

# Newsletter EAP June 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

**HAPAG LLOYD DEPLOYED A BOEING B-737-800** with modified wings (winglets) to the EAP for charter services from June 7 thru 10. The retrofitted aircraft (winglet-blend) was handed over to Hapag Lloyd in recent weeks. Boeing's estimates go for boosted trip range by up to 240 km (130 nm) and reduced operating costs due to less drag factor.

**THE CROSSAIR LOUNGE** located in the new Y-fingerdock will be officially inaugurated on **September 14, 2001**.

## STATISTICS 2001 : AIRFREIGHT IN MAY need all details, please, let us know !

Scheduled	4'260 to.	0%	Jan thru May	Scheduled	21'447 to.	+ 6%	share	67.7%
Charter	351 to.	+76%		Charter	929 to.	+ 2%	share	2.9%
Express Cargo	2'007 to.	+12%		ExpressCargo	9'306 to.	+ 9%	share	29.4%
<b>Total flown</b>	<b>6'618 to.</b>	<b>+ 6%</b>		<b>Total flown</b>	<b>31'682 to.</b>	<b>+ 7%</b>		<b>100%</b>
Total trucked	4'000 to.	- 2%		Total trucked	19'938 to.	+ 9%		
<b>Total at large</b>	<b>10'618 to.</b>	<b>+3%</b>		<b>Total at large</b>	<b>51'620 to.</b>	<b>+ 8%</b>		

## APRIL STATISTICS 2001 – excerpts from a reply submitted by the EAP

**EAP PASSENGER FIGURES ARE SHOWING A DECLINING PERFORMANCE WAY INTO APRIL 2001.** The newsletter team has been on the search for the trends which may explain the actual situation. A two page statement by the airport authorities could now offer some insights.

**Crossair's shift in strategy - improved yield instead of volume and reduced seat capacity on a weekly basis** – took its toll i.e. on the Scandinavian routes which are now being served by Embraer 145 jets instead of Avro Jets. The number of gateways served daily was improved on the other hand (Helsinki). As a result transfer traffic via the EAP has started to decline.

**Lufthansa and Hapag Lloyd had a strong April 2001** (LH + 24%, HLF + 13%). Figures for April 2000 saw a shift of Hapag Lloyd traffic from charter to scheduled services in terms of statistics. Therefore, the numbers produced by German operators can be compared and researched at this time, only. (Newsletter: Arriving with RJ 85, Lufthansa has seen a growth to 9'000 passengers. Hapag Lloyd experienced an increase in passenger volume standing now at 13'700).

**Air France traffic is slightly up in particular to and from Lyon.** (Newsletter: Lyon is Air France's second hub in France).

**The charter market had a slow start in the first quarter of 2001 and remains in a state of adjustment.** April 2001 registered fewer weekends (-1) than in April 2000. Experience tells that a weekend produces about 5'000 seats. Better yields are also a target at the tour operator level. Any shifts in upward pricing will receive a second look by the customer. Reduced „last minute“ sales campaigns are contributing its share to declining passenger volumes as well. Additional charter activity by some TO's is in the making (ie. to Turkish and Caribbean holiday resorts). Positive trends should be expected at the end of May. **Once all terminal projects are completed the EuroPlatform at the EAP will offer a state-of-the-art infrastructure.**

Newsletter EAP: **estimated seats available a week on the EuroCross** (Summer 1998 thru 2001, excluding seasonal flights)

Flights offered	1998 (12 mts) :	483	1999 (12 mts):	621	2000 (12 mts) :	664	2001 (5 mts) :	634
Destinations served		38		43		42		42
Seats offered a week		21'800		28'600		34'600		33'100
Transfer passengers		188'511		484'054		702'504		264'075
Share scheduled traffic		8.5%		18.0%		24.0%		23.1%

## CONSTRUCTION SITE

**THE Y-SHAPED FINGERDOCK WILL GO INTO OPERATION ON JULY 11, 2001.** The fingerdock is marking a big step in the airport's future as a hub for inner-European traffic wishing to bypass any mega airport.

Some important features of the Y-Dock are the 24 aircraft stands for fast connections, more services for arriving and departing passengers, and another world of lounges for people on business travel. 1'780 sqm. of Crossair Lounge on three storeys and a 50 sqm. VIP-lounge under separate management are catering to the highly sought world of business people. The design is kept in glass for easy orientation according to the architects. The dome-like roof of the Crossair Lounge will not go unnoticed by the travelling public.

**Here are some further details :** earthquake proved (1992 standards), 21'300 sqm. of available space, 20'000 sqm. of glass front, 4 airbridges with glass fronts, 20 meters of dock-width, a total of 3 levels (1: for arrivals with people-movers, 2: 2'300 sqm. of baggage sorting capacity for 2'400 pieces hourly, 3: for departures and transfers on international and „Schengen“ flights, people-movers, 1'000 sqm. of commercial area with restaurants, bars, duty free shops, boutiques, delicatessen etc.), flight information displays on all levels, easy toilet access for the handicapped.

**THE BOARD ALSO VOTED TO GO AHEAD WITH THE SOUTHERN EXTENTION OF THE PRESENT TERMINAL AREA.** At the time when all projects (Y-Dock, northern extensions of the passenger terminal etc.) were contracted out the southern part was included in the initial bid but not budgeted for. On May 31, the board voted for a basic go-ahead to begin with the work to extend the southern terminal area as early as 2002. The arguments in favour of a continuation of construction are mainly of cost-saving nature. A new round of offering would result in costly publication procedures and in higher bids due to changes in construction index. When construction of this extension is completed in late 2003 the entire passenger terminal will be newly built. 70 mio. Swiss francs (approx. 40 mio. US \$) are being invested in this project.

