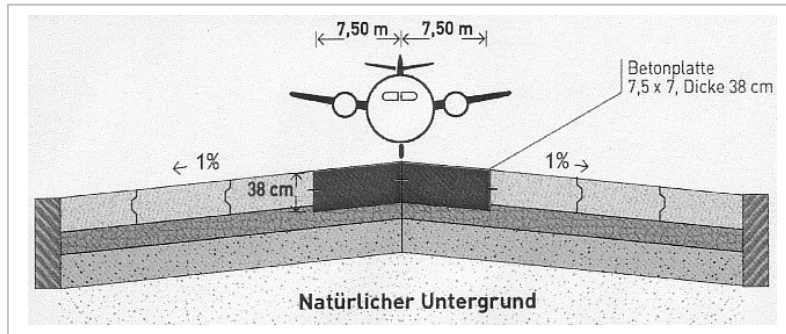
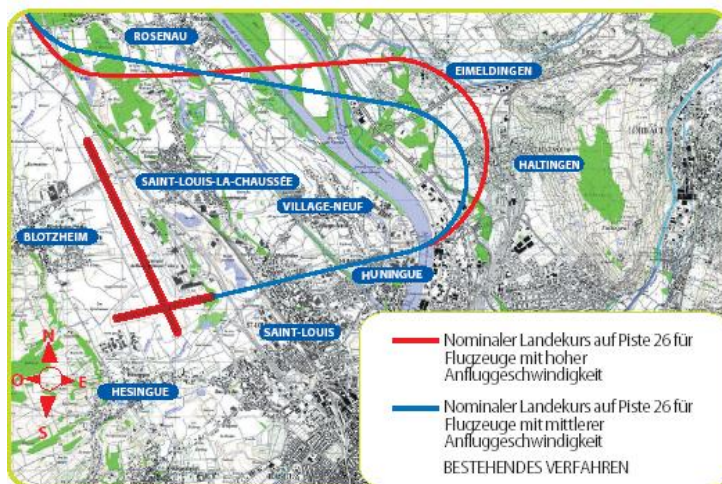


INSPECTIONS determining the stability of concrete slabs critical for landing found that a section of 1,530m in length and 15m in width will require a major overhaul after 28 years in service as the impact of aircraft with maximum landing weight is most felt on this stretch of runway. Therefore, old slabs of concrete must be replaced in order to meet basic safety standards set by ICAO.



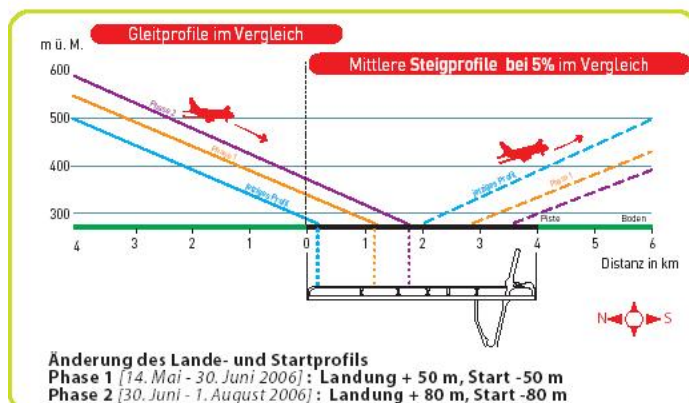
The replacement of concrete slabs (dark) will take place in two stages (900/630 m). They also need an adjustment in height to 38cm in order to meet new standards for larger and heavier aircraft soon to enter service such as the Airbus A380. A consortium of construction and engineering companies under the leadership of Glanzmann and Aeroports de Paris Engineering will work on this programme.

Landeverfahren auf der Ost-West-Piste



RWY26 will be in service between 05.00-06.15 hours for safety reasons as crews are on the site finishing their nightly tasks or clearing off machinery and equipment. Approaching aircraft will be radar-guided to RWY16 and then cleared for a circling on RWY26. The map to the left shows the standard procedure for high and medium-speed approaches. RWY26 will generally not be used for take-off due to runway restraints for mid-sized aircraft which are restricted in their take-off weight if choosing RWY26. Towns exposed to the change of landing and take-off procedures as well as noise impacts during the runway overhaul will be informed in a special manner as work progresses.

Versetzte Pistenschwelle



AIRTRAFFIC MANAGEMENT is expected to remain unchanged for most passenger flights during both phases. Korean Air Cargo and Malaysian Cargo will divert their wide-body freighters to Zurich.

