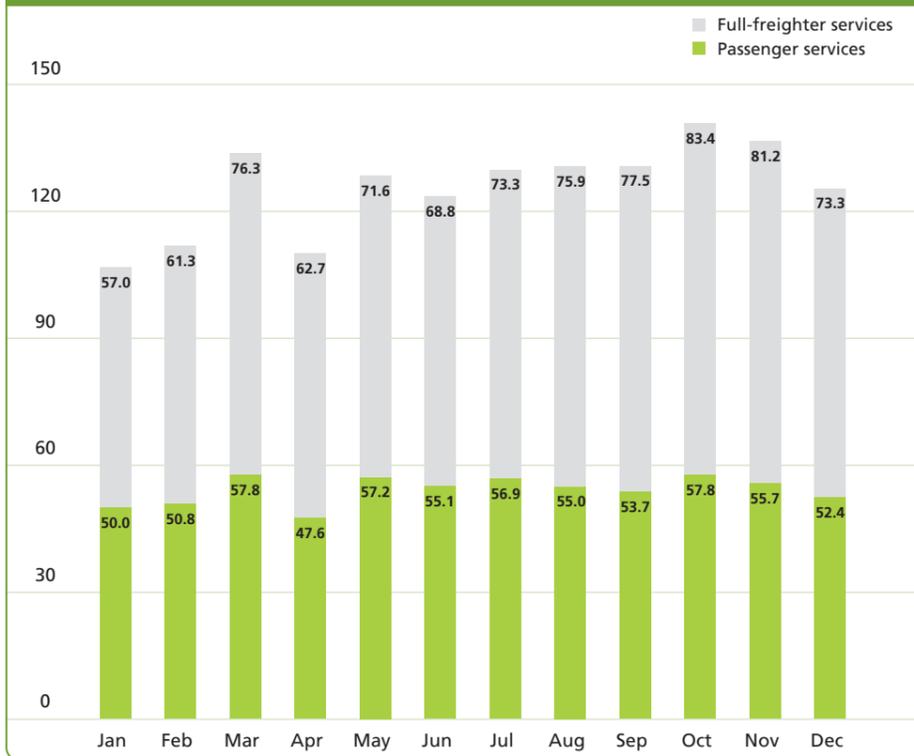
# Cargo

Cargo transport has experienced a strong recovery at Amsterdam Airport Schiphol. A growth was recorded in 2010 of +17.6% with cargo totalling 1.5 million tonnes. Cargo transported on full-freighter services showed the largest increase of +23.8%, while cargo transported on passenger service flights went up by +10.2%. An overall growth of cargo of 17% or more was observed in almost all regions except for Africa; 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 an increase of +17.1% and the second largest region North America (+20.9%) showed a significant growth as well. The busiest month in 2010 was October, with 141 thousand tonnes.



### Cargo, monthly totals per service

x 1,000 tonnes



### Cargo, main origins and destinations\*

x 1,000 tonnes

(2010 ranking)	(2009 ranking)	Origin	IATA code	2010	Compared to 2009 in %
1	(1)	Shanghai	PVG	182.6	+ 21.0%
2	(2)	Hong Kong	HKG	102.0	+ 12.7%
3	(4)	Dubai	DXB	81.6	+ 38.3%
4	(3)	Nairobi	NBO	75.5	- 6.0%
5	(6)	Singapore	SIN	64.2	+ 26.4%
6	(5)	Tokyo	NRT	58.7	+ 1.5%
7	(7)	Seoul	ICN	41.1	+ 11.8%
8	(9)	Johannesburg	JNB	39.4	+ 30.6%
9	(8)	Kuala Lumpur	KUL	34.4	+ 7.9%
10	(11)	Chicago	ORD	34.0	+ 24.0%
11	(12)	Bogota	BOG	32.9	+ 26.7%
12	(19)	Doha	DOH	32.3	+ 75.7%
13	(10)	Quito	UIO	31.4	+ 8.6%
14	(13)	Taipei	TPE	29.2	+ 14.1%
15	(14)	Houston	IAH	28.5	+ 11.2%
16	(16)	Bangkok	BKK	28.3	+ 38.6%
17	(15)	Beijing	PEK	27.2	+ 9.6%
18	(18)	New York	JFK	23.7	+ 27.8%
19	(34)	Moscow	SVO	21.5	+153.6%
20	(20)	Miami	MIA	20.2	+ 12.0%

