



NewsletterEAP

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

AIRLINE NEWS - SUN EXPRESS will continue scheduled flights to Antalya starting on 1 November.

TURKISH will keep the number of weekly flights to Istanbul at four during the winter season 2005/2006

HAPAG LLOYD continues to operate a B737-800 ex EAP with preliminary winter schedules as follows :
 Day 1 Palma/Fuerteventura Day 5 Palma
 Day 2 Arrecive/Teneriffa Day 6 Palma/Teneriffa
 Day 3 via Palma to Spain Day 7 Las Palmas
 Day 4 via Munich to Mediterranean destinations

KOREAN AIR CARGO will reintroduce a B747-400 freighter ex Seoul-Anchorage-New York-Basel-Seoul.

MALAYSIAN CARGO is back to normal with two Amsterdam-Basel-Dubai-Hangzhou (Shanghai) Amsterdam-Basel-Dubai-Kuala Lumpur-Sidney-Melbourne B747-200 freighters on day 6.

LufthansaSWISS will stay in the London market. On 12 September AvroJets 100 are starting services London-City (3xdaily, twice on Saturday/Sunday). Brussels (3xdaily) and Amsterdam (1xdaily down from three) are the only destinations to remain. The remaining flights are cut or transferred to Austrian (Vienna 3xdaily as of 5 September) or Lufthansa-partner airlines (Düsseldorf). In the case of Amsterdam it may be a poor choice to block KLM. City-pairs connecting with other alliances such as Amsterdam, Barcelona, Madrid are of no strategic value.

ISRAEL's team will challenge the Swiss team on 3 September trying to qualify for the World Soccer Championship 2006 in Germany on 3 September. The team and fans will board B757-200/300 from Arkia, ELAL, Israil in Tel Aviv.

AIR TRANSAT VOYAGES is set to repeat charters to Montreal and Toronto starting in May 2006. The choice of aircraft (A330-200/B757-200) will depend on market demand.

PERMIRA INVESTMENT GROUP is ready to take the majority of shares in **JET AVIATION** which has been looking for financial backing for its expansion in key markets worldwide.

Permira Group's investors are primarily corporate and public pension funds. It is Permira's first deal in the business aviation sector.

The purchase is subject to approval from anti-trust authorities which it hopes to clear by September when Permira and JET will release details about this transaction including the size of Permira's stake in JET's parent company Hirschmann industrial holding

SWISS has concluded a deal with **JET AVIATION** about its inactive maintenance facility adjacent to JET's main hangars. The hangar offers 5,700 square meters of space thus lifting the indoor parking space to 20,600 square meters for JET. Room for storage and other activities will also be available in the lower ground floors. JET is keen to exploit the completion market including planes such as A380. Expanding to Zone 4 as designated area for activities including air cargo and maintenance is being studied.

Star Alliance confirms plans to concentrate its Avro Jet heavy maintenance at EuroAirport thus creating 50 additional jobs. Saab 2000/Embraer 145 will also be maintained on behalf of Star Alliance partners.



TRAFFIC REPORT 6 MONTHS

Scheduled Passengers	1,174,618	+30%
Charter Passengers	230,399	+ 6%
Total Passengers	1,411,286	+25%
General Airfreight in to.	3,860	- 11%
Expressfreight in to.	11,931	- 1%
Total Freight handled	40,203	- 8%
Total Movements	40,926	+ 6%

