

LATEST NEWS

ASA's DC-10-30 is expected to face a heavy maintenance visit at the end of 2001. As costs for a D-check will be high, the carrier may not allocate funds necessary for this job. The aircraft is now rapidly becoming obsolete as passenger version. So, aircraft evaluation to succeed the DC-10 is likely to start soon. Boeing B-767 models are reported to be viable candidates.

The Saab 340B will have its last commercial flight with Crossair on October 14, 2001. The fate of Crossair Europe's two Saab 340B is not clear yet. The company may continue operations under QE prefixes or face total integration into LX. The carrier's legal title is European Continental Airways.

CHARTERS ON BEHALF OF NOVARTIS AND ROCHE took to the skies to transport staff blocked on both sides of the Atlantic by the closure of all US airports due to the terrorist attacks on US sites. On Saturday, September 15 an Airbus 310 of Air Plus Comet (Spain) headed for JFK (Novartis) and on Sunday, September 16 a World Airways MD-11 brought in Roche personell from New Jersey.

STATISTICS 2001 : AUGUST 2001 REPORT need all details, please, let us know !

<u>Passengers</u>		<u>Airfreight</u>	<u>July</u>	<u>8 month period</u>
Scheduled	237'233 - 4%	Scheduled	3'894 -8%	34'375 +3%
Charter	114'087 - 2%	Charter	108 +192%	1'351 - 19%
Total	351'766 - 4%	Express	1'693 +2%	14'786 +9%
EuroCross (January-August)	472'000 +3%	Total flown	5'695 - 4%	50'512 +4%
Total (January-August)	2'474'362 -3%	Total trucked	3'781	
		Total volume	9'476 - 3%	82'400 +5%

comments : Strasbourg airport was closed from July 17 thru August 25, 2000. Royal Air Maroc, Sabena and Tunis Air rerouted most of their flights to the EAP. Their passengers gave the EAP's charter statistics an additional boost in July and August 2000.

AIRLINE ECONOMICS

CROSSAIR POSTED A LOSS OF 18.7 MIO. FOR THE FIRST HALF OF 2001. The figures are considered better than industry average but still disappointing. Revenues were up however by 6% to 640 mio. (604) but did not match the expected income due to weakened demand for Crossair seats. Costs were up by 9% to 653 mio. (600.8) as a result of improved salary structures for the pilots, cabin attendants and ground staff. The carrier started a cost cutting drive of 45 mio. (see news for the air travelers) and a profit enhancement program of 50 mio. which should improve operating figures at large.

Interesting data was provided concerning the effects of Dollar fluctuation and any changes in load factor to the balance sheet. 10 \$-cents in currency change will affect the budget by 130 mio. Again, 1% in change of load factor (now at 52.6% +1.4%) will hit the budget by 115 mio.

An important figure to any airline is the yield per passenger. Improved revenues by 5 francs produced additional 15 mio. in needed cash. Sales related problems arose with the Airline Management Partnership (AMP) organization headed by Swissair and Sabena which stood for up to 40% of Crossair's inbound sales. In Europe AMP is acting as general sales agent (gsa) on behalf of Crossair. The now scaled down gsa has produced negative results due to its embattled status in the Swissair Group. A well functioning gsa network is crucial to improved sales in the near future. In the UK a new sales network has been established to counter this deficit. Available seat kilometers were at 3'906 mio. and revenue passenger kilometers at 2'215 mio. 1.5 mio. passengers (+1%) booked scheduled flights (82'018 - 2.5%) to 79 Crossair destinations (2000 : 83). Crossair Germany, seated at Freiburg, will soon take on the responsibility to market all LX flights departing from German gateways. (all figures in CHF)

CARGO NEWS

TNT STARTED TUPOLEV TU-204 FREIGHTER OPERATIONS ON THE EAP RUN. The deployment of this new aircraft to the Western scene began on September 4. The routing is Liège – EAP – Rome Ciampino. Days of circulation are Tuesday thru Friday. Scheduled time of arrival is set for 05.05 and 22.10 from Liège and Ciampino respectively. 50 minutes ground-time are allocated for loading and unloading.

The integrator is now handling 60'000 shipments a week through TNT Swiss Post, a joint-venture operation with Swiss Post which started in April 2000. A recent survey conducted among all integrators showed that TNT is choosing the airways for about 35% of all its shipments within Europe. The bulk of shipments (65%) is hauled by truck. At the EuroAirport TNT's volume stood at 6'000 tons (+ 14%) in the year 2000.

NEWS FOR THE AIR TRAVELERS

AN AIRLINK BETWEEN CABO VERDE AND THE EAP IS SCHEDULED FOR NOVEMBER 1. Cabo Verde Airlines will introduce a weekly Boeing B-757-200ER service from Sal to Amsterdam and back via the EAP to Sal. Details will follow.

CUTS IN EUROCROSS FREQUENCIES HAVE BEEN IMPLEMENTED ON SEPTEMBER 1. Toulouse is being served once a day, so will be Nice in October. Cologne is down to two daily services, and Copenhagen down to three flights a day. The number of cuts are at six daily services or up to 39 flights a week.

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

CROSSAIR OPENED ITS LOUNGE TO BUSINESS TRAVELERS ON SEPTEMBER 17. 1'720 sqm. of space are dedicated for their needs in terms of communication, meeting area, banking, and air travel amenities. The company expects about 5'000 customers a day using this facility which is believed to be the second largest in its class worldwide. Business travelers are welcomed in an ambiance of style with a clear message that air travel is still an efficient means of transportation within Europe. Architects and designers have created a world under a dome-shaped structure of glass and steel, starting with a roof top sky bar, wet zones (shower facilities), dining locations (serviced and self-service) an entrance lobby with a landscape of 60 year old palm trees, internet, banking access terminals, and a convention and travel center. The lounge is open daily from 05.30 to 22.00 hours. The costs for the entire lounge endeavour consumed 24 mio. CHF in construction funds.

