

Newsletter EAP – February 2002

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

NEWS

NEW HOUSING PROJECTS WILL NOT BE APPROVED if they are to be built near Swiss airports. New regulations are tolerating maximum noise levels for future housing developments not to exceed 50 dba after 22.00 hours local time. Such a project near the EuroAirport is about to be turned down by state authorities after recent recordings of 52 dba by the Swiss Federal Agency for testing and monitoring. The issue is now with town officials and the airport, which have both different interests to contest. The EAP wishes to keep the doors open for express cargo flights. On the other hand town authorities see their lifeline at stake in state-of-the-art-housing projects as planned.

START-UP DATA AND WHEATHER INFORMATION VIA TRANSPONDER sent directly to the cockpit screen are now being tested until May 15. Communication between tower and cockpit ought to be reduced to the essentials. A definite introduction promises less workload for the controllers and clear-cut messages concerning flight operations for the aircrew.

Basel ATC has already tested initial approach sequence systems which allow preliminary arrival data initiated by controllers on duty.

AIR FRANCE HAS BEEN STEPPING UP SALES EF in Northwestern Switzerland in recent months. This has obviously pushed up revenues by 17% on AF's network ex EuroAirport, according to airport sources.



TOPICS

EUROCROSS PERFORMANCE AT A GLANCE - In the wake of Swissair's downfall and Crossair's rise to national status it is interesting to look at former Crossair's commitment to niche markets within Europe. Now as SWISS the company has been catapulted to new heights as a flag carrier succeeding Swissair.

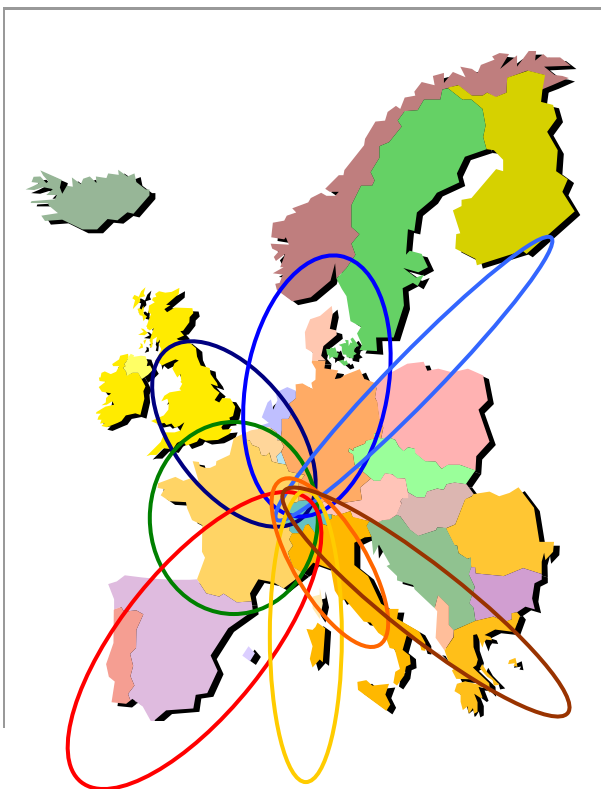
When looking at its core European activity the airline has done well to promote fast European travel via EuroCross. The shift of roles from European niche-performer to national status has changed priorities. A lot of attention must now be spent on safing intercontinental services ex Zürich which is a different game altogether.

Following the different and repeated statements issued at various occasions, the airline seems still to be committed to its European routes ex Bern, EAP, Geneva and Lugano. At the EAP where SWISS produces about 50% of the airport's traffic, authorities are closely watching what might happen to the EuroCross as a concept of former Crossair. Reduced schedules may be accepted temporarily (economic downturn). The fallout of Swissair's collapse has shaken the entire Swiss aviation industry which led to considerable shiftings to other airways (airlines).

(Summer/Winter) schedules (1998-2002) are showing the weekly EuroCross performances under LX and new SWISS.

