



NewsletterEAP

June 2005

Airtraffic Promotion Group Basel – www.aeronet.ch – eapnews@gmx.ch – Phone # (+ +41) 61 302 57 75

INFRASTRUCTURE IN LINE WITH MARKET DEMANDS

Accessible and user-friendly

EuroAirport installations are state-of-the-art and user-friendly with clear advantages for passengers: direct access from the parking areas to check-in facilities, convenient waiting areas with numerous bars, restaurants and shops, and a baggage claim system providing fast services.

EuroAirport is accessible by motorway offering easy links to all centres in the Tri-Rhena region such as Basel, Colmar, Freiburg and Mulhouse.

Efficient use of infrastructure

EuroAirport's terminal facilities stand out for quality and functionality, particularly since the introduction of the new tariff scheme. Today, EuroAirport can maximise the utilisation of its infrastructure and respond to client requests with tailor-made solutions.

Passenger growth has been the driving force to build

Indeed, had it not been for former Crossair and its founder Moritz Suter the now completed terminal extension would not have been so daring in size and architecture.

Projects in step with sectorial trends

The construction of a new hanger to shelter two business jets owned by Novartis heralds the emergence of a new segment: corporate travellers who are looking for efficient ways to fly in respect to costs, comfort, security, and time management.

Excerpts from the Annual Report 2004 edited and published by EuroAirport www.euroairport.com



EAP South Terminal picture taken by Nicholas Degen



Corporate JetPort Basel picture Marc Seidel



announces additions to its winter timetable. Services from Bratislava to Basel and Cologne-Bonn will start on 31 October and are operated four times a week

The opening of new Swiss destination Basel is driven by higher costs at Zurich Airport and a swap from smaller Embraer 120 aircraft to larger Boeing B737-500 equipment. Although, SkyEurope will not serve Zurich as of the winter season, Basel is well connected by frequent train services with Zurich in less than 60 minutes. With its unique position between three countries, Basel-Mulhouse-Freiburg will additionally offer new links to Bratislava-Vienna also to passengers in France and Germany extending current services of SkyEurope on offer in these countries. EuroAirport will be served from Bratislava-Vienna as follows: www.skyeurope.com

Bratislava day 1,3,5	NE 424	dep. 13.00	arr. 14.36	EuroAirport dep. 15.05	arr. 16.35
day 7	NE 424	dep. 17.55	arr. 19.30	dep. 20.00	arr. 21.30



Scandinavian Airlines

will launch a new advertising campaign on tramways operated by Basel Public Transportation company BVB for its three daily flights to Copenhagen which enjoy both local traffic to Denmark and transfer passengers en-route to Scandinavia at large and to intercontinental destinations in Japan and the United States. SAS and EuroAirport are handling this project as a joint-venture. Air services to Copenhagen will now be coded as SK/QI (SAS/Cimber). If loadfactors are continuing to rise larger aircraft such as Dash Q400 may be deployed on this route. www.scandinavian.net



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THERE IS SOMETHING IN THE AIR – NEW YORK has been a target-city for the Tri-Rhena region and for those promoting tourism and business ties with the Big Apple over the years. Ever since Air France launched a direct service to New York JFK and Swissair to Newark, high demand has proven reality. The short intermezzo of Swissair to Newark from EuroAirport produced satisfying passenger loads and yields. Based on BfS statistics the daily flights had been booked by 72,590 passengers in 1999.

Meanwhile, the request for steady services remains unchanged. More so, Big Pharma has started to articulate its expectation to see the introduction of door-to-door services from Basel by the end of October ever stronger.

Following recent decisions by Novartis and Roche to build and expand their research centers at Basel, Boston and Nutley (New York) point-to-point travel becomes a high priority for their staff. Therefore, both companies are demanding solutions from airlines such as Continental and Lufthansa-Swiss.

Preferably, a Basel-Boston-Newark operation with full traffic rights between Boston and Newark may tip the scale towards an American carrier. In the case of Continental the airline has its major hub at Newark. Other reports are suggesting a company-based solution such as dedicated (large) aircraft chartered for this very purpose.

www.aeronet.ch or www.eapforum.ch

easyJet

SWISSPORT BASEL is best-ranking in the entire network of EasyJet handlers as the company is able to assure a twenty-minute turnaround of every aircraft requested by the carrier. Increasing volumes will require further attention to streamlining handling procedures in order to keep up the good record.

City-pairs	6 to 8	8 to 10	10 to 12	12 to 14	14 to 16	16 to 18	18 to 20	20 to 22	22 to 24
Malaga	6.00		11.45						
Nice	6.55	9.55						19.20	22.05
Palma	6.45		11.50						
Berlin		8.05/08.25						20.35/20.55	
London-LTN		09.45/10.05					21.40	22.00	
Naples			10.15		14.25				
London-STN				14.25/14.45					
Rome					15.10		19.00		
Hamburg			12.20	15.30					
Barcelona			12.15		16.20				
Liverpool				15.45	16.05				
Madrid					15.50			21.00	
Alicante						17.15			22.25