EXECUTIVE BUSINESS TRAVEL

SWISSPORT BASEL AG IS HANDLING MORE BIZ-JETS THAN EVER. The rise in executive jet handlings is reflecting a policy which is out to capture new markets as other traffic is presently slipping (mainly cargo). The company is the only allround handler at the airport offering VIP handling beyond government traffic only. Local highlights in terms of movements are the World Economic Forum at Davos, the BASEL (watch and jewellery world fair), ART Fair international, and the ATP tennis tournament Swiss Indoors. Meanwhile traffic picked up apart from these events. Up to four Biz Jets are being handled a day. Local demand for VIP travels is expressed by banks, pharma and chemical companies as well as by industrial conglomerates for their top cadres. The economy in the region is highly export-driven. The VIP-sector may gain momentum with more premium class passenger boardings as airline infrastructure and atc problems at major airports do not match service standards expected at this level. The highly priced premium class tickets have experienced rate hikes of up to 15% in recent years according to IATA statistics. Passengers of this tariff segment are complaining about a rising quality gap of services received. Not surprisingly carriers like British Airways, United Airlines and others are now feeling their absence, as the Biz Jet industry (manufacturer and operators of jet fleets) is aggressively addressing premium/business class travelers for alternative solutions. The jets have become state-of-the-art equipment with long-range capabilities for door-to-door operations (ie. BSL-EWR) in a comfort class style. The price for such services may be high but not necessarily out of any economics.

Local Swissport statistics show a rise in volume since 1999 (see chart). Major contributors to the VIP jet movements are Gulfstream Aerospace IV/V, Bombardier Challenger 604 and Cessna Citation.

SWISSPORT	1999	670 Handlings	2000	1078 Handlings	+61%	2001		N/a
Handling	(H 1)	374	(H 1)	485	+30%	(H 1)	856 Handlings	+78%
SwissIndoors*	October	51*	October	67*	+31%	October	N/a	N/a
Art Fair*	June	108*	June	139*	+29%	June	200*	+44%
BASEL*	April/May	N/a	March	92*	N/a	March	182*	+98%
WEF Davos*	January	33*		N/a	N/a	January	146*	N/a

*dominated by event

The airport's infrastructure is in the middle of a massive extension phase which is expected to come to an end in early 2004. At that time VIPs should have their way of comfort. Presently, the terminal facilities cannot fully cope with expectations expressed and required by the VIP customers. Nevertheless, the vicinity to the headquarters is welcomed and fast traveling is still possible. The array of handling requirements is far flung. The principal companies arriving at the EAP are NetJet, TAG Aviation, Universal Aviation based in Houston and companies like ICN Pharmaceuticals with its own fleet of Biz-Jets (Boeing B-727-100).

The Jet Aviation facility of 14'000 sqm of hangar space is also producing many Biz Jet movements for repair, maintenance and interior outfitting. Boeing and Airbus selected Jet Aviation Basel to perform completion works on their Boeing Business Jet and Airbus 319CJ before entering services with clients a while ago. It is one of two European completion centers for the two aircraft. The airport realized a total of 11 mio. CHF in landing fees produced by 104'937 commercial movements and 18 mio. CHF in passenger taxes last year. The management is not ready yet to spend money for the VIP sector (special terminal facilities) as major funds are dedicated to spacious terminal extension programs for passengers.

JET FLEETS BASED AT THE EUROAIRPORT AND AT OTHER UPPER RHINE VALLEY AIRPORTS

ACM AIR CHARTER MINNINGER GMBH	BADEN AIRPORT	CHALLENGER 604	D – ASTS
ACM AIR CHARTER MINNINGER GMBH	BADEN AIRPORT	CITATION X	D – BTEN
ACM AIR CHARTER MINNINGER GMBH	BADEN AIRPORT	CITATION VII	D – CNCJ
F & F BURDA GMBH	BADEN AIRPORT	LEARJET 60	D – CFFB
BAUHAUS GMBH DUSCHOLUX AIR SERVICES	MANNHEIM	FALCON 2000	D – BEST
DAS – DUSCHOLUX AIR SERVICES	MANNHEIM	CITATION JET	D – IDAG
SAP AG SYSTEME	MANNHEIM	LEARJET 31A	D – CSAP
WIEDERSCHNEIN & RETTIA GBR/ATB	MANNHEIM	CITATION II SP	D – ILCC
FLUGBEREITSCHAFT	KARLSRUHE	CITATION II SP	D – ICTA
HERBERT WALDMANN	?	CITATION JET	D – ISWA
BASF AG	SPEYER	FALCON 50EX	F – OKSY
KNAUF TRADE SNC/ALSAIR SA	COLMAR HOUSSEN	CITATION II	F – GLTK
ATP SA / SOTRALENZ	METZ-NANCY-AIRPORT	FALCON 100	F – GSLZ
AIR ALLES	COLMAR HOUSSEN	CITATION JET	F – GTRY
AL NASSAR LTD. JABJ	EUROAIRPORT	DC-8-72	HB – IGH
AIR CHARTER AG / KRAUS & NAIMER	EUROAIRPORT	CHALLENGER 601-3A	HB – IKS
INTERIET AG / JABJ	EUROAIRPORT	GULFSTREAM V	HB – IVL
LOWA	EUROAIRPORT	BOEING B-707-330	N88ZL