

Newsletter EAP February 2001

Airport Basel (Switzerland)-Mulhouse (France)-Freiburg(Germany)

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edited by airtraffic promotion group – a non-profit organization supported by aviation professionals

LATEST NEWS

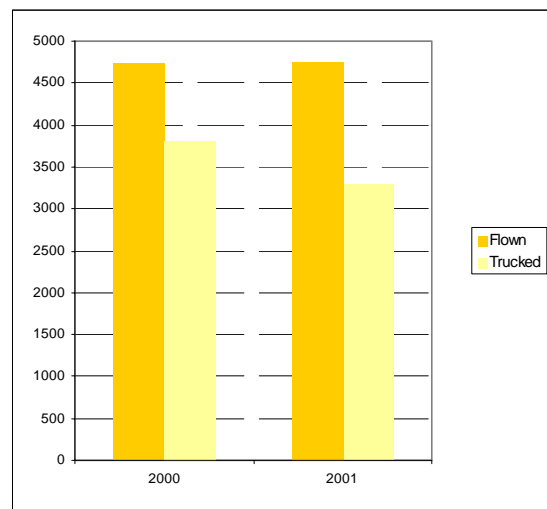
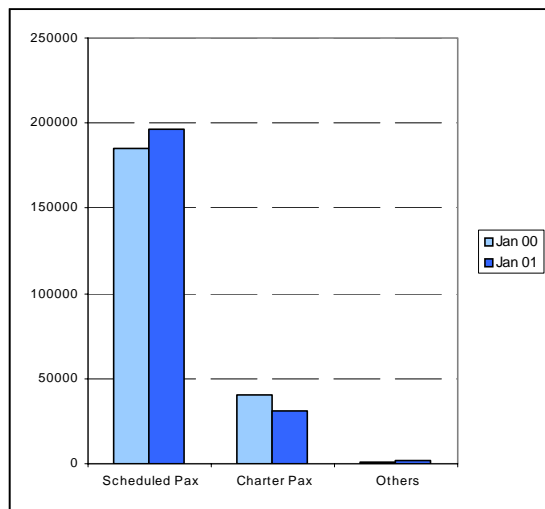
CROSSAIR IS TO INTRODUCE DAILY SERVICES TO HELSINKI. The carrier will offer this connection as early as March 25. The aircraft (Embraer 145) is leaving the EuroAirport at 8.20 pm and is returning the following day at 8.40 am. Crossair's position in the Northern travel market will experience another boost both in passengers travelling South and in terms of EuroCross connections.

STATISTICS 2000 (PASSENGER / CARGO) need all details, please, let us know !

JANUARY 2001

Scheduled Passengers	196'022	+1%
Charter Passengers	31'387	-22%
Total incl. others	228'837	+1%
EuroCross transfers (Jan)	40'281	+21%
Total January 2001	228'837	+1%

Flown Aircargo	4'749	+0%
Trucked Aircargo	3'300	
Total Aircargo	8'049	+0%
ExpressCargo (Jan)	1'752	+6%
Total January 2001	8'049	+0%



CARGO NEWS

A HEAVYLIFT (VOLGA DNJEPR) ANTONOV 124 „SWALLOWED“ A Bae-146 FUSELAGE at the airport some weeks ago. The „incident“ happened at Crossair's maintenance area and took about four hours of loading and final clearance. The Avro jet lost its airworthiness certificate after the discovery of severe corrosion in the wing sections of the aircraft. The fuselage was taken over by F.L.R. Aviation at Bournemouth.

KOREAN AIR CARGO POSTED POSITIVE RESULTS FOR THE YEAR 2000. The airline which is in codeshare with SwissCargo to Seoul carried 15000 tons of cargo in both directions (+ 23%). In the past year the company also received first carrier status with Novartis Pharma based at Basel to Japan and Australia. In terms of anual tonage this means approximately 1000 tons. Considering loadfactor and yield per flight the results mark a sharp improvement of KE BSL compared to all other KE stations in Europe. BSL is now in second place behind KAL/Amsterdam.

135 tons of cargo capacity are offered weekly by Korean Air. Another 55 tons are held by Swisscargo every week (about 500 m/3 on each flight).

CARGOLUX RATED BSL AS NUMBER ONE. 45 stations were surveyed worldwide in terms of reliability, flexibility and on-time operation. A weekly Hongkong service was operated via Basel on behalf of SwissCargo, which took commercial responsibility for about 450000 freight ton kilometers in 2000.

Despite this favorable rating the B-747-400 service has been moved to Zürich. The reasons are still up for speculation. However, professionals argue with a political agenda. Zürich is the only hub in the premier league without any freighter operations. An expensive state of the art cargo warehouse is pushing the handling costs beyond the one \$ mark per kilogramme.

