



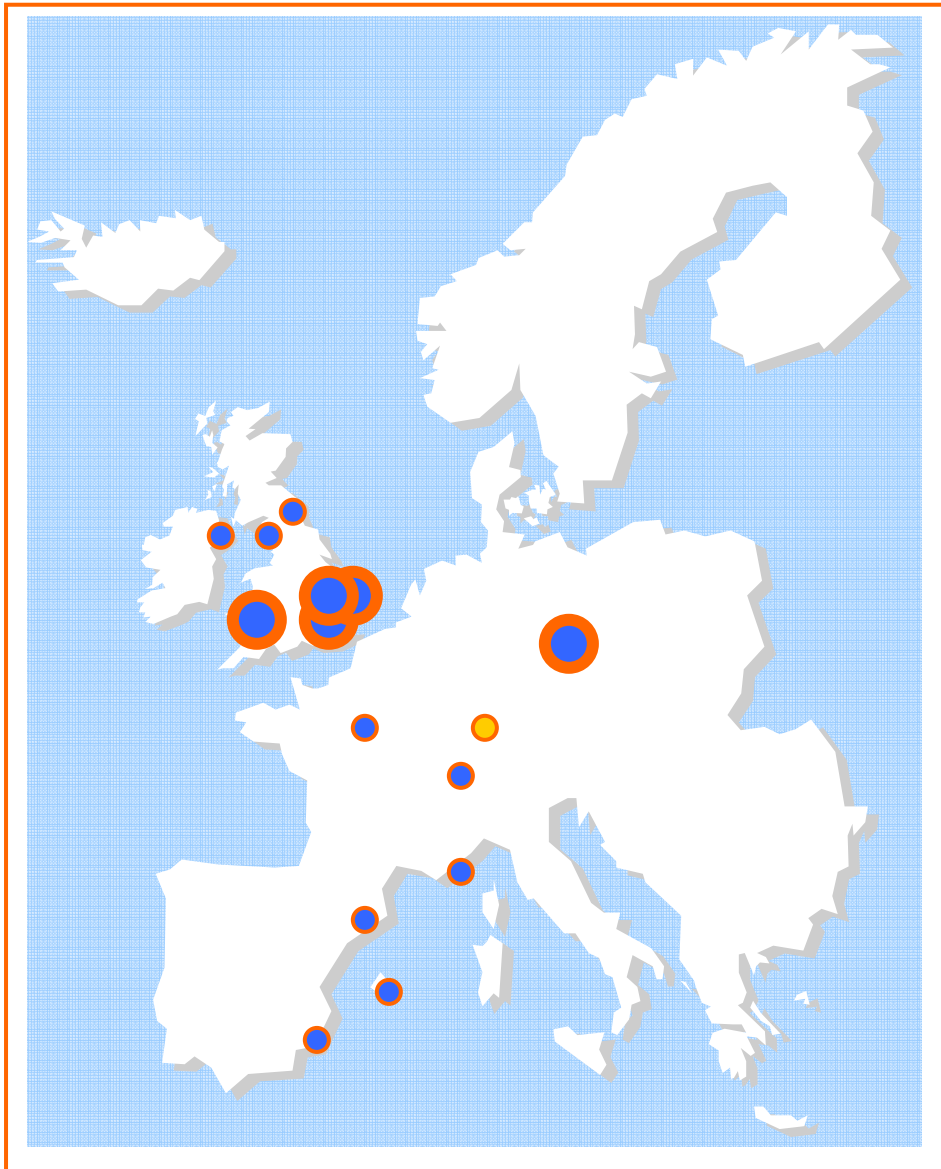
NewsletterEAP

July 2005

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

easyJet

Ex Basel EAP: Alicante, Barcelona, Berlin, Hamburg, Liverpool, London-Luton & Stansted, Malaga, Naples, Nice, Palma, Rome



London Airports

| | |
|------------------|--------------|
| Gatwick | 29/56 |
| Luton | 26/61 |
| Stansted | 25/61 |
| Bristol | 22/32 |
| Berlin | 19/26 |
| Geneva | 15/26 |
| Newcastle | 14/21 |
| Liverpool | 13/28 |
| Basel EAP | 13/16 |
| Belfast | 12/40 |
| Nice | 12/27 |
| Alicante | 11/17 |

Paris Airports

| | |
|-----------|-------|
| Orly | 10/20 |
| Barcelona | 10/18 |
| Palma | 10/15 |

EasyJet's base at Basel EAP is in 9th place out of 15th of its busiest gateways. The ranking takes into account city-pairs served daily.

