

NEWSLETTER EAP *DECEMBER 2001*

AIRPORT BASEL (SWITZERLAND) - MULHOUSE (FRANCE) - FREIBURG (GERMANY)

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

NEWS

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New layout for the EAP Newsletter

We are always trying to improve our Newsletter and we like to experiment. The present issue as you see looks quite different than the usual one, we hope you like it, please let us know...

<mailto:eapnews@hotmail.com>.

The "new" Newsletter is split into a NEWS section (■) and another section with stories and special TOPICS (■).

Enjoy reading !

Schedule UPDATES

NEW LUFTHANSA EQUIPMENT TO FRANKFURT. Flights are operated by Canadair Jet 700 four times a day.

PRIVATE KHALIFA AIRWAYS INAUGURATED ITS FIRST SERVICE TO CONSTANTINE ON DECEMBER 20.

Scheduled services with Airbus A-319 are set for Thursdays and Saturdays until the end of March 2002. The airline expects to increase the Summer frequencies. Computer reservation is being handled via Amadeus.

Charter UPDATE

AFRICAN SAFARI AIRWAYS moved in with Airbus 310-300 on November 30. The first service to Mombasa started at 20.30 local time on the very same day. The aircraft (D-AHLA) is being wet-leased from Hapag Lloyd for a three week period. According to the carriers schedule its own A-310 (D-AHLC) will be introduced in January 2002 carrying Kenyan aircraft registration (5Y-) possibly at a later stage. The cabin offers 235 seats in economy, club and royal class configuration. A two pilot cockpit and better weight and fuel economics will bring down the operating costs considerably when compared with the heavier DC-10-30.

Get latest news, pictures and real-time schedules of the day, check out the following websites :

www.eapnews.ch, www.igluf.ch, <http://www.euroairport.com/>

Get an idea on how staggering the new lounge looks like, click...

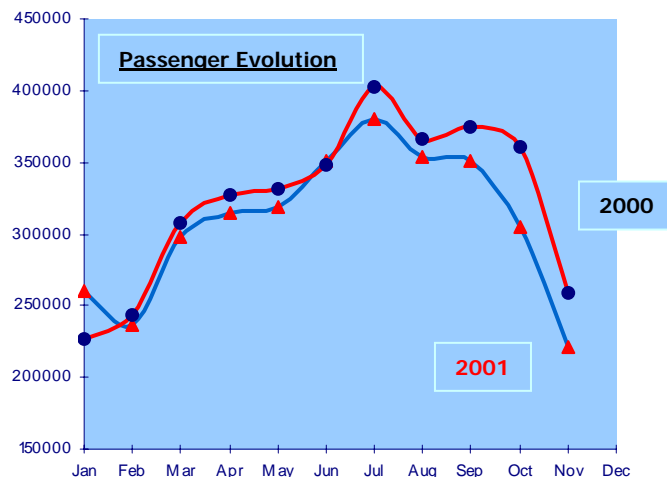
[Crossair Lounge](#).

✚ Highlight of the month was a...

...Boeing 747-400 of [Korean Air](#) carrying the President of South Korea, Mr. Kim Dae Jung and his delegation on board, to a session of the European Parliament in Strasbourg.

Statistics: November 2001 and comment

Swissair's demise continues to hurt traffic figures. Services to ZRH are down to three flights a day from seven, taking off about 10'000 pax in November. A sharp decline in leisure travel attributed to the September 11 incident has continued into November. Egypt is served by one charter rotation a week down from three, Puerto Plata has been halted temporarily due to sluggish sales and FTI's change of strategy from full scale charter contracts with airlines to seat allocation agreements with other tour operators.



Charter NEWS

MONARCH AIRLINES WILL RESUME A WEEKLY CHARTER TO PUERTO PLATA stopped by LTU, starting on December 23. Tour operator is „new“ Avione which has resumed commercial activity in the meantime. FTI Switzerland has started to step back from taking commercial responsibility for full-charter contracts with airlines as losses are mounting at FTI Germany (200 mio. Mark). The new approach now goes after seat allocation agreements with other tour-operators. On the Airbus 330-200, 323 seats in economy class and 51 in premier class are offered. Monarch will operate LGW – BSL – POP vv. English travel agencies are holding allotments of about 150 seats per flight, leaving the rest to Avione Travel. According to its CEO Mr. Jürg Saladin, some capacity can also be used for British tourists to Switzerland, and the Black Forest for skiing. Presently, FTI is booking fortnightly on services to Punta Cana and Varadero operated by Condor Boeing B-757-200ER. The cold spell is helping to push up bookings to warmer climates.

Merry Christmas and a Happy New Year from the Air Traffic Promotion Group to you and your families.

