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## SCHEDULED UPDATES

**KHALIFA AIRWAYS** started services to Algiers (Monday) and Oran (Wednesday/Friday) on June 24. Constantine is served three times weekly (Tuesday/Thursday/Saturday) all with A-319/320 and **and AIR ALGERIE** has started seasonal flights to Anaba (B-737-600) on Thursday and to Constantine on Tuesday and Sunday (B-727-200).

**AMERICAN 88 EX CHICAGO** is offering onward connections on SWISS to Basel (LX 761 AA 6305) via Brussels. Transfer time at Brussels is roughly 65 minutes.

**NEW EMBRAER 170** is expected to make its debut at the EAP on July 29. The aircraft's visit will follow the Farnborough Airshow where the ERJ-170 is on static display (July 22 thru 28).

Prior to its delivery in late December 2002 a logistics platform is to be set up in order to organise proper maintenance procedures, staff instruction and spare part management. Crossair established a state-of-the-art maintenance software called AMOS which is setting best practice standards complying with Joint Aviation Regulation



**A CARE TEAM** is also in formation with major responsibilities for high aircraft dispatch reliability and upholding the Embraer fleet's value. 25 to 30 specialists will be at work being recruited from SR Technik and Fairchild/Dornier among others.

**EXECUTIVE JET OPERATORS** ex EAP to European and overseas destinations (reporting period April thru June 2002)

ADN	Aero Dienst (D)	Hawker 100/Learjet 35
CAZ	CAT Aviation (CH)	Hawker 800/Citation II
COE	Comtel Air (A)	Citation II
DSO	Dassault Jetservice	all Falcon Jets
EBF	MSR Charter (D)	Citation II
FPG	TAG Aviation (CH)	Falcon 2000/900EX
GZA	Grenzland Air (D)	Hawker 800/Citation II
ICN	ICN flight dept. (USA)	Boeing B-727-100
IFT	Interflight (GB)	Hawker 700
JTR	Exec. Aviation (GB)	Citation II
LEA	Leadair/UniJet (F)	Falcon 10/20/50
MMD	Air Alsie (Dan)	Citation V/Falcon 2000
NJE	NetJet Europe	Falcon 2000, CanadairJet 601 and Global Express Falcon 2000
RBB	Roche/ABB	Falcon 2000
SLD	Silver Air (Tsch)	Let 410
SWZ	Servair (CH)	Citation II
XST	Skyteam (D)	Fokker 27-500

## CHARTER UPDATES

**FREE Bird** (MD-83 to Antalya) and **HOLA Airways** (B-737-300 to Teneriffa) are newcomers on the ramp.

**CANCUN** was stopped by Condor. Risksharing partners FTI, ThomasCook/Neckermann/TUI could not agree to continue this charter.

**TUI's 2002 booking levels** in Germany are up. They are still down, however : - 7.2% in June, - 7.9% in May, - 8.5% in April. Hapag Lloyd is operating 12 rotations with about 2'200 seats (B-737-800) each week. Presently, flights are being routed via EAP originating at German airports to be filled up on major runs to the Mediterranean and the Canary Islands.

**TO OPEN THE EAP TO LOW COST CARRIERS ?** A decision by the Board is due soon. For some it is a clear must, to others a question of fair returns on investment.

To see any LCC-Boeing land is a matter of concessions. Expected are reduced landing fees or departure taxes or both.

With passenger volumes down, revenues of shops geared towards the traveling public are hit hardest. The Caviar House had to be shut down. So, the issue is hot and pressure is being exercised. The shops may also have to look at their concepts since airport retailing has suffered dents worldwide in late 2001.

To the CEO of the airport it is a must to offer low fares on-site to keep market shares.

The EAP's geography is attractive to any LCC as the catchment area is not as remote as Webster's Easyjet may suggest.

**1<sup>st</sup> QUARTER RUNWAY UTILIZATION FIGURES** have been released by the EAP. Attention is being given to the new status of RWY 26 as take-off stretch after extending it to a total length of 1'820 meters.

