

Newsletter EAP May 2001

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

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LATEST NEWS

ON FRIDAY MAY 12, A CITY BIRD AIRBUS 300 FREIGHTER touched down on runway 34. It is considered to be the first visit of the airline to the EuroAirport. The aircraft was on a TNT flight from Liège via EAP to Geneva and vice versa.

VARIOUS PIECES OF NEWS SEEM TO INDICATE THAT THE TNT GROUP may change the standard aircraft deployed to the EAP. In July or August a Tupolev 204 freighter is to serve the airport. Further details will follow as soon as they are confirmed. Furthermore, the only B-737-300F of Icelandair is frequently picking up extra cargo (Monday thru Friday after 21.00)

KOREAN AIR CARGO BASEL HANDLED ITS FIRST BOEING 747-300 freighter on Monday, May 14. The aircraft has been converted in (date and place unknown).

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

APRIL 2001

Scheduled Passengers	246'026	-3%	Flown Aircargo	6'384	+9%
Charter Passengers	67'565	-4%	Trucked Aircargo	3'400	
Total incl. others	314'089	-3%	Total Aircargo	9'784	+4%
EuroCross transfer (Jan-Apr)	202'375	+0.6%	ExpressCargo (Jan-Apr)	7'299	+8.5%
Total Jan-Apr 2001	1'075'540	-2%	Total Jan-Apr 2001	18'022	+1%

...and further statistics

PASSENGER FLOW TO SELECTED EUROPEAN DESTINATIONS (*9 month report for the year 2000)

Traffic to smaller markets is of interest to the EAP as he seeks a role in catering to Europe's regions by offering quick transfers. Capacities listed in the chart attached are based on the Summer 2000 Crossair schedule.

Destination	1998	1999	2000	Weekly flights	Aircraft (Summer 2000)	Outbound capacity/week
Alicante	5838	17281	18585*	14	Saab 2000	50 per aircraft = 700 seats
Barcelona	25740	31304	28470*	21	Saab 2000/Avro Jet 100	95 per AvroJet = 1365 seats 50 per S20
Bilbao	5910	9177	7655*	7	Avro Jet 100	95 per aircraft = 665 seats
Birmingham	9612	11183	10485*	12	Embraer 145	50 per aircraft = 600 seats
Bordeaux	5704	8619	9014*	7	Saab 2000	50 per aircraft = 350 seats
Florence	n/a	586	8194*	8	Saab 2000	50 per aircraft = 400 seats
Gothenborg	n/a	9997	14858*	7	Avro Jet 100	95 per aircraft = 665 seats
Manchester	15190	16502	15282*	18	Embraer 145	50 per aircraft = 900 seats
Valencia	519	8751	8754*	7	Embraer 145	50 per aircraft = 350 seats

Departing traffic to Scandinavian gateways like Copenhagen, Gothenborg, Oslo and Stockholm saw 59070 passenger boardings. More than 100000 passengers filled the planes of Crossair to and from Scandinavia. The newly opened destination Helsinki will attract about 17000 bookings according to the networks people at Crossair. The passenger statistics are computed by the Federal Bureau of Statistics in Neuchatel/Switzerland.

THE "Y-DAY"

THE Y-DAY IS READY FOR VISITORS. On Saturday May 19, festivities will be in full swing to welcome the new y-shaped fingerdock at the EuroAirport. The public can benefit from a variety of events such as guided tours through all installations at the EAP (fire fighting unit, Y-shaped dock, airfreight and maintenance facilities and tours on the apron). The doors are opened at 9.00 hours. Point of origin and central place for all kinds of activities (food stands, information booths etc.) is the airport services building (technopole) to the north of the terminal area. The fingerdock manifests the EAP's and Crossair's ambitions to position the airport as fast connecting gateway for Europe's travelling public.

As construction comes to an end the airport authorities feel that this strategic work should also be officially presented to industrial leaders, the political establishment and to representatives of the aviation industry. On Thursday May 31, a grand party is scheduled to also highlight the Crossair Lounge as one of the largest and most comfortable sites of this nature worldwide to this date. In September, the Lounge will again be in the spotlight as Crossair plans to launch a kick-off party for the Lounge. Moritz Suter, former CEO of Crossair is being quoted : „Passengers will appreciate the lounge. They do not even care about missing their onward connections“.

FOR THE ENTHUSIASTS' DELIGHT

ENTHUSIASTS HAVE BEEN PUTTING TOGETHER SUMMER AND WINTER TIMETABLES for visitors to the EAP for over 25 years. They also publish a monthly periodical (World Air News). The Summer edition 2001 is now available to the public. All scheduled and charter flights (passenger as well as cargo movements) are being listed.

