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- Features of the month -

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EYE CATCHER IN MAY 2002

A DC-10-15 of Electra Airlines arrived on May 8 operating a charter to Heraklion/Greece. The arrival of the ferry flight though, was delayed by fog and the proud bird had to divert to Zurich. Finally, after an hour of waiting the fog lifted and the waiting passengers could be picked up at the EuroAirport.

The plane returned from Heraklion on May 12. The airline will be a regular visitor on a weekly charter to the EAP during peak season

SPECIAL MOVEMENTS IN MAY

AXIS France Boeing B-737 from Munich as a new airline on the ramp, a potential low cost carrier (LCC) with scheduled flights to and from Marseilles

CHANNEL EXPRESS Boeing B-737-300 arriving from Stansted with the English soccer team on board, one of eight teams left trying to capture this year's European championship of U-21 teams (age 21) held at Basel, Geneva, and Zürich.

SPEAKING ABOUT CHARTERS TO DJERBA, MONASTIR AND TUNIS:

Travelers are showing up in healthy numbers. Presently there are eight regular charters offered every week (Tunis Air 4, Nouvelair 2, Karthago Airlines 1, SWISS 1).

During peak season three additional Tunis Air and TunInter charters to Djerba, Monastir and Tunis will be put on the market.

The aircraft fleet in action at this time is a mix of Airbus A-319/320, MD-83, and Boeing 737-300.

Latest market inquiries by Travel Inside suggest slightly higher demands for leisure travels again.



COMPAGNIE CORSE MEDITERRANEE HAS COMMENCED A WEEKLY SERVICE TO BASTIA with ATR-72 on May 18. The flight is operated under with AF code. Services will be offered until September 18.

LUFTHANSA IS ABOUT TO INCREASE DAILY SERVICES TO MUNICH FROM 3 TO 4

starting on July 1. The move to up the frequencies can be considered as challenging SWISS' dominance ex EuroAirport. Munich is LH's second (Southern) hub for longrange operations.

A Fokker 50 of Contact Air (member of Team Lufthansa) will arrive at 18.05 and depart at 18.35 local time six times a week.

SWISS WILL INTRODUCE ADDITIONAL FLIGHTS TO BERNE AND ZÜRICH ON JUNE 15

(to Zürich plus 2, to Berne plus 1). Both airports are seeing five daily connections both ways allowing intercontinental transfers at Zürich and EuroCross transfers at the EAP to and from Berne and Zürich.

EUROPEAN CONTINENTAL AIRWAYS MAY GO MORE INDEPENDENT

Majority stakeholder SWISS and other parties are mulling such a scenario for the near future. SWISS became a longrange operator on March 31. Costs are on the increase, therefor. Particularly for regional services this may be deadly. The brunt of costs caused by its large widebody fleet flying in tough competition to AF, LH, BA and their alliances could kill any operation with aircraft under 70 seats, eventually. However, SWISS got her financial blessing from the Federal treasury and states of the union of Switzerland among others expecting her to serve all Swiss airports adequately.

It is being suggested that European Continental Airways (ECA) would serve Marseilles ex EAP via GVA under QE flightnumber once a day (except on Sunday). Services may already start on June 3 with 07.20 departures connecting to all GVA am flights. Arrivals at 21.10 ex MRS and GVA would offer onward connections ex EAP at pm hours.

According to unconfirmed news ECA could take over the entire French network from SWISS. The flagcarrier is seen to have lost its favourable cost base, consequently, zeroing any competitive edge against French airlines.

ECA's status might be a franchise operator for SWISS or a full swing airline. As such, it could possibly take over excess Saab 2000 from its parent company.

MESSE SCHWEIZ IS CONTRACTING WIGRA EXPO TO ORGANIZE BASEL'S TRAVEL MART IN FEBRUARY 2003.

This company is already in charge of similar road shows at Bern, Geneva and Zürich.

Messe Schweiz is a merger between Messe Basel and Messe Zürich which host fairs and exhibitions like Basel 2002, ART international, Cultura, Didacta, Orbit Europe, conventions and other events at its two main facilities at Basel and Zürich.

Public travel marts seem to be still en vogue despite internet and other technology in sales and communication. These road shows tend to attract up to 25'000 visitors over a short period of time (February 2002 visitor statistics for the Basel event). Major Swiss tour operators were not present at this year's show (traditionally held in January). February may have been too late for their Summer program sales.

URS SIEBER, CEO OF THE EAP, IS TO RESIGN FROM HIS POST ON SEPTEMBER 1ST 2002.

His resignation is a surprise to many people. Reasons for Mr. Sieber's decision are hard to come by and would remain highly speculative. The EuroAirport's Board of Directors has accepted his voluntary departure. Swiss headhunter company Zehnder International has been commissioned to present new male or female candidates for this management post.

The bi-national (French-Swiss) status of the EAP requires a Swiss to be in charge of management and a French(man) to chair the 16-member Board of Directors. In the meantime the CEO is being assisted by a vice director of French nationality. Until recently this function was also held by a state-employed delegate (Commandant) who presides over the local airtraffic management (ATC) which is under DGAC control.

