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KE with Round-the-World service – Farnair ATR 72-200 in the air – charter & scheduled updates

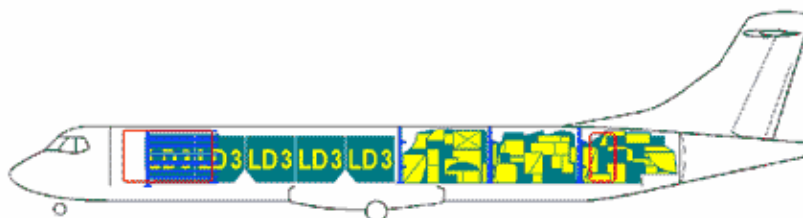
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**ATR 72-200** is new on the ramp as the latest model in a series of conversion programs giving new life to passenger airliners. Stripped of pax furnishings, the aircraft is equipped with a cargo door (2.90m x 1.77m), strengthened floors, and holds to take bulk freight (max. 75.5 m3), 10 LD3 containers or a mix of both. Payload is 8.6 to. and MTOW is at 22 to. The plane has been certified by FAA/JAA/Swiss FOCA.



**EXPRESSCARGO UPDATES**

**FARNAIR ATR-72-200 HB-AFG** had its first commercial uplift from Casablanca to the EAP on October 10. Starting on Monday, October 14 the aircraft is now on the Cologne-EAP-Cologne routing five times a week on behalf of UPS.

**FEDEX** is set to offer five weekly Paris CDG flights with Airbus A-310-200 freighter (new : Friday evening outbound, Monday morning inbound).

**SCHEDULED UPDATES** (see also [www.amadeus.net](http://www.amadeus.net))

**LUFTHANSA** will introduce larger equipment to and from Frankfurt effective on March 30, 2003. The daily LH-Flight 3749/54 is set to be a B-737-500, seating 103 passengers.

**AIR FRANCE** is to re-introduce the 5<sup>th</sup> flight to and from Paris CDG (AF 1157) on March 30, 2003, departing at 20.45 hours.

**SWISS** is offering a Saturdays flight to Sion with connections for morning arrivals ex Scandinavia, Germany and the Benelux starting on December 21. The carrier feels the heat of Lufthansa's Munich drive. All flights (4x daily, 26 a week) to Munich have been downgraded to Saab 340B/2000 until further notice. Friedrichshafen has been dropped.

**CABO VERDE AIRLINES** will switch its weekly service to Sal to Thursday on December 19 (VR 657 via MUC, VR 656 ex SID nonstop).



**KE DECIDED TO CONTINUE** the weekly freighter service to Seoul with Boeing B-747-400F scheduled until October 2003. The routing will also be changed and upgraded to a **Round the World Service Seoul – Anchorage – JFK – EAP – Seoul**. Day of operation for KE 524/518 is Friday, starting on November 1. Korean applied for traffic rights between JFK and BSL. The US and Switzerland signed a Open Sky agreement. For the time-being, KE 524 will carry freight ex JFK to Seoul only. Basel was a stop on TMA's round-the-world ops. 25 years ago.