Thresholds are to be moved as work is continuing leaving 3,000m and 2,370m of runway length for aircraft movements. This correlates with a steeper glide-path starting at 600m above ground and 5-6 km distance to the actual threshold. For aircraft taking-off climb-rates (in ft./°) will remain unchanged but the point of lift-off is delayed during each phase resulting in lower altitudes (50-80m) before turning to left.



THE AIRPORT RESTAURANTS have been given a new ambience in an effort to better serve a growing clientele in a new environment. The restaurant chain Carestel 3 Frontières has completed a refurbishing programme after two month of work. Also, the company has rebranded the site as "au 5ieme". The change of style and ambience is meant to reflect the passenger terminal's new infrastructure.

Restaurants at the EAP have traditionally been a full-service scheme catering to all segments of customers such as passengers, those who are waiting for arriving travellers, visitors to the airport and employees at work. A new service line will include a "pack & go" counter.

Carestel 3 Frontières is finally putting a priority on the professional performance of its 72 employees hopefully leading to more efficiency at all levels at 11 catering stations throughout the airport.

Still to come would be a service outlet for visitors to the airport on the observation deck. Security concerns however keep the doors locked



Picture taken by Marcel Bitter

SWISS SAAB 2000 are apparently finding a market. Crossair once had a fleet of 35 aircraft in service which was then reduced to just seven Saab 2000 when SWISS was formed. End of October 2005 the company decided to phase out the remaining units after realising that 50-seaters are no longer economically feasible in its fleet.

A special task force was formed trying to remarket the turboprops in Europe. Next to Carpatair and Darwin is Polet Flight of Russia which has obviously found a value in Saab 2000 as corporate or business plane. Presently, training of flight crews and mechanics is under way as well as documentation work necessary for all three aircraft to obtain JAA certification for Polet Flight. www.polet.ru

ROUTE NEWS

→ **TURKISH** (THY) is introducing daily flights to Istanbul this summer as a test for future expansion.

→ THY also started a code-share with **SUN EXPRESS** to and from Antalya (XQ111/TK 8898) on days 2, 5 and 7.

Turkey seems to fall behind in its appeal to vacationers.

→ **ZURICH** and **JET AVIATION** are offering rock-bottom landing and handling rates to Korean (KE) and Malaysian to lure them away from EuroAirport for good.

→ **KOREAN** has been selected as first carrier for Asian markets by Novartis Pharma after a number of service screenings at EuroAirport, Seoul and onward destinations.

EuroAirport and handling company Swissport Basel are in the position to offer late airfreight acceptance, nose-in freighter parking leading to fast aircraft turnaround and door-to-door services for Novartis. Also, Roche Pharma is seriously testing the option of similar services out of Basel with Korean. Both companies require higher service standards as their shipments are either time or temperature sensitive.

Zurich and Jet Aviation are hard pressed to offer similar standards of services.

EuroAirport is aware of Zurich's intentions. Based on recent talks with both carriers a return to the EAP is more likely than a final stay at Zurich.

TRAFFIC REPORT

Total Passengers March

Scheduled Passengers	266,692	+36%
Charter Passengers	20,567	-20%
Total Passengers	288,201	+30%
Total Passengers 1st Quarter	764,289	+28%
General Airfreight in tons	784	-23%
Expressfreight in tons	2,464	+17%
Total Airfreight handled	7,748	+ 6%
Total Airfreight handled Q1	21,172	+ 5%
Total Movements	6,257	- 8%
Total Movements 1st Quarter	17,517	- 5%
freighter movements	301	- 0%

IBERIA LAUNCH TAKES ON LOW-COST RIVALS (FT 2006)

Iberia will launch a low-cost carrier to compete with rivals such as Air Berlin, EasyJet and Ryanair which have cornered almost one third of airline travel to Spain.

Iberia said its low-cost offshoot – yet to be named – would be based in Barcelona, the destination of 40% of low-cost flights to Spain. The Spanish flag-carrier will contribute 24 million Euro to the new airline's 50 million Euro start-up capital.

A recent survey by the Spanish Board of Tourism showed that low-cost carriers brought 1.2 million passengers to Spain in the first quarter of 2006, making up 31% of all passengers arriving in Spain by air and marking a 6% increase over 2005. Network airlines by contrast have lost market shares. The new company is seeking slots in Europe, particularly in the UK and Germany as a stand-alone enterprise. Ex EuroAirport EasyJet is serving Alicante, Barcelona, Madrid, Malaga and Palma de Mallorca.