

# Newsletter EAP April 2001

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

airtraffic\_\_\_\_  
promotion\_\_\_\_  
group basel\_\_

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

**We wish to apologize for the delay of our Newsletter EAP April 2001 dispatch. Vacation time, the Easter Holidays and a longer than expected research in the amadeus network have contributed to our April absence.**

## LATEST NEWS

**THE WEEKEND OF APRIL 28 & 29 MARKS THE END OF BRITANNIA AIRWAYS (Germany)** at the EuroAirport en route to Caribbean holiday resorts like Puerto Plata, Punta Cana and Varadero. A week later on May 3, LTU of Germany will step in to provide the same charter services on behalf of FTI, the EAP-based tour operator. LTU will commence its charter work with an Airbus 330 bound for Puerto Plata. All other flights are being operated by Boeing 767-300 (280 seat versions) at least for the near future. LTU is to change the fleet from Boeing to Airbus.

**ON MAY 3 AND 19 THE EUROAIRPORT WILL PROVIDE OPPORTUNITIES** to visit the construction site of the new Y-shaped fingerdock and the future Crossair lounge. On Friday May 3, the invitation is extended to the media networks. On May 19, the public will have a chance to see what has been built over the past two years.

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

### MARCH 2001

Scheduled Passengers	251'616	-1%	Flown Aircargo	7'603	+11%
Charter Passengers	44'791	-13%	Trucked Aircargo	3'300	
Total incl. others	297'123	-3%	Total Aircargo	10'903	+3%
EuroCross transfer (Jan-Mar)	139'481	+8%	ExpressCargo (Jan-Mar)	5'521	+6%
traffic share EuroCross		22%	traffic share ExpressCargo		19%
<b>Total Jan-Mar 2001</b>	<b>761'518</b>	<b>-2%</b>	<b>Total Jan-Mar 2001</b>	<b>29'570</b>	<b>+5%</b>

## MAINTENANCE ISSUES

### MAINTENANCE FACILITIES at the EuroAirport

The maintenance industry has begun to act globally like SR Technics with SR Technics of America and Lufthansa Technik with its Philippine branch. Jet Aviation started this process many years ago by establishing 29 technical centers around the globe. The Basel site is one of the largest.

Air Service Basel : **specialties** airframes, engines, B/C/D-checks, line maintenance  
JAA (Europe) and LBA certificates  
hangar size for 4 Citation Jets or 2 Short 360  
engine overhaul Rollce Royce Dart (Fokker 27)

Crossair : **specialties** airframes, engines, B/C/D-checks, modifications, line maintenance  
CAA, JAR 145, UAE certificates  
hangar size 6400 m/2 for 15 Saab aircraft  
hangar size 7245 m/2 additional space for future Embraer 170/190 aircraft  
engine overhaul (Saab 340, RJ85/100, Saab 2000, Embraer 145)  
number of licensed airframe engineers : 146  
number of licensed avionics engineers : 30  
number of licensed engine engineers : 22

Jet Aviation **specialties** airframes, engines, B/C/D-checks, line maintenance  
completion center for Boeing Business Jet/Airbus 319 Corporate Jet  
center of competence for comprehensive interior outfitting (cabin & electronics)  
CAA, Cayman Islands, DCA Bermuda, DGAC, FAA, JAA, LBA, Swiss CAA certificates  
6 hangars (total size 14927 m/2)  
paint shop (size up to Boeing 737-300)  
engine overhaul General Electric, Pratt & Whitney, Rollce Royce and Honeywell  
(Dassault Falcon Jets, Gruman Gulfstream Jets, Bombardier Challenger Jets)  
number of licensed airframe engineers : 61  
number of licensed avionics engineers : 23  
number of licensed engine engineers : 6

Airground Services AGS **specialties** A-checks on engines and airframes, line maintenance  
on DC-10-30F, Boeing 747-200/400 aircraft  
FAA and JAR 145 certificates  
number of mechanics : 27

sources : Flight International „maintenance census“, „Jet Aviation and Crossair census“

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## FLIGHT TRAINING AND EDUCATION

**EMBRAER 145 SIMULATOR IS NOW READY FOR CREW TRAINING.** April 19 2001 marked the arrival of this 18 mio. Swiss Franc investment to safeguard state-of-the-art pilot and mechanics training for this type of aircraft. CROSSCAT will be responsible for Crossair's training needs. A second Embraer 145 simulator is due to arrive soon to meet the need for flight and maintenance training European-wide.