## Charter Winter 02/03

Carrier	Destination	Aircraft	Tour Operators	Effective from	Seats	Status
Aeris International	Male	B767-300	Avione Travel	17.12.2002	328*	new (via Paris)
	La Romana	B767-300	Avione Travel	30.10.2002	328*	new (via Paris)
	Puerto Plata	B-767-300	Avione Travel	31.10.2002	328*	unchanged
African Safari	Mombasa (2x)	A310-300	ASC	31.10.2002	230 (2x)	unchanged
Air Algérie	Djanet/Tamanrasset	B-737-600	Desert Team	26.10.2002	80*	new (via Paris)
Aegean Airlines	Heraklion	B-737-400	Etapes Nouvelles	09.11.2002	170*	new (via Nantes)
Farnair Europe	Dagovice (2x)	Fokker 27	Swisscoy	29.10.2002	45 (2x)	unchanged
Futura Intl.	Fuerteventura	B-737-400	Avione Travel	31.10.2002	170*	new (via BRU/PAR)
	Malaga	B-737-400	Starter	16.02.2003	170	unchanged
	Palma	B-737-400	Starter	02.11.2002	170	unchanged
	Palma	B-737-400	Starter	14.02.2003	170	unchanged
	Teneriffa	B-737-400	Starter	02.11.2002	170	unchanged
	Teneriffa	B-737-400	Starter	14.02.2003	170	unchanged
Hapag Lloyd	Arrecive	B-737-800	TUI	29.10.2002	180	unchanged
	Fuerteventura	B-737-800	TUI	28.10.2002	180	unchanged
	Las Palmas	B-737-800	TUI	27.10.2002	180	unchanged
	Las Palmas	B-737-800	TUI	02.11.2002	180	unchanged

Carrier	Destination	Aircraft	Tour Operator	Effective from	Seats	Status
Hapag Lloyd cont'd	via Munich	B-737-800	TUI	31.10.2002	180	unchanged
	Palma	B-737-800	TUI	09.02.2003	180	unchanged
	va Palma	B-737-800	TUI	30.10.2002	180	unchanged
	Teneriffa	B-737-800	TUI	01.11.2002	180	unchanged
Hola Airways	Teneriffa (new)	B-737-300	Avione Travel	26.10.2002	150*	new (via Brussels)
Liberté Tunisie	Monastir	A-320	Etapes Nouvelles	02.11.2002	170	unchanged
Lotus Air	Cairo/Luxor	A-320	Etapes Nouvelles	02.11.2002	170	unchanged
LTU Germany	Puerto Plata	A-330-200	FTI	04.11.2002	350*	with new carrier
	Punta Cana	A-330-200	FTI	01.11.2002	350*	with new carrier
Luxor Air	Hurghada (new)	MD-83	Avione Travel	27.10.2002	160	to be advised
Onur Air	Antalya	A-321	Marmara	28.10.2002	220	unchanged
	Istanbul (2x)	MD-88	Maxi/Marmara	03.11.2002	170 (2x)	unchanged
Pegasus	Antalya	B-737-800	Maxi/Marmara	02.11.2002	190	unchanged
Royal Air Maroc	Marrakech	B-737-400	Etapes Nouvelles	01.11.2002	170	unchanged
	Marrakech	B-737-500	Starter	15.02.2003	130	unchanged
Spanair	Palma	MD-83	Universal	02.02.2003	160	unchanged
SWISS	Funchal	MD-83	Starter	20.02.2003	160	unchanged
	Dakar via Malaga	MD83	Starter	01.11.2002	160	unchanged
	Las Palmas	MD-83	Starter	02.11.2002	160	unchanged
	Hurghada/Luxor	MD-83	Starter	03.11.2002	160	unchanged
Tunis Air	Djerba (2x)	A-320	Starter/Tourivac	15.02.2003	170 (2x)	unchanged
	Tunis	B-737-600	Starter	15.02.2003	130	unchanged

comments : \*tour operators operating from other airports are holding sizeable seat allotments (at least 50%)

**TO BE OR NOT TO BE A HUB** may matter to lobby groups. But reality is following a different path. Hubbing can still happen if economics are right and infrastructure is in line with demands requested. Please check new figures at the BSL-hub.

