



NewsletterEAP

December 2005

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AS THE YEAR 2005 is drawing to a close much interest is turning to what has been achieved in the four sectors given the most priority by the airport including charter and scheduled networks, general airfreight and expresscargo. In 2005, **passengers have returned in numbers** after a period of decline. At a first glance, the business model offering tariff incentives to airlines and especially to those operating in the low-cost sector has driven passenger volumes above forecast. This development was greatly helped by EasyJet's decision to launch new routes between the UK, Berlin and Basel-Mulhouse-Freiburg and the opening of a new continental base at the airport. Furthermore, SkyEurope's arrival promises to further boost this trend. Other factors helping to improve the airport's situation include strong and ongoing commitments by tour operators such as FTI and Starter Voyages.

Also the year has witnessed a further evaporation of SWISS from the airport. However, the picture does not appear as bleak as feared as other airlines such as Austrian, EasyJet and SkyEurope are slowly giving suspended routes new life offering increasingly better services to the business, leisure and tourist sectors. EasyJet and SkyEurope for this matter are reporting higher shares of business trips on prime routes to Berlin, Bratislava, Hamburg, London and Paris.

The aircraft maintenance sector has received some uplifts: Lufthansa decided to focus heavy work on its Avro Regional Jets at SWISS maintenance. This is good news for the workforce in two ways as it brings uncertainties over its future to an end and gives the ex-Crossair institution a new lease of life as highly competitive competence centre. The latest arrival of a SN Brussels AvroJet for maintenance gives much support to this assessment.

Jet Aviation agreed on a tenant lease with SWISS about an empty hangar complex adjacent to its existing facility bringing the total of work space to 20,000 sqm. Its acquisition by Permira Group has also given the company new financial muscle to invest in new programmes including the leased hangar which must comply with new French building regulations. Also, order books have swollen considerably including interior outfitting and aircraft completion for a number of customers and aircraft manufacturers such as Airbus, Boeing and Dassault.

JET has been also successful in taking a stake of the lucrative wide-body aircraft completion and outfitting market. Two B747-400 and one B767-300 have been completed according to customer specification. The company even wants to bid for completion work on Airbus A380 when the aircraft is becoming available as private jet. Basel is considered frontrunner for such a project requiring an additional hangar, however.

Expressfreight developments suffered a setback when Cari Airport called off negotiations with DHL, Federal Express, TNT and United Parcels on grounds of differing commercial perceptions.

EuroAirport – State-of-the-Art Airport

State-of-the art equipment and facilities paired with incentives to make the best use of them will remain a commercial target in order to keep the lights bright. The airport hopes to welcome four million passengers in 2006 matching the levels reached in the year 2000.



Making headways in the crowded aircraft maintenance market is one achievement – filling a niche is another one. Both SWISS maintenance and Jet Aviation have earned their accolades.





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RUNWAY 16/34 has to be repaired as early as 15 May 2006. Work is scheduled to begin between the hours of 23.15 and 06.15.

Part of the runway earmarked for overhaul includes 1,530 meters which were added to the main runway in 1978.

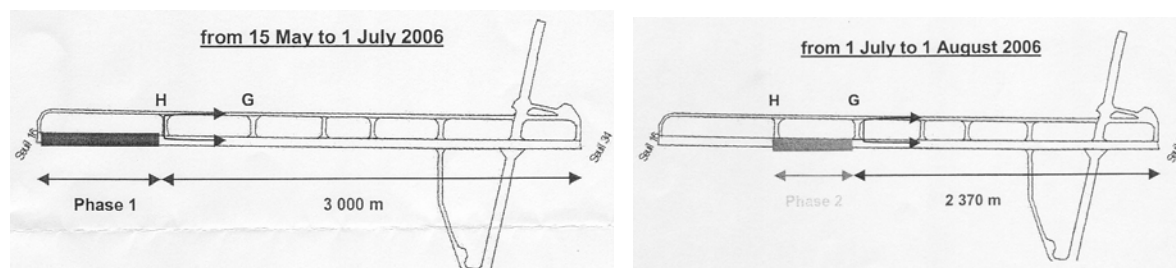
The older section dating back to the years of 1951 to 1953 was completely overhauled in 1991.

During the period of 15 May and 1 July a total of 3,000 meters will remain available for take-off and landing, followed by a further reduction in length in phase two to 2,370 meters after 2 July until 1 August.

Consequently, works will have an impact on the approach categories complying with guidelines approved by Civil Aviation Authorities. Full runway length of 3,900 meters allows CAT III landings and departures.

Presently, the pool of companies qualified to tender are working on their submissions on the basis of data provided by the airport which must also include planning and working schedules.

As work progresses, airlines flying medium-to-long-haul flights may be forced to reroute temporarily. Others could carry out their flights with reduced take-off weights. And again, operators depending on night operations such as DHL, Federal Express, TNT and United Parcels are confronted with logistical challenges keeping their services on time. We will try to assess the impact of the works on the daily operation.



Passengers heading for Vienna.

Picture by I. Sturzenegger

A GLANCE AT SUMMER 2006 – FTI's programme (Travel Inside)

Destination	Airline	Aircraft	Day	Rotation
Dubrovnik	AirAdriatic	MD83	6	April thru October
Split	AirAdriatic	MD83	7	April thru October
Corfu	AirFrance	F100	6	May thru October
Malta	AirMalta	A319	6	April thru October
Varna	AirCharter	tba	6	April thru October
Lametia-Terme	DBA	F100	6	May thru October
Heraklion	EuroCypria	B738	6	May thru October
Larnaca	EuroCypria	B738	6	April thru October
Las Palmas	Iberworld	A320	7	May thru October
Teneriffa	Spanair	A320	7	May thru October
Rhodos	SWISS	A320	4	July thru August
Hurghada	SWISS	A320	5	May thru October
Sharm-el Sheik	SWISS	A320	5	May thru October
Antalya	SWISS	A320	6	April thru October
Heraklion	SWISS	A320	6	April thru October
Olbia	SWISS	n/a	6	May thru October
Kos	SWISS	A320	7	April thru October
Rhodos	SWISS	A320	7	April thru October
Djerba	TunisAir	B735	6	April thru October
Monastir	TunisAir	B735	6	April thru October

Flieg-ab-basel.de and Hotelplan Group are taking seats from FTI. In return FTI will rely on capacity from Starter Voyages.

Also, Kuoni is returning to the Regio Tri-Rhena with 20-seat contingencies on flights Hotelplan agrees to risk-share with FTI.

tba = to be advised / n/a = not yet available

TRAFFIC REPORT

Total Passengers			
November 2005 only	248'986		+26%
Year to date 2005 (January-November 2005)			
Scheduled Passengers	2,491,120		+37%
Charter Passengers	563,933		+6%
Total Passengers	3,065,177		+30%
General Airfreight in tons	7,020		-21%
Expressfreight in tons	22,072		-1%
Total Airfreight handled	75,659		-7%
Total Movements	76,815		+6%