

# Newsletter EAP – Issue No.43

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**ART BASEL** and **THE YOUNG ART FAIR** – the most internationally acclaimed events in contemporary art – not only make a difference to the City of Basle both physically and economically. They also attract jet-setters and art collectors as well as traders to the fair ground with their own private or chartered jets of all sizes. This year's edition exceeds all previously held fairs as more private jets are carrying in the well-to-do visitors to Basle.

The first three days of both events saw a total of 120 arrivals from the Americas, Asian as well as European points of departure. Swissport Executive Aviation (SEA) received 55 handling requests on 15 of June the opening day of the fair. Extra measures had to be taken such as closing two taxiways in order to handle the incoming traffic. Much to the surprise of SEA the airport authorities (ATC) originally wanted to turn away some of this traffic due to tarmac saturation but later changed their minds on the subjects.

NetJet and FlexJet, the latter being a branch of Bombardier Aerospace, are offering new schemes of attractive transport solutions to a public attending just these kinds of events all over the world. Corporate jet travel has lost its elitist touch in Europe as the efficiency of air travel with network carriers has suffered heavily since 11 of September 2001 for the well-documented reasons.

Additionally, NetJet and Limousine Services Basle have struck a deal covering surface transportation whenever a NetJet aircraft is landing in Basle. About 30 parties were picked up by this service during the ART fair's duration.

However, people close to this business have aired their frustration about the EAP's heavy-handed handling of this traffic sector and are criticising the lack of decent airport services for crews and passengers. On paper the airport is all for it. At practical levels the barriers are numerous. Not to be mistaken, this business will never match the volumes of large aircraft but revenues from business jets such as Global Express may total € 310 per landing covering landing charges, passenger taxes, fuel revenues per hectolitre and services such as crew/passenger transfers.

**SAS/CIMBER** are now reporting a profit on their daily flights to Copenhagen. The break-even point is estimated to be at 68% of seats sold on the Canadair Regional Jets translating to 34 passengers per flight and direction.

**SUPER CONSTELLATION FLYERS ASSOCIATION** may have to restart the search for a winter camp for its jewel, the four-engined Super Connie.

Former plans to store the aircraft at the SWISS hangar will apparently no longer materialize as SWISS is reported to be in talks with DASSAULT Aerospace over a lease of hangar and office facilities to the aircraft manufacturer. The site may ideally match with plans of Dassault seeking another completion centre in Europe for Falcon jet series prior to their final delivery.

**AIGLE AZUR (ZI)** and **TURKISH AIRLINES (THY)** are both increasing their weekly frequencies to Constantine (ZI) and to Istanbul (THY). Aigle Azur has started a Wednesday flight on 30 of June whereas Turkish Airlines is planning a Friday service which will be due to start with the winter timetable 2004/2005.

**AIR ALGERIE** is back with seasonal flights to Anaba.



Both pictures by F. Hug & D. Thomsen

**SWISS** has informed its customers of a change to its policy towards the former homebase of Crossair. The steady decline of air services ex EuroAirport is to be halted and reversed according to Stephan Gutknecht, head of regional sales and former head of Sales Switzerland for SWISS. A return to Crossair-like cost structures is a prerequisite for making the 50-seater Saab 2000 aircraft operated by SWISS economically viable.

The carrier will give up the longheld London Heathrow route in favour of London City as a point-to-point destination which was already served by SWISS until the end of October 2003. Flights will restart on 30 of August with three daily city-pairs and one departure on Saturday and Sunday. Schedules are as follows :

### EuroAirport departures

LX 484 at 08.05 days 1 – 6 ,type of aircraft Saab 2000

LX 482 at 12.30 days 1 - 5

LX 486 at 18.15 days 1 - 5 and 7

PS : All Embraer ERJ145 are expected to be sold whereas the remaining Saab 2000 fleet is to be concentrated in Basle.

### London-City departures

LX 485 at 09.35 days 1 – 6, type of aircraft Saab 2000

LX 483 at 13.40 days 1 - 5

LX 487 at 19.25 days 1 – 5 and 7

**BRITISH AIRWAYS** (BA) will return to the EAP earlier than expected. Flights are commencing on 25 of October marking the change from summer to winter schedule 2004/2005. The return of the Union Jack to the TriRhena region is going to end a codeshare agreement with SWISS which was signed in late 1999 between former Crossair and BA. Under this agreement BA has taken full commercial responsibility for 50 seats on each flight and direction totalling 1,050 seats every week.