Basel to the contrary is benefiting from lower labour and handling costs. The outdated warehouse standards and no real homecarrier status by Swisscargo are producing 8 weekly all-freighter services (Boeing 747-200 and DC-10-30) by SwissCargo, Korean Air and MasKargo, nevertheless.

A SECOND FLIGHT TO PARIS CDG IS NOW EN ROUTE BY FEDEX. The Airbus 310F is departing Monday thru Thursday at 11.30 pm again and is returning back to Basel on Tuesday thru Friday at 5 pm. The same aircraft is taking off for CDG the first time at 5.25 pm. From Tuesday thru Thursday a Frankfurt link is also scheduled.

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UPDATES FOR AIRTRAVELLERS

THE DAILY FLIGHTS ARE NOW BETTER DISPLAYED. The airport acquired a new flight information and distribution system (FIDS). The benefits to the air traveller are instant arrival and departure status on all flights scheduled for BSL/MLH between 6 am and 12 pm. The screens display the logos of the carriers to every inbound and outbound service. The background is held in dark blue colours, all essential information is delivered in bright titles.

TOP ISSUE

PASSENGERS, VISITORS AND EMPLOYEES WERE INVITED TO RATE THE EAP. All frequent flyer associations in France, Germany and Switzerland and the airport have financed the survey which was conducted in September/October of 2000 to locate the actual strongholds and weaknesses.

1834 interviews were held (855 on departure, 235 on transfer, 426 on arrival, 233 visitors). In addition, 53 employees out of a work force of 6000 people replied to the questions tabled. Another 32 persons tested the airport services incognito.

Frequent flyers aired most criticisms, followed by people accompanying passengers. Transfer passengers offered the least criticism. The survey will be repeated in 2002 (see all areas concerned in the following chart).

Ambiente	departing/transferring passengers arriving passengers and visitors	2.3 2.6	too small, outdated, bad lighting
Cleanliness	transfer passengers visitors	1.8 2.3	poor sanitation
Orientation	transfer passengers arriving passengers	1.8 2.3	fast luggage availability, quick exit efficient check-in prior to departure
Service level	transfer passengers arriving passengers	2.0 2.3	best rating for flight information worst rating for insufficient parking (4.3>) and security checks (3.8)

(1 = excellent, 6 = very poor)

our comment : No question, it is positive to know what the consumers are thinking about the airport's performance. However the timing chosen for this rating raises some doubts about the value of the questionnaire during an extensive construction phase. Since all constructions cause a ray of discomforts, critical ratings by passengers, visitors and employees do not come as a surprise. In 2001 and 2002 a number of improvements are in place and will probably promise better feedbacks.

10 HIGHLIGHTS OF THE RAMP DURING THE MONTH OF DECEMBER 2000

Date	Airline	Aircraft	Registration	Date	Airline	Aircraft	Registration
02.12.00	Volga Dnepr Airlines	An124	UR-82047	16.12.00	Air Europe Canaria	B737-36Q	EC-GNU
05.12.00	Belgian Air Force	BAe748	CS-03	16.12.00	Inversia	Ilyushin 76T	YL-LAL
07.12.00	Pskovavia	An26	RA-26044	18.12.00	Germania (Jahn)	B737-75B	D-AGEL
07.12.00	Air Contractors	Hercules	ZS-JIV	30.12.00	Virgin Express Irl.	B737-4YO	EI-TVC
14.12.00	Qatar Airways	A319-133	A7-ABZ	31.12.00	Impulse Airlines	Boeing 717-20	VH-VQB

This is a small selection of movements during the month of December, need all details, please let us know !!!

FLIGHT TRAINING AND EDUCATION

CROSSAIR AND GENERAL ELECTRIC CAPITAL AVIATION TRAINING FORMED CROSSCAT to offer pilot, cabin and technical training. This company is headquartered at the EuroAirport. Following CEO Robert Somer's presentation CrossCat is to become a premier league educational center in Europe. Initially 14 simulator bays are built. One is already occupied by a Saab 2000 simulator. The second one is earmarked for Embraer 145 equipment. Other bays will gradually be installed prior to Embraer 170 and 190 deliveries which are about to start at the end of 2002. The business plan calls for investments of 80 millions in Swiss currency (15 mio. for each unit) within the next five years. CrossCat is employing 30 instructors at various levels. With the arrival of the larger Embraer jets the site will be the leading training location for these aircraft in Europe. Currently the Saab 2000 simulator is marketed as the only unit worldwide. Therefore, the rate of occupancy is high (at 7000 hours annually). Simulator training helps to cut down on training costs. Crossair for that reason can save about 10 million liters of fuel.

CrossCat is geared towards a broad base of training such as human factor training, communication and behaviour courses and MBA classroom education on site.

PREVIEW OF MARCH NEWSLETTER

- The EAP's Cargo Schedule 2001
- Maintenance companies at the EAP