



**FLIGHT SAFETY** scores high at EasyJet. As pilot duty time is at a critical level new formulas of crew rosters must be sought to meet both safety expectations and growth rates implied by the financial commitments such as fleet renewal the carrier is in the process of implementing. Following recommendations hassle-factors leading to pilot fatigue are now in the forefront of the safety agenda.

Peter Griffiths of EasyJet notes: "If you are pushing your assets to the extreme of what you can get them to do, what you want to know is: where is the limit".

**EASYJET'S** original pilot roster was six days on, three days off, complying with flight time limitations laid out by the CAA. But the six days on duty had to be split into two parts because it does not allow – as European regulation does – five-early start duties in a row. So the six duty days begin with three early shifts, switching to three late shifts.

Phase One of the airline's trial concentrated on measuring crew performance on the 6/3-roster using a human factors monitoring programme assisted by companies such as Boeing and Cranfield University.

Crew performance and fatigue symptoms were measured. These included demographic, crew resource management and attitude surveys of the pilot population, an activity watch and a sleep diaries study. Flight data monitoring and safety data analysis as well as pilot air safety reports.

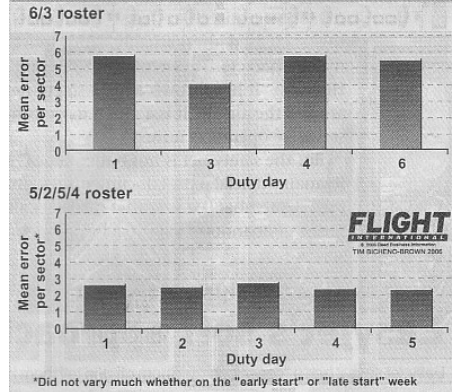
**EASYJET'S** summary of the Phase One findings was that the 6/3-roster was associated with "unacceptable levels of operational risks".

A fatigue risk monitoring trial run was then designed to eliminate the disruption of circadian rhythms represented by the three early shifts followed by three late shifts in the same duty week, which affected performance. So, EasyJet proposed the roster it is using today; five early days followed by two days off, then five late shifts followed by four days off. The CAA accepted the finding of Phase One and gave permission for Phase Two to begin, using the 5/2/5/4-formula and involving 350 EasyJet pilots.

Today **EASYJET** and the CAA are examining new ideas based on lifestyle factors as well as duty hours and workload. What pilots do at home makes a major difference to their effectiveness at work, and their off-duty activities are affected by where they are in their life cycles, whether they are young or middle-aged, single or married, and whether they have young children. Instead of having a one-size system, tools could be developed to enable pilots to vary their work/life balance, with remuneration reflecting what they choose. Meanwhile flight crews will soon be presented with a fatigue risk management manual to help them identify risks they can manage themselves.

Workload risks include factors on ground and in the air such as en-route and airport congestion as well as heavy traffic on the way to work. The carrier is in the process of working along with crews and the CAA to identify hassle factors that really matter. EasyJet's flight planning books on short turnaround times of 20 to 25 minutes at airports it serves.

EASYJET LINE OPERATIONS SAFETY AUDIT DETECTED ERRORS UNDER THE DIFFERENT ROSTERING SYSTEMS



**TOP NEWS – ICELAND EXPRESS** is in talks with Hello to start flights to Keflavik as soon as Spring 2007. The carrier has concluded a wet-lease deal with Hello including three MD90 aircraft and crews. Maintenance checks are carried out by TAT Industries.

**SUNEXPRESS** announces further plans to expand its network from the EAP. Starting in October, Izmir is to be served four times a week marking the first link to the resort town in winter. Antalya will also be served three times a week.

**ENGINE TESTING** in 2005 was down to 213 runs from 343 in 2004. Testing takes place in a hangar-like site called silencer designed to absorb and reduce noise emissions at day and night. Noise checks are regularly carried out in order to measure their impact on towns near the airport.

**AIR FRANCE** is filing law suits against French airports which have struck a deal with low-cost airlines. Next to face such actions are Lyon and Marseille.

The EAP is set to challenge the ruling by a Strasbourg court ordering a withdrawal of incentives designed to benefit carriers which are meeting specified criteria such as passenger volume over a given period of time at a specified level of service.

**SKYEUROPE** is planning more flights. World Air News was told that Bratislava (5 flights up from 4), Budapest (new, 4 flights) and Krakow (new, 4 flights) will be served weekly starting in November.