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JOB OPPORTUNITIES @ THE EUROAIRPORT

THE LATEST CENSUS SHOWS ANOTHER INCREASE OF JOB OPPORTUNITIES AT THE EAP. At the end of 2000 a total of 6'319 persons found employment with 148 companies. This marks a 5% increase to last year's figures. 82 companies were Swiss-registered. 78% of the personnel is working for them. 49 companies are active in the airfreight business with a total of 744 people on its pay roll. The maintenance and handling sectors provided 1'575 job positions. The airlines on site offered 2'707 earning opportunities. Catering and restaurants counted 396 jobs.

On a company level major employers are Crossair (2'189), Jet Aviation (773), Swissport Handling (753), Gate Gourmet (396), and the EuroAirport itself (292). The airline sector was the largest job creator (+43%), in second place are maintenance and aircraft handling (+25%), and in third place is airfreight (+12%).

60% of the workforce is French, 23% of Swiss nationality, and 11% are residing in Germany. 400 job takers are from other European countries and from overseas, respectively.

Basel-City (556), Saint-Louis (543), Mulhouse (500) are the major towns of residence in the trinational area of the EuroAirport.

NEWS FOR AIR TRAVELLERS

EUROCROSS AT A TEST (continued). The question is again „how does the EuroCross compare with other European transfer points ?“ (see also Newsletter 4/2001). The survey is banking on early departure times (nonstop), on connections via other airports, and on the shortest flying time. Finally when returning, best connections were sought in mid-afternoon (between 15.00 and 16.00 hours).

To	From Birmingham	From	To Birmingham
Alicante	AF via Paris CDG 6h00min	Alicante	IB/BA via Madrid/LYS 5h55
Barcelona	IB/BA nonstop 2h10min	Barcelona	IB nonstop 2h15min
Geneva	AF via Paris CDG 3h15min	Geneva	LX via EAP 3h30min
Malaga	LX via EAP 5h30min	Malaga	LX via EAP 5h10min
Marseille	BA nonstop 2h00min	Marseille	AF/BA via Paris CDG 4h05min
Palma	LX via EAP 4h30min	Palma	LX via EAP 4h30min
Toulouse	Jersey/AF nonstop 1h55min	Toulouse	SN via Brussels 3h25min
To	From Manchester	From	To Manchester
Alicante	BA/IB via Madrid 4h50min	Alicante	IB/BA via Gatwick 5h45min
Barcelona	IB nonstop 2h10min	Barcelona	LX via EAP 4h25min
Geneva	BA nonstop 1h55min	Geneva	LX via EAP 3h25min
Malaga	BA/SR via Geneva 5h20min	Malaga	LX via EAP 5h05min
Marseille	SN via Brussels 4h00min	Marseille	AF/BA via Paris CDG 4h10min
Palma	LX via EAP 4h25min	Palma	LX via EAP 4h25min
Toulouse	SN via Brussels 3h50min	Toulouse	SN via Brussels 3h45min

28 city pairs have been reviewed. Crossair's EuroCross receives 9 best listings. Brussels scores 4 hits.

CROSSAIR EUROPE IS THE SOLE GSA FOR CROSSAIR IN FRANCE. There is some evidence which tends to indicate that there are conflicts of interest within the Qualifier Group headed by Swissair. Complaints include such issues as unfavourable reservation patterns which favour Swissair only rather than the best link within the Qualifier Group. It is being said that Swissair has even stopped selling Crossair on the market. However, this type of news remains to be verified.

CARGO NEWS

2500 SQUARE METERS OF ADDITIONAL WAREHOUSE SPACE IS UNDER CONSTRUCTION. This enlargement is intended to provide more area for pallet build-ups. Smaller and older cargo sheds are being replaced. The move responds to increased volumes having to find their way through a congested warehouse. A longterm development plan for the aircargo industry at the airport is still on the drawing board. Sofar, all initiatives have tried to accomodate the most pressing needs.

SIX CARGO CHARTERS (5 IL-76, 1 AN-124) HEADED FOR TASHKENT IN APRIL AND MAY. The load to Russia's Eastern gateway was carried out by Uzbekistan Airlines and Tapo (IL-76) and Antonov Airlines (AN-124). Roughly 300 tons of unspecified general cargo were airlifted on behalf of Chapman Freeborn France acting as broker between shipper and airline.

A VERY OUTSIZED COMMODITY WENT TO THE AIR LAST WEEK (May 10). The volume included a 95 ton alternator and an auxilliary unit of another 10 tons on behalf of Alstom to supply General Electrics with alternator technology. The Antonov 124 was heading for Keflavik/Iceland to refuel. Airnauc France which usually steps in when such equipment needs to be airlifted made public its intentions to offer the even larger Antonov 225 (a six-engined freighter with payloads between 150 and 250 tons, depending on range) to shippers and forwarders in France, Germany and Switzerland as soon as aircraft certification is completed. Antonov Airlines chief of marketing at London Luton airport also heralded the possibility that the plane will show up at the EAP sometimes after the Paris Airshow. This may correspond with Airnauc France's ambition to bring the AN-225 on the market around November 2001.