



THE RANKING of EasyJet hubs is primarily based on how many destinations are served daily followed by the total of weekly flights.

UK airports offer domestic and international routes of which only those departing to continental Europe have been cleared for this survey. One good reason for non-consideration of domestic (UK) trunk routes has been to avoid any distortion of comparison with other hubs (Berlin/EuroAirport/Geneva) with no domestic traffic.

The number of destinations and their geographic location, flights offered with aircraft based at the airport as well as passengers generated reveal a great deal of data about each hub.

In the case of EuroAirport international travel corresponds well with the highly export-driven economy. EasyJet is set to continue upgrading its network and flights to please consumer needs also including those of business. The airport's catchment area has been greatly enlarged due to the carrier's presence.

AIR FRANCE has contested the incentive system beneficial to those airlines which are committed to passenger volumes over a long period of time at EuroAirport.

A lower-court decision at Strasbourg, France has provided the ground for a recall of the scheme as it discriminates other carriers, primarily Air France. However, the court has not dwelled on facts that French and Swiss civil aviation authorities have approved the scheme prior to its introduction in September 2004. Additionally, EuroAirport called upon the EU-commission to clear any potential obstacles within the tariff-system which might be discriminatory to other airlines. The Airport has not yet made up its mind as to file an appeal with a higher court in France or the EU.

Protecting national interests is widely practised in France and else where whenever strategic interests are at stake. They may have played a factor in the lower-court's decision against EuroAirport and its tariff incentives. Examples of this dimension are found with key sectors of the French economy such as aviation (Sogerma), defence (Dassault), engineering (Alstom) or pharma (Sanofi).

Clearly, Air France is the epitome of an icon in French politics as was Swissair to Swiss opinion leaders. Yet, the French flag-carrier shows little intention to reverse its policy of only serving the Paris-market from provincial airports. Taken by surprise of the success of EasyJet at the EAP, the airline is now seeking state aid through the judicial branch hoping to reverse the tide which the carrier faces at EuroAirport. Passenger boardings have remained below the annual 0.7 million mark for years. Its services include only seven domestic routes with 108 flights a week. EasyJet on the other hand registered about two million passengers since its start in 2004 now serving 18 destinations a day with 148 flights a week.

EASYJET calls the policy of Air France a disgrace leaving entire regions neglected and under-served. The low-cost sector clearly makes a difference to provincial airports in France as EasyJet and Ryanair are on the move to challenge Air France by offering what the consumers wish to buy - no-frills services on short-distance flights. Air France's strategy to stop airlines from competing in the French market is clearly a matter fought on the consumer's back.

RYANAIR also filed a complaint with the EU protesting the level of fees charged to Air France from French airports noting that the airline has received 1 billion Euro so far in "illegal state aid". Their fees are discounted as much as 50%.

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EASYJET HUB RANKING SUMMER 06

Airport & Code	European Routes	UK-Routes	EU-Flights /week
London-LTN	26	5	367
London-LGW	26	6	343
London-STN	21	4	343
Berlin-SXF	26	--	222
Geneva-GVA	23	--	232
Bristol-BRS	21	5	171
EuroAirport	18	--	148
Liverpool-LPL	14	1	158
Dortmund-DTM	13	--	92
Newcastle-NCL	12	3	89
Milan-MXP	11	--	78
Belfast-BFS	10	9	49
Paris-ORY	8	--	88
Nottingham-EMA	8	--	59

Edinburgh-EDI will be another base for A319 aircraft in the near future.

www.easyjet.com (see timetables)



Picture taken on 26.05.06 by Andreas Herter
LIVINGSTON Energy Flight A321-200 at EuroAirport from Palermo, Sicily. The carrier is flying charters to holiday spots in the Caribbean, Indian Ocean, in Africa, Central & South America, Europe, totalling 30,000 flying hours in financial year 2004/2005.



Picture taken on 26.05.06 by Michael Heckert



WORK IN PROGRESS ON RWY16 which started on 14 May shortly after 23.00 hours. Special machinery is set to break and remove big pieces of concrete slabs on a length of 900m and 15m in width in phase one of the resurfacing programme. Pictures taken by Ralph Kunath

TRAFFIC REPORT – EuroAirport Basel-Mulhouse

Total Passengers April 2006

Scheduled Passengers	296,027	+41%
Charter Passengers	44,762	+ 7%
<u>Total Passengers</u>	<u>341,474</u>	<u>+35%</u>
<u>Total Passengers 4 months</u>	<u>1105645</u>	<u>+30%</u>

General Airfreight in tons	1,113	
Expressfreight in tons	2,016	- 0%
<u>Total Airfreight handled</u>	<u>7,629</u>	<u>+ 7%</u>
<u>Total Airfreight handled 4 m.</u>	<u>29,262</u>	<u>+ 7%</u>
<u>Total Movements</u>	<u>6,909</u>	<u>- 3%</u>
<u>Total Movements 4 months</u>	<u>24,426</u>	<u>- 5%</u>
freighter movements	301	- 0%

Destination Statistics

January through April

London-LCY	22,967
London-LHR	42,130
London-LTN	55,057
London-STN	29,278
Liverpool-LPL	26,288

Loadfactor - A/C - Seats

LPL 70% B737	37,752
LCY 62% ARJ1	36,720
LHR 51% A319	82,800
LTN 73% B737	75,504
STN 77% B319	37,752

ROUTE & MISCELLANEOUS NEWS

HAPAGFLY no longer has an aircraft stationed at the EAP but continuous to serve the airport. Planes are to leave from other German airports before arriving and departing at EuroAirport (w-rotations).

Services to Arrecive, Fuerteventura, Las Palmas, Teneriffa (Canary Islands), Faro (Portugal), Heraklion Kos, Rhodos (Greece) are offered once a week. The link to Palma is flown six times a week. All flights are operated with B737-800 aircraft.

Karlsruhe-Baden-Airport offers air services to Fuerteventura, Las Palmas, Teneriffa (Canary Islands), Heraklion, Kos, Rhodos (Greece) Palma (Spain) and Antalya (Turkey) with an aircraft of Hapagfly based at Karlsruhe airport.

PRIVATE SECTOR TRAFFIC during the International ARTS FAIR and Young Arts Fair will soar with 120 private jets scheduled to arrive from European and overseas destinations.

www.bsl-mlh-planes.net is a new web site documenting aircraft movements at Basel-Mulhouse dating back to 1946. The website is a rare archive of planes long gone and also providing a glimpse at the history of special aircraft making a commercial stop at EuroAirport.

EASYJET offers new flights from Berlin to Istanbul connecting at EuroAirport.

BASEL TOURISM registers an EasyJet effect in its annual statistics concerning hotel bookings which have increased in 2005 thanks to the no-frills carrier and campaigns such as "Arts Unlimited".

EASYHOTEL BASEL is the second of its kind in Europe following the models of EasyJet, EasyCar, EasyCruise as part of a transportation-lodging philosophy. Last year room occupancy reached 53% in all hotel categories.

CORRIGENDA The text describing standard instrumental departures (SID) procedures from RWY16 contains an error. Standard take-off procedures are set to turn to the right after 1,400 feet of climb (not to the left as reported).