**NEWSFLASH !!!! Arkefly will start flights to Puerto Plata, Punta Cana, Varadero, Cancun + Porlamar as of End October 2006 !!!!**



**EUROAIRPORT** is adopting a logo change to make a difference in the markets. As new potentials are emerging it wishes to renew its ties with the city brands it carries in its name. Clearly, the incoming tourism has fuelled ambitions of the industry to promote a common brand which all partners can agree with, consequently the logo has been simplified to create a strong message:

- *A return to growth has set in with increasing point-to-point destinations and flights.*
- *A state-of-the-art passenger terminal is laid out to keep ways short for arriving and departing passengers.*
- *Finally, cost-sensitivity should be the message to airlines and passengers.*

## NEW

**EuroAirport™**  
BASEL MULHOUSE FREIBURG

## OLD



High hotel room occupancy is regularly achieved during **ART** the world's most respected fair for contemporary art. This year's forecast of arriving jets prompted ATC Basel to allocate slots requiring all aircraft holders to file for a parking position on the tarmac areas available at the airport (see aircraft line-up, picture taken by Andreas Herter). The event is good news for travel and tourism as visitors flock to the fair. Not surprisingly, statistics about guest arrivals soared to record heights (+11%, 354,942 since January 2006). Visitors from Germany (+20%), Spain (+120) and the UK (+32%) topped the hotel statistic in May and might best show the EasyJet impact on tourism in the Greater Basel area.



## EXPRESSFREIGHT performance

Year	Express handled	Freight handled		Monthly Volume
1984	380	34,968	1%	31
1985	571	33,256	2%	47
1986	1,940	35,524	5%	161
1987	3,290	43,414	8%	274
1988	4,512	49,286	9%	376
1989	5,853	54,842	11%	487
<b>1990</b>	<b>6,751</b>	<b>57,218</b>	<b>12%</b>	<b>562</b>
1991	7,359	53,869	14%	613
1992	8,371	65,221	13%	697
1993	8,706	60,908	14%	725
1994	10,214	64,655	16%	851
<b>1995</b>	<b>11,796</b>	<b>78,304</b>	<b>15%</b>	<b>983</b>
1996	13,005	89,028	15%	1,083
1997	15,722	94,364	17%	1,310
1998	17,199	114,716	15%	1,433
1999	19,446	112,752	17%	1,620
<b>2000</b>	<b>20,983</b>	<b>124,246</b>	<b>17%</b>	<b>1,748</b>
2001	22,168	113,461	20%	1,847
2002	22,371	79,767	28%	1,864
2003	23,571	81,277	29%	1,964
2004	24,239	88,311	27%	2,019
<b>2005</b>	<b>24,150</b>	<b>83,318</b>	<b>29%</b>	<b>2,012</b>
2006	10,165	36,941	28%	2,033

## Tonnage by carrier

DHL	1,870
FDX	0
TNT	2,222
UPS	1,890
<b>1990</b>	<b>5,982t</b>
DHL	5,131
FDX	956
TNT	2,476
UPS	1,451
<b>1995</b>	<b>10,024t</b>
DHL	7,667
FDX	3,521
TNT	5,924
UPS	2,123
<b>2000</b>	<b>19,235t</b>
DHL	9,563
FDX	6,882
TNT	4,706
UPS	2,884
<b>2005</b>	<b>24,035t</b>

The lifeline of expresscargo is all about unrestricted access to Airports to meet growing demands in its services. EuroAirport's operating hours are presently from 05.00 to 23.30 local time.

## TRAFFIC REPORT – EUROAIRPORT

Total Passengers, Movements and Airfreight in May 2006

Scheduled Passengers	306,892	+47%
Charter Passengers	45,963	- 23%
<b>Total Passengers</b>	<b>353,530</b>	<b>+31%</b>
<b>Total Passengers 5 months</b>	<b>1,459,198</b>	<b>+30%</b>
General Airfreight in tons	377	- 30%*
Expressfreight in tons	2,270	+18%
<b>Total Airfreight handled</b>	<b>7,147</b>	<b>+ 6%</b>
<b>Airfreight handled 5 months</b>	<b>36,941</b>	<b>+ 8%</b>
<b>Total Aircraft Movements</b>	<b>7,248</b>	<b>+ 1%</b>
<b>Aircraft Movements 5 months</b>	<b>31,676</b>	<b>- 4%</b>

\*Korean and Malaysian Cargo freighter services have been temporarily suspended at EuroAirport during the RWY16 re-surfacing program.

## Evolution of tonnage by carrier 1995-2005