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## ...construction site continued

**THE CATERING PROJECT IS BEING RELAUNCHED.** Various circumstances have kept Gate Gourmet France from firming up plans and to start with construction of a new catering unit. The permit issued by the authorities at Colmar to do so is valid until February 2002. According to Mr. Draeger, head of the catering unit, a major reason for the temporary halt of the project has been a change in inflight catering at Crossair which started a „pane et olio“ serving (technical jargon: fingerfood) for food-conscious passengers. The initial plan was to set foot to the new facility in Spring 2002. Now this should happen in Spring 2003. The reduced pace of passenger growth makes work at the present catering site (at the Southern end of the apron) still possible. However, it is a site with not much future as other (non-catering) plans may emerge for the present location. Construction should start in February 2002. The design remains unchanged : 8'000 m<sup>2</sup> of space for cold and hot meal preparation, assembly line for inflight commodities, warehousing, administration, loading docks for catering vehicles, dock access for shipments from the EC and Switzerland, production layed out for two floors). Construction is budgeted at 85 mio. French francs. 70% of the volume is delivered to scheduled services. 30% is charter-bound. The facility will enhance 16000 meals a day in the initial phase, and 24000 caterings if higher productivity is required. Transfer times for the catering from the new site to the apron is set at 3 min. 12 catering vehicles will be in service. A new generation of trucks is expected in July.

## FLIGHT TRAINING AND EDUCATION

**CROSSAIR WILL TACKLE ITS SEVERE SHORTAGE OF AIRFRAME MECHANICS.** CROSSCAT is to open 24 positions for airframe mechanics in 2002, eventually. The apprenticeship would incorporate a two stage training period, one step would include a basic two-year education in mechanical construction work approved by the Swiss agency for professional education and technology. In the second phase (30 months) attention would be given to airframe maintenance courses which will finally lead to the JAR 66 licence (Joint Aviation Requirement) approved by the European Aviation Authorities. JAR 66, a European-wide professional standard for mechanics and engineers, will be effective as of June 2001. SR Technics is the only approved training centre within the Swissair Group, so far. CROSSCAT is likely to offer the apprenticeship model to other airline members within the European Regional Airlines Association. The model being used is the first step in an accelerated move to deal with a nation-wide shortage of licensed airframe, avionics and engine engineers and mechanics.

## NEWS FOR AIR TRAVELERS

**NEW BUSES ARE EN ROUTE FROM BASEL'S MAIN RAILWAY STATION TO THE EAP STARTING JUNE 30.** This service is strictly passenger dedicated. In line with the overall drive to promote convenience, the coaches are air-conditioned, equipped with 38 passenger seats all in blue leather configuration and flight information displays for departing and arriving travellers (check-in, gate, departure time at the EAP and track number and departure time at the railway station). The outer livery is held in bright silver colour. The airport shuttle is marketed under the trademark "AIR LINE". There are departures every 15 minutes from the Airport and the Basel main railway station, respectively. June 30 marks the end of a long planning period and the beginning of a new era of comfort. Crossair, the EuroAirport, BVB (Basel's mass transit company) and Swiss Post's travel division are investing considerable funds in this new venture. Swiss Post will staff and operate the "AIR LINE".

## ON THE ATC AGENDA

### THE AIRPORT APPROVED NEW RULES FOR CHAPTER II AND III AIRCRAFT GENERATIONS IN DECEMBER 2000.

It is no surprise that Chapter II aircraft will be further curtailed in operation (20.00 – 07.00 hours). The ban of ICAO Chapter III aircraft (older generations) between 22.00 and 06.00 hours is causing some headaches among airlines, DGAC officials and airport representatives. Older generation aircraft charted below are regular visitors to the EAP. Boeing is listing all chapter III aircraft in an effort to present noise emission levels in respect to type of engine, take-off weight and flap settings.

Aircraft and operators	Type of aircraft	In service	Take-off weight	Decibel	Flaps	EAP ruling
A-300B4 DHL/TNT	GE CF6 50C2	1974	346'500 lbs.	78.5-79.4	0°	Approved 1)
A-310F FEDEX	GE CF6 80A3	1982	337'300 lbs.	79.0	0°	Approved 1)
AN-124 AIR FOYLE	LOTAREV D-18T	1985	n/a	n/a	n/a	?
B-707-320 BUSINESS JETS	P&W JT3D-3B QN	1988	322'300 lbs.	94.0	14°	?
B-727-200 DHL	P&W JT8D QN	1983	208'000 lbs.	88.0-92.6	5°	Not approved
B-747-200 KAL/MASKARGO	P&W JT9D-70A	1977	820'000 lbs.	94.6	10°	Not approved
DC-8-62 MK AIRLINE	P&W JT3D-3B BAC	1990	355'000 lbs.	88.0-91.1	12°	?
MD-82/83 CROSSAIR	P&W JT8D-219	1985	160'000 lbs.	82.1-83.7	2°	Approved 1)
DC-10-30 ASA/GEMINI	GE CF6-50C2	1978	590'000 lbs.	87.0-94.6	10°	Approved 1)

DGAC and airport officials did not specify the maximum level of decibels applied for their ruling. Their only indicator was a 5 decibel index which would go beyond ICAO noise tolerance for chapter III aircraft. It is well understood that commercial interests had to be considered (MD82/83 Crossair) and DC-10-30 (ASA and Gemini). Between 22.00 and 24.00 hours there are mainly expresscargo flights ready for take-off. All integrators are mapping out aircraft changes (DHL: B-757, TNT: TU-204). The impact of the new ruling on operators appears to be minor, therefore. 1) based on preliminary data received from DGAC