Summer/Winter	1998	1999	2000	2001	2002	1998	1999	2000	2001
Flights offered	486*	600*	666*	620*	527*	491*	598*	614*	527*
Change in %	100	123	137	128	108	100	122	125	107
Seats offered	22'135*	29'065*	34'390*	36'535*	27'980*	24'175*	30'905*	32'855*	27'980*
Change in %	100	131	155	165	126	100	128	136	116
No. of destinations	35	42	41	41	39	37	39	40	39

Crossair began to change her policy moving away from carrying mass towards better yield in 2000. (*no ZRH count)



EAP's WEEKLY SUMMER SCEDULES 2002

AIR FRANCE

CFE	12x	LYS	16x	NCE	7x
CDG	35x	ORY	45x	RNS	10x

AIR LIB

LIL	10x
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KHALIFA

CZL	5x*
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LUFTHANSA

FRA	28x
MUC	19x

SWISS (Crossair)

ALC	7x	AMS	19x	BCN	21x
BER	27x	BHX	12x	BIO	6x
BOD	7x	BRN	27x	BRU	25x
CGN	13x	CPH	20x	DUS	19x
FDH	6x	FIR	7x	GVA	27x
GOT	7x	HAI	12x	HAM	27x
HEL	7x	LCY	18x	LHR	21x
LIS	7x	LUG	20x	MAD	7x
MAN	18x	MRS	18x	MUC	26x
MXP	12x	NAP	2x	NCE	7x
OPO	1x	PMI	7x	ROM	7x
STO	7x	STR	6x	SVQ	7x
TLS	7x	VIE	27x	ZRH	31x

TACV CAB VERDE TURKISH

SID	1x	IST	2x
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CCM (Corsica)

BIA	1x
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Charter Summer 2002

all highlights are marked with a : ✚

subject to change

<u>AIRLINE</u>	<u>DESTINATION</u>	<u>DAY OF OPS</u>	<u>AIRCRAFT</u>
✚ Aegean Cronus Airlines	Athens/Heraklion	3	B737-400
✚ Aeris	La Romana (*)	4	B767-300
	Puerto Plata (*)	5	B767-300
	Ajaccio	7	B737-300
Air Europa	Palma de Mallorca	6, 7 (2x)	B737-400 / 800
Air Malta	Malta	6	B737-300
ASA – African Safari	Mombasa (*)	4, 7	A310-300
Belair	Heraklion	5	B757-200
Condor	Cancun (*/+)	1	B767-300
	Puerto Plata (*/+)	2	B767-300
	Punta Cana (*/+)	4	B767-300
	Varadero (*/+)	4	B767-300
✚ Electra Airlines	Heraklion	6	DC-10-15
	Athens	6	DC-10-15
Eurocypria	Larnaca	6	A320
✚ Eurowings	Heraklion	3	A319
Futura	Teneriffa	5	B737-400
	Malaga	6	B737-400
	Palma de Mallorca	6	B737-400
Hapag Lloyd	Fuerteventura	1	B737-800
	Arrecife	2	B737-800
	Faro	3	B737-800
	Palma de Mallorca	3	B737-800
	Rhodos	4	B737-800
	Teneriffa	4	B737-800
	Heraklion	5	B737-800
	Palma de Mallorca	5	B737-800
	Ibiza	6	B737-800
	Las Palmas	7	B737-800
	Mahon	7	B737-800
	Palma de Mallorca	7	B737-800
Lotus Air	Luxor via Cairo	6	A320
✚ MNG Airlines	Antalya	5	B737-800
	Antalya	7	B737-800
Nouvelair Tunisie	Djerba	6	MD83
	Monastir	6	A320
Onur Air	Antalya	1	A321
	Antalya	1	A321
	Bodrum	5	MD88
	Izmir	5	MD88
	Izmir	7	MD88
Pegasus Airlines	Antalya	1	B737-800
	Istanbul	4	B737-800
	Istanbul	7	B737-800
Royal Air Maroc	Marrakech	5	B737-400
	Agadir	6	B737-400
	Marrakech	6	B737-400
Spanair	Ibiza	7	MD83
	Malaga	7	MD83
	Palma de Mallorca	7	MD83
Sun Express	Antalya	5 (2x)	B737-700/800
Swiss	See separate topic in part one		
Transavia Holland	Heraklion	6	B737-800
✚ Transjet Airways	Heraklion	7	MD83
	Rhodos	7	MD83
Tunis Air	Djerba	6	A319
	Monastir	6	A319
	Tunis	6	B737-600
	Monastir	7	B737-500
✚ VIA International	Varna (Bulgaria)	6	TU154M

(*) = longhaul flights / (+) = every other week