\* These are not necessarily first origins or final destinations

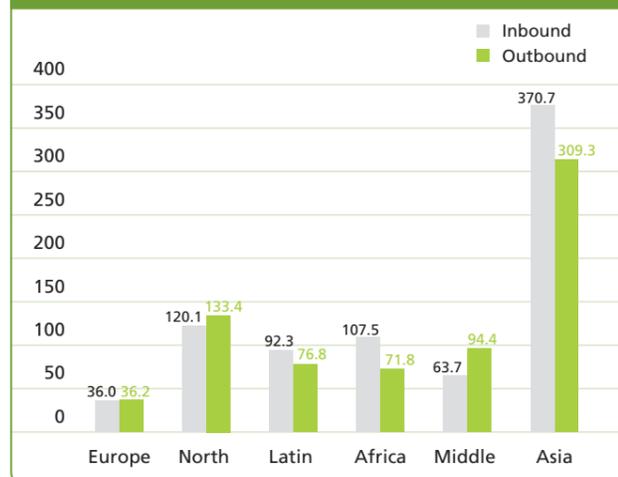
### Cargo, annual totals

x 1,000 tonnes

	2010	Compared to 2009 in %
<b>Total</b>	<b>1,512.3</b>	<b>17.6%</b>
Passenger services	650.0	10.2%
Full-freighter services	862.2	23.8%
Inbound	790.4	14.5%
Outbound	721.9	21.1%

### Cargo, annual totals per continent

x 1,000 tonnes



### Cargo, annual totals per service

x 1,000 tonnes



# Other Airports

With a growth of +3.8% 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, thanks to its increase in cargo transport of +17.6%.



## Air transport movements\*

x 1,000

			2010	Compared to 2009 in %
1	Paris Ch. de Gaulle	CDG	492	- 5.0
2	Frankfurt	FRA	458	+ 0.1
3	London Heathrow	LHR	449	- 2.3
4	Madrid	MAD	434	- 0.3
5	Amsterdam	AMS	386	- 1.3
6	Munich	MUC	368	- 2.4
7	Rome Fiumicino	FCO	323	+ 1.4
8	Barcelona	BCN	278	- 0.4
9	Zurich	ZRH	246	+ 2.5
10	Vienna	VIE	246	+ 1.1

\* Top 10 airports in Europe in air transport movements

## Passenger transport (excl. transit-direct)\*

x 1,000

			2010	Compared to 2009 in %
1	London Heathrow	LHR	65,747	- 0.2
2	Paris Ch. de Gaulle	CDG	58,075	+ 0.5
3	Frankfurt	FRA	52,710	+ 4.1
4	Madrid	MAD	49,864	+ 3.3
5	Amsterdam	AMS	45,137	+ 3.7
6	Rome Fiumicino	FCO	35,954	+ 7.4
7	Munich	MUC	34,568	+ 6.0
8	London Gatwick	LGW	31,348	- 3.2
9	Barcelona	BCN	29,210	+ 6.9
10	Paris Orly	ORY	25,199	+ 0.4

\* Top 10 passenger airports in Europe

## Cargo transport\*

x 1,000 tonnes

			2010	Compared to 2009 in %
1	Frankfurt	FRA	2,199	+ 21.6
2	Paris Ch. de Gaulle	CDG	2,177	+ 19.7
3	Amsterdam	AMS	1,512	+ 17.6
4	London Heathrow	LHR	1,473	+ 15.2
5	Luxembourg	LUX	705	+ 12.2
6	Leipzig	LEJ	663	+ 26.5
7	Cologne	CGN	644	+ 17.2
8	Liège	LGG	639	+ 32.7
9	Brussels	BRU	476	+ 6.0
10	Milan Malpensa	MLP	422	+ 26.6

\* Top 10 cargo airports in Europe

# 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 22,113

Employees 14,586

### Total

36,699

### Runways

Name	Location	Length	Width
1 Polder Runway	18R - 36L	3,800 metres	60 metres
2 Zwanenburg Runway	18C - 36C	3,300 metres	45 metres
3 Kaag Runway	06 - 24	3,500 metres	45 metres
4 Aalsmeer Runway	18L - 36R	3,400 metres	45 metres
5 Buitenveldert Runway	09 - 27	3,453 metres	45 metres
6 Schiphol East Runway	04 - 22	2,014 metres	45 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 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.

