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AIRSERVICES UPDATED !  
FINANCIAL FIGURES  
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Cool!

DAILY EAP OPS !  
SPECIALTY:  
AIRCRAFT  
LISTINGS & REG'S

#### SCHEDULED UPDATES

**CABO VERDE AIRLINES SWITCHED TO FRIDAY** non-stop services ex Sal and via Munich back to Sal once a week.

**LX 760 / AA 6289 BSL – BRU** is a new code-share airlink for SWISS and American Airlines. At BRU, AA 89 is waiting for passengers bound for Chicago on day 1 to 6.

**SWISS** also reshuffles all MUC flights responding to LH's 4<sup>th</sup> service on this route. LX-to-LX transfers are being improved.

**BASEL – GENEVA – (MARSEILLE) vv.** (QE 512/519) is cleared for take-off (date not set) marking a 5<sup>th</sup> (early bird) flight to GVA and (evening) departure back to BSL with transfers at both sides. QE operates three daily services Basel -Marseille.

**SWISS IS INTERLINING** with Air France, Lufthansa and THY for onward connections on SWISS via EAP.

Statistics show a steady flow of transfer passengers arriving by German carriers and departing again on SWISS (to ALC or BIO).

**LH's 5<sup>th</sup> DAILY FLIGHT TO MUNICH** is set for launch on September 1 (EAP dep. at 06.55, EAP arr. at 21.40 local time).

**EURO BILLS & COINS** are now accepted for bus rides to downtown Basel with new generation ticket machines in place.

#### SUMMER CHARTER PROGRAM 2002 (status report)

**90 weekly charters** are on the market in 2002 (down from 115 flights in 2001). Seat capacity is at about 14'400 units a week at its peak.

**Cancellations** were reported by Eurowings (HER), by MNG Airlines (AYT & IST) - **Magic Tours may again start a Friday departure** (MNG to AYT or ADB) at the end of June - and by Condor (VDO). Electra Airlines could postpone (smaller aircraft to HER) or cancel all flights depending on tour operator survival.

**Avione Travel** is preparing some charters to Meditarrenean resorts. If travel picks up, additional services may go on sale during September and October.

**Turkish Airlines** has sent in handling requests for up to 22 extra charters to Turkish destinations (Ankara, Istanbul etc.)

#### SPECIAL MOVEMENTS

.... **MD-11 HZ-AFA1 OF THE SAUDI ROYAL FLEET** touched down on RWY 16 for a short maintenance visit at Jet Aviation's maintenance/repair/overhaul (MRO)facilities on May 29. The aircraft received further technical attention at SR Technics.

.... **ART BASEL** and **THE YOUNG ART FAIR** are attracting plenty of Biz Jets....

**The BD-700 (N-701WH)**  
"Global Explorer" showing  
off on the ramp on May 31



Photo: Rolf Keller

## Financial Figures

**FISCAL FIGURES OF 2001** are out. The EAP got its share of SR's crash (drop in revenues related to passenger and freight)

#### Areas of Revenue in %

Passenger Tax	17 (18)
Cargo Tax	3 (4)
Landing Fees	11 (11)
Tarmac Transfer	2 (3)
Rental Fees	15 (15)
Industrial Services	15 (13)
Commercial Receipts	8 (7)
Equipment Rentals	13 (11)
Other Revenues	15 (16)
the year 2000 in ( )	



Major extensions of passenger terminal facilities are under way.

*Investment		*Assets in Real	
Pax Terminal	68	Estate (terminals)	264
*Cash flow	23	*Gross Revenue	26

#### Areas of Expenditure in %

Personnel	20 (20)
Operations paid	23 (21)
Taxes paid	4 (4)
Debts serviced	9 (6)
Investment(returns)	34 (38)
Purchases accrued	10 (10)
the year 2000 in ( ) (*in mio. of Euro)	



#### TRAFFIC REPORT

*Passengers (scheduled)	Sep 01	Oct 01	Nov 01	Dec 01	Jan 02	Feb 02	Mar 02	Apr 02	May 02	
	252'790	244'991	197'328	170'045	171'182	177'306	213'054	224'949	213'462*	
Transfer Passengers	Sep 01	Oct 01	Nov 01	Dec 01	Jan 02	Feb 02	Mar 02	Apr 02	May 02	Jan - May
German Carriers	779	845	1'153	1'013	885	1'046	1'265	1'071	1'073	5'260
French Carriers	1'296	997	776	814	698	751	1'077	1'250	1'105	4'803
Swiss Carriers	63'368	61'218	40'417	36'208	35'395	35'498	49'705	49'628	52'055	222'038
<b>Total Transfers</b>	<b>65'443</b>	<b>63'060</b>	<b>42'346</b>	<b>38'035</b>	<b>36'978</b>	<b>37'298</b>	<b>52'047</b>	<b>51'949</b>	<b>54'233</b>	<b>232'101</b>
<b>Share in %</b>	<b>25.9</b>	<b>25.7</b>	<b>21.5</b>	<b>22.4</b>	<b>21.6</b>	<b>21.0</b>	<b>24.4</b>	<b>23.1</b>	<b>24.3</b>	<b>23.2</b>

\* SR's collapse reduced transfer passengers BSL - ZRH to a trickle (May at 4'117 compared to 18'780 in 2001). Airlinks are down to 3 daily flights. Seat capacity is now at 380 a day. Passengers are either taking other (AF/BA/LH) airlines or go by train or car to Zürich.

