

Newsletter EAP March 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

LUFTHANSA HAS SHELVED PLANS TO AGAIN INTRODUCE AIR SERVICES TO AND FROM MUNICH. The reasons underlying this decision are not known to this date (see Lufthansa story Newsletter EAP February 2001).

The company is opting for larger equipment on her EAP – Frankfurt run, however. According to Augsburg Airways which is operating Dash 8-300 on this route, the 72-seater Dash 8-400 should be flying in July shortly after the delivery and fleet introduction of the third unit.

AIR LIBERTE of France IS GIVING UP ON LYON. After more than twenty years of service the airline is finally giving in to the strong competition exercised by Air France. Air Liberté (former TAT) has never given high priority to routes ex EuroAirport. Outdated aircraft and many other odds such as flight cancellations without notice have brought down revenues and loadfactors (see also www.amadeus.net).

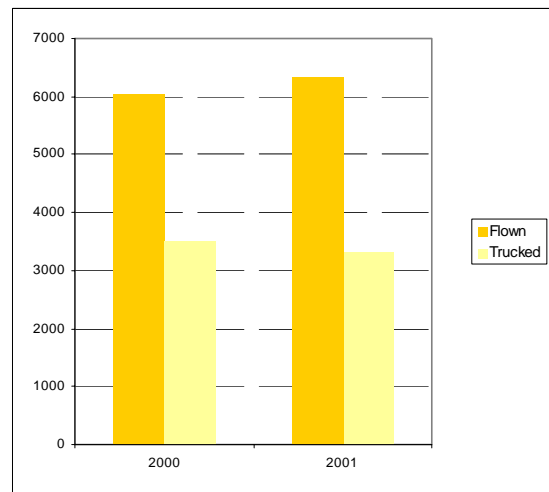
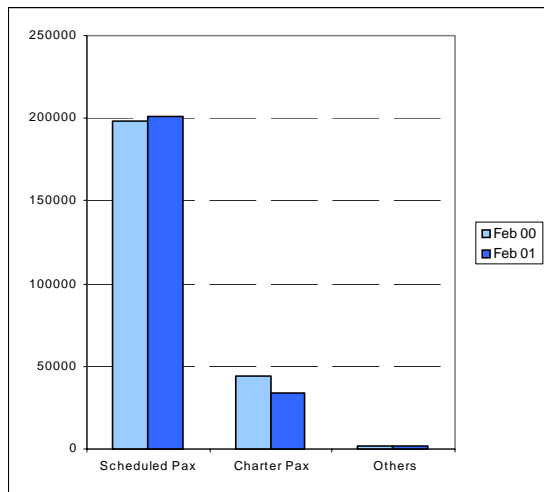
To the contrary, with the arrival of Air France which has set sail to establish a second hub within France at Lyon, all three daily flights prove to be better placed and frequented. More services and better aircraft (jets) seem feasible at this point.

STATISTICS 2001 (PASSENGER / CARGO) need all details, please, let us know !

FEBRUARY 2001

Scheduled Passengers	201'113	+1%
Charter Passengers	33'844	-23%
Total incl. others	236'422	-3%
EuroCross transfer (Jan/Feb)	83252	+15%
Total Jan-Feb 2001	464'321	-1%

Flown Aircargo	6'335	+12%
Trucked Aircargo	3'300	
Total Aircargo	9'635	+1%
ExpressCargo (Jan-Feb)	3'468	+0%
Total Jan-Feb 2001	18'022	+1%



ENVIRONMENT

A NEW SILENCER GENERATION AT A NEW SITE IS ON THE AGENDA OF THE AIRPORT. A silencer by definition is a hangar-shaped test cell with noise-absorbing materials on its walls to swallow emissions by engine runs on aircraft in idle or full power setting. Silencers help to minimize noise impacts on residents in the vicinity of airports to an acceptable level. Standards are set by national and international agencies like environmental departments with states and the International Civil Aviation Organization (ICAO).

The EAP's recent noise data has been very favorable. In 800 meters distance to the test cell noise has been cut down to 38 dBA, well below the 45 dBA ceiling.

The present site can accommodate aircraft to the size of Avro Jets 100 (silencer dimensions : 34 x 41.5 x 10.5 meters in width, depth, height). The location is to the East of the hangar complex of Crossair

The maintenance area is now being extended to the East and beyond the silencer's actual site. The airline is also moving from a turboprop to an all-jet fleet (from Saab to Embraer 145, 170, 190 and Airbus 320). The change in size and number of aircraft will call for larger silencer capacity.

Crossair and Jet Aviation cover about 80% of silencer time presently. Farnair Europe is also in need of test cell capacity. However, often it is impossible to serve all parties to their best. Farnair is gradually changing its work horse from Fokker 27 to ATR passenger and cargo aircraft.

At this time a study group has to decide on the new generation of silencers (size, noise emission limits, number of units, and most important their new location). Two sites have been cleared for future commercial and maintenance activities (zone 4- to the South-East and 6- to the South-West). Any site selection for the silencer will change the daily operation. Greater distances to the maintenance area have to be accepted.

