



THE ILS 34 due next year has prompted concerns raised by state governments and municipalities in Switzerland fearing more noise emissions of aircraft on their final approach to RWY34 once the instrument landing system is in full service.

As agreed by the Civil Aviation Offices of France (Direction Générale de l'Aviation Civile) and Switzerland (Federal Office of Civil Aviation), the French government agency will oversee the implementation of the landing system and is set to resume more air traffic and much better control to the south of the airport for arriving aircraft.

A report was published on 6 January responding to concerns also reiterating the benefits of dual landing systems on main runways as recommended by the International Civil Aviation Organisation (ICAO) paired with facts concerning its operational envelope and reporting/ once the instrumental landing system for RWY34 has become standard use for approaching aircraft requesting IFR landings.

An accord to be ratified by state authorities was drafted by both agencies and may be complemented by working guidelines regulating the territorial oversight of air traffic control on RWY34 and other criteria such as:

- **Limiting the use of RWY34** (not to exceed a 10% ratio of all landings at EuroAirport)
- **A complete night ban** (between the hours of 24.00 and 05.00)
- **A time envelope for approaches on RWY34** (providing uninterrupted services for aircraft complying with reduced Chapter 3 noise standards also after the hours of 22.00-24.00/05.00-07.00)
- **Change of runway direction for landing and take-off due to weather conditions** (strong tail wind/low visibility not complying with the aircraft flight and safety envelopes)
- **Approach category CAT I** (minimum vertical/horizontal visibility and displacement of threshold of RWY34 by 1,120 meters)
- **Departures on RWY26 following VFR Visual Flight Rules** (non-interference with ongoing approaches on RWY34 after ILS implementation)
- **General procedure for ILS-guidance of aircraft on RWY34** (initiating at 7000 feet/2130 m)
- **Visual approaches on RWY34** (MVI acceptance only in case of technical failure)

The present mix of aircraft averaging at 100 seats has rendered obsolete any policy using RWY26 as alternate take-off stretch to RWY16 as advocated in the years 1999 till 2002. By extending RWY26 to a maximum length of 1,820m. much energy was devoted to direct more traffic in westerly directions over lesser populated areas as a noise abating measure. Meanwhile, RWY26 has practically been downgraded to accommodate landing and departing aircraft in extreme weather situations (heavy westerly wind gusts) outselling the flight envelope of any aircraft.

TAKE-OFF INTO MISTY SKIES - General airfreight loaded at EuroAirport has not met expectations for a number of reasons – a temporary suspension to Seoul by Korean Air for six months and Malaysian's freighter shortage, leaving just one flight available to exporters brought the figures down. On the other hand Pakistan Cargo departing to Karachi and onward destinations has been welcomed as an alternative.

As noted earlier, declining volumes hauled by truck via the EAP to other airports can be directly traced to increasing shipments ex-works by both carriers as well as forwarders.

The deal between CARI Airport and the express freight sector about a new facility for its trade failed and disappointed many but came of no surprise to insiders. Diverging strategic interests among the main players apparently blocked a positive outcome.

TNT took a hold of a hangar at modest costs which appears to be sufficient for its operation. UPS is also in no hurry to move to a new site at higher costs. That leaves DHL and Federal Express in the cold which need a suitable deal the most.

What happens next is up to the integrators in the first place and the EAP, once again.

The airport is rethinking its strategies as it still wants a cargo zone for special airfreight to materialise.



Picture by Joel Vogt

Freight handlers not directly involved in the case, believe that activities ought to include other trades as well beside airfreight such as "just-in-time, pick-and-pack or ready-to-use operations" of which most require warehouse facility at some stage within the handling process.

The EAP is expected to initiate a new call for tender once things are cleared. Apparently, the value-added tax is no obstacle for such a project (source: EAP).



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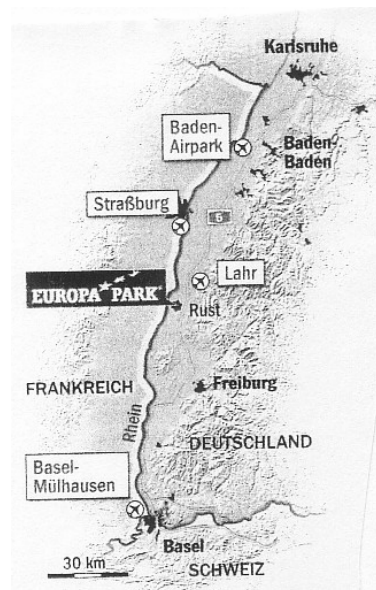
THE HOTELPLAN GROUP decided to position a B757-200ER at EuroAirport during the winter season 2005/2006. It is the second attempt to resolve its (winter) over-capacity at Zurich. Joining FTI obviously made a difference this time according to Travel Inside. *“Travel Inside: What is the assessment of your position in the travel market of the Greater Basel area ?”*

“Hotelplan: This is a positive story for us considering our smaller seat contingencies compared to FTI. Indeed, we have had some skepticism to position one of our aircraft at the EAP. Now, we are quite content with the operation and our sales. Demand is solid even on the flights to Puerto Plata with a stop-over at Santa Maria Azores in both directions.

Generally speaking, one must sell in all three markets served by EuroAirport in order to fill any aircraft, in our case a B757-200 with 209 seats. As our business is more Swiss-based we are not sure if our product would sell in Alsace and Südbaden which form the EAP's two other markets. A decision has not been made, yet”.



Picture by Andreas Herter



TOO MANY AIRPORTS ? ! - see map

Basel, Karlsruhe, Straßburg go after the same market in the Upper-Rhine valley. Lahr is about to join the race poised to serve as gateway for Rust Europa (theme) Park.

Baden-Württemberg has now to decide if it wants to give in to political pressure to let another airport live partly of its treasury, even minimal service standards have it's price tag as experienced at Karlsruhe Airport.

EUROAIRPORT - PASSENGER FORECAST FOR 2006 - 4.3 million passengers

Airline	2003	share	2004	share	2005	share	*2006	share
Air France	0.648	35%	0.641	25%	0.638	19%	0.700	16%
British Airways	0	0	0	0	0.126	4%	0.150	3%
EasyJet	0	0	0.257	10%	0.932	28%	1.500	35%
Hapag Lloyd	0.176	9%	0.176	7%	0.211	6%	0.250	6%
Lufthansa	0.178	9%	0.193	8%	0.219	7%	0.350	8%
Sky Europe	0	0	0	0	0	0	0.100	2%
SWISS	0.759	41%	0.625	21%	0.381	11%	0.100	2%
Others	0.076	4%	0.095	6%	0.219	7%	0.300	7%
Air Charters	0.629	25%	0.548	22%	0.581	18%	0.650	15%
Other sectors							0.300	6%

*Figures are derived from recent growths of carriers Swiss/Lufthansa will cope with flight optimization.

The EAP has identified some scenarios to arrive at its passenger target - one scenario foresees an increase in the low-cost sector and flights to Milan, Manchester and/or Warsaw.

TRAFFIC REPORT

Total Passengers

December 2005 only 250'523 +37%

Year to date 2005 (January-December 2005)

Scheduled Passengers 2,723,838 +37%

Charter Passengers 581,399 + 6%

Total Passengers 3,315,698 +30%

General Airfreight in tons 8,057 - 19%

Expressfreight in tons 24,150 - 0%

Total Airfreight handled 83,318 - 6%

Total Movements 76,815 + 6%

Passenger volume 2005 compared to 2004