On January 21 the runway was officially reclaimed for take-off operations. Usage went up from 6.3% in the 4<sup>th</sup> Quarter of 2001 to 16.4% in 1<sup>st</sup> Quarter of 2002 (Jan 12.8%, Feb 21.8% Mar 15.2%). In this particular period 13'117 commercial take-offs were registered (a drop of 9% from 2001).

Extending RWY 26 helped in part to win the approval for a 270 mio. Euro terminal extension bill in 1998. Its Increased utilization is expected to reduce noise emissions over densely populated areas located in the axis of RWY 16 & 34 (1<sup>st</sup> Quarter take-offs ex RWY 16 : 75% - 20%, ex RWY 34 : 8.5% + 3.2%).

**ZONE 4 TENDER CALLS** have been placed with Swiss, French and EU publications : Schweizerisches Handelsblatt, Bulletin officiel des marchés publics, Le Moniteur France and in the Official EC-Bulletin.

## SWISS EAP HUB

A news briefing helped to clarify SWISS' role at the EAP to some extent. Presently, the carrier operates 25 Saab 2000 and Embraer 145, one MD-83 and finally one Avro Regional Jet 100 out of Basel-Mulhouse-Freiburg. This reflects a cut of 25 to 27% in capacity, primarily in seats, and to a lesser degree in destinations and frequencies offered. The formula 25-1-1 is generally geared by actual market demand, leading to better economics and to network sustainability. Compared with Eurocross figures in 2000, the present traffic volume is at about 80%.

Opening soon ! Terminal North  
Extension – End 2002 !

## 28 TRAINING POSITIONS AS AIRCRAFT MECHANIC

will be open for young people soon. They can learn this trade from scratch.

SWISS and the Basel Training Center for Mechanics are starting a 4-year training at the entry-level as polymechanic with specialization on aircraft maintenance after two years.

**Basic training** focuses on learning everything about modern machine building, techniques of working with various metals and tools, precision measuring, lathing, milling and grinding right through to programming computer-controlled machine tools. With instruction in virtually all processing techniques, the training is very comprehensive.

**Specialization at SWISS** starts right from the early days on. Apprentices concentrate on the kind of work they are likely to be confronted with later on. In the 3<sup>rd</sup> and 4<sup>th</sup> year students will study fitting, maintenance work and automation. Maintenance work is divided into aircraft maintenance and avionics. Throughout the entire apprenticeship two days are spent at the college also to study English on a intensive basis in year one and two. The final years include JAR 66 syllabus which leads to a licence as JAR-66 aircraft mechanic.

Presently, certified aircraft mechanics are hard to get. Training young people on the job is expected to have longterm benefits as they tend to stick with the trade.

CROSSCAT changed its name to **SWISS AVIATION TRAINING**, now a SWISS-GECAT joint-venture.

## Dear Editor, IS CIVILIZATION BROUGHT BACK TO THE SKIES BY SWISS holding great promises ?

Am I really getting the message ? Who has to be civilized ? management, pilots, unions, airports, airline competition or passengers ? Only SWISS knows !

Sorting out possible options leaves passengers out as civilization is finally theirs. What is next ? May be bank accounts to be charged with SWISS' civilized fares for flying Swiss style. Yes indeed, it is about time to brand planes, lounges, business sections, and toilets as a special privilege to enter : no cheap hords but lots of devoted and proud species ready to pay any price for flying SWISS according to all these *Wallpaper bubbles*.

„Civilization“ could also have a bad turn for SWISS. This came to my mind when I heard managers lamenting about the prospects of sitting on too many aircraft soon to dear to be marketed. With an all-Embraer (jet) fleet, 30 Saab 2000 have to go ! Tough life, customers are rare either buying or leasing, and those who would like to do so have soft bank accounts. The situation is going downhill with American and Northwest phasing out 150 Saab 340. It is not difficult to anticipate depressed values for second hands. As Avros are being replaced by ERJ-170 they are seen as better bet to trade. Little chances are there for jetlike Saabs. Now, the world knows all about (SWISS) civilization, the question is still there what to do with all these Saabs.