BA never disbanded its sales and service team at the airport during this period, thus testifying to the importance of the Basle area to British Airways. Also, the airline was first in serving what was then called Basle-Mulhouse airport in 1952.

The three daily air services to and from London Heathrow will connect European and intercontinental destinations as well as point-to-point traffic.

The change of course regarding BA and SWISS must be attributed to the latter's failed attempt to join the oneworld alliance led by British Airways and American Airlines. The attempt failed as a result of SWISS refusing to give BA full access to its customer information. The new schedules will look as follows :

**EuroAirport departures**

BA 751 at 07.00 days 1 - 7, type of aircraft A319  
 BA 753 at 11.25 days 1 - 7  
 BA 755 at 18.20 days 1 - 7

**London Heathrow departures**

BA 752 09.30 days 1 - 7, type of aircraft A319  
 BA 754 at 14.20 days 1 - 7  
 BA 756 at 21.00 days 1 - 7

**PASSENGER FIGURES IN MAY 2004**

<b>Schedule traffic</b>	<b>168,004 +20%</b>
- Swiss carriers	49,608 + 2%
- French carriers	56,799 + 18%
- German carriers	32,352 + 17%
- other carriers (easyJet)	25,252 + 580%
<b>Charter traffic</b>	<b>54,901 + 8%</b>
- Swiss carriers (SWISS)	7,004 + 128%
- French carriers	1,364 - 76%
- Other carriers	41,976 + 8%
Biz-jet traffic	695 - 66%
General Aviation	294 + 52%
<b>Total Passengers</b>	<b>223,894 +16%</b>
<b>Aircraft movements</b>	
Schedule traffic	3,629 - 7%
Charter traffic	581 + 6%
Biz-jet traffic	406 + 11%
General Aviation	1,911 - 12%
<b>Total movements</b>	<b>6,814 - 6%</b>

easyJet is making a difference to the EAP's passenger statistics. The introduction of Berlin to its network is contributing to a growing traffic share. Reports suggest that loads on the Berlin flights are averaging more than 120 passengers per leg. The two city-pairs are ranked best in terms of revenue and loadfactor on the present easyJet network. Passenger projections for Berlin are 50,000 in 2004 and 150,000 in 2005.

**CARGO FIGURES IN MAY 2004**

General Cargo	803	+ 34%
Expresscargo	1,969	+ 7%
Charter freight	18	
<b>Total Cargo flown</b>	<b>2,790</b>	<b>+12%</b>
Total cargo trucked	4,200	+ 3%
<b>Total cargo handled</b>	<b>6,990</b>	<b>+ 6%</b>
<b>Aircraft movements</b>		
Schedule traffic	22	+120%
Expresscargo	259	- 2%
Charter	6	0%
<b>Total movements</b>	<b>287</b>	<b>+ 5%</b>

**ATLAS AIR** made a first visit with its B747-300 cargo ship on 26 of June. The aircraft carried works of art back to New York which were uniquely created for the ART BASEL 2004. Their trip to Basle and back to the US was arranged by Möbeltransport Basle a company specialising in such transports.

**KOREAN AIR CARGO** is reporting modest loads ex Europe. Brussels and Amsterdam are classic import stations whereas Basle is banking on exports. Cargo generated in Switzerland is from shippers such as Firmenich, Big Pharma (Basle) and ABB (Baden). As imports to Switzerland, South Baden and Alsace are traditionally weak, Seoul-New York-Basel-Seoul has been chosen as routing to offset this deficit.

„CLASSE EXPORT“ a business meets business roadshow was held at the EAP on 15 and 16 of June. The event is to assist small and mid-sized companies in exploring new markets. Supported by the Ministry of Finance, Commerce in Paris „Classe Export“ was held in the TriRhena region for the first time. Indeed, Business Network of Switzerland, promoting business ties worldwide, and the Basle Chamber of Industry, lobbying for small to mid-sized business entities, manifested their interest in cross-border business connections. **The EAP may embark on a truly new mission – Helping to facilitate reforms.** Thus, it would join a network of institutions in Alsace, Switzerland and South Baden bringing about a change of minds towards new technologies such as nanotechnology. In the wake of a global work place economic change has become a necessity of survival. A company census in 2000 was already indicating a clear shift away from simple manufacturing to R&D-oriented sectors (biotech, medical engineering, life science). The well-positioned chemical sector must also move to higher-end products. Below figures on no. of companies in the region:

