



**FTI WILL LAUNCH FLIGHTS TO THE CARRIBEAN AGAIN** by co-chartering Arkefly of Holland, one of seven tour carriers operating on behalf of TUI group. The start is scheduled for the end of October and will continue until April of next year. 150 seats on each flight are available for reservation. The holiday resorts La Romana, Puerto Plata and Punta Cana have become favoured destinations served out of EuroAirport.

Routing for the winter season 2006/2007

Monday	Venezuela	Basel EAP-Amsterdam-Portlamar-Basel EAP	Boeing B767-300, 272 seats in a 3-class configuration luggage allowance in each class: business class, 30kgs comfort class, 25kgs economy class, 20kgs
Tuesday	Mexico	Basel EAP-Amsterdam-Cancun-Amsterdam-Basel EAP	
Wednesday	Dominican Rep.	Basel EAP-Puerto Plata-Basel EAP	
Saturday	Cuba	Basel EAP-Varadero-Basel EAP	
Sunday	Dominican Rep.	Basel EAP-Amsterdam-Punta Cana-Basel	

Attractive flight schedules to destinations served from EuroAirport may indeed help to lure away passengers from nearby airports. Zurich is still enjoying a strong market position in Switzerland. Tour operator FTI and its CEO of the Swiss branch are sanguine that the strategy to concentrate on the EAP will continue to find positive market acceptance in the German- and French-speaking parts of Switzerland.

**A look back** : French Association Le Point was first in pioneering dedicated flights from airports other than Paris to the French overseas territory of Guadeloupe (Point-à-Pitre) by using B707 of airline SATT (Société Antillaise de Transport Tourisme) intended to challenge Air France as dominating carrier. However, flight operations had to be suspended as the airline went broke.

In 1980, Air France gave a firm response by introducing its new low-cost concept Vols Vacances and thus restoring its leading position on these routes. A change in the travel market combined with Air France's repositioning of long-haul flights back to Paris brought and end to the se flights from French provincial airports in 1992. Another French charter (Minerve) was hired to operate flights to Point-à-Pitre on behalf of tour operator Nouvelles Frontières (now member of TUI travel group) again trying to break the monopoly of Air France. Traffic rights were removed after a short of time of activity by the French Civil Aviation Authority (DGAC).

**Passenger boardings to Caribbean destinations during peak years**

Year 2003	2000	1999	1999
La Romana 20,000	Punta Cana 8.880	Puerto Plata 40,000	Varadero 14,674
<b>Destinations</b>	<b>Airlines</b>	<b>Aircraft</b>	<b>Tour Operators</b>
La Romana	Corsair	A310-3000	Nouvelles Frontières
Puerto Plata	Britannia	B767-300	FTI
Punta Cana	Britannia	B767-300	FTI
Puerto Plata	Fly Belair	B757-200ER	FTI, Hotelplan Group
Puerto Plata	LTU Germany	B767-300	FTI
Punta Cana	LTU Germany	B767-300	FTI



VarigLog MD11F / 25.9.06 pic by Joel Vogt



**IBERIA** will drop serving Barcelona with CRJ200 ex EuroAirport. The decision complies with a new strategy favouring the launch of low-cost carrier **Clickair** as a direct response to EasyJet and Ryanair holding up to 40% of traffic out of Barcelona as well as to member airlines like Swiss and Spanair cooperating out of Zurich to Spain in the first place. Click Air is apparently also set to return to second-tier airports in spring 2007 once it has integrated more A320 aircraft into its fleet.

This will leave Barcelona up to EasyJet for the time-being which is presently seeking advice from travel managers of companies located in the tri-national markets of the EAP as to where to fly, at what time of day and how many times.

**News suggesting that Swiss might abandon its no-show strategy** in the face of losing traffic shares at the EAP are hard to access at this time as there are many factors at work before any final decision is ripe. At present, city-pairs to Barcelona, Manchester, Nice, Prague and Warsaw seem to be on the notebook of Swiss network. The row between Swiss Pilots (former Crossair) and Swiss remains unresolved and helps to accentuate the cultural rifts within the airline. A day of strike interrupted daily flights with AvroJets at Basel, Geneva and Zurich. Furthermore, the credibility of Swiss has suffered among business flyers. To offset this and a basic distrust would require great efforts. The face-value of any return to EuroAirport by Swiss will depend on the scale of commitment not just for one season but for many flying periods. Swiss(air)-style comebacks and retreats do have a long track-history at this airport.



## CARGO VOLUME PER CARRIER

Year	Korean	Malaysian
2005	2,489	3,577
2004	4,306	4,347
2003	4,728	*
2002	4,047	*
2001	14,629	10,000
2000	15,487	5,414
1998	10,360	*
1997	9,990	*
1996	7,108	*
1995	5,206	*

Swissair Cargo (SR) and Singapore Cargo (SQ) were other carriers at EuroAirport responsible for cargo some time.