destilnation (6 months o/w)	local pax	transfer pax	aircraft	flight/seat a week
Alicante ALC	3'313	3'921	ERJ145	7 (350)
Amsterdam AMS	10'425	5'513	ERJ145	26 (1300)
Barcelona BCN	8'975	5'745	S2000	21 (1050)
Berlin THF	9'861	6'051	S2000	27 (1350)
Bilbao BIO	1'369	1'750	ERJ145	6 (300)
Birmingham BHX	5'442	1'263	ERJ145	12 (600)
Bordeaux BOD	2'686	1'744	S2000	7 (350)
Brussels BRU	9'036	4'072	S2000	25 (1250)
Copenhagen CPH	5'707	6'168	ERJ145	20 (1000)
Düsseldorf DUS	7'102	2'703	S2000	20 (1000)
Florence FLR	1'763	3'475	S2000	7 (350)
Geneva GVA	6'171	13'149	EQV.	27 (1350)
Gothenburg GOT	1'659	3'544	ERJ145	7 (350)
Hamburg HAM	8'321	6'384	ERJ145	27 (1350)
Hannover HAJ	2'046	2'411	S2000	12 (600)
Helsinki HEL	2'741	3'088	ERJ145	7 (350)
Lisbon/Porto LIS	4'107	364	ERJ145	6 (300)
London City LCY	8'947	2'530	S2000	18 (900)
London LHR	34'863	9'354	MD83	21 (3150)
Lugano LUG	2'526	6'242	S2000	20 (1000)
Madrid MAD	4'319	1'244	ERJ145	7 (350)
Manchester MAN	7789	1'856	ERJ145	18 (900)
Milano MXP	2'273	1'213	SF340	12 (395)
Munich MUC	11'224	8'446	EQV.	LH/LX
Nice NCE	5'894	3'083	EQV.	AF/LX
Rome ROM	3'377	2'675	ERJ145	7 (350)
Sevilla SVQ	2'607	3'819	ERJ145	7 (350)
Stockholm STO	3'066	2'273	ERJ145	7 (350)
Toulouse TLS	1'460	1'532	S2000	7 (350)
Vienna VIE	9'842	7'247	ERJ145	27 (1350)

rates	C-class	Y-class	C-class	Y-class
BSL-GOT	1751 Eur	390 Eur	GOT-BIO	1666 Eur 943 Eur
BSL-HEL	2043 Eur	370 Eur	HEL-SVQ	2393 Eur 2568 Eur
BSL-STO	1960 Eur	325 Eur	STO-FLR	1815 Eur 487 Eur

The ratio local/transfer& high/low priced tickets is quesswork !

### EAP 3<sup>RD</sup> QUARTER 2002 PAX & AIRCARGO RESULTS

All figures are still reflecting a slump in traffic. SWISS slipped by 9% in September (-9% in nine months). Lufthansa reported strong gains in passenger volumes in September 2002 (+30%). Newcomer Khalifa Airways gave a boost to the (non-European) carrier segment (+32% in September, in nine months +48%). Air France felt the walk-out of its pilots in September which depressed volumes by 7%. (-5% in nine months).

<b>Scheduled pax</b>	218'954	-9%	(1'870'590 -7%)
<b>Charter pax</b>	75'872	-22%	(498'700 -23%)
<b>Total pax</b>	295'187	-12%	(2'374'449 -11%)

**Expresscargo** was at 1'851 to. in September (+3%). Nine months into 2002 saw a minus of 2% (16'589 to).

**Commercial movements** were at 7'519 (-14%), and over a nine-month period at 67'248 (-13%).

**The EAP continues to push important projects** like extending the passenger terminal, site developments at the expresscargo zone, improving the (old) cargo terminal. **Rail access remains a strategic target for 2010.**

### LATEST NEWS

**PRIVATE AIR** is mulling a BBJ- shuttle project aimed at multi-national companies based in the greater Basel Area (TAB). Attention is being given to pharma executives among others traveling in business class on regular flights. Presently, Pharma is primarily booking on Air France, Lufthansa and SWISS. New safety and security procedures at major hubs after 9/11 time spent traveling is becoming a cost factor. So, alternatives are being studied en-route to the US ex Basel.

**SWISS** does not anticipate to move on this unless heavily pressured as it will take away lucrative business class passengers from its Zürich-Newark service.

**IBERIA** is number seven to codeshare with SWISS ex Basel, Geneva, and Zürich. All flights to Barcelona (three times a day) and Madrid (once a day) will carry Iberia flight numbers.