Someone has put the finger on it. “Rising costs are SWISS' nightmare. Entertaining the intercontinental track may leave European avenues with 50-seaters in the rain as raising general costs are affecting their unit costs. Back to the roots what might help”.

May this be a timely suggestion before trouble hits the fan ?

Yours again, Monty's Flying Circus

## PASSENGER STATISTICS TO SELECTED DESTINATIONS

(local and transfer passengers included) provided by BfS

destinations	2000	seats	2001	seats
Amsterdam	35'805*	1'300	32'662	1'300
Barcelona	36'423	1'330	34'602	1'050
Birmingham	13'926	600	13'577	600
Brussels	32'037	1'030	31'162	1'060
Copenhagen	30'072	1'350	28'895	1'350
Düsseldorf	22'776	950	21'202	1'190
Gothenborg	19'125	630	11'585	350
Lyon	16'846	595	17'611	595
Madrid	18'777	700	18'104	700
Manchester	20'377	900	22'516	900
Milano	11'024	660	7'585	400
Rome	11'072	350	11'856	350
Stockholm	20'952	630	11'744	350
Vienna	30'210	1'400	36'028	1'350

pax figures outbound only \*KL ceased ops. to AMS 4/2000  
seat capacity per week (summer season), destination statistics see March 2002

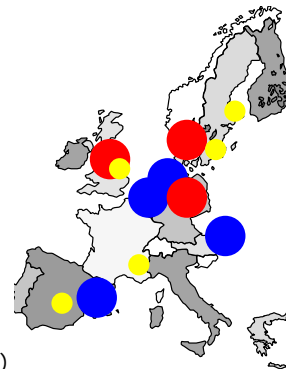
Where are the mainstreams ?

● = + 30'000 Pax

● = + 20'000 Pax

● = + 10'000 Pax

seats per week (Summer)



## AIRCRAFT HANDLING - which airline is handled by whom ?

**AIR FRANCE** is one of three full service handling agents. Its prime customer base is in-house (Air France) with 21 aircraft handlings a day. Third-party handling is carried out on behalf of French Airlift Command (Cotam), Air Algerie and Royal Air Maroc on charter and adhoc basis.

**AVIAPARTNER** offers handling services to scheduled and charter airlines like : (a selection of clients, subject to change)

Aeris Intl. (La Romana & Puerto Plata with B-767-300)

Air Europa (Palma de Mallorca with B-737-400)

Air Mediterranée (Catania with B-737 versions)

Eurocypria (Larnaca with A-320)

Free Bird (Antalya with MD-83)

Hola Airways (to Teneriffa with B-737-300)

Khalifa Airways (Algiers, Constantine, Oran with A-319/320)

Khartago Airlines (Djerba with B-737-300)

MNG Airlines (Ankara, Antalya, Istanbul with B-737-400))

Pegasus Airways (Izmir with B-737-400)

Transavia Holland (Heraklion with B-737-800)

United Parcels Service (Cologne with WDL/Farnair FK-27)

**SWISSPORT** is the largest full service handling company. New contracts could be settled with Aegean Airlines, Air Via and Belair.

Three tenders were won (Lotus Air, Nouvelair Tunisie and OnurAir), formerly handled by AviaPartner. Air Europa is now with AviaPartner.

Swissport is handling the bulk (approx. 80%) of all aircraft movements which are presently at about 280 a day.

LX with 85 and LH with 9 turnarounds are presently the largest daily accounts. About 85% of Swissport's portfolio are scheduled (passenger) services, 10% passenger charters, and 5% freighter handlings each day.

**Swissport's executive handling** also takes care of jets operated by companies like ICN, NetJet (Europe & worldwide), RBB.