### Technical Data of 400ERF

maximum fuel pay-load 240,000 lbs  
 maximum zero-fuel weight 635,000 lbs  
 maximum take-off weight 875,000 lbs  
 maximum landing weight 640,000 lbs  
 speed 490knts. at altitude of 35,000ft.  
 maximum range non-stop 8,415 km  
 maximum load 117 tons  
 maximum load in cubic 24,952 cuft  
 maximum pallet size 20 feet ULD  
 maximum pallet height 3m  
 floor plan upper/lower deck (left)  
 loading positions main deck (right)

The airfreight business is a tough affair as many competitors roam the same markets such as pharma and chemicals in the Greater Basel area. Clariant, Ciba SC, Novartis, Roche or Syngenta are regularly contacted by sales agents of airlines and forwarders trying to capture a slice of their annual shipment volumes.

The products often require special handling as time and heat matter. New container technology makes it possible to exactly meet those standards set by the companies.

**KOREAN AIR** decided to improve existing services by adding a second weekly freighter Seoul (effective on 3 September), thus returning to days before March 2002 when two freighter services were on the market from EuroAirport. At its main hub Seoul Incheon connections to Osaka, Tokyo and other Asian ports of call as well as services to Sydney and Melbourne are available to shippers.

the routing for Thursday/Friday is as follows: Seoul-Anchorage-New York-Basel-Seoul and for Saturday/Sunday: Seoul-Amsterdam-Basel-Seoul.

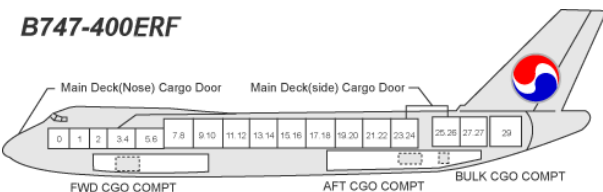
Regular import shipments are on the New York-Basel leg where Korean Air enjoys full traffic rights. About 30 tons are off-loaded and transferred to local works for further refinement every Friday.

Airfreight for Seoul is sought by Basel and Zurich responsible for the bulk of cargo ex for Switzerland. Freight capacity is split among KE-stations Basel - Zurich (50 tons) and Milan (30 tons) on both flights.

Finally, **MALAYSIAN** has decided to step up services to Kuala Lumpur ex EuroAirport via Dubai-Shanghai to Kuala Lumpur. New Boeing 747-400 aircraft will be in service effective 29 October on day 3 and 7.

The decision to expand services came after intense lobbying in Kuala Lumpur by the station manager of Malaysian Switzerland, supported by the EAP and Swissport Basel. Major concessions were made on the cost of fuel for the carrier at the pump station. The routing for both Malaysian freighters is Kuala Lumpur-Dubai-Amsterdam-Basel-Dubai-Shanghai-Kuala Lumpur with traffic rights to Shanghai-Pudong soon expected. \*The carrier first started flying in April 2000 and ceased operations after the collapse of Swissair in October 2001. Flights were resumed on April 2004 under commercial management of MASKargo, the airline's cargo division.

### B747-400ERF



### Main Deck Compartment



## TRAFFIC REPORT – EUROAIRPORT / passengers, movements and airfreight in July & August 2006

Scheduled Passengers	317,789	+20%	Scheduled Passengers	302,849	+17%
Charter Passengers	89,244	- 2%	Charter Passengers	81,434	- 4%
<b>Total Passengers</b>	<b>407,420</b>	<b>+15%</b>	<b>Total Passengers</b>	<b>384,648</b>	<b>+12%</b>
<b>Total Passengers 7 months</b>	<b>2,256,758</b>	<b>+28%</b>	<b>Total Passengers 8 months</b>	<b>2,641,320</b>	<b>+25%</b>
General Airfreight in tons	132		General Airfreight in tons	819*	
Expressfreight in tons	2,046	+ 5%	Expressfreight in tons	2,143	+20%
<b>Total Airfreight handled</b>	<b>6,678</b>	<b>+ 5%</b>	<b>Total Airfreight handled</b>	<b>7,462</b>	<b>+24%</b>
<b>Airfreight handled 7 months</b>	<b>52,004</b>	<b>+10%</b>	<b>Airfreight handled 8 months</b>	<b>60,102</b>	<b>+12%</b>
<b>Expressfreight handled 7 mo.</b>	<b>14,951</b>	<b>+ 8%</b>	<b>Expressfreight handled 8 mo.</b>	<b>17,094</b>	<b>+ 9%</b>
<b>Total Aircraft Movements</b>	<b>7,747</b>	<b>+ 4%</b>	<b>Total Aircraft Movements</b>	<b>6,903</b>	<b>- 7%</b>
<b>Aircraft Movements 7 months</b>	<b>47,611</b>	<b>- 2%</b>	<b>Total Movements 8 months</b>	<b>54,512</b>	<b>- 2%</b>

\*Boeing B747-freighters returned to EuroAirport on 3 August (Korean and Malaysian Air cargo). All London Airports served from the EAP saw 323,535 passengers arriving and departing between January and August. Most passengers were handled at Luton (113,604), then at Heathrow (94,224) in second place, followed by Stansted (60,784) and City (54,923). Changes to last year (same period) is plus 6% up from a total of 304,459 arrivals and departures (London-City plus 31% up from 38197 in 2005). This is due to larger aircraft in service.