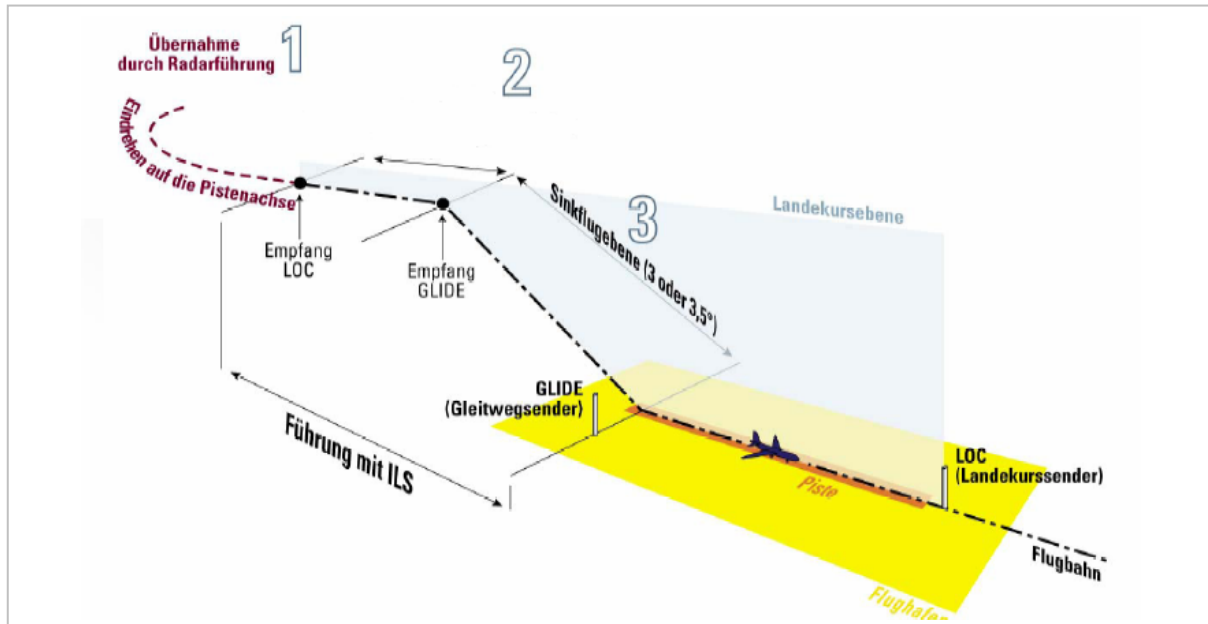
TRAFFIC REPORT 7 MONTHS

Scheduled Passengers	1,438,25	+31%
Charter Passengers	321,797	+ 8%
Total Passengers	1,766,826	+ 26%
General Airfreight in to.	4,178	- 21%
Expressfreight in to.	13,830	- 2%
Total Freight handled	47,913	- 8%
Total Movements	48.353	+ 5%

DESTINATION LONDON

JUNE 2004	Passengers	AIRLINE/FLIGHTS	JUNE 2004
CITY	no flights	SWISS	no flights -----
HEATHROW	16,236	SWISS	3 x daily A320
LUTON	no flights	EASY	no flight -----
STANSTED	7,334	EASY	1 x daily B737
TOTAL	23,570	TOTAL	4 x daily
JUNE 2005	Passengers	AIRLINE/FLIGHTS	JUNE 2005
CITY	5,739	SWISS	3 x daily ARJ100
HEATHROW	11,388	BRITISH	3 x daily A319
LUTON	14,921	EASY	2 x daily B737
STANSTED	7,363	EASY	1 x daily B737
TOTAL	38,411	TOTAL	9 x daily
LIVERPOOL	6,414 (6,081)	EASY	1 x daily B737
MANCHESTER	2,805 (2,513)	SWISS	2 x daily ERJ145

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The planned **INSTRUMENT LANDING SYSTEM (ILS)** on **RUNWAY (RWY) 34** has been put to a real life test for the public by the French and Swiss civil aviation authorities. Three flights demonstrated the future approach-line sector, glide path and general landing procedures on RWY34 which is expected to be operational somewhere in 2007. Authorities also checked the noise impact.

Approaches and landings executed by Instrument Flight Rules (IFR) account for about 91% of all aircraft at any airport worldwide. The system allows precision approaches eliminating extended and time consuming visual circling approaches which are performed by Visual Flight Rules (VFR).

The present runway management at EuroAirport prefers RWY16 for all approaches, landings and take-offs which account for 90% of all movements. RWY34 is only in service when weather conditions require a departure from the usual ILS 16 approach such as excessive tailwinds which are beyond the flight envelope designed by aircraft manufacturer measured in knots (1 knot=1.852 km/h). Under such conditions aircraft are guided by Air Traffic Control (ATC) to ILS 16 followed by a visual circling onwards to RWY34. Usually, the aircraft will then break to the right at seven nautical miles (nm) distance (1nm=1.852 km) to the threshold of RWY16. Actual met reports have to comply either with the flight manual established for each aircraft and/or to certain minimas given by the AIP (visibility and cloud base).

ILS 34 is expected to deliver a number of advantages to both the airlines and the airport such as:

- International Civil Aviation Organization (ICAO) considers ILS-guidance to main runway(s) at major airports as common standard, in the case of EuroAirport on RWY 16 and 34.
- Landing and flight reliability will be increased as possible aircraft diversions can be minimized.
- Precision approaches increase flight safety, reduce approach times and additional fuel consumption.
- Noise and lower emissions are also aimed at due to improved approach sequences for each aircraft.

ILS 34 will be financed by the French Government, managed by the Direction Générale de l'Aviation Civile (DGAC) and billed to the airlines.

Approach and landing phases of each aircraft are monitored by CIEMAS (Computer-Integrated Environmental Management System) recording noise and flight tracks at the time of approach, landing and take-off. Data delivered by CIEMAS may help to identify the impact and clarify any misperceptions concerning aircraft flying over residential areas now exposed to air traffic. The regime envisioned for ILS 34 will allow only a restricted number of approaches.

Average annual northerly tailwinds over a period of ten years of experience will suggest that not more than 5% of all movements may have to use RWY34. Other factors not yet identified might eventually alter this weather pattern.

Pilot acceptance of ILS 34 approaches is another criterion to be considered. Depending on the aircraft's position when entering Basel airspace (Terminal Controlled Area), flight crews could prefer RWY16 for landing despite of tailwinds close to maximum tolerance as time and fuel consumption may matter more.