The Board of Directors is known as everything but communicative. So, any facts about Mr. Sieber's sudden departure from the top will hardly leave the boardroom and other closed circles.

SWISS HAS SELECTED DAVIDOFF/SWISS INDOORS TENNIS TO PROMOTE ITS BRAND

SWISS and Davidoff/Swiss Indoors have entered a partnership in which SWISS will be ranking as main sponsor of this event. The top ATP tournament is regularly held at Basel in October. For the airline the world of tennis is a well-proven tool to attract the attention of the public eye both at the center courts and via worldwide television coverage.

The number of tennis freaks attending is well over 60'000 at Basel's sports arena every year. With attractive tennis played by cracks in the top ranking their interest is hardly to fade away. The tournament has one million US dollars as trophy. Former Crossair was already official carrier for Davidoff/Swiss Indoors.

LEARNING THE TRADES OF AVIATION – MOVING AHEAD WITH ACADEMIC MERITS

- The EuroAirport is on the map. Aircraft industries tend to start small, with plenty of sweat labour, but with a firm will to do a good job. First, there is an airline to run, aircraft to be maintained, people to be trained and as work gets more specialized, interior outfitting and airframe specifications to be completed. Finally, training centers become a must and university campuses at airports may turn out to be a good business opportunity.

Instructions at 4-year apprenticeship levels for mechanics with SWISS are approved by JAA and the Swiss agency for professional education. With the arrival of European University campus activity two years ago, new academic programs are being offered to professionals in aviation. So, Crosscat, Jet Aviation or SWISS may benefit from emerging masterminds at their doorsteps, eventually.

The European University EAP campus is a platform among a network of other centers at La Salle University in Philadelphia, JDH Technology. Bachelor of Science in Aeronautical and Aerospace Engineering, Bachelor of Science of Aeronautics, Bachelor of Science in Aviation Management, Master of Science in Aviation Management degrees can be obtained. Courses are being taught at the EAP campus and via e-learning. Six terms are mandatory for a Bachelor and three for a Masters degree based on credit systems widely accepted at US universities. CROSSEEC (executive education center) BASEL will be another entity for advanced education based at the new CROSSCAT/SWISS building. Executives are offered studies in management, communication, marketing, leadership, entrepreneurship with high touch courses on-site in Basel and high tech via internet, satellite and video-conference. Depending on the topic there are two and three full day sessions on the agenda. CROSSEEC is a joint venture between the European University and GAME (Global Alliance for Management Education).

The viability of the EAP campus as a learning center will depend on the market it can attract and on the ability to combine academic work with scopes for practical application. Students may be recruited among pilots and highly specialized aviation professionals. As SWISS, Crosscat and Jet Aviation are campus-based, joint theory and application formulas might be an unique selling point in building sufficient numbers of students. Education at this level is a very competitive business practiced worldwide. The difference will count.

Facts & Figures

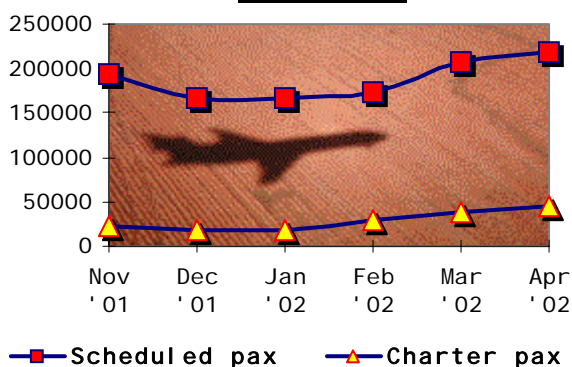
4 months 2002 786'714 -12% scheduled traffic
 131'066 -26% charter traffic
 178'517 -11% EuroCross transfer traffic
Total 920'281 -14% Passengers

Key players report:

- Crossair reduced seat capacity by 25% for the Winter and part of the Summer season 2002.
- Lufthansa increased seat capacity by 40% (7'600 seats a month to/from Munich starting in September 2001).
- Air France increased monthly seat capacity by 3% to about 111'200 seats starting in April 2002 (CFE Saab 2000, LYS ERJ-135, NCE ERJ-135) - last year's capacity at approx. 107'000 seats a month.

Details of market sector: see chart below ->

Passenger development November '01 to April '02



CROSS REFERENCE (SOURCE: AEA – Association of European Airlines)

	November	December	January	February	March	April
Swiss carriers	110'226 -20%	94'847 -28%	91'448 -20%	95'686 -22%	117'009 -25%	125'388 -17%
French carriers	62'004 - 8%	54'142 -15%	57'990 - 9%	56'597 - 6%	66'530 - 7%	68'154 + 4%
German carriers	21'404 +31%	17'280 +21%	16'244 +13%	20'052 +31%	23'831 +23%	25'600 +13%
AEA average	-15,7%	-11,9%	-6,8%	-5,2%	-5,8%	-5,5%