



LOADING AIRCARGO onto freighters requires careful planning. Swissport established a manual describing all procedures necessary for unloading and loading of cargo. The document serves a number of purposes: staff can be trained on each freighter, correct line-up of pallets ensures proper weight and balance in the aircraft and it helps to reduce aircraft ground-time. The dossier covers all aircraft presently in service and will be revised as soon as new freighter versions enter the market. Present instructions account for B747-200/400, B757-200, MD10/11, A300/310, BAe146 QT, TU204 aircraft. Each plane requires special handling equipment. In the case of a B747-400, 10 to 12 staff operate all cargo doors, two main-deck and one lower-deck loader, 4 pallet transporters as well as conveyor belts for handling bulk cargo. A tail-stand has to be placed at the rear of the aircraft to make unloading and loading safe. Ground-power units provide electricity needed to operate all systems like cargo doors, roller-beds as well as moving the pallets to the final position in the aircraft.

Korean and Malaysian offer 3,000 m³ of cargo capacity each week to the exporting industries in France, Germany and Switzerland from EuroAirport.



International Aircargo is a 55 bn. \$ business a year with 35% of the value of all traded goods shipped by air. High-end or time-sensitive pharma and valuables shipments are the best known commodities which go by air. New technologies on container-ships makes ocean-freight more competitive against aircargo with faster and larger units using the maritime trade lanes. Container capacity grew 9.5% from 2000 levels (aircargo +4%). The trade association of airlines forecasts that airfreight will grow by 5.3% slower than the 7.2% rate of sea freight. Ocean container freight rates were down 20% from 2000 levels (airfreight 8% lower).

All pictures from archive



At the International Tourism Fair Berlin a study was presented to a larger audience showing newer global consumer trends.

- Consumers expect high quality products, however price remains a sensitive factor
- Singles, women and families represent the largest group on leisure trips, yet the destination is of little importance. What matters most is what they can attach to a stay at a particular destination.
- Journeys to wellness spas, outdoor activities, safaris and or sea-cruises experience the strongest growth as they provide opportunities to escape the mounting pressure at the work place.
- The debate on climate change is spurring an authenticity surge among travellers wanting to spend their holidays on ecologically safe grounds. Striking contradictions prevail. Resort projects in the Persian Gulf seem to find a growing number of tourists.
- Word-of-mouth and travel reports by independent writers replace travel brochures as marketing tool. 40% of US-tourists consult internet reports and rankings prior to their selection.
- Vacation planning via internet is already a widely applied tool giving travellers ample freedom of choice.

EASYJET warns of a weaker summer.

The carrier announced that it was facing weaker market conditions. By responding to this fact, the airline will cut the lowest fares to fill its aircraft in what is normally a busy time. Air Berlin, British Airways and Ryanair said they are also faced with soft demands and increased competition.

PEUGEOT, the French car maker, is about to present new car models at Mulhouse its main manufacturing site on 22 & 23 June. This event will draw a large number of car dealers and representatives of contractors delivering car parts for final assembly. Many of the guests will be flown in from Amsterdam, Athens, Birmingham, Madrid, Budapest, Hamburg, Leipzig, Milan, Oslo, Prague, Rome Stockholm and Vienna with 17 charter flights. Carriers such as Neos, Corsair Fly (B747-400/A330-300), Spanair, SAS, Transavia, Titan Air are present with larger aircraft.



THE LOW-COST CHALLENGE FOR AIRPORTS.....

Adapting to the requirements of LCCs and reconcile those with the needs of full-service carriers are issues that most airports must address. The European Low Fares Airlines Association (ELFAA) was among eleven groups invited by the European Commission to discuss the future of Europe's airports. ELFAA has a broad agenda which it wants to be addressed:

- Competition not regulation should be the rule in the first place.
- The emergence of low-fare carriers has rejuvenated commercial aviation and especially those airports with limited traffic.
- It has also forced major airports to seek more efficiency and to lower their charges.
- The Commission should encourage competition among airports rather than trying to regulate charges.
- Flag carriers or airline groups ought not to be allowed to challenge charges approved by airports in support of new businesses offered by low-cost carriers in court.
- Looking at ways in using existing capacity at secondary airports as a way to tackle capacity shortages at major European gateways should be enforced.

Airlines and ground handlers suffer under price-erosions and can hardly post any profit whereas airports produce reasonable results.

The key metric to look at to evaluate comparative performance of airports, airlines and ground handlers should be the return on capital employed rather than crude profits. Airports and airlines require very heavy capital investment compared to ground handlers and have a lot of capital tied up on fixed assets. In the case of an airport these are runways and terminals. Investors consequently expect returns proportionate with the scale of investment which is measured by return on capital employed.

Low investment–low costs–low tariffs strategy applied by many secondary airports seeking markets which major gateways cannot serve is demonstrated by the EAP, Lyon, Marseille and Nice. Many airports in France are in fights with Air France as a dominant player in commercial aviation and is being supported by the Government in many ways.

Any initiative Air France considers threatening will be torpedoed or brought to court. That there is no low-cost-carrier of French origin is symptomatic to French aviation policies. Court actions stopped Ryanair at Strasbourg (Ryanair versus Air France in 2003).

EasyJet and Ryanair's success at Basel-Mulhouse-Freiburg, Marseille and Nice is good news for the French. Terminals for the low-cost-sector opened at all three airports. Lyon will follow converting a former charter terminal into a low-cost facility for 1.2 mn. €.

Pictures: EasyJet passengers await their departure. Airbridges are a way demonstrating the differences in service required by network carriers.



TRAFFIC REPORT – EUROAIRPORT YEAR 2007

April 2007

Scheduled Passengers	329,395	+ 11%
Charter Passengers	47,302	+ 6%
Total Passengers	377,772	+ 11%
General Airfreight in to.	1,475	+34%
Express Airfreight in to.	2,263	+12%
Total Airfreight handled	8,639	+ 6%

Four Months

Scheduled Passengers	1,162,485	+ 16%
Charter Passengers	106,300	+ 2%
Ttl. Passengers	1,271,946	+ 15%
General Airfreight in to.	5,389	+ 89%
Express Airfreight in to.	9,292	+ 11%
Ttl. Airfreight handled	34,350	+ 15%

Aircraft Movements

Scheduled Movements	4,004	+ 5%
Charter Movements	477	+ 1%
Freighter Movements	281	+ 4%
Total Aircraft Movements	7,409	+ 7%

Scheduled Movements	15,760	+ 7%
Charter Movements	1,102	- 11%
Freighter Movements	1,184	+ 5%
Ttl. Aircraft Movements	25,873	+ 6%