**EXPRESSCARGO IS READY FOR A LARGER SITE.**  
DHL, FedEx, TNT and UPS want to lift their throughput.

Today's warehouse and apron facilities are fully saturated (at 2'500 shipments a day and 22'168 tons in 2001). The integrators claim about 90% share of the Swiss expresscargo market. Larger aircraft deployed (A-310, B-757, TU-204) are offering room also for loads ex Southern Germany and Eastern France. Estimates go for additional shipments (up to 30% ). The EAP is now called to open the gates for such hikes in thruput under state-of-the-art conditions.

"Zone 4" is where future cargo activity is heading to. French authorities have cleared the way in principal to develop the site. Meanwhile, the EAP has purchased land titles for 260'000 sqm. with three sectors for planning: 122'000 sqm. in airside infrastructure, 35'000 sqm. in terminal facilities and 113'000 sqm. in public sector infrastructure (roads and parkings etc.). A masterplan (supported by pre-feasibility studies with a focus on financing, building, management and marketing) is required prior to any call for tender. Preferred project partners (groups of companies) are those with expertise in commercial and technical site developments. A final say is expected at the end of 2002, with construction starting in early 2003 and operations to begin in late 2004.

French and Swiss customs have to be present. A fully bonded area is an issue with restricted access to airline, shipper, service personnel and customers only.

**IG CARGO** was founded in 2001, responding to a malaise felt in the local industry about the EAP's continued neglect of this sector. IG Cargo board members touched base with the bulk of companies present to feel the temperature. The absence of state-of-the-art infrastructure, job safety and general security concerns are at the core of their complaints. High rental charges do not match with what is being offered.

The underlying problem was identified: The airport has no clear strategy for general cargo. IG Cargo outlined its lobbying approach. Also on the agenda, is to build a truly tri-national body, representing all players in the industry.  
**The EAP as a European gateway for imports and exports MUST be at the core of any efforts by IG Cargo !**

**Express Cargo Statistics 1997 to 2002**

Carrier	1998	1999	2000	2001	2002
<b>Total in tons</b>	<b>17201</b>	<b>19446</b>	<b>20983</b>	<b>22168</b>	<b>8941</b>
<b>DHL</b>	<b>7421</b>	<b>7700</b>	<b>7667</b>	<b>8150</b>	
<b>FEDEX</b>	<b>3210</b>	<b>4712</b>	<b>3521</b>	<b>5527</b>	
<b>TNT</b>	<b>4201</b>	<b>5136</b>	<b>5924</b>	<b>4755</b>	
<b>UPS in tons</b>	<b>2284</b>	<b>2535</b>	<b>3565</b>	<b>3700</b>	

Dear Editor, please take a look at **Easyjet's latest market ideas...**

*UK's mental divide with continental Europe may be its waterways. Odd findings can occasionally drift ashore.*

Easyjet calls markets in Europe (Hahn) "off-road" whenever a map has to be pulled out just to get the message of others (Ryanair). CEO Webster assesses Swiss markets : "Market demand is at Geneva and Zürich. Favorable airside costs are at Basel's EAP. But, Basel is a "no place" with UK travel industry. Who is off-track here ? Easyjet, the EAP classified in this way, or airline assessments at large ?

Lowcost carriers' drives to cut costs at all ends is well heard, so why not take them up on this. Indeed, something is odd in the CEO's approach to Switzerland. Take this as starter: Swiss are living basically next to each other thanks to good highway and train networks. Take the EAP within 60 miles to Zürich, with additional markets in France and Germany, placed in a research driven economy fueled by thousands of "ex-pats" with plenty of ties to the UK and worldwide. It is high mobility talk: 10'000 with family in the greater Basel area. At Novartis many are switching back and forth every year. The CEO is off-track, no question about that. Following beaten tracks may prove costly. SWISS and others can hardly wait to see Easyjet flopping. Again, to sting SWISS at Zürich is tempting, likewise to press for more (BSL) airport concessions ?!

Yours, *Monty's Flying Circus*

**THE EUROAIRPORT AS INVESTORS PLATFORM** is gaining momentum with new rules approved by its Board.

The arrival of Crossair in 1984 prompted longterm agreements with private (LX) investors who started with massive construction activities soon after.  
**SWISS IS INVESTING 110 MIO. EUROS** in hanger and headquarter expansion (as reported).

**JET AVIATION IS DOING LIKEWISE.** 10 mio. Euros are going into a 4-storey service center at its present facility. 14'000 sqm. of hangar space is available for heavy maintenance and interior outfittings.

**REGA – SWISS AIR AMBULANCE SERVICE** will have its own heli-pad soon which is ready for operation at the end of October 2002.