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SCANDINAVIA IS SET FOR EARLY DEPARTURES AND LATE ARRIVALS. Starting on March 25, new departure and arrival patterns will be applied (see chart „excerpts from aircraft rotation“ below). Connections can be made to and from Berne, Bilbao, Florence and Lugano in the morning and early evening. Average transfer time is between 40 and 80 minutes depending on the city-pair booked. North to South connections are possible from Amsterdam, Berlin, Hamburg and Vienna *vica versa* at am- and pm hours. Flights to Brussels (pm), from Milano (pm) and Munich (am) are also connecting with the EuroCross at these times.

From	Dep. am	EuroCross transfer	To	Arr. am	From	Dep. pm	EuroCross transfer	To	Arr. pm	Aircraft
Copenhagen	07.05	9.00/9.30	Geneva	10.15	Geneva	6.50	7.35/8.30	Copenhagen	10.25	Embr.145
Gothenborg	06.45	9.00/9.45	Valencia	11.40	Valencia	5.45	7.40/8.25	Gothenborg	10.35	Embr.145
Helsinki	05.40	8.40/9.50	Alicante	12.00	Alicante	5.35	7.40/8.20	Helsinki	11.15	Embr.145
Oslo	06.40	9.05/9.55	Bordeaux	11.35	Bordeaux	6.05	7.35/8.25	Oslo	10.45	Embr.145
Stockholm	06.30	9.10/10a	Sevilla	12.35	Sevilla	5.00	7.30/8.15	Stockholm	10.55	Embr.145

CARGO NEWS

(subject to seasonal change)

DESTINATION	CARRIER	DAYS	SCHEDULE	AIRCRAFT	LOAD	AIRLINE
General Cargo						
Bombay	Swisscargo SR	47	10 pm	DC-10-30F	65 tons	Gemini Air Cargo
Chicago	Swisscargo SR	36	5 pm	DC-10-30F	65 tons	Gemini Air Cargo
Kuala Lumpur	Swisscargo SR	4	11.10 am	B-747-200F	95 tons	Maskargo
	MasKargo MH	6	7.10 pm			Codeshare MH/SR
Madras via Bombay	Swisscargo SR	47	10 pm	DC-10-30F	65 tons	Gemini Air Cargo
Seoul via	Swisscargo SR	1	10.20 am	B-747-200F	95 tons	Korean Air
Tashkent	Korean Air KE	5	10.20 am			Codeshare KE/SR
Express Cargo						
Brussels	DHL Express	123456	11 pm	B-727200F	22 tons	European Airtransport
Metz Vitoria Malaga	DHL Express	2345	10.15 pm	CV-580	6 tons	European Airtransport
Paris CDG	FedEx	1234	5.25 pm	A-310F	35 tons	FedEx
Paris-CDG		1234	11.30 pm	A-310F	35 tons	FedEx
Frankfurt	FedEx	234	12.20 pm	A-310F	35 tons	FedEx
Liège	TNT Express	12345	11 pm	BAE-146QT	11 tons	TNT airline branch
		12345				
Cologne	UPS Parcels	12345	11 pm	F-27F	6 tons	WDL Aviation

PEUGEOT GOES TO THE AIR WITH JUST-IN-TIME SHIPMENTS. Just-in-time has been adopted over the past two years. as large inventories of car components have become uneconomical.

Last-minute shipments require sophisticated logistics on both ends of the supply chain (sender-receiver). Car manufacturing near Coventry, Vigo and at Mulhouse/Belfort which make up for the bulk of just-in-time airlifts to and from the EuroAirport is gaining extra flexibility in terms of production targets. Gefco has always been the in-house logistics supplier, whereas Farnair Europe entered the scene not long ago in the wake of Peugeot's just-in-time production requirements.

Farnair's approach to weight and volume requests is including a three-phase response : If weight and volume are in line with Farnair's charter fleet the job is done in-house. If weight and volume goes beyond 63 cubic meters Air Nove's Antonov 26 or Vega's Antonov 12 are being contracted within a short time of notice. If cargo is even larger, Iljuschin 76 are on call. This formula has given Farnair first carrier status from Peugeot and Gefco. In the meantime 95% of all just-in-time work by air goes to Farnair.

The volume of last-minute shipments from the closest airport possible has seen a hike of 48% to 4000 tons at the EAP over the past 16 months (1999-2001 December thru February). An estimated 140 aircraft movements can be directly linked to Peugeot's air shipments (to/from Coventry : 53 flights, to/from Vigo : 47 flights). 12 Antonov 124 flights headed for Buenos Aires, being the most spectacular airlift up to this day.

FARNAIR EUROPE IS LAUNCHING CUSTOMER FOR CONVERTED ATR FREIGHTER MODELS. On March 3, the company took delivery of its first Aerospatale ATR-42 (passenger version). The aircraft will replace the Fokker 27 HB-ILJ which has been deployed to many hot spots on special missions carrying military personell to Pristina, Sarajevo, Skopje etc. Resorting to ATR aircraft is a longer term strategy to replace Fokker 27 on the express cargo network on behalf of DHL, FedEx and UPS. The ATR-42 and 72 are built to accommodate the integrators' standard unit load devices. Presently a fleet of 42 aircraft serve 38 destinations in Western, Eastern and Southern Europe (Airbus 300, F-27, Let 410, Antonov 26/12).