## NEWS FOR AIR TRAVELLERS

**FINNAIR HAS JOINED CROSSAIR ON THE HELSINKI AIRLINK.** The codeshare is also extended to services to Berne, Geneva and Lugano via the EuroCross. Sofar nine agreements of this nature are at work. BA and AY are members of Oneworld.

**THE EUROCROSS IS BEING PUT TO A TEST.** The European airways have long been organized to favour the major airports. New entrants like Air Regional at Clermont-Ferrand and Crossair at the EuroAirport started to challenge this preferred status of the flag-carriers by establishing their own brand of connecting services to Europe in order to make flying faster and efficient. A look to see how well they are doing compared to other systems seems fair at this point. Computer systems like [www.amadeus.net](http://www.amadeus.net)

are providing ideas what to look for : best departure and arrival time at both ends and travel time spent on the journey. Direct flights are on everyone's wishlist. How about if this does not work ? – then via-connections are the next thing to look into, of course.

The Scandinavian gateways to Southern destinaton in Europe have become a hot link for testing. The chart below is manifesting the results according to earliest time of departure, shortest flying time possible and most suitable returning connection after 16.00 hours. Airlines are eager to capture both business and leisure travel markets by offering incentive rates. The decision to pick the final routing requires priority settings !

To	Ex Copenhagen	ExGothenborg	Ex Helsinki	Ex Oslo	Ex Stockholm
Alicante	4h55 via EAP	5h15 via EAP	6h20 via EAP	3h45 nonstop flight	5h30 via EAP
Bilbao	4h40 via EAP	4h55 via Frankfurt	5h45 v.Copenhagen	5h05 via EAP	5h15 via EAP
Malaga	5h00 via Brussels	5h30 via Brussels	7h25 via Brussels	4h10 nonstop flight	5h50 via Brussels
Sevilla	5h25 via Brussels	5h50 via EAP	6h55 via EAP	5h55 via EAP	6h05 via EAP
Valencia	4h35 via EAP	4h55 via EAP	6h00 via EAP	5h00 via EAP	5h10 via EAP
Florence	4h10 via EAP	4h30 via EAP	5h05 via Brussels	4h30 via Brussels	4h45 via EAP
Bordeaux	4h20 via EAP	4h25 via Brussels	5h15 via Brussels	4h40 via Brussels	5h05 via EAP

From	To Copenhagen	To Gothenborg	To Helsinki	To Oslo	To Stockholm
Alicante	4h50 via EAP	5h00 via EAP	5h40 via EAP	5h10 via EAP	5h20 via EAP
Bilbao	4h25 via Frankfurt	4h00 via Brussels	6h00 via Paris CDG	5h25 via Paris CDG	5h10 via Frankfurt
Malaga	5h10 via Zürich	5h00 via Brussels	6h20 via Brussels	4h10 nonstop flight	5h45 via Zürich
Sevilla	5h25 via EAP	5h10 via Brussels	6h15 via EAP	5h45 via EAP	5h55 via EAP
Valencia	4h40 via EAP	4h50 via EAP	5h30 via EAP	5h00 via EAP	5h10 via EAP
Florence	3h50 via Frankfurt	4h40 via Zürich	5h20 via EAP	4h40 via Brussels	4h50 via Munich
Bordeaux	4h20 via EAP	4h05 via Brussels	5h10 via EAP	4h40 via Brussels	5h05 via Paris CDG

70 city pairs were tested. The EuroCross scored 38 times in first place. Brussels (the main competitor for Europe-to-Europe connections) got 17 hits as best cited transfer point to and from the Scandinavian gateways listed above.

## CARGO NEWS

**SWISSPORT BASEL HAS RECEIVED „THE AWARD OF EXCELLENCE“** from KoreanAir Cargo honoring its efforts to provide state-of-the art freighter handling services. The excellent warehouse and ramp handling services were rewarded for the second year in a row. source : [swissreporter](http://swissreporter)

**KOREANAIR CONSIDERS BOEING 747-400 FREIGHTER SERVICES TO EUROPE** as very economical. The 400 version is capable to fly nonstop between Basel and Seoul without any payload restrictions. The route would require four crew members, however. Any decision to go ahead with the change of aircraft would depend on carefully planned negotiations with the Russian authorities. Traffic rights to fly nonstop over Russian airspace have to be obtained prior to any change in routing. Presently, all flights from Seoul to and from Europe are scheduled to make a fuel stop and crew change at Tashkent (no cargo handling).

**A SERIES OF UP TO EIGHT CARGO FLIGHTS TO TASHKENT ARE ON SWISSPORT'S AGENDA** to be handled. Two charters should have departed by now. We will provide further details on this matter in our May issue.