**ESSO (EXXON) FRANCE** is generating funds for a new fuel delivery center.

**"ZONE 4"** is a new match in the EAP's history. It marks the first territorial expansion since 1949 when Basel-Mulhouse (now EuroAirport) was established. The site will be essential for future business. Calling in tenders will measure the (investors) temperature. Selling points are the EAP's location at the main arteries of trade to Swiss and EU markets. As potential EC gateway (French customs) the EAP can play the fast through-put trump which is certainly attractive to shippers and airlines alike. Companies like "Hochtief" Airport Germany, Vinci Airport France, Aeroport de Paris Management, Prologis and GE Capital Services USA may find the Zone 4 a good start as the (customer) base is already there.

Monthly news coverage of the only tri-national airport Basel-Mulhouse-Freiburg – Regio TriRhena

<u>AIRLINE</u>	<u>DESTINATION</u>	<u>DAY OF OPS</u>	<u>AIRCRAFT</u>	<u>LAUNCHING DATES</u>
Aegean Cronus	Athens	3	B737-400	April 03
	Heraklion	3	B737-400	April 03
Aeris	La Romana (LRM)	4	B767-300	April 11 (LRM-POP May 16-June 20)
	Puerto Plata (POP)	3	B767-300	July 03 (not yet confirmed)
Air Europa	Palma de Mallorca	6, 7 (4)	B737-400 / 800	March 30 / May 05
Air Malta	Malta	6	B737-300	March 30
African Safari	Mombasa	5 / 7	A310-300	March 29 (May-June reduced ops.)
Belair	Heraklion	5	B757-200	May 18
Condor	Cancun	1	B767-300	May 13
	Punta Cana	4	B767-300	May 02
Eurocypria	Larnaca	6	A320	May 18
Farnair Europe	Dagovica	2 / 5	Fokker 27	March 29
Futura	Teneriffa	6	B737-800	March 30
	Athens	6	B737-400	April 27
	Malaga	6	B737-800	April 27
	Palma de Mallorca	6	B737-400	March 30
Hapag Lloyd	Fuerteventura	1	B737-800	March 25
	Arrecife	2	B737-800	March 26
	Faro	3	B737-800	March 27
	Palma de Mallorca	3 / 5 / 7	B737-800	March 27 / May 03 / March 31
	Rhodos	4	B737-800	April 04
	Teneriffa	4	B737-800	May 02
	Heraklion	5	B737-800	March 29
	Ibiza	6	B737-800	May 04
	Las Palmas	7	B737-800	March 31
	Mahon	7	B737-800	May 19
Karthago Airlines	Djerba	6	B737-300	March 30
Lotus Air	Luxor via Cairo	6	A320	March 30
Nouvelair Tunisia	Djerba	6	MD83	March 30
	Monastir	6	A320	March 30
Onur Air	Antalya	1 (2)	A321 / MD88	March 25
	Istanbul	4 / 7	MD88	April 04 & 07
	Izmir	5 / 7	MD88	March 24 / June 07
Pegasus Airlines	Izmir	3	B737-800	May 01
	Antalya	6	B737-800	June 29
Royal Air Maroc	Marrakech	5	B737-400	March 29
	Marrakech (Agadir)	6	B737-500	March 30
Spanair	Ibiza	7	MD83	postponed
	Malaga	7	MD83	March 31
	Palma de Mallorca	7	MD83	March 31
	Antalya	5 (2x)	B737-700/800	March 29
SWISS	Djerba	1	MD83	April 01
	Heraklion	1	MD83	May 06
	Antalya	2 / 5	MD83	April 02
	Corfu	2	MD83	May 07
	Monastir	3	MD83	postponed
	Faro	4	MD83	July 04
	Funchal	4	MD83	March 28
	Catania	5	MD83	July 05
	Keflavik	5	MD83	July 05
	Oporto	5	ARJ100	June 28
	Palermo	5	MD83	March 29
	Samos	5	MD83	May 17
	Palma de Mallorca	5 / 6 / 7	MD83	May 03 / May 18 / March 24
	Brindisi	6	ARJ100	June 29
	Gerona	6	S2000	July 07
	Hurghada via SSH	6	MD83	May 04
	Izmir	6	MD83	June 29
	Las Palmas / ACE	6 (2)	MD83	May 04 / July 06
	Santiago (Spain)	6 / 7	ERJ145	June 29 & 30
	Alicante	7	MD83	May 19
	Ibiza	7	MD83	May 05
	Kos	7	MD83	May 19
	Rhodos	7	MD83	May 05
Star Europe	Catania	5	A320	March 29
Transavia Holland	Heraklion	6	B737-800	March 30
Transjet Airways	Heraklion	5 / 7	MD83	March 31
Tunis Air	Djerba	6	A319	May 18
	Monastir	6 (2) / 7	B737-500 / A320	May 18 / June 7 / April 28
	Tunis	6	B737-600	March 30
VIA International	Varna (Bulgaria)	6	TU154M	April 27