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TOPICS

RELIABILITY OF THE EUROXCROSS has been examined by Crossair staff. All incoming and departing flights were listed separately in order to draw a clearer picture related to on-time performance. There are industry-wide accepted codes of irregularities if they may happen (i.e. for ATC, de-icing, handling, fueling, catering or company related delays).

Punctuality showed better ratings for on-time arrivals and departures in 2001 : on-time departures in September 2000: 53.1%, 2001: 70.1%, in October 2000: 56.8%, 2001: 78.5%. On-time arrivals in September 2000: 67.8%, 2001: 80.9%, in October 2000: 67.5%, 2001: 86.4%.

All arriving and departing flights are considered to be on time if the actual time difference to the time published is no more than 15 minutes later. Flights have become more reliable due to improved ATC management, better aircraft handling standards, and planning by Crossair operation. Also, better performance can be attributed to the fact that the airlines have reduced capacity by 10 to 20% since September 11.

ON THE POLITICAL AGENDA

Members of the Basel Greater Council and the Swiss National Assembly are putting aviation matters on the political agenda with some urgency when looking at the Swissair crash. Paul Kurrus, executive vice president with Crossair and member of the National Assembly is urging government and policy makers to improve legislation for commercial aviation. According to his proposal, the industry needs more support from the legislators and the government to safeguard its future. Swissair's fall and the bilateral treaty between Switzerland and Germany to cement approach ceilings to RWY 14/16 at Zurich are worst case situations which are dangerous examples for the Swiss economy and its global interaction.

Kurrus' hope is a better strategy by government and legislators to enable the airline industry to take full advantage of the country's airport infrastructure, its central location and markets, and finally a better controlling stake over the industry when things start to go wrong.

Again, another occurrence of Swissair style failures which took the public and the political institutions at large by surprise and disbelief should be a momentum of the past. Hope is the avant-garde of any change !!! Mr. Kurrus' initiative is now in the political due-process.

On the local scene, the Basel government was made aware of some deficits when handling top cadres of companies and their private jets at the EuroAirport.

In the absence of a **General Aviation Terminal (GAT)** at the EAP, a local legislator is locating a number of problems in service quality when executives arrive or depart by private jet via this airport. Presently, there is no alternative for them to get security and customs clearance than to mix with travelers on scheduled and charter flights. With tight schedules dominant, fast customs and security clearance is a must in order to attract this market. The EAP is not slot-restricted, easily accessible, and at the doorsteps of many multi-nationals.

Unconfirmed news is that Novartis and Roche are planning to operate up to two business jets a day for the top cadres thus avoiding commercial airlines' premium class because of extended security measures at the gates and lengthened travel times.

The reply by the state government was unisono in favor of a GAT financed by operators and investors. At this time there is plenty of terminal space available at the southern gate area which would allow separate handling facilities for executive travelers. Direct limo access to aircraft is possible when the „weight“ of top cadres and political leaders cannot be ignored.

CARGO UPDATE

CAPACITY TO FINANCE VITAL PROJECTS IS TIGHT THESE DAYS

A new and larger expresscargo terminal called WESTEND 2 is being planned located in the southeastern quadrant of the airport. This complex should replace the present facility with about 6500 sqm. to clear shipments. The project is considered crucial to the express-cargo industry as it offers 28'000 sqm. in improved handling space, accessibility for truck feeding, and spacious aircraft parking. Since the airport decided to continue works on the passenger terminal to the South, funds are scarce for the Westend 2. The integrators would accept a financing model in which they play an important part. However, the EuroAirport would still have to meet the bill for terrain infrastructure such as road and energy access.

According to Mr. Sieber, managing director of the EAP, the project will be put up for commercial tenders. Site developers will be invited to take their stake in this project. Estimated costs are at about 70 mio. Swiss francs, including terminal and tarmac areas, and road and energy access. In order to hike the speed, the Westend 2 is up for call of tenders in January 2002. In the first half of 2002 contracts for the project are to be finalized, and construction permits ought to be processed by the Prefecture at. Actual construction should start in the Summer of 2002. The layout plans for the site have already been approved in 2000.

It is also in the interest of the EAP to go ahead with a major face-lifting of the present General Cargo Terminal which almost 25 years of age. Recent investments in additional handling space of 2'500 sqm. is close to completion.

The question is up for reflection if any cargo infrastructure and its renewal should be a concern of the airport management only, or if private companies are better tooled to run the show. Operating an airport is full of complexities in any way.

TERMINAL EXPANSION AT THE EAP IS ON TRACK.

The northern terminal area while still a construction site was open to the press for a visit on December 14. The complex's main features are steel and glass, reflecting the architect's ambition to offer transparency and a sense of orientation for passengers and staff at work.

The spacious terminal will be fully operational in August 2002. Also, all arriving and departing passengers in the Swiss sector have new and sheltered facilities to pick-up or drop-off passengers.