Looking at flight volumes at British airports, we see more frequencies on routes within the UK, leading to traffic shares as demonstrated in the above ranking. www.easyjet.com

AVIAPARTNER, the second ground handling company, was presented with the AHM 804 re-certification for its stations at Brussels, EuroAirport Basel-Mulhouse-Freiburg Lille, Lyon, Marseille, Nantes, Nice, Strasbourg and Toulouse at the IATA Ground Handling Conference held at Bangkok from 15 to 18 May 2005.

AHM is an IATA certified quality system for the airline industry for performance measurement of service level delivery. AP has opted for this quality system as it helps in putting Service Level agreements into practice.

NEWS IN THE MAKING

Sources close to SWISS maintenance at EuroAirport are certain that maintenance is to get new life after the departure of the remaining Saab 2000. SWISS Basel is able to offer expertise in heavy C/D-checks for the Lufthansa group's Avro Jets and third party costumers such as SN Brussels Airlines at competitive costs as infrastructure is in place and the workforce is JAR-licensed. ERJ145 jets are also maintained at the Basel site.

On the ramp !

Boeing 757-200 of SunExpress enroute to/from Antalya as one of two weekly scheduled air services

Picture
Andreas Herter





AIRPORTS carrying global news on airports and airlines devoted a special on Swiss airports in its June/July issue. Primary focus was given on Geneva and Zurich as well as on Swiss civil aviation policy after 2001.

“Three major airports serve Switzerland: Zurich, Geneva and Basel-Euro Airport. Swiss pride has been dented by the demise of its flag carrier. Following this, and other incidents, plus the threat posed by international terrorism, the Swiss Parliament demanded that the 1953 civil aviation policy report be updated. The revised document sets out the Government’s position on issues such as airline competition, the Single European Sky, and the role of airports in the future development of infrastructure within the country.

As regards airports, the view prevails that Zurich should receive the most attention as it is considered the key to future development of air traffic within the country. On Geneva, the new report says this airport should remain internationally connected within Europe. The view on the tri-national Basel-EuroAirport is that the network of European connections and airfreight volumes in place there in the days of Crossair can only be restored with German support. As such it wants the existing Franco-Swiss treaty governing this airport’s operation open to German input as a third of passengers using EuroAirport live in Germany”.

So what, the parameters set for each airport by this report remains unchanged. Zurich Airport is still favoured over Basel and Geneva. Political circles in German-speaking Switzerland maintain their firm belief that Zurich holds the key to prosperity for the entire country. Yet, proper conclusions from the Swissair disaster and its fall-outs on Zurich as well as the ill-advised construction of SWISS should follow as it ended in unprecedented costs for Swiss taxpayers. Meanwhile, changes are sweeping through the country’s aviation sector including the emergence of low cost airlines, legacy carrier consolidation and changing travel patterns applied by lower and higher end ticket holders.

Market interventions had been practiced ever since Swissair was allowed to build a monopoly leading to Article 103 which made a distinct difference between national and regional interests regarding air services out of Switzerland, thus helping Swissair to gain full control over aviation matters. At this time we know that the interests of Swissair and Zurich were in detrimental opposition to those of the entire country. They still are.

International traffic agreements with states other than the EU-members can still bar airlines from serving either Basel or Geneva if only one airport in a given country is made available for services from Switzerland. www.airportsint.com or www.foca.ch by Monty’s Flying Circus

On 8 AUGUST TESTFLIGHTS (SWISS A320) on Runway 34 will be conducted to measure noise impacts on the environment for a planned ILS landing system. Officials from DGAC, FOCA and EuroAirport will be present to observe approach and take-off procedures between 14.00 and 16.00 hrs. The flights have been suggested by public figures aiming to clear the way for the ILS which will facilitate safer approach/landing maneuvers from the south thus replacing present visual circling on Runway 34.

a point of view...

„**GROUND HANDLING** is about more than just turnaround rates, lean processes and state-of the-art equipment. Good ground handling is also about responsibility, trust and a personal commitment by each staff member. At the core of every partnership in business must be a truly forward communication including such things like obtaining genuine feedbacks from customers that do reflect the daily reality of collaboration. This approach should strengthen the personal contacts and individual as well as customer-focused service deliveries. Excerpts from Swissreporter www.swissport.com

Also found in the same issue: “**Maintaining handling equipment** has become a mission-critical activity in the transportation industry. Swissport Maintenance Services is improving its own competence in this area through the use of a new asset management solution – one that is helping to attract the attention from a variety of customers. Swissport is striving to optimize the operational performance of its ground supply equipment and ensure a high level of reliability and availability. Therefore, it has implemented a tool called „Maximo“ which was initially installed at Basel and Geneva. In the meantime nine stations have been fitted with Maximo. Five additional stations will soon see its introduction. The program addresses questions about extending asset life, increasing uptime and controlling labour costs, improving warranty recovery and bridging the time